



2040

Long Range Transportation Plan



Adopted: March 16, 2016
Amended: June 8, 2016



RESOLUTION 01-2016

A RESOLUTION ADOPTING THE HEARTLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION'S 2040 LONG RANGE TRANSPORTATION PLAN

WHEREAS, the Heartland Regional Transportation Planning Organization (HRTPO) is the responsible entity for conducting a continuing, cooperative, and comprehensive transportation planning program for the six-county transportation planning area covering the counties of DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee and the cities of Sebring and Avon Park in the urbanized area of Highlands County, Florida; and

WHEREAS, under federal and state requirements, has as a primary duty, the responsibility for developing and adopting a 2040 Long Range Transportation Plan (LRTP) that conforms to the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21), as well as the planning factors contained in MAP-21; and

WHEREAS, the HRTPO's 2040 LRTP has identified necessary improvements to the transportation system consistent with the funding resources likely to be available for said improvements; and

WHEREAS, the HRTPO has coordinated the 2040 LRTP development with involved state, regional and local agencies, the public, elected officials, and local governments, including consideration of locally adopted comprehensive plans and the Florida Transportation Plan; and

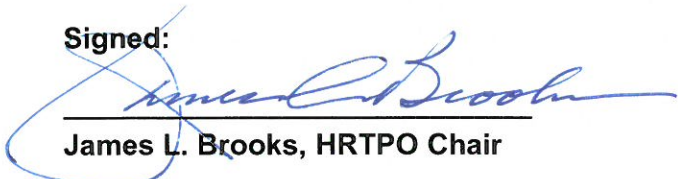
WHEREAS, the HRTPO's 2040 LRTP has considered multimodal and intermodal opportunities to serve the mobility of people and goods throughout the six-county planning area.

NOW, THEREFORE, BE IT RESOLVED, by the Heartland Regional Transportation Planning Organization (HRTPO) that having fulfilled all federal and state requirements, the HRTPO adopts the 2040 Long Range Transportation Plan (LRTP), including all maps, inventories and other related materials, at its meeting on March 16th, 2016.

The Chair of the HRTPO (or his designee) is hereby authorized and directed to submit the Long Range Transportation Plan to the:

1. Florida Department of Transportation
2. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
3. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

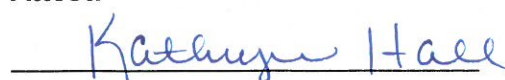
Signed:


James L. Brooks, HRTPO Chair

Date:

March 16, 2016

Attest:


Signature

Attest:

Kathryn Hall
Printed Name



RESOLUTION 08-2016

A RESOLUTION ADOPTING AN AMENDMENT TO THE HEARTLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION'S 2040 LONG RANGE TRANSPORTATION PLAN

WHEREAS, the Heartland Regional Transportation Planning Organization (HRTPO) is the responsible entity for conducting a continuing, cooperative, and comprehensive transportation planning program for the six-county transportation planning area covering the counties of DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee and the cities of Sebring and Avon Park in the urbanized area of Highlands County, Florida; and

WHEREAS, the HRTPO under federal and state requirements, has as a primary duty, the responsibility for developing and adopting a 2040 Long Range Transportation Plan (LRTP) that conforms to the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21), as well as the planning factors contained in MAP-21; and

WHEREAS, the Code of Federal Regulations (CFR) 450.300 through 450.324 provides that the HRTPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Long Range Transportation Plan (LRTP); and

WHEREAS, the HRTPO has coordinated the 2040 LRTP development with involved state, regional and local agencies, the public, elected officials, and local governments, including consideration of locally adopted comprehensive plans and the Florida Transportation Plan; and

WHEREAS, the HRTPO's 2040 LRTP has considered multimodal and intermodal opportunities to serve the mobility of people and goods throughout the six-county planning area and has identified necessary improvements to the transportation system consistent with the funding resources likely to be available for said improvements; and

WHEREAS, the HRTPO has posted the proposed amendment to the 2040 LRTP on May 25, 2016 for a seven (7) day public comment period in accordance with the HRTPO Public Participation Plan and provided an opportunity for public comment at the TPO Board meeting on June 8, 2016; and

WHEREAS, the HRTPO's 2040 LRTP, which was adopted on March 16, 2016, is being amended for the first time based on needed additions and/modifications to the following sections of the Plan: Chapters 1, 6, 7, 8 and the Appendix.

NOW, THEREFORE, BE IT RESOLVED, by the Heartland Regional Transportation Planning Organization (HRTPO) that the HRTPO adopts the amendment to the 2040 Long Range Transportation Plan (LRTP), including all maps, inventories and other related materials, at its meeting on June 8, 2016.

The Chair of the HRTPO (or his designee) is hereby authorized and directed to submit the amended adopted 2040 Long Range Transportation Plan to the:

1. Florida Department of Transportation
2. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
3. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

Signed:

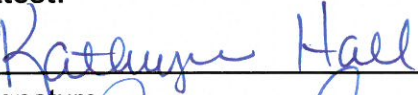


James L. Brooks, HRTPO Chair

Date:

6/8/16

Attest:



Signature

Attest:

Kathryn Hall

Printed Name



Reviewed by HRTPO Attorney



Planning in the Heartland

The Heartland Regional Transportation Planning Organization (HRTPO) coordinates transportation plans for the Heartland Region including the six counties of DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee and the urbanized area of Highlands County including the cities of Sebring and Avon Park. Our organization provides the forum for local elected officials, their staff, industry experts, the business community, and the public to work together to improve transportation in the Heartland Region. Designated on November 17, 2014 by Governor Rick Scott of Florida, and organized on April 29, 2015, the HRTPO developed the first Long Range Transportation Plan for the six county region.

TABLE OF CONTENTS

1. INTRODUCTION

| | | | |
|-----|-------------------------------|------|------------------|
| 1.3 | Vision and Mission Statements | 1.6 | Plan Development |
| 1.4 | Governing Board | 1.9 | Consultation |
| 1.5 | Advisory Committees | 1.11 | Statewide Plans |

2. REGIONAL OVERVIEW

| | | | |
|-----|-------------------|-----|-------------------|
| 2.2 | Regional Overview | 2.5 | Employment Growth |
| 2.4 | Population Growth | 2.6 | Economic Futures |

3. GOALS & PERFORMANCE

4. ENVIRONMENTAL MITIGATION

5. PUBLIC INVOLVEMENT

| | | | |
|-----|-----------------------------------|-----|--------------|
| 5.1 | Public Participation Plan | 5.3 | Public Needs |
| 5.2 | Public Involvement by the Numbers | | |

6. ROADWAY NEEDS PLAN

| | | | |
|------|--------------------------|------|-----------------------------------|
| 6.2 | Regional Roadway Network | 6.18 | Roadway Project Needs for 2040 |
| 6.4 | Current Conditions | 6.23 | Congestion Management |
| 6.7 | Future Conditions | 6.26 | Safety and Security |
| 6.17 | Project Selection | 6.32 | Future Corridors Planning Process |

7. MODAL OPTIONS

| | | | |
|-----|---------------------------------|------|-------------------|
| 7.2 | Public Transportation | 7.12 | Freight System |
| 7.4 | Bicycle and Pedestrian Planning | 7.14 | Regional Rail |
| 7.7 | Bicycle and Pedestrian Systems | 7.15 | Regional Aviation |

8. FUNDING PLAN

| | | | |
|-----|------------------|-----|-------------------------------|
| 8.2 | Funding Summary | 8.5 | Plan Development |
| 8.3 | Funding Programs | 8.7 | HRTPO 2040 Cost Feasible Plan |

APPENDIX

| | |
|--|--|
| A) List of Technical Support Documents | H) 2040 Forecast of State and Federal Revenues |
| B) HRTPO Goals and Federal Planning Factors | I) Mobility Assessment |
| C) Environmental Justice | J) HRTPO Transportation Improvement Program (TIP) 2016-2020 |
| D) Public Involvement and Public Comments | K) Consultation Partners List |
| E) Evaluation Criteria for Capacity Projects | L) Potential Areas of Avoidance and Mitigation and Endangered and Threatened Species |
| F) Transportation Modeling | |
| G) Ecological Greenways Network | |

acronyms & ABBREVIATIONS

| | | | |
|--------|--|--------|--|
| AARP | American Association of Retired Persons | CUTS | Coordinated Urban Transportation Studies |
| EJ | Environmental Justice | DBE | Disadvantaged Business Enterprise |
| PPE | Public Participation Element | DOEA | Department of Elder Affairs |
| RFLI | Request for Letters of Interest | DOPA | Designated Official Planning Agency |
| TOP | Transportation Outreach Program | DRI | Development of Regional Impact |
| AASHTO | American Association of State Highway and Transportation Officials | E+C | Existing plus committed network (used in modeling) |
| ADA | Americans with Disabilities Act | EAR | Comprehensive Plan Evaluation and Appraisal Report |
| AER | Annual Expenditure Report | EDD | Economic Development Districts |
| AHCA | Agency for Health Care Administration | EOP | Emergency Operations Plan |
| APR | Annual Performance Report | EPA | Environmental Protection Agency |
| ARRA | American Recovery and Reinvestment Act of 2009 | ETAT | Environmental Technical Advisory Team |
| ATMS | Automatic Traffic Management System | ETDM | Efficient Transportation Decision Making |
| ATPO | Association of Transportation Planning Organizations | FAA | Federal Aviation Administration |
| BCC | Board of County Commissioners | FAC | Florida Administrative Code |
| BEBR | Bureau of Economic and Business Research | FACTS | Florida Association of Coordinated Transportation Systems |
| BMS | Bridge Management System | FAP | Federal Aid Program |
| BPAC | Bicycle/Pedestrian Advisory Committee | FDEP | Florida Department of Environmental Protection |
| CAC | Citizens Advisory Committee | FDEP | Florida Department of Environmental Protection |
| CAMP | Corridor Access Management Plan CAP | FDOT | Florida Department of Transportation |
| CDMS | Crash Data Management System | FGTS | Florida Greenways and Trails System |
| CEDS | Comprehensive Economic Development Strategies | FHREDI | Florida's Heartland Regional Economic Development Initiative |
| CFASPP | Continuing Florida Aviation System Planning Process | FHWA | Federal Highway Administration |
| CFR | Code of Federal Regulations | FM | Financial Management |
| CFRPC | Central Florida Regional Planning Council | FREDI | Florida Rural Economic Development Initiative |
| CIA | Community Impact Assessment | FS | Florida Statutes |
| CIP | Capital Improvements Program | FSUTMS | Florida Standard Urban Transportation Model Structure |
| CMP | Congestion Management Process | FTA | Federal Transit Administration |
| CMS | Congestion Management System | FTP | Florida Transportation Plan |
| COOP | Continuity of Operations Plan | FY | Fiscal Year |
| CRA | Community Redevelopment Agency | GA | General Aviation |
| CST | Construction | GIS | Geographic Information Systems |
| CSXT | CSX Transportation | GPC | General Planning Consultant |
| CTC | Community Transportation Coordinator | HOA | Home Owners Association |
| CTD | Florida Commission for the Transportation Disadvantaged | HP&R/D | Highway Planning and Research/Department, also known as state "D" funds. |
| CTPP | Census Transportation Planning Package | HRMP | Heartland Rural Mobility Plan |
| CTST | Community Traffic Safety Team | HSIP | Highway Safety Improvement Program |
| CUTR | University of South Florida Center for Urban Transportation Research | ICAR | Intergovernmental Coordination and Review. |

acronyms & ABBREVIATIONS CONT.

| | | | |
|------------|---|--------|--|
| ILC | Intermodal Logistics Centers | SPR | State Planning and Research |
| IMS | Intermodal Management System | STIP | State Transportation Improvement Program |
| ISTEA | Intermodal Surface Transportation Efficiency Act | STTF | State Transportation Trust Fund |
| IT | Information Technology | SUN | Shared Use Non-motorized |
| ITS | Intelligent Transportation System | SWFRPC | Southwest Florida Regional Planning Council |
| JPA | Joint Participation Agreement | SWFTI | Southwest Florida Transportation Initiative |
| LCB | Local Coordinating Board | T/E | Trip and Equipment |
| LEP | Limited English Proficiency | TAC | Technical Advisory Committee |
| LOS | Level of Service | TAP | Transportation Alternatives Program |
| L RTP | Long Range Transportation Plan | TAZ | Traffic Analysis Zone |
| LUCIS | Land Use Conflict Identification Strategy | TD | Transportation Disadvantaged |
| MAC | Mobility Advisory Committee | TDM | Travel Demand Management |
| MAP-21 | Moving Ahead for Progress in the 21st Century | TDP | Transit Development Plan |
| MOA | Memorandum of Agreement | TDSP | Transportation Disadvantaged Service Plan |
| MPO | Metropolitan Planning Organization | TEA-21 | Transportation Equity Act for the 21st Century |
| MPOAC | Metropolitan Planning Organization Advisory Council | TIGER | Transportation Investment Generating Economic Recovery |
| MSTU | Municipal Service Tax Unit | TIM | Traffic Incident Management |
| NARC | National Association of Regional Councils | TIP | Transportation Improvement Program |
| NHS | National Highway System | TMA | Transportation Management Area |
| NPS | National Park Service | TPO | Transportation Planning Organization |
| PD&E | Project Development and Environment Study | TRB | Transportation Research Board |
| PE | Preliminary Engineering (Design) | TRIP | Transportation Regional Incentive Program |
| PEA | Planning Emphasis Area | TSM | Transportation System Management |
| PIP | Public Involvement Plan | TTF | Transit Task Force |
| PL | FHWA Transportation Planning Funds | UA | Urbanized Area |
| PMS | Pavement Management System | UF | University of Florida |
| PPP | Public Participation Plan | UPWP | Unified Planning Work Program |
| R/W or ROW | Right of Way | USC | United States Code |
| RACEC | Rural Area of Critical Economic Concern | USDOT | United States Department of Transportation |
| REMI PI+, | Regional Economic Models, Inc. | VMT | Vehicle Miles Traveled |
| RPC | Regional Planning Council | WMD | Water Management Districts |
| RSF | Regionally Significant Facility | YOE | Year of Expenditure |
| RTCA | Rivers, Trails, and Conservation Assistance Program | | |
| SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. | | |
| SHSP | Strategic Highway Safety Program | | |
| SIS | Strategic Intermodal System | | |
| SMS | Safety Management System | | |



Introduction

- 1.3 Vision and Mission Statements
- 1.4 Governing Board
- 1.5 Advisory Committees

- 1.6 Plan Development
- 1.9 Consultation
- 1.11 Statewide Plans

The Heartland Regional Transportation Planning Organization (HRTPO), the metropolitan planning organization for the Heartland of Florida, prepared the region's first Long Range Transportation Plan (LRTP) for the year 2040. The Plan was prepared in accordance with federal requirements identified in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (i.e. SAFETEA-LU, 23 U.S.C. 134), Moving Ahead for Progress in the 21st Century (i.e. MAP-21, 23 U.S.C. 134), Florida Statute 339.175(7), and developed in cooperation with the Florida Department of Transportation – District 1.

Stakeholders in the process include the Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the cities in the region, the six counties of DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee, and the general public.

The 2040 LRTP has been developed to ensure compliance with the requirements of MAP-21 and includes a performance-based approach to the transportation decision-making process. MAP-21 also continues many of the previous requirements contained in SAFETEA-LU, including eight planning factors that illustrate the need for Metropolitan Transportation Plans to recognize and address the relationship between transportation, land use, and economic development.

The federal planning factors form the cornerstone for the 2040 LRTP and include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

The 2040 Long Range Transportation Plan includes the counties of DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee, along with 11 municipalities, offering a regional approach to future transportation challenges and opportunities. The HRTPO is the first regional transportation planning organization in Florida comprised of five rural counties and one urban county, which is Highlands County. The Sebring – Avon Park Urbanized Area accounts for only 0.9% of the entire six county region which is approximately 5,000 square miles in land area. The area has a very diverse population estimated at 253,399 and a wide range of mobility needs. One of the challenges in a predominately rural area of this size is to offer the greatest number of mobility options, across all modes, to travel to desired activities and locations.

The six counties of the Heartland have been a part of an almost decade long grassroots effort to work together with partners to build a resilient region to deal with the challenges and opportunities of education, work force and economic development; environment and natural resources; community resources including a healthy community; and transportation and land use. The partnership has explored the relationship of transportation and affordable housing; the relationship of potential transportation facilities and impact avoidance on natural resources and wildlife; and the relationship of transportation and economic development. A key outcome of Heartland 2060 was the need for an ongoing cooperative, continuing, and comprehensive regional transportation planning process and a long range transportation plan for the Heartland. The development of this plan is an integral part of the continuing work to build a resilient and livable region.

The need for mobility, and for the various transportation services and modes to connect, is vitally important to all residents and visitors in the region. This is especially true for older adults, people with disabilities, lower incomes, and those who live in households with no vehicles and who have fewer transportation options. While development of this Plan is a major milestone for the region, future transportation plans, programs and initiatives will provide opportunities to enhance and expand multimodal mobility options, improve connectivity and accessibility, address infrastructure and other issues that impact transportation choices for people and goods traveling in and through the Heartland region. Supported by the Vision and Mission statements, the LRTP seeks to guide the region's transportation system needs, priorities, plans, and investments.

The HRTPO provides a forum for local elected officials and transportation experts to work together on regional transportation issues. As charged by federal law, the HRTPO Board develops a transportation plan that gives consideration to Technical Advisory Committee, Citizen Advisory Committee and public input before adopting the LRTP or other plans for the Heartland Region.

vision & **MISSION**



the **VISION**

Tomorrow's transportation system will connect the Heartland's communities, providing choices to move people and goods efficiently, safely, and reliably, while supporting a competitive economy.

the **MISSION**

Development of transportation systems to support a prosperous, globally competitive economy that improves the quality of life for the Heartland residents while minimizing impacts to the natural environment.

The Vision and Mission statements of the Long Range Transportation Plan for the Heartland Region were adopted by the HRTPO Board on October 21, 2015 after recommendation to the Board by the Technical Advisory Committee. Based on the Vision and Mission statements from the Heartland 2060 project, a multi-year visioning effort for Florida's Heartland, the statements reflect a collaborative and creative process including residents, community and business leaders, and local and state leaders.

governing BOARD

The HRTPO is managed by a governing board of elected officials who are ultimately a policy making and planning body responsible for implementing a comprehensive, cooperative, and continuing (3-C) transportation planning process in DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee Counties. Representation is based on the population of each county as outlined in the approved Apportionment Plan. All meetings are conducted in an open public forum with an opportunity for public comment.

The HRTPO Board is charged to:

- » Develop, adopt, and maintain plans
- » Recommend priorities for improvements to the transportation systems in the six-county region
- » Program and administer federal and state planning grants
- » Ensure that transportation decisions reflect the region's shared vision for the future
- » Engage the citizens of the Heartland in transportation decisions



Board Chair

Commissioner James L. Brooks,
Highlands County



Board Vice-Chair

Commissioner Frank Irby,
Okeechobee County

DeSoto County

Commissioner Elton Langford

Glades County

Commissioner Paul Beck

Hardee County

Commissioner Colon Lambert

Hendry County

Commissioner Darrell Harris

Okeechobee County

Commissioner Frank Irby

Commissioner Terry Burroughs (Alternate)

Highlands County (Unincorporated) & the Town of Lake Placid

Commissioner James L. Brooks

Commissioner Don Elwell

Commissioner William Ron Handley

Commissioner R. Greg Harris

Commissioner Jack L. Richie

The City of Avon Park

City Councilmember Parke Sutherland

City Councilmember Terry Heston (Alternate)

The City of Sebring

Mayor John Shoop

Florida Department of Transportation (Non-voting member)

FDOT District One Secretary, Billy Hattaway

advisory COMMITTEES

The HRTPO structure requires that standing committees are established to advise the board and provide input into transportation decision making.

Technical Advisory Committee

- » Serves in an advisory capacity on technical matters relating to transportation planning and programming
- » Makes recommendations, and provides input into transportation policies, plans and decision-making



The **Technical Advisory Committee (TAC)** is made up of technically qualified representatives of cities, counties, and agencies responsible for planning, maintaining, controlling, developing and improving the transportation system within the Heartland region.

Citizens Advisory Committee

- » Provides an avenue for obtaining public input for the deliberations on transportation issues
- » Assists in identifying the needs of the public and potential outreach opportunities



The **Citizens Advisory Committee (CAC)** is made up of citizen representatives appointed by the HRTPO Board. This committee ensures the public has the opportunity to review and evaluate all proposed transportation plans and programs. The members of this committee provide their opinions, concerns, and recommendations to the HRTPO Board on behalf of their communities.

The **Mobility Advisory Committee (MAC)** will serve as the committee developing and guiding multimodal input including bicycle, pedestrian, trails, transit and other mobility modes as needed. Members of this committee have not yet been appointed by the HRTPO.

plan DEVELOPMENT

Developing a Performance Based Long Range Transportation Plan (LRTP)

The purpose of the LRTP document is to document the processes, data, and analyses used to make transportation investment decisions. The LRTP pulls together information from a variety of sources, and serves as the basis for future actions. All LRTPs provide a long-range plan for the transportation system, investments, and policies. Long range transportation planning processes deployed under MAP-21 are required to incorporate performance goals, measures, and targets along with reporting on the overall effectiveness of performance-based planning.

A performance-based LRTP contains four basic elements:

- » A set of goals, performance measures, and trends.
- » A status report of current conditions.
- » An assessment of needs.
- » Identification of investment priorities, policies, and strategies.

Identification of available revenues to support project development is a key part of a Long Range Transportation Plan. For full revenue and cost estimates see Chapter 8 and Appendix H.

Estimated Revenue and for Sebring-Avon Park Metropolitan Area (in millions)

| Funding Categories | FY 2019-2020 | FY 2021-2025 | FY 2026-2030 | FY 2031-2040 | Total* 2019-2040 |
|--|-----------------|-----------------|-----------------|-----------------|---------------------|
| HRTPO Specific (DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee) | | | | | |
| Strategic Intermodal System (SIS) Highways Construction & Right-of-Way (ROW) | \$1.5 | \$88.7 | \$96.8 | \$302.6 | \$489.6 |
| Other Arterials Construction & Right-of-Way | \$21.5 | \$48.0 | \$45.4 | \$99.3 | \$214.2 |
| State Transit Allocations | \$10.5 | \$27.0 | \$28.4 | \$59.5 | \$125.3 |
| Transportation Alternatives <200,000 Population (TALL) | \$1.1 | \$2.8 | \$2.8 | \$5.6 | \$12.2 |
| Regional Total* | \$34.6 | \$166.5 | \$173.4 | \$467 | \$841.3 |
| Districtwide (Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, and Sarasota) | | | | | |
| Transportation Alternatives Any Area (TALT) | \$6.9 | \$17.3 | \$17.3 | \$34.6 | \$76.1 |
| Transportation Regional Incentive Program Funds (TRIP) | \$0.9 | \$6.7 | \$6.7 | \$13.4 | \$27.7 |
| District Total* | \$7.8 | \$24.0 | \$24.0 | \$48.0 | \$103.8 |

Source: Supplement to the 2040 Revenue Forecast Handbook, 2040 Revenue Forecast for Sebring-Avon Metropolitan Area

Note: Transportation Alternatives (TA) funds for areas with populations under 200,000 (i.e., Districtwide TALL funds) and for any area (i.e., Districtwide TALT funds) are provided to MPOs/TPOs for use in identifying future transportation alternative projects as "illustrative projects" in its LRTP. The Department allocates the districtwide TALL/TALT funds on a discretionary basis each year based on the availability of funding and the annual submittal of MPO/TPO TA priority requests.

*May not add due to rounding

The LRTP for the Heartland Region must:

- » Consider the federal planning factors as they relate to a 20-year forecast period;
- » Include current transportation demand for persons and goods;
- » Identify non-motorized transportation facilities in the region;
- » Describe the performance measures used to assess the performance of the transportation system;
- » Include a system performance report that describes: (a) evaluation of the condition and performance of the region's transportation system, and (b) the progress toward the achievement of these measures;
- » Be informed by the financial plan and investment strategies from the State asset management plan for National Highway System (Florida's FTP and SIS plans) and investment priorities of the public transit asset management plan; and
- » Integrate the goals, objectives, performance measures, and strategies described in the Highway Safety Improvement Program (HSIP), including in the Strategic Highway Safety Program (SHSP) and the Public Transportation Agency Safety Plan.

Moving to the future development of a fully multimodal transportation system in the Heartland will require a comprehensive data tracking procedure to set and evaluate specific targets for incremental achievements of success towards Objectives. Tasks to address the system data needed are addressed in the Unified Planning Work Program for establishing baselines for the HRTPO.

To view how the HRTPO plan goals align with MAP-21, please view Appendix B.

Federal Guidance

MAP-21 was the first transportation legislation enacted since 2005 and provided an updated policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure. The FAST Act was signed into law on December 3, 2015, and supersedes MAP-21 while maintaining a focus on performance based planning. MAP-21 was intended to create a streamlined, performance-based, and multimodal program that addressed the needs of the national transportation system, as outlined in the National Goals, noted below. MAP-21 updates many of the highway, transit, bike, and pedestrian programs and policies established since the original multimodal transportation legislation, the Intermodal Surface Transportation Efficiency Act (ISTEA) enacted in 1991.

National Goals

1. Safety-reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition-maintain highway asset system in a state of good repair.
3. Congestion reduction-significant reduction in congestion on the National Highway System.
4. System reliability-improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality-improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability-to enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays-to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

MAP-21 funds and directly impacts the transportation planning activities of MPOs/TPOs and requires the following to be addressed:

- » The long range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets.
- » The Transportation Improvement Program (TIP) must also be developed to make progress toward established performance targets and include a description of the anticipated achievements.

Performance-Based Planning and Programming (PBPP)

Performance-based planning and programming should build on successful planning efforts. Existing tools such as state pavement and bridge management systems, transit agency asset management plans, and complementary planning processes such as the Strategic Highway Safety Plan (SHSP), Congestion Management Process (CMP), Transit Development Plan (TDP) and other similar efforts provide a strong foundation for performance-based planning and programming. The potential benefits from a performance-based planning and programming process include helping to guide resource allocation decisions in a constrained funding environment. However, it is recognized that a performance-based process alone, without sufficient resources, will not drive better performance results over the long term. A performance-based approach can help communicate needs and explain why performance may decline in the future.

Lessons for effective implementation of a PBPP approach include from the Federal Highway Administration's Performance Based Planning and Programming Guidebook and White Paper (September 2013):

- » Use measures that matter-Rather than identifying hundreds of measures, it is often preferable to identify a limited set of key measures to best support goals and objectives, guide investment decisions, and evaluate progress.
- » Engage the public and stakeholders-Public engagement is critical to identify the issues that residents care about most. Some organizations have chosen to go beyond standard measures such as traffic delay and pavement condition, and to ask questions such as which types of congestion are most problematic and what types of risk factors are most important in managing assets, in order to identify goals and objectives. In addition, keep the public and stakeholders in mind when developing measures to ensure that they are easy to understand and resonate.
- » Build on required performance-based approaches-Such as State Asset Management Plans, State Strategic Highway Safety Plans (SHSPs), MPO Congestion Management Processes (CMPs), Transit Agency Asset Management Plans, and Transit Agency Safety Plans.
- » Communicate successes, constraints, and trade-offs-It may not always be feasible to improve system performance, but information on expected performance outcomes of different options helps to inform decision-making. This information can inform not only where and how to prioritize funding, but can help make the case for the needs for additional funding. Scenario planning is an approach that greatly enhances agencies' ability to evaluate the anticipated impacts of various investment packages.
- » Coordinate and collaborate broadly-Effective PBPP involves coordination within agencies and across agencies so the State DOTs, MPOs, nonmetropolitan planning organizations (also referred to as Rural Planning Organizations or Regional Transportation Planning Organizations (hereafter "RTPOs")), and transit agencies are coordinated in the development of goals, objectives, performance measures, and targets. It also involves coordination with a wide range of partners, including local governments, the business community, freight communities, law enforcement, economic development, and others;
- » Link planning to programming- This linkage, between the LRTP and the TIP/STIP, is key for all transportation agencies. This linkage is key for all transportation agencies. Economic tools, project prioritization processes, and related approaches that build on performance information can inform project selection and show the link between programs of projects and intended performance outcomes; and,
- » Provide context for performance results-A recent trend in performance management has been to develop dashboards and other data visualization techniques. These tools are helpful for communicating data; however, using a simplified approach to reporting data could create a risk for misinterpretation. It is important to tell a story and combine data with an explanation of performance results.

consultation

Beyond meeting regulatory requirements (U.S.C. 23 title 135.3.A), Consultation is an important opportunity for the HRTPO to discuss the needs of our regional community, to compare and coordinate planning approaches, and to communicate about a mutual vision for this region's transportation system that often will cross multiple jurisdiction's boundaries. The process, which is separate and discrete from the public involvement process, implements a Systems Approach to planning that recognizes responsible agencies that must link with and integrate with transportation plans for our region.

State, local, Tribal Governments, and private agencies responsible for the following areas were contacted:

- » Economic growth and development
- » Environmental protection
- » Airport operators
- » Freight movement
- » Land use management
- » Natural resources
- » Conservation
- » Historical preservation
- » Human service transportation providers

The HRTPO provided varied and reasonable opportunities to participate in the development of the 2040 LRTP and to comment on its draft versions. These opportunities were provided to citizens, affected public agencies, representatives of public transportation, freight shippers, private providers of transportation, representatives of the users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and others. The HRTPO consulted with agencies and organizations that are responsible for natural resources management, environmental protection, land use planning, historical preservation, human services, community and economic development, and transit/transportation services.

Our consultation goal was to engage agencies and experts in a conversation about the transportation needs of our community and about goals, strategies, and projects to meet those needs. We implemented methods that included sharing the consultative process electronically via email and online at www.heartlandregionaltpo.org; holding meetings at convenient accessible locations and by personal visits with municipal planning, public works, and other agencies' offices throughout the region. Staff attended or went to meetings of consulted agencies and organizations whenever possible. The HRTPO made available the meeting agendas, information such as PowerPoint slide presentations, and reports in electronically accessible formats and offered via email and on our website. Our consultation process included multiple approaches.

1. We engaged existing regional committees and task forces in discussions about transportation needs, goals, strategies, and projects at their meetings and events.
2. We reached out to a wide range of agencies and organizations and solicited their participation via personal visits, formal letters, notices, and emails. We invited agencies to share comments and concerns with us electronically and/or to meet with us in person about the region's transportation needs and plans.
3. The HRTPO Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) met regularly to provide input, review, and comment on elements of the 2040 LRTP.

Consultation Agency List

The organizations from the Interested Citizens/Agencies list that the HRTPO maintains for transportation public participation was used as a starting point for the consultation process, as this list encompasses many of the types of agencies and contacts targeted for this process. The Consultative Partners may be found in Appendix K and in Chapter 4: Environmental Mitigation on page 4.2.

Consultation through Existing Committees

The HRTPO used the region's planning committee structure to engage with area agencies and experts to develop the 2040 LRTP. For active engagement with transportation agencies from across the region, the HRTPO met often with its committees. The TAC includes staff engineers and planners from county and municipal governments, the regional airport, the transit agencies, and state and federal technical staff. They meet often and provide technical-based recommendations to the full HRTPO.

Similarly, the Citizens Advisory Committee (CAC) of the HRTPO provided input and reviewed sections of the 2040 LRTP as they were being developed at their meetings including the Vision and Mission Statements, Goals and Objectives, project groups and regional roadway network, and public engagement activities. The CAC includes interested citizen members that represent a broad cross-section of the region including the: Agriculture Industry, Small Business, Economic Development, Post-Secondary Education, Individuals with Disabilities, Limited English Proficiency Populations, Migrant Populations, Minority Populations, Socio-Economic Disadvantaged, Senior Citizen Populations, Transportation Disadvantaged, and Workforce Development.

The Governing Board of the HRTPO fulfilled its role as the policy advisory committee of the organization by guiding the long range transportation plan development in its meetings throughout 2015 and 2016, reviewing and recommending adoption of the 2040 LRTP goals, objectives, project lists, and other contents.

Consultation Results

In the spirit of cooperation and collaboration, and acknowledging the critical role that a number of agencies play in achieving the goals of the transportation industry, the HRTPO consulted with Federal, State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, transportation/transit services, economic development, human services, historic preservation, and land use planning.

Consulted agencies were asked to review and provide comments on the Draft LRTP during a 30-day comment period. The purpose of this consultation process was to meaningfully engage consulted agencies in a conversation to not only address the needs of transportation agencies, but to be supportive of resources and regulatory agencies' and planning organizations' goals and initiatives. This consultation process was not meant to replace other regulatory agencies' responsibilities under federal laws and regulations, and does not supersede any existing programmatic agreement, memorandum of understanding or other collaboration tools.

In total, 102 agencies and organizations were contacted and asked to provide insight into the plan relative to their areas' of expertise and to identify environmental issues for which mitigation measures could be proposed. State, regional, and local agencies and organizations were contacted. No significant issues were identified from the consultation process.

All comments received may be found in Appendix C of this report.

statewide PLANS

Integration of the LRTP with the Florida Transportation Plan and the Strategic Intermodal System Plan

The Florida Transportation Plan (FTP) is the statewide long-range transportation plan for all of Florida. The FTP defines Florida's future transportation vision and identifies goals, objectives, and strategies to accomplish that vision. The HRTPO's 2040 LRTP is required by Florida statutes to be consistent with the goals, objectives, and strategies identified in the FTP. The FTP consists of three elements:

- » The Vision Element contains trends, uncertainties, and themes that will shape the future of transportation in Florida over the next 50 years;
- » The Policy Element contains goals and objectives to guide the Florida Department of Transportation and partners toward the vision; and
- » The Implementation Element contains key actions to be undertaken by FDOT and its partners over the next 5 to 25 years.

The HRTPO is actively engaged with FDOT during the development of the FTP. FTP policies that will guide future investments in Florida's transportation system will be integrated into the HRTPO's LRTP.

2060 Florida Transportation Plan Goals:

- » Economic Competitiveness- Invest in transportation systems to support a prosperous, globally competitive economy;
- » Community Livability- Make transportation decisions to support and enhance livable communities;
- » Environmental Stewardship- Make transportation decisions to promote responsible environmental stewardship;
- » Safety and Security- Provide a safe and secure transportation system for all users;
- » Maintenance and Operations-Maintain and operate Florida's transportation system proactively; and,
- » Mobility and Connectivity- Improve mobility and connectivity for people and freight.

FDOT is working with the United States Department of Transportation (US DOT) and the MPOs/TPOs to develop guidance for performance measurement and to establish performance standards. It was originally envisioned that formal guidance would have been provided to the state and MPOs/TPOs prior to the adoption of this plan. However, until such guidance is finalized, FDOT is already reporting statewide performance following the general requirements of MAP-21 and strongly indicates the reporting intent of FDOT to address the requirements of MAP- 21.

These performance measures can be summarized as covering the following seven major topics:

1. Safety
2. System Performance
3. Roadway Pavement Conditions
4. Bridge Conditions
5. Freight
6. Transit Safety
7. Congestion Mitigation and Air Quality

These key items will that will be addressed in the HRTPO's performance measurement program:

- » Develop HRTPO Mobility Performance Measures
- » Develop performance targets
- » Report to Federal Highway Administration as required
- » Include measures in long-range transportation plans and congestion management plans to evaluate alternatives
- » Coordinate with other MPO'/TPOs as appropriate
- » Develop the HRTPO's Mobility Performance Measure Matrix using guidance from FDOT's Mobility Performance Measure Matrix

Next Steps

Demonstrate consistency within the stated goals set forth in MAP 21, the 2060 FTP, the SHSP, and the SIS by developing a well-defined performance-based management system to achieve desired performance outcomes for the region's multimodal transportation system. The Performance Measures ("How we measure success") in the HRTPO's 2040 LRTP Goals, Objectives, and Measures should clearly and concisely address the following eight metropolitan planning factors:

1. Support the economic vitality of the United States, the States, Metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation; and,
8. Emphasize the preservation of the existing transportation System.

The HRTPO's annual PL allocation provides sufficient funding to support data collection for the purpose of management and operation of the region's transportation network and maintenance of the LRTP and associated documents. The Multimodal Mobility Performance Measurement Plan will include policies and procedures, appropriate level of thematic graphics/maps/tables, etc. The TPO will take immediate action through the UPWP process to establish budget line items to fully address the aforementioned items and associated requirements, which will result in an objectives-driven and performance-based process.



For more information on statewide plans, please view the LRTP Technical Support documents at <http://heartlandregionaltpo.org/programs-and-plans/lrtp-2040/>.



2.2 Regional Overview
2.4 Population Growth

2.5 Employment Growth
2.6 Economic Futures

The Heartland Regional Transportation Planning Organization (HRTPO) is the officially designated Metropolitan Planning Organization (MPO) for the six county region consisting of DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee counties. It coordinates the transportation planning activities for the region particularly regarding major transportation project funding allocation. The Heartland Region is primarily rural with the exception of Sebring and Avon Park, and unincorporated areas, which are located in Highlands County.

The six listed counties are within the South Central Rural Area of Opportunity (RAO), which is defined as a region composed of rural communities that have been adversely affected by extraordinary economic events or natural disasters, as designated by the Governor via executive order. RAO designation establishes a region as a priority for Rural and Economic Development Initiative (REDI) agencies, which allows for economic development incentives. The South Central Rural Area of Opportunity is comprised of DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee counties, as well as the four small cities outside those counties. It was the historic relationship of these counties that allowed the Governor to designate the HRTPO to cover all six counties. The main economic activities of the region include agriculture (primarily citrus and sugar cane cultivation), services including health care, and tourism. Details specific to each county are provided in this chapter.

regional OVERVIEW



DeSoto County

Bounded by Charlotte, Sarasota, Glades, Manatee, Highlands, and Hardee Counties, DeSoto County is located in the western portion of the region. The county seat is the City of Arcadia, which is the county's only incorporated area. The county is largely rural in nature, with its economic base predominantly in agriculture and cattle. The main transportation arteries in the county are US 17 and SR 70. Rail service is provided by CSX and Seminole Gulf Railway, which provide a connection to Florida's statewide rail network, stretching from Jacksonville to Tampa and Palm Beach to Pensacola.

DeSoto County comprises the Arcadia Micropolitan Statistical Area, which is included in the North Port-Sarasota, Florida Combined Statistical Area in neighboring Sarasota County. DeSoto County encompasses 640 square miles. According to FDOT 2014 data, DeSoto County has 82.8 miles of total state highway, comprised of 67.3 miles of two lane roads, and 15.6 miles of four lane facilities. With the multi-lane reconstruction of US 17 south of Arcadia, the amount of four lane roadways will increase.



Glades County

Glades County is bounded to the north by Highlands County, to the west by Charlotte County, to the south by Hendry County, and to the east by Lake Okeechobee and Okeechobee County. It is located in the central portion of the region. The county is approximately 987 square miles, of which 56 square miles are occupied by the Brighton Seminole Indian Reservation. The City of Moore Haven, which is the county seat, encompasses one square mile and is the only exception to the rural nature of the County. Each year Glades County's population increases due to seasonal flux. Much of that is from residents who live there part time. Additionally, Glades County has a large amount of land designated as agricultural and consequently receives a seasonal work force each year.

The main transportation artery in Glades County is US 27. Rail service is provided by the South Central Florida Express which is the largest private agricultural short line railroad in the United States used to transport sugar. According to FDOT 2014 data, Glades County has 85.8 miles of total state highway facilities, with 56.8 miles of two lane state roads, and 29 miles of four lane state roads.



Hardee County

Located in the northwestern portion of the region, Hardee County is bounded to the north by Polk County, to the west by coastal Manatee County, to the south by DeSoto County, and to the east by Highlands County. The county seat is the City of Wauchula and includes two other incorporated municipalities of Bowling Green and Zolfo Springs. The county is one of the country's top prime agricultural centers for produce and livestock. The major transportation network of the county includes SR 62, SR 64, SR 66, SR 636, and US 17. Rail service is provided by CSX. Hardee County encompasses an area of 638 square miles. According to FDOT 2014 data, Hardee County has 94.7 miles of total state highway, comprised of 74.7 miles of two lane roads, and 13 miles of four lane facilities, and 7 miles of 6 lane facilities. The 6 lane facility is a one-way pair on US 17 through Wauchula.



Hendry County

Hendry County is located in the southern portion of the region and is nestled between the south shores of Lake Okeechobee and the northern sawgrass marshes of the Everglades. It borders Collier County to the south, Broward and Palm Beach Counties to the east, Glades County to the north, and Lee County to the west. The county is approximately 1,190 square miles, of which 67 square miles are occupied by the Big Cypress Indian Reservation. The county seat is the City of LaBelle, which is located in the northwest while the largest municipality is the City of Clewiston which is on US 27 and borders Lake Okeechobee. Hendry County's economic base is predominantly agricultural. The main transportation arteries in the county are US 27 and SR 80. Rail service is provided by the South Central Florida Express, which is the largest private agricultural short line railroad in the country used to transport sugar. Hendry County comprises the Clewiston Micropolitan Statistical Area. According to FDOT 2014 data, Hendry County has 64.9 miles total of state highway facilities, with 31.9 miles of two lane state roads, and 32.9 miles of four lane state roads.



Highlands County

Highlands County encompasses an area of 1,106 square miles and is located in the northern portion of the region. It has the largest population in the region and is the most urban of the counties. It is bounded by Polk and Osceola Counties to the north, Hardee and DeSoto Counties to the west, Glades County to the south, and Okeechobee County to the east. The Avon Park Air Force Range is located in the northeastern portion of the county. The county seat and largest city is the City of Sebring. The other incorporated municipalities include Avon Park and Lake Placid. Highlands County is rapidly urbanizing, transitioning, in part, from an agricultural economy that remains strong in citrus and livestock production, to an emerging service economy. The main transportation arteries in the county are US 27, US 98, SR 17, SR 64, SR 66, and SR 70. Highlands County is on the main CSX line from Central to South East Florida which has four daily Amtrak services at Sebring Station on the "Silver Meteor" and "Silver Star" between New York and Miami. In addition, rail service is provided by the South Central Florida Express, which is the largest private agricultural short line railroad in the country used to transport sugar.

Highlands County comprises the Sebring Metropolitan Statistical Area, as well as having a sufficient population to be designated as the State of Florida's 27th MPO / TPO (including the 5 neighboring counties), with the required population of 50,000 within the Avon Park – Sebring Urbanized area. According to FDOT 2014 data, Highlands County has 132.5 miles of total state highway facilities, with 84 miles of two lane state roads, 30.4 miles of four lane state roads, and 18 miles of six lane facilities.



Okeechobee County

Okeechobee County is located in the northeastern portion of the region. The southern boundary of the county borders Lake Okeechobee. Polk, Osceola, and Indian River Counties are adjacent to the northern boundary, Indian River, Martin and St. Lucie Counties are adjacent to the eastern boundary, and Glades and Highlands Counties are adjacent to the western boundary. The county encompasses 892 square miles, and the City of Okeechobee is the only incorporated municipality. The county's economic base is agriculture, trade, transportation, and utilities. The county is crossed by several state and US highways that converge in downtown Okeechobee including US 98, US 441, SR 70, and SR 78. The Ronald Reagan Turnpike (FL SR 91, Florida's Turnpike) crosses the northeastern corner of the county but does not have any direct exits within the county. Like Highlands County, the county lies on the main CSX line from Central to South East Florida which sees four daily Amtrak services at Okeechobee Station on the "Silver Meteor" and "Silver Star" between New York and Miami.

According to FDOT 2014 data, Okeechobee County has 96.1 miles of total state highway facilities, with 86.2 miles of two lane state roads, and 9.9 miles of four lane state roads. A multi-lane reconstruction of SR 70 from east of Okeechobee to St. Lucie County is in the final stages of completion.

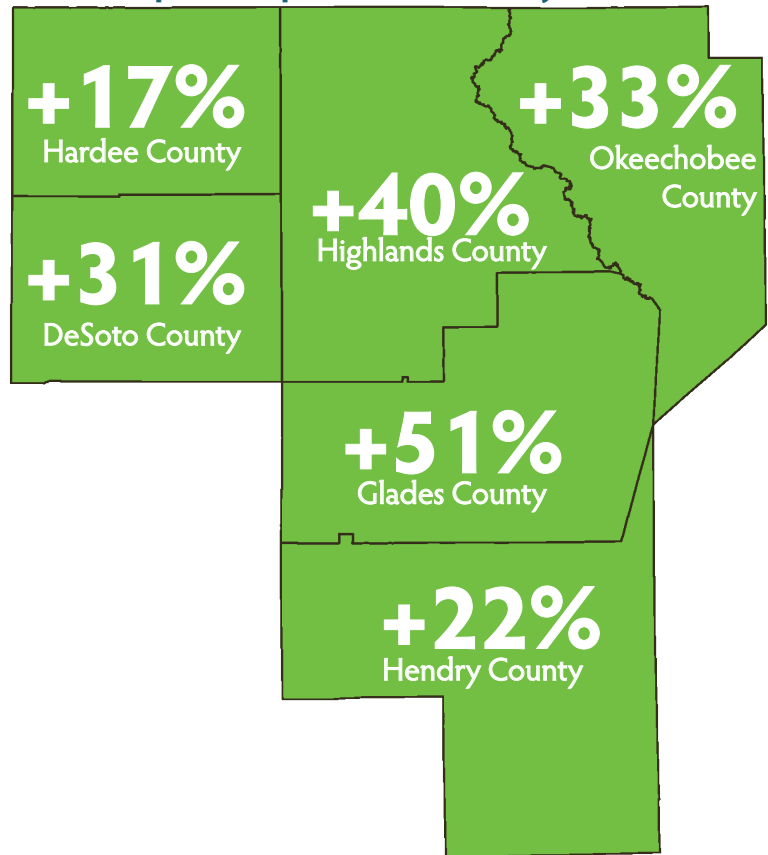
population GROWTH

Based on the regional visioning effort Heartland 2060, a regional blueprint was developed to guide growth and development in the region over the next 50 years. The table below summarizes the anticipated level of population growth by county. As many credible population projections as were available were analyzed and vetted for their particular applicability to this plan, and ultimately a hybrid of two projections generated by the University of Florida (UF) Bureau of Economic and Business Research (BEBR), was selected.

Population Growth Projections

| County | 2010 | 2040 |
|-------------------|---------|---------|
| DeSoto | 34,862 | 45,650 |
| Glades | 12,884 | 19,500 |
| Hardee | 27,731 | 32,500 |
| Hendry | 39,140 | 47,850 |
| Highlands | 98,786 | 137,850 |
| Okeechobee | 39,996 | 53,250 |
| Heartland (total) | 253,399 | 336,600 |

Anticipated Population Growth by 2040



33% Population Increase from 2010 to 2040



For more information on population projections and the methodology, please view the L RTP Technical Support documents at <http://heartlandregionaltpo.org/programs-and-plans/lrtp-2040/>.

employment GROWTH



Based on the regional visioning effort Heartland 2060, a regional blueprint was developed to guide growth and development over the next 50 years. The table below summarizes the anticipated level of employment growth by county. The employment projections were partially developed using custom population projection inputs which were specifically created for this project.

32%

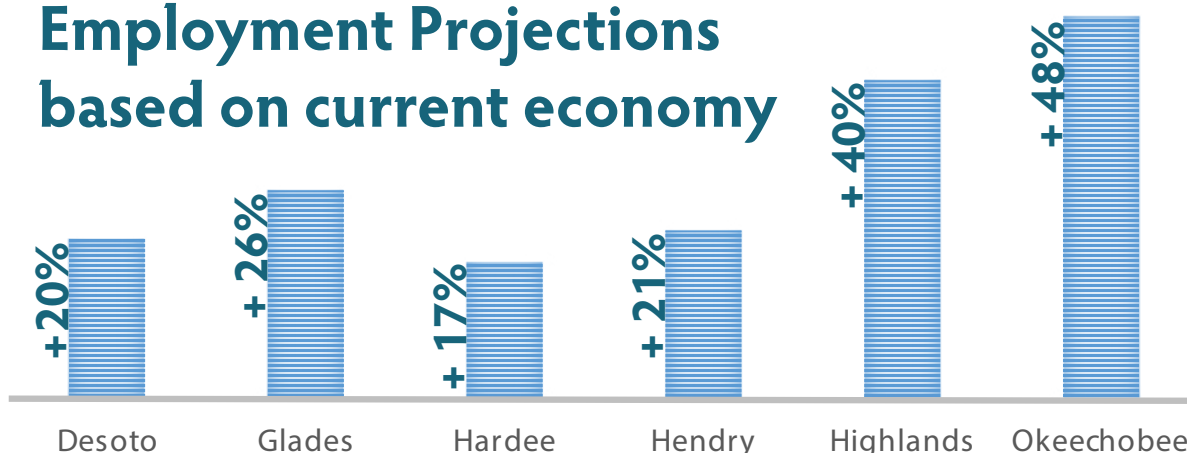
EMPLOYMENT GROWTH
REGION WIDE

Employment Growth Projections

| County | 2011 Estimate | 2020 | 2030 | 2040 |
|-------------------|---------------|---------|---------|---------|
| Desoto | 13,582 | 15,625 | 16,365 | 16,365 |
| Glades | 4,586 | 5,247 | 5,442 | 5,792 |
| Hardee | 11,395 | 12,900 | 13,304 | 13,388 |
| Hendry | 19,106 | 21,148 | 22,284 | 23,068 |
| Highlands | 38,547 | 45,484 | 49,919 | 54,110 |
| Okeechobee | 14,505 | 17,485 | 19,608 | 21,455 |
| Heartland (total) | 101,721 | 117,889 | 126,922 | 134,178 |

The employment projections are used in the Futures modeling to allocate jobs spatially to employment centers and by industry. The employment projections were derived from an economic forecasting software (REMI PI+), by replacing the stock population forecast with the custom population projections mentioned above and detailed in the Heartland 2060 documentation.

Employment Projections based on current economy



For more information on employment projections and the methodology, please view the L RTP Technical Support documents at <http://heartlandregionaltpo.org/programs-and-plans/lrtp-2040/>.

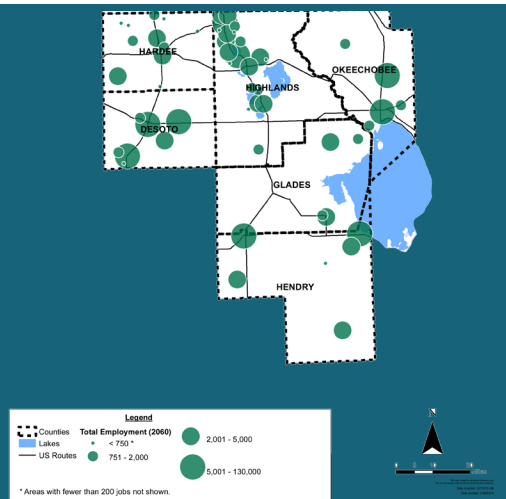
economic FUTURES

Based on the regional visioning effort Heartland 2060, a regional blueprint was developed to guide growth and development over the next 50 years. Employment projections were created for three different potential economic Futures. These three Futures are the Current Economy, Energy Economy, and Trade Economy. Two of the Futures (Energy Economy and Trade Economy) correspond to a regional focus on particular industry clusters, and the Current Economy Future corresponds to a continuation along the current economic trajectory. All three economic futures were used to inform the data that predicts travel demand in the future.

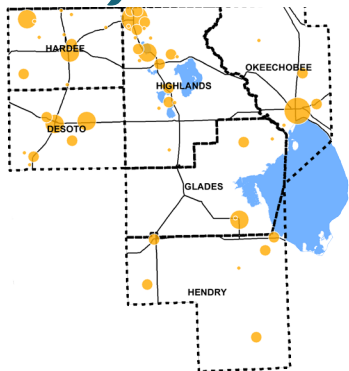
Future “Current” Economy in 2040

The Future “Current” Economy projects a future which is based on the present and follows current and historical trends in population, employment, and land use. This Future continues the current economic prominence of agriculture, healthcare, mining, warehousing, ecotourism, and service industries.

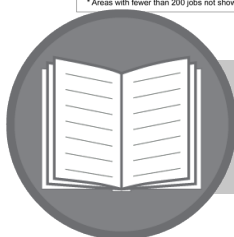
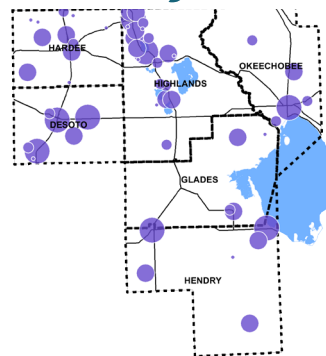
Total employment in the Future “Current” Economy for the region is projected to increase by nearly **32%** to close to **134,178 jobs**. The majority of these jobs are projected to be in existing employment centers.



Energy-Focused Economy



Trade-Focused Economy



For more information on economic projections and the methodology, please view the LRTP Technical Support documents at <http://heartlandregionaltpo.org/programs-and-plans/Lrtp-2040/>.



Goals, Objectives & Measuring Success

Developing clear goals is critical to any planning process. Developing measures to track progress is equally important. The planning process for the LRTP required developing strategies for managing, operating, maintaining, and financing the Heartland's transportation system, and selecting investments in such a way as to advance the Heartland's regional vision. Consequently, the transportation planning process included the development of goals to support the regional vision and provide direction for investment and policy decisions. The goals and objectives developed to guide the LRTP are consistent with MAP-21, the Florida Transportation Plan (FTP), and various local, state, regional and modal plans and programs. Performance-based planning provides an opportunity to measure whether the goals are being met, and to what extent.

Once goals were identified, objectives for each goal were drafted. Objectives detail the ways goals can be accomplished which may then be measured for successful performance. Although, developing objectives has often been discussed together with goals (i.e., "developing goals and objectives") in transportation planning, it is important to make a critical distinction between goals and objectives. Whereas goals relate to the "big picture" or desired end-result, objectives should be specific and measurable.

To view how the HRTPO plan goals align with MAP-21, please view Appendix B.

plan GOALS & OBJECTIVES

Consistent with the regional transportation Vision and Mission Statements, six goals were established for the Heartland Regional Transportation Planning Organization's first Long Range Transportation Plan. Each has objectives which define "What should be done" to accomplish the goal. Evaluation Criteria describes "How we keep track" of progress in meeting the objectives. Finally, we look at Performance Measures to determine which data to use in "How we measure success".

Support Economic Development



What should be done

- » Improve goods movement access and connections to port, rail, airport, and intermodal logistics facilities.
- » Improve access and connections to major activity centers.
- » Maintain consistency with the Heartland 2060: Building a Resilient Region Plan, and other applicable regional plans.
- » Develop coordinated transportation and land use policies that promote economic vitality by enhancing mobility options.

How we keep track

- » Freight rail access
- » Travel time
- » Jobs created
- » Jobs created in transportation sector

How we measure success

- » Miles of active freight rail
- » Travel time to economic activity centers

Improve Safety and Security For Everyone, No Matter How They Travel



What should be done

- » Reduce all crashes, fatalities and serious injuries for all modes of travel.
- » Evaluate impacts to evacuation routes during the prioritization of roadway improvements.
- » Monitor and support multimodal transportation security.

How we keep track

- » Fatalities
- » Overall system safety
- » Capacity on evacuation routes
- » Transportation security

How we measure success

- » Number of total fatalities
- » Number of crashes per Vehicle Miles Traveled (VMT)
- » Over capacity roadway miles on evacuation routes
- » Reported transportation security incidents

Connect Local Areas and Provide Choices On How To Travel



What should be done

- » Plan for and design multimodal transportation systems providing mobility options which are accessible by all users.
- » Improve connectivity between major activity centers in the Heartland Region.
- » Ensure consistency with the comprehensive plans of local governments within the Heartland Region, and other applicable regional plans.

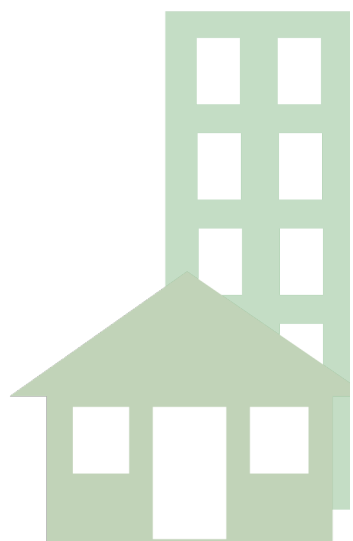
How we keep track

- » Accessible public transit
- » Access to major activity centers
- » Comprehensive plans

How we measure success

- » Number of accessible vehicles in public transit provider fleets
- » Percent of residential population within a 10 minute travel time of major activity centers
- » Local government comprehensive plans consistent with LRTP

Create Quality Places To Live And Work



What should be done

- » Coordinate land use and transportation planning decisions to support modal choice.
- » Support multimodal facilities that are user friendly, encourage mobility, and promote healthy and active lifestyles.
- » Protect and preserve the environment.
- » Provide for the needs of the general populations including the Transportation Disadvantaged (TD) and improve the coordination of TD services with other modes of transportation.

How we keep track

- » Jobs-housing balance
- » Multi-use trails
- » Roadway construction in environmentally significant areas
- » Public and Transportation Disadvantaged services

How we measure success

- » Jobs to household ratio
- » Number of miles of multi-use trails
- » Number of regional roadway miles impacting environmentally significant areas
- » Total number of trips on public transit and transportation disadvantaged providers

Provide Reliable And Efficient Transportation Options



What should be done

- » Reduce traffic congestion and delay.
- » Preserve existing transportation facilities.
- » Optimize the utilization of existing transportation facilities.
- » Coordinate transportation investments to maximize opportunities and benefits.

How we keep track

- » Daily Vehicle Miles Traveled (VMT)
- » Pavement conditions
- » Operational efficiency
- » Regional priorities

How we measure success

- » VMT per capita
- » Number of regional roadways below standard pavement sufficiency rating
- » Miles of regional roadways over capacity
- » Develop regional priorities for transportation investments

Encourage Everyone to Participate in the Planning Process



What should be done

- » Promote proactive and early public involvement and provide diverse opportunities to maximize public participation.

How we keep track

- » Workshops
- » Focus groups
- » Committee meetings
- » Electronic communications

How we measure success

- » Number of workshops
- » Number of focus groups
- » Number of meetings
- » Number of electronic communications

Moving to the future development of a fully multimodal transportation system in the Heartland will require a comprehensive data tracking procedure to set and evaluate specific targets for incremental achievements of success towards Objectives. Tasks to address the system data needed are addressed in the Unified Planning Work Program for establishing baselines for the HRTPO.



Environmental Impacts & Mitigation

Avoidance of Environmental and Natural Systems Impacts

As part of the Heartland 2060 cooperative effort, the concept of avoidance of impacts to the environment and natural systems in construction of new and expanded transportation infrastructure was established. To accomplish this, an extensive database was developed for the Heartland Region. This information is detailed in the reports contained in the appendix section of this plan available at www.heartlandregionaltpo.org/lrtp/. Identified new and/or expanded roadways were proposed for locations outside of wetlands, floodplains, and prime habitat for endangered or threatened animal species. Traversing or crossings of these areas, as well as prime wildlife corridors, were minimized. When proposed transportation projects may impact these environmental or natural systems, the use of mitigation strategies will be used in the project development process.

Appendix L of this plan includes maps identifying potential areas of avoidance and mitigation for each of the six Heartland counties including wetlands, lakes, and water features, tribal lands, state parks, military operating areas, and designated conservation areas. The maps also include the The Lake Wales Ridge, a low ridge running for about 150 miles south to north in Central Florida. The greater part of the Ridge is in Highlands County and Polk County. The Lake Wales Ridge originated as a series of sand islands, formed at a time more than a million years ago during the Pleistocene epoch. It is believed that these sand islands, known as “Florida’s ancient islands”, formed when sea level was higher than today. The Lake Wales Ridge in its natural state is mostly composed of scrub, which provides a home for many unique species, and such endangered and / or threatened animals as the gopher tortoise, sand skink, and scrub jay.

Historically the Lake Wales Ridge has supported citrus groves and small towns. Since the 1970’s it has grown rapidly in population and now contains the area of Highlands County designated as the Sebring-Avon Park Urbanized Area. To the east of the Lake Wales Ridge is the 107,000 acre Avon Park Air Force Range which is the largest military range east of the Mississippi River.

A table of threatened and endangered species for each of the six Heartland counties may be found in Appendix L.

Environmental Partners

National

U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers
U.S. Dept. of Defense
U.S. Dept. of Agriculture

State

Southwest Florida and South Florida Water Management Districts
South, Southeast, and Southwest Districts of the Department of Environmental Protection
Florida Department of Agriculture
Florida Fish and Wildlife Conservation Commission

Local

Highlands Soil and Water Conservation District
Archbold Biological Station

Recreational

Avon Park Air Force Range Outdoor Recreation Area
Paynes Creek Historical State Parks
Florida Community Trust
Craig Park Recreation Association
DeSoto County Gun Club
Paynes Creek Preservation Alliance

Local Chapters

National Wild Turkey Association
Ducks Unlimited
Florida BASS Federation

Florida Cracker Trail Association

Conservation

The Audubon Society
Conservation Trust for Florida
Conservancy of Southwest Florida
The Everglades Coalition
The Florida Panther Society
Florida Trail Association
Friends of the Everglades
Green Horizon Land Trust
The Nature Conservancy
Trust for Public Land-Florida
1000 Friends of Florida
Ridge Trails Association
Keep Highland County Beautiful, Inc

Mitigation of Environmental and Natural Impacts

Transportation projects can significantly impact many aspects of the environment including wildlife and their habitats, wetlands, and groundwater resources. In situations where impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation and/or preservation projects that serve to offset unavoidable environmental impacts.

The HRTPO is committed to minimizing and mitigating the negative impacts of transportation projects on the natural and built environment in order to preserve and enhance the quality of life. In the State of Florida, environmental mitigation for transportation projects is completed through a partnership between the TPOs/MPO, FDOT, and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). These activities are directed through Section 373 Florida Statutes (F.S.), which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation requirements for habitat impacts. Under this statute FDOT must identify projects requiring mitigation, determine a cost associated with the mitigation, and place funds into an escrow account within the Florida Transportation Trust Fund. State transportation trust funds are programmed in the FDOT work program for use by the WMDs to provide mitigation for the impacts identified in the annual inventory.

Section 373.4137, F.S., establishes the FDOT mitigation program that is administered by the state's WMDs, which are responsible for developing an annual mitigation plan with input from federal and state regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a great benefit to TPOs/MPOs because it offers an additional method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, TPOs/MPOs, and local agencies.

When addressing mitigation there is a general rule to avoid all impacts, minimize impacts, and mitigate impacts when impacts are unavoidable. This rule can be applied at the planning level, when TPOs/MPOs are identifying areas of potential environmental concern due to the development of a transportation project.

A typical approach to mitigation that the HRTPO can follow is to:

- » Avoid impacts altogether;
- » Minimize a proposed activity/project size or its involvement;
- » Rectify the impact by repairing, rehabilitating, or restoring the affected environment;
- » Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action, and
- » Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value on or off-site.

Sections 373.47137 and 373.4139, F.S. require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the WMD(s) and the FDEP. Potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects proposed in the LRTP may include many opportunities:

Potential Environmental Mitigation Opportunities

| Resource/Impacts | Potential Mitigation Strategy |
|---|--|
| Wetlands and Water Resources | <ul style="list-style-type: none">» Restore degraded wetlands» Create new wetland habitats» Enhance or preserve existing wetlands» Improve storm water management» Purchase credits from a mitigation bank |
| Forested and other natural areas | <ul style="list-style-type: none">» Use selective cutting and clearing» Replace or restore forested areas» Preserve existing vegetation |
| Habitats | <ul style="list-style-type: none">» Construct underpasses, such as culverts» Use other design measures to minimize potential fragmenting of animal habitats |
| Streams | <ul style="list-style-type: none">» Stream restoration» Vegetative buffer zones» Strict erosion and sedimentation control measures |
| Threatened or Endangered Species | <ul style="list-style-type: none">» Preservation» Enhancement or restoration of degraded habitats» Creation of new habitats» Establish buffer areas around existing habitats |

Planning for specific environmental mitigation strategies over the life of the long range transportation plan can be challenging. Potential mitigation challenges include lack of funding for mitigation projects and programs, lack of available wetland mitigation bank credits, improperly assessing cumulative impacts of projects, and permitting issues with the local, state and federal regulatory agencies. These challenges can be lessened when TPOs engage their stakeholders, including regulatory agencies, the public and other interested parties, through the public involvement process. The public involvement process provides TPOs an efficient method to gain input and address concerns about potential mitigation strategies and individual projects.

Efficient Transportation Decision Making (ETDM)

In addition to the process outlined in the Florida Statutes and implemented by the TPO/MPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida along with its TPO/MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects.

The ETDM process creates a connection between land use, transportation and environmental resource planning through proactive and interactive agency involvement. The purpose of the ETDM process is to improve the efficiency of making transportation decisions by integrating transportation, land use, social, economic and environmental considerations early in the project development process. ETDM provides the opportunity to proactively determine fatal flaws associated with a planning concept well before the study phase of project development.

As indicated in the FDOT's MPO Program Management Handbook and ETDM Manual, the ETDM planning screen process is to be conducted for all major capacity projects prior to their inclusion in the Cost Feasible Plan. Major projects are defined as new roadway construction, the addition of lanes to an existing roadway, public transportation projects, new bridge construction or bridge widening, new interchanges, major interchange modifications, or other major improvements as outlined specifically in the ETDM manual. Early input received in the planning screen enables transportation planners to make more informed decisions on the feasibility of a proposed project.

Some of the benefits realized from the planning screen process include:

- » Refinement of the initial project concept and project's purpose and need
- » Early identification of potential avoidance, minimization, and mitigation opportunities
- » Identification of issues to be addressed during the project development and environment (PD&E) phase
- » Refinement of the scope of services for the PD&E study
- » Creation of documentation and support information which may be carried forward into the PD&E phase
- » Improvement of project cost estimates
- » Consideration of resource management plans and community values
- » Advancement of technical studies, if appropriate

Prior to the plan development process, the projects in the identified Roadway Project Groups 1 through 3 (Needs Plan), had already undergone either the planning and/or programming screening as a result of FDOT's project identification in the Strategic Intermodal System (SIS) plans, or inclusion in the FDOT Five Year Work Program. Proposed capacity projects that are identified as needs in the TPO's adopted LRTP that have not yet been subject to PD&E studies are eligible for the ETDM planning screen process. In addition to involvement in the ETDM process, the TPO will be engaged in all PD&E studies within the TPO's planning area for facilities on the Regional Roadway System or local systems.



For more information on environmental mitigation, please view the LRTP Technical Support documents at <http://heartlandregionaltpo.org/programs-and-plans/lrtp-2040/>.



Public Involvement

- 5.1 Public Participation Plan
- 5.2 Public Involvement by the Numbers

- 5.3 Public Needs

To collect important input from a variety of community members and stakeholders throughout the development of this plan, a variety of outreach methods were used. This section serves as an overview of the public outreach process used during the development of the 2040 LRTP and highlights key findings from these activities.

The Public Participation Plan

The basis for the public participation efforts center on meeting the guidelines established in the HRTPO Public Participation Plan (PPP). The PPP is designed to ensure timely and meaningful input into the transportation planning process. Adopted by the HRTPO on August 26, 2015, the PPP outlines the process to involve all interested parties in the HRTPO transportation planning process and the development and amendment of major transportation studies undertaken by the HRTPO. The overall objective is to provide a process that is proactive, provides complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. View the Public Participation Plan at www.heartlandregionaltpo.org.

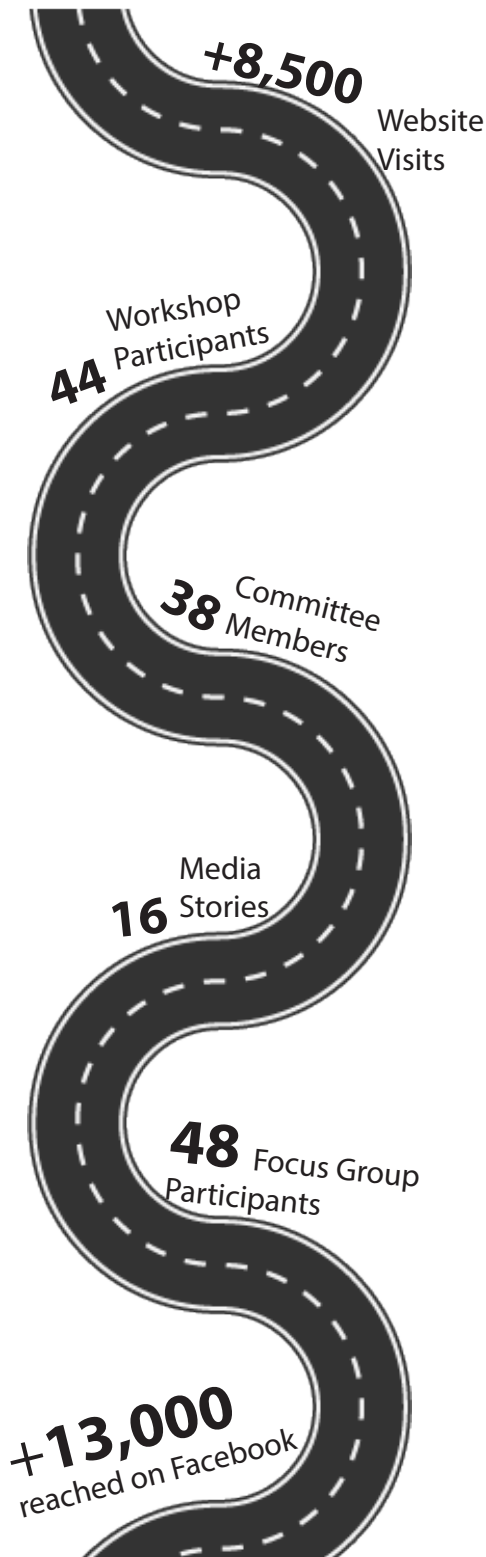


The TPO maintains a PPP that is responsive to and consistent with the changing makeup and needs of the community. It continues to seek new and innovative ways to engage the public and keep them informed about the plans, programs and policies that are under consideration by the TPO. Additionally, the PPP conforms to federal legislation under MAP-21 and its requirements.

Public INVOLVEMENT

by the numbers

August 2015 through June 2016



The PPP outlines the following four goals:

- » **Goal 1:** Inform the public, to the maximum extent possible with available resources, of opportunities to participate in the transportation decision-making process.
- » **Goal 2:** Involve the public early and often in the transportation planning process.
- » **Goal 3:** Reach out to the geographical, organizational and demographic communities that composed the TPO planning area to increase the opportunity to participate in developing transportation plans and services.
- » **Goal 4:** Continually identify and implement ways to improve the public participation processes.

In alignment with the PPP, Environmental Justice factors helped to guide the focus of engagement efforts, working to ensure inclusion of minority and low-income populations in the planning process. To learn more about Environmental Justice in the Heartland, view Appendix C.

During the 2040 LRTP development process, two public participation meetings were conducted to gather public input at key milestones. The first public meeting was held on November 5, 2015 at the Sebring Civic Center in Sebring. The purpose of the first public meeting was to discuss and identify 2040 goals and objectives and encourage local residents to get involved in the planning process.

The second public meeting was held on March 3, 2016. The purpose of the second public meeting is to receive input on the draft 2040 LRTP. Information from each of the public meetings played a significant role in guiding the development of the LRTP. The public meetings featured several ways for participants to provide comments and ask questions: in a group setting, one-on-one conversations, through voting, and in writing. By offering a variety of ways to engage with local residents, the meetings' format helped elicit comments from people who might have been uncomfortable sharing their ideas in a group setting. During the 2040 LRTP process, the Citizen Advisory Committee and the Technical Advisory Committee were briefed on major milestones to receive input and buy-in from local residents, planning directors, and elected officials. A detailed summary of the public involvement efforts are provided in Appendices C of this report.

Public Comments

Throughout the development of the 2040 LRTP, the HRTPO accepted and responded to comments and suggestions that guided and improved the working drafts of our transportation plan. Verbal comments and suggestions received at the public workshops, presentations, events, through the HRTPO committees and governing board, and through the HRTPO website were integrated directly into the draft document and its project lists without recording individual comments. Written comments and their responses are provided in Appendices C of this report.

public NEEDS

HRTPO
Heartland Regional Transportation Planning Organization
DeSoto, Glades, Hardee, Hendry, Highlands & Okeechobee Counties
863-534-7130 • www.heartlandregionaltpo.org

Public Transportation Workshop

November 5, 2015 5:30pm-7:30pm

Sebring Civic Center • 355 W Center Ave, Sebring, FL

The open house will allow the community to give input on the Long Range Transportation Plan 2040 for the Heartland Region. Join us to visit interactive stations to share ideas on improving about the HRTPO and their planning activities, have one-on-one or small group share your transportation needs! Contact us at 863-534-7130 or heartlandregionaltpo.org

HRTPO
Heartland Regional Transportation Planning Organization
DeSoto, Glades, Hardee, Hendry, Highlands & Okeechobee Counties
863-534-7130 • www.heartlandregionaltpo.org

Visit Sit Tell Learn Interact

Sebring Civic Center
355 W Center Ave, Sebring, FL

facebook.com/heart

Taller público sobre transporte
05 de noviembre 2015 17:30-19:30
Centro Cívico de Sebring • 355 W Center Ave, Sebring, FL

La jornada sobre el transporte permitirá a la comunidad expresar sus opiniones sobre el Plan de Transporte a Largo Plazo 2040 para la Región Heartland. Únete a reuniones e interacciones interactivas para compartir ideas sobre las mejoras del transporte para la comunidad, compartir acerca de la planificación HRTPO y las actividades de planificación, y tener conversaciones de persona a persona con personal de HRTPO para discutir y compartir sus necesidades y prioridades de transporte. Contáctenos al 863-534-7130 o heartlandregionaltpo.org para más información.

Comparte CuentaVisita Interactúa
Charla Aprende Mejora Siéntate

Sebring Civic Center
355 W Center Ave, Sebring, FL

Estamos pensando en el futuro
Únete a reuniones en el taller público sobre las necesidades del transporte. Actúa en la Región Heartland!

Key findings from stakeholder interviews:

- » Safety for all travelers
- » Independence and Mobility through public transportation
- » Maintenance of current system



Citizens that attended the November 2015 workshop shared the following priorities:



Which roadway improvements are the most significant to you?

- 1) US 27 2) US 17 3) US 98 4) SR 64 5) SR 66



How do you most often travel?

- 1) Automobile
2) Walking
3) Other

How would you like to travel?

- 1) Automobile
2) Fixed-Route Public Transportation
3) Door-to-Door Public Transportation



What should fund transportation?

- 1) Sales Tax
2) Gas Tax
3) Impact Fees

How should funds be spent?

- 1) Public Transportation
2) Safety Improvements
3) Reduce traffic delays

Response to Public Needs

The priorities expressed to the HRTPO as part a public workshop and stakeholder interviews were considered as the 2040 L RTP was developed including the Goals, Objectives, and Measures of the plan. The HRTPO also held a public forum to share the draft plan on March 3, 2016 where comments on the plan were received. Written comments and their responses are provided in Appendices C of this report.



Roadway Needs Plan

| | | | |
|------|--------------------------|------|-----------------------------------|
| 6.2 | Regional Roadway Network | 6.18 | Roadway Project Needs for 2040 |
| 6.4 | Current Conditions | 6.23 | Congestion Management |
| 6.7 | Future Conditions | 6.26 | Safety and Security |
| 6.17 | Project Selection | 6.32 | Future Corridors Planning Process |

Although an effective and efficient transportation system is made of many modes of travel and should offer modal choices, the predominate mode of travel in the Heartland region today and in 2040 is expected to be automobiles for people and trucks for freight. Because of this, it is important to look at the Regional Roadway Network to determine which roadways will carry the majority of trips within the region, from county to county, and also connect the Heartland region with other regions of the state.

Therefore, it is important to look at how well the Regional Roadway Network serves travel demand today and in 2040. To do this, the current conditions of the network are reviewed to see where there may be congestion or traffic problem locations today. In future conditions, the travel demand modeling projections are used based upon expected population and employment in 2040 to forecast where roadways may be over their capacity to meet future travel demand. This helps identify which roadways may need improvements to ensure roadway travel remains efficient in transporting people and goods.

Roadway Project Groups 1 through 4 are identified roadway improvement projects, from those that are under construction today to those that are cost feasible between today and 2040, as well as projects that are illustrative of more local needs.

Because the Regional Roadway Network is comprised of US Routes and State Roads, most of which are on the Florida Strategic Intermodal System (SIS), coordinating with the Florida Transportation Plan (FTP) and short and long range SIS Plans are foundational to developing the HRTPO's first LRTP. The FTP was updated in 2015 and the LRTP is consistent with vision, policies and strategies of the FTP. The SIS plans used to develop the LRTP are from the SIS 2040 Cost Feasible Plan dated July, 2015, and the 2040 SIS Unfunded Needs Plan, October 2011.

The FDOT has for many years identified a need for major new Future Corridors in Florida to connect regions of the state. Consideration of new corridors was a part of future visioning in the *Heartland 2060: Building a Resilient Region* plan. These corridors are not considered as projects in the LRTP, but the process of Future Corridor development and the relationship to the Heartland region is discussed for informational purposes.

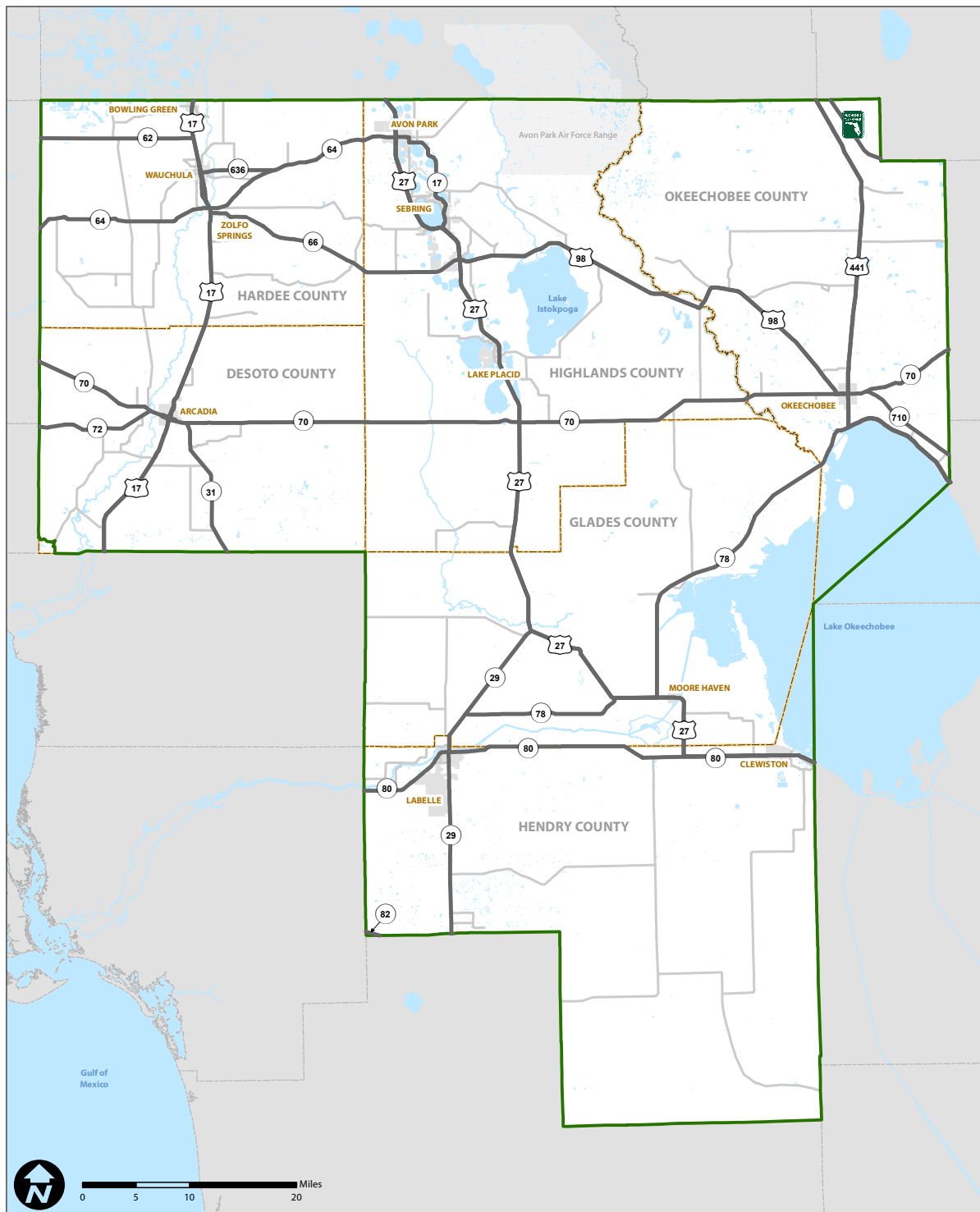
regional ROADWAY NETWORK

The Regional Roadway Network for the Heartland Region are the roadways of regional significance that are a part of the Strategic Intermodal System (SIS), as well as non-SIS facilities, both on and off of the state highway system. In general, these roads form an interconnected network between cities and across county boundaries serving a relatively high number of motorists while providing access to major activity centers and public facilities. The following considerations were used in determining the Regional Roadway Network in the Heartland Region:

- » U.S. and State designated roadways
- » Transportation facility or service that is a part of the Strategic Intermodal System (SIS)
- » Transportation facility or service that is part of the region's economic development infrastructure and provides linkages to regional activity centers or the facility is designated as a regional freight mobility corridor
- » Transportation facility or service that serves as an evacuation route as designated by the appropriate regional planning council
- » Transportation facility or service that crosses county boundaries
- » Transportation facility or service that is used by a significant number of people who live or work outside the county in which the facility or service is located

Heartland Regional TPO

Regional Roadway Network Map



Legend

- HRTPO/PL Boundary
- County Boundaries
- Regionally Significant Roadways
- Other Roadways



Heartland Regional TPO
 555 E Church Street, Bartow, FL 33830
 863-534-7130
heartlandregionaltpo.org

Data Source: HRTPO 2015

current CONDITIONS

Current Conditions of HRTPO Regional Roadway Network

In total, the six counties of the HRTPO contain 556.8 total miles of US and state roadways in the HRTPO Regional Roadway Network, with 400.9 miles of two lane roads, 130.9 of four lane facilities, and 25 miles of six lane facilities.

According to 2014 FDOT data, the miles of roads on the state highway system within the HRTPO operating below an acceptable level standard (established by the FDOT) was 10.2 miles, or .02% of the 556.8 miles of the state roadway network within the HRTPO. The areas where these facilities are located is within or near the cities of Wauchula, Avon Park, Sebring, Okeechobee, Arcadia, and LaBelle. The segments of the Regional Roadway Network operating over capacity in 2014 are depicted on the map "Roadways Operating Over Capacity (2014)".

The segments of the HRTPO Regional Roadway Network projected to operate below a minimum acceptable LOS standard in 2014 based on FDOT historical traffic count projections are depicted on "Roadways Operating Over Capacity (2040)". The current lanes on the HRTPO Regional Roadway Network are depicted in the Current Number of Lanes map.

HRTPO Regional Roadway Facilities Operating Below a Minimum Acceptable Level in 2014

| County | Road Name | From | To | Length (miles) | Lanes in 2014 | 2014 AADT ¹ | V/C Ratio ² |
|------------|-----------|---------------------|-----------------------|----------------|---------------|------------------------|------------------------|
| DeSoto | US 17 | Palmetto St | SR 35 / DeSoto Ave | 1.759 | 2 | 9,466 | 1.21 |
| Hardee | SR 636 | US 17 | E. of Riverside Dr | 1.136 | 2 | 9,919 | 1.35 |
| Hendry | SR 80 | CR 731 / M L K Blvd | SR 29 (Main St) | 0.76 | 4 | 29,256 | 1.61 |
| Highlands | SR 17 | US 27 | CR 17 | 1.058 | 2 | 10,270 | 1.53 |
| Highlands | SR 17 | East of Delaney Ave | US 27 | 1.03 | 4 | 10,913 | 1.07 |
| Highlands | SR 17 | Pine St | SR 17 / Ridgewood Dr. | 0.312 | 2 | 6,401 | 1.22 |
| Okeechobee | SR 70 | US 98 | US98 / US441 | 1.171 | 4 | 22,564 | 2.15 |
| Okeechobee | US 441 | SW 9th St | NE 9th St | 1.21 | 4 | 20,215 | 2.42 |
| Okeechobee | SR 710 | SR 70 | SR 70 | 0.057 | 2 | 17,887 | 1.7 |
| Okeechobee | SR 70 | US98 / US441 | SR 710 | 1.808 | 4 | 25,480 | 2.46 |

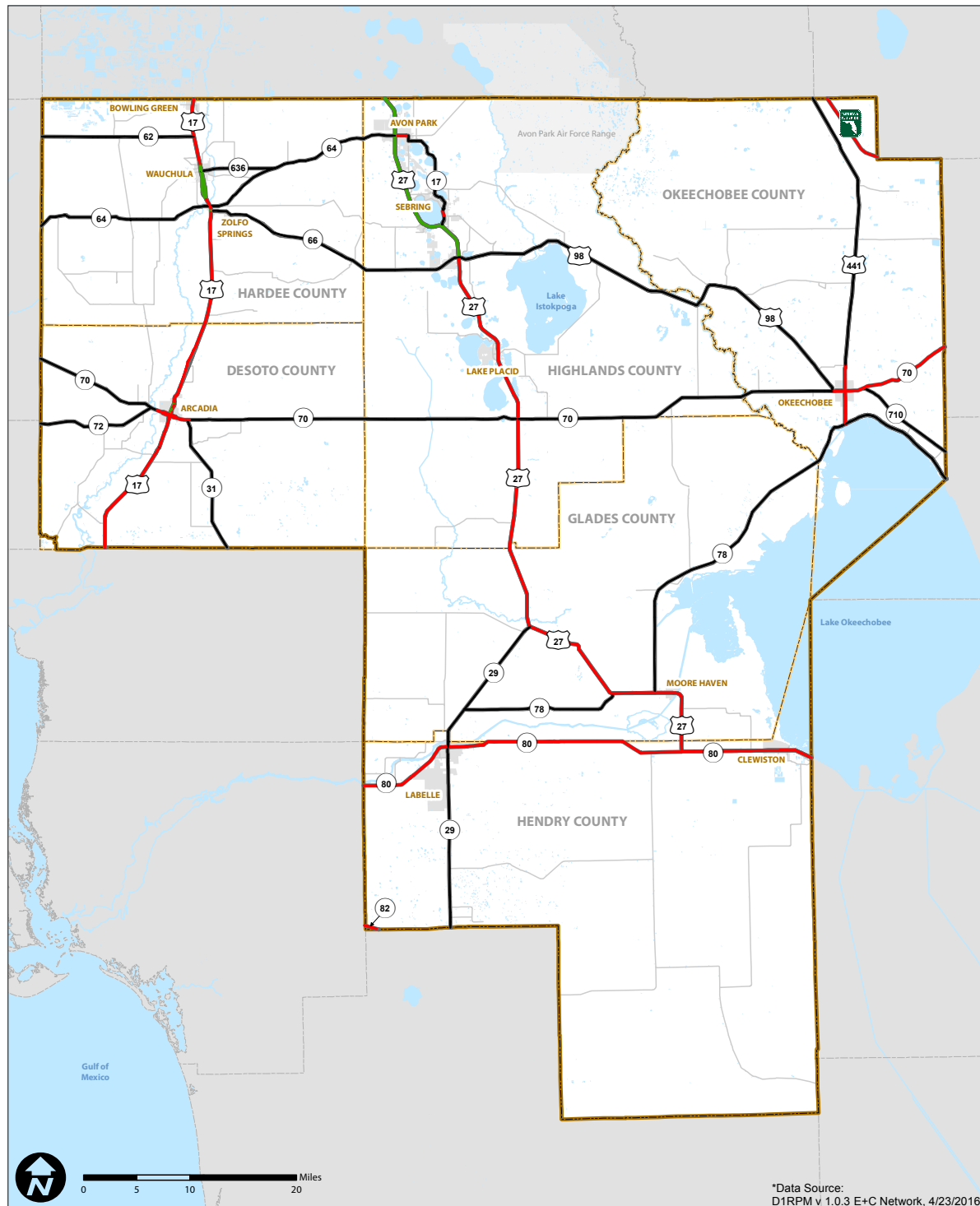
Source: FDOT District One LOS spreadsheet, July 2015

¹ AADT: The total number of trips on a roadway segment per year divided by 365

² V/C ratio: the daily capacity of the roadway divided by the number of trips in 2014

Heartland Regional TPO

Current Number of Lanes



0 5 10 20 Miles

*Data Source:
D1RPM v 1.0.3 E+C Network, 4/23/2016

Legend

HRTPO/PL Boundary

County Boundaries

Regionally Significant Roadways

Other Roadways

Number of Lanes*

2 Lanes

4 Lanes

6 Lanes

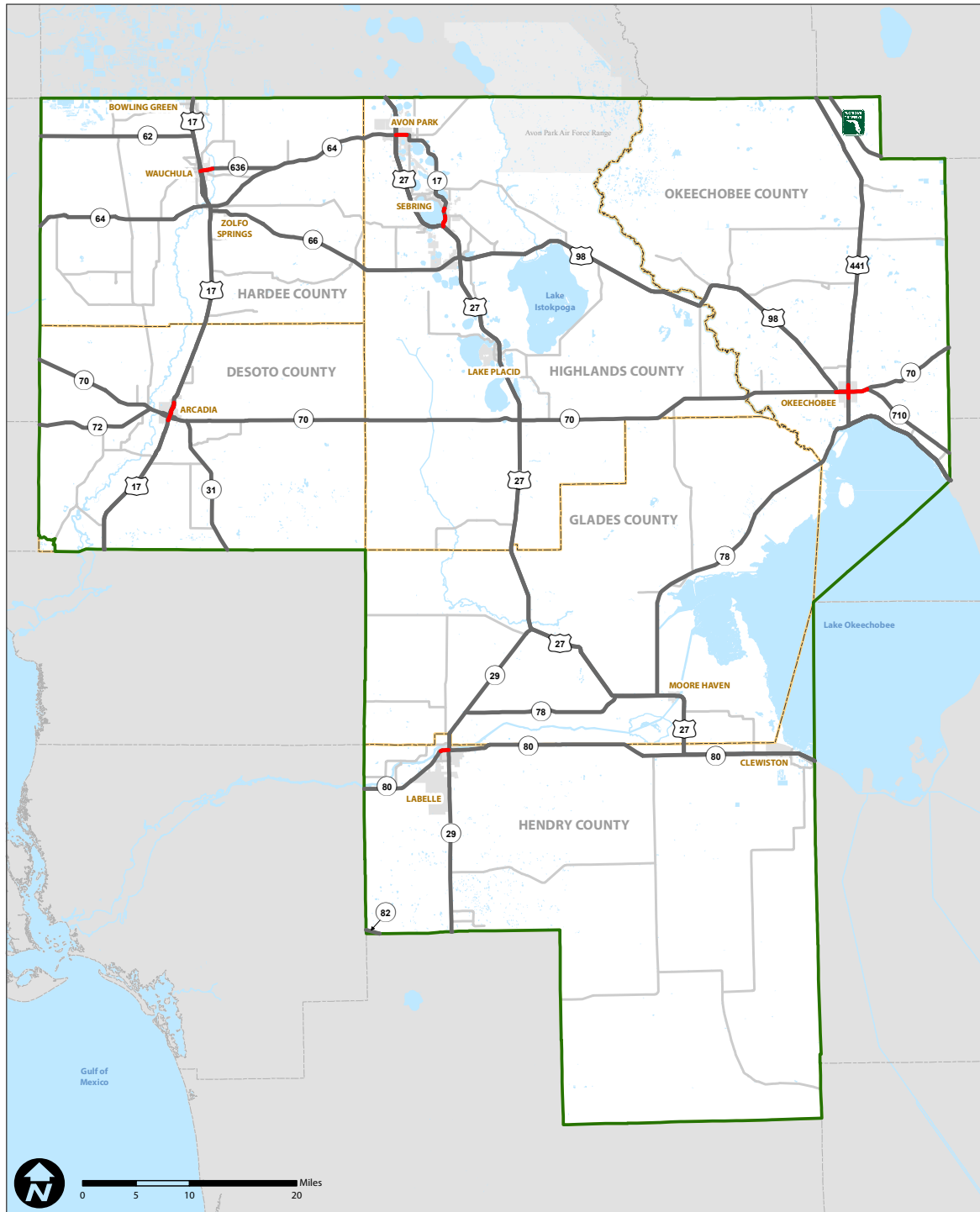


Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: HRTPO 2015

Heartland Regional TPO

Roadways Operating Over Capacity (2014)



Legend

- HRTPO/PL Boundary
- County Boundaries
- ~~~~~ Major Rivers
- Regionally Significant Roadways
- Other Roadways
- Roadway Over Capacity



Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: D1RPM ALT VII, December 2015

future CONDITIONS

Future Conditions of HRTPO Regional Roadway Network (2040)

The travel forecasting model used for looking at future roadway volumes for the HRTPO Long Range Transportation Plan is known as the District One model or D1RPM. Using the model and currently available data which includes all cost feasible FDOT projects in the region, preliminary projections for 2040 roadway volumes were made. These projections are based on detailed population and employment projections from the Heartland 2060 socio-economic data.

HRTPO Regional Roadway Network segments projected to operate over capacity in 2040 based on model projections are depicted below in the map series "Roadways Operating Over Capacity (2040)". The future lanes on the HRTPO Regional Roadway Network are depicted on the Future Number of Lanes map.

| County | Road Name | From | To | Length (miles) | Lanes in 2040 | 2040 Volume Projections ¹ | V/C Ratio ² |
|------------|-----------|-------------------------------|---------------------------------|----------------|---------------|--------------------------------------|------------------------|
| DESOTO | US 17 | SW 25TH ST | 0.1 MI S OF SW 25TH ST | 0.08 | 2 | 16157 | 1.09 |
| DESOTO | US 17 | 0.4 MI N OF COUNTY HWY 760 | 0.2 MI N OF COUNTY HWY 760 | 0.14 | 2 | 16050 | 1.08 |
| DESOTO | SR 70 | CR 661 | 0.18 MI E OF AMERICAN LEGION DR | 0.29 | 2 | 15647 | 1.15 |
| DESOTO | SR 70 | ROGERS AVE | N 10 AVE / BAKER ST | 0.08 | 2 | 13496 | 1.15 |
| DESOTO | SR 31 | SR 763 / FARMERS RD | CHARLOTTE COUNTY LINE | 2.33 | 2 | 13615 | 1.06 |
| DESOTO | SR 31 | 0.1 MI N OF SR 760 | MONTGOMERY CIR | 0.26 | 2 | 12962 | 1.00 |
| GLADES | SR 29 | HICKORY DR | HENDRY COUNTY LINE | 0.57 | 2 | 15634 | 1.21 |
| HENDRY | US 27 | SR 80 | SAN LUIZ AVE | 8.07 | 4 | 42828 | 1.06 |
| HENDRY | SR 80 | CR 833 | US 27 | 3.00 | 4 | 31947 | 1.06 |
| HENDRY | SR 29 | COLLIER COUNTY LINE | GLADES COUNTY LINE | 18.33 | 2 | 21041 | 1.59 |
| HIGHLANDS | US 98 | US 27 | CR 17S | 0.33 | 2 | 16529 | 1.12 |
| HIGHLANDS | US 98 | 0.13 W OF HAYWOOD TAYLOR BLVD | MOSS BLVD | 0.70 | 2 | 15114 | 1.02 |
| HIGHLANDS | SR 64 | S COLE AVE | US 27 | 1.51 | 2 | 17732 | 1.20 |
| HIGHLANDS | SR17 | E MAIN ST | E CORNELL ST | 0.51 | 2 | 16331 | 1.10 |
| HIGHLANDS | SR 17 | CR 17A | 0.18 MI S OF HOLLYHURST DR | 1.69 | 2 | 15326 | 1.04 |
| HIGHLANDS | SR 17 | KENILWORTH BLVD | LAKEVIEW DR / ALT US 27 | 0.64 | 2 | 16996 | 1.15 |
| HIGHLANDS | SR 17 | ARBUCKLE CREEK RD | HOME AVE | 0.52 | 2 | 15712 | 1.06 |
| OKEECHOBEE | US 98 | .27 Miles SE of NW 30th ST | NW 9th ST | 1.37 | 2 | 16796 | 1.13 |
| OKEECHOBEE | US 441 | ROYAL PALM DR | SE 38TH AVE | 1.22 | 2 | 17167 | 1.20 |
| OKEECHOBEE | SR 710 | SR 70 | SE 40th AVE | 0.92 | 2 | 19224 | 1.56 |
| OKEECHOBEE | SR 70 | SW 67th DR | US 98 | 3.07 | 2 | 21633 | 2.16 |

Source FDOT D1RPM v 1.0.1, January 2016

¹ 2040 volume is average volume for entire identified segment; ² 2040 V/C ratio is average V/C ratio for entire identified segment

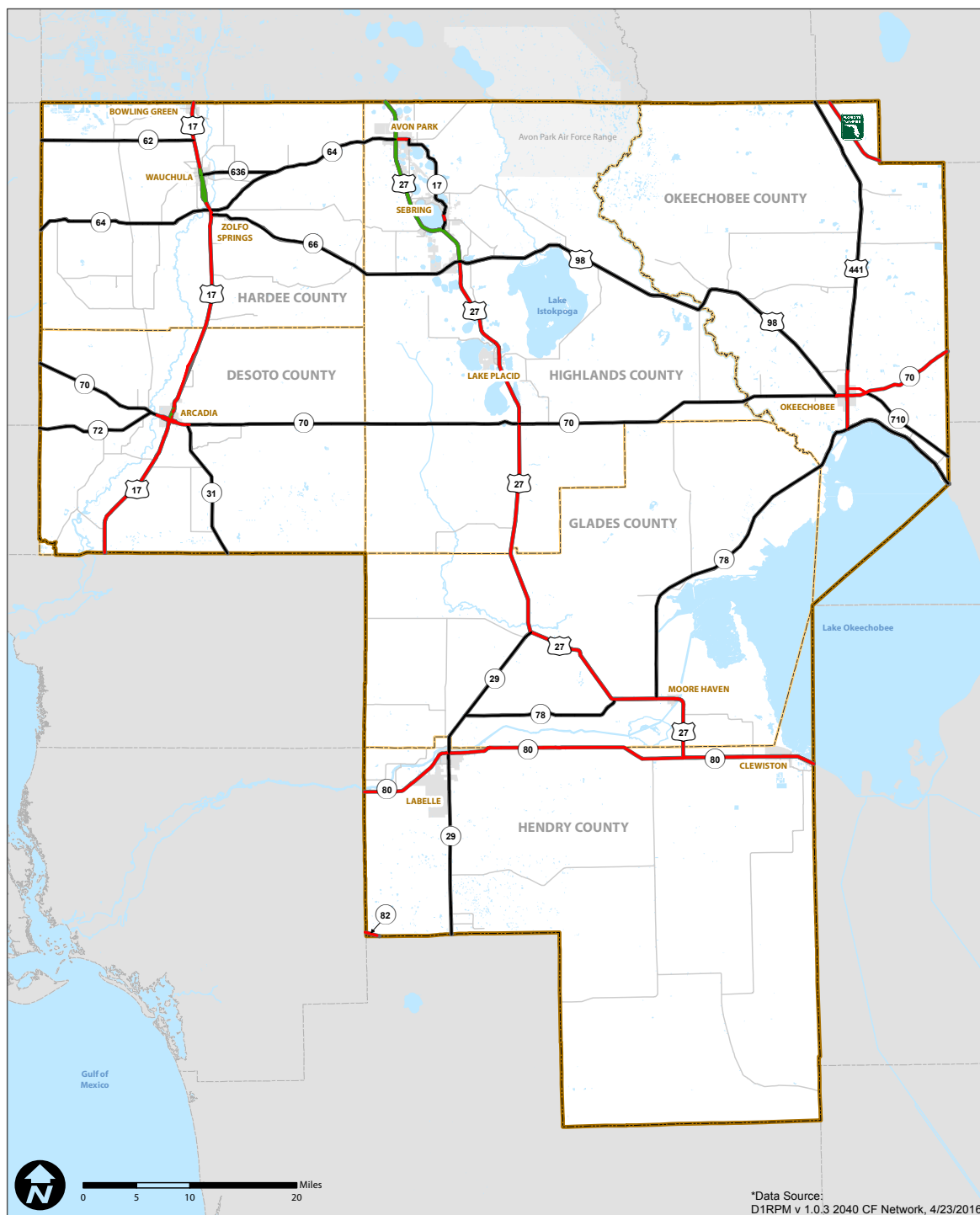
In 2040, **45.63 miles** of the Regional Roadway Network is expected to be over capacity ratio 1.0. Most roadways are 1.2 v/c or less which means lower cost Congestion Management projects may provide acceptable operating conditions. From 2014 to 2040, there is expected to be an increase of **35.33 miles** of over capacity roadways, a **343% increase**.



For more information on Transportation Modeling, please view Appendix F.

Heartland Regional TPO

Future Number of Lanes



*Data Source:
D1RPM v 1.0.3 2040 CF Network, 4/23/2016

Legend

- HRTPO/PL Boundary
- County Boundaries

Number of Lanes*

- Regionally Significant Roadways
- 4 Lanes
- 6 Lanes
- Other Roadways
- 2 Lanes



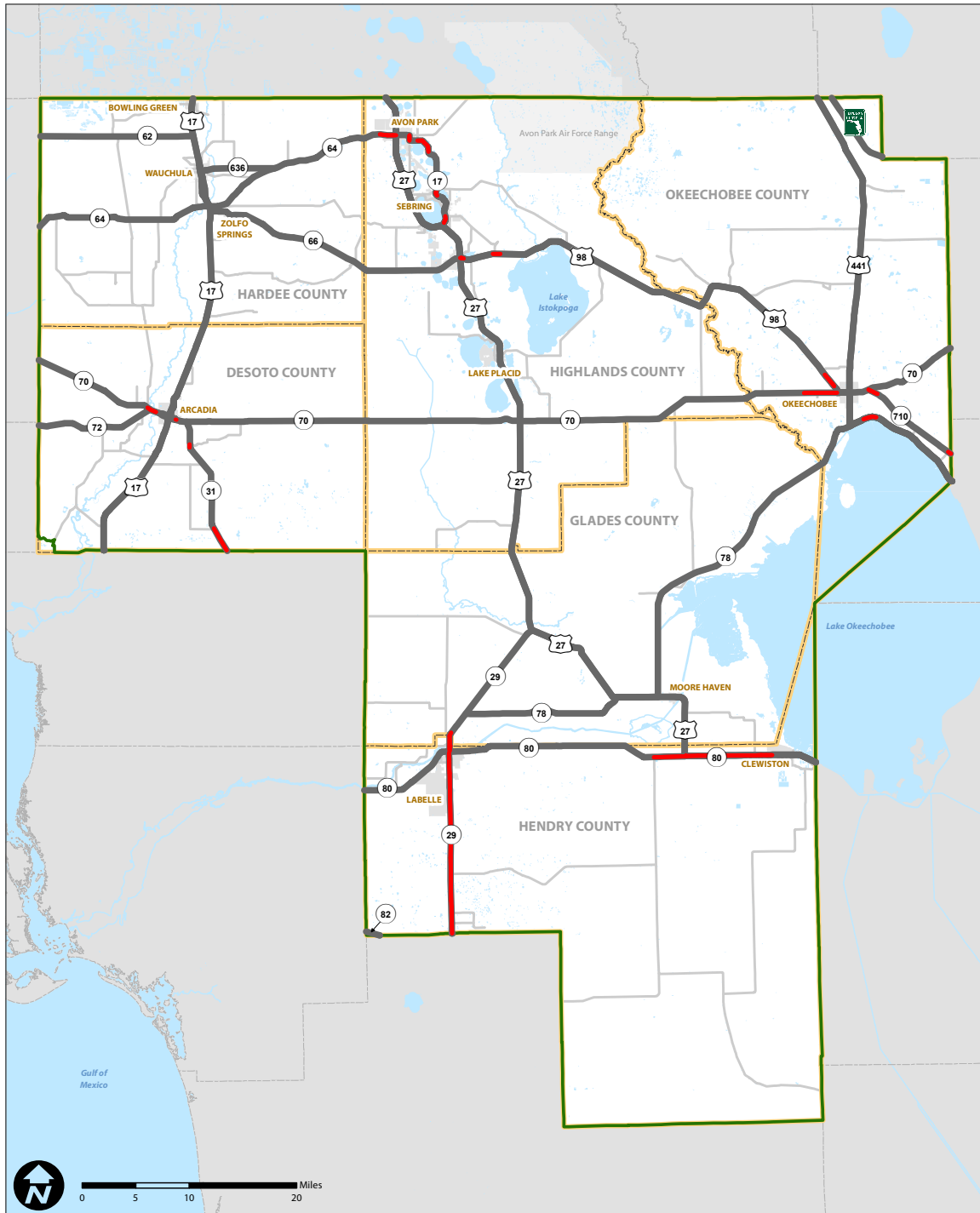
Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: HRTPO 2015

Document Path: O:\Projects\Heartland_TPO\UTP_Mapping\HRTPO_num_of_lanes_03_281616.mxd

Heartland Regional TPO

Roadways Operating Over Capacity (2040)



Legend

- HRTPO/PL Boundary
- County Boundaries
- ~ Major Rivers
- Regionally Significant Roadways
- Other Roadways
- Roadway Over Capacity



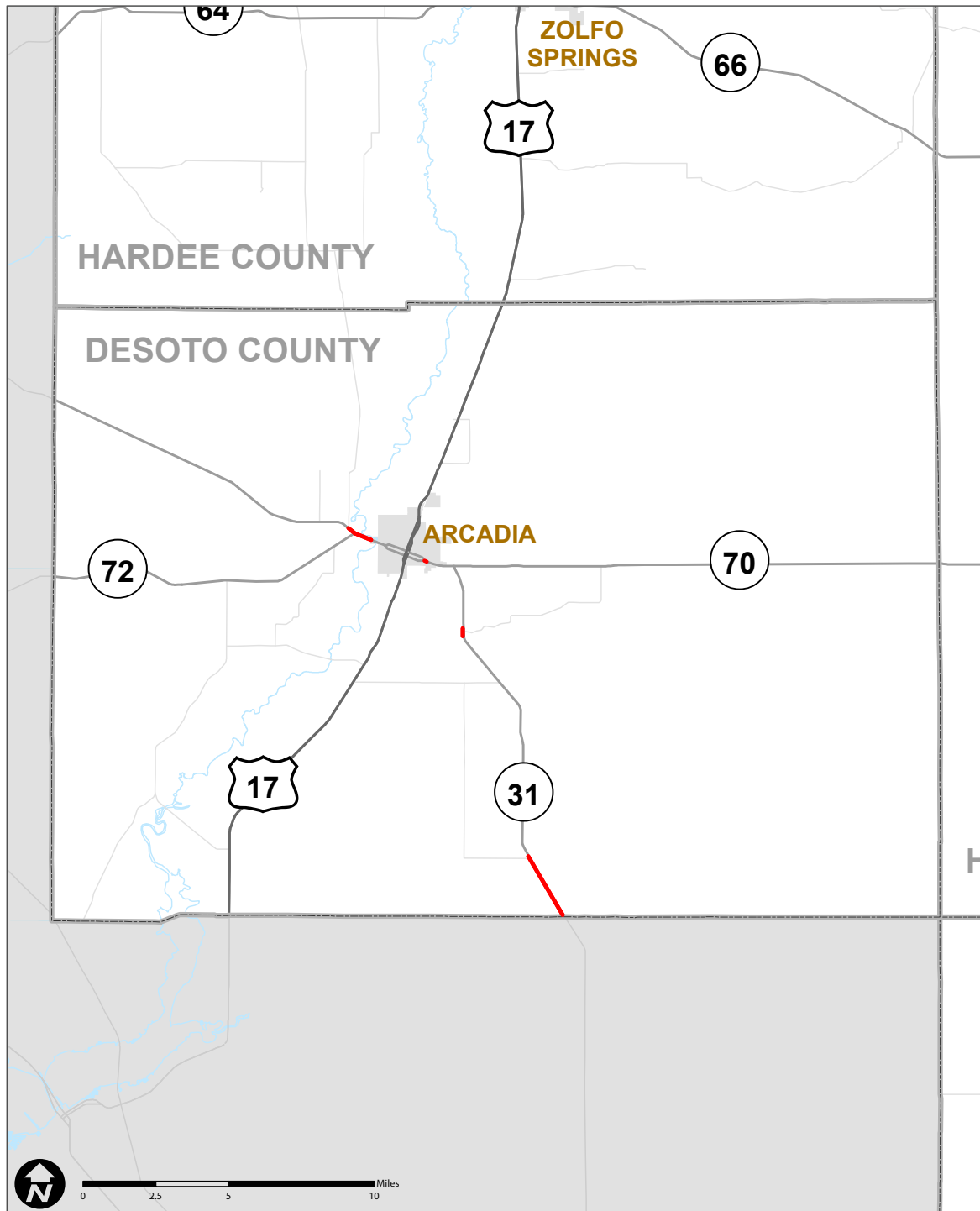
Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: D1RPM ALT VII, December 2015

Document Path: D:\Project\Heartland_TPO\ALT VII_Mapping\HRTPO_12040_012016.mxd

HRTPO - DeSoto County

Roadways Operating Over Capacity (2040)



Legend

- Roadway Over Capacity
- Regionally Significant Roadways
- City Limits
- HRTPO Counties

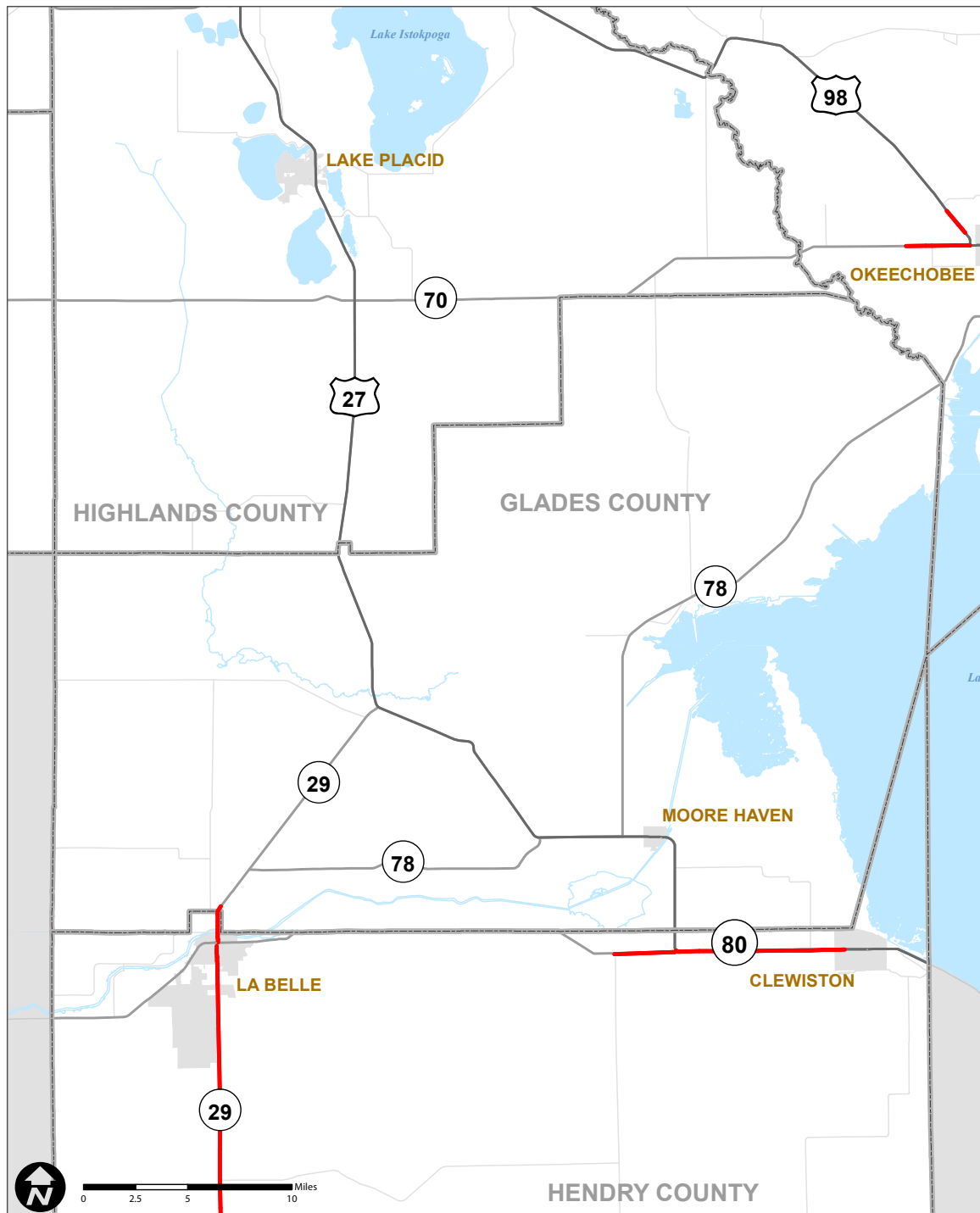


Heartland Regional TPO
 555 E Church Street, Bartow, FL 33830
 863-534-7130
heartlandregionaltpo.org
 Data Source: D1RPM ALT VII, December 2015

Document Path: D:\Project\Heartland_TPO\LRTP_Mapping\HRTPO_GIS\GISData_022016.mxd

HRTPO - Glades County

Roadways Operating Over Capacity (2040)



Legend

- Roadway Over Capacity
- Regionally Significant Roadways
- City Limits
- HRTPO Counties



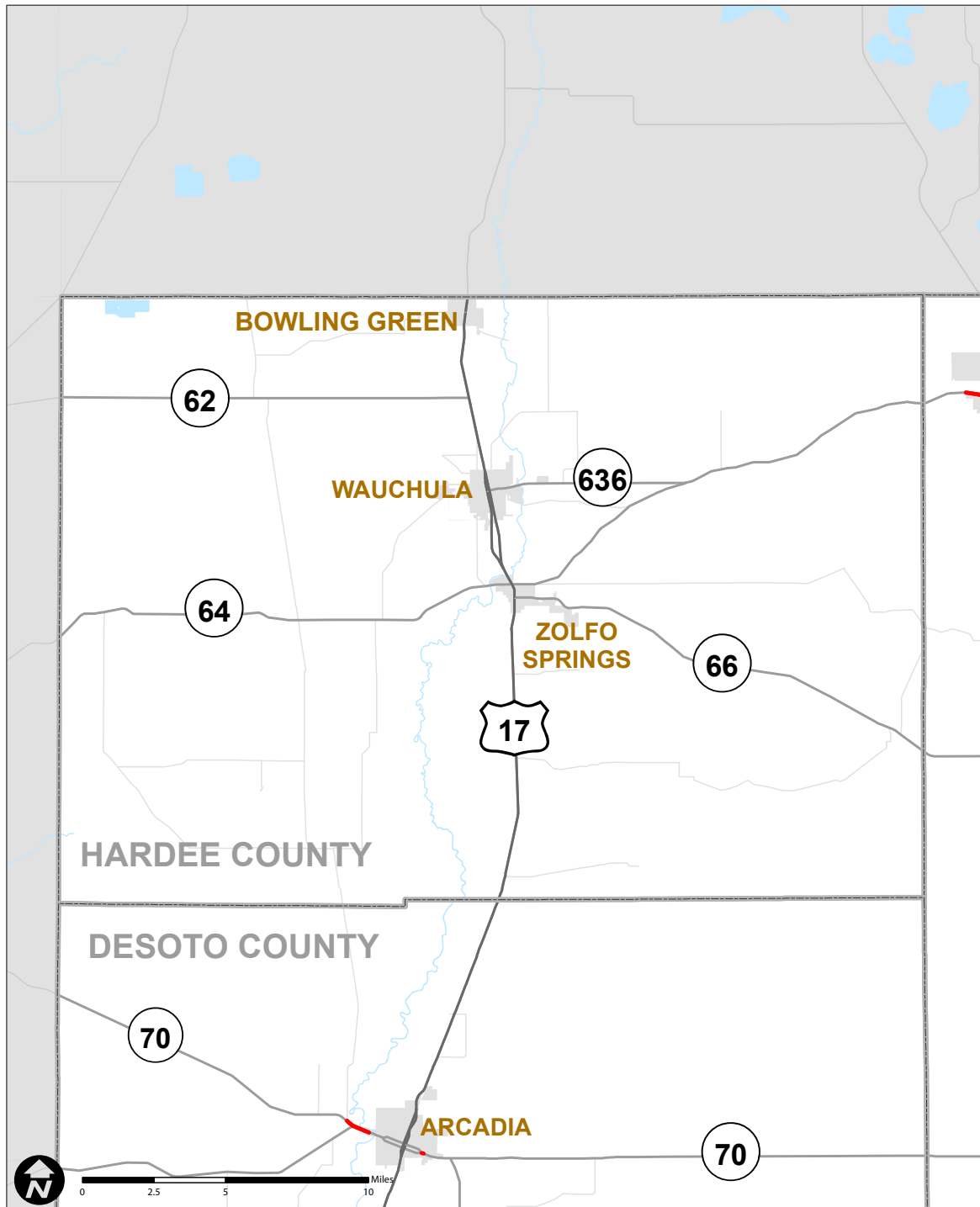
Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: D1RPM ALT VII, December 2015

Document Path: D:\Projects\Heartland_TPO\HRTPO_Mapping\HRTPO_Glades_012016.mxd

HRTPO - Hardee County

Roadways Operating Over Capacity (2040)



Legend

- Roadway Over Capacity
- Regionally Significant Roadways
- City Limits
- HRTPO Counties



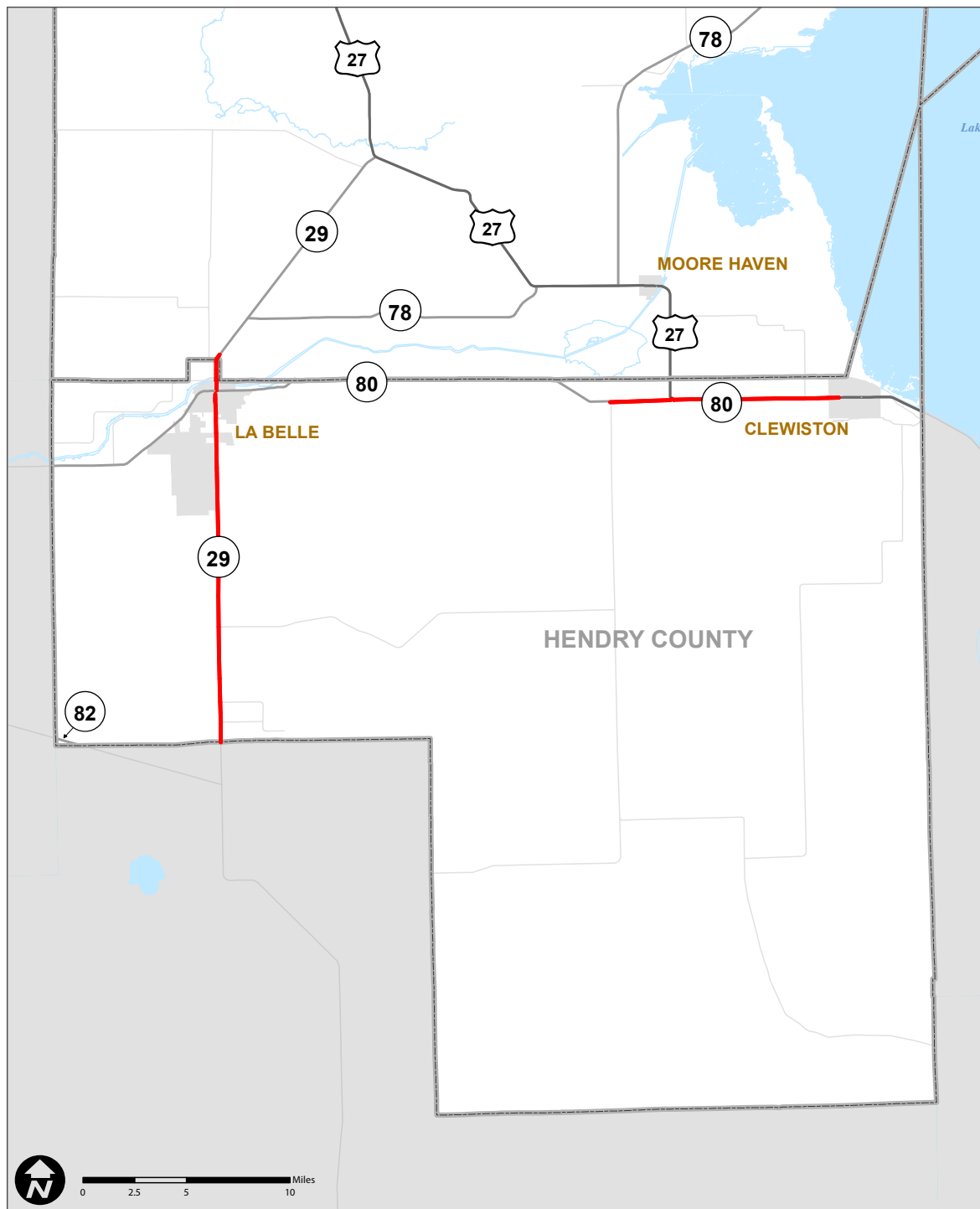
Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: D1 RPM ALT VII, December 2015

Document Path: C:\Projects\Heartland_TPO\LRTP_Mapping\HRTPO_CS46_Hardee_012016.mxd

HRTPO - Hendry County

Roadways Operating Over Capacity (2040)



Legend

- Roadway Over Capacity
- Regionally Significant Roadways
- City Limits
- HRTPO Counties



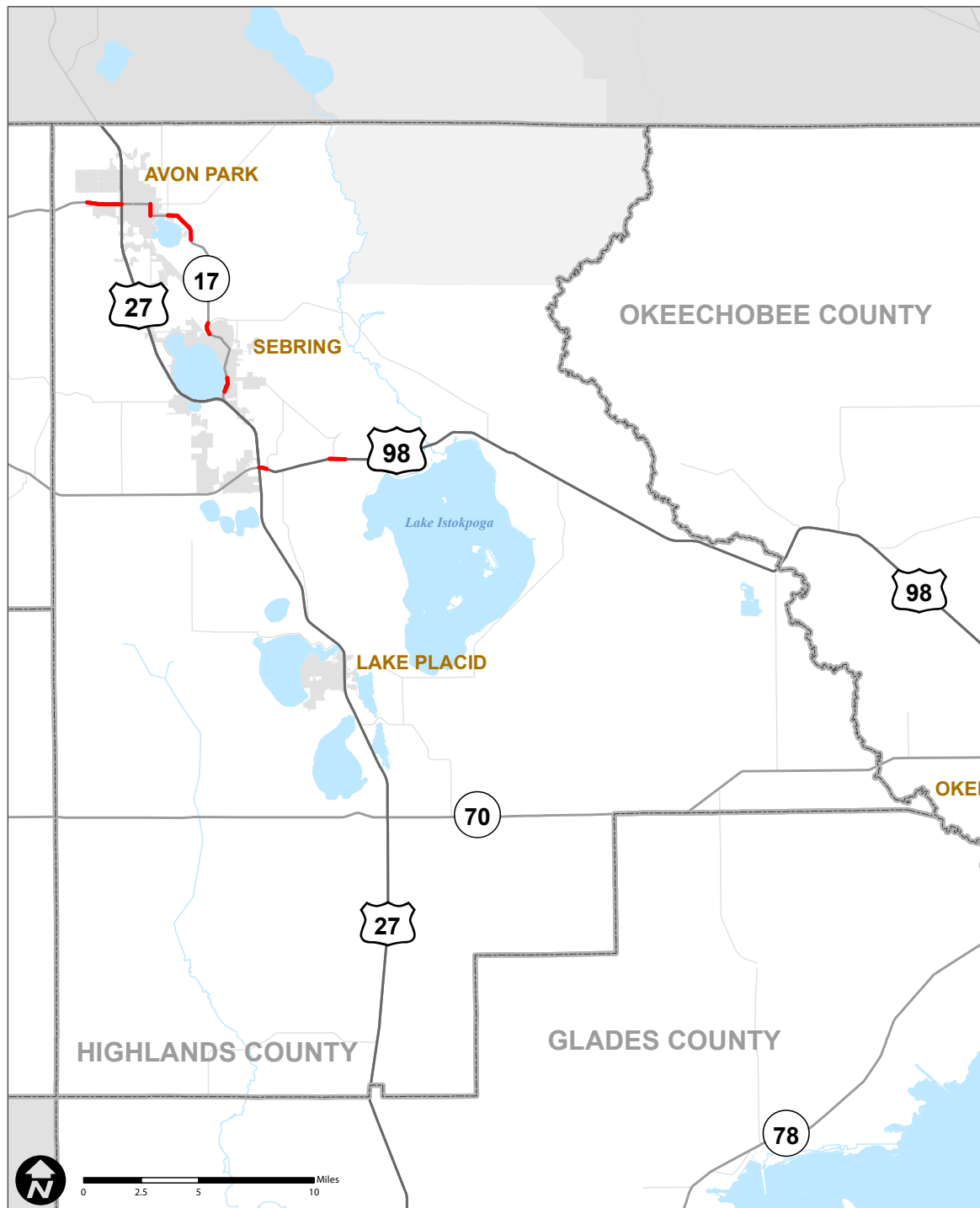
Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: D1 RPM ALT VII, December 2015

Document Path: D:\Projects\heartland_TPO\HRTPO_Mapping\HRTPO_L0540_Hendry_080316.mxd

HRTPO - Highlands County

Roadways Operating Over Capacity (2040)



Legend

- Roadway Over Capacity
- Regionally Significant Roadways
- City Limits
- HRTPO Counties



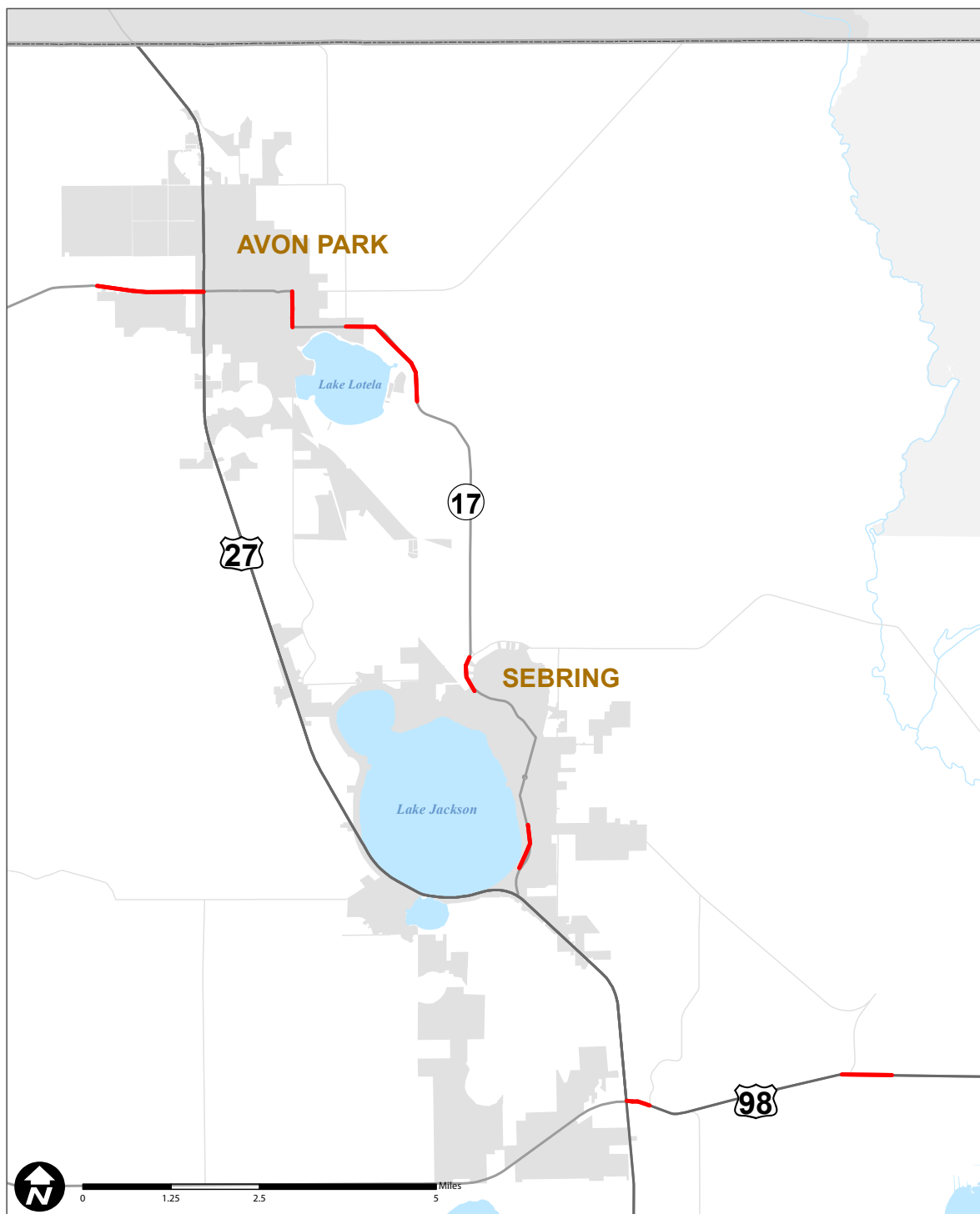
Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: D1 RPM ALT VII, December 2015

Document Path: D:\Projects\Heartland_TPO\HRTPO_Mapping\HRTPO_10546_Highlands_012016.mxd

HRTPO - Avon Park / Sebring Area

Roadways Operating Over Capacity (2040)



Legend

- Roadway Over Capacity
- Regionally Significant Roadways
- City Limits
- HRTPO Counties



Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: D1RPM ALT VII, December 2015

Document Path: D:\Projects\Heartland_TPO\RTP_Mapping\HRTPO_L0046_APSebring_012016.mxd

HRTPO - Okeechobee County

Roadways Operating Over Capacity (2040)



Legend

- Roadway Over Capacity
- Regionally Significant Roadways
- City Limits
- HRTPO Counties



Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: D1RPM ALT VII, December 2015

Document Path: D:\Projects\Heartland_TPO\HRTPO_Mapping\HRTPO_LCS\Okeechobee_012016.mxd

project SELECTION

Setting Priorities

Strategic Intermodal System Needs: In the six county Heartland region, the Regional Roadway Network is made up of primarily US and SR routes designated as part of the Strategic Intermodal system (SIS). The State of Florida Department of Transportation (FDOT) and programs SIS projects and available revenue for SIS funding. Because SIS projects represent virtually all of the needed transportation capacity projects identified as over capacity for 2040 in the Heartland, the Strategic Intermodal System Funding Strategy, Long Range Cost Feasible Plan 2024-2040, 2013 Edition was used to determine the cost feasible projects (funded) shown in the following section on roadway project Groups 1, 2 and 3A and projects not considered cost feasible (unfunded) as Group 3B. Project Group 4 is considered for illustrative purposes and reflect those projects identified in local plans but without identifiable funding sources at this time.

Non-Strategic Intermodal System Needs: Projects were identified based on non SIS roadways experiencing volumes exceeding capacity in 2040. A set of evaluation criteria to determine the comparative need for adding capacity to potential needed projects was developed by the TAC, CAC and HRTPO Board. These criteria were developed in support of the goals and objectives as well as the Vision and Mission Statements for the Heartland which guides the LRTP development. Projects identified to date were included in the Cost Feasible Project Groups. Additional projects will be evaluated as they are identified and the LRTP will be amended to include those projects.

Evaluation Criteria for Capacity Projects will be used as a tool for priority ranking of non-SIS projects in both the LRTP as well as the annual project priorities submitted for consideration in development of the FDOT Five Year Work Program and subsequent inclusion in the Transportation Improvement Program (TIP).

Roadway Capacity Project Evaluation Criteria for Non-SIS Projects include:

- » Project status
- » Safety
- » Existing congestion
- » Sociocultural effects/environmental justice/Environmental impact
- » Emergency evacuation route
- » Regional freight corridor
- » Access to major activity or employment centers
- » Provide reliable and efficient transportation options
- » Multimodal connectivity

The Evaluation Criteria including weighting factors and rating points can be found in Appendix E.

roadway PROJECT NEEDS FOR 2040

As the Heartland population, commerce, and tourism grows, transportation demand will require roadway improvements to meet increasing traffic demands. The greatest roadway demand for more capacity will be on the Regional Roadway Network comprised of US routes and state roads, particularly those on the designated Strategic Intermodal System (SIS).

As discussed in the Funding Summary, there will not be sufficient funding to build most of the roadway improvements identified as needed or desired. Four project groups are identified to clarify which are cost feasible and include: cost feasible projects, projects that will have some but not all funding necessary to be completed, and projects that are needed but for which no funding is identified. A detailed summary of the cost feasible projects is provided in Chapter 8 of this report.

The Roadway Project Groups list is divided into four main groups, with Group 3 being divided into two sub-categories. The four Roadway Project Group categories are defined as follows:

Roadway Project Group One

This group consists of existing and committed projects that are currently under construction, or have additional funding for construction phases in the adopted HRTPO Transportation Improvement Program (TIP) FY 2015/16 - 2019/20. These projects must be identified in the current HRTPO TIP, or a local Capital Improvements Plan, or both. Roadway Project Group One are the cost feasible projects listed below:

Roadway Project Group One: Existing and Committed Projects

| County | Roadway | From | To | Improvement |
|------------|---------------------------|-------------------------------------|---------------------------------------|--------------------|
| DeSoto | US 17 | CR 760A (Nocatee) | Heard Street | 2 Lane to 4 Lane |
| DeSoto | US 17 | 0.4 Mile South of SW Collins Street | South of CR 760A | 2 Lane to 4 Lane |
| Hardee | US 17 | DeSoto County Line | CR 634 (Sweetwater Road) | 2 Lane to 4 Lane |
| Hardee | US 17 | S of W 9th Street | North of W 3rd Street (Zolfo Springs) | 2 Lane to 4 Lane |
| Hendry | SR 80 | Dalton Lane | Indian Hills Drive | 2 Lane to 4 Lane |
| Hendry | SR 80 | Indian Hills Drive | CR 833 | 2 Lane to 4 Lane |
| Hendry | Helms Road Extension | SR 29 | SR 80 | New 2 Lane Road |
| Hendry | SR 82 | Lee County Line | Collier County Line | 2 Lane to 4 Lane |
| Highlands | Sebring Parkway phase 2A | DeSoto Road | Youth Care Lane | 2 Lane to 4 Lane |
| Highlands | Rucks Dairy Road Bridge | Over C-41 Canal/Slough | | Bridge Replacement |
| Highlands | Sebring Parkway phase 2B | US 27 | DeSoto Road | 2 Lane to 4 Lane |
| Highlands | Sebring Parkway Phase III | Sebring Parkway Phase I | CR 17A (Memorial Drive) | New 2 Lane Road |
| Okeechobee | SR 70 | NE 34TH Avenue | NE 80th Avenue | 2 Lane to 4 Lane |
| Okeechobee | SR 70 | NE 80TH Avenue | Berman Road | 2 Lane to 4 Lane |

Roadway Project Group Two

This group consists of roadway projects that have funding identified in the FDOT Tentative FY 2016/17-2020/21 Five Year Work Program, but construction has not begun, or funding has been identified in the current FDOT SIS 2040 Cost Feasible Plan.

Roadway Project Group 2: Cost Feasible System Improvements (2040)

| County | Roadway | From | To | Improvement |
|------------|---------------------|---------------------|-----------------------|---------------------------|
| DeSoto | CR 769 (Kings Hwy) | Charlotte C/L | Peace River Street | 2 Lanes to 4 Lanes |
| Hardee | Griffin Road Bridge | Over Peace River | | Bridge Replacement |
| Highlands | US 98 | US 27 | Airport Road | 2 Lanes to 4 Lanes |
| DeSoto | SR 31 Extension | SR 70 | US 17 | New 3 Lane undivided Road |
| Hendry | SR 29 | Cowboy Way (CR 80A) | Whidden Road (CR 731) | 2 Lanes to 4 Lanes |
| Okeechobee | SR 710 | US 441 | L-63 Canal | New Road |
| Hendry | SR 29 | Spencer (F Road) | North of Cowboy Way | 2 Lanes to 4 Lanes |

Roadway Project Group Three

This group consists of roadway projects that are Priority Partially Funded (3A), and those that are deemed Priority Unfunded (3B). Priority Partially Funded (3A) projects consist of projects that have funding initially identified for preliminary phases of the improvement, but have no funding identified for construction phases in the current FDOT Five Year Work Program. This group includes the roadway capacity projects that are considered very likely to be "Cost Feasible" due to significant expenditures in Preliminary Design and Environmental (PD&E), Design, Right of Way (ROW), or other preliminary activities that are not identified for construction funding in the FDOT SIS 2040 Cost Feasible Plan. Roadway Project Group 3A projects are listed below:

Roadway Project Group 3A: Priority Partially Funded

| County | Roadway | From | To | Improvement |
|--------------------------|---------|---|---------------------------------|------------------|
| Glades | SR 29 | Bermont Rd (CR 74) | US 27 | 2 Lane to 4 Lane |
| Hendry | SR 29 | Collier County Line | CR 832 (Keri Rd) | 2 Lane to 4 Lane |
| Hendry | SR 29 | CR 832 (Keri Road) | Spencer (F Road) | 2 Lane to 4 Lane |
| Glades | SR 29 | Whidden Rd (CR 731) | Bermont Rd (CR 74) | 2 Lane to 4 Lane |
| DeSoto | SR 70 | American Legion Dr (Arcadia) | Jefferson Avenue | 2 Lane to 4 Lane |
| Highlands/ Okeechobee | SR 70 | CR 29 | US 98 (Eagle Bay Dr) | 2 Lane to 4 Lane |
| DeSoto | SR 70 | Singletary Road (Myakka City) (DeSoto Co Line) | American Legion Drive (Arcadia) | 2 Lane to 4 Lane |
| Highlands | SR 70 | Jefferson Ave | CR 29 | 2 Lane to 4 Lane |
| Okeechobee | SR 710 | East of L-63 Canal | Sherman Wood Ranches | 2 Lane to 4 Lane |
| Okeechobee | SR 710 | Sherman Wood Ranches | Martin County Line / CR 714 | 2 Lane to 4 Lane |

Priority Unfunded (3B) projects are those projects that have been identified by FDOT as needed, but have no funding of any project phase identified in the current FDOT Five Year Work Program or FDOT SIS 2040 Cost Feasible Plan. Generally, these capacity projects are identified in the FDOT SIS 2040 Multimodal Unfunded Needs Plan. Group 3B projects are shown below:

Roadway Project Group 3B: Priority Unfunded

| County | Roadway | From | To | Improvement |
|--------------------|-------------------------------|------------------------|------------------------|-------------------|
| DeSoto | SR 70 | East of SR 31 | CR 760 | 2 Lane to 4 Lane |
| DeSoto | SR 70 | SR 72 | West of Peace River | 2 Lane to 4 Lane |
| DeSoto | SR 70 | CR 760 | Highlands County Line | 2 Lane to 4 Lane |
| Glades | SR 29 | SR 78 | US 27 | 2 Lane to 4 Lane |
| Hardee | SR 64 | Old Town Creek Road | Highlands County Line | 2 Lane to 4 Lane |
| Hardee | SR 64 | SR 636 | Kelly Roberts Road | 2 Lane to 4 Lane |
| Hardee | SR 64 | Kelly Roberts Road | Old Town Creek Road | 2 Lane to 4 Lane |
| Hardee / Highlands | SR 64 | Old Town Creek Road | Graham Road | 2 Lane to 4 Lane |
| Hendry | US 27 | CR 720 | SR 80 | 2 Lane to 6 Lane |
| Hendry | US 27 | Palm Beach County Line | CR 720 | 2 Lane to 6 Lane |
| Hendry | US 27 By Pass Georgia Ave Ext | CR 833 | Lewis Boulevard | New Road |
| Hendry | US 27 By Pass Georgia Ave Ext | Lewis Boulevard | US 27 | New Road |
| Highlands | SR 64 | Graham Road | Avon Estates Boulevard | 2 Lane to 4 Lane |
| Highlands | SR 64 | Highlands County Line | Avon Estates Boulevard | 2 Lane to 4 Lane |
| Highlands | SR 64 | Avon Estates Blvd | Oleander Drive | 2 Lane to 4 Lane |
| Highlands | SR 64 | Oleander Drive | Hart Avenue | 2 Lane to 4 Lane |
| Highlands | SR 64 | Hart Avenue | US 27 | 2 Lane to 4 Lane |
| Highlands | SR 70 | CR 29 | Okeechobee County Line | 2 to 4 Lanes |
| Highlands | SR 70 | DeSoto County Line | Jefferson Ave | 2 to 4 Lanes |
| Highlands | US 27 | Glades County Line | SR 70 | 4* Lane to 6 Lane |
| Highlands | US 27 (Lake Placid) | US 98 | Central Drive | 4* Lane to 6 Lane |
| Okeechobee | SR 70 | Center Avenue | SR 710 | 4 Lane to 6 Lane |
| Okeechobee | US 98 | SE 18th Terrace | SE 38th Avenue | 2 Lane to 4 Lane |

* FDOT SIS 2040 Unfunded Needs Plan, number of existing lanes corrected.

Roadway Project Group Four

This group consists of roadway projects that are unfunded, and have not been identified in any state plan for funding. Typically, these projects were taken from county and municipal comprehensive plans. This category also includes projects suggested by local staff as a perceived need, or a need for an improvement “if a specific development occurs”, typically referred to as a “developer funded project” (i.e. to serve the needs of a specific development beyond the capacity of the current network to meet those needs). These projects are shown to illustrate the other needs for 2040 that are not currently cost feasible.

Roadway Project Group 4: Other Identified Needs (to 2040 and Beyond)

| County | Roadway | From | To | Improvement |
|-----------|--|--|---------------------------------|------------------|
| Glades | CR 74 | Charlotte County Line | SR 29 | 2 Lane to 4 Lane |
| Hardee | SR 62 | US 17 | Manatee County Line | 2 Lane to 4 Lane |
| Hardee | Florida Avenue | Stenstrom Road | SR 64 | 2 Lane to 4 Lane |
| Hardee | SR 64 | Manatee County Line | Highlands County Line | 2 Lane to 4 Lane |
| Hardee | SR 66 | Highlands County Line | US 17 | 2 Lane to 4 Lane |
| Hendry | B Road Extension | Luckett Road Extension | B Road | New Road* |
| Hendry | Luckett Road Extension | Lee County Line | SR 29 | New Road* |
| Hendry | Felda Church Road Extension (North) | Felda Church Road | SR 80 | New Road* |
| Highlands | Sebring Parkway Extension (into Avon Park) | Memorial Drive | CR 17 | New 2 Lane Road |
| Highlands | Schumacher Road Extension | Blueberry Road | Hardee County Line | New 2 Lane Road |
| Highlands | US 27 | SR 70 | Glades County Line | 4 Lane to 6 Lane |
| Highlands | Sebring Parkway Extension | Sebring Parkway (at right angle turn) | SR 17 | New 2 Lane Road |
| Highlands | US 27 Bypass (west of US 27 Avon Park) | US 27 | US 27 | New 2 Lane Road |
| Highlands | US 27 Bypass Extension (into Avon Park) | US 27 | Memorial Drive | New 2 Lane Road |
| Highlands | New County Road (north of Lake Denton) | Memorial Drive | Sebring Parkway Extension | New 2 Lane Road |
| Highlands | Marquata Drive Extension | Lake Richard Blvd | Tangerine Drive | New 2 Lane Road |
| Highlands | Sebring Parkway / Schumacher Road | Blueberry Road | SR 17 | 2 Lane to 4 Lane |
| Highlands | Lakewood Road Extension | Woodbury Road | SR 66 | New 4 Lane Road |
| Highlands | Kenilworth Boulevard | Lakeview Boulevard | Peters Road | 2 Lane to 4 Lane |
| Highlands | Twitty Road | Skipper Road | SR 66 | 2 Lane to 4 Lane |
| Highlands | Old Plantation Avenue (and extension) | SR 66 | Abandoned Railroad ROW | 2 Lane to 4 Lane |
| Highlands | New Road (follows Abandoned Railroad ROW) | Sebring Parkway (South of Youth Care Lane) | Old Plantation Avenue Extension | New 4 Lane Road |

* Project identified for construction by developer of land

| | | | | |
|------------|--------------------------------------|-------------------------|------------------------|--------------------------|
| Highlands | Memorial Drive | North of Valarie Drive | Sebring Parkway | 2 Lane to 4 Lane |
| Highlands | Granada Boulevard Extension | Ponce De Leon Boulevard | US 27 | New 4 Lane Road |
| Highlands | SR 66 | US 27 | Hardee County Line | 2 Lane to 4 Lane |
| Highlands | CR 17 | SR 66 | Beyond Skipper Road | 2 Lane to 4 Lane |
| Highlands | New Road (from Twitty Road) | Twitty Road | CR 17 | New 4 Lane Road |
| Highlands | US 27 | SR 66 | South of Skipper Road | 4 Lane to 6 Lane |
| Highlands | CR 17 | Arbuckle Creek Road | Beyond Power Line Road | 2 Lane to 4 Lane |
| Highlands | US 98 | East Of Airport Road | Okeechobee County Line | 2 Lane to 4 Lane |
| Okeechobee | US 98 | SR 70 | Highlands County Line | 2 Lane to 4 Lane |
| Okeechobee | SR 70 | Highlands County Line | US 98 | 2 Lane to 4 Lane |
| Okeechobee | Brady Road Extension (Platt's Bluff) | SR 70 | US 98 | Pave & 2 Lane Connection |

congestion MANAGEMENT

Congestion Management Process (CMP) for Florida MPOs/TPOs

A Congestion Management Process (CMP) is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages. The CMP, as defined in federal regulation, is intended to serve as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system.

Pursuant to Florida Statute 339.175 (6) (c) 1, the HRTPO is required to prepare and maintain a congestion management system for the metropolitan planning area. By June of 2017, the HRTPO will develop and implement a Congestion Management Process that establishes the appropriate level of information as defined in the Federal Eight Step CMP Process which is outlined below and included in technical support document The Congestion Management Process: A Guidebook.

This process will allow the HRTPO to make informed decisions regarding the management and operation of a defined congestion management system that functions as an integrated multimodal transportation system and allows for proper allocation of transportation resources, as required by federal and state laws, rules and regulations. Further, the HRTPO shall cooperate with FDOT to develop all other transportation management systems required by state or federal law. The HRTPO shall perform all actions required by federal or state laws, rules, and regulations now and subsequently applicable, which are necessary to qualify for federal aid.

The transportation planning process shall address congestion management through a coordinated process which provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. This will be accomplished through the use of strategies to reduce travel demand and improve operational management of the system included in Florida Statute (F.S.) 339.175 pertaining to development and implementation of a CMP.

The process shall be developed, established and implemented as part of the metropolitan transportation planning 3-C process that includes coordination with transportation system management and operations activities and establishes a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion. Additionally, an integral element to any CMP is safety in order to prevent recurring traffic incidents. Safety enhancement strategies will reduce crashes and other traffic incidents which cause congestion and assist with increasing the performance level of the overall transportation network. The process shall include the following strategies and/or methods to monitor and evaluate the performance of the multimodal transportation system.

- » Identify causes of recurring and non-recurring congestion
- » Identify and evaluate alternative strategies
- » Provide information supporting implementation of actions
- » Evaluate the effectiveness of implemented actions

Identifying and evaluating the performance of the existing transportation system to measure the anticipated benefits of employing certain strategies will contribute to a more effective system and improved safety. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for the affected area:

- » Demand management measures, including growth management and congestion pricing
- » Traffic operation improvements
- » Increase safety and security of the transportation system for motorized and non-motorized users
- » Increase accessibility and mobility of people and freight
- » Integration and connectivity of the transportation system, across and between modes, for people and freight
- » Promote efficient system management and operation
- » Emphasize preservation of the existing transportation system
- » Public transportation improvements
- » ITS technologies as related to the regional ITS architecture
- » Where necessary, additional system capacity

The HRTPO's CMP will be fully developed for the six county region inclusive of the minimum requirements noted not later than June of 2017. Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation shall be provided to FDOT within three months of issuing a notice to proceed (NTP) to the selected firm identified to accomplish this effort.

Congestion Management Process Next Steps

The HRTPO's Congestion Management Process will be an objectives-driven and performance-based process for the safe and effective management and operation of the Heartland Region's multimodal transportation system. The HRTPO's CMP will follow FHWA's guidance noted below to effectively identify, monitor, and reduce congestion. Projects identified through the HRTPO's process will support the goals and objectives of the HRTPO's long range transportation plan and have a measurable effect on the HRTPO's established performance measures through established targets.

Federal Eight Step Process

1. Develop Congestion Management Objectives – Objectives should be identified that help accomplish the congestion management goals
2. Identify Area of Application – The CMP must cover a well-defined application area
3. Define System/Network of Interest – The CMP must define the transportation network that will be evaluated
4. Develop Performance Measures – The CMP must define the measures by which it will monitor and measure congestion
5. Institute System Performance Monitoring Plan – There must be a regularly scheduled performance monitoring plan for assessing the state of the transportation network and evaluating the status of congestion
6. Identify/Evaluate Strategies – There must be a toolbox for selecting congestion mitigation strategies and evaluating potential benefits
7. Implement Selected Strategies/Manage System – There must be a plan for implementing the CMP as part of the regional transportation planning process
8. Monitor Strategy Effectiveness – The strategies must be regularly monitored to gauge the effectiveness

The CMP process will directly support the HRTPO's adopted goals and associated performance measures.

- » Roadway performance – Measures include travel time to economic activity centers
- » Public transportation performance– Measures include number of accessible vehicles in public transit provider fleets, total number of trips on public transit and transportation disadvantaged providers
- » Bicycle/pedestrian/trail facility performance - Measures include number of miles of multi-use trails
- » Safety performance – Measures include number of total fatalities, number of crashes per Vehicle Miles Traveled (VMT), reported transportation security incidents

The HRTPO 2040 plan provides an \$4 million funding set aside per five-year band to support the congestion management program. Projects identified through the congestion management process will utilize Other Arterial (OA) funds primarily for project implementation (see 2040 Revenue Forecast) (CFP Tables on Page 8.7) and/or support the use of federal safety funds as identified by the department for addressing safety issues in the region for all users of the systems. The CMP will also include appropriate level of thematic graphics/maps that depict the defined network, congested corridors, hurricane evacuation routes, safety incident locations, tables, charts, graphs, statistics, strategies, etc. The adopted FY 2016-17 and FY 2017-18 UPWP for the HRTPO includes both the development of the CMP and the initial implementation for the continuing Congestion Management process that will result in an objectives-driven and performance-based process.

safety & SECURITY

Safety and security of multimodal transportation networks are key components of the federal and state requirements for metropolitan transportation planning processes and must be integrated into every aspect of the TPO's planning processes to be effective. Florida's Strategic Highway Safety Plan (SHSP) guides the safety planning process to reduce fatalities and injuries on Florida's streets and highways. The interagency SHSP, included in the Technical Support Documents (Appendix A) and available at www.heartlandregionaltpo.org, addresses safety and security challenges facing all of Floridians by focusing on engineering, enforcement, education, and emergency response.

This section reviews and summarizes the safety and security requirements and timelines for integration/implementation of the adopted goals, objectives and creation of targets for the HRTPO's 2040 LRTP in compliance with 23 C.F.R. Chapter 450.322(h); 23 C.F.R. Chapter 1 Section 134; and Chapter 339.175, F.S. .

MAP-21, the federal transportation legislation, creates a performance-based multimodal program, with a key focus on creating a safer multimodal transportation network for all users. While building on and refining the highway, transit, bicycle, and pedestrian programs and policies of the past, MAP-21 sets forth an aggressive safety agenda by establishing safety as a national goal and setting performance targets "to achieve a significant reduction in traffic fatalities and serious injuries on all public roads." Other federal planning provisions also require consideration of increased safety and security for all motorized and non-motorized users of the transportation systems in the planning process. Under MAP-21, the states are required to improve data collection on crashes and updates to more accurately identify dangerous locations. One important change is the move to use crash rate as opposed to the total number of crashes to determine the relative danger of a roadway, intersection, or bike/pedestrian facility.

Currently, FHWA and FTA are in the process of establishing measures/targets to achieve the MAP-21 goals related to safety and security for all transportation users. Once targets are determined, Florida and other states will be required to establish their own targets within one year, adjusting them as appropriate for TPOs and other applicable agencies.

Safety and Security Plan Next Steps

The HRTPO Safety and Security section of the LRTP includes applicable Goals, Objectives, and Measures to reduce the number of fatalities and serious injuries for all users of the transportation systems and will integrate the SHSP emphasis areas in the planning and selection of projects and services for the region. Steps to develop the creation of a comprehensive Safety and Security Plan with policies and procedures for the collection of data, prioritization of projects, inclusive of bike/ped/transit/highway, TPO involvement in CTST(s), development of targets, identification of effective measures for reduction of crashes, and annual reports on progress achieved. This will be accomplished through the development of the Congestion Management Plan, which will be completed no later than June 2017. The Safety Plan will include maps, graphs, tables, and other data that clearly identifies problem areas, and potential solutions.

The HRTPO's Safety and Security Plan must demonstrate consistency with both MAP-21, Florida Statutes, and Florida's Strategic Highway Safety Plan.

Florida's Strategic Highway Safety Plan (SHSP)

The 2012 SHSP lays out data-driven and research-based strategies for fatality and injury reduction and requires the use of safety data systems to identify fatalities and serious injuries on all public roads by location, and ways to identify locations and roadway elements that pose dangers to all road users, including vehicle occupants and non-occupant roadway users (e.g. pedestrians and bicyclists) [23 U.S.C. 148 (c)(2)(B)(i) and(iii)].

The emphasis areas from the 2012 SHSP update include the following:

- » Aggressive Driving
- » Intersection Crashes
- » Vulnerable Road Users, including Pedestrians, Bicyclists, and Motorcyclists
- » Lane Departure Crashes
- » Impaired Driving (added in 2012 SHSP)
- » At-Risk Drivers, including Aging Road Users and Teens (added in 2012 SHSP)
- » Distracted Driving (added in 2012 SHSP)
- » Traffic Data (added in 2012 SHSP)

Public Outreach

The HRTPO must address the SHSP in both the LRTP and through its continued efforts on public outreach and education. Public outreach and education is conducted when SHSP focus areas do not lend themselves to engineering remedies alone. The HRTPO's participation with Community Traffic Safety Teams, media, and other outreach methods in the region work in direct concert with the efforts of the Florida Department of Transportation and the goals of the SHSP.

Safety Monitoring Efforts

In support of MAP-21's performance-based program the HRTPO has explicit goals in performance measures which support safety in the region. A robust data collection and monitoring process will be further refined through the development of the TPO's Congestion Management Plan and will be used to establish areas of safety concern(s) both existing and future.

HRTPO 2040 LRTP Safety and Security Goal

To meet the 2040 LRTP Safety and Security goal and objectives (*What should be done*), the HRTPO will develop a comprehensive Safety and Security Plan which will be comprised of engineering, enforcement, education and/or coordination of emergency services, and/or other approaches as appropriate. The HRTPO will endeavor to decrease the frequency, rate, and severity of crashes involving motor vehicles, pedestrians, and bicycles on public roads in the HRTPO six county region.

Improve Safety and Security For Everyone, No Matter How They Travel

What should be done

- » Reduce all crashes, fatalities and serious injuries for all modes of travel.
- » Evaluate impacts to evacuation routes during the prioritization of roadway improvements.
- » Monitor and support multimodal transportation security.

How we keep track

- » Fatalities
- » Overall system safety
- » Capacity on evacuation routes
- » Transportation security

How we measure success

- » Number of total fatalities
- » Number of crashes per Vehicle Miles Traveled (VMT)
- » Over capacity roadway miles on evacuation routes
- » Reported transportation security incidents

Want to know more about the other goals of the HRTPO? View Chapter 3 and A.3

Plans and Funding to Support Safety and Security

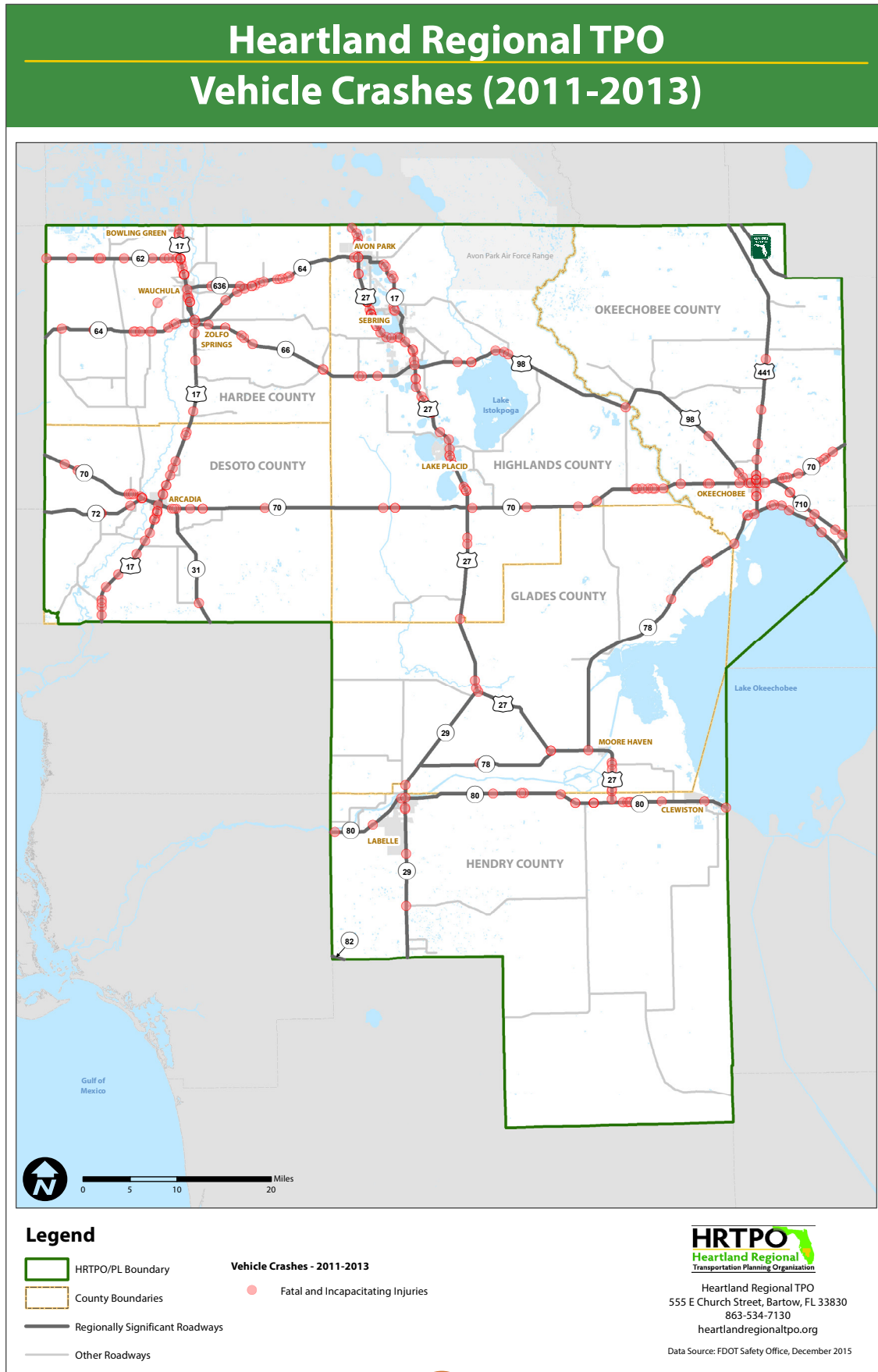
The HRTPO's annual PL allocation provides funding to support data collection for the purpose of management and operation of the region's transportation network and maintenance of the LRTP and associated documents. Construction projects identified through the congestion management/safety process will utilize Other Arterial (OA) funds primarily for project implementation (see 2040 Revenue Forecast) (CFP Tables on Page 8.7) and/or support the use of federal safety funds as identified by the department for addressing safety issues in the region for all users of the systems. The CMP/Safety and Security Plan will also include appropriate level of thematic graphics/maps that depict the defined network, congested corridors, hurricane evacuation routes, safety incident locations, tables, charts, graphs, statistics, strategies, etc. The TPO will take immediate actions through the UPWP process to establish budget line items which address the creation of the CMP/Safety and Security Plan and associated elements/documents which will result in an objectives-driven and performance-based process.

Safety Maps

As part of the Heartland Regional LRTP, safety performance in all counties in each of these emphasis areas will be analyzed. Based on data available to the HRTPO, the following maps illustrate the Vehicle Crashes (2011-13), Bicycle and Pedestrian Crashes (2011-13) resulting in fatalities or incapacitating injuries, and evacuation routes. These maps, as well as others illustrating additional safety and security data, will be further developed and used to inform the Safety and Security Plan.

Vehicle Crashes

FDOT vehicle crash data from 2011-2013 on the HRTPO Regional Roadway Network that resulted in a fatality or incapacitating injury(ies) is depicted below.



Heartland Regional TPO

Bicycle and Pedestrian Crashes (2011-2013)

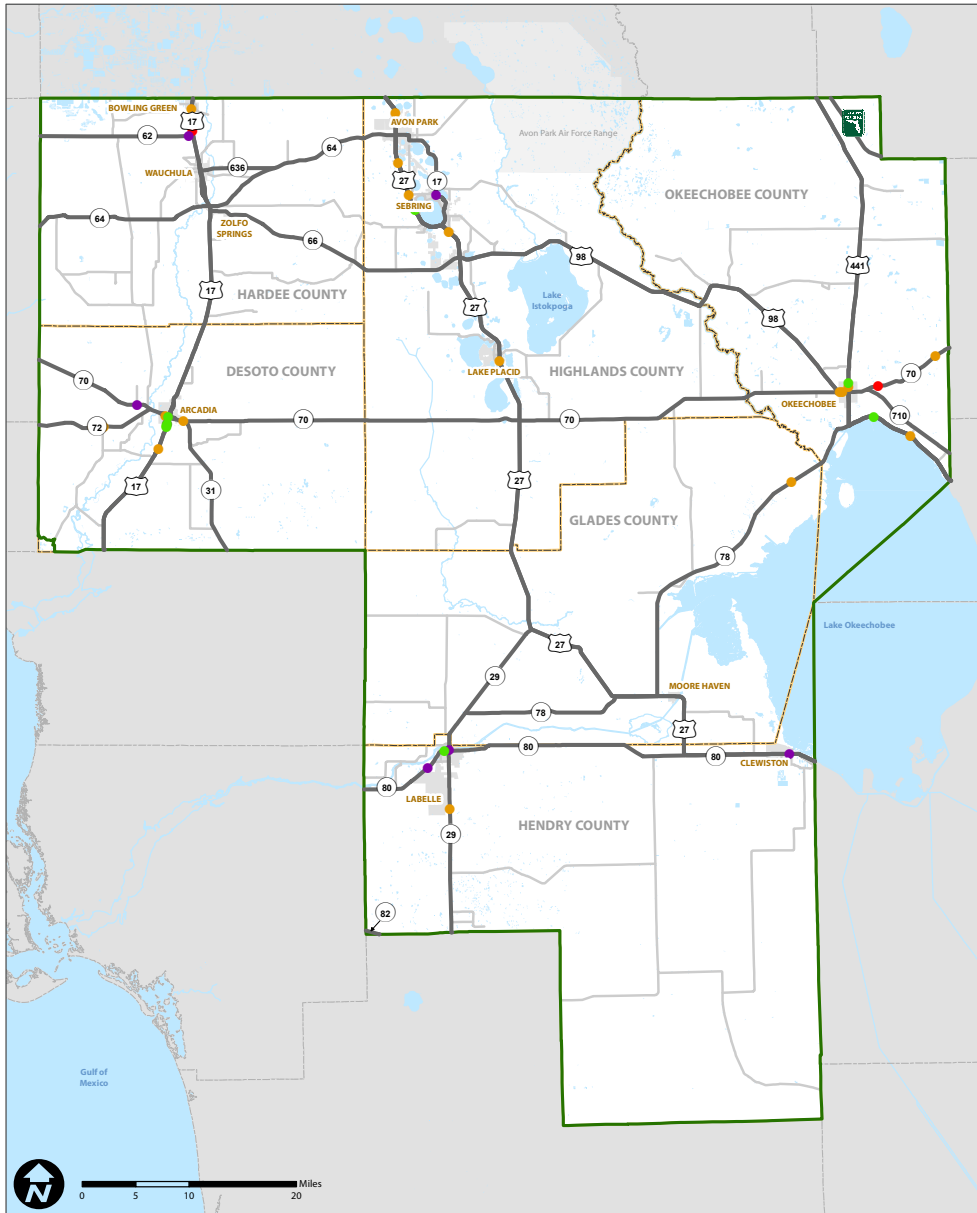
Fatal or Incapacitating Bicycle and Pedestrian Crashes

The Bicycle and Pedestrian Crashes Map indicates the fatal or incapacitating bicycle and pedestrian injuries on the Regional Roadway Network between 2011 and 2013. US 27 had the highest rate of crashes followed by SR 70 and US 17.

2011-13 Fatal or Incapacitating Bicycle and Pedestrian Crashes on HRTPO Regional Roadway Network

| | |
|-----------------------|---|
| US 27 | 9 |
| US 17 | 7 |
| SR 70 | 8 |
| US 98 / US 441 | 4 |
| SR 80 | 2 |
| SR 29 | 2 |
| SR 72 | 2 |
| SR 62 | 1 |
| SR 78 | 1 |
| SR 17 | 1 |
| SR 66 | 0 |
| SR 64 | 0 |
| US 98 | 0 |
| SR 710 | 0 |
| SR 636 | 0 |
| SR 31 | 0 |

Source: FDOT Safety Office,
December 2015



Legend

- HRTPO/PL Boundary
- County Boundaries
- Regionally Significant Roadways
- Other Roadways
- Fatality (pedestrian) - 2011-2013
- Fatality (bicycle) - 2012
- Incapacitating Injury (pedestrian) - 2011-2013
- Incapacitating Injury (bicycle) - 2011-2013



Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

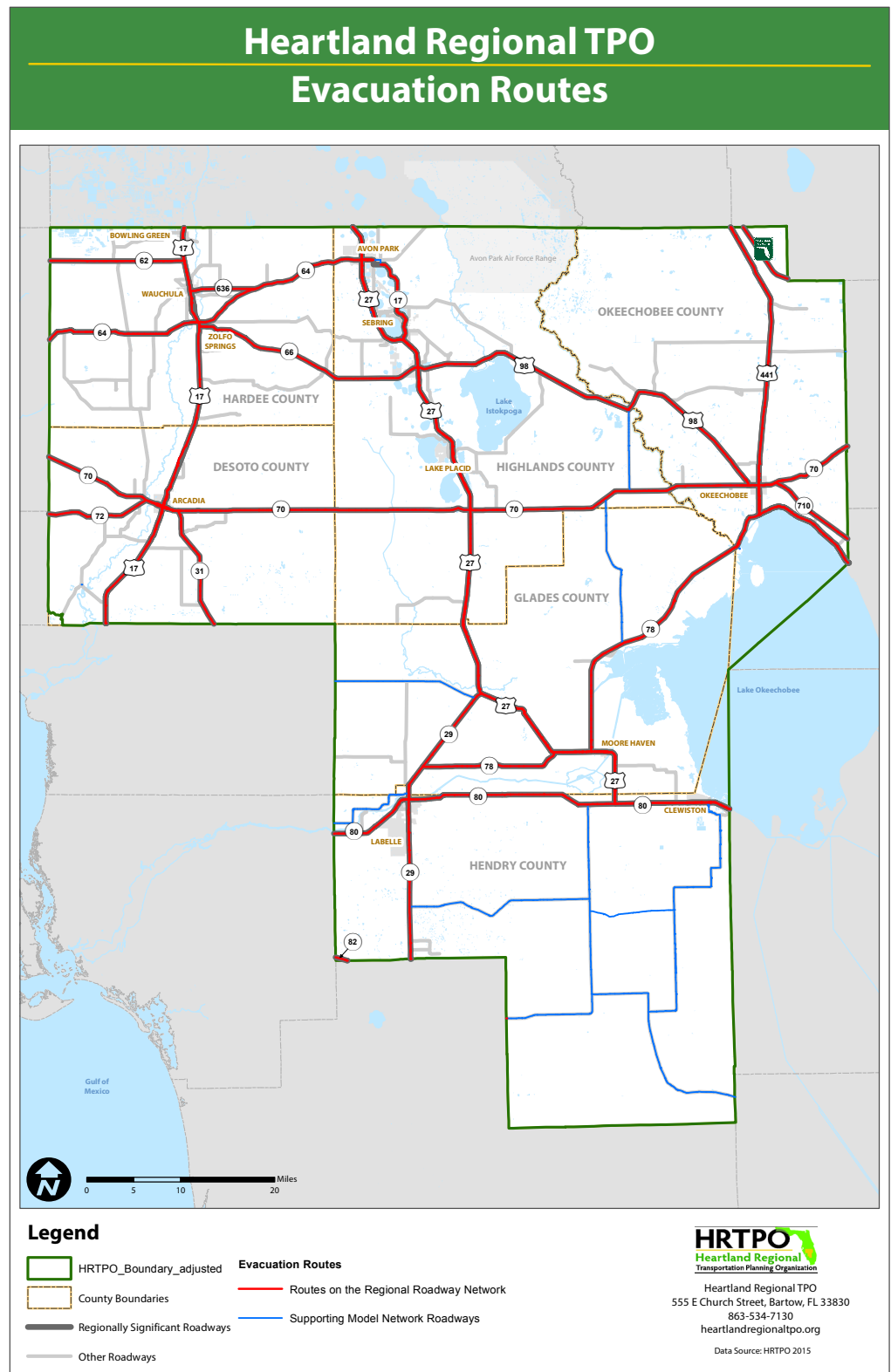
Data Source: FDOT Safety Office, December 2015

Document Path: D:\projects\heartland_tpo\hrtpo_mapping\hrtpo_jakeped-crashes_011614.mxd

Hurricane/Disaster Evacuation Routes

Over the past 30 years, Regional Planning Councils, the State of Florida Department of Emergency Management and Department of Transportation, County Emergency Management agencies, the American Red Cross and many other agencies have worked together to prepare regionally for a disaster – not just hurricanes, but also the impacts of flooding, hazardous material incidents and terrorist attacks. Hurricane and disaster evacuation planning, including evacuation route improvements help to reduce the population-at-risk and further ensure the safety and security of the region.

The following evacuation route map is consistent with the Florida Statewide Regional Evacuation Study Program. The goal of designating these routes is to move people out of evacuation areas as safely and as quickly as possible. The goals of the LRTP as well as the Evaluation Criteria for ranking projects assign priority to ensuring roads designated as evacuation routes receive priority in funding.



future CORRIDORS

The Strategic Intermodal System (SIS) Policy Plan, a companion to the FTP, identifies policies for planning and implementing the SIS, the statewide high-priority network of transportation facilities critical to Florida's economic competitiveness. Several SIS corridors run through the Heartland region, including State Roads 64, 70 and 80, U.S. 17, U.S. 98/U.S. 27, U.S. 441, and a CSX rail line connecting Central Florida to Southeast Florida. SIS airports in Miami, Fort Lauderdale, West Palm Beach, Melbourne, Orlando, Tampa, Sarasota, and Ft. Myers surround the region and provide connectivity to national and global markets. General Aviation (GA) airports in the region support economic development and mobility and are detailed in the Modal Options section of this plan. Deepwater seaports in PortMiami, Port Everglades, Port of Palm Beach, Port Canaveral, Port Tampa Bay, and Port Manatee also connect the Heartland region to overseas trading partners.

The Heartland region also lies at the intersection of two of Florida's Future Corridor study areas. The study areas defined for Florida's Future Corridors represent regional pairs not well connected today or where existing facilities do not have the capacity to support anticipated growth in demand over the next 50 years. Two of Florida's Future Corridors run through the Heartland region.

Future Corridors Planning Process

The Future Corridors Planning Process is a statewide effort led by the Florida Department of Transportation (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. This initiative builds upon the Florida Transportation Plan's goal of providing transportation solutions that support Florida's global economic competitiveness by continuing to plan proactively for future statewide and interregional transportation corridors, including coordination with regional visions, economic development and trade development plans, and land use plans.

The goals of the Future Corridor Planning Process are 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.
- » Improve connectivity between Florida and other states and nations and among Florida's regions to better support economic development opportunities, consistent with regional visions and the Florida Strategic Plan for Economic Development.

This focuses on two approaches to plan for future corridors: Transforming existing facilities in a corridor to serve a new function, such as adding tolled express lanes, truck-only lanes, or bus rapid transit systems to an existing highway, or adding passenger service to an existing freight rail line.

Identifying study areas for potential new parallel facilities to provide alternatives to existing congested highways or potential new corridors for multimodal facilities in regions not well served by statewide corridors today.

FDOT has developed a three stage process for planning future statewide corridors. The basic steps for each study area are:

- » Complete a high-level Concept report to identify statewide connectivity and mobility needs in the study area; determine whether a significant transportation investment in the study area is consistent with statewide policies and available regional and community visions and plans for future growth; identify key community and environmental issues to be considered in future stages; and identify a framework for moving forward in the study area.

- » Conduct an Evaluation of one or more segments of the full study area to identify and assess potential alternative multimodal solutions to the anticipated mobility and connectivity needs; work with partners to build consensus around potential solutions; and develop an action plan for future work on viable corridors. Use FDOT's established Efficient Transportation Decision-Making (ETDM) and Project Development and Environment (PD & E) processes to conduct more detailed analyses of specific alternative corridor improvements, continue coordination with stakeholders, and advance projects into implementation.

Study Areas Overview

Study areas have been identified where FDOT could explore potential new or transformed corridors. These study areas represent regional pairs not well connected today, or where existing facilities do not have the capacity to support anticipated growth in demand over the next 50 years.

Active Study Areas

The Florida Department of Transportation is currently examining the following two Future Corridor Study Areas; Tampa Bay to Central Florida and Tampa Bay to Northeast Florida. These two study areas have completed the Concept Stage and are currently in the Evaluation Stage of the Future Corridors Planning Process. The links below provide more information for each study area. (Shown in Map 1 below)

- » Tampa Bay to Northeast Florida: The need for this study is based on increasing safety and congestion concerns along I-75 north of Wildwood and the need to improve connectivity for people and freight between two large regions that are not directly connected today. (Highlighted in Orange on Map 1)
- » Tampa Bay to Central Florida: This study is exploring ways to better connect Tampa Bay to Central Florida and the Space Coast. This emerging "superregion" is now the 10th largest region in the United States, with forecasts of strong growth over the next 50 years. (Highlighted in Light Blue on Map 1)

Map 1

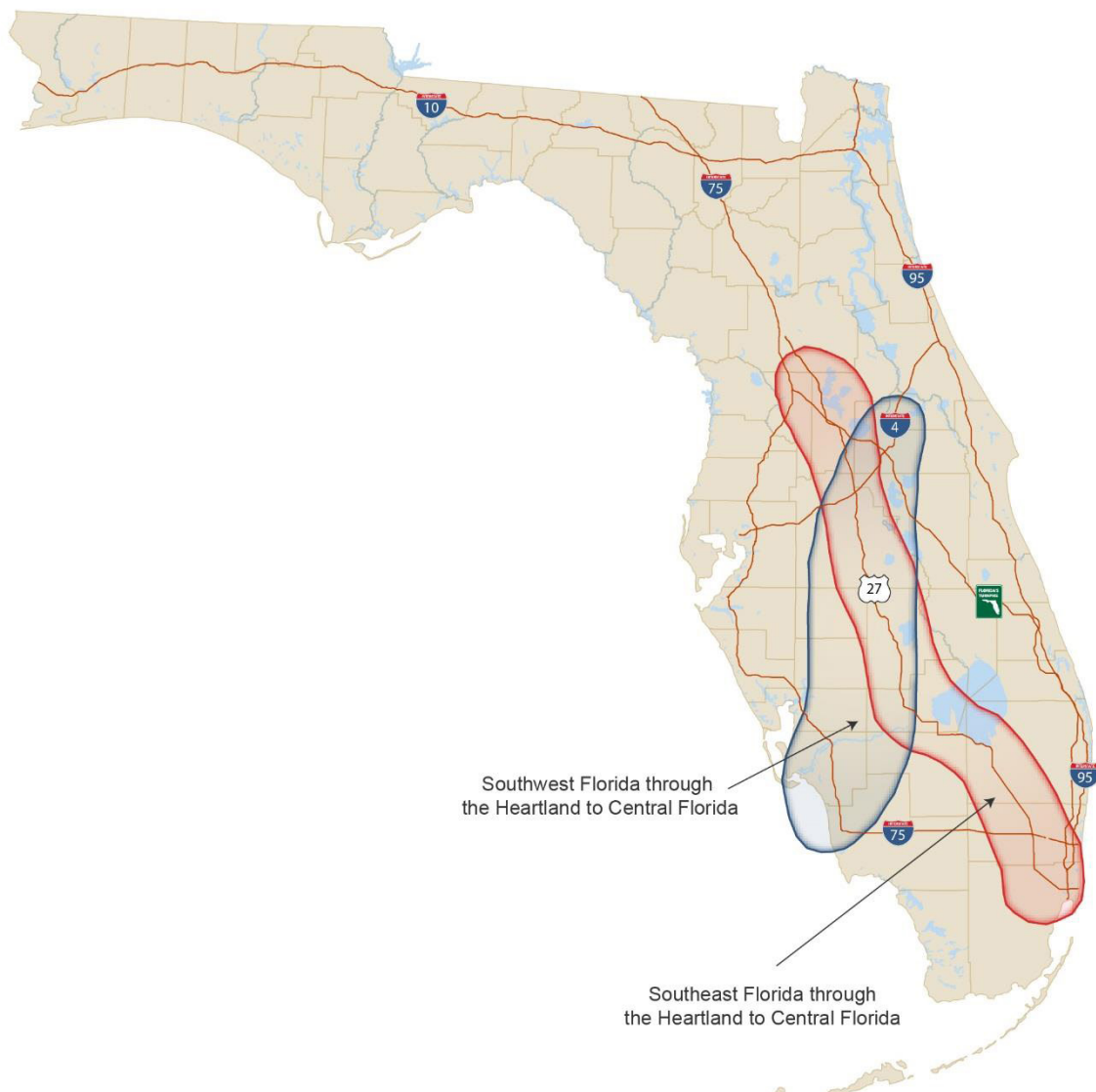


Future Study Areas

The following study areas have been identified in the Heartland region for possible exploration in the future. (Shown in Map 2 below)

- » Southeast Florida through the Heartland to Central Florida: The Heartland region has potential for great change over the next few decades. In particular, there is potential for increased freight flows from the Southeast Florida ports, connections to major freight/distribution sites including the development of manufacturing sites and intermodal logistics centers (ILC), and enhanced access to other markets in Florida and other states. Future planning will be guided by the Heartland 2060 visioning process and other long-range planning efforts. (Highlighted in Red on Map 2)
- » Southwest Florida through the Heartland to Central Florida: This study area will examine the need for a more direct connection between Southwest Florida and Central Florida. As the economy recovers there may be a need to provide an alternative to I-75 to improve connectivity and mobility for both people and freight. Future planning will be guided by the Heartland 2060 visioning process and other long-range planning efforts. (Highlighted in Dark Blue on Map 2)

Map 2

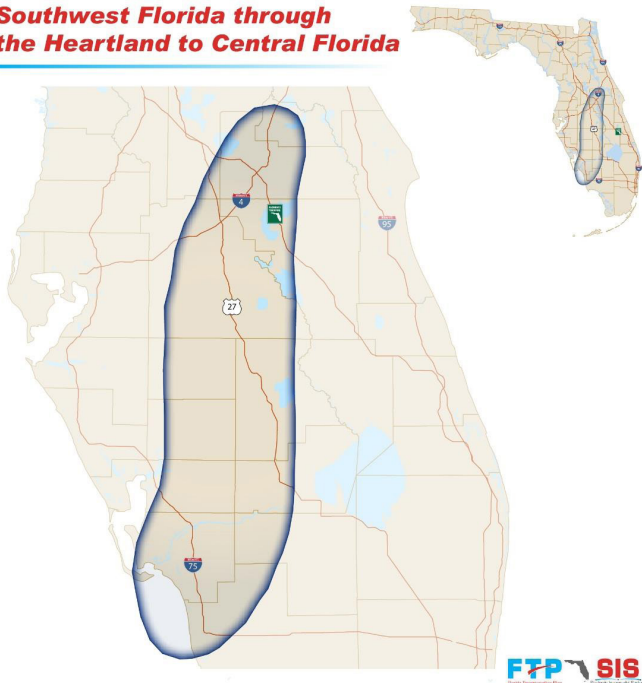


As part of the first stage of the planning process for planning future statewide corridors, FDOT may conduct Concept studies to examine transportation connectivity needs between Southwest Florida through the Heartland to Central Florida and Southeast Florida through the Heartland to Central Florida. The Concept study for the Southwest Florida through the Heartland area would cover the 14 county region shown in Map 3. The Concept study for the Southeast Florida through the Heartland area would cover the 14 county region shown in Map 4. FDOT will coordinate with planning organizations to work toward a regional approach that examines specific ideas within the context of long-range planning for Southwest, Southeast, and Central Florida.

These studies would examine the need for a more direct connection between Southwest and South East Florida through the Heartland to Central Florida. There may be a need for an alternative to I-75 and I-95 to improve connectivity and mobility for both people and freight. The solution for this study area could involve a connection to U.S. 27, as well as additional east-west connectivity. The Heartland 2060 process will help guide this study as well.

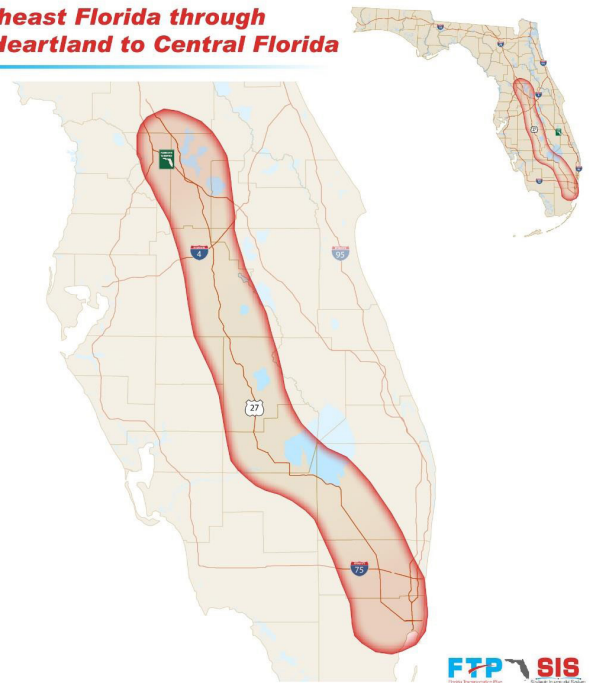
Map 3

**Southwest Florida through
the Heartland to Central Florida**



Map 4

**Southeast Florida through
the Heartland to Central Florida**




The Future Corridors studies will consider the goals, strategies, and project priorities identified in the MPO LRTP as well as other regional and local visions and plans, recognizing that the 50-year horizon for the Future Corridors studies extends beyond the LRTP horizon.



To learn more about Heartland 2060 visit
www.heartland2060.org



For more information on the Future Corridors Initiative process please visit
<http://www.dot.state.fl.us/planning/policy/corridors/default.shtm>



Modal Options

- | | | | |
|-----|---------------------------------|------|-------------------|
| 7.2 | Public Transportation | 7.12 | Freight System |
| 7.4 | Bicycle and Pedestrian Planning | 7.14 | Regional Rail |
| 7.7 | Bicycle and Pedestrian Systems | 7.15 | Regional Aviation |

In addition to the Regional Roadway Network, the Heartland region is connected through other transportation modes including limited public transportation, bicycle and pedestrian systems, airports and rail. A goal of transportation in the Heartland region is to provide a safe and efficient and transportation network that accommodates all modes of transportation. These modes of transportation provide connections within the Heartland region as well as linkages to adjacent regions, the state, and the country as well as globally.

Modal partners, including but not limited to public transportation, bicycle and pedestrian, freight mobility, and airport partners, were engaged in the development of the LRTP through direct coordination, participation in committees, and as part of special planning efforts. Transportation disadvantaged planning agencies (also part of the six county Mobility Management coordination effort) and the Sebring Airport Authority, the largest airport in the region, are voting members of the TAC. Regional aviation partners were regularly updated on the LRTP development through the Continuing Florida Aviation System Planning Process which meets quarterly.

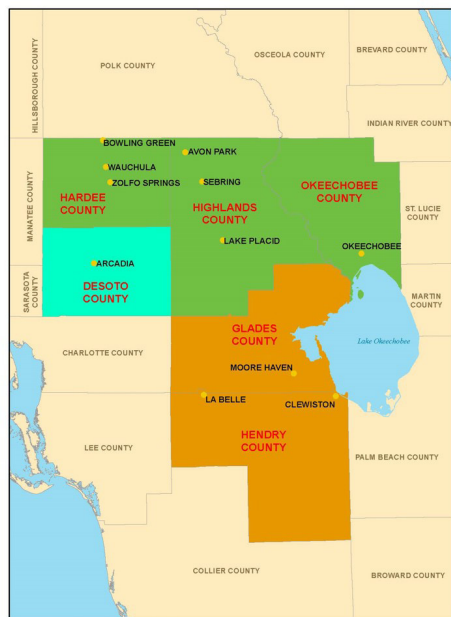
Bicycle and pedestrian issues were identified through input provided by cities and counties represented on the TAC. The development of the LRTP also considered local bike/pedestrian plans, comprehensive plans, and local and statewide Greenways and Trails Plans. Focus group participants, including those with mobility limitations, identified key areas missing sidewalks or other pedestrian amenities.

The HRTPO participated with FDOT District One in development of the Freight Mobility and Trade Study and the development of the LRTP included this information in the needs consideration for the Regional Roadway Network. Specifically, US 27, the principal arterial with the highest freight movements, highest vehicles volumes, and highest crash rates in the region, is a corridor under special study by a corridor task force. Private railroad, local intermodal logistics projects, and economic development specialists were invited to participate in these efforts.

public TRANSPORTATION

Existing Paratransit Service

Within the six counties that comprise the Heartland Regional Transportation Planning Organization (HRTPO), there is door-to-door paratransit service through the Transportation Disadvantaged (TD) program and rural public transit, which covers three distinct transit planning areas:



DeSoto County

The Community Transportation Coordinator (CTC) for this service area is MV Transportation, Inc. and the DeSoto County Board of County Commissioners (BOCC) is the TD planning agency. DeSoto County is also the operator of fixed-route rural public transit and owner of some transit vehicles.

Glades and Hendry Counties

The CTC for this service area is Good Wheels, Inc., a private not-for-profit provider, and the Southwest Florida Regional Planning Council (SWFRPC) is responsible for TD planning in Glades and Hendry Counties.

Hardee, Highlands, and Okeechobee Counties

The CTC for this service area is MV Transportation, Inc., a private for-profit provider and the TD planning agency is the Central Florida Regional Planning Council (CFRPC) who also administers rural public transit funds and owns transit vehicles deployed to the system.

Existing Fixed-Route Service

Within the six HRTPO counties, there is existing fixed-route public transportation service in place; however, it is very limited. Both services below were recommended as a result of the Heartland Rural Mobility Plan (HRMP) and now are in place.

» DeSoto Arcadia Regional Transit (DART)

A deviated fixed-route public transit service in and around the City of Arcadia, which began in November of 2012, and is operated by the DeSoto County BOCC. This service provides the community with a low-cost, reliable mobility option and access to a variety of activities and destinations, and continues to report strong ridership.

» Clewiston - Belle Glade Community Bus Route

(originally known as the Lake Region Commuter Route) A fixed-route service that links Clewiston to Belle Glade, and was started in 2002. This service is operated by Good Wheels, Inc., connects to the PalmTran system, and provides a much needed service for area residents and demand continues to increase.

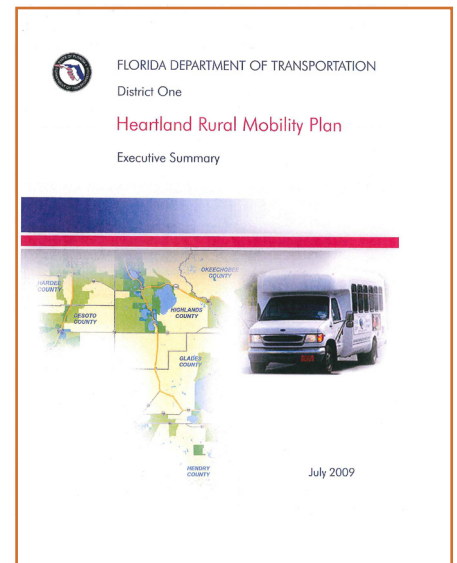


Mobility Needs

The Heartland Rural Mobility Plan (HRMP) was initiated in 2007. The study area for the HRMP included the six counties that comprise the HRTPO, along with the four communities of Belle Glade, Pahokee and South Bay in Palm Beach County, and Immokalee in Collier County. Geographically, it included approximately 5,000 square miles and a diverse population of about 300,000 with a wide range of mobility needs. It mirrored the South Central Florida Rural Area of Critical Economic Concern (RACEC), which is now known as a Rural Area of Opportunity (RAO).

The HRMP, supported by the Florida Department of Transportation (FDOT) Districts One and Four, represented a comprehensive planning approach that was developed around five (5) major goals:

- » Promote mobility within the Heartland region
- » Support the Region's economic development opportunities
- » Provide coordination between the Region's land-use development and promotion of smart growth
- » Promote mobility from the Heartland to other regional destinations, and
- » Coordinate regional mobility governance, planning, and funding



The process to develop the HRMP brought together planning organizations at the state, regional and local levels as well as various stakeholder groups within the region. The HRMP, completed in the summer of 2009, established a framework that would maximize funding partnerships to serve the mobility needs of the region's communities and optimize coordination across efforts. The HRMP also included recommendations for 12 pilot projects, as well as proposals to pursue federal, state, and local funding options to implement these projects.

The HRMP coordination and implementation is staffed by the Central Florida Regional Planning Council (CFRPC) in partnership with the Florida Department of Transportation (FDOT) District One. This coordination between stakeholders and service providers, as well as connecting disadvantaged residents of the Heartland region to transportation services, seeks to improve efficiency in all programs and operations while increasing mobility options for the entire Heartland region.

Transit Planning

Previously the only transit planning in Highlands County was done for the Transportation Disadvantaged (TD) program or as a part of the HRMP; however, that was prior to Sebring – Avon Park becoming an urbanized area as a result of the 2010 Census, and subsequently becoming part of the HRTPO, designated in November, 2014 by the Governor and formed in April 2015. As a result of this designation, the HRTPO is eligible to file a grant application for, and receive, Federal Transit Administration (FTA) 5305(d) Transit Planning Funds. With the designation of the Sebring – Avon Park Urbanized Area, comes the State of Florida requirement to develop a Transit Development Plan (TDP).

A Transit Development Plan (TDP) is a 10-year horizon plan intended to support the development of an effective multimodal transportation system for the State of Florida and will be developed and funded through the UPWP in 2016/2017. The TDP serves as the basis for defining public transit needs which is a prerequisite to receive state funds, and is intended to serve as a strategic planning document. The long term objective will be to clarify future spending and the integration of paratransit and fixed-route transit through development of the TDP and an update of the HRMP. Transit planning will continue to be an important focus in the HRTPO's efforts to expand mobility options for the residents in both the urbanized area and across the six county Heartland region. Projects identified in the TDP will be funded with the \$125.3 million anticipated to be available 2021 through 2040 as shown in the Funding Summary on page 8.2.

bicycle & PEDESTRIAN PLANNING

MAP-21 requires the creation of a performance-based multimodal program with increased emphases on creating a safer and more secure multimodal transportation network for all users. While building on and refining the highway, transit, bicycle, and pedestrian programs and policies of the past, MAP-21 sets forth an aggressive safety agenda by establishing safety as a national goal and setting performance targets “to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.”

The federal planning factors in concert with the national goals form the cornerstone for LRTPs around the nation with safety and security goals, objectives and measures providing the basis for integration of bicycle/pedestrian consideration/accommodation in all aspects of a continuing, cooperative and comprehensive multimodal transportation planning process (23 C.F.R. 450.322(f)(8)&(9)), 23 U.S.C. 134(c)(1)&(h)(2)(A), 23 U.S.C. 134(i)(2)(A) (i).

This section reviews and summarizes the bicycle/pedestrian requirements and timelines for integration/implementation of the adopted goals, objectives and creation of targets for the HRTPO's 2040 LRTP in compliance with 23 C.F.R and Florida statutes. The HRTPO's 2040 LRTP Goals, Objectives, and Measures will form the basis for the creation of multimodal facilities to improve integration and connectivity of the regional transportation system, across and between modes, which are designed to reduce traffic fatalities and serious injuries.



The federal government and the State of Florida are strategically promoting the creation of user friendly bicycle/pedestrian facilities that encourage healthy and active lifestyles with an increased focus on safety, security, accessibility, mobility, enhancement of the environment, quality of life, promotion of energy conservation through increased accessibility opportunities for bike/pedestrian users. Focusing on multiple modes is a critical aspect of the development of an integrated multimodal transportation network and is foundational to the 3-C process as documented in this plan.

Nationally (2010)

- » **12%** of traffic fatalities involve pedestrians
- » **4,280** pedestrians killed, **70,000** injured
- » **618** bicyclists killed, **52,000** injured

Florida (2010)

- » **499** pedestrians killed, **7,290** injured
- » **76** bicyclists killed, **4,600** injured

Heartland Region (2010)

- » **12** pedestrians killed, **40** injured
- » **1** bicyclists killed, **26** injured

Bicycle/pedestrian safety improvements depend on an integrated approach that involves the 4 E's: Engineering, Enforcement, Education, and Emergency Services. FHWA's Office of Safety develops projects, programs and materials for use in reducing pedestrian and bicyclist fatalities and creating livable communities. Livable communities provide safe and convenient transportation choices to all citizens, whether by walking, bicycling, transit, or driving.

The State of Florida has both the highest pedestrian and bicycle fatality rate in the nation (fatalities per resident population). Because of this Florida has placed an emphasis on bicycle and pedestrian safety to determine comprehensive programs to improve safety for all transportation users.

In the Heartland region the fatalities per residents population is even higher than the State of Florida. Safety by all modes of travel including bicycle/pedestrian are priorities of the Heartland Region and will be emphasized as the HRTPO develops future plans and program.

HRTPO 2040 LRTP Goals

The Goals, Objectives (*What should be done*), and Measures of the 2040 LRTP are supportive of multimodal priorities including bicycle and pedestrian systems through the following:

Goals that Support Bicycle/Pedestrian Safety and Systems:

- » Improve Safety and Security For Everyone, No Matter How They Travel
- » Connect Local Areas and Provide Choices On How To Travel
- » Create Quality Places To Live And Work

Objectives that Support Bicycle/Pedestrian Safety and Systems:

- » Develop coordinated transportation and land use policies that promote economic vitality by enhancing mobility options
- » Reduce all crashes, fatalities and serious injuries for all modes of travel.
- » Plan for and design multimodal transportation systems providing mobility options which are accessible by all users.
- » Coordinate land use and transportation planning decisions to support modal choice.
- » Support multimodal facilities that are user friendly, encourage mobility, and promote healthy and active lifestyles.

Measures that Support Bicycle/Pedestrian Safety and Systems:

- » Number of total fatalities
- » Number of miles of multi-use trails

Bicycle/Pedestrian Next Steps:

The HRTPO bicycle/pedestrian section of the 2040 LRTP includes goals, objectives, and measures that address overall reductions in the number of fatalities and serious injuries specifically related to bicycle/pedestrian users of the transportation systems in the six county region.

Going forward, specific project opportunities will be identified to support individual project applications and priorities for sidewalk, bicycle facility and multi-use trail improvements. The HRTPO will:

- » Review proposed resurfacing and/or widening projects for opportunities to include sidewalks and /or bike facilities.
- » Prior to including such projects in the Work Program, screen the projects for inclusion of bicycle facilities, sidewalks and other pedestrian amenities
- » Participate during specific Project Development and Environment (PD&E) studies to ensure bicycle and pedestrian facilities are incorporated into alternatives and typical section development.
- » Annually monitor bicycle and pedestrian accident data. Based on this data, propose projects to address bicycle and pedestrian safety improvements.

Pedestrian

Pedestrian projects focus on improving safety and transit accessibility and filling in sidewalk gaps to improve the continuity of the pedestrian network. Expansion of the sidewalk network is accomplished, in part, with new roadway construction or the expansion of existing roadways. Sidewalk projects are funded via a combination of grants and the Transportation Alternatives Program. In the selection of projects and identification of corrective measures, the TPO will also proactively participate with stakeholders and interested parties through public outreach. Through the HRTPO's annual update to the Transportation Improvement Program projects will be developed and prioritized through the TAC and CAC. Adopted evaluation criteria for all projects, including Transportation Alternatives, gives high priority to safety including bicycle/pedestrian safety.

Bicycle

Within the planning area there is a diversity of bicycle facilities from designated bicycle lanes to shared bicycle facilities. The Shared Bicycle Facilities and Bicycle Lanes Map identifies regional roadways that have either existing

shared bicycle facilities or existing designated bicycle lanes. The identification of gaps in existing facilities will help to prioritize potential investment in bicycle facilities. Bicycle projects are funded via a combination of grants and the Transportation Alternatives Program. Through the HRTPO's annual update to the Transportation Improvement Program, projects will be developed and prioritized through the TAC and CAC. Adopted evaluation criteria for all projects, including Transportation Alternatives, gives high priority to safety including bicycle/pedestrian safety.

Multi-Use Trail Projects

Multi-use trails are another important aspect of a multimodal transportation network. In general the HRTPO's priority multi-use trail needs mirror the adopted Florida Greenways and Trails System Plan 2013-2017. Multi-use trail projects are funded via a combination of grants and the Transportation Alternatives Program, or in the future through the state's new SUNTrail program. Through the HRTPO's annual update to the Transportation Improvement Program projects will be developed and prioritized through the TAC and CAC. Special priority is given to projects that address existing safety issues.

Public Outreach

The HRTPO must address bike/ped accommodations/considerations in both the LRTP and through its continued efforts on public outreach and education. The HRTPO's participation with Community Traffic Safety Teams, media involvement, and other outreach methods in the region work in direct concert with the efforts of the Florida Department of Transportation and the goals of the SHSP and are essential to continued safety and security education and enforcement with bicycle/pedestrian issues.

Funding

The HRTPO's annual PL allocation provides funding to support data collection for the purpose of management and operation of the region's transportation network and maintenance of the LRTP and associated documents. Construction projects identified through the bicycle/pedestrian safety action plans will utilize TA funds primarily for project implementation and/or OA funds in support of identified bicycle/pedestrian projects, including trails in the region for all users of the systems. The Cost Feasible Plan includes \$12.2 million (YOE) for bicycle, pedestrian, and multi-use trail facility projects. This total cost includes only projects identified separately from road projects, as those improvements are included in the total cost for road/highway projects. Projects included in the Cost Feasible Plan will be prioritized on an annual basis.

bicycle & PEDESTRIAN SYSTEMS

Sidewalks

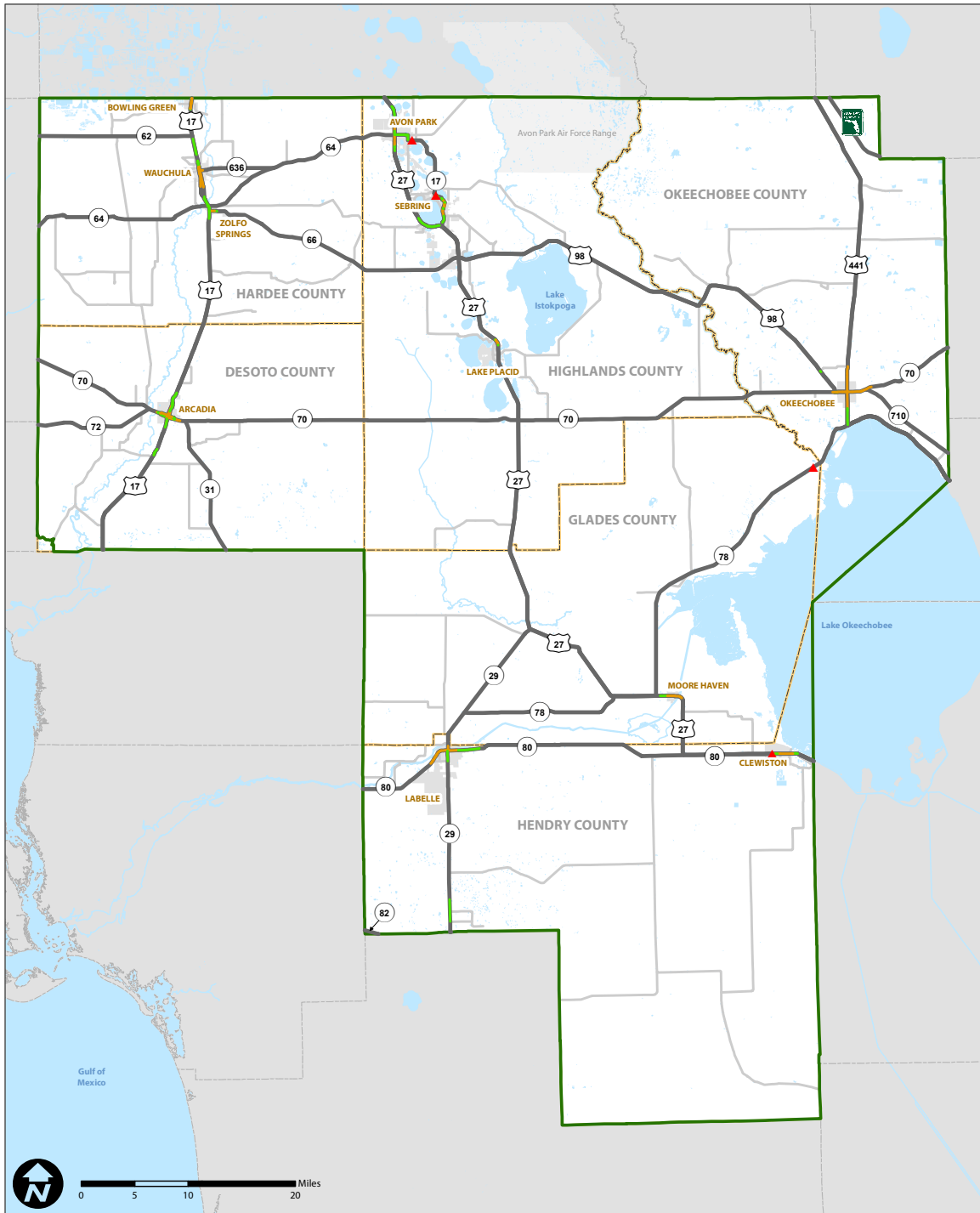
The Sidewalks Map indicates existing and future sidewalks on the Regional Roadway Network. Existing sidewalks are shown based on if they are one side or both sides of a roadway. The vicinity (to and from) of proposed sidewalks is also provided. Future sidewalks along roadways in the Regional Roadway Network included in the adopted and tentative FDOT Five Year Work Program are provided in the table below.

| Sidewalk Improvements on Regional Roadway Network | | | | | | | |
|--|---|----------------|-------------------------|------------------------------|---------|-----------|-------------------------------|
| Location | From | To | Phase | Funding | Year | Amount | Work Program |
| DeSoto County | | | | | | | |
| No sidewalks improvements on state or US routes in Regional Roadway Network. | | | | | | | |
| Glades County | | | | | | | |
| SR 78 | Various Locations | | Preliminary Engineering | STP, Mandatory, Non-Urban | 2019/20 | \$200,000 | Tentative July 2016-June 2021 |
| Hardee County | | | | | | | |
| No sidewalks improvements on state or US routes in Regional Roadway Network. | | | | | | | |
| Hendry County | | | | | | | |
| US 27 (SR 80) | Sidewalks in Clewiston at various locations | | Preliminary Engineering | Transportation ALTS Any Area | 2019/20 | \$210,000 | Tentative July 2016-June2021 |
| Highlands County | | | | | | | |
| SR 17 | Woodlawn Drive | Rialto Avenue | Preliminary Engineering | STP, Areas <200K | 2020/21 | \$160,000 | Tentative July 2016-June2021 |
| SR 17/ Cornell Street | CR 17A Truck Route | Memorial Drive | Preliminary Engineering | STP, Areas <200K | 2020/21 | \$125,000 | Tentative July 2016-June2021 |
| Okeechobee County | | | | | | | |
| No sidewalks improvements on state or US routes in Regional Roadway Network. | | | | | | | |

Source: FDOT Tentative Five Year Work Plan 2017-2021

Heartland Regional TPO

Sidewalks (2015)



Legend

HRTPO/PL Boundary

County Boundaries

Regionally Significant Roadways

Other Roadways

Existing Sidewalks (2015)

One Side of Roadway

Both Sides of Roadway

Future Sidewalk Projects

Future Sidewalk



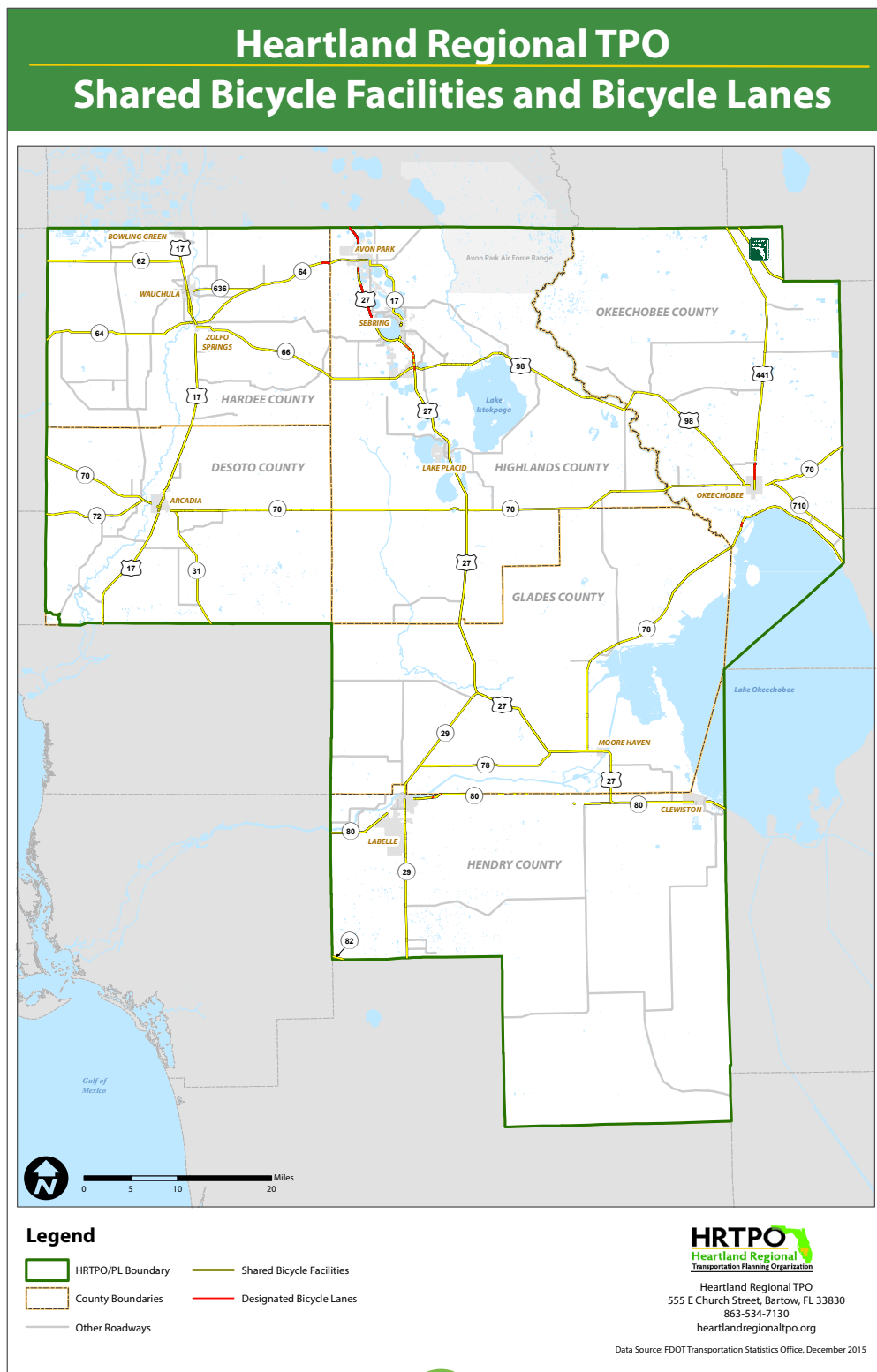
Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: FDOT Transportation Statistics Office, December 2015

Shared Bicycle Facilities and Bike Lanes Map

The Shared Bicycle Facilities and Bicycle Lanes Map identifies regional roadways that have either existing shared bicycle facilities or existing designated bicycle lanes. Shared bicycle facilities include an outside paved shoulder width of 3.5 feet or greater. The shared bicycle facilities are generally not marked for bicycles nor are there signs indicating there is a bike lane. Designated bicycle lanes are paved shoulders and/or paved lanes with marking for bicycles and are 3.5 feet or greater in width. Bicycle lane signs are generally provided.

The Shared Bicycle Facilities and Bicycle Lanes Map indicates that there are designated bicycle lanes in eastern Hardee County on SR 64, in Highlands County on US 27, in Okeechobee County on US 441, and in Hendry County on SR 80.



Multi-Use Trails & Blueways

The Multi-Use Trails and Blueways Map depicts the trails system primarily paralleling the Regional Roadway Network. This map is based on data from the Florida Greenways and Trails System Plan 2013-2017 and priorities are indicated consistent with Priority Trails Map. The FDOT Tentative Five Year Work Program 2017-2021 indicates the Lake Okeechobee Scenic Trail over the Harney Pond Pedestrian Bridge in Glades County will undergo preliminary engineering in Fiscal Year 2018-2019 and construction will begin in Fiscal Year 2020-2021.

| Bike Path/Trails Improvements | | | | | | | |
|-------------------------------|------------------------------------|----|-------------------------|------------------------------|---------|-------------|-------------------------------|
| Location | From | To | Phase | Funding | Year | Amount | Work Program |
| Glades County | | | | | | | |
| LOST Trail | Over Harney Pond Pedestrian Bridge | | Preliminary Engineering | STP, Mandatory, Non-Urban | 2018/19 | \$616,322 | Tentative July 2016-June 2021 |
| | Over Harney Pond Pedestrian Bridge | | Construction | Transportation ALTS Any Area | 2020/21 | \$2,392,923 | Tentative July 2016-June 2021 |

Source: FDOT Tentative Five Year Work Program 2017-2021

SUN Trail

In 2014, the Florida Legislature approved a \$25 million annual allocation to FDOT to fund a statewide network of paved or other hard surface trails. SUN Trail is a funding source to implement a network of recreational trails, specifically the paved component of the Florida Greenways and Trails System (FGTS) Plan.

2014 Trail Legislation; Section 335.065(4), F.S. FDOT was directed to give funding priority to trail projects that:

- » Are identified by the Florida Greenways and Trails Council as a priority within the FGTS (pursuant to Chapter 260, Florida Statutes);
- » Support the transportation needs of bicyclists and pedestrians;
- » Have national, statewide, or regional importance;
- » Facilitate an interconnected system of trails by completing gaps between existing trails; and
- » Funded projects shall be operated and maintained by an entity other than FDOT upon of construction, and FDOT is not obligated to provide funds for the operation and maintenance.

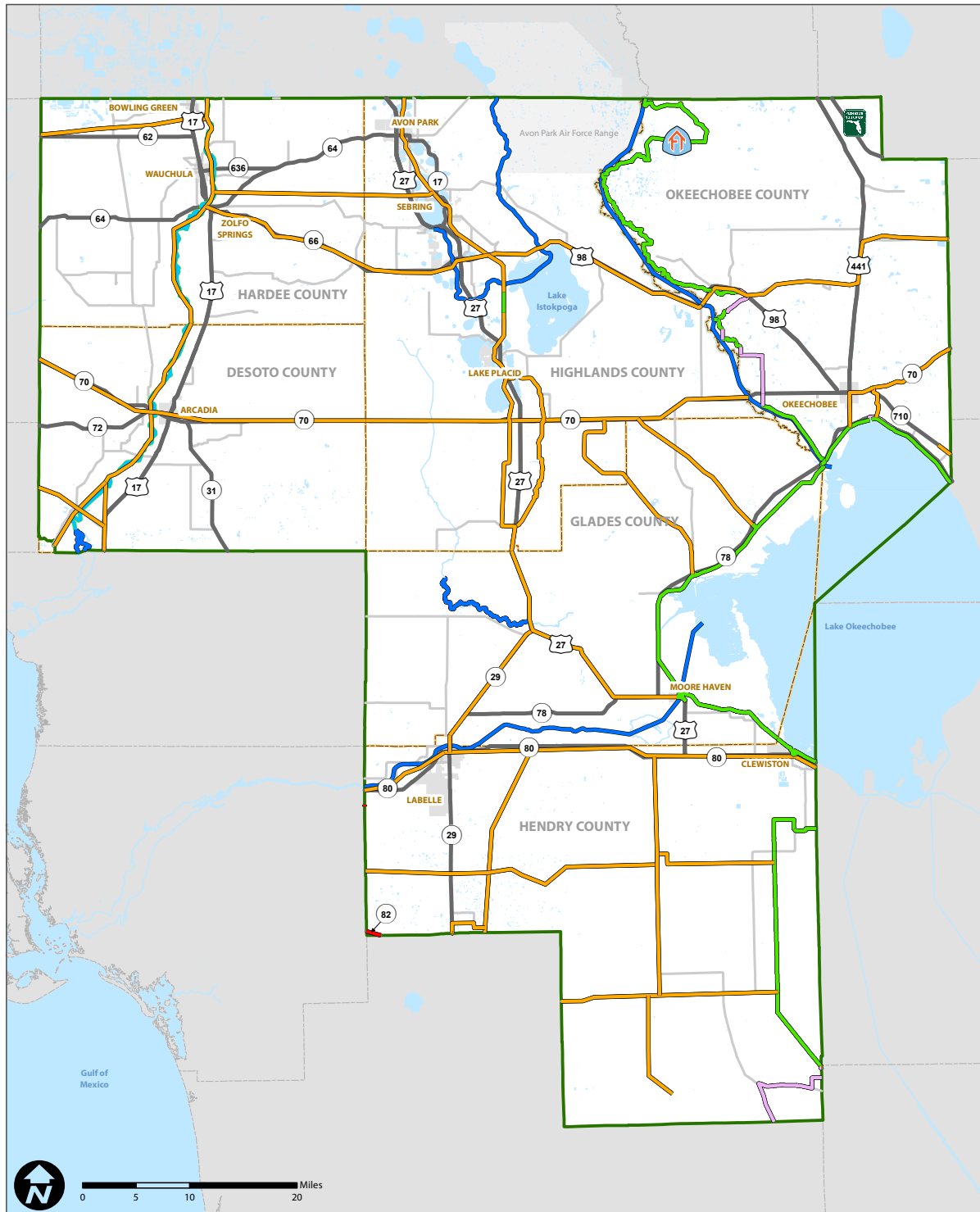
2015 Trail Legislation; Sections 320.072 and 339.81, F.S.

- » \$25 million annually to SUN Trail Network from the redistribution of new vehicle tag revenues;
- » The SUN Trail Program was created as a component of the FGTS which is staffed by Florida Department of Environmental Protection (FDEP);
- » Funding for project planning, development, operation and maintenance by FDOT;
- » Excludes sidewalks, loop trails wholly within a single park or natural area, water trails, the Florida National Scenic Trail and on-road facilities such as bicycle lanes or routes.

An exception is made for some on-road facilities that are no greater than a ½ mile in length connecting two or more non-motorized trails and the Florida Keys Overseas Heritage Trail.

Heartland Regional TPO

Multi-Use Trails & Blueways



Legend

- HRTPO/PL Boundary
- County Boundaries
- Regionally Significant Roadways
- Other Roadways

Trails & Blueways

- Existing Trails in Priority Network
- Land Trail Opportunity Corridors
- Gap - No Acquisition Required
- Gap - Acquisition Required
- Florida Scenic Trail
- Blueway Opportunity Corridor
- Priority Paddling Trail (Blueway)



Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Data Source: Florida Department of Environmental Protection, Office of Greenways and Trails

Document Path: D:\Projects\Heartland_TPO\LRTP_Mapping\HRTPO_multi-use_010516.mxd

freight SYSTEM

Freight and the movement of goods are important issues in the Heartland region as we plan for the expansion of the logistics and manufacturing industry clusters. As new and existing projects expand and come online, these regional changes will affect freight and roadway patterns and must be addressed. The economic development impacts of these activities are key to the Heartland region and are incorporated into the Comprehensive Economic Development Strategies (CEDs) that have been adopted in the Economic Development Districts (EDDs) of the Heartland. The Heartland EDDs are the Central Florida Regional Planning Council covering the counties of DeSoto, Hardee, Highlands, Okeechobee, and Polk and the Southwest Florida Regional Planning Council covering the counties of Charlotte, Collier, Glades, Hendry, Lee and Sarasota.

The continued growth of the logistics and manufacturing employment centers will steadily increase the need for an integrated freight and roadway network that will support the increased population, total employment, and capitalize on the region's opportunity to grow as a trade hub.



Photo courtesy of www.seefloridago.com

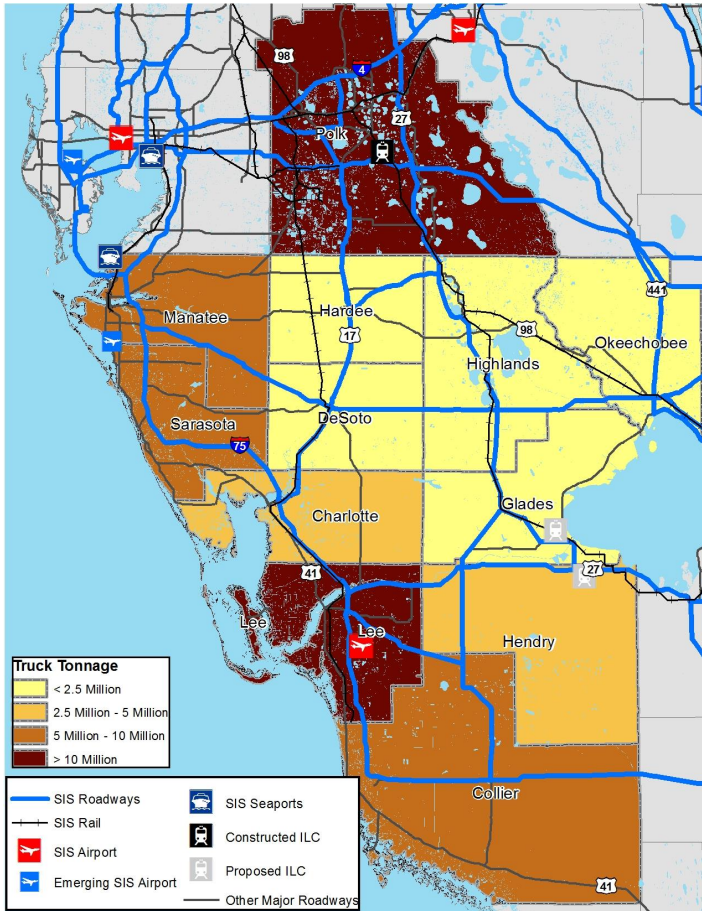
One key project identified in both EDDs in the Heartland region is the Americas Gateway Logistics Center, located on US 27 in Glades County. The Logistics Center will export and distribute manufactured goods by linking four Florida ports and three international cargo airports on both coasts by road and rail. The Catalyst project in Highlands County consists of a medical complex and business campus, located at the Sebring Regional Airport and Commerce Park, which encompasses 2,000 acres with a Foreign Trade Zone designation including the fuel farm, Industrial Park, and Sebring International Raceway, further emphasizing the importance of goods movement and trade. This Foreign Trade Zone was expanded to assist companies located in Highlands County as well as DeSoto, Glades, Hardee, Hendry and Okeechobee Counties to streamline the process and minimize the costs associated with qualified importing, exporting, manufacturing and distribution activities. Other key projects, investments, and opportunities identified in the region which impact the need for freight corridor improvements include the Hardee County Commerce Center, the US 17 South Distribution Center located in DeSoto County, Airglades Airport in Hendry County, the Guy Harvey Outpost in Okeechobee County, and the projected projects throughout the region expanding the renewable energy industry cluster as well. The Polk Gateway (CSX logistics center) also contributes to the need for corridor and freight movement improvements in the Heartland region due to its proximity to US 27, US 98, and US 17.

FDOT District One Freight Mobility and Trade Study

The Florida Department of Transportation District One Freight Mobility and Trade Study defines an integrated and connected regional freight transportation network and identifies regional freight investment priorities needed to provide ongoing economic growth in the region. In addition to emphasis on the movement of freight via rail, a number of corridors have been identified as priorities. These regional corridors include US 27, US 17, US 98, and sections of SR 70, SR 80, SR 64, and SR 66. Other studies and plans related to these activities and their associated prioritization and investments include the *Florida Transportation Plan*, the *Florida Rail System Plan*, the *Strategic Intermodal System (SIS) Strategic Plan*, and the *Heartland 2060: Building a Resilient Region Vision plan*.

FDOT District One
Freight Mobility & Trade Study - Technical Memo 2 – Freight Data Collection and Analysis

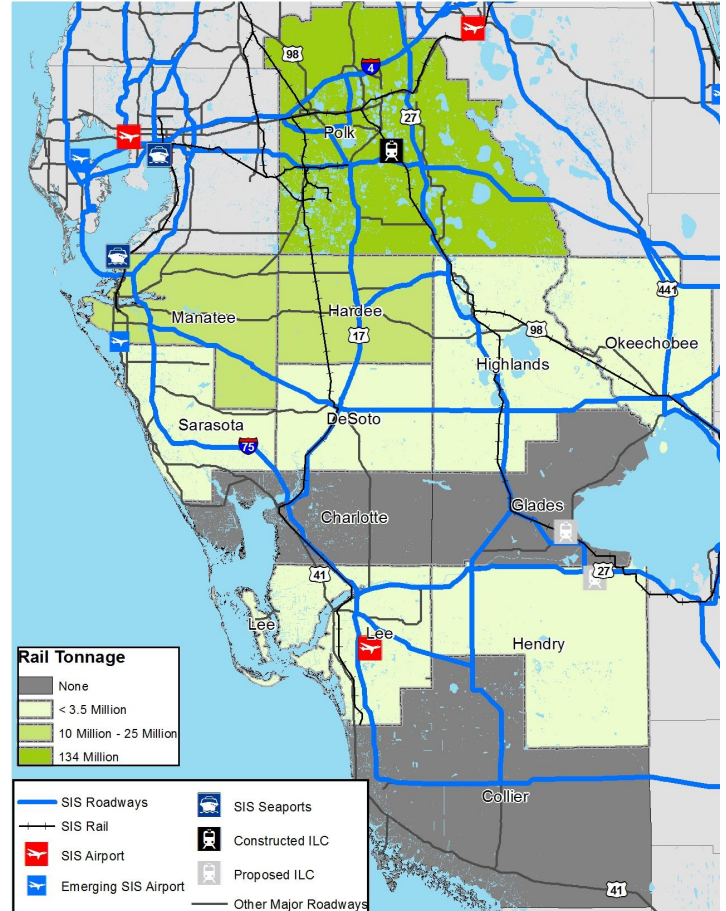
Figure 4-1: Total Truck Tons by County, 2011



Source: 2011 IHS Transearch.

FDOT District One
Freight Mobility & Trade Study - Technical Memo 2 – Freight Data Collection and Analysis

Figure 4-4: Rail Tons by County, 2011



Source: 2011 IHS Transearch.



For more information on the Florida Department of Transportation District One Freight Mobility and Trade Study, please view the LRTP Technical Support documents at <http://heartlandregionaltpo.org/programs-and-plans/lrtp-2040/>.

regional RAIL



Photo courtesy of www.seefloridago.com

Unlike most other modes of transportation in Florida, the rail network is almost entirely owned and operated by the private sector. The rail network traverses the state and serves most of the major cities while providing access to seaports, citrus plants, phosphate facilities, power plants, and other vital industries. Rail in the Heartland region includes both freight and passenger service.

The Florida Department of Transportation (FDOT) administers a rail program which oversees rail safety inspections, acquisition of rail corridors, assistance in developing intercity passenger and commuter rail service, fixed guideway system development, rehabilitation of rail facilities, intercity rail transportation, support for the Florida Operation Lifesaver Program, and the rail-highway grade crossing safety improvement program. In addition, FDOT has assisted the freight railroads with capacity increasing improvements through various state funding programs.

The FDOT is responsible for developing the Florida Rail System Plan. According to Section 341.302(3), Florida Statutes, the rail system plan is to include an identification of priorities, programs, and funding levels required to meet statewide needs. The Plan must be updated every two years and address passenger rail service and freight rail service and be consistent with the Florida Transportation Plan. Florida's rail system is a critical part of the Strategic Intermodal System (SIS). Rail facilities designated on the SIS carry 100 percent of all interregional rail passengers and over 90 percent of the freight rail tonnage in the state.

Passenger Rail

Passenger rail service is provided through Amtrak. Sebring has four daily Amtrak services at Sebring Station on the Amtrak Silver Meteor and the Amtrak Silver Star which have routes between New York and Miami.

Freight Rail

CSX Transportation (CSXT) owns more than 53 percent of the statewide railroad track mileage in the Heartland region. CSX and Seminole Gulf Railway serve DeSoto County. CSX serves Hardee County. South Central Florida Express serves the counties of Glades, Hendry, Highlands and Okeechobee in the Heartland region.

regional AVIATION

DeSoto County

Arcadia Municipal Airport is located on the southeast side of Arcadia and is approximately 30 miles northeast of the Port Charlotte/Punta Gorda area, via US 17. Arcadia Municipal is served by two runways. In its current role, the airport concentrates primarily on serving general aviation aircraft. The airport presently focuses on recreational activity and flight training.

Hardee County

Wauchula Municipal Airport is located in Hardee County, approximately five miles southwest of Wauchula and has one paved runway. In its current role, the airport primarily serves general aviation aircraft.



Hendry County

Airglades Airport is located in Hendry County near the City of Clewiston and is served by one active runway. In its current role, the airport focuses primarily on serving the area's general aviation needs. Airglades Airport focuses heavily on business flights, flight training, recreation, and air taxi operations.

LaBelle Municipal Airport is located approximately 30 miles northeast of Fort Myers. The airport is located partially within the city limits of LaBelle, and is served by one runway. LaBelle Municipal Airport currently serves as a general aviation airport. The airport focuses primarily on serving recreational aircraft.

Highlands County

Avon Park Executive Airport is located on the west side of Avon Park in the northwest corner of Highlands County and is served by two asphalt runways. In its current role, the airport focuses primarily on serving general aviation aircraft. The airport currently focuses on recreational aircraft activity and flight training with a growing corporate presence becoming more evident.

Sebring Regional Airport is located in Highlands County, approximately 85 miles east of Bradenton and 90 miles west of Port Saint Lucie. The airport is served by two intersecting runways. In its current role, Sebring Airport Authority (SAA) focuses primarily on serving the community and generating economic activity.

Okeechobee County

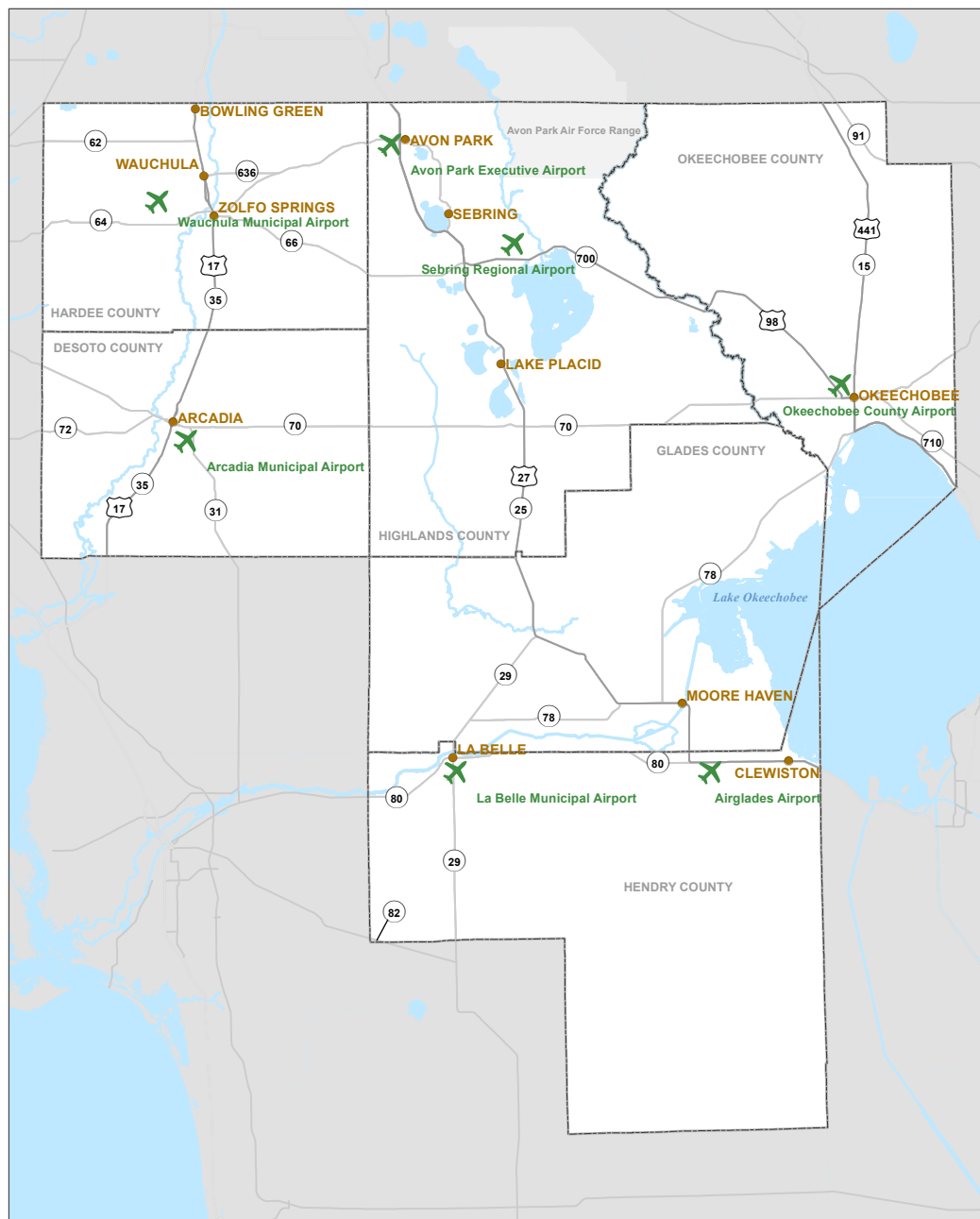
Okeechobee County Airport is located in Okeechobee County approximately 45 miles west of Port Saint Lucie and is comprised of two active asphalt runways. In its current role, Okeechobee County Airport serves the general aviation needs of the local population. There is a particularly high concentration of flight training at the field.



For more information on the airports of the region, please view the LRTP Technical Support documents at <http://heartlandregionaltpo.org/programs-and-plans/lrtp-2040/>.

airport LOCATIONS

Airport Locations HRTPO Region



Legend

- Major Rivers
- Lakes
- HRTPO Counties



0 5 10 20 Miles



Heartland Regional TPO
555 E Church Street
Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org



Funding Plan

8.2 Funding Summary
8.3 Funding Programs

8.5 Plan Development
8.7 HRTPO 2040 Cost Feasible Plan

The development of the financial plan (cost feasible plan or the “Plan”) is the accumulation of long range transportation plan activities including identification of transportation needs, public involvement, project prioritization, and allocation of available revenues.

Title 23 of the United States Code (U.S.C.) Section 134 requires that a Long Range Transportation Plan (LRTP) shall contain a financial plan that estimates funds that can be available to support implementation of the plan. The financial plan shall indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The purpose of the financial plan is to demonstrate fiscal constraint and ensures that the LRTP reflects realistic assumptions about future revenues.

Historically, transportation investments have relied on various federal, state, and local sources. Federal funding for transportation comes from highway excise taxes on motor fuel (gas taxes) and truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. State funding in Florida uses five sources to fund the State Transportation Trust Fund (STTF) including fuel tax, motor vehicle fees, document stamps, rental car surcharges, and aviation fuel tax. Beyond the traditional federal and state fuel taxes, several local revenue sources are available including local option fuel taxes and development-related fees, such as impact fees and proportionate share.

funding SUMMARY

In 2013, the Florida Department of Transportation (FDOT) developed a long-range revenue forecast, which was based on recent federal and state legislation (e.g., MAP-21, changes to Florida's Documentary Stamps Tax legislation), changes in factors affecting state revenue sources (e.g., population growth rates, motor fuel consumption and tax rates), and current policies. The forecast estimates revenues from federal, state, and turnpike sources that "flow through" the FDOT Work Program for fiscal years 2014-2040. The 2040 Revenue Forecast Handbook, published in July 2013, documents how the 2040 revenue forecast was developed and provides guidance for using this forecast information. FDOT's estimates for the HRTPO are included in the 2040 Revenue Forecast for Sebring-Avon Park Metropolitan Area. For the purpose of the HRTPO 2040 LRTP, these estimates were summarized in **Table 8.1: Sebring-Avon Park Metropolitan Area Revenue Forecast FY 2019 -2040** and in **Table 8.2: Districtwide Funding Sources Revenue Forecast FY 2019 -2040** that identifies funding sources allocated to the entire District. Estimates include funding for federal and state highways and metropolitan and regional programs.

Local revenues are not accounted for in the revenue forecast and therefore are not included in this LRTP since the transportation needs identified in this plan are focused on the regional roadway network.

**Table 8.1: Sebring-Avon Park Metropolitan Area
Revenue Forecast FY 2019 - FY 2040 (Millions of Year of Expenditure Dollars)**

| Capacity Programs | 2019-2020 | 2021-2025 | 2026-2030 | 2031-2040 | Total* 2019-2040 |
|------------------------------------|---------------|----------------|----------------|--------------|---------------------|
| SIS Highways Construction & ROW | \$1.5 | \$88.7 | \$96.8 | \$302.6 | \$489.6 |
| Other Arterials Construction & ROW | \$21.5 | \$48.0 | \$45.4 | \$99.3 | \$214.2 |
| Transit | \$10.5 | \$27.0 | \$28.4 | \$59.5 | \$125.3 |
| Transportation Alternatives (TALL) | \$1.1 | \$2.8 | \$2.8 | \$5.6 | \$12.2 |
| Total Revenue | \$34.6 | \$166.5 | \$173.4 | \$467 | \$841.3 |

*May not add due to rounding

Note: Transportation Alternatives (TA) funds for areas with populations under 200,000 (i.e., Districtwide TALL funds) and for any area (i.e., Districtwide TALT funds) are provided to MPOs/TPOs for use in identifying future transportation alternative projects as "illustrative projects" in its LRTP. The Department allocates the districtwide TALL/TALT funds on a discretionary basis each year based on the availability of funding and the annual submittal of MPO/TPO TA priority requests.

Table 8.2: Districtwide Funding Sources
Revenue Forecast FY 2019 - FY 2040 (Millions of Year of Expenditure Dollars)**

| Funding Program | 2019-2020 | 2021-2025 | 2026-2030 | 2031-2040 | Total* 2019-2040 |
|--|--------------|---------------|---------------|---------------|---------------------|
| Transportation Alternatives (TALT) | \$6.9 | \$17.3 | \$17.3 | \$34.6 | \$76.1 |
| Transportation Regional Incentive Program (TRIP) | \$0.9 | \$6.7 | \$6.7 | \$13.4 | \$27.7 |
| Total | \$7.8 | \$24.0 | \$24.0 | \$48.0 | \$103.8 |

*May not add due to rounding

Note: Transportation Alternatives (TA) funds for areas with populations under 200,000 (i.e., Districtwide TALL funds) and for any area (i.e., Districtwide TALT funds) are provided to MPOs/TPOs for use in identifying future transportation alternative projects as "illustrative projects" in its LRTP. The Department allocates the districtwide TALL/TALT funds on a discretionary basis each year based on the availability of funding and the annual submittal of MPO/TPO TA priority requests.

**Districtwide: FDOT - District 1; Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk and Sarasota Counties

funding PROGRAMS

The federal and state funding programs available to fund projects in the HRTPO region are described below.

SIS Highways Construction & ROW

The Strategic Intermodal System (SIS) Construction and Right of Way (ROW) Program is for construction improvements and associated right of way on SIS highways (i.e. Interstate, Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors). Florida's SIS consists of the state's largest and most strategic transportation facilities, including major air, space, water, rail, and highway facilities critical to Florida's economic competitiveness and quality of life. SIS facilities are the state's highest statewide priority for transportation capacity improvements.

SIS Highways Construction and Right of Way revenues are programmed by FDOT, based on the SIS Funding Strategy, and are incorporated into the HRTPO 2040 Long Range Transportation Plan. The SIS Funding Strategy, focuses on the efficient movement of people and freight, consists of three Plans:

- » SIS First Five Year Plan – projects on the SIS funded in Year 1 of the FDOT Work Program and projects programmed for proposed funding for the next 2 to 5 years.
- » SIS Second Five Year Plan – projects planned to be funded in Years 6 through 10
- » SIS Cost Feasible Plan – projects considered financially feasible during Years 11 through 25 of the SIS Funding Strategy, based on current revenue forecasts.

Other Arterial Construction & ROW

The Other Arterial Construction and Right of Way (ROW) Program (also known as OA program) is for improvements on the State Highway System (SHS) that are not SIS facilities. This program also includes funding for the Economic Development Program, the County Incentive Grant Program (CIGP), the Small County Road Assistance Program (SCRAP), and the Small County Outreach Program (SCOP).

Transit Program

The Transit Program provides state technical and operating/capital assistance to transit, paratransit, and ridesharing systems.

Transportation Alternatives Program

The Transportation Alternatives Program (TAP), authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21), provides funding for programs and projects defined as transportation alternatives: including on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities; environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. TAP funding is distributed based on population as follows:

- » TALU – Population > 200,000 – Not applicable to the HRTPO.
- » TALL – Population > 5,000
- » TALN – Population < 5,000
- » TALT – For any area in the District.

Transportation Regional Incentive Program (TRIP)

The Transportation Regional Incentive Program (TRIP) encourages regional planning by providing state matching funds for improvements to regionally significant transportation facilities. Regionally significant transportation projects may be eligible for TRIP funds if they function as part of an integrated transportation system and are consistent with local government comprehensive plans and the SIS.

State Highway System Operations and Maintenance Program

The State Highway System (SHS) Operations and Maintenance (O&M) Program is a FDOT "Non-Capacity" Program designed to support and maintain the state transportation system. Projects in this program may include: safety, resurfacing, bridge, product support, operations and maintenance, and administration. The SHS O&M revenue forecasts are provided at the District level and are shown in Table 8.3: State Highway System Operations and Maintenance.

Table 8.3: State Highway System Operations and Maintenance
Revenue Forecast FY 2016 - FY 2040 (in Millions - Year of Expenditure Dollars)

| Funding Program | 2016-2020 | 2021-2025 | 2026-2030 | 2031-2040 | Total* 2016-2040 |
|----------------------------|------------------|------------------|------------------|------------------|-----------------------------|
| State Highway System O&M** | \$1,499.0 | \$1,530.0 | \$1,676.0 | \$3,683.0 | \$8,388.0 |
| Total | \$1,499.0 | \$1,530.0 | \$1,676.0 | \$3,683.0 | \$8,388.0 |

Source: Supplement to the 2040 Revenue Forecast Handbook, 2040 Revenue Forecast for the Sebring-Avon Metropolitan Area

*May not add due to rounding

**Districtwide: FDOT - District 1; Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk and Sarasota Counties

plan DEVELOPMENT

The Long Range Transportation Plan looks at the Roadway Projects Needs related to both the system and the time-frame for financial feasibility. The Florida Department of Transportation designates a Strategic Intermodal System (SIS) to provide an efficient statewide system of connectivity. The Heartland region has 343 miles of roadways designated as SIS. This provides the foundation for the movement of goods and people across Florida, across the Heartland, and through our communities. Due the importance of the SIS, the Regional Roadway System for the HRTPO is primarily composed of SIS roadways.

The HRTPO's Long Range Transportation Plan will be funded using a mixture of state and federal revenues. This plan identifies the amount of projected funds by source for the period from 2019 through 2040. Revenues to fund the years 2016-2018 will be committed through the Transportation Improvement Program (TIP). Expected revenues and costs through the horizon year of the Plan can be found in Table 8.5 HRTPO 2040 LRTP CFP Summary (2016 - 2040).

The first five years of the long range transportation plan are known as the Transportation Improvement Program (TIP). Federally funded projects identified in the TIP can be implemented using current and proposed revenue sources based on the FDOT's Work Program. The detailed project listing and financial summary contain estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. To further ensure the financial soundness of the TIP, all projects funded by the Florida Department of Transportation with federal or non-federal dollars are considered committed projects if included in the first three years of the FDOT Five-Year Work Program. Florida Statutes mandates that the FDOT Work Program include a balanced 36-month forecast of cash and expenditures and a five-year finance plan supporting the Work Program. The HRTPO TIP is hereby incorporated by reference. Because the TIP document is frequently amended and added to each year, the current TIP is provided in the Appendix J for the user's convenience. Amendments and updates to the TIP go through a formal process outlined in the HRTPO's Public Participation Plan.

The current TIP includes many significant capacity expansion projects which are scheduled to be funded for construction including:

Capacity/regionally significant projects in TIP

- » US 17 from CR 760A (Nocatee) to Heard Street
- » US 17 (SR 35) from 0.4 mi S of SW Collins St to South of CR 760A
- » US 17 from DeSoto C/L to CR 634 (Sweetwater Rd)
- » US 17 from S of West 9th Street to N of West 3rd Street (Zolfo Springs)
- » SR 80 from Dalton Lane to Indian Hills Drive
- » SR 80 from Indian Hills Drive to CR 833
- » Helms RD Extension from SR 29 to SR 80
- » SR 82 from Lee C/L to Collier C/L

- » Sebring Pkwy Phase IIA from DeSoto Road to Youth Care Lane
- » Rucks Dairy Road Bridge Number 094031 over C-41 Canal/Slough
- » Sebring Pkwy Phase IIB from US 27 TO DeSoto Road
- » Sebring Pkwy Phase 3 from Sebring Pkwy Phase I To CR 17A (Memorial Dr)
- » SR 70 from NE 34th Avenue to NE 80th Avenue
- » SR 70 from NE 80th Avenue to Berman Road

The HRTPO LRTP outlines the development of the transportation system to meet the regional needs of the HRTPO through 2040, based on the established goals and objectives. The LRTP is developed by allocating the available revenue to the area's needs, which are identified in Chapter 6, by balancing available funds with project eligibility by time period. The time periods identify the priority of the projects corresponding to the years identified in the Funding Summary above and as follows:

- » 2016 – 2020, includes projects identified in the current TIP and have committed funds
- » 2021 – 2025
- » 2026 – 2030
- » 2031 – 2040

Revenues are allocated by type of facility, mode, time period, and project phase. Capacity Projects identified in the current 2016 – 2020 TIP represent the committed projects and are included in the first time period 2016 - 2020. Recent cost estimates were acquired or developed by FDOT for all projects. All phases of a project are accounted for including preliminary engineering (PE) (Project Development & Environment (PD&E) and design), right of way (ROW), construction (CST), and operating and maintenance (O&M).

Operating and maintenance cost for roads on the SHS are accounted for in the State Highway System Operations and Maintenance Revenue identified in Table 8.3 above. For roads not included in the SHS, O&M costs are the responsibility of the local agency. Similarly, the PE phase for projects funded with OA dollars, is included in "product support", which assumes 22% of the estimated OA revenue.

SIS Highway Construction & ROW revenue is allocated to SIS projects based on project cost as identified in FDOT's Strategic Intermodal System Funding Strategy: First Five Year (FY 2015/2016 through FY 2019/2020), Second Five Year (FY 2020/2021 through FY 2024/2025), and Long Range Cost Feasible (2024-2040) Plans, 2013 Edition or as revised by FDOT.

"Boxed" funds are set-asides dedicated to specific type of projects. Transit and Transportation Alternatives revenues are boxed by time period and will be allocated for transit and bicycle and pedestrian projects, respectively, as identified by the HRTPO. The HRTPO approved \$4 million of OA revenue every five years for congestion management projects, which will be also be identified by the HRTPO annually.

Table 8.4: HRTPO Cost Feasible Plan depicts the projects that are financially feasible through 2040 by time periods. Projects that cannot be funded through construction are consider partially funded if they have an earlier project phase or phases that are funded in this Plan.

Table 8.4

HRTPO 2040 Cost Feasible Plan

| HRTPO 2040 Cost Feasible Plan | | | | | YOE cost (in millions) by Time Period | | | | | | | | | | | | | | | |
|-------------------------------|--|--|-----------------------------------|------------------------------|---------------------------------------|-------------------------|-------------|---------|----------|-------------|---------|---------|-------------|---------|---------|-------------|----------|----------|---------------------------|----------|
| | | | | | "PDC Project Cost 2014 dollars" | Total L RTP Cost YOE \$ | 2016 - 2020 | | | 2021 - 2025 | | | 2026 - 2030 | | | 2031 - 2040 | | | "Unfunded (2014 dollars)" | |
| County | Facility | From | To | Description | | | PE | ROW | CST | PE | ROW | CST | PE | ROW | CST | PE | ROW | CST | ROW | CST |
| | Set aside for Congestion Management | | | | \$9.71 | \$16.00 | | | | | | \$4.00 | | | \$4.00 | | | \$8.00 | | |
| | Set aside for Bicycle/Pedestrian/Multi-Use Trail | | | | \$6.80 | \$11.20 | | | | | | \$2.80 | | | \$2.80 | | | \$5.60 | | |
| | Transit | | | | \$69.26 | \$114.90 | | | | | | \$27.00 | | | \$28.40 | | | \$59.50 | | |
| TIP Years | | | | | | | | | | | | | | | | | | | | |
| Desoto | US 17 | CR 760A (Nocatee) | Heard St | 2 Lane to 4 Lane | \$64.00 | \$- | | | \$29.00 | | | | | | | | | | | |
| Desoto | US 17 | 0.4 Mi S of SW Collins St | South of CR 760A | 2 Lane to 4 Lane | \$25.00 | \$- | | | \$13.00 | | | | | | | | | | | |
| Hardee | US 17 | DeSoto C/L | CR634 (Sweetwater Rd) | 2 Lane to 4 Lane | \$44.20 | \$- | | | \$32.80 | | | | | | | | | | | |
| Hardee | US 17 | S of W 9th St | North of W 3rd St (Zolfo Springs) | 2 Lane to 4 Lane | \$20.50 | \$- | | \$1.90 | \$17.40 | | | | | | | | | | | |
| Hendry | SR 80 | Dalton Lane | Indian Hills Dr | 2 Lane to 4 Lane | \$42.90 | \$- | \$0.90 | \$3.80 | \$36.40 | | | | | | | | | | | |
| Hendry | SR 80 | Indian Hills Dr | CR 833 | 2 Lane to 4 Lane | \$46.30 | \$- | \$0.30 | \$7.40 | \$40.60 | | | | | | | | | | | |
| Hendry | Helms Rd Extension | SR 29 | SR 80 | New 2 Lane Road | \$18.00 | \$- | | | \$18.00 | | | | | | | | | | | |
| Hendry | SR 82 | Lee C/L | Collier C/L | 2 Lane to 4 Lane | \$10.00 | \$- | | | \$7.00 | | | | | | | | | | | |
| Highlands | Sebring Parkway Phase IIA | DeSoto Rd | Youth Care Lane | 2 Lane to 4 Lane | \$4.00 | \$- | | | \$4.00 | | | | | | | | | | | |
| Highlands | Rucks Dairy Road Bridge No. 094031 | Over C-41 Canal/Slough | | Bridge Replacement | \$4.00 | \$- | | | \$3.00 | | | | | | | | | | | |
| Highlands | Sebring Parkway Phase IIB | US 27 | DeSoto Rd | 2 Lane to 4 Lane | \$5.00 | \$- | | | \$5.00 | | | | | | | | | | | |
| Highlands | Sebring Parkway Phase III | Sebring Parkway Phase I | CR 17A (Memorial Dr) | New 2 Lane Road | \$8.00 | \$- | | | \$8.00 | | | | | | | | | | | |
| Okeechobee | SR 70 | NE 34th Ave | NE 80th Ave | 2 Lane to 4 Lane | \$50.00 | \$- | | | \$23.00 | | | | | | | | | | | |
| Okeechobee | SR 70 | NE 80th Ave | Berman Rd | 2 Lane to 4 Lane | \$19.00 | \$- | | | \$9.00 | | | | | | | | | | | |
| OA Funded Projects | | | | | | | | | | | | | | | | | | | | |
| Desoto | CR 769 (Kings Hwy) | Charlotte County Line Rd | Peace River St | Widen 2 lanes to 4 lanes | \$20.24 | \$31.17 | | | | | | | \$4.07 | | \$27.10 | | | | | |
| Hardee | Griffin Road Bridge No. 060030 | Over Peace River | | Bridge Replacement | \$3.60 | \$5.10 | \$0.33 | | | | | | \$0.92 | | \$4.18 | | | | | |
| Highlands | US 98 | US 27 | Airport Rd | Widen 2 lanes to 4 lanes | \$40.52 | \$45.75 | \$6.55 | | | | \$10.99 | \$34.76 | | | | | | | | |
| Desoto | SR 31 Extension | SR 70 | US 17 | New 3 lane undivided road | \$53.77 | \$90.48 | \$7.50 | | | | | | | \$10.11 | | | \$5.62 | \$74.74 | | |
| SIS Funded Projects | | | | | | | | | | | | | | | | | | | | |
| Hendry | SR 29 | Cowboy Way (CR 80A) | Whidden Rd (CR 731) | Add 2 lanes to build 4 lanes | \$109.90 | \$196.32 | \$9.75 | | | | \$7.50 | | | | | | \$188.82 | | | |
| Okeechobee | SR 710 | US 441 | L-63 Canal | New Road | \$31.23 | \$40.91 | | | | | | \$40.91 | | | | | | | | |
| Hendry | SR 29 | Spencer (F Road) | N of Cowboy Way | Add 2 lanes to build 4 lanes | \$38.13 | \$41.10 | \$4.92 | \$8.47 | | | | | | | \$41.10 | | | | | |
| Glades | SR 29 | Bermont Rd (CR 74) | US 27 | Add 2 lanes to build 4 lanes | \$30.54 | \$3.02 | \$5.28 | | | | | | | \$3.02 | | | | \$- | \$24.07 | |
| Hendry | SR 29 | Collier County Line | CR 832 (Keri Road) | Add 2 lanes to build 4 lanes | \$32.57 | \$18.63 | \$6.44 | | | | | | | \$18.63 | | | | \$- | \$14.97 | |
| Hendry | SR 29 | CR 832 (Keri Rd) | Spencer (F Road) | Add 2 lanes to build 4 lanes | \$29.49 | \$6.03 | \$6.31 | | | | | | | \$6.03 | | | | \$- | \$20.19 | |
| Glades | SR 29 | Whidden Rd (CR 731) | Bermont Rd (CR 74) | Add 2 lanes to build 4 lanes | \$70.37 | \$- | \$2.05 | | | | | | | | | | | \$3.82 | \$64.80 | |
| Desoto | SR 70 | American Legion Dr (Arcadia) | Jefferson Ave | Add 2 lanes to build 4 lanes | \$167.30 | \$23.61 | | | | | | | | | | \$23.61 | | | \$15.91 | \$139.41 |
| Highlands/Okeechobee | SR 70 | CR 29 | US 98 (Eagle Bay Dr) | Add 2 lanes to build 4 lanes | \$151.45 | \$23.71 | | | | | | | | | | \$23.71 | | | \$13.01 | \$126.40 |
| Desoto | SR 70 | Singletary Rd (Myakka City) (Desoto Co Line) | American Legion Dr (Arcadia) | Add 2 lanes to build 4 lanes | \$80.02 | \$13.92 | | | | | | | | | | \$13.92 | | | \$6.87 | \$66.08 |
| Highlands | SR 70 | Jefferson Ave | CR 29 | Add 2 lanes to build 4 lanes | \$35.37 | \$4.12 | | | | | | | | | | \$4.12 | | | \$7.83 | \$25.44 |
| Okeechobee | SR 710 | E of L-63 Canal | Sherman Wood Ranches | Add 2 lanes to build 4 lanes | \$36.68 | \$8.55 | | | | \$8.55 | | | | | | | | | \$9.58 | \$20.57 |
| Okeechobee | SR 710 | Sherman Wood Ranches | CR 714 (Martin C/L) | Add 2 lanes to build 4 lanes | \$40.29 | \$6.50 | | | | \$6.50 | | | | | | | | | \$6.04 | \$29.29 |
| Total SIS | | | | | | | \$35.93 | \$21.57 | \$242.20 | \$15.05 | \$7.50 | \$40.91 | \$- | \$27.68 | \$41.10 | \$65.37 | \$- | \$188.82 | | |
| Total OA | | | | | | | \$14.38 | \$- | \$4.00 | \$- | \$10.99 | \$38.76 | \$4.98 | \$10.11 | \$35.29 | \$- | \$5.62 | \$82.74 | | |
| Total SIS and OA | | | | | | | \$50.31 | \$21.57 | \$246.20 | \$15.05 | \$18.49 | \$79.67 | \$4.98 | \$37.79 | \$76.39 | \$65.37 | \$5.62 | \$271.56 | | |

PDC - Present Day Cost;
*Year of Expenditure costs for the TIP Years can be found in Appendix J-HRTPO TIP FY 2016-2020

Table 8.5: HRTPO 2040 LRTP CFP Summary (2016 - 2040)

To demonstrate fiscal constraint the cost to the Plan compared to the Projected Revenue must be within 10% by time period with the total cost of all phases in the Plan not exceeding the total projected revenue. Table 8.5: 2040 LRTP Summary – summarizes the Plan by cost/available revenue for each capacity program by time period from 2016 through 2040. The first time period of this Plan 2016 – 2020, represents the TIP which is a financially constrained plan.

| (Cost/Revenues in Millions of Year of Expenditure Dollars (YOE)) | | | | | | | | | | | | | | | | |
|--|----------------------------------|----------|------------------|-------------|----------|------------------|-------------|----------|------------------|-------------|----------|------------------|-------------|------------|------------------------|--------------------------|
| Capacity/Transportation Alternatives Programs | 2016 - 2020 Adopted TIP Years | | Surplus/ Deficit | 2021 - 2025 | | Surplus/ Deficit | 2026 - 2030 | | Surplus/ Deficit | 2031 - 2040 | | Surplus/ Deficit | 2016 - 2040 | | Total Surplus/ Deficit | Major Program Areas |
| | Cost | Revenue | | Cost | Revenue | | Cost | Revenue | | Cost | Revenue | | | | | |
| SIS Highways Construction & ROW | \$299.70 | \$299.70 | \$0.00 | \$48.41 | \$88.70 | \$40.29 | \$68.78 | \$96.80 | \$28.03 | \$188.82 | \$302.60 | \$113.78 | \$605.70 | \$787.80 | \$182.10 | SIS Program Balance |
| Other Arterials Construction & ROW | \$18.38 | \$18.38 | \$0.00 | \$49.75 | \$48.00 | -\$1.75 | \$45.40 | \$45.40 | \$0.00 | \$88.37 | \$99.30 | \$10.93 | \$201.89 | \$211.08 | \$9.19 | OA Program Balance |
| Transit | \$6.80 | \$6.80 | \$0.00 | \$27.00 | \$27.00 | \$0.00 | \$28.40 | \$28.40 | \$0.00 | \$59.50 | \$59.50 | \$0.00 | \$121.70 | \$121.70 | \$0.00 | Transit Programs Balance |
| Transportation Alternatives (TALL) | \$1.80 | \$1.80 | \$0.00 | \$2.80 | \$2.80 | \$0.00 | \$2.80 | \$2.80 | \$0.00 | \$5.60 | \$5.60 | \$0.00 | \$13.00 | \$13.00 | \$0.00 | TA Program Balance |
| Totals Per Year Band/Major Programs | \$326.68 | \$326.68 | \$0.00 | \$127.96 | \$166.50 | \$38.54 | \$145.37 | \$173.40 | \$28.03 | \$342.29 | \$467.00 | \$124.71 | \$942.30 | \$1,133.58 | \$191.28 | |
| | | | | | | | | | | | | | | | | |
| Total Balance All Funds/Years | \$191.28 | | | | | | | | | | | | | | | |

- Notes:
- 1. FDOT selects SIS projects for highways Construction & ROW.
 - 2. TIP Years and Regionally Significant Project Funding Included in Cost Feasible Tables.
 - 3. MPO/TPO takes the lead in identifying planned projects and programs funded by the Other Arterials Construction & ROW and Transit programs.
 - 4. Transportation Alternatives funds for areas with populations under 200,000 (i.e., TALL funds) and for any area of the state (i.e., TALT funds) were provided to MPOs/TPOs for use in identifying future TA projects as “illustrative projects” in its plan.
 - 5. Based on HRTPO FY 2016-2020 Adopted TIP



Appendix

- A) List of Technical Support Documents
- B) HRTPO Goals and Federal Planning Factors
- C) Environmental Justice
- D) Public Involvement and Public Comments
- E) Evaluation Criteria for Capacity Projects
- F) Transportation Modeling
- G) Ecological Greenways Network
- H) 2040 Forecast of State and Federal Revenues
- I) Mobility Assessment
- J) HRTPO Transportation Improvement Program (TIP) 2016-2020
- K) Consultation Partners List
- L) Potential Areas of Avoidance and Mitigation and Endangered and Threatened Species

technical **SUPPORT DOCUMENTS**

Referenced in the plan, the following technical documents support the HRTPO's 2040 Long Range Transportation Plan and may be accessed online at <http://heartlandregionaltpo.org/programs-and-plans/lrtp-2040/> or by contacting the HRTPO's staff at 863-534-7130.

Introduction

- » Performance Based Planning and Programming Guidebook and White Paper
- » FDOT Multimodal Mobility Performance Measures Source Book
- » FDOT Multimodal Mobility Performance Measures Matrix
- » 2060 Florida Transportation Plan

Regional Overview

- » Heartland 2060: Building a Resilient Region
- » Employment Projections Methodology For Heartland 2060 Futures Modeling
- » Heartland Economic Futures
- » Land Use Conflict Identification Strategy (LUCIS) Technical Report
- » Population Projection Methodology

Environmental Mitigation

- » Regional Future Land Use In The Florida Heartland
- » Cooperative Conservation Blueprint Regional Pilot Project
- » Heartland Ecological Assessment Report
- » Regional Assessment of Critical Lands and Waters (Regional CLIP) for the Cooperative
- » Florida Heartland Energy Baseline and Greenhouse Gas Inventory

Public Participation

- » Heartland Regional Transportation Planning Organization Public Participation Plan
- » Fair Housing Equity Assessment

Roadway Needs Plan

- » The Congestion Management Process: A Guidebook

Modal Options

- » Heartland Rural Mobility Plan
- » City of Arcadia Bicycle and Pedestrian Master Plan
- » Hardee County Bicycle and Pedestrian Master Plan
- » Hendry County Comprehensive Pathways Plan
- » Highlands County Parks and Recreation Trails Map
- » 2013-2017 Florida Greenways and Trails System Plan
- » FDOT Freight Mobility and Trade Study Executive Summary and Technical Documents
- » Regional Airport Overview

Funding Plan

- » Strategic Intermodal System Funding Strategy, Long Range Cost Feasible Plan 2024-2040, 2013 Edition
- » Strategic Intermodal System Funding Strategy, First Five Year Plan, Multi Modal, FY 2015/2016 through FY 2019/2020
- » Strategic Intermodal System Funding Strategy, Second Five Year Plan, Multi Modal, FY 2020/2021 through FY 2024/2025
- » FDOT Adopted Work Program FY 2016-2020

Matrix of HRTPO Goals and Federal Planning Factors

| | Chapter Reference | Support Economic Vitality | Increase Safety and Security | Increase Accessibility and Mobility | Protect and Enhance the Environment | Enhance the Integration and Connectivity | Improve Efficiency | Emphasize Preservation |
|--|-------------------|---------------------------|------------------------------|-------------------------------------|-------------------------------------|--|--------------------|------------------------|
| Support Economic Development | | | | | | | | |
| » Improve goods movement access and connections to port, rail, airport facilities, and intermodal logistics facilities. | 7 | ● | | ● | | ● | ● | |
| » Improve access and connections to major activity centers. | 6 | ● | | ● | | ● | ● | |
| » Maintain consistency with the Heartland 2060: Building a Resilient Region Plan, and other applicable regional plans. | 2 | ● | | | ● | | ● | |
| » Develop coordinated transportation and land use policies that promote economic vitality by enhancing mobility options. | 2 | ● | | ● | ● | ● | ● | |
| Improve Safety And Security For Everyone, No Matter How They Travel | | | | | | | | |
| » Reduce all crashes, fatalities and serious injuries for all modes of travel. | 6 | ● | ● | | ● | | ● | |
| » Evaluate impacts to evacuation routes during the prioritization of roadway improvements. | 6 | ● | ● | ● | | ● | ● | |
| » Monitor and support multimodal transportation security. | 6 | ● | ● | | | | ● | |
| Connect Local Areas And Provide Choices On How To Travel | | | | | | | | |
| » Plan for and design multimodal transportation systems providing mobility options which are accessible by all users. | 7 | ● | | ● | ● | ● | ● | |
| » Improve connectivity between major activity centers in the Heartland Region. | 6 | ● | | ● | | ● | ● | |
| » Ensure consistency with the comprehensive plans of local governments within the Heartland Region, and other applicable regional plans. | 1 | | | ● | | ● | | |
| Create Quality Places To Live And Work | | | | | | | | |
| » Coordinate land use and transportation planning decisions to support modal choice. | 7 | ● | | | ● | | ● | |
| » Support multimodal facilities that are user friendly, encourage mobility, and promote healthy and active lifestyles. | 7 | ● | | ● | ● | ● | ● | |
| » Protect and preserve the environment. | 4 | ● | | | ● | | ● | |
| » Provide for the needs of the general populations including the Transportation Disadvantaged (TD) and improve the coordination of TD services with other modes of transportation. | 7 | | | ● | ● | | | |
| Provide Reliable And Efficient Transportation Options | | | | | | | | |
| » Reduce traffic congestion and delay. | 6 | ● | | | ● | | ● | |
| » Preserve existing transportation facilities. | 6 | ● | | | ● | | ● | ● |
| » Optimize the utilization of existing transportation facilities. | 6 | ● | | | ● | | ● | ● |
| » Coordinate transportation investments to maximize opportunities and benefits. | 6 | ● | | | | | ● | |
| Encourage Everyone to Participate in the Planning Process | | | | | | | | |
| » Promote proactive and early public involvement and provide diverse opportunities to maximize public participation. | 5 | | | | ● | | ● | |

This page is left intentionally blank.

environmental JUSTICE

Federal Transit Administration (FTA) funding recipients are required by law to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts, including social and economic effects, on minority and low-income populations. Ensuring the participation of the traditionally under-served and under-represented segments of the population in the transportation plan development process and preventing the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations should be principles of the transportation planning process.

RACIALLY CONCENTRATED AREAS OF POVERTY

Racially Concentrated Areas of Poverty (RCAP) are defined as census tracts that contain:

- A family poverty rate greater than or equal to 40 percent, or a family poverty rate greater or equal to 300 percent of the metro region's tract average (whichever is lower); and
- A majority (greater than 50 percent) non-white population.

Since racial and ethnic segregation in effect also concentrates poverty due to income gaps, it is important for the region to both identify and understand its RCAPs. The region contains three small RCAPs, in Arcadia (DeSoto County), outside Clewiston (Glades County) and most of Lake Placid (Highlands County) (see Figure 8).

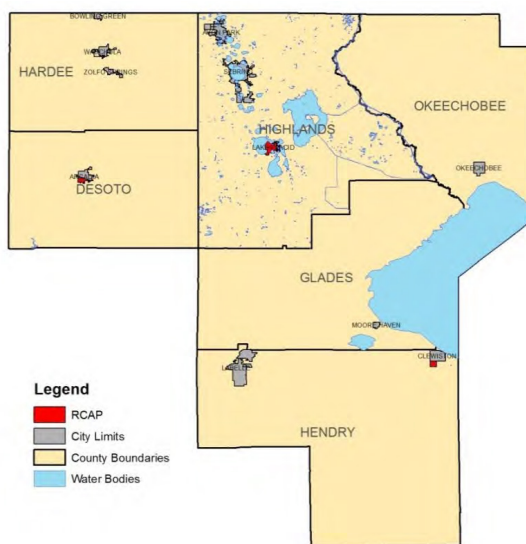


Figure 8 Regional RCAPs

BLACK/AFRICAN AMERICAN RATIO

The Actual/Predicted Race/Ethnicity Black-African American Ratio ranges from 0 to 9.35 (see Figure 4). The highest ratios occur in the:

- Avon Park city, Avon Park CCD, Highlands County
- Arcadia city (part), Arcadia East CCD, DeSoto County
- Harlem CDP, Clewiston CCD, Hendry County
- Cypress Quarters CDP, Okeechobee County

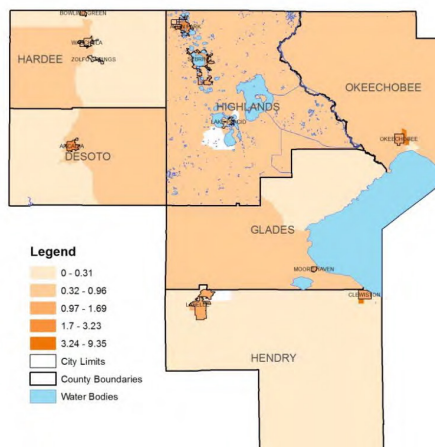


Figure 4 Regional Actual/Predicted Race/Ethnicity Black-African American Ratio

ASIAN RATIO

The Regional Actual/Predicted Race/Ethnicity Asian Ratio ranges from 0 to 9.82 (see Figure 5). The highest ratio occurs in the Remainder of Northeast Glades CCD, Northeast Glades CCD, and Glades County.

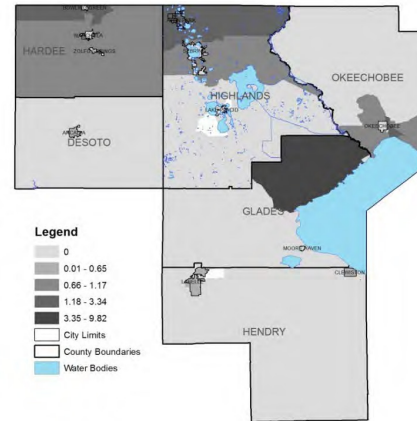


Figure 5 Regional Actual/ Predicted Race/Ethnicity Asian Ratio

HISPANIC RATIO

The Actual/Predicted Race/Ethnicity Hispanic Ratio ranges from 0 to 3.5 (see Figure 6).

The highest ratios occurred in:

- Zolfo Springs town (part), Zolfo Springs CCD, Hardee County.
- Bowling Green city, Bowling Green CCD, Hardee County
- Remainder of LaBelle CCD, LaBelle CCD, Hendry County.
- Clewiston city, Clewiston CCD, Hendry County.

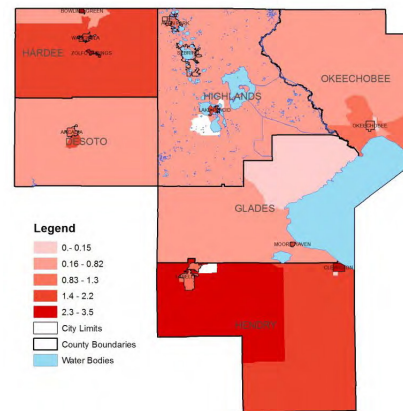


Figure 6 Regional Actual/Predicted Race/Ethnicity Hispanic Ratio

NON-WHITE RATIO

The Actual/Predicted Race/Ethnicity: Non-white Ratio ranges from 0 to 3.36 (see Figure 7). The highest ratios occurred in:

- Harlem CDP, Clewiston CCD, Hendry County.
- Remainder of LaBelle CCD, LaBelle CCD, Hendry County.
- Zolfo Springs town (part), Zolfo Springs CCD, Hardee County.

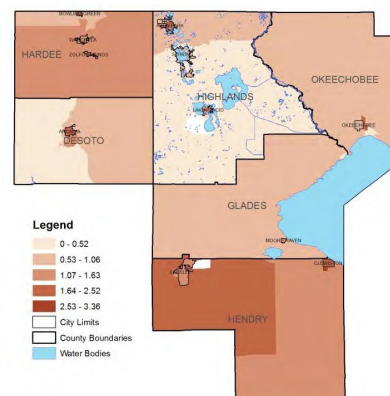


Figure 7 Regional Actual/Predicted Race/Ethnicity: Non-white Ratio



For more information on the Racially Concentrated Areas of Poverty please view our LRTP Technical Support documents at <http://heartlandregionaltpo.org/programs-and-plans/lrtp-2040/>.

GENERAL DEMOGRAPHICS OF REGION

GENERAL POPULATION

The Heartland Region contains six small to medium sized counties which have experienced moderate annual growth from 1990 to 2010 (see Table 2).

Table 2 Regional Population

| Jurisdiction | Census | | | % Annual Change |
|-----------------------|----------------|----------------|----------------|-----------------|
| | 1990 | 2000 | 2010 | |
| DeSoto County | 23,865 | 32,209 | 34,862 | 2.30% |
| Glades County | 7,591 | 10,576 | 12,884 | 3.49% |
| Hardee County | 19,499 | 26,938 | 27,731 | 2.11% |
| Hendry County | 25,773 | 36,210 | 39,140 | 2.59% |
| Highlands County | 68,438 | 87,366 | 98,786 | 2.22% |
| Okeechobee County | 29,627 | 35,910 | 39,996 | 1.75% |
| Regional Total | 174,793 | 229,209 | 253,399 | 2.25% |

Source: 2010 U.S Census

RACE

In 2010, the region was predominately white, non-Latino, but not overwhelmingly so at 59.4% (see Table 3). Since 1990 the Region has dramatically increased in those individuals that identify themselves as Hispanic, from 11.56% to 28.02%. Percentage increases range from a low of 183%, in Hardee County to a high of 340% in Highlands County from 1990 to 2010. The Region contained nearly double the Florida percentage of Hispanic individuals in 2010. The highest Hispanic percentages are found in the agricultural communities of Hardee and Hendry Counties. Highlands County contains the lowest percentage in the Region, not quite half the Regional average in 2010. The percentage of Black-African American individuals has decreased across the region with the exception of Hardee County from 1990 to 2010. In contrast, the Asian percentage of population has roughly tripled across the region from 1990 to 2010. Figure 3 illustrates the distribution of non-white races/ethnic groups within the Heartland Region by Census tract.

Table 3 Regional Race/Ethnicity, Percentage

| 1990 Census | | | | | |
|-----------------------|------------------------|--------------|-------------|-------------------|-------------|
| | Black-African American | Hispanic | Asian | White, Non-Latino | Other |
| DeSoto County | 15.39 | 9.56 | 0.37 | 74.27 | 0.41 |
| Glades County | 12.07 | 7.97 | 0.13 | 74.22 | 5.61 |
| Hardee County | 5.17 | 23.40 | 0.22 | 70.79 | 0.47 |
| Hendry County | 16.24 | 22.34 | 0.36 | 58.91 | 2.15 |
| Highlands County | 9.82 | 5.11 | 0.31 | 84.15 | 0.36 |
| Okeechobee County | 6.33 | 11.79 | 0.50 | 80.80 | 0.58 |
| Regional Total | 10.51 | 11.56 | 0.34 | 76.59 | 0.91 |
| 2000 Census | | | | | |
| | Black-African American | Hispanic | Asian | White, Non-Latino | Other |
| DeSoto County | 12.72 | 24.90 | 0.52 | 61.18 | 1.18 |
| Glades County | 10.53 | 15.07 | 0.43 | 68.61 | 5.99 |
| Hardee County | 6.97 | 44.16 | 1.09 | 49.43 | 1.30 |
| Hendry County | 13.97 | 39.59 | 0.76 | 37.70 | 2.53 |
| Highlands County | 9.33 | 12.07 | 1.05 | 76.48 | 1.91 |
| Okeechobee County | 7.92 | 18.61 | 0.96 | 71.57 | 1.99 |
| Regional Total | 10.10 | 23.15 | 1.10 | 65.67 | 2.04 |
| 2010 Census | | | | | |
| | Black-African American | Hispanic | Asian | White, non-latino | Other |
| DeSoto County | 12.44 | 29.90 | 0.48 | 56.08 | 1.09 |
| Glades County | 11.94 | 21.11 | 0.36 | 61.68 | 4.91 |
| Hardee County | 6.77 | 42.89 | 1.06 | 48.01 | 1.26 |
| Hendry County | 12.92 | 49.16 | 0.70 | 34.87 | 2.34 |
| Highlands County | 8.86 | 17.37 | 1.42 | 70.66 | 1.69 |
| Okeechobee County | 7.79 | 23.90 | 0.86 | 65.65 | 1.79 |
| Regional Total | 9.74 | 28.02 | 1.00 | 59.40 | 1.84 |

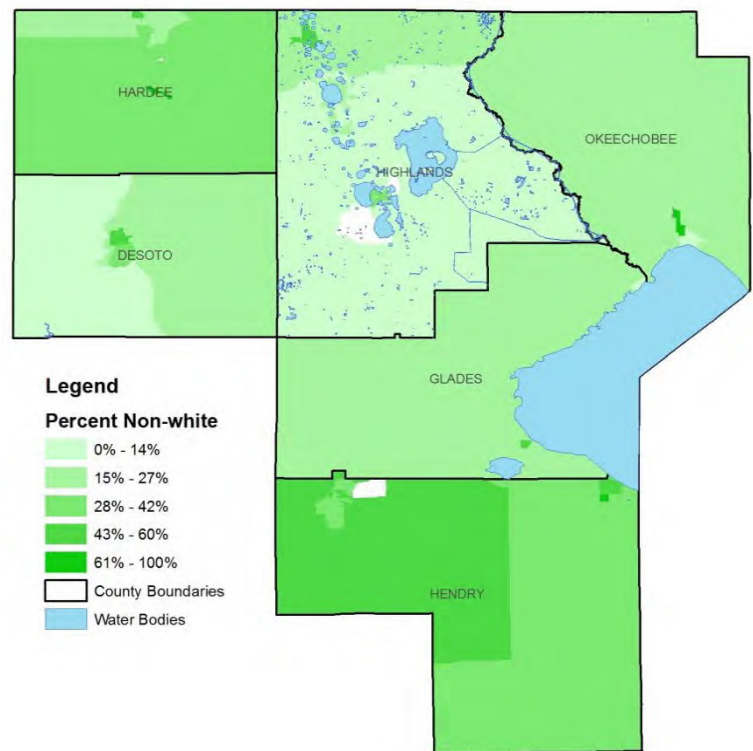
HOUSEHOLD SIZE

Household size varies considerably across the region with values from 2.17 to 3.64 persons per household (pph), (see Table 4). The Region, at 2.83, has more pph than Florida on average. The City of Sebring, a retirement community, represents the regional low at 2.17 pph. A farmworker, agricultural based community, the City of Bowling Green, represents the regional high with 3.64 pph.

Table 4 Household Size

| Jurisdiction | Households Size |
|---|-----------------|
| City of Arcadia | 2.79 |
| City of Avon Park | 2.65 |
| City of Bowling Green | 3.64 |
| City of Moore Haven | 2.74 |
| City of Okeechobee | 2.65 |
| City of Sebring | 2.17 |
| City of Wauchula | 3.15 |
| City of Clewiston | 3.03 |
| DeSoto County | 2.71 |
| Glades County | 2.52 |
| Hardee County | 3.12 |
| Hendry County | 3.09 |
| Highlands County | 2.28 |
| City of LaBelle | N/A |
| Okeechobee County | 2.68 |
| Town of Lake Placid | 2.63 |
| Town of Zolfo Springs | 3.49 |
| Regional Median | 2.83 |
| Florida Median | 2.48 |
| United States Median | 2.60 |
| Source: American Fact Finder, 2010: N/A-data not available for this jurisdiction | |

Figure 3 Percent Non-white by Census Tract



HOUSEHOLD TYPE

There is considerable difference across the region with respect to Household Type, being divided by the agricultural and retirement communities (see Table 5). Highlands County contains 50.1 % of households with adults 65 and older while the City of Wauchula contains just 23.4% of the same household type. The region contains a higher percentage of households with children under 18 than both Florida and the United States as a whole.

Table 5 Household Type

| Jurisdiction | % Households with children under 18 | % Households with adults 65 and older |
|--|-------------------------------------|---------------------------------------|
| City of Arcadia | 42.3% | 25.3% |
| City of Avon Park | 35.8% | 33.2% |
| City of Bowling Green | 51.6% | 28.7% |
| City of Moore Haven | 36.2% | 30.8% |
| City of Okeechobee | 36.3% | 30.6% |
| City of Sebring | 23.3% | 44.1% |
| City of Wauchula | 44.8% | 23.4% |
| City of Clewiston | 43.2% | 24.6% |
| DeSoto County | 31.8% | 36.8% |
| Glades County | 26.6% | 42.1% |
| Hardee County | 41.3% | 29.5% |
| Hendry County | 43.5% | 26.6% |
| Highlands County | 22.0% | 50.1% |
| City of LaBelle | N/A | N/A |
| Okeechobee County | 33.5% | 34.1% |
| Town of Lake Placid | 33.8% | 38.4% |
| Town of Zolfo Springs | 47.8% | 31.0% |
| Regional Average | 37.1% | 33.1% |
| Florida Average | 29.8% | 31.4% |
| United States Average | 33.4% | 24.9% |
| Source: American Fact Finder, 2010: N/A-data not available for this jurisdiction | | |

RESIDENT AGE

We again see the difference between the retirement and the agricultural communities with respect to median resident age (see Table 6). The regional median age is 35, while communities such as Sebring and Highlands County are 47.3 and 51.5 respectively. The agriculture communities of Wauchula and Bowling Green are 29.4 and 28.3. The Florida median age is 40.7.

Table 6 Median Resident Age

| Jurisdiction | Median Age |
|---|-------------|
| City of Arcadia | 30.7 |
| City of Avon Park | 35.6 |
| City of Bowling Green | 28.3 |
| City of Moore Haven | 36.9 |
| City of Okeechobee | 35.5 |
| City of Sebring | 47.3 |
| City of Wauchula | 29.4 |
| City of Clewiston | 33.8 |
| DeSoto County | 38.1 |
| Glades County | 43.1 |
| Hardee County | 32.8 |
| Hendry County | 32.8 |
| Highlands County | 51.5 |
| City of LaBelle | N/A |
| Okeechobee County | 38.6 |
| Town of Lake Placid | 34.4 |
| Town of Zolfo Springs | 30.1 |
| Regional Median | 35.0 |
| Florida Median | 40.7 |
| United States Median | 37.2 |
| Source: American Fact Finder, 2010: N/A-data not available for this jurisdiction | |

public INVOLVEMENT

During public meetings and forums, staff put together multi-media presentations that provided attendees with an understandable overview of major projects in the HRTPO 2040 LRTP. Key staff members answered questions about the Plan. Audience participation was encouraged and questions and suggestions from the public were received verbally (during question and answer sessions), through written submissions, the “Contact Us” section of the HRTPO website, and through social media. Records are displayed through June 2016.

| Type of Outreach | Total |
|--|--------|
| HRTPO Meetings - Sebring, FL | 11 |
| 2015: April, June, August, October, December | |
| 2016: January, February, March, April, May, June | |
| Technical Advisory Committee Meetings - Sebring, FL | 7 |
| 2015: August, October, November | |
| 2016: January, February, March, May | |
| Citizens Advisory Committee Meetings - Arcadia, FL | 4 |
| 2015: December | |
| 2016: February, April, June | |
| Mailing List | 198 |
| Electronic Communications Sent | 26 |
| Facebook Likes | 69 |
| Facebook Reach | 13,494 |
| Website Views | 8,564 |
| Public Workshop Participants | 44 |
| November Public Workshop - Sebring, FL | |
| March Public Forum - Okeechobee, FL | |
| Focus Groups | 48 |
| Adults with disabilities in Wauchula | |
| Low-income seniors in Lake Placid | |
| Low-income/disadvantaged high school students in LaBelle | |
| Minority parents of young children in Avon Park | |
| Public Events (Estimated Interactions) | 250 |
| Okeechobee Family Health and Safety Expo (Event attendance: 1,500) | |
| Swamp Cabbage Festival, LaBelle (Event attendance: 40,000) | |
| Media Stories | 14 |
| Speaking Engagements | 5 |
| Continuing Florida Aviation System Planning Process (CFASPP) Central Chapter | |
| Lake Placid Jaycees | |
| Highland Prosperity Partnership | |
| Wauchula Rotary | |
| Lake Placid Rotary | |



MEMORANDUM

To: Heartland Regional TPO Board

From: Marybeth Soderstrom, Community Engagement Manager

Date: March 9, 2016

Subject: Comments and Responses for draft Long Range Transportation Plan

The Heartland Regional Transportation Organization presented the draft Long Range Transportation Plan 2040 to the Heartland Region on February 3, 2016 for a 30-day public comment period. Copies of the draft were mailed to the public libraries in the region and county and city municipal offices. The plan was also available for review and comment electronically on the organization's website, www.heartlandregionaltpo.org. All changes have been highlighted in the document with additions underlined and deleted text is shown with a strikethrough. Below are the comments that were received.

| Comment | HRTPO Response |
|---|---|
| Sue Buchans, Highland County Received: 2/17/2016, 10:00 AM | |
| Consistency is needed in formatting and all acronyms used throughout the document should be provided in the acronyms list. | <i>The Plan has been updated to include suggestions.</i> |
| Page 3.2 – Support Economic Development goal: Add improved connections or access to economic centers as a way to keep track; “Jobs created” in the keep track column seems like it should be a measurement of success; Measures don’t include a way to track port, rail, or air. | <i>Goals and objectives were reviewed and approved by the Citizens Advisory Committee, Technical Advisory Committee, and the TPO Board. Updates to goals and objectives will be considered as plan updates are completed.</i> |
| Comment via website, zip code 34972 Received: 2/19/2016, 11:07 AM | |
| Rated the Vision Statement 4 out of 5 | <i>No change to Plan required.</i> |
| Rated the Mission Statement 4 out of 5 | <i>No change to Plan required.</i> |
| In time of evacuation, a major accident would block the route and prevent a timely moving of traffic. All Counties should be evaluated and proposals made to eliminate future problems. I have not seen in this plan any response to evacuation, alternate routes for road closures or increase for emergency vehicle response. | <i>The Plan has been updated to include map of evacuation facilities in Chapter 6.</i> |
| We have recently seen one accident on US 441 that blocked North and South traffic for hours in Okeechobee County. New roads will provide alternate traffic routes, support for evacuation routes, and increase emergency vehicle response. I feel that approximately 44 miles of new roads are needed in Okeechobee County. | <i>Considerations for new roads are included in the Roadway Plan and as plan updates are completed, additional facilities will be considered.</i> |
| Florida Department of Transportation Received: 2/25/16, 9:00 AM | |
| Appendix A.3 identifies the federal planning requirements generally codified in Title 23, Part 450, Subpart C CFR; however, in order to provide a more precise relationship in the LRTP to the planning factors noted below, we recommend a one to one correlation | <i>Appendix B on page A.3 was updated to reference the chapter where the Plan</i> |

| | |
|--|--|
| between the factors and the LRTP Section and Page Number where the factor has been fully addressed, inclusive of 450.306 (b through j). The major headings of the matrix should clearly state each factor with the subheadings addressing the Goals and Objectives of the HRTPO. Currently, as depicted it is very challenging to locate the where the factor is addressed in the Plan. | <i>addresses each objective and the eight planning factors are now fully identified in the plan's introduction.</i> |
| Currently the LRTP does not include short range strategies that lead to an integrated multimodal transportation system. Overall the Plan is basically a narrative that speaks to various goals/objectives that would facilitate an integrated system; however, it does not include substantive planned activities/studies/ timelines/methodologies for assessing the current system performance and determining necessary improvements, both short and long. For example, both State law and federal regulations require the development of a congestion management process (required for TMA's by federal regulations, however in Florida CM process is required for all MPO's). | <i>The Plan was updated to provide more detail on how the HRTPO intends to assess the current system performance and to determine necessary improvements, both short term and long term, in Chapter 6.</i> |
| The Plan is silent regarding how these activities are developed, monitored and reported. There is no mention of what will be developed, when it will be developed, how it will be implemented, or what metrics will be used as a base line. | <i>The Plan was updated to provide more detail on how the HRTPO intends to assess the current system performance and to determine necessary improvements, both short term and long term, in Chapter 6.</i> |
| The Plan includes six Goals; however, it is unclear how the performance objectives, measurable targets, and policies are associated with program strategies, and lead to improved operation and performance of the system, such as safety, maintenance of the system in good repair, improvements to modal choices, etc. Again the Plan is a good narrative; however, no metrics are included that informs the Board or the public how these elements will be identified, monitored, improved, or maintained. | <i>Objectives and measures are addressed in Chapter 3. The Plan notes that baselines will be established and tracked. The Plan does not include specific target numbers as we anticipate guidance/requirements on targets from FHWA will be provided in the future.</i> |
| Currently the Plan only describes what is required in performance base planning; however, no documentation was included that establishes the process. Metropolitan System Performance Reporting is required in the transportation plan every 4 or 5 years, which will include the evaluation of the condition and performance of the transportation system, progress achieved in meeting performance targets in comparison with the performance in previous reports, evaluation of how preferred scenario has improved conditions and performance, where applicable, and evaluation of how local policies and investments have impacted costs necessary to achieve performance targets, where applicable. Additionally no criteria is included in the Plan for prioritization of projects that link the Plan to the TIP. | <i>The Plan was updated to provide more detail on how the HRTPO intends to evaluate the condition and performance of the system in Chapter 6. The Plan was updated to include Appendix E that outlines the prioritization criteria that is anticipated to be adopted prior to Plan adoption on March 16, 2016.</i> |
| The LRTP does not include the HRTPO 2040 Revenue Forecasts that was specifically developed for the HRTPO region nor does it include district system level operation and maintenance revenues. The Plan should have developed revenue and cost tables using the Costing Template that D1 developed and provided to all MPO's. Additionally the Plan does not provide funding sources, funding totals by mode. Other fund sources such TRIP, CIGP, SCOP, SCRAP, TA, local funded projects, developer funded projects, etc. | <i>The Plan was updated to include an additional chapter (Chapter 8) that addresses funding of roadways, transit, and modal priorities.</i> |
| The Plan does not include a process or guidance for developing a congestion management process as required by Florida Statutes 339.175 | <i>The Plan was updated to provide detail on how the HRTPO intends to develop a congestion management process in Chapter 6.</i> |

| | |
|--|--|
| There are general discussions regarding Efficient Transportation Decision Making (EDTM) in the Plan, no identified process has been included for screening LRTP Cost Feasible Plan (CFP) using the Environmental Screening Tool (EST), nor has any purpose and need statements been crafted for inclusion in the Plan or EST. | <i>The Plan was updated to include discussions of EDTM in Chapter 4.</i> |
| Currently the Plan does not include a comprehensive Needs Plan as defined in the Guidelines for Defining and Reporting Needs | <i>Chapter 6 of the plan identifies the needs of the region.</i> |
| R. Shane Parker, P.E., Hendry County Public Works Director, Hendry County Received: 3/2/2016, 10:24 PM | |
| Page 2.2 - DeSoto County: shouldn't SR31 be listed as a main transportation artery. | <i>The regional overview is intended to be a brief snapshot of the county and is not inclusive of the Regional Roadway Network.</i> |
| Page 2.3 - Hendry County: (a) Charlotte County is to the northwest as only the southeast corner of Charlotte County touches the northwest corner of Hendry County; (b) the Big Cypress Seminole Indian Reservation only occupies 67 square miles in Hendry County; (c) please include SR 82 and SR 29 as major transportation arteries. | <i>The Plan has been updated as follows: (a) Revised language for clarification. (b) Updated information. (c) The regional overview is intended to be a brief snapshot of the county and is not inclusive of the Regional Roadway Network.</i> |
| Page 6.11 - label SR 80 and US 27. | <i>The Plan has been updated to correct this.</i> |
| Page 6.16 - Existing and Committed Projects - (a) Helms Road Extension is under construction which is funded over several years by FDOT. Revise label description under Improvement to state New Road; (b) Add SR 82 from Lee County Line to Collier County Line with the improvement being 2 Lane to 4 Lane. This project is under construction now and is being funded by FDOT. | <i>The Plan has been updated as follows: (a) Revised to "new road" (b) Updated Project Group 1 to include SR 82 from Lee County Line to Collier County Line from 2 to 4 lanes.</i> |
| Page 6.17 - Priority Partially Funded Group 3A - in regards to SR 82 I am not aware of this project as being partially funded (2 lane to 6 lane). The road way is currently under construction from 2 lanes to 4 lanes from Lee County Line to Collier County Line only. | <i>The SIS unfunded needs plan lists the segment of SR 82 as 2 to 6 lanes. The Adopted Work Plan (AWP) has funding for construction in current year. The Plan has been updated to delete the reference to SR 82 from 3A on page 6.17.</i> |
| Page 6.18 - Priority Unfunded Group 3B - (a) Both SR 29 should be removed as a portion of the project is being funded by FDOT. With that being stated I am not aware of any project on SR 29 being extended to SR 78. Only to the Glades/Hendry county line; (b) Remove SR 80 from Indian Hills Drive to CR 833 as it is currently funded in the FDOT 5-year work plan; (c) I am not sure if you are referring to SR 82 being widen to 6 lanes or 4 lanes. This segment of SR 82 is currently under construction being widen to 4 lanes. | <i>(a) FDOT has a PD&E (417878-9) SR 29 from Whidden Rd to Bermont Rd, to add lanes and reconstruct (2 to 4). (b) Corrected. (c) The SIS unfunded needs plan lists the segment of SR 82 as 2 to 6 lanes.</i> |
| Page 7.11 - please revise the second paragraph as Airglades Airport is located in Hendry County and not Glades County. | <i>The Plan has been updated to correct this.</i> |
| Page 7.14 - Hendry County - Airglades Airport: please revise as Airglades is currently only served by one runway. There is a former grass runway which intersects the current runway, but it no longer exists and is not in use. The FAA only considers there | <i>The Plan was updated to clarify the language used in reference to the number of</i> |

| | |
|--|--|
| to be one runway at Airglades Airport. However, you may want to mention the Airport Layout Plan for Airglades Airport depicts a proposed north/south runway to accommodate cargo aircraft. This new runway does not and will not intersect the existing runway. | <i>runways. Content for this section was provided by CFASPP. Inclusion of proposed runway will be considered for future plans.</i> |
| Page 7.14 - Hendry County - LaBelle Airport: please revise as try airport is not located just south of LaBelle, but is partially located within the city limits of LaBelle. | <i>The Plan has been updated to correct this.</i> |
| Page 7.15 - label SR80. | <i>This has been corrected.</i> |
| A.2 - Why was the Hendry County Comprehensive Pathways Plan not listed as a supporting document? | <i>The Plan was updated to include the Hendry County Comprehensive Pathways Plan in the Technical Supporting Documents.</i> |
| A.4 - Project Group 1 - Helms Road Extension - enough funding is being provided by FDOT to build 2 lanes and expand the road segment to 4 lanes with the next 5 years. | <i>No change to Plan required at this time. Noted for follow-up.</i> |
| A.4 - Project Group 1 - add SR82. See my earlier comments. | <i>The Plan has been updated for Project Group 1 to include SR 82 from the Lee County Line to the Collier County Line from 2 to 4 lanes.</i> |
| A.4 - Project Group 3A - verify the dollar amount listed for road funding versus the adopted five-year work program for Hendry County. | <i>The dollar amount has been verified.</i> |
| A.5 - see earlier comments. | <i>The Plan has been updated.</i> |
| The following comments were received at the public forum held on March 3, 2016 in the City of Okeechobee | |
| Robbie Chartier – Staff did a wonderful job tonight. SR 70 West needs to be included in the futures expansion as an East-West Corridor. Sidewalks are desperately needed in Okeechobee. | <i>No change to Plan required.</i> |
| John Gurney – Very informative and great to see such a wonderful support for Okeechobee County | <i>No change to Plan required.</i> |
| Bobby Keefe- I am so happy that the HRTPO has been founded! I believe that a regional focus on transportation development will improve all facets that impact our communities. | <i>No change to Plan required.</i> |
| Dowling Watford – Continue efforts to 4 lane Hwy 70 W; Continue 710 by-pass with more northern connection to 441; Consider Taylor Creek to Nubbin Slough connection on Blueways; Tweak 441/70 intersection improvements to address timing, turn radius, etc., Maintenance issues including wider turn in to Raulerson Hospital; Continue 4 lane on 441N to Cemetery Rd with right and left turn lane; Mark turn lanes at Walmart intersection; Signals at 441N and 9 th St and 441S and 6 th Street. | <i>No change to Plan required. Comments are noted for future reference.</i> |
| Noel Chandler – Extend 67 to SW 87 th Terrace | <i>No change to Plan required. Comment are noted for future reference.</i> |
| Leah Suarez – Enormous need for public transportation. Any input we can have to FDOT about SR 70 between C721 and US 27 – Horrible | <i>No change to Plan required. Comments are noted for future reference.</i> |
| Charles Murphy – Please prioritize 4 lane of SR 70 in Okeechobee, Highlands, and DeSoto, also 710 in Okeechobee. | <i>This has been identified in the Plan. No change to Plan required.</i> |
| Erik Padron – I attended the meeting by looking at Okeechobee website for the next board meeting (BoCC). I would like to attend these meetings by notification (email). I believe you will have much more attendance. Overall it was a good meeting and I thank you for taking the time to put it together. | <i>Commenter is encouraged to subscribe to the HRTPO Mailing List available on www.heartlandregionaltpo.org.</i> |
| Herby Smith – I have never been to one of these before and it was not as I expected. I really like the interactive portion. The people hosting the event were very nice and their participation was noticeable. I normally do not attend events like this but I will attempt to go to future ones. | <i>No change to Plan required.</i> |

MEMORANDUM

To: Heartland Regional TPO Board

From: Marybeth Soderstrom, Community Engagement Manager

Date: March 16, 2016

Subject: Comments and Responses for draft Long Range Transportation Plan

The Heartland Regional Transportation Planning Organization presented the draft Long Range Transportation Plan 2040 to the Heartland Region on February 3, 2016 for a 30-day public comment period. Copies of the draft were mailed to the public libraries in the region and county and city municipal offices. The plan was also available for review and comment electronically on the organization's website, www.heartlandregionaltpo.org. Strikethrough are used for deletions and additions are underlined. *Below are the comments that were received during the second comment period from March 9 to March 16, 2016.*

| Comment | HRTPO Response |
|--|--|
| Shakira T. Crandol, Transportation Planner, Federal Highway Administration Received: 3/13/2016, 4:21 PM | |
| Critical Comments: For further guidance please refer to the 2012 LRTP Expectations Letter | |
| On page 1.5 at the bottom of the page the plan states "consider the federal planning factors as they related to a 25 year forecast period" please note that the federal regulation requires a minimum 20 year forecast. Reference: 23 CFR 450.322 | <i>The Plan was updated to clarify the language used.</i> |
| | Page 1.7 – Deleted/Changed text Consider the federal planning factors as they relate to a 25-20-year forecast period |
| Funding Summary on page 1.6 needs to show the entire timespan of the LRTP, which includes the years of the TIP. A column needs to be added to reflect the TIP years. The text below the table needs to reflect that the TIP years are part of the LRTP. The last two columns of the table should cover FY 2031-2035 and FY 2036-2040. This table presents the revenues for the period. Reference: 23 CFR 450.322 | <i>Based on comments previously received, this was addressed in the draft Plan distributed on 3-9-16 on page 8.2. The FDOT Revenue Forecast used for the plan only provides the 2031-2040 period.</i> |
| The Costs for the same period need to also be added to clearly demonstrate that the Plan is fiscally constrained and that costs and revenues align with each other. Reference: 23 CFR 450.322 | <i>Based on comments previously received, this was addressed in the draft Plan distributed on 3-9-16 on page 8.2.</i> |
| There is information provided in the plan related to anticipated employment growth but there is nothing included in the plan or the public involvement chapter which speaks to the demographic profile of the region. Has this information being compiled? References 23 CFR 450.316 (1)(vii), 23 CFR 200.9(b)(4) and FHWA Order 6640.23A | <i>The Plan was updated to include demographic information in Appendix C and the Fair Housing Equity Assessment is now included in the Technical Support Listing.</i> |
| | Page A.6 to A.10 – Included pages from technical support document |
| Do not see any costs and revenues related to operations and maintenance in this LRTP...system level estimates must be included. Reference: 23 CFR 450.322 | <i>Based on comments previously received, this was addressed in the draft Plan distributed on 3-9-16 on page 1.6 a districtwide level. In addition, a note was added on page 8.2 to address non-state roadway O&M costs.</i> |
| | Page 8.2 – Added text |

| | |
|---|---|
| | Note: Total O&M for non-state roadways - \$4.3 Million (2016-2040) |
| The Environmental Mitigation section of the Plan primarily contains general language that relates to statewide perspective and typical approaches. While there seem to be regional plans and activities that were conducted related to this subject that are referenced as support documents, there is no discussion/summary of how the HRTPO would address environmental mitigation for their area, who they consult with and how during the development of the plan, and if other agencies plans were compared and considered during plan development. This information needs to be included in the plan. Reference: 23 CFR 450.322(f)(7) | <p><i>Based on comments previously received, this was addressed in the draft Plan distributed on 3-9-16 in Chapter 4. In addition, the Plan was updated to include partner agencies.</i></p> <p>Page 4.2 – Added text to include environmental partners</p> |
| While the plan mentions safety on page 1.5, there is no additional detail in the plan which speaks to the integration of Safety in the planning process or how the plan considers elements of the SHSP for planning purposes. Reference: 23 CFR 450.322 (h) | <i>Based on comments previously received, this was addressed in the draft Plan distributed on 3-9-16 on page 6.24.</i> |
| For purposes of the non-capacity adding projects that will be completed, a summary discussion about operations/maintenance/ITS projects should be included in the plan. Reference: 23 CFR 450.322(f)(3) | <i>Based on comments previously received, this was addressed in the draft Plan distributed on 3-9-16 on page 6.21.</i> |
| Public involvement: requirements of 23 CFR.322, including how did the public comments affect the plan development need to be included. | <i>Memo with comments and how they were addressed was included with the draft Plan distributed on 3-9-16 and public input is summarized on 5.3.</i> |
| The Cost Affordable Project listing should include total project costs. It is also not clear what constitutes the full Cost Affordable Plan. Reference: 23 CFR 450.322(f) (10) | <i>Language was clarified in the draft Plan distributed on 3-9-16 in Chapter 6 and the project and the detailed Roadway Projects and Cost tables were moved from Appendix C to Chapter 8.</i> |
| Enhancement Comments | |
| The Regional Overview, second paragraph on page 2.1, mentions that the six HRTPO counties are within the South Central Rural Area of Opportunity. While there is a brief definition provided, there is no explanation of if and how that designation affects the TPO, who determines/designates these areas, what is its purpose, etc. | <p><i>The Plan was updated to provide more detail on the South Central Rural Area of Opportunity in Chapter 2.</i></p> <p>Page 2.1 – Added text The six listed counties are within the South Central Rural Area of Opportunity (RAO), which is defined as a region composed of rural communities that have been adversely affected by extraordinary economic events or natural disasters, as designated by the Governor via executive order. RAO designation establishes a region as a priority for Rural and Economic Development Initiative (REDI) agencies, which allows for economic development incentives. The South Central Rural Area of Opportunity is comprised of DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee counties, as well as the four small cities outside those counties. It was the historic relationship of these counties that allowed the Governor to designate the HRTPO to cover all six counties.</p> |
| Consider moving acronyms list into the Appendices – It is awkward having it the first thing you see in the Plan. | <i>Based on a request of the TPO Board and endorsement from the Citizens Advisory Committee, the acronyms are intentionally offered at the beginning of the plan.</i> |
| It is easy to confuse the Heartland 2060 project with the HRTPO 2040 LRTP, so be sure to identify and distinguish each one fully throughout the document and provide an explanation of how the 2060 project preceded and provided the basis for the 2040 LRTP. There is some discussion on | <p><i>The Plan was updated to provide more detail on Heartland 2060 and its relationship to the Plan in Chapter 1.</i></p> <p>Page 1.2 - Added text The six counties of the Heartland have been a part of an almost decade long grassroots effort to work together with partners to build a resilient region to deal with the challenges</p> |

| | |
|--|---|
| page 1.2, but it is unclear how and to what level they are integrated or influenced by each other. | <u>and opportunities of education, work force and economic development; environment and natural resources; community resources including a healthy community; and transportation and land use. The partnership has explored the relationship of transportation and affordable housing; the relationship of potential transportation facilities and impact avoidance on natural resources and wildlife; and the relationship of transportation and economic development. A key outcome of Heartland 2060 was the need for an ongoing cooperative, continuing, and comprehensive regional transportation planning process and a long range transportation plan for the Heartland. The development of this plan is an integral part of the continuing work to build a resilient and livable region.</u> |
| The maps illustrating vehicle /bicycle/pedestrian crashes, over capacity roads, other modes, freight, etc. in the region....how do they contribute to the plan development? Not sure that is clear in the narrative. The maps are just included with no indication as to how they contribute to the plan? | <i>Based on comments previously received, a safety section was developed in Chapter 6 and the corresponding maps were relocated to illustrate areas of safety concern. Other maps in the plan are informational and have adjacent descriptive text.</i> |
| The Economic Futures section on page 2.6 does not clearly indicate which economic future is being pursued for the LRTP....were all three presented as part of the LRTP development to the public, or was one selected from the 2060 regional effort to move forward? In addition, providing a map of the potentially affected areas for any noted strategies would be helpful, but not required. | <i>Language was added to the Plan to clarify that the all three economic futures were used to inform data for the employment factors in the modeling of needs. More information can be found in the Technical Support Document Heartland Economic Futures.</i> Page 2.6 – Added text <u>All three economic futures were used to inform the data that predicts travel demand in the future.</u> |
| The information related to statewide plans is provided, but what is missing is how these plans affect the TPO's plan development. | <i>The Plan was updated to include additional language on page 3.1; there are also references to various statewide plans on pages 1.7, 4.4, 6.2, 6.15, 6.24, 6.28, 7.6, 7.10 and 7.11 within the Plan.</i> Page 3.1 – Added text <u>The goals and objectives developed to guide the LRTP are consistent with MAP-21, the Florida Transportation Plan (FTP), and various local, state, regional and modal plans and programs.</u> |
| Page 7.3 transit planning section mentions the development of a Transit Development Plan. Has this plan been developed? If not, when will it be completed? | <i>The Plan was updated to specify a Transit Development Plan will be developed and funded through the UPWP in 2016/17.</i> Page 7.3 – Added text <u>A Transit Development Plan (TDP) is a 10-year horizon plan intended to support the development of an effective multimodal transportation system for the State of Florida and will be developed and funded through the UPWP in 2016/2017.</u> |
| Page 7.4 Bicycle and Pedestrian Systems – how are future improvements determined? What are the criteria? | <i>Future improvements will be guided by the Congestion Management process outlined in Chapter 6.</i> |
| Pages 6.16 - 6.18: Not clear on the Group headings and discussion what "Priority" means and how it was determined. Group one table: No costs or sources of funding are providedwhat is the timeframe for their completion? (state years)....are they all construction? It would be beneficial if all the tables contained all the same columns of information, including phase, year/timing to be completed, source and cost. | <i>Roadway Projects and Cost tables were formerly located in Appendix C. They are now located in Chapter 8 and include the requested level of detail for projects.</i> |

| Editorial Comments | |
|---|---|
| On the bottom of the page the section is titled: "The first LRTP for Heartland Regional must:" which may cause a reader to think that this is a modified version of what is normally included. | <p><i>The Plan was updated to clarify the language used.</i></p> <p>Page 1.7 – Deleted/Changed text The first LRTP for the Heartland Region must</p> |
| For the objective related to the Public Participation goal the measures include: number of workshops, number of focus groups, number of meetings, number of electronic communications. I wonder if any of these measures should include people. For example if you use the number of workshops as your measure, but no one attends any of the workshops, is this still a positive measure of public engagement? | <p><i>The goal is to promote public participation and provide opportunities, so the number of events is an appropriate measure. The Public Participation Plan for the TPO tracks attendance at events as the organization establishes baseline performance.</i></p> |
| Good information is presented on each county in the overview and for the population and employment growth in the region. | <p><i>No change to Plan required.</i></p> |
| Regional Road Network: Are the considerations listed on page 6.2 the criteria for inclusion? | <p>Yes.</p> |
| Does the map on page 6.3 show the entire roadwork network or just the regional significant roadway network? Clarify map title if needed. | <p><i>The Regional Roadway Network as described on page 6.3 consist of roadways of regional significance. The Plan was updated to clarify the language used.</i></p> <p>Page 6.16 – Added text The Regional Roadway Network for the Heartland Region <u>are the roadways of regional significance existing roads and highways that</u> are a part of the Strategic Intermodal System (SIS), as well as non-SIS facilities, both on and off of the state highway system.</p> |
| How are your modal partners, like rail, involved in plan development? | <p><i>The Plan was updated to include involvement of modal partners on page 7.1.</i></p> <p>Page 7.1 – Added text <u>Modal partners, including but not limited to public transportation, bicycle and pedestrian, freight mobility, and airport partners, were engaged in the development of the LRTP through direct coordination, participation in committees, and as part of special planning efforts. Transportation disadvantaged planning agencies (also part of the six county Mobility Management coordination effort) and the Sebring Airport Authority, the largest airport in the region, are voting members of the TAC. Regional aviation partners were regularly updated on the LRTP development through the Continuing Florida Aviation System Planning Process which meets quarterly.</u></p> <p><u>Bicycle and pedestrian issues were identified through input provided by cities and counties represented on the TAC. The development of the LRTP also considered local bike/pedestrian plans, comprehensive plans, and local and statewide Greenways and Trails Plans. Focus group participants, including those with mobility limitations, identified key areas missing sidewalks or other pedestrian amenities.</u></p> <p><u>The HRTPO participated with FDOT District One in development of the Freight Mobility and Trade Study and the development of the LRTP included this information in the needs consideration</u></p> |

| | |
|---|--|
| | <u>for the Regional Roadway Network. Specifically, US 27, the principal arterial with the highest freight movements, highest vehicles volumes, and highest crash rates in the region, is a corridor under special study by a corridor task force. Private railroad, local intermodal logistics projects, and economic development specialists were invited to participate in these efforts.</u> |
| As a point of clarification will a congestion management plan be developed for this area? | <i>Based on comments previously received, this was addressed in the draft Plan distributed on 3-9-16 on page 6.21.</i> |
| Page 6.16, second paragraph, second sentence mentions there are four groups, then proceeds to list only three. | <i>The Plan was updated to clarify the language used.</i> Page 6.16 – Removed text for clarification Four project groups are identified to clarify which are cost feasible and include: 1) cost feasible projects, 2) projects that will have some but not all funding necessary to be completed, and 3) projects that are needed but for which no funding is identified. |
| Page 6.17 text under Roadway Project Group Three heading: Not sure what any of it means | <i>This paragraph describes the difference between Project Group 3A and 3B.</i> |
| What phases are funded or not funded in the Group 3 table and when are they expected to be funded? Again, need to add phasing and funding and timing anticipated to the tables. | <i>Roadway Projects and Cost tables were located in Appendix C and now may be found in Chapter 8 that include requested level of detail for projects.</i> |
| The Cost Affordable Project listing should also include sponsor information (it is included for some projects not all). It is also recommended to add a footnote to describe the acronyms being used for project sponsor. | <i>The Table of Roadway Projects and Costs on page 8.4-8.5 were updated to indicate the lead agency.</i> Page 8.5 – Added/removed text and footnote <u>The Florida Department of Transportation is the lead agency for all projects identified in the program except those noted below:</u> <u>1 Project led by Hendry County BoCC</u> <u>2 Project led by Highlands County BoCC</u> <u>3 Project led by Highlands County BoCC</u> <u>4 Project led by Highlands County BoCC</u> |

Other Changes:

Page 1.1 - Inserted text that was previously on page 2.1

Stakeholders in the process include the Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the cities in the region, the six counties of DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee, and the general public.

Page 6.15 – Inserted full document title

Strategic Intermodal System Funding Strategy, Long Range Cost Feasible Plan 2024-2040, 2013 Edition

Page 8.4 – Added text to clarify title

Table of Roadway Projects and Costs (Cost Affordable Plan)

Page 8.5 – Added text to clarify title

Table of Roadway Projects and Costs ~~Continued~~ (Unfunded Needs)

MEMORANDUM

To: Heartland Regional TPO Board

From: Marybeth Soderstrom, Community Engagement Manager

Date: June 1, 2016

Subject: Comments and Responses for Proposed Amendment to the 2040 Long Range Transportation Plan (LRTP)

The Heartland Regional Transportation Organization presented the proposed amendment to the Long Range Transportation Plan 2040 to the Heartland Region on May 25, 2016 for a 7-day public comment period. The amendment was distributed at the HRTPO meeting on May 25 and sent electronically to all committee members and interested parties on the agency mailing list. The proposed amendment was also available for review and comment electronically on the organization's website, www.heartlandregionaltpo.org. All changes have been highlighted in the document with additions underlined and deleted text is shown with a strikethrough. Below are the comments that were received.

| Comment | HRTPO Response |
|---|--|
| Jeffrey Diemer, Community Liaison, Florida Department of Transportation, District One Received: 5/26/16/2016, 3:30 PM | |
| <p>We recommend the inclusion of the following as a footnote to the tables identified below:</p> <p>"Transportation Alternatives (TA) funds for areas with populations under 200,00 (i.e., Districtwide TALL funds) and for any area (i.e., Districtwide TALT funds) are provided to MPOs/TPOs for use in identifying future transportation alternative projects as "illustrative projects" in its LRTP. The Department allocates the districtwide TALL/TALT funds on a discretionary basis each year based on the availability of funding and the annual submittal of MPO/TPO TA priority requests."</p> <p>The tables contained on the following pages:</p> <p>Page 2 Table "Estimated Revenue for Sebring-Avon Park Metropolitan Area (in millions)"</p> <p>Page 38 Table 8.1 and 8.2</p> <p>Page 47 Table 8.5</p> | <p><i>The Plan has been updated to include suggestion.</i></p> |

Comments Revived by the Federal Highway Administration (FHWA) after June 8, 2016

From: Coles, Danielle (FHWA)
Sent: July 14, 2016 at 10:47:35 AM EDT
Subject: RE: Heartland LRTP review/comments

| Comment | Response |
|--|---|
| <p>FINANCIAL TABLES: The following corrections must be made the financial tables in the proposed amendment to the LRTP:</p> <ul style="list-style-type: none"> • Page 5 – Estimated Revenue for Sebring-Avon Park Metropolitan Area <ul style="list-style-type: none"> o Total* FY 2021-2040 is actually the total of 2019-2040 o In the highlighted “Note,” change 200,00 to 200,000 • Page 41-51 – Tables 8.1-8.5 <ul style="list-style-type: none"> o The bands for revenue (2019-2040) and the bands for expenditures (2016-2040) should be consistent. Although the TIP is a financially constrained document, the LRTP should clearly spell out fiscal constraint for the entire life of the plan without making the reader consult other documents. • Page 42 – Cost Feasible Plan <ul style="list-style-type: none"> o Please provide the total expenditures for each band (sum of PE, ROW, CST). | <p>Table 8.4 was updated to include a sum total line</p> <p>Table 8.5 was updated to include 2016-2020 as first timeband</p> <p>Additional narrative on the TIP years is provided on page 8.5</p> |
| <p>PUBLIC PARTICIPATION: HRTPO must expand the discussion of the public participation process in the LRTP to provide:</p> <ul style="list-style-type: none"> • Process to address comments – Beyond verbally answering questions, how did HRTPO respond to comments received through written submissions, the “Contact Us” section of the website, and through social media? Was there a timeframe for responses? • How the various types of outreach influenced the development of the LRTP – Were there any major adjustments to the plan that resulted from public comments? <p>The Public Participation chapter of the LRTP must demonstrate explicit consideration and response to public input received. Ways to document this include copies of meeting notices/flyers, public comments/responses, sign-in sheets, etc. (acceptable to be included in an appendix or technical document).</p> | <p>Additional narrative discussing the public comment process is provided on pages 5.2 and 5.3.</p> |
| <p>CONSULTATION HRTPO must develop a formal, documented and agreed to consultation process for the various components of the planning process to include:</p> <ul style="list-style-type: none"> • A list of consulting agencies <ul style="list-style-type: none"> o The list of consulting agencies should be specific to those agencies and organizations directly involved in or affected by transportation, being careful to distinguish between the public participation, environmental mitigation, and consulting agency processes and contacts. • Methods for outreach • What plans and data will be shared and compared • Mutually agreed upon comment periods • How HRTPO will respond to and consider comments received <p>The consultation provisions require HRTPO’s planning partners to actively engage and consult with specific agencies to compare plans and data in developing the LRTP and TIP. Effective consultation requires early engagement, direct outreach, information sharing, plan comparison, and evaluations to meet the Federal regulations.</p> <p>The LRTP must clearly detail and provide evidence for how the documented consultation process was used to develop the LRTP. Ways to document this include copies of outreach notices/flyers and comments given/received (acceptable to be included in an appendix or technical document).</p> | <p>Additional narrative is provided on page 1.9-10 to discuss the consultation process. A list of environmental consulting agencies is provided on page 4.2 and all other consulting agencies are provided in appendix K.</p> |
| <p>ENVIRONMENTAL MITIGATION HRTPO must expand the discussion in the Environmental Mitigation chapter of the LRTP to include a general discussion of potentially environmentally sensitive areas specific to the Heartland region. Are there wetlands, wildlife habitats, parks, endangered species, etc.? If so, where are they located in relation to proposed projects? A study of environmentally sensitive areas located statewide is not sufficient alone. Some form of visualization, such a map or chart, that provides information about specific areas in the Heartland region is necessary.</p> | <p>Appendix L was included to identify environmentally sensitive areas and endangered species in area.</p> |

evaluation **CRITERIA FOR CAPACITY**

As referenced in the Plan, Evaluation Criteria for Capacity Projects will be used as a tool for priority ranking of non-SIS projects in both the LRTP as well as the annual project priorities submitted for consideration in development of the FDOT five-year Work Program and subsequent inclusion in the Transportation Improvement Program (TIP). This criteria was developed by the Technical Advisory Committee of the HRTPO, reviewed by the Citizens Advisory Committee, adopted by the HRTPO on March 16, 2016 and amended on June 9, 2016.

Evaluation Criteria for Capacity Projects

| Evaluation Criteria | Criteria Scoring | Criteria Weighting |
|---|------------------|--------------------|
| Project Status | | 15% |
| Not programmed for Capital Improvement Program (CIP) or Transportation Improvement Program (TIP) | 0 | |
| Preliminary Engineering or Project Development & Engineering and/or alignment study phase programmed in TIP | 50 | |
| Right-of-Way acquisition and/or construction programmed in TIP | 100 | |
| Safety | | 15% |
| Roadway with no serious/fatal crashes in past 5 years (depending on data availability) | 0 | |
| Roadway with 1 serious/fatal crash in past 5 years (depending on data availability) | 50 | |
| Roadway with 2 or more serious/fatal crashes in past 5 years (depending on data availability) | 100 | |
| Existing Congestion Level | | 15% |
| 0.0 to 0.89 Volume/Capacity (V/C) | 0 | |
| 0.9 to 0.99 V/C | 30 | |
| 1.0 to 1.49 V/C | 60 | |
| V/C > 1.5 | 100 | |
| Sociocultural effects/Environmental Justice/Environmental Impact | | 5% |
| Potential negative impact on environment or environmental justice area | 0 | |
| No impact to environment or environmental justice area | 50 | |
| Potential positive impact on environmental justice area and no environmental impact | 100 | |
| Emergency Evacuation Routes* | | 15% |
| Not a designated evacuation route | 0 | |
| Is a designated evacuation route | 100 | |
| Regional Freight Corridor** | | 10% |
| Not on HRTPO Regional Roadway Network or Regional freight corridor | 0 | |
| Is on HRTPO Regional Roadway Network | 50 | |
| Is a Regional freight corridor | 100 | |
| Access to Major Activity or Employment Centers | | 10% |
| No direct access to activity or employment center | 0 | |
| Improves access to activity or employment center | 50 | |
| Provides access to a new activity or employment center | 100 | |
| Provide reliable and efficient options | | 10% |
| No reuse of existing investment | 0 | |
| Preserves existing investment | 50 | |
| Optimizes reuse of existing investment | 100 | |
| Multimodal Connectivity | | 5% |
| No multimodal improvement | 0 | |
| Bicycle and/or sidewalk improvement | 50 | |
| Access to transit improvement | 100 | |
| | | Total: 100% |

*Evacuation routes are from the Statewide Regional Evacuation Study (SRES), September 2015

**Regional freight corridor as designated in the FDOT District One Freight Mobility and Trade Study, October 2015

transportation MODELING

Introduction

Prior to the formation of the HRTPO, transportation modeling in the 12 county region of southwest and central Florida in FDOT District One was accomplished utilizing individual county or MPO /TPO models. The previously existing MPO / TPO models were the single county Polk TPO model (which is also the “real” version of the rebranded statewide training model, “Olympus”), the Sarasota Manatee Charlotte (SMC) three county model, and the two county Lee Collier model. Transportation modeling on lengthy corridors (such as US 27, or SR 17) frequently required the development of multi county or and multi MPO / TPO models, these models sometimes being developed only for one specific purpose or task. Large developments such as Development of Regional Impact (DRI) or new massive Sector Plan developments required models that could track transportation impacts beyond the limits (size) of the traditional models.

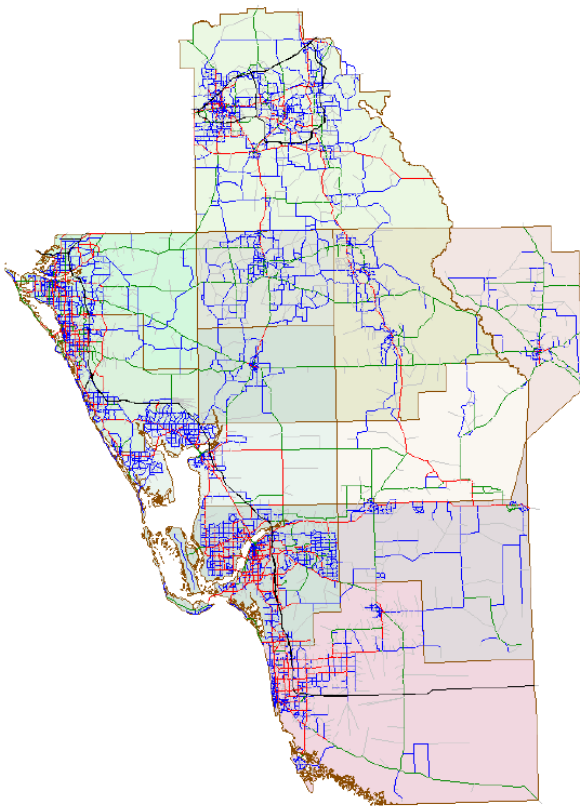
Development of the District One Regional Planning Model

Regional travel demand models examine the mass movement of persons within a study area and are an integral part of transportation investment and management decisions. An obvious benefit to the use of larger regional transportation models is corridor planning, where the corridor may extend beyond the limits of a smaller (i.e. county or MPO / TPO) based model.

The District One Regional Planning Model (D1RPM) model was developed by FDOT District One through their (GPC)

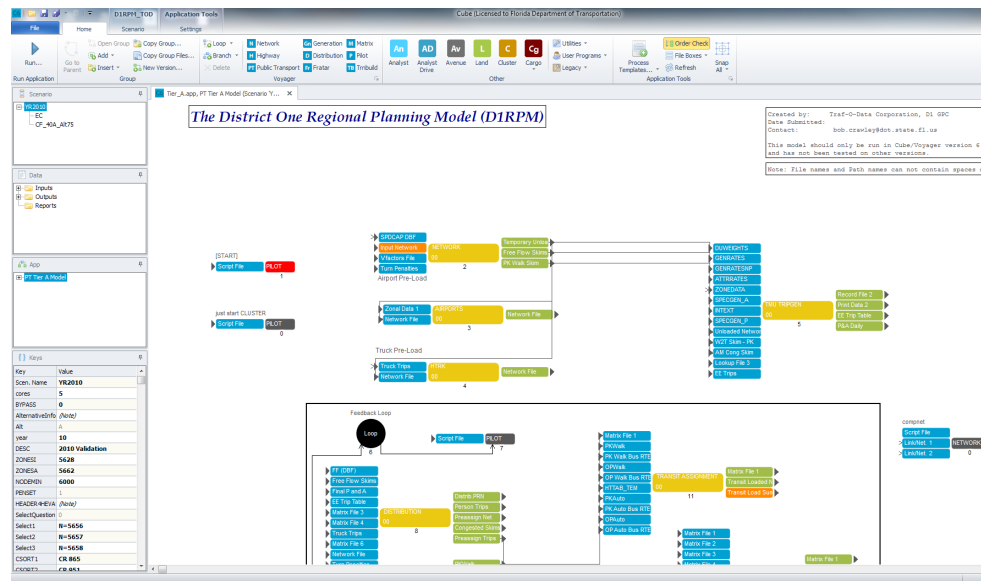
Transportation Modeling Consultant Traf-O-Data, based upon pre-existing (rural county) models developed by the FDOT in the mid 2000’s. FDOT District One produced “Long Range Transportation Needs Analysis Plans” (LRTNA) that included an updated Cube transportation models on behalf of the rural counties. It should be noted however, that Highlands County simultaneously conducted their own plan (Highlands County Long Range Transportation Plan, 2010), and produced an updated FSUTMS transportation model (subsequently updated to Cube by FDOT), separate from the FDOT LRTNP efforts.

Prior to the formation of the HRTPO, FDOT District One began the process of combining the 12 counties of the District into one single model, known as “stitching” the models together. In 2014, FDOT district one modeling staff developed this model joining the three large MPO / TPO models: the Polk TPO, the Sarasota-Manatee-Charlotte MPO, and the Lee-Collier MPO model, together with the 6 rural county models: Highlands (previously classified as rural), Hardee, DeSoto, Hendry, Glades, and Okeechobee. FDOT District One staff and District modeling GPC (General Planning Consultant) staff began this work in 2012 to develop what is now the over 6,000 Transportation Analysis Zone (TAZ) D1RPM, the largest FDOT districtwide model in the state of Florida (at the time).



The D1RPM model network (under development)

The D1RPM is a “conventional” FSUTMS / Cube model, in that it follows the standard template issued by FDOT Central Office (CO) as a guide for Florida transportation modelers. The latest update to the standard model template is referred to as the Transit Model Update (TMU) released by FDOT CO in March 2010. The latest TMU update provides recommendations for modeling transit trips within the FSUTMS framework, though the name TMU could be potentially misleading, as it contains other items beyond those addressing only transit. This update was undertaken with the purpose of designing and implementing, within FSUTMS and associated support systems, the changes necessary to improve the preparation of transit demand forecasts to a point consistent with federal expectations, and simultaneously to incorporate other state of the practice techniques and tools.



Among the improvement procedures in the TMU, major new model features included:

- » The incorporation of AutoCon functionality into CUBE 6.0 (FSUTMS previously initiated a call to a DOS program for this function),
- » Transit market segmentation includes additional trip purposes HB (Home Based) School, HBCollege/Univ, and splitting the single NHB (Non Home Based) into NHBW (Non Home Based Work) and NHBO (Non Home Based Other),
- » Household segmentation - adding households by workers and households by income,
- » Add auto sufficiency variable to distribution and mode choice,
- » Marginal models to estimate households by income, workers, and size,
- » Added an auto ownership model,
- » HBW (Home Based Work) trip production model uses workers per household and auto ownership,
- » New destination choice model with the size variable, replacing trip attraction model,
- » Incorporation of special markets to include seasonal residents, visitors, external workers, and air passengers (previously modeled in District One in a custom DOS program called “Airtrips”),
- » Incorporation of Time Of Day (TOD) stratification for distribution, mode choice and assignment. Peak and off-peak for distribution and mode choice, including 4 time periods for assignment,
- » A feedback loop process involving distribution, mode choice and assignment,
- » A walk market segmentation in mode choice, short and long,
- » A more generalized and detailed nesting structure, includes local bus, express bus, urban rail and commuter rail modes.

There are also features not included in the TMU recommendations, but are included in the D1RPM model:

- » A mode choice calibration feature is included.
- » A special procedure for generating and distributing airport-oriented vehicle trips is included for Southwest Florida International Airport (RSW) and for Sarasota-Bradenton Airport (SRQ).
- » Goods movement and freight truck trips are addressed by incorporating a matrix of 16 truck trip types taken from the Florida Statewide Model (v5124). It was noted that the statewide model contains many more procedures for estimating goods movement in the U.S and around the world, and also includes seaports and airports.
- » A procedure for addressing changes in the unemployment rate has been included. This is because Florida's unemployment rate for 2010 of approximately 10.9 percent was much higher than Florida's historical long-term unemployment rate of about 5 percent, but there was no corresponding decrease in population or employment

reflected in the model's socioeconomic data. The downturn in the economy did result in fewer vehicle trips in 2010, to which the model must be calibrated. However, if uncorrected, these trip rates would yield artificially low future year model volumes. A correction factor was needed. This downturn-upturn cycle may be confirmed by comparing traffic counts for the 2007-2010-2014 periods. It should be noted that the current unemployment rate has returned to nearly 2007 levels. Therefore, unemployment rates are included as KEY variables.

- » A procedure for addressing potential changes in roadway capacity and trip-making due to Autonomous Vehicles (AV) has been included in the D1RPM. Studies of AV operating characteristics and travel behavior conclude that: 1) roadway capacity will increase with closer vehicle spacing, and; 2) more trips will be made, with an increase in easy-access one-way trips in urban areas. These studies suggest traffic impacts beginning sometime during the 2030-2050 time-frame, depending on AV saturation levels. Therefore, an AV saturation rate-capacity lookup table has been included to a KEY variable.

It should be noted here that use of the above AV procedure is optional, to be determined by the user if it should be used.

Because of tremendous advances in computer technology, the D1RPM was developed with the expectation that this model could be used (edited / modified and run) on a standard, unmodified Cube 6 platform; and executed (run) on any standard or typical configuration Windows 7 multi core desktop or workstation PC. The D1RPM was developed in a Windows 7 environment, and forward compatibility with subsequent versions of Microsoft Windows is assumed, but not guaranteed. In the past additional modification to the input files were necessary when upgrading to new versions of the Windows operating system. It should be noted, that significant efforts to increase performance were undertaken to reduce the runtime (approximately 10 hours on a "fast" machine) of the model using the multi core processing capability originally introduced in Cube version 5 called "Cube Cluster". This program is able to utilize multiple physical processor cores (and also additional PCs linked through a network) in a PC to process distinct functions simultaneously, and reassemble the results in the process of running the model. Due to the intense nature of calculations made in the FSUTMS process, it was assumed that only multi core processor PC machines would be utilized for modeling purposes, and the Cube scripts are written only for multi core processors. Cube Cluster is not technically necessary however, as the Cube scripts could be modified to use only a single processing core. However, such an approach would not be practical, and would dramatically increase run times to unacceptable levels. Further, due to the current market penetration of multi core processors, the model has never been tested (run) on what is now considered to be an "obsolete" single core processor machine.

The D1RPM was used to test model network alternatives for the previously mentioned MPO / TPOs in District One. Through a cooperative agreement initiated collectively by the MPO / TPOs (at the time), the five MPO / TPOs contributed state planning funds (PL) proportionally to be utilized for D1RPM model development and the testing of seven individual network alternatives. In 2014 and 2015, FDOT District One GPC modeling staff conducted all D1RPM development and network modeling efforts on behalf of the previously mentioned MPOs through this agreement.

The HRTPO LRTP is due to FHWA approximately three months after the other MPO / TPOs in District One. This being said, the "final" D1RPM model and network will not be fully complete until the HRTPO "adopts" the model in late March 2016.

The D1RPM was assembled, and was a working development model, being used to test the aforementioned network alternatives as the HRTPO was formed in April 2015. This was advantageous, as the three component model networks (2010 Base, 2018 E+C, 2040 Future) were completed and ready for quality control checking, and subsequent HRTPO network development by HRTPO modeling staff. HRTPO modeling staff was able to test future (2040) network configurations working toward the development of the final 2040 HRTPO network.

History Transportation Modeling in Florida

Transportation plays a key role in the economy of industrialized nations. In the United States, about 15 percent of the Gross Domestic Product is accounted for by the transportation sector. To find solutions for complex problems, transportation experts have traditionally used models for transportation planning, engineering, and management.

Transportation planners use the term ‘models’ extensively. This term is used to refer to a series of mathematical equations that are used to represent or mimic how choices are made when people travel. A transportation model thus simulates human travel choices. Travel demand modeling was first developed in the late 1950’s as a means to assist in conducting highway planning. The increasing need to look at problems such as transit, land use issues, and air quality analysis resulted in adding various techniques to deal with these problems, thus modifying the modeling process. Furthermore, models are used to evaluate the impacts of new developments and of proposed alternative transportation solutions.

Computer models are used to substantially increase the size or scope of the area to be examined, as well as the number of alternative solutions that may be considered as solutions to be considered, thus increasing productivity and reducing the costs associated with these analyses. Transportation systems are very complex and, typically, large scale, so use of computer models is necessary in their study, design, analysis and evaluation.

The State of Florida has been a national leader in the development and application of transportation modeling since the 1970’s, when transportation modeling was conducted on the mainframe computers of the era. As microcomputers were developed and desktop machines became available to users in the workplace, transportation model development in Florida shifted from the mainframe based Urban Transportation Planning System (UTPS) software, to a microcomputer version of the TRANPLAN based Florida Standard Urban Transportation Model Structure (FSUTMS). For more than 20 years, the TRANPLAN based program played a central role in engineering and planning activities in the state. In establishing a standard model and uniform modeling practices throughout the state, Florida has become a nationwide leader in the area of transportation modeling. Transportation models have evolved throughout the years and software packages have been developed to implement these models and address the needs of the transportation professionals, the tools and practices developed in this evolving process have become central for transportation planning in the state.

The Florida Model Task Force

The direction of modeling Statewide in Florida is set by a body of transportation experts known as the Florida Model Task Force (MTF). The MTF typically meets (in person) twice per calendar year, and holds numerous other meetings of the MTF leadership (Chairs), as well as various committees throughout the year in person, by phone, or video. The MTF establishes policy directions and procedural guidelines for transportation modeling in Florida for the FSUTMS. Voting members of the MTF consist of representatives from twenty-seven MPOs and TPOs, and the eight FDOT districts. In addition to these voting members, transportation professionals throughout the state of Florida participate in MTF discussions and technical committee activities as non-voting members.

The MTF ensures that the development of new modeling techniques follows a consistent and universal approach throughout the state of Florida. This universal approach entails encouragement of research and development with periodic review of these new procedures to determine whether they should be incorporated into the FSUTMS. Maintaining a high level of production statewide during the model revision process is essential.

The MTF deliberates highly technical modeling issues and collectively adopts recommendations to be implemented in FSUTMS. The MTF is presided over by three Chairpersons (“Tri Chairs”), each chair being selected for their modeling expertise in the areas of MPO / TPO modeling, regional modeling, and (FDOT) district modeling. Each Tri Chair is elected by the voting members of the MTF by voice vote if there is only one candidate, or through suffrage of a secret ballot if there are more than one nominee for the open chair. The Tri Chairs are elected to serve a staggered five-year term, and there are no limits placed on consecutive terms of office.

As of the writing of this document, the current MTF Tri Chairs are:

- » Wilson Fernandez (elected 2012), Transportation Systems Manager, Miami-Dade MPO
- » Denise Bunnewith (elected 2014), Planning Director, North Florida Transportation Planning Organization
- » Bob Crawley (elected 2015), Senior Transportation Planner, Heartland Regional Transportation Planning Organization

Evolution of The Florida Standard Urban Transportation Model Structure

The Florida Standard Urban Transportation Model Structure (FSUTMS) has evolved through this process from a MS DOS based TRANPLAN program, to the modern Windows Cube Voyager application developed by Citilabs, which is the current FSUTMS Model application.

FSUTMS was originally envisioned as an approach to standardize file structures, programs, trip purposes, and other model components to minimize the cost of mainframe model development and maintenance, as well as to provide a common modeling basis for interchange of models within the Florida modeling community. At that time, models were run on mainframe computers, and the primary function of transportation models was to support the Long Range Transportation Plan (LRTP) update process. The use of mainframe computers for modeling in Florida had virtually ended by the early 1990s, as the increasing computational power of PC based microcomputers had begun moving travel demand modeling to the desktop or workstation environment. With development funding support from the FDOT, FSUTMS (TRANPLAN) became a MS DOS PC based application, available to Florida's transportation planners statewide.

By the late 1980s, FSUTMS model development was rapidly shifting its focus from the mainframe Urban Transportation Planning System (UTPS) to the microcomputer version of TRANPLAN. Numerous enhancements to TRANPLAN (the software package developed by the Urban Analysis Group) were funded by FDOT in subsequent years to add important features to the software, and address a variety of transportation technology and policy issues.

It is interesting to note, that much of the code for TRANPLAN was ported to MS DOS for microcomputer use from the UNIX mainframe programming language FORTRAN (FORmula TRANslating System - today written as "Fortran"). Fortran is a general-purpose, imperative programming language that is especially suited to numeric computation and scientific computing. Originally developed by IBM in the 1950s for scientific and engineering applications, Fortran came to dominate this area of programming early on and has been in continuous use for over half a century in computationally intensive areas such as numerical weather prediction, finite element analysis, computational fluid dynamics, computational physics and computational chemistry. Today, it remains popular language in the area of high-performance computing, and is a language used for programs that benchmark and rank the world's fastest supercomputers. Modern Windows PC systems however, use contemporary programming languages, and FSUTMS evolved into the current Cube Voyager platform. In 2004 the MTF voted to migrate FSUTMS to the Cube Voyager platform.

As computer hardware and software technology rapidly evolved, the MTF recognized that travel demand modeling needed to move beyond the limitations of the MS DOS (and briefly IBM OS/2) operating system platform used by TRANPLAN. In selecting the Cube Voyager application to replace TRANPLAN, it was recognized that a number of elements intrinsic to FSUTMS and TRANPLAN would also need to be reevaluated. Old default model parameters and coefficients were revised. At the same time, model research and travel behavior surveys had been conducted in different areas of Florida. The implementation of a new software platform presented a timely opportunity to make changes to the model structure to reflect newly available research data as well as advances in software development.

Transportation Model Networks

In working with representations of any transportation network in a computer model, three networks are absolutely necessary, as well as critically important:

1. Base Year
2. Existing Plus Committed
3. Future (or Forecast) Year

While a model may include other networks or time periods such as interim year, design year, opening year, or other projections between the Base year and Forecast Year, the above three networks are essential (and basic) to all transportation modeling efforts.

It should be noted that FSUTMS is more than just a "highway only" model, it is able to model transit, freight, toll facilities, airports, seaports, etc. However, this discussion will address mainly the highway component of the FSUTMS model.

Base Year Model Network

The Base Year is the first stage in the development of a transportation model, it is the “anchor point” where the model is developed utilizing data (population, employment, network, traffic counts, etc.) from a known point in the past. In development of the District One Regional Planning Model (D1RPM), 2010 was used as a base year, and this year also had the tremendous benefit of being the year a decennial census was conducted by the United States Census Bureau. Census Bureau information may be considered the essential basis for transportation modeling, in that the data is considered the best and most accurate available. With the Socio Economic (SE) information on population, housing, and employment, FDOT District One modeling staff assembled the base year zonal data, formerly known as “ZDATA”, now known as “ZONEDATA”.

As 2010 (2010 meaning the entire year, not a specific day or month) was a specific period in time that data was available for the existing network and traffic counts, this information was inserted into the model as appropriate. When the model was then executed (“run”) using the Base Year ZONEDATA, and the model was “tuned” or “calibrated” and “validated” to match the historical conditions in 2010.

The process of model calibration and validation is vital to producing defensible travel demand forecasts. Florida standards for model calibration and validation were initially defined as part of a series of studies in the early 1980s.

Model validation addresses several needs in transportation modeling, notably:

- » It provides a level of comfort to modelers, planners, policy and decision-makers, and, to some extent, the general public that the model is able to produce accurate results.
- » It provides evidence that model results are accurate enough to be used for planning analyses
- » It accounts for errors in observed data used for comparisons.

For example, validation guidelines produced by the Federal Highway Administration (FHWA) in 1990 for percentage volume differences reflect the expected level of error in traffic counts, which can be quite high when using a 24 or 48-hour count to represent Average Annual Daily Trips (AADT).

The terms “calibration” and “validation” are sometimes used interchangeably, however in Florida the two terms have distinctly different meanings to modelers and have typically been distinguished as follows:

- » Model Calibration: A process where transportation models are adjusted to simulate or match observed household travel behavior in the study area; and
- » Model Validation: The procedure used to adjust transportation models to simulate base year traffic counts and transit ridership figures.

Model calibration implies the availability of household travel survey data to adjust the model to match observed trip generation rates, trip length frequency distributions, aggregate trip movements, and mode of travel.

While validation may include elements of calibration if sufficient data is available, validation also consists of reasonableness checks beyond simply matching base year travel conditions, and meeting certain accepted accuracy standards. These standards represent “acceptable” (or preferable) ranges of percentage error in the model network as compared to observed data.

There are differing standards that specify the “acceptable” level of error for facilities in FSUTMS, and generally the lower the volume the higher the “acceptable” error rate. In general, the model is able to replicate the volumes on facilities with a higher traffic count.

There are great number of factors and validation statistics that are used in model validation that are far beyond the scope of this discussion. However, in model calibration and validation, a central concept is Volume Over Count ratios (V/C) and the percent error levels for differing facilities.

Volume Over Count Ratios

Percent error has historically reflected a “plus or minus one lane” criteria in Florida. This concept means that highway assignment accuracy should minimize incorrect future lane calls resulting from forecasted traffic. The following table depicts a desired percentage of links with counts in each volume group which is recommended by FDOT and accepted as a standard for link analysis.

| Statistic | Standards | |
|---|------------|------------|
| | Acceptable | Preferable |
| Percent Error: LT 10,000 volume (2L road) | 50% | 25% |
| Percent Error: 10,000-30,000 (4L road) | 30% | 20% |
| Percent Error: 30,000-50,000 (6L road) | 25% | 15% |
| Percent Error: 50,000-65,000 (4-6L freeway) | 20% | 10% |
| Percent Error: 65,000-75,000 (6L freeway) | 15% | 5% |
| Percent Error: GT 75,000 (8+L freeway) | 10% | 5% |

Screenline Analysis

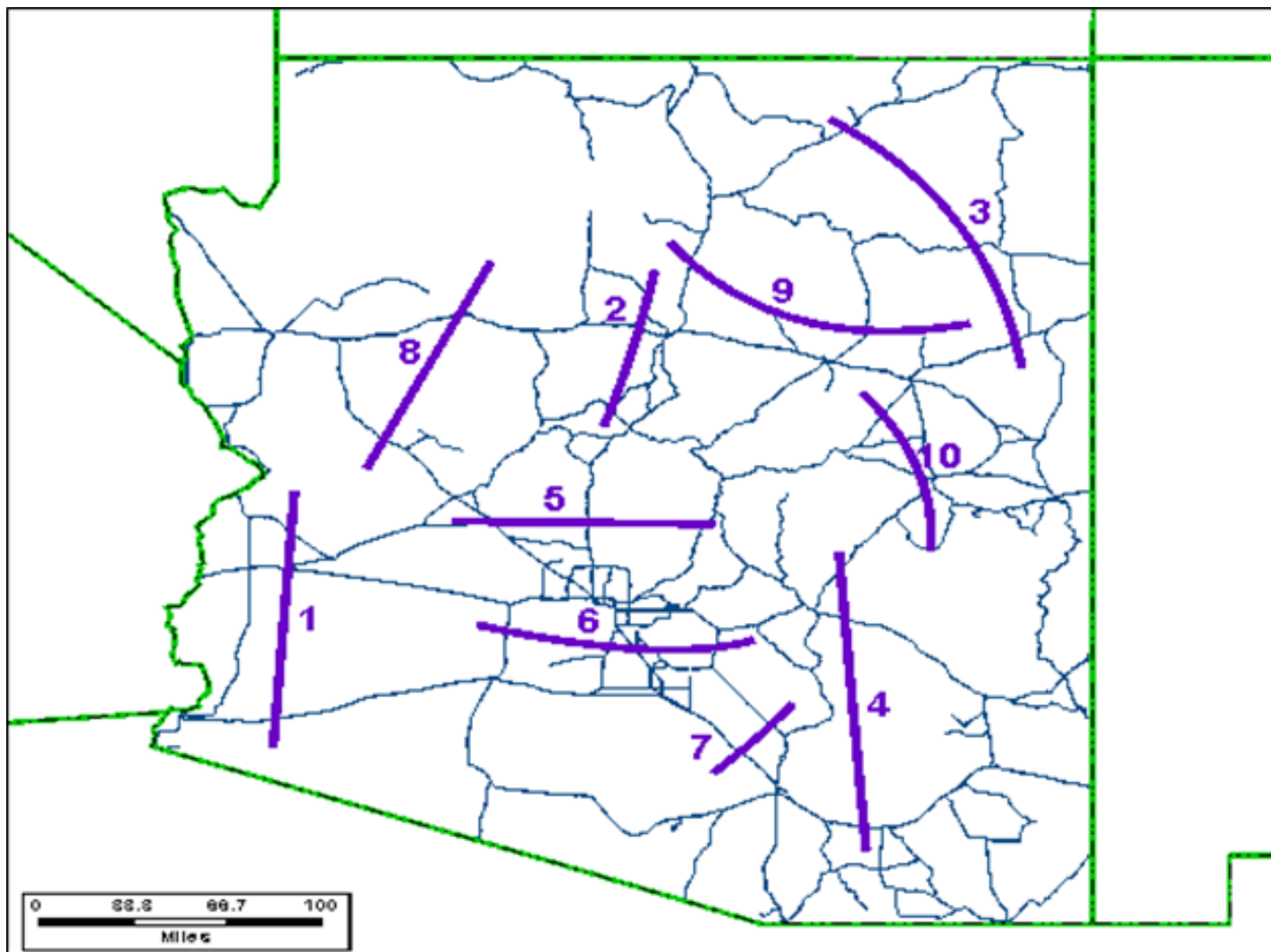
In measuring the accuracy of transportation models, screenlines or cutlines are used as a performance measure. Screenlines are imaginary lines drawn across roads in the model network which are used to compare the results of trip assignment (the model generated number) with the traffic counts on roads (the known or actual number). More precisely, it is a process of comparing the directional sum of ground count traffic volumes across a screenline or a cordon line with the directional sum of the assigned traffic volumes across the same screenline or cordon line. An example of screenlines, depicted by the blue lines in the example (the example is the state of Arizona) from the FHWA website follows below.

Florida accuracy standards along screenlines and cutlines have historically varied from +/- 5 percent to +/- 20 percent. Accepted volume ranges and standards for FSUTMS are:

- » External model cordon lines should achieve +/- 1 percent,
- » Screenlines with greater than 70,000 AADT should achieve +/-10 percent,
- » Screenlines with 35,000 to 70,000 AADT should achieve +/-15 percent, and
- » Screenlines with less than 35,000 AADT should achieve +/-20 percent.

Root Mean Square Error

Root Mean Square Error (RMSE) is among the most commonly reported statistics in model validation. RMSE, a measure of dispersion, tends to normalize model error better than volume-over-count ratios that allow for high ratios to offset low ratios. For overall RMSE, there is a wide variation in acceptability throughout the U.S. with most documents recommending values of 30 to 40, and several accepting as high as 50 percent areawide RMSE. For FSUTMS modeling, the following variable measures or ranges are accepted for RSME analysis:



| Statistic | Standards | |
|-------------------------|------------|------------|
| | Acceptable | Preferable |
| RMSE: LT 5,000 VPD | 100% | 45% |
| RMSE: 5,000-9,999 VPD | 45% | 35% |
| RMSE: 10,000-14,999 VPD | 35% | 27% |
| RMSE: 15,000-19,999 VPD | 30% | 25% |
| RMSE: 20,000-29,999 VPD | 27% | 15% |
| RMSE: 30,000-49,999 VPD | 25% | 15% |
| RMSE: 50,000-59,999 VPD | 20% | 10% |
| RMSE: 60,000+ VPD | 19% | 10% |
| RMSE Areawide | 45% | 35% |

Existing Plus Committed Model Network

Once the Base Year network is completed, including validation and calibration, the focus moves to developing an Existing Plus Committed (E+C) network. This network includes all new road or capacity projects that have come into existence after the Base Year of the model, and all projects that have construction funded within the FDOT 5 Year Work Program available at the time of model development. This model is run utilizing the same socioeconomic data as the Base Year model, and may only incorporate road network changes differing from the Base Year.

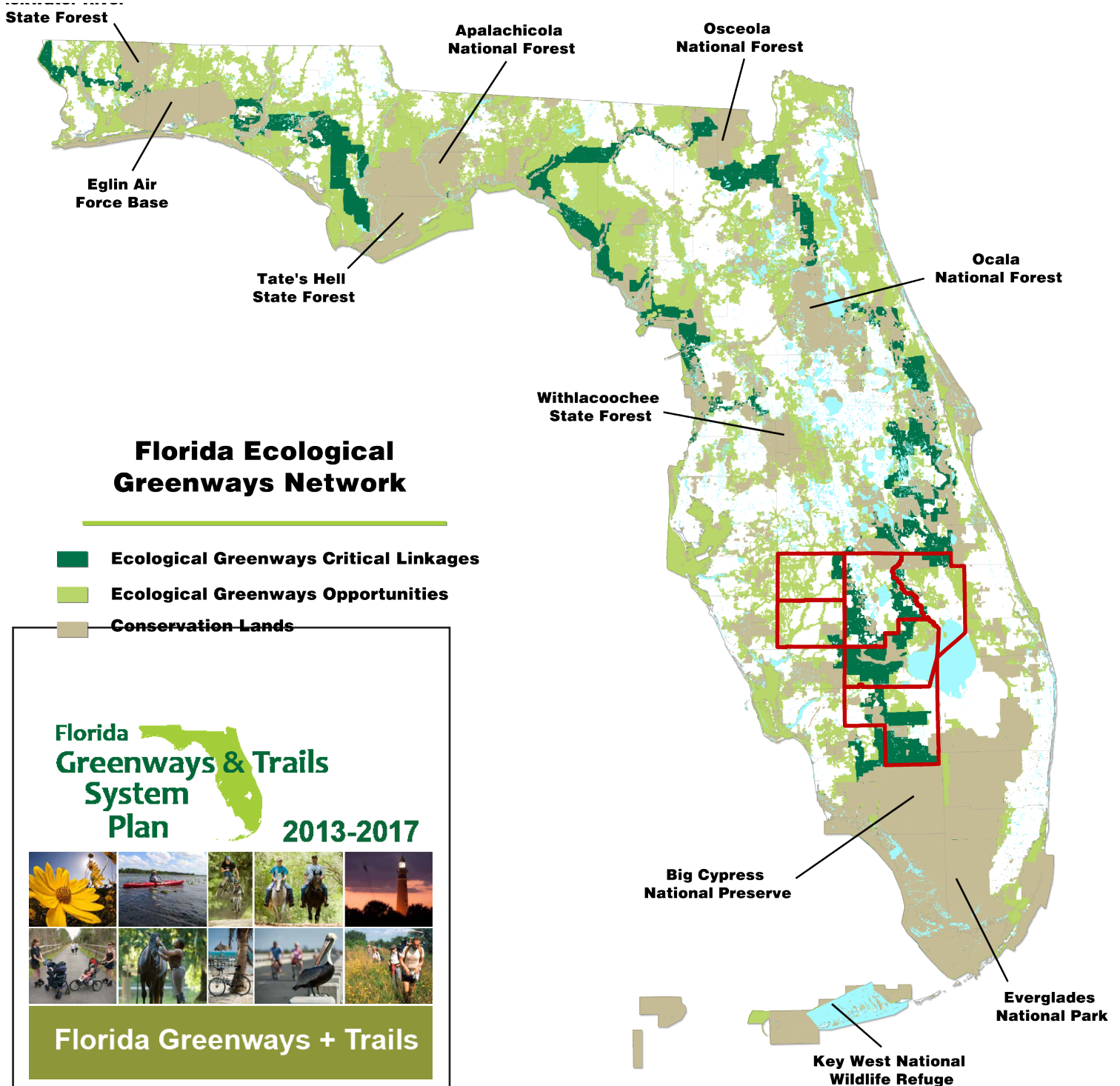
Future Year Model Network

The future Year (or forecast year) of a model utilizes the previously discussed E+C network and future year ZONEDATA developed using a wide variety of methods used by planning professionals.

The D1RPM utilizes extensive socio economic data developed by the Central Florida Regional Planning Council (CFRPC) in the Heartland 2060 Regional Vision Plan. The level of detail put into the Heartland 2060 projections by the CFRPC surpassed the abilities of FDOT staff to replicate such detailed projections in the time available for development of the D1RPM model. Rather than developing their own 2040 projections, FDOT modeling staff utilized the Heartland 2060 data. The Heartland 2060 population and employment projections were converted to a FSUTMS / Cube 2040 ZONEDATA (DBF) format by FDOT modeling staff. This data is utilized in the 2040 Future Year D1RPM network for the HRTPO region. No modifications or changes were made to the CFRPC Heartland 2060 data (other than format) by the FDOT modeling staff in development of the D1RPM.

Building on the E+C network, the HRTPO was able to model future road additions and capacity improvements from state and local sources, generally the FDOT 5 Year Work Program updated since the E+C network development year, and the FDOT Strategic Intermodal System Funding Strategy, Long Range Cost Feasible Plan 2024-2040, 2014 Edition August 2015 ("SIS Plan"). Any FDOT new road or capacity projects projected in the SIS Plan to have construction funding within the 2015-2040 timeframe were included in the HRTPO 2040 network.

ecological GREENWAYS NETWORK



2040 **FORECAST OF REVENUES** **2040**

Revenue Forecast Handbook

Forecast of State Transportation Revenues and Program Levels



Prepared by
Florida Department of Transportation

in cooperation with
Florida Metropolitan Planning Organization Advisory Council
United States Department of Transportation

July 2013

Revenue Forecast Handbook

2040 Revenue Forecast

Florida Department of Transportation

TABLE OF CONTENTS

| | |
|---|-----|
| ABOUT THIS HANDBOOK | 1 |
| FINANCIAL PLANNING | 3 |
| Long Range Plans | 3 |
| Intermediate Range Plans | 4 |
| Short Range Plans | 4 |
| STATEWIDE REVENUE FORECAST | 5 |
| Statewide Revenue and Program Estimates..... | 5 |
| General Guidance on Using the Estimates..... | 7 |
| METROPOLITAN AREA ESTIMATES | 11 |
| Metropolitan Area Revenue and Capacity Program Estimates..... | 11 |
| Documentary Stamps Tax Funds | 13 |
| Non-Capacity Programs..... | 15 |
| “Other” | 15 |
| OTHER TRANSPORTATION REVENUES | 17 |
| Current Revenue Sources..... | 17 |
| New Revenue Sources | 19 |
| Development of Revenue Estimates | 20 |
| DEVELOPING A COST FEASIBLE PLAN | 21 |
| Project Identification..... | 21 |
| Development of a Cost Feasible Multimodal Plan | 23 |
| APPENDICES | |
| A. State Transportation Programs and Funding Eligibility | A-1 |
| B. Development of District and Metropolitan Estimates..... | B-1 |
| C. Leveraging, Cash Flow and Other Transportation Finance Tools | C-1 |
| D. Additional Information | D-1 |
| - Frequently Asked Questions | |
| - Inflation Factors | |
| - Relationship of Construction and ROW Costs | |
| - For More Information | |

This page is intentionally blank.

ABOUT THIS HANDBOOK

Periodic forecasts of revenue and program levels are needed for updates of the Florida Transportation Plan (FTP) and metropolitan plans prepared by Metropolitan Planning Organizations (MPOs). Such forecasts assist MPOs in complying with federal requirements for developing cost feasible transportation plans. The development and use of these forecasts also assists the Department and MPOs as they reconcile their plans to provide coordinated planning for transportation facilities and services in Florida and to better document long range needs.

The Florida Department of Transportation (FDOT) has developed a new long range revenue forecast. The forecast is based upon recent federal and state legislation (e.g., MAP-21, changes to Florida's Documentary Stamps Tax legislation), changes in factors affecting state revenue sources (e.g., population growth rates, motor fuel consumption and tax rates), and current policies. This information will be used for the updates of metropolitan long range transportation plans and the 2040 Strategic Intermodal System Cost Feasible Plan.

The estimates and the guidance in this Handbook were prepared by FDOT, based on a statewide estimate of revenues that fund the state transportation program, and are consistent with:

- “Financial Guidelines for MPO 2040 Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in January 2013.
- “Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs”, November 2012, prepared by the U. S. Department of Transportation, Federal Highway Administration in cooperation with the Federal Transit Administration.

Florida's MPOs are encouraged to use these estimates and guidance in the updates of their long range plans. This handbook, and the MPOAC and U. S. Department of Transportation documents, are posted on the FDOT website at http://www.dot.state.fl.us/planning/revenue_forecast.

The 2040 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources. The forecast estimates revenues from federal, state, and Turnpike sources that “flow through” the FDOT Work Program for fiscal years 2014-2040. The forecast does not include estimates for local revenue sources.

This handbook documents how the 2040 Revenue Forecast was developed and provides guidance for using this forecast information in updating MPO plans. FDOT has developed metropolitan estimates from the 2040 Revenue Forecast for certain capacity programs for each MPO. These metropolitan estimates are included in a separate document entitled “Supplement to the Revenue Forecast Handbook” prepared for each MPO. A separate report entitled “Appendix for the Metropolitan Long Range Plan, 2040 Revenue Forecast” will be prepared for each MPO to include in the documentation of its long range plan.

This page is intentionally blank.

FINANCIAL PLANNING

Revenue forecasting and financial planning for statewide and metropolitan plans are typically required for three periods: long range (20 or more years), intermediate range (about 10 years), and short range (about five years). Their specificity, including financial elements, varies in detail and implied “accuracy.” Assumptions, and the level of detail of underlying data, used in development of these three types of plans vary also. These assumptions move from general (long range) to specific (short range) as more detailed information is developed and as the uncertainty of forecasts of future events decreases. See the figure to the right for a summary of the level of detail developed for financial planning by FDOT.

FDOT’s long range revenue forecasts are developed within the framework (e.g., terminology, program structure) used for intermediate and short range planning. This enhances the opportunity for the Florida Transportation Plan (FTP) to guide the Program and Resource Plan (PRP) and Work Program. However, it is unnecessary, potentially restrictive, and too complex to examine the same level of detail for all three types of planning.

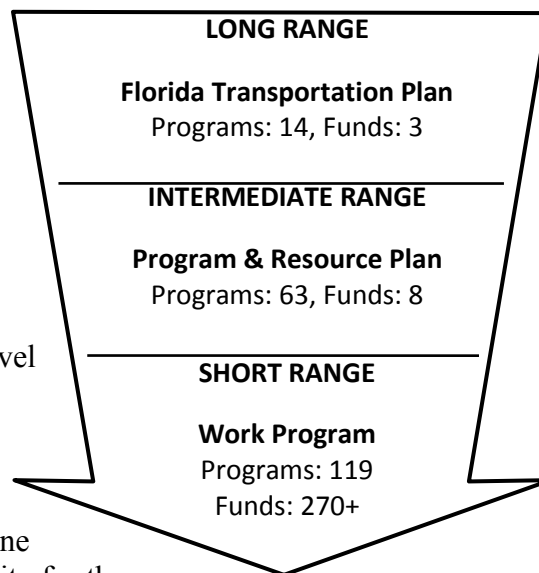
Long Range Plans

The purpose of long range plans is to identify needed major improvements — and then to determine those that are “cost feasible,” or are of highest priority for the investment of expected funds — while preserving and maintaining prior investments. Examples are the FTP, metropolitan long range transportation plans, and statewide modal system plans. They are updated each 3-5 years and are more general than intermediate and short range plans. They are based upon the most general assumptions and estimates, and can be the most greatly affected by changing conditions (e.g., changes in policy, technology). Characteristics include:

- Horizons are typically 20+ years, in stages (e.g., first 5 years, second 5 years);
- Planned roadway improvements may be expressed as typical cross sections and general alignments that may be more than one mile wide;
- Planned public transportation improvements may not specify technologies or detailed access requirements and may also have general alignments, routes or coverage areas;
- Traffic operations improvements, including the use of Intelligent Transportation System (ITS) techniques, may be included as areawide programs or multi-corridor programs; and
- System preservation activities such as roadway resurfacing, bridge rehabilitation and maintenance may be treated as programs rather than site- or corridor-specific projects.

Revenue and program forecasts are general as well to encourage flexibility and creativity in the development of a long range plan to meet stated goals. Program forecasts differentiate only between major types of activities (e.g., capacity improvements for eligible modal programs, preservation programs, and support activities). This means that it is sufficient to develop estimates for major programs. Revenue and program forecasts cover 20 or more years but could

Financial Data: from General to Specific



fluctuate from year to year, so estimates for one year or a few years can be misleading. With few exceptions, it is not necessary to distinguish between types of revenues (e.g., fuel taxes).

The long range plan is a broad guide to the makeup and management of the future transportation system. It is not intended to be a long range program of projects, similar in detail to a Work Program or Transportation Improvement Program (TIP). Planned improvements and programs may have to be modified as more detailed information becomes available or as conditions change. Project cost estimates and descriptions — including, perhaps, the primary mode in a corridor/system — will change during project development activities. Subsequent changes in revenue estimates, costs, program levels and laws and policies may affect future 10-year plans (such as the PRP), Work Programs, and TIPs. These changes should be monitored and their impact should be assessed during periodic updates of the long range plan.

Intermediate Range Plans

Intermediate range plans “bridge the gap” between long and short range plans. They should show how progress will be made in attaining goals and objectives (e.g., resurfacing objectives) over a 10-15 year period. Levels of specificity and detail are increased, but are usually far less than a Work Program or TIP. They may be updated each year. Examples are the PRP and staging elements (e.g., highest priority projects for the first 10 or 15 years) of long range plans.

The Department’s PRP typically addresses the current year, the next 5-year Work Program, and the following four years. It includes estimates of funding and program accomplishments for over 60 categories of activities (programs or subprograms). Revenue forecasts for these years are developed for four categories of federal funds and four categories of state funds, but specific projects are not identified. Planned program and subprogram levels may have to be modified over time as more detailed information becomes available or as conditions change, including the results of analyses of performance from carrying out previous work programs. FDOT assesses these changes during the annual update and extension of the PRP.

Short Range Plans

The purpose of short range plans – usually called “programs” – is to identify specific types of work (e.g., planning, engineering, construction) and specific funding (e.g., FDOT fund codes) for projects and programs over the next 3-5 years. They should contain activities that will make progress in attaining goals and objectives. Short range plans are the most exact, are based on specific assumptions and detailed estimates, and may not be dramatically affected by changed conditions (e.g., “adopted” projects and programs may be treated as prior commitments to the public when major changes are instituted). Examples are Work Programs and TIPs.

The Department’s 5-Year Work Program addresses project and program funding for the next five fiscal years. It includes detailed information for almost 120 programs and numerous job types, systems, and phases. There are more than 270 fund categories (“fund codes”). There are strict eligibility criteria for all programs, job types, systems, phases, and fund categories. Changes to the adopted 5-year Work Program are discouraged, but may be required because of revisions to revenue estimates, cost estimates or schedules, or changes in priority. The Work Program is updated and extended each year as part of the Work Program development process.

STATEWIDE REVENUE FORECAST

As part of preparing for the update of the FTP and updates of all 26 metropolitan long range plans, the Department has developed a new long range revenue forecast. The forecast horizon was extended through 2040, consistent with guidelines adopted by the MPOAC. The forecast reflects changes in state revenue forecasts through Fall 2012.

Statewide Revenue and Program Estimates

This section briefly describes forecast parameters and how the statewide revenue and program estimates were developed for the 2040 Revenue Forecast.

Forecast Parameters

The planning horizon for the update of the Florida Transportation Plan will be at least 2040. The guidelines adopted by the MPOAC call for a horizon year of 2040. As a result, this long range revenue forecast includes estimates through 2040 to provide all MPOs with the state and federal financial information needed for their plan updates.

Several fundamental decisions were made prior to preparing the forecast. Revenue forecasts estimate the value of money at the time it will be collected (e.g., in 2020) and reflect future growth in revenue, sometimes referred to as “current” or “year of expenditure” dollars. Since the costs of transportation projects increase over time, the Department inflates project costs to develop a cost-feasible Work Program in “year of expenditure” dollars. All amounts in the 2040 forecast are expressed in “year of expenditure” dollars.

Estimates for fiscal years 2013/2014-2017/2018 are based on the Tentative Work Program as of November 28, 2012. Estimates for fiscal years 2018/19 through 2039/2040¹ were forecast based on current federal and state law, the current FDOT federal aid forecast, the October 2012 state revenue estimating conference forecast, and assume continuation of current Department policies.

Revenue Estimates

The forecast is based on state and federal funds that “pass through” the Department’s Work Program. The forecast does not include estimates for local government, local/regional authority, private sector, or other funding sources except as noted.

The forecast consolidates the numerous fund codes used by the FDOT into three major fund categories: Federal, State, and Turnpike. Federal funds include all federal aid (e.g., Surface Transportation Program) that passes through the Work Program. Turnpike funds include proceeds from Turnpike tolls, bonds sold for Turnpike activities, and concession revenues. State funds include the remaining state revenues, such as motor fuel taxes, motor vehicle fees, and right-of-way bonds. Toll credits are used to match federal aid (referred to as “soft match”) so no state funds are used to match regular federal programs.

¹ Assumptions related to the forecast of state and federal revenue sources will be documented in the “Appendix for the Metropolitan Area Long Range Transportation Plan” to be provided by FDOT to each MPO.

As shown in Table 1, revenues are expected to gradually increase in each five year period. There are relatively more dollars per year in fiscal years 2014-2015 due to “carry-forwards” of funds from prior fiscal years. The forecast also indicates that State revenues are expected to account for an increasingly larger share of transportation dollars in Florida compared to federal revenues.

Table 1
Forecast of Revenues
2040 Revenue Forecast (Millions of Dollars)

| Major Revenue Sources | Time Period | | | | | | 27-Year Total ² |
|-----------------------|----------------------|---------------|---------------|---------------|---------------|---------------|----------------------------|
| | 2014-15 ¹ | 2016-20 | 2021-25 | 2026-30 | 2031-35 | 2036-2040 | 2014-2040 |
| Federal ³ | 5,113 31% | 9,542 27% | 9,687 26% | 9,719 24% | 9,664 23% | 9,664 22% | 53,389 25% |
| State | 9,711 59% | 22,243 64% | 25,084 67% | 27,616 69% | 29,658 70% | 31,119 70% | 145,430 67% |
| Turnpike | 1,680 10% | 3,044 9% | 2,745 7% | 2,931 7% | 3,200 8% | 3,410 8% | 17,011 8% |
| Total ² | 16,505 | 34,829 | 37,516 | 40,266 | 42,522 | 44,193 | 215,830 |

¹ Based on FDOT Work Program as of November 2012.

² Columns and rows sometimes do not equal the totals due to rounding.

³ Federal revenues reflect “soft match” for federal aid.

Major Program Estimates

For the forecast, the Department’s major programs were collapsed into two categories: capacity programs and non-capacity programs. Capacity programs are major FDOT programs that expand the capacity of existing transportation systems. Non-capacity programs are remaining FDOT programs that are designed to support, operate, and maintain the state transportation system. Table 2 includes a brief description of each major program. Appendix A contains a more detailed discussion of the programs and the types of activities eligible for funding in each.

Table 3 identifies the statewide estimates for the major programs in the 2040 Revenue Forecast. The table shows that the Department anticipates that 48% of its total revenues will be spent on the capacity programs during the 27-year forecast period.

FDOT is taking the lead in identifying planned projects and programs funded by the SIS Highways Construction & ROW, Aviation, Rail, Intermodal Access and Seaport Development programs as part of development of the SIS Cost Feasible Plan. MPOs are taking the lead in identifying planned projects and programs funded by the Other Arterials Construction & ROW and Transit programs. Guidance to MPOs for planning for projects after Fiscal Year 2018 for funds available from Documentary Stamps Tax proceeds is provided in this Handbook.

General Guidance on Using the Estimates

Metropolitan estimates are included in a separate document, entitled “Supplement to the 2040 Revenue Forecast Handbook” prepared for each MPO. Further guidance on use of these estimates is provided in the last section of this Handbook, “Developing a Cost Feasible Plan.”

The metropolitan estimates are summarized into 5 fiscal year periods and a final 10-year period. For planning purposes, some leeway should be allowed for estimates for these time periods (e.g., within 10% of the funds estimated for that period). However, it is strongly recommended that the total cost of all phases of planned projects for the entire forecast period (e.g., 2014-2040) not exceed the revenue estimates for each element or component of the plan.

When developing long range plans, MPOs do not need to use the same terminology used in the Department’s 2040 Revenue Forecast (e.g., “Other Arterials Construction & ROW”). However, MPOs should identify the metropolitan estimates from this forecast, the source of the revenues, and how these revenues are used in documentation of their plan updates.

MPOs are encouraged to document project costs and revenue estimates for their long range transportation plans for fiscal years 2014-2040. This will provide a common basis for analyses of finance issues (e.g., unmet transportation needs). Appendix D includes inflation factors and guidance for converting project costs estimates to Year of Expenditure dollars.

Table 2
Description of the Major Programs Included in the 2040 Revenue Forecast

| Capacity Programs | Non-Capacity Programs |
|---|---|
| <u>SIS Highways Construction & ROW</u> - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors). | <u>Safety</u> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis. |
| <u>Aviation</u> - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation. | <u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law. |
| <u>Rail</u> - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities. | <u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System). |
| <u>Intermodal Access</u> - Improving access to intermodal facilities, airports and seaports; and acquisition of associated rights of way. | <u>Product Support</u> - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs). |
| <u>Seaport Development</u> - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers. | <u>Operations & Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place. |
| <u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program. | <u>Administration</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). |
| <u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems. | <u>Other</u> -Primarily represents FDOT financial commitments such as debt service and reimbursements to local governments. |

Table 3
Major Program Estimates
2040 Revenue Forecast (Millions of Dollars)

| Major Programs | Time Period (Fiscal Years) | | | | | | 27-Year |
|------------------------------------|----------------------------|---------|---------|---------|---------|---------|---------|
| | 2014-15 | 2016-20 | 2021-25 | 2026-30 | 2031-35 | 2036-40 | Total |
| <u>Capacity Programs</u> | 9,292 | 16,905 | 17,961 | 18,888 | 19,656 | 20,059 | 102,761 |
| | 56% | 49% | 48% | 47% | 46% | 45% | 48% |
| SIS Highways Construction & ROW | 4,879 | 7,747 | 7,738 | 8,509 | 8,790 | 8,937 | 46,599 |
| Other Arterials Construction & ROW | 2,264 | 4,371 | 4,264 | 4,076 | 4,319 | 4,447 | 23,740 |
| Aviation | 333 | 853 | 819 | 911 | 974 | 1,007 | 4,896 |
| Transit | 855 | 1,883 | 1,942 | 2,041 | 2,119 | 2,160 | 11,001 |
| Rail | 500 | 865 | 729 | 807 | 859 | 886 | 4,647 |
| Intermodal Access | 78 | 153 | 182 | 199 | 212 | 218 | 1,043 |
| Seaports | 383 | 395 | 496 | 553 | 592 | 613 | 3,031 |
| Documentary Stamps Tax Funds | 0 | 639 | 1,791 | 1,791 | 1,791 | 1,791 | 7,803 |
| <u>Non-Capacity Programs</u> | 6,844 | 16,813 | 18,224 | 19,904 | 21,273 | 22,475 | 105,532 |
| | 41% | 48% | 49% | 49% | 50% | 51% | 49% |
| Safety | 245 | 631 | 625 | 626 | 626 | 626 | 3,378 |
| Resurfacing | 1,211 | 3,593 | 3,649 | 3,900 | 3,996 | 4,075 | 20,425 |
| Bridge | 529 | 1,593 | 1,373 | 1,452 | 1,508 | 1,537 | 7,991 |
| Product Support | 2,527 | 4,913 | 5,932 | 6,479 | 6,935 | 7,304 | 34,089 |
| Operations & Maintenance | 2,033 | 5,228 | 5,607 | 6,295 | 6,937 | 7,534 | 33,633 |
| Administration | 299 | 855 | 1,037 | 1,153 | 1,272 | 1,400 | 6,016 |
| Other | 364 | 1,111 | 1,330 | 1,474 | 1,593 | 1,659 | 7,531 |
| | 2% | 3% | 4% | 4% | 4% | 4% | 3% |
| Total Budget | 16,500 | 34,829 | 37,516 | 40,266 | 42,522 | 44,193 | 215,825 |

¹ Based on FDOT Work Program as of November 28, 2012.

² Columns and rows sometimes do not equal the totals due to rounding.

³ Documentary Stamps Tax funds not programmed in FDOT Work Programs as of July 1, 2013.

⁴ "Other" is primarily for debt service.

This page is intentionally blank.

METROPOLITAN AREA ESTIMATES

This section describes the information developed for MPOs from the 2040 Revenue Forecast and guidance for using this information. The metropolitan estimates are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.

Metropolitan estimates reflect the share of each state capacity program planned for the area. The estimates can be used to fund planned capacity improvements to major elements of the transportation system (e.g., highways, transit). FDOT will develop an appendix for MPO plans that identifies statewide funding estimates and objectives for non-capacity programs.

Metropolitan Area Revenue and Capacity Program Estimates

The FDOT central office prepared district and county estimates from the statewide forecast based on methods developed in consultation with MPOs, FDOT program managers, and district staff. As explained in Appendix B, District staff developed MPO estimates consistent with district and county shares of the statewide forecast, adjusted as needed to account for issues such as differences between metropolitan area boundaries and county boundaries or Transportation Management Area boundaries. The metropolitan estimates are included in a separate document, entitled “Supplement to the 2040 Revenue Forecast Handbook.”

“Statewide” Capacity Programs

FDOT is taking the lead in identifying planned projects and programs funded by these major programs: SIS Highways Construction & ROW, Aviation, Rail, Seaport Development and Intermodal Access.¹ SIS Highways² Construction & ROW projects and revenues will be provided to MPOs with the other elements of the revenue forecast. These estimates are for planning purposes and do not represent a commitment of FDOT funding.

Other Capacity Programs

The Department has requested that MPOs take the lead in identifying planned projects and programs funded by the Other Arterials Construction & ROW and Transit programs. MPOs may use the total funds estimated for these two programs to plan for the mix of public transportation and highway improvements that best meets the needs of their metropolitan areas. However, the FDOT is responsible for meeting certain statutory requirements for public transportation funding. As a result, MPOs are encouraged to provide at least the level of Transit Program funding for transit projects and programs.

TMA Funds

FDOT provided estimates of funds allocated for Transportation Management Areas, as defined by the U. S. Department of Transportation. They are the same as “SU” funds in the 5-Year Work Program. It is strongly recommended that MPOs eligible for TMA Funds perform a

¹ FDOT continues to work with modal partners to identify aviation, rail, seaport, and intermodal access projects beyond the years in work programs. However, FDOT and its partners have not been able to identify cost feasible projects beyond the work program sufficiently to include them in the SIS Cost Feasible Plan and, therefore, in MPO cost feasible plans.

² The 2040 update of the SIS Cost Feasible Plan includes all roads that are on the Strategic Intermodal System (SIS), including Connectors between SIS Corridors and Hubs.

thorough analysis of how these funds should be reflected in their long range plan. The following is guidance for that analysis.

Planning for the Use of TMA Funds

MPOs eligible for TMA Funds were provided estimates of total TMA Funds. MPOs are encouraged to work with FDOT district programming and planning staff to determine how to reflect TMA Funds in the long range plan. Consideration should be given to:

- Programmed use of TMA Funds (Fiscal Years 2013-2018) among the various categories in the FDOT revenue forecast. These include Other Arterials Construction & ROW, Product Support (e.g., Planning, PD&E studies, Engineering Design, Construction Inspection, etc.), SIS Highways Construction & ROW, Transit, etc.
- Planned use of TMA Funds – based on policies regarding the planned use of funds through the long range plan horizon year.
- Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds, and estimates of TMA funds planned for each major program and time period.

Transportation Alternatives Funds

FDOT has provided estimates of funds for Transportation Alternatives , as defined by MAP-21, to assist MPOs in developing their plans. Estimates of Transportation Alternatives funds allocated for TMAs (i.e., “TALU” funds) will be provided to each TMA.

Estimates of funds for areas with populations under 200,00 (i.e., TALL funds) and for any area of the state (i.e., TALT funds) were also provided to MPOs. MPOs may desire to include projects funded TALL or TALT funds in the long range transportation plan. If so, the MPO should identify such projects as “illustrative projects” in its plan.

Funds for Off-System Roads

The Department has also estimated the amount of funds that may be used “Off-System” – funds that could be used for planned programs or projects on roads that are not on the State Highway System (i.e., roads owned by counties and municipalities). “Off-System” funds are included in the Other Arterials program estimates, which are comprised of federal and state funds. By law, state funds cannot be used for highway improvements not on the State Highway System, except to match federal aid or for SIS Connectors owned by local governments. Federal funds included in the Other Arterials program estimates may be used anywhere except for roads that are functionally classified as local or rural minor collectors, unless such roads were on the federal-aid system as of January 1, 1991.

All estimated TMA funds (see above) may be used on “Off-System” roads. The following is guidance for estimating other federal funds that can be used for “Off-System” roads:

- MPOs in TMAs can assume all estimated TMA funds and 10% of the FDOT estimates of Other Arterials Construction & ROW funds can be used for “Off-System” roads.
- MPOs that are not in TMAs can assume that 15% of Other Arterials Construction & ROW funds provided by FDOT can be used for “Off-System” roads.

Preliminary Engineering Estimates

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and Engineering Design. FDOT has included sufficient funding for these and other “Product Support” activities to produce the construction levels in the 2040 Revenue Forecast. Costs for these phases for SIS highways will be provided to MPOs in the 2040 SIS Highways Cost Feasible Plan. For projects funded with the revenue estimates for Other Arterials Construction & ROW Funds provided by FDOT, MPOs can assume that the equivalent of 22 percent of those estimated funds will be available from the statewide “Product Support” estimates for PD&E and Engineering Design; these funds are in addition to the estimates for Other Arterials Construction & ROW funds provided to MPOs). MPOs should document these assumptions. For example, if the estimate for Other Arterials Construction & ROW in a 5-year period is \$10 million, the MPO can assume that an additional \$2.2 million will be available for PD&E and Design in the 5-year period from FDOT “Product Support” estimates. If planned PD&E and Design phases use TMA funds, the amounts should be part of (i.e., not in addition to) estimates of TMA funds provided to MPOs.

The Department encourages MPOs to combine PD&E and Design phases into “Preliminary Engineering” in LRTP documentation. “Boxed” funds can be used to finance “Preliminary Engineering”; however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., “Preliminary Engineering for projects in Fiscal Years 2021-25”).

Documentary Stamps Tax Funds

Chapter 2005-290, Laws of Florida (also referred to as Senate Bill 360) established recurring appropriations to several major state transportation programs in 2005. Annually, up to \$541.75 million (year of expenditure dollars) will be appropriated from proceeds from the Documentary Stamps Tax. It should be noted that the legislation does not adjust the allocations for future changes in Documentary Stamps Tax proceeds or inflation. There have been several statutory changes since 2005, adjusting the sub-allocation of proceeds from the Documentary Stamps Tax allocated to transportation programs. In addition, the major slowdown in the housing market has led to significant reductions in Documentary Stamps Tax proceeds available for transportation programs since 2005. Forecasts of these proceeds do not project a return to the statutory cap of \$541.75 million by 2040. The following information regarding transportation proceeds from the Documentary Stamps Tax is guidance for the use of these funds in metropolitan long range transportation plans.

Small County Outreach Program

Annually, 10% of the transportation proceeds is allocated for transportation projects in small counties. The 2040 Revenue Forecast assumes these funds will not be available for projects in metropolitan areas.

New Starts Transit Program

Annually, 10% of the transportation proceeds is allocated for major new transit capital projects in metropolitan areas. MPOs have been provided statewide estimates of New Starts funds for 2019 through 2040. Generally, state eligibility requirements are:

- Project must be a fixed-guideway rail transit system or extension, or bus rapid transit system operating primarily on a dedicated transit right of way;
- Project must support local plans to direct growth where desired;
- State funding limited to up to 50% of non-federal share;
- Dedicated local funding to at least match state contribution; and
- Eligible phases are final design, right of way acquisition, construction, procurement of equipment, etc.

MPOs may desire to include projects partially funded with statewide New Starts funds in the long range transportation plan. Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as “illustrative projects” in its plan along with, at a minimum, the following information:

- Description of the project and estimated costs;
- Assumptions related to the amount of statewide New Starts funding for the project; and
- Assumptions related to the share and amount of non-State matching funds for the project (federal and local) and the likelihood such funding will be available as planned.

MPOs should work with their district office in developing and documenting this information.

Strategic Intermodal System

After allocations to the Small County Outreach Program and the New Starts Transit Program, 75% of the remaining Documentary Stamps Tax funds are allocated annually for the SIS. FDOT will plan for these funds as part of the SIS Cost Feasible Plan and provide funding and project information to MPOs.

Transportation Regional Incentive Program (TRIP)

After allocations to the Small County Outreach Program and the New Starts Transit Program, 25% of the remaining Documentary Stamps Tax funds are allocated annually for TRIP for regional transportation projects in “regional transportation areas” (see s. 339.155(4) and s. 339.2819, Florida Statutes). The first \$60 million of funds allocated to TRIP are allocated annually to the Florida Rail Enterprise. MPOs have been provided estimates of TRIP funds for 2019 through 2040. TRIP will fund up to 50% of project costs.

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as “illustrative projects” in its plan along with, at a minimum, the following information:

- Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;
- Description of the project and estimated costs;
- Assumptions related to the share and amount of district TRIP funding for the project; and
- Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local) and the likelihood such funding will be available as planned.

MPOs should work with their district office in developing and documenting this information.

TRIP Requirements in Florida Law¹

| | |
|--|---|
| <p>Projects to be funded with TRIP funds shall, at a minimum:</p> <ol style="list-style-type: none"> 1. Serve national, statewide, or regional functions and function as an integrated regional transportation system; 2. Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with Part II of Chapter 163, F. S. after July 1, 2005, and be in compliance with local government comprehensive plan policies relative to corridor management; 3. Be consistent with the Strategic Intermodal System Plan; and 4. Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost. | <p>In allocating TRIP funds, priority will be given to projects that:</p> <ol style="list-style-type: none"> 1. Provide connectivity to the Strategic Intermodal System; 2. Support economic development and the movement of goods in rural areas of critical economic concern; 3. Are subject to a local ordinance that establishes corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses; and 4. Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network. |
|--|---|

Non-Capacity Programs

“Non-Capacity” Programs refer to the FDOT programs designed to support and maintain the state transportation system: safety; resurfacing; bridge; product support; operations and maintenance; and administration. Consistent with the MPOAC Guidelines, FDOT and FHWA have agreed that the LRTP will meet FHWA expectations if it contains a summary of FDOT estimates to operate and maintain the State Highway System in the FDOT district in which the MPO is located. FDOT provided these estimates in the “Supplement to the 2040 Revenue Forecast Handbook.” FDOT has also included statewide funding for these programs in the forecast to meet statewide objectives (e.g., ensure that 90% of FDOT-maintained bridges meet Department standards) for operating and maintaining the State Highway System.

FDOT will provide an “Appendix for the Long Range Metropolitan Plan” to MPOs to include in the documentation of their long range plans. The appendix is intended to provide the public with clear documentation of the state and federal financial issues related to each MPO plan and to facilitate reconciliation of statewide and metropolitan plans. The appendix will describe how the statewide 2040 Revenue Forecast was developed and identifies the metropolitan area’s share of the forecast’s capacity programs. In addition, the appendix will include the forecast’s statewide estimates for non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas. This appendix should accomplish the goal of ensuring that sufficient funding will be available to operate and maintain the state transportation system in metropolitan areas.

“Other”

The Department makes certain expenditures that are not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. These funds are not available for statewide or metropolitan system plans.

¹ s. 339.2819(4), Florida Statutes.

This page is intentionally blank.

OTHER TRANSPORTATION REVENUES

Local government revenues (e.g., taxes and fees, federal funds distributed directly to local governments, local or regional tolls) play a critical role in providing local and regional transportation services and facilities. The Department does not have access to detailed information on local and regional revenue sources and forecasts of revenues expected from them. Information on many of those sources can be found in *Florida's Transportation Tax Sources: A Primer* and the *Local Government Financial Information Handbook*.¹ The following is guidance to MPOs in the identification and forecasting of current revenue sources, potential new sources and the development of long range estimates.

Current Revenue Sources

Initially, MPOs should identify sources of local and regional revenues that have funded transportation improvements and services in recent years and are expected to continue. The following is a summary of sources in some or all metropolitan areas in Florida.

Local Government Taxes and Fees

Local government sources include those that are dedicated for transportation purposes. In many areas they are supplemented by general revenues allocated to specific transportation programs (e.g., transit operating assistance may be provided from the general fund). Other sources are available for transportation if enacted by one or more local governments in the metropolitan area. Local government financial staff should have information on recent revenue levels, uses of funds, trends, etc.

State Imposed Motor Fuel Taxes

Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: the Constitutional Fuel Tax (2 cents); the County Fuel Tax (1 cent); and the Municipal Fuel Tax (1 cent). The County Fuel Tax receipts are distributed directly to counties. The Constitutional Fuel Tax proceeds are first used to meet the debt service requirements on local bond issues backed by the tax proceeds. The remainder is credited to the counties' transportation trust funds. Municipal Fuel Tax proceeds are transferred to the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed to municipalities by statutory criteria. The Constitutional Fuel Tax may be used for the acquisition, construction, and maintenance of roads. The County Fuel Tax and Municipal Fuel Tax may be used for any legitimate transportation purpose. Estimated distributions of these sources can be found in the *Local Government Financial Information Handbook*.

Local Option Motor Fuel Taxes

Local governments may levy up to 12 cents of local option fuel taxes pursuant to three types of levies. Recent proceeds from these optional motor fuel taxes for each county are contained in the *Local Government Financial Information Handbook*.

¹ *Florida's Transportation Tax Sources, A Primer*, is published annually by FDOT at: <http://www.dot.state.fl.us/officeofcomptroller/pdf/GAO/RevManagement/Tax%20Primer%202013%20JAN.pdf> and

Local Government Financial Information Handbook, is an annual publication of the Florida Legislature's Office of Economic and Demographic Research at <http://edr.state.fl.us/Content/local-government/reports/lgfih12.pdf>.

First, a tax of 1 to 6 cents on every gallon of motor and diesel fuel may be imposed by an ordinance adopted by the majority vote of the county commission or by countywide referendum for up to 30 years. However, this tax is imposed on diesel fuel in every county at the rate of 6 cents per gallon. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, road construction or reconstruction). In addition, small counties (i.e., less than 50,000 as of April 1, 1992) may use these funds for other infrastructure needs.

Second, a tax of 1 to 5 cents on every gallon of motor fuel sold may be imposed by a majority plus one vote of the county commission or by countywide referendum. These funds may be used for transportation purposes to meet the requirements of the capital improvement element of an adopted comprehensive plan. This includes roadway construction, reconstruction, or resurfacing, but excludes routine maintenance.

Third, a tax of 1 cent (often referred to as the Ninth-Cent Fuel Tax) on every gallon of motor and diesel fuel sold may be imposed. A county can impose the tax on motor fuel by an extraordinary vote of its board of commissioners or by referendum. However, this tax is imposed on all diesel fuel sold in every county. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, construction or reconstruction of roads).

Other Transportation-Related Sources

Examples of these sources include public transportation fares and other charges, toll revenues from local or regional expressway and/or bridge authorities¹, transportation impact fees, and other exactions. The use of, and levels of proceeds from, these sources varies significantly among metropolitan areas.

Property Taxes and Other General Revenue Sources

Most local governments finance some transportation facilities and/or services from their general fund. These revenue sources include property taxes, franchise or business taxes, and local government fees. The sources, funding process, eligible services, etc., vary widely among local governments. Local government financial staff should have information on recent revenue levels, uses of funds, trends, and other information needed by MPOs.

Discretionary Sales Surtaxes

A Charter County and Regional Transportation System Surtax of up to 1% may be levied by charter counties, counties that are consolidated with one or more municipalities, and counties within or under an interlocal agreement with a regional transportation or transit authority created under Chapter 343 or Chapter 349, subject to a referendum. These funds may be used for fixed guideway rapid transit systems, including the cost of a countywide bus system that services the fixed guideway system. Proceeds may also be transferred to an expressway or transportation authority to operate and maintain a bus system, or construct and maintain roads or service the debt on bonds issued for that purpose.

¹Toll revenues from Florida's Turnpike and other toll facilities owned by the State are included in the 2040 Revenue Forecast.

A Local Government Infrastructure Surtax of either 0.5% or 1% may be levied for transportation and other purposes. The governing authority in each county may levy the tax by ordinance, subject to a successful referendum. In lieu of county action, municipalities representing the majority of the county population may adopt resolutions calling for countywide referendum on the issue and it will take effect if the referendum passes. The total levy for the Local Government Infrastructure Surtax and other discretionary surtaxes authorized by state law (for school construction, hospitals and other public purposes) cannot exceed 1%. See section 212.055, Florida Statutes, for more information on these discretionary sales surtaxes.

Federal Revenues

These are revenues from federal sources that are not included in the 2040 Revenue Forecast. Examples include federal assistance for aviation improvements and capital and operation assistance for transit systems. Potential sources distributed directly to local governments or authorities include revenue from the Federal Airport and Airway Trust Fund, the Federal Highway Trust Fund (Mass Transit Account), and the Federal General Fund.

Bond Proceeds

Local governments may choose to finance transportation and other infrastructure improvements with revenue or general obligation bonds. These types of local government bonds are often areawide and/or designed to fund programs (e.g., transportation, stormwater) and/or specific projects. Primarily for this reason, analyses of the potential use of this source should be undertaken separately from analyses of the use of bonds for toll facilities, where toll revenues from specific projects are used for project costs and debt repayment.

Other Current Sources

Other possible sources include private sector contributions or payments, such as proportionate share contributions. Often, these will be sources for specific projects or programs.

New Revenue Sources

Revenues from current sources have not been sufficient to meet transportation capacity, preservation, and operational needs in Florida's metropolitan areas. MPOs should examine the potential for new revenue sources that could be obtained to supplement current sources to meet those needs. This examination of each potential source should include analyses of:

- Authority (whether, and how, sources are authorized in current state and/or local laws and ordinances);
- Estimates of proceeds through 2040;
- Reliability of the estimates (e.g., amount, consistency); and
- likelihood that the source will become available (e.g., the probability that the proceeds will actually be available to fund improvements, taking into account issues such as previous state and/or local government legislative decisions, results of previous referenda, and commitments from decision makers).

Optional Sources Authorized by Current State Law

Communities in most metropolitan areas have not taken full advantage of some of the optional and discretionary transportation revenue sources authorized by current state law. These include the 9th-Cent Fuel Tax, the full 11 cents available from the Local Option Fuel Tax, the Charter

County and Regional Transportation System Surtax, and the Local Government Infrastructure Surtax. Where authorized, these sources are subject to either the approval of local governing bodies or referenda.

“Innovative Financing” Sources

Typically, these are other sources that are used in some local areas in Florida or other states, but are not used in a specific metropolitan area (e.g., toll facilities). Most require state and/or local government legislative authorization before they can be established.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix C, “Leveraging, Cash Flow and Other Transportation Finance Tools.”

Development of Revenue Estimates

MPOs should develop estimates through 2040 for each current or new revenue source.

Typically, these will be annual estimates that should be summarized for longer time periods (e.g., 5 years) for plan development purposes. MPOs should consult with financial planning staff from local governments and service providers and consider the following issues.

Historical Data

Information should be obtained related to factors that may affect the revenue estimates, such as recent annual proceeds and growth rates. MPOs should consider forecasting methodologies that include the relationships of revenue growth rates to other factors (e.g., population growth, retail sales), to assist with revenue projections, particularly if little historical data exist or annual proceeds fluctuate significantly (e.g., proceeds from impact fees).

Adjustments for Inflation

Estimates of future revenue sources usually identify the value of money at the time it will be collected (e.g., 2020), sometimes referred to as “year of expenditure” or “current” dollars, and reflect future growth in revenue and inflation. If this is not the case, see Appendix D for factors used for adjusting revenue forecasts to “year of expenditure” dollars.

Use of Revenues for Maintenance and Operations

About 50% of state and federal revenues in the 2040 Revenue Forecast is planned for “non-capacity” state programs. The emphasis on “non-capacity” activities funded with local and regional revenue sources may vary widely among metropolitan areas, but it is important to ensure that sufficient local funds are planned for maintenance and operations activities. Those revenues needed for non-capacity programs should not be considered to be available to fund capacity improvements.

Constraints on the Use of Revenues

MPOs should identify any constraints or restrictions that may apply to a revenue source for its use to fund multimodal transportation improvements. For example, federal and local transit operating assistance may be limited to transit services and cannot be used to fund highway improvements. Other constraints include any time limitations on the funding source, such as the limitations on levies of discretionary sales surtaxes.

DEVELOPING A COST FEASIBLE PLAN

Each MPO has established a process for updating its cost feasible plan for its metropolitan transportation system. These processes include public involvement programs tailored to the metropolitan area; schedules for identifying needs, resources, testing of alternative system networks; and adoption. The Department, particularly through its district planning staff, is an active partner in assisting each MPO in plan development. This section provides general guidance and recommendations to MPOs in updating their cost feasible plans. The guidance should be tailored to the plan development process established in each metropolitan area.

Project Identification

The long range plan will define the transportation system that best meets the needs of the metropolitan area and furthers metropolitan and state goals. The system plan will be comprised of transportation projects and/or programs that are expected to be implemented by 2040, consistent with the MPOAC “Financial Guidelines for MPO 2040 Long Range Plans.” Projects and programs for at least the years 2014-2018 will be identified in TIPs and FDOT Adopted Work Programs¹.

The following discusses projects or programs that should be identified for the years 2019-2040. They should be considered as candidates for inclusion in the adopted long range system plan, subject to each MPO’s plan development process, including the reconciliation of all project and program costs with revenue estimates. MPOs are encouraged to clearly identify “regionally significant” projects, regardless of mode, ownership, or funding source(s).²

“Statewide” Capacity Programs

The Department is taking the lead in identifying planned projects and programs funded by these major programs: SIS Highways Construction & ROW, Aviation, Rail, and Intermodal Access. SIS Highways Construction & ROW projects planned within metropolitan areas were provided at the same time as the 2040 Revenue Forecast. These estimates are for planning purposes and do not represent a commitment of FDOT funding.

MPOs are encouraged to review those projects with district staff, identify any projects or areas that require further discussion, and reach agreement with district staff on how those projects will be incorporated in the update of the metropolitan cost feasible plan.

Issues that may require further discussion include candidate projects not included in the SIS Highways Cost Feasible Plan. These may include projects or major project phases that could not be funded by the estimates for the SIS Highways Construction & Right-of-Way program. Information to be discussed should include: project descriptions and cost estimates, funding sources (e.g., Other Arterials Construction & Right-of-Way funds; local, authority or private sector sources), and relationship to other planned improvements.

¹ Several Florida MPOs are not scheduled to update LRTPs until 2015 and beyond. MPOs are encouraged to use the latest information available in the TIP or FDOT Adopted Work Program for any years after FY 2018 that may be available.

² See “Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs, November 2012”, page 2, for a description of regionally significant projects.

Other Capacity Programs

The Department has requested that MPOs “take the lead” in identifying projects or programs that could be funded, or partially funded, by the state (1) Other Arterials Construction & Right-of-Way and (2) Transit programs. Estimates of those funds have been provided to MPOs. Each MPO should consider the mix of highway and transit projects and programs that best serves its metropolitan area, and that the funding estimates for these two programs are “flexible” for the years 2019-2040. MPOs are encouraged to work with district staff as candidate projects are identified and reach agreement on how they will be incorporated in the update of the metropolitan cost feasible plan. The following should be considered:

- Project Descriptions and Cost Estimates - MPOs should work with district staff, local governments, authorities and service providers, and private sector interests to develop project descriptions and cost estimates in sufficient detail for their planning process. Projects may include improvements to the State Highway System, transit system improvements, and components of Transportation System Management (TSM) and Transportation Demand Management (TDM) programs such as intersection improvements, traffic signal systems, ridesharing programs, and ITS projects.
- Costs of Major Phases - At a minimum, MPOs should identify construction, right-of-way, and Preliminary Engineering (PD&E and Design phases) costs separately. These estimates will be needed because (1) the Other Arterials program estimates include state funding for construction plus right-of-way, and (2) sufficient funds have been estimated to provide planning and engineering (i.e., “Product Support” as defined in Appendix A) for all state capacity programs. Specific estimates for right-of-way costs should be used for any project where such estimates exist. For other projects, the Department will provide information on the relationship of construction and right-of-way costs to assist with these calculations (see Appendix D for more information).
- Potential Supplemental Funding - MPOs should identify potential revenue sources that could be used to supplement the estimates from the Other Arterials and Transit programs to fund, or partially fund, these projects. This includes federal funds that are not part of the Department’s revenue forecast, or revenues from local and private sector sources.

Other Projects and Programs

Revenue and project information provided by the Department is intended for those activities that are funded through the state transportation program. Other transportation improvement activities in metropolitan areas may include improvements to local government roads, transit programs that are financed by local revenues and funds, and projects and programs for modes that are not funded by the state program. It is recommended that the following types of information should be developed for these candidate projects and programs: (1) project descriptions and cost estimates, (2) costs of major phases, and (3) funding sources.

Development of a Cost Feasible Multimodal Plan

Development of a “cost feasible multimodal system plan” requires a balancing of high-priority improvements with estimates for expected revenue sources, subject to constraints regarding how

certain funding estimates can be used.¹ The Department has provided some flexibility for one-third of the state and federal funds estimated for capacity improvements between 2019 and 2040. Due to program constraints included in the 2040 Revenue Forecast and other sources (e.g., federal transit operating assistance), the following discussion of major system plan elements is organized by transportation mode.

Highways

The highway element of the multimodal system plan will be comprised of current or proposed facilities that are SIS highways, the remainder of the State Highway System, and appropriate local roads. These three components must be examined separately because of the constraints related to the use of revenue estimates for various programs.²

SIS Highways

The MPO should identify planned improvements and funding for corridors on the SIS, consistent with the 2040 SIS Highways Cost Feasible Plan and any adjustments agreed upon by the Department. Such adjustments could result from agreements to supplement SIS funds to either accelerate or add improvements to SIS Highways.

Remaining State Highway System (SHS)

The MPO should identify planned improvements and funding for corridors that are on the SHS, but not on the SIS. Potential funding sources include the “flexible” funds from the State Other Arterials and Transit programs, and funds from local or private sector sources that have been identified as reasonably available.

Local Highways and Streets

The MPO should identify planned improvements and funding for local road facilities that should be included in the long range plan. The Department has provided estimates of “off system” funds in the statewide forecast that can be used for these improvements, provided they meet federal eligibility requirements.³ Other funds should include local or private sector sources that have been identified as reasonably available.

Operational Improvements Programs

MPOs should identify program descriptions and funding levels for transportation system management programs such as intersection improvements, traffic signal systems, and ITS projects. Transportation demand management program descriptions and funding levels can be identified in the highway element, in the transit element, or separately. Generally, such programs should be funded with revenues estimated for the State Other Arterials and Transit programs or local revenue sources.

¹ See Appendix A for funding eligibility guidance for the major state programs.

² MPOs may desire to include “illustrative projects” in their plan, partially funded with Transportation Regional Incentive Program (TRIP) funds. See the guidance under “Documentary Stamps Tax Funds” in the “Metropolitan Area Estimates” section of this handbook for more information.

³ “Off system” funds estimated by the Department may be used anywhere except for roads that are functionally classified as local or rural minor collectors, unless such roads were on a federal-aid system as of January 1, 1991.

Transit

MPOs should identify transit projects and programs and funding for local or regional bus systems and related public transportation programs in the transit element in cooperation with transit providers. Demand management programs, including ridesharing, bicycle and pedestrian projects can be included, or can be identified separately. Potential funding sources include the “flexible” funds from the state Other Arterials and Transit programs, federal and local transit operating assistance, and other funds from local or private sector sources that have been identified as reasonably available.^{1,2}

Balancing Planning Improvements and Revenue Estimates

It is expected that each MPO will test several alternative plans leading toward adoption of a cost feasible multimodal plan for the metropolitan transportation system. The system alternatives should examine different ways to meet state and metropolitan goals and objectives, and should be analyzed within the context of the metropolitan area’s public involvement program. They may contain alternative mixes of the candidate projects discussed above, alternative schedules for implementation, and alternative improvements for specific projects (e.g., adding 2 lanes, adding bus service). Throughout this process, MPOs should reconcile project costs with revenue estimates, taking into consideration the revenues estimated for transportation improvements and any flexibility or constraints associated with the estimates. (See Figure 1.)

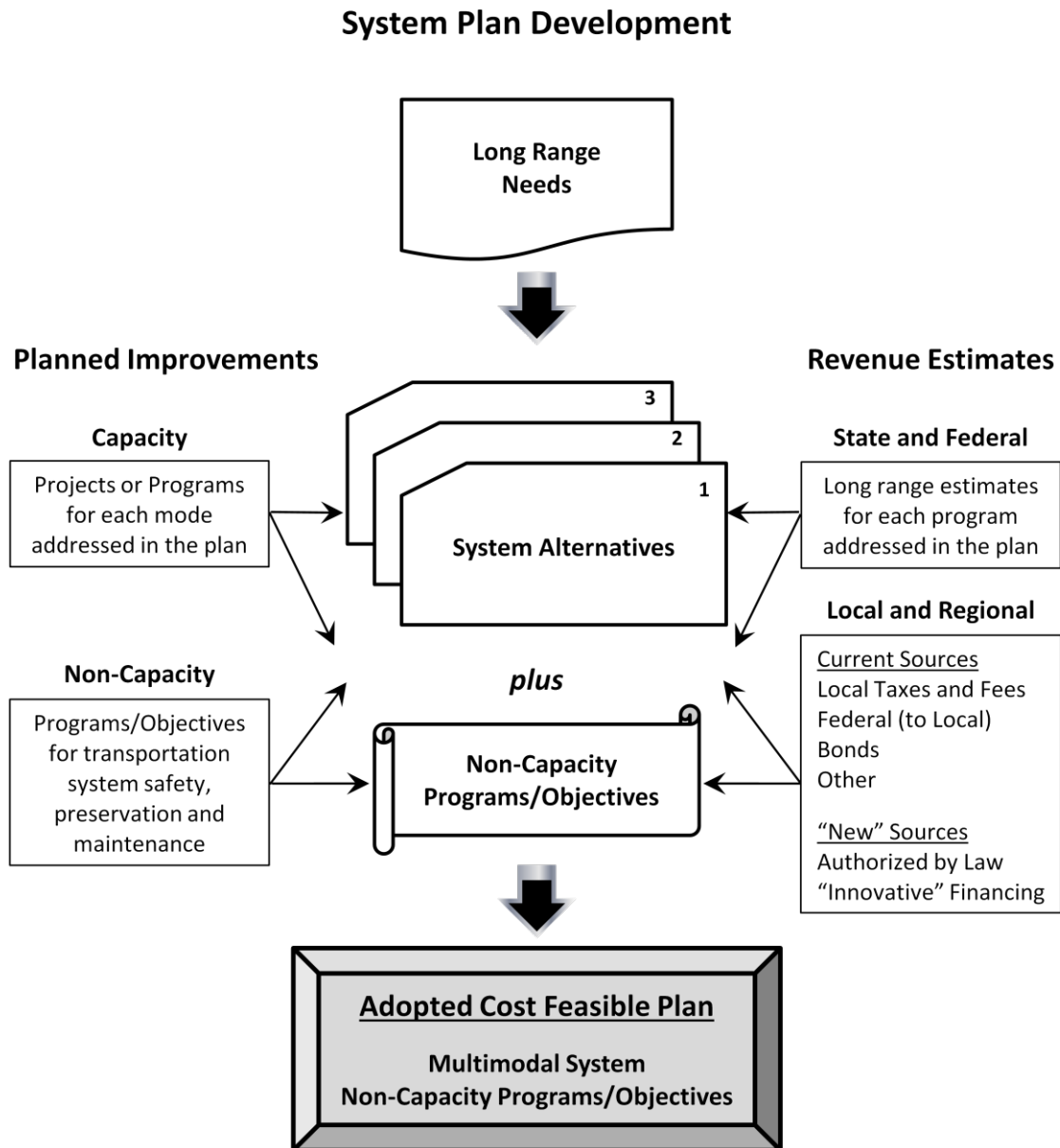
State and federal estimates for 2019-2040 have generally been prepared in five-year time periods to assist MPOs with the testing and staging of alternatives. For planning purposes, some leeway should be allowed for estimates for these time periods. For example, the total cost of planned projects for the period 2021-2025 for funding with the “flexible” Other Arterials and Transit estimates should be within 10% of the funds estimated for that period. It is strongly recommended, however, that the total cost of planned projects for the entire 2019-2040 period not exceed revenue estimates for the entire period for each element or component of the plan.

As part of LRTP documentation, MPOs should identify all projects planned to be implemented with federal funds within the first 10 years of the plan.

¹ MPOs may desire to include “illustrative projects” in their plan, partially funded with New Starts Program funds. See the guidance under “Documentary Stamps Tax” in the “Metropolitan Area Estimates” section of this handbook for more information.

² See “Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs, November 2012”, page 2, for additional guidance for transit projects.

Figure 1
Cost Feasible Plan Project and Financial Planning
 Metropolitan Long Range Transportation Plan Development



This page is intentionally blank.

APPENDIX A

STATE TRANSPORTATION PROGRAMS AND FUNDING ELIGIBILITY

2040 Revenue Forecast Update

TABLE OF CONTENTS

| | |
|--|------------|
| STATE TRANSPORTATION PROGRAMS | A-1 |
| Major Program Categories | A-1 |
| Planning for Major Programs..... | A-2 |
| FUNDING ELIGIBILITY FOR MAJOR PROGRAMS..... | A-2 |
| “Statewide” Capacity Programs..... | A-2 |
| SIS Highways Construction & Right-of-Way | A-2 |
| Aviation..... | A-3 |
| Rail..... | A-4 |
| Intermodal Access..... | A-4 |
| Seaport Development..... | A-4 |
| Other Capacity Programs..... | A-5 |
| Other Arterial Construction & Right-of-Way..... | A-5 |
| Transit | A-6 |
| Non-Capacity Programs..... | A-6 |
| Safety | A-7 |
| Resurfacing | A-7 |
| Bridge..... | A-7 |
| Product Support | A-8 |
| Operations & Maintenance | A-9 |
| Administration | A-9 |

TABLE

| | |
|---|---------|
| Table of Program Categories, 2040 Revenue Forecast and Program & Resource Plan | A10-A11 |
|---|---------|

This page is intentionally blank.

APPENDIX A

STATE TRANSPORTATION PROGRAMS AND FUNDING ELIGIBILITY

2040 Revenue Forecast

This appendix defines the major program categories used in the 2040 Revenue Forecast and provides guidelines for what types of planned projects and programs are eligible for funding with revenues estimated in the forecast. Metropolitan plan updates that incorporate the information from this revenue forecast should be consistent with these guidelines.

STATE TRANSPORTATION PROGRAMS

The 2040 Revenue Forecast includes all state transportation activities funded by state and federal revenues. The basis for the forecast is the framework of the Program and Resource Plan (PRP), the Department's financial planning document for the 10-year period that includes the Work Program. The PRP addresses over 60 programs or subprograms. See pages A10-A11 for a list of programs and major subprograms and how they have been combined for the revenue forecast.

Major Program Categories

Revenue estimates for all state programs were combined into the categories shown in the table below. The funding eligibility information in this document is organized according to these emphasis areas and the responsibilities for project identification for each program. Each of the major programs falls under one of the following PRP groups of programs:

- Product – Activities which build the transportation infrastructure.
- Product Support – Planning and engineering required to produce the products.
- Operations & Maintenance – Activities which support and maintain transportation infrastructure after it is constructed and in place.
- Administration – Activities required to administer the entire state transportation program.

| Major Programs | |
|--|--|
| P R O D U C T | SIS Highways Construction & Right-of-Way Other Arterial Construction & Right-of-Way Aviation Transit Rail Intermodal Access Seaport Development Safety Resurfacing Bridge |
| O P E R A T I O N S | Product Support Operations & Maintenance Administration |

Planning for Major Programs

MPO long range plans will contain project and financial information for a wide range of transportation improvements expected through 2040. The Department and MPOs share the responsibility for identifying these improvements and the expected funding¹ for each. Responsibilities, and the general level of detail required, include:

- Capacity Programs – to the extent possible, project descriptions and costs will be developed for each transportation mode, consistent with estimated revenues, as follows:
 - SIS Highways, Aviation, Rail, Seaport Development and Intermodal Access² – the Department will take the lead in project identification in each metropolitan area.
 - Other Arterials and Transit – each MPO will take the lead in project identification within its metropolitan area.
- Non-Capacity Programs – the Department has estimated sufficient revenues to meet statewide safety, preservation and support objectives through 2040, including in each metropolitan area. It is not necessary to identify projects for these programs, so estimates for these activities have not been developed for metropolitan areas. The Department will prepare separate documentation to address these programs and estimated funding and provide it to MPOs for inclusion in the documentation of their long range plans.

FUNDING ELIGIBILITY FOR MAJOR PROGRAMS

The FTP and metropolitan long range plans consider many types of transportation improvements to meet long range needs, constrained by the funding expected to be available during the planning period. The following are explanations of the types of projects, programs and activities that are eligible for state and/or federal funding in each of the major categories contained in the 2040 Revenue Forecast.

“Statewide” Capacity Programs

The Department has “taken the lead” in the identification of planned projects and programs that are associated with the Strategic Intermodal System (SIS) and will provide detailed information to MPOs. As a result, metropolitan plans and programs that include state and federal funds for these major programs should be coordinated and consistent with state long range plans and programs. Each is discussed below.

SIS Highways Construction & Right-of-Way

The Strategic Intermodal System (SIS), including the Emerging SIS, includes over 4,300 miles of Interstate, Turnpike, other expressways and major arterial highways and connectors between those highways and SIS hubs (airports, seaports, etc.). The primary purpose of the SIS is to serve interstate and regional commerce and long distance trips.

¹The information in this document is limited to projects and programs funded with state and federal revenues that typically are contained in the state 5-year Work Program. MPOs must also consider projects and programs in their long range plans that may be funded with other sources available within the metropolitan area. These include local government taxes and fees, private sector sources, local/regional tolls, and other sources each MPO may identify.

²FDOT continues to work with modal partners to identify aviation, rail, seaport, and intermodal access projects beyond the years in work programs. However, FDOT and its partners have not been able to identify cost feasible projects beyond the work program sufficiently to include them in the SIS Cost Feasible Plan and, therefore, in MPO cost feasible plans.

Metropolitan plans and programs for SIS Highways should be consistent with the 2040 SIS Highways Cost Feasible Plan, as provided to each MPO. Projects associated with aviation, rail, seaport development and intermodal access may be funded under this program, provided that they are included in the SIS Highways Cost Feasible Plan. Capacity improvement projects eligible for funding in the current plan include:

- Construction of additional lanes;
- The capacity improvement component of interchange modifications;
- New interchanges;
- Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles;
- Bridge replacement with increased capacity;
- Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems;
- The preferred alternative defined by an approved multi-modal interstate master plan;
- Weigh-in-motion stations;
- Acquisition of land which is acquired to support the SIS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development; and
- New weigh stations and rest areas.

The following activities are not eligible for funding from the SIS Highways Construction & Right-of-Way program estimates: planning and engineering in SIS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, and support activities to acquire right-of-way (see Product Support below).

Aviation

The state provides financial and technical assistance to Florida's airports. Projects and programs eligible for funding¹ include:

- Assistance with planning, designing, constructing, and maintaining public use aviation facilities;
- Assistance with land acquisition;
- "Discretionary" assistance for capacity improvement projects at certain airports. In 2012, those meeting the eligibility criteria are Miami, Orlando, Ft. Lauderdale/Hollywood, Tampa, Southwest Florida, and Orlando Sanford international airports.

The following activities are not eligible for funding from the Aviation program estimates: planning and engineering to support state programs (see Product Support below), financial and technical assistance for private airports, and "discretionary" capacity improvements at airports other than those listed above.

¹ See FDOT Work Program Instructions for additional funding eligibility and state matching funds requirements.

Rail

The state provides funding for acquisition of rail corridors and assistance in developing intercity passenger and commuter rail service, fixed guideway system development, rehabilitation of rail facilities and high speed transportation. Projects and programs eligible for funding¹ include:

- Financial and technical assistance for intermodal projects;
- Rail safety inspections;
- Regulation of railroad operations and rail/highway crossings;
- Identification of abandoned rail corridors;
- Recommendations regarding acquisition and rehabilitation of rail facilities; and
- Assistance for developing intercity rail passenger service or commuter rail service.

The following activities are not eligible for funding from the Rail program estimates: planning and engineering to support state programs (see Product Support below), financial and technical assistance for rail projects and programs not specified above.

Intermodal Access

The state provides assistance in improving access to intermodal facilities and the acquiring of associated rights of way. Projects and programs eligible for funding include:

- Improved access to intermodal or multimodal transportation facilities;
- Construction of multimodal terminals;
- Rail access to airports and seaports;
- Interchanges and highways which provide access to airports, seaports and other multimodal facilities; and
- Projects support certain intermodal logistics centers².

The following activities are not eligible for funding from the Intermodal Access program estimates: planning and engineering to support state programs (see Product Support below), and programs not specified above.

Seaport Development

The state provides assistance with funding for the development of public deep water ports. This includes support of bonds issued by the Florida Ports Financing Commission that finances eligible capital improvements. Projects and programs eligible for funding and state matching funds requirements vary among several programs. See FDOT Work Program Instructions for more information.

The following activities are not eligible for funding from the Seaport Development program estimates: planning and engineering to support state programs (see Product Support below), programs not specified above, and financial and technical assistance at other ports.

¹ See FDOT Work Program Instructions for additional funding eligibility and state matching funds requirements.

² See FDOT Work Program Instructions for funding eligibility and state matching funds requirements.

Other Capacity Programs

MPOs have been requested to “take the lead” in the identification of planned projects and programs for the (1) Other Arterials Construction & ROW and (2) Transit programs. For 2014-2018, MPOs should identify projects as contained in the Work Program. For all years after 2018, MPOs should plan for the mix of highway and transit programs that best meets the needs of their metropolitan area. As a result, MPOs may identify either highway or transit improvement programs and projects, consistent with the total amount of the two major programs, and consistent with the following eligibility criteria.

Other Arterial Construction & Right of Way

The primary purpose of this program is to fund improvements on the part of the State Highway System, or SHS, that is not designated as SIS. The approximately 8,000 miles of such highways represent about 64% of the SHS. Projects and programs eligible for funding include:

- Construction and improvement projects on state roadways which are not on the Strategic Intermodal System (SIS), including projects that:
 - Add capacity;
 - Improve highway geometry;
 - Provide grade separations; and
 - Improve turning movements through signalization improvements and storage capacity within turn lanes.
- Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development;
- Construction and traffic operations improvements on certain local government roads¹ that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the metropolitan area, the District and the state.

The following activities are not eligible for funding from the Other Arterial Construction & Right-of-Way program estimates: planning and engineering in SHS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, support activities to acquire right-of-way (see Product Support below), land acquisition for airports (see Aviation above), and land acquisition for railroad corridors (see Rail above).

¹ The Department has provided separate estimates of funds from this program that may be used on local government roads that meet federal eligibility criteria (i.e., “off system”). By law, state funds cannot be used on local government roads except to match federal aid, for locally owned SIS Connectors, and under certain subprograms subject to annual legislative appropriations. Long range plans should not assume that state funds will be appropriated for local government road improvements.

Transit

The state provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:

- Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program¹;
- Service Development projects, which are special projects that can receive initial funding from the state²;
- Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor;
- Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy;
- Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots; and
- Assistance to fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under the New Starts Transit Program.

The following activities are not eligible for funding from the Transit program estimates: planning and engineering to support state programs (see Product Support below), and federally funded financial and technical assistance for transit plans and programs for those funds that are not typically included in the state 5-year Work Program (e.g., federal funds for operating assistance).

Non-Capacity Programs

Statewide estimates for all state non-capacity programs are an integral part of the 2040 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2040. These objectives will be met in each metropolitan area, so it was not necessary to develop metropolitan estimates for these programs. Neither the Department nor the MPOs needs to identify projects for these programs. However, pursuant to an agreement between FDOT and the Federal Highway Administration Division Office, FDOT has provided district-level estimates of “Operations and Maintenance” costs on the State Highway System to MPOs for inclusion in the documentation of their long range transportation plans. Those “Operations and Maintenance” estimates are the total estimates for the State Resurfacing, Bridge, and Operations & Maintenance programs.

¹ State participation is limited to 50% of the non-federal share of capital costs and up to 50% of eligible operating costs. The block grant can also be used for transit service development and corridor projects. An individual block grant recipient’s allocation may be supplemented by the State if (1) requested by the MPO, (2) concurred in by the Department, and (3) funds are available. The Transportation Disadvantaged Commission is allocated 15% of Block Grant Program funds for distribution to Community Transportation Coordinators.

² Up to 50% of the net project cost can be provided by the state. Up to 100% can be provided for projects of statewide significance (requires FDOT concurrence). Costs eligible for funding include operating and maintenance costs (limited to no more than three years) and marketing and technology projects (limited to no more than two years).

The forecast for these programs and related information will be provided to each MPO in an Appendix for inclusion in the documentation of their long range plan. The following information on project eligibility for these programs is provided for informational purposes only.

Safety

Safety issues touch every area of the state transportation program to some degree. Specific safety improvement projects and programs in this major program address mitigation of safety hazards that are not included in projects funded in other major programs. Projects and programs eligible for funding include:

- Highway safety improvements at locations that have exhibited a history of abnormally high crash frequencies or have been identified as having significant roadside hazards;
- Grants to state and local agencies for traffic safety programs with the intent of achieving lower levels and severity of traffic crashes; and
- Promotion of bicycle and pedestrian safety, including programs for public awareness, education and training.

The following activities are not eligible for funding from the Safety program estimates: planning and engineering to support state programs (see Product Support below), safety improvements funded as a part of other major state programs (e.g., SIS construction), financial and technical assistance for safety programs not specified above.

Resurfacing

The state periodically resurfaces all pavements on the State Highway System (SHS) to preserve the public's investment in highways and to maintain smooth and safe pavement surfaces.

Projects and programs eligible for funding include:

- Periodic resurfacing of the Interstate, Turnpike and other components of the SHS;
- Resurfacing or reconstructing of county roads in counties eligible to participate in the Small County Road Assistance Program; and
- Periodic resurfacing of other public roads, consistent with federal funding criteria and Department and MPO programming priorities.

The following activities are not eligible for funding from the Resurfacing program estimates: planning and engineering to support state programs (see Product Support below), resurfacing that is funded by other major state programs as a part of major projects that add capacity (e.g., SIS and Other Arterials construction), thin pavement overlays which eliminate slippery pavements (funded by the Safety Program), and resurfacing of other roads not specified above.¹

Bridge

The state repairs and replaces deficient bridges on the SHS, or on other public roads as defined by state and federal criteria. Projects and programs eligible for funding include:

¹Other than the Small County Road Assistance Program, funds for resurfacing on "off system" projects are not included in the forecast. Any planned "off system" resurfacing projects must be funded from the "off system" share of the Other Arterials Construction & Right-of-Way estimates.

- Repairs of bridges and preventative maintenance activities on bridges on the SHS;
- Replacement of structurally deficient bridges on the SHS¹;
- Replacement of bridges which require structural repair but are more cost effective to replace;
- Construction of new bridges on the SHS;
- Replacement of structurally deficient bridges off the SHS but on the federal-aid highway system, subject to state and federal policies and eligibility criteria; and
- Replacement of structurally deficient bridges off the federal-aid highway system, subject to state and federal policies and eligibility criteria.

The following activities are not eligible for funding from the Bridge program estimates: planning and engineering to support state programs (see Product Support below), and repairs to or replacements of bridges on roads not specified above.

Product Support

Planning and engineering activities are required to “produce” the products and services described in the major programs discussed above. These are functions performed by Department staff and professional consultants. Costs include salaries and benefits; professional fees; and administrative costs such as utilities, telephone, travel, supplies, other capital outlay, and data processing. Functions eligible for funding include:

- Preliminary engineering (related to environmental, location, engineering and design);
- Construction inspection engineering for highway and bridge construction;
- Right of way support necessary to acquire and manage right-of-way land for the construction of transportation projects;
- Environmental mitigation of impacts of transportation projects on wetlands;
- Materials testing and research; and
- Planning and Public Transportation Operations support activities.

Estimates for the Product Support program are directly related to the estimates of the product categories of the 2040 Revenue Forecast. That is, these levels of Product Support are adequate to “produce” the estimated levels of the following major programs: SIS Highways Construction and Right-of-Way, Other Arterials Construction & Right-of-Way, Aviation, Transit, Rail, Intermodal Access, Seaport Development, Safety, Resurfacing, and Bridge. As a result, the components of metropolitan plans and programs that are based on state and federal funds should be consistent with the total of the above “product” categories to ensure that sufficient Product Support funding is available from state and federal sources through 2040².

¹ The state Bridge Replacement Program places primary emphasis on the replacement of structurally deficient or weight restricted bridges. Planned capacity improvements for bridges that are to be widened or replaced to address highway capacity issues must be funded from the Other Arterials or SIS Highways Construction & Right-of-Way major programs.

² MPOs are encouraged to include estimates for PD&E and Design phases in the LRTP, particularly for projects that cannot be fully funded by 2040. See Page 13 of the *2040 Revenue Forecast Handbook* for more information.

The following activities are not eligible for funding from the Product Support program estimates: planning and engineering to support plans or programs that are not eligible for funding from the “Product” programs, and local and regional planning and engineering activities not typically included in the state 5-year Work Program.

Operations & Maintenance

Operations and maintenance activities support and maintain the transportation infrastructure once it is constructed and in place¹. Functions eligible for funding include:

- Routine maintenance of the SHS travel lanes; roadside maintenance; inspections of state and local bridges; and operation of state moveable bridges and tunnels;
- Traffic engineering analyses, training and monitoring that focus on solutions to traffic problems that do not require major structural alterations of existing or planned roadways;
- Administration of and toll collections on bonded road projects such as toll expressways, bridges, ferries, and the Turnpike; and
- Enforcement of laws and Department rules which regulate the weight, size, safety, and registration requirements of commercial vehicles operating on the highway system.

The following activities are not eligible for funding from the Operations and Maintenance program estimates: operations and maintenance activities on elements of the transportation system not specified above.

Administration

Administration includes the staff, equipment, and materials required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions of carrying out the state transportation program. It also includes the purchase of and improvements to non-highway fixed assets. Eligible functions and programs are:

- Resources necessary to manage the Department in the attainment of goals and objectives;
- Acquisition of resources for production, operation and planning units including personnel resources; external production resources (consultants); financial resources; and materials, equipment, and supplies;
- Services related to eminent domain, construction letting and contracts, reprographics, and mail service;
- Costs for the Secretary, Assistant Secretaries, and immediate staffs; for the Florida Transportation Commission and staff; and for the Transportation Disadvantaged Commission; and
- Acquisition, construction and improvements of non-highway fixed assets such as offices, maintenance yards, and construction field offices.

The following activities are not eligible for funding from the Administration program estimates: administrative activities not specified above.

¹ Scheduled major repairs or replacements such as resurfacing, bridge replacement or traffic operations improvements are parts of the Resurfacing, Bridge, and Other Arterial Highway programs, respectively.

| TABLE OF PROGRAM CATEGORIES 2040 REVENUE FORECAST AND PROGRAM & RESOURCE PLAN | | |
|--|--|--|
| 2040 REVENUE FORECAST "PROGRAMS" | PROGRAM & RESOURCE PLAN | |
| | PROGRAMS | SUBPROGRAMS |
| <u>CAPACITY</u> SIS Highways Construction & Right- of-Way | <u>I. PRODUCT</u> A. SIS/Intrastate Highways | 1. Interstate Construction 2. Turnpike Construction 3. Other SIS/Intrastate Construction 4. SIS/Intrastate Traffic Operations |
| | C. Right-of-Way (part) | 1. SIS/Intrastate 3. SIS/Intrastate Advance Corridor Acquisition |
| Other Arterial Construction & Right- of-Way | B. Other Arterial Highways | 1. Arterial Traffic Operations 2. Construction 3. County Transportation Programs 4. Economic Development |
| | C. Right-of-Way (part) | 2. Other Arterial & Bridge 4. Other Arterial Advance Corridor Acquisition |
| Public Transportation • Aviation • Transit • Rail • Intermodal Access • Seaport Development | D. Aviation | 1. Airport Improvement 2. Land Acquisition 3. Planning 4. Discretionary Capacity Improvements |
| | E. Transit | 1. Transit Systems 2. Transportation Disadvantaged - Department 3. Transportation Disadvantaged - Commission 4. Other 5. Block Grants 6. New Starts Transit |
| | F. Rail | 1. High Speed Rail 2. Passenger Service 3. Rail/Highway Crossings 4. Rail Capital Improvements/Rehabilitation |
| | G. Intermodal Access | None |
| | H. Seaport Development | None |
| Documentary Stamps Tax Funds | L. N/A | (No Subprograms; these are Documentary Stamps Tax funds not included in an Adopted Work Program as of July 1, 2013.) |

| TABLE OF PROGRAM CATEGORIES 2040 REVENUE FORECAST AND PROGRAM & RESOURCE PLAN | | |
|--|---|--|
| 2040 REVENUE FORECAST “PROGRAMS” | PROGRAM & RESOURCE PLAN | |
| | PROGRAMS | SUBPROGRAMS |
| <u>NON-CAPACITY</u> Safety | <u>I. PRODUCT</u> (Continued) I. Safety | 1. Highway Safety 2. Rail/Highway Crossings (discontinued) 3. Grants |
| Resurfacing | J. Resurfacing | 1. Interstate 2. Arterial & Freeway 3. Off-System 4. Turnpike |
| Bridge | K. Bridge | 1. Repair - On System 2. Replace - On System 3. Local Bridge Replacement 4. Turnpike |
| Product Support | <u>II. PRODUCT SUPPORT</u> | A. Preliminary Engineering (<i>all</i>) B. Construction Engineering Inspection (<i>all</i>) C. Right-of-Way Support (<i>all</i>) D. Environmental Mitigation E. Materials & Research (<i>all</i>) F. Planning & Environment (<i>all</i>) G. Public Transportation Operations |
| Operations & Maintenance | <u>III. OPERATIONS & MAINTENANCE</u> | A. Operations & Maintenance (<i>all</i>) B. Traffic Engineering & Operations (<i>all</i>) C. Toll Operations (<i>all</i>) D. Motor Carrier Compliance |
| Administration | <u>IV. ADMINISTRATION</u> | A. Administration (<i>all</i>) B. Fixed Capital Outlay (<i>all</i>) C. Office Information Systems |

Notes:

- (*all*) refers to all levels of subprogram detail below the one shown in this table.
- Program and Resource Plan category “V. OTHER” is related to the “TOTAL BUDGET” and was included in the 2040 Revenue Forecast as “Other” (i.e., not as a “Program”).

This page is intentionally blank.

APPENDIX B

DEVELOPMENT OF DISTRICT AND METROPOLITAN ESTIMATES

2040 Revenue Forecast

This Appendix describes how statewide and sub-state funding estimates for the major programs were developed for the 2040 Revenue Forecast.

Statewide Estimates

Statewide estimates for major state programs were based on continuing current laws and policies as of Fall 2012. The following are the major program categories used in the forecast.

| | |
|---|-------------------------------------|
| <u>“Statewide” Capacity Programs</u> | <u>Non-Capacity Programs</u> |
| SIS Highways Construction & ROW | Safety |
| Aviation | Resurfacing |
| Rail | Bridge |
| Intermodal Access | Product Support |
| Seaports | Operations & Maintenance |
| <u>Other Capacity Programs</u> | Administration |
| Other Arterials Construction & ROW | |
| Transit | |

The forecast of funding levels for the Department’s programs was developed based on the Program and Resource Plan for Fiscal Years 2014-22 (reflecting the Tentative Work Program as of November 28, 2012). Annual estimates of funding levels through 2040 were based on federal and state laws and regulations and Department policies at the time the forecast was prepared. For example, statewide funding levels were established to accomplish the program objectives for resurfacing, routine maintenance, and bridge repair and replacement. These estimates were summarized to reflect the major program categories used in the 2040 Revenue Forecast.

Sub-state Estimates

The Department prepared district and metropolitan estimates for highway and transit programs, and certain other funds, included in the forecast. Central office staff developed district and county estimates for these programs using the methods identified in Table B-1. Using the information provided by the central office, district staff developed metropolitan estimates for MPOs consistent with the district and county estimates, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries or TMA boundaries).

As with previous long range revenue forecasts, the Department is requesting that the MPOs take the lead in identifying specific planned projects and programs funded by the Other Arterials & ROW and Transit programs. The Department is taking the lead in identifying specific planned projects and programs for the Strategic Intermodal System (SIS), including the 2040 SIS Highways Cost Feasible Plan (i.e., cost estimates for projects planned within the MPO area).

Table B-1
Methodology for District and Metropolitan Estimates from the 2040 Revenue Forecast

| Major Capacity Program Category | Methodology |
|--|--|
| SIS Highways Construction & ROW | Based on the 2040 SIS Highways Cost Feasible Plan, Turnpike excluded. Turnpike estimates provided by Turnpike Enterprise. Funding estimates and projects to be provided to MPOs. |
| Other Arterials Construction & ROW | Generally, distribute funding estimates by statutory formula. Also develop estimates for TMA (SU) and Transportation Alternatives funds in TMAs; those funds taken “off the top” before distributing remaining funds. Apprise MPOs that at least some portion of these funds can be planned for Transit. Develop “off system” estimates. |
| Transit | Use statutory formula to distribute funds to Districts and counties to distribute funds. |
| Aviation | Because the primary use of Aviation funds is for airside improvements not a part of MPO planning, develop only statewide estimates. |
| Rail | Because of uncertainties with long range passenger rail and absence of commitments to specific rail corridors, develop only statewide estimates. |
| Intermodal Access | The future of this program is not clear, given the creation of the SIS. As a result, develop only statewide estimates |
| Seaport Development | Statewide estimates only, because the Florida Seaport Transportation Economic Development Council identifies projects eligible for funding. |
| Documentary Stamps Tax Funds | <ul style="list-style-type: none"> • Allocate Transportation Regional Incentive Program (TRIP) funds to Districts using statutory formula. Provide guidance for planning to MPOs. • Statewide estimates for New Starts Transit Program. Provide statewide amounts and guidance for planning to MPOs. |
| Operations and Maintenance Estimates | <ul style="list-style-type: none"> • Develop district-wide estimates of funding for Resurfacing, Bridge and Operations & Maintenance programs and provide to MPOs, per agreement between FDOT and FHWA Division Office related to reporting Operations and Maintenance estimates for the State Highway System in MPO LRTPs. |

APPENDIX C

LEVERAGING, CASH FLOW AND OTHER TRANSPORTATION FINANCE TOOLS 2040 Revenue Forecast

Metropolitan areas are encouraged to consider “innovative” or non-traditional sources of funding and financing techniques in their long range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes that are not currently in place, toll facilities, public/private partnerships, and debt financing¹. Several such sources or techniques are available as a result of state and federal laws. **Concurrence of the Department, and in some cases the federal government, is required before projects or programs can be funded through these sources. As a result, each MPO should coordinate with the Department before including these sources and techniques in its long range plan.**

The following is general guidance for specific sources. More detailed guidance can be obtained from FDOT staff. Guidance on planning for future toll facility projects concludes this appendix.

Federal/State Transportation Finance Tools

Federal law allows several methods of transportation finance that provide opportunities to “leverage” (make more useable) federal transportation funds. Most of the tools can be applied in more than one state program. The tools are not identified separately in the Program and Resource Plan, but the Department has established processes and criteria for their use. MPOs should work closely with FDOT before including these and other federal financing tools as part of their long range financial planning.

State Infrastructure Bank (SIB)

The SIB was originally established by the National Highway System Act of 1995 to encourage state and local governments to identify and develop innovative financing mechanisms that will more effectively use federal financial resources.

Florida has two separate SIB accounts: the **federal-funded SIB** account (capitalized by federal money and matched with appropriate state funds as required by law); and the **state-funded SIB** (capitalized with state funds and bond proceeds). The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Highway and transit projects are eligible for SIB participation. See FDOT Work Program instructions for more details.

SIB applications are accepted during the published advertisement period via the FDOT online application process (See <http://www.dot.state.fl.us/officeofcomptroller/PFO/sib.shtm>).

¹Debt financing (borrowing implementation funds to be paid back from future revenues) should be analyzed carefully before deciding to use it to fund projects. There are tradeoffs between building a project earlier than would otherwise be the case and increased costs from interest and other expenses required to finance projects this way.

Advance Construction (AC)

States can initially use state funds to construct projects that may eventually be reimbursed with federal funds. These are state funds used to finance projects in anticipation of future federal apportionments. Subsequently, the state can obligate federal-aid funds to reimburse the federal share of those projects (i.e., the share that was initially funded with state dollars). This is a way to construct federal-aid projects sooner than if Florida had to wait for future federal funding obligations before construction could begin. Florida has used this financing tool for many years to “advance” the construction of needed projects. AC has a greater impact on the timing of project construction than on the amount of federal funds.

Flexible Match

Federal law allows private funds, materials or assets (e.g., right of way) donated to a specific federal-aid project to be applied to the state’s matching share. The donated or acquired item must qualify as a participating cost meeting eligibility standards and be within the project’s scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, “freeing up” the state funds for use on other projects.

Toll Credits (Soft Match)

Federal law permits the use of certain toll revenue expenditures as a credit toward the non-federal share of transportation projects. For example, the Turnpike is paid for with tolls, but it is eligible for federal aid. A toll credit is a credit from the federal government for the unused federal matching funds that could have been requested for Turnpike construction. This credit can be used instead of state or local funds to meet federal match requirements for other transportation projects, including transit.

Such credits free up state or local funds — that otherwise would have been used to match federal aid — for other uses. Toll credits can only be used for transportation capital investments (e.g., highway construction, buses).

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Federal law authorizes the United States Department of Transportation (USDOT) to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state department of transportation, transit operators, special authorities, local governments, private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under TIFIA.

State Transportation Finance Tools

Florida law establishes several programs that allow the state, local governments and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local governments and transportation authorities with pre-construction activities on potential toll facilities, and to assist with state economic development. Each of these tools is established as a separate category in the Department’s Program and Resource Plan.

Local Government Advance/Reimbursement Program

The Local Government Advance/ Reimbursement Program (LGARP) enables local governments and transportation authorities to speed up delivery of state transportation projects. Local governments can contribute cash, goods and/or services to the Department to initiate projects sooner than scheduled in the Work Program.

Section 339.12, F.S., allows projects beyond the 5-year Work Program to be advanced, subject to a statewide \$250 million cap on commitments¹. Most projects are eligible, except those that are revenue producing.

Economic Development Program

The Other Arterials Construction Program contains an Economic Development sub-program. It is administered by FDOT, in cooperation with the Department of Economic Opportunity. The Program may provide funds for access roads and highway improvements for new and existing businesses and manufacturing enterprises that meet certain criteria.

For the purposes of MPO plan updates, it has been assumed that the metropolitan area's statutory share of these funds will be available for transportation improvements and is a part of the funds in the estimate of Other Arterial Construction & Right of Way provided to the MPO. MPOs should not consider the Economic Development sub-program as a revenue source separate from, or in addition to, the estimates provided by the Department for the 2040 Revenue Forecast.

Future Toll Facility Projects in Metropolitan Long Range Transportation Plans

FDOT, primarily through the Turnpike Enterprise, and local expressway authorities are currently engaged in studies of the feasibility of new toll facilities or extensions of existing facilities. If a MPO desires to include future toll facility projects in its long range plan, FDOT strongly recommends that the MPO coordinate closely with FDOT and/or local authority staff to determine if these facilities should be included in the plan (possibly as "illustrative projects"). Issues to be considered include:

- Local/regional support of elected officials and the public for the project;
- Environmental, socio-economic and related impacts of the project;
- Consistency with affected local comprehensive plans; and
- Economic feasibility of the project (costs, revenues, debt service coverage, "value for money" analysis², etc.)

FDOT's experience with analyses of economic feasibility for such projects suggests that it is extremely difficult to meet debt service requirements for a new toll facility or extension solely with toll revenues generated by the project, particularly in early years of operation. Often, the difficulty varies depending upon the location of the facility (urban, rural, etc.). However, each

¹ There are statutory exceptions to the \$250 million cap. See s. 339.12, F.S., for more information.

² "Value for money" analysis compares public and privately financed alternatives side-by-side before a financing option is selected. This analysis is a strong tool for informing the public and ensuring that the public good has been protected.

project is different based upon the location, competing roadways, and other factors. When little project information is available, FDOT offers the following additional guidance to MPOs that may desire to consider including future toll facility projects in their cost feasible long range plans:

- For projects in suburban or emerging suburban areas, estimated toll revenues likely will cover only a portion of the total project cost;
- For projects in urban areas, estimated toll revenues may cover a somewhat higher portion of the cost of the project. However, project costs, particularly for right of way, are much higher than in other areas;
- For projects in rural areas, possibly associated with proposed new land development which will take time to materialize, estimated toll revenues in the early years likely will be substantially lower than total project cost.

For the purposes of the metropolitan long range plan, MPOs should document the amount and availability of revenues from other sources (e.g., local revenue sources, Other Arterials Construction & ROW funds from the 2040 Revenue Forecast, private sector contributions, etc.) expected to be available to finance the project cost. FDOT encourages MPOs to consult with the Turnpike Enterprise and/or local authority for technical assistance on preparing early analyses for possible toll facilities in the cost feasible long range plan.

APPENDIX D
ADDITIONAL INFORMATION
2040 Revenue Forecast

TABLE OF CONTENTS

| | |
|--|------------|
| FREQUENTLY ASKED QUESTIONS..... | D-1 |
| INFLATION FACTORS..... | D-2 |
| Adjusting Project Costs..... | D-2 |
| Adjusting Local Revenue Estimates | D-2 |
| RELATIONSHIP OF CONSTRUCTION AND ROW COSTS..... | D-3 |
| FOR MORE INFORMATION..... | D-4 |

This page is intentionally blank.

Frequently Asked Questions

Does the revenue forecast reflect current laws and policies? The 2040 Revenue Forecast reflects state and federal laws and policies as of Fall 2012, including MAP-21, 2012 Florida Statutes, FDOT policies, and the October 2012 Revenue Estimating Conference results.

What Federal funds are included in the forecast? Only federal funds systematically budgeted in the Florida Department of Transportation 5-year Work Program. (Certain federal funds are included in the Work Program, either budgeted or non-budgeted, for the purposes of funding unique projects or programs, or to provide more complete information on the project or program. The revenue forecast does not include these types of funds for the years after 2018.) Federal funds in the forecast include:

- Federal Aid Highway Program Categories: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Planning (PL), and other federal fund categories.
- Federal Transit Administration Programs: Section 5310 (Elderly & Handicapped), Section 5311 (Small Urban and Rural), RTAP (Rural Transit Administration Program), Section 5339 (Small Urban and Rural Buses/Facilities, Section 5305(d) and Section 5305(e) Planning Grants.

Are TMA and Transportation Alternatives funds included? Estimates of Transportation Management Area (TMA) and Transportation Alternatives (TA) funding levels have been developed.

Are there any estimates for FDOT “Fund Codes?” No separate estimates have been developed for specific fund codes, other than the TMA and TA information discussed above.

What major program categories should be used for traffic operations-type projects or programs? Funding for intersection improvements, Transportation System Management (TSM)-type programs, ITS-type improvements, etc. should be financed using estimated funds for the Other Arterials Construction & Right-of-Way Program. These types of projects may also be included in the 2040 SIS Highways Cost Feasible Plan developed by the Department.

What funds are available for “off system” (i.e., not on the State Highway System) improvements? State funds cannot be used for projects that are not on the State Highway System, except to match federal aid, on locally-owned SIS Connectors, and select local assistance programs authorized in Florida Law. A portion of the federal funds estimated for the Other Arterials Construction & Right of Way program may be used for “off system” improvements. Separate specific estimates have been provided to MPOs. TMA funds may be used “off system.” These “off system” funds may be used anywhere except for roads that are functionally classified as local or rural minor collectors, unless such roads were on a federal-aid system as of January 1, 1991.

What funds are available for “enhancements” to resurfacing projects? Consistent with current state policy, “enhancements” to resurfacing projects (sidewalks, landscaping, etc.) generally are not funded by the Resurfacing Program. They should be funded from the estimates for the Other Arterials Construction & Right of Way Program.

What funds are available for the Transportation Regional Incentive Program (TRIP)? FDOT has developed estimates of TRIP funds for each FDOT District; the estimates are based on statutory direction for allocating TRIP funds. MPOs have been provided guidance for including TRIP-funded projects in long range transportation plans.

What funds are available for the New Starts Transit Program? FDOT has developed statewide estimates of New Starts. MPOs have been provided guidance for including TRIP-funded projects in long range transportation plans.

Inflation Factors

Consistent with federal planning regulations and “Financial Guidelines for MPO 2040 Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in October 2007, the 2040 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from “Present Day Cost” dollars (e.g., 2014 dollars) to YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department’s forecast to YOE dollars, depending on how those revenue estimates were developed.

Adjusting Project Costs

In order to balance project costs against the revenue estimates from the 2040 Revenue Forecast, costs and revenues need to be expressed using the same base year. Project cost estimates are typically expressed in “present day costs” (i.e., year that the project costs were developed, such as 2013/2014), which are based on the value of money today and not adjusted for inflation.

Table D-1 will assist MPOs in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in 2012/2013 dollars and the project is planned to be implemented in the 2020/21 to 2024/25 time period, the MPO should multiply the cost estimate by 1.35 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table D-1 are based on the Department’s inflation factors associated with developing recent Work Programs. Factors for project cost estimates developed in fiscal years 2013, 2014, 2015 and 2016 are shown in Table D-1 because required dates for the updates of long range metropolitan area transportation plans by Florida’s 26 MPOs may extend over those years.

Adjusting Local Revenue Estimates

Revenue forecasts are typically prepared in “current” or YOE dollars, which reflect the value of money at the time it will be collected (e.g., 2020) and reflect future growth in revenue. MPO plans include revenue forecasts for local sources of transportation revenues (e.g., local option gas taxes) that are not included in the Department’s 2040 Revenue Forecast. As a result, if any estimates of local revenues are not expressed in YOE dollars, MPOs will need to convert estimates of those revenues to YOE dollars to ensure a common basis for all revenues included in the MPO plans. The annual inflation rates in the lower part of Table D-1 can be used to convert local revenue forecasts prepared in “today’s” dollars to YOE dollars. For example, if the forecast of local revenues is expressed in 2013 dollars, the MPO can estimate the amount in 2019 dollars as follows:

$$\text{2019 dollars} = (\text{2013 dollars}) * (1.31) * (1.029) * (1.029) * (1.029) * (1.029) * (1.03)$$

(for 2014) (for 2015) (for 2016) (for 2017) (for 2018) (for 2019)

For consistency with other estimates, summarize estimated local funds for each year by the 5-year periods.

Table D-1
Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars

| Time Period for Planned Project or Project Phase Implementation | Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars | | | |
|--|--|---------------------------------|---------------------------------|---------------------------------|
| | Project Cost in 2013 PDC \$* | Project Cost in 2014 PDC \$* | Project Cost in 2015 PDC \$* | Project Cost in 2016 PDC \$* |
| 2019-2020 | 1.21 | 1.17 | 1.14 | 1.11 |
| 2021-2025 | 1.35 | 1.31 | 1.27 | 1.24 |
| 2026-2030 | 1.59 | 1.54 | 1.50 | 1.46 |
| 2031-2040 | 2.03 | 1.97 | 1.91 | 1.86 |
| Multipliers are based on the following annual inflation estimates: | | | | |
| | <u>From</u> | <u>To</u> | <u>Annual Rate</u> | |
| | 2013 Dollars | 2014 Dollars | 3.1% | |
| | 2014 Dollars | 2015 Dollars | 2.9% | |
| | 2015 Dollars | 2016 Dollars | 2.9% | |
| | 2016 Dollars | 2017 Dollars | 2.9% | |
| | 2017 Dollars | 2018 Dollars | 2.9% | |
| | 2018 Dollars | 2019 Dollars | 3.0% | |
| | 2019 Dollars | 2020 Dollars | 3.1% | |
| | 2020 Dollars | 2021 Dollars and Beyond | 3.3% each year | |
| Source: FDOT Work Program Instructions, 2012 | | | | |

* "PDC \$" means "Present Day Cost"

Relationship of Construction and ROW Costs

The Department experiences extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1991-92, district right-of-way programs have ranged from as low as 4% of construction costs to more than 30% and, in some instances, have exceeded construction costs. MPOs are encouraged to contact their district office for more information on right of way costs (see the FDOT website at <http://www.dot.state.fl.us/planning/policy/costs/>).

The 2040 Revenue Forecast contains estimates for combined construction and right of way funding. For planned construction projects, MPOs are requested to work with district staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the district to estimate right-of-way costs. For example, if the estimated construction cost of a project is \$40 million and the district has established a right-of-way/construction ratio of 25%, then the total cost for construction and right-of-way is \$50 million (\$40 + \$10).¹

¹The Department's estimates for capacity programs (e.g., Other Arterials Construction & ROW) do not include planning and engineering costs. The Department has reserved sufficient funds for Product Support (planning and engineering) to support the Construction and Right of Way funding levels provided to MPOs.

For More Information

Further information about the 2040 Revenue Forecast can be obtained from:

STATEWIDE FORECAST

Richard Glaze
Office of Policy Planning
Florida Department of Transportation
605 Suwannee Street, M.S. 28
Tallahassee, FL 32399-0450
(850) 414-4821
richard.glaze@dot.state.fl.us

Martin Markovich
Office of Policy Planning
Florida Department of Transportation
605 Suwannee Street, M.S. 28
Tallahassee, FL 32399-0450
(850) 414-4918
martin.markovich@dot.state.fl.us

MPO FORECASTS

District 1:

Lori Carlton
(863) 519-2358
lori.carlton@dot.state.fl.us
or Roxann Lake
(863) 519-2329
roxann.lake@dot.state.fl.us
801 North Broadway, MS 1-36
Bartow, Florida 33831

District 2:

James Bennett
(904) 360-5646
james.bennett@dot.state.fl.us
or James Green
(904) 360-5684
james.green@dot.state.fl.us
Jacksonville Urban Office
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204-2730

District 3:

Bryant Paulk
Planning Office
1074 U.S. 90
Chipley, Florida 32428
(850) 330-1371
bryant.paulk@dot.state.fl.us
or Jim DeVries
6025 Old Bagdad Highway
Milton, FL 32583
(850) 981-2754
jim.devries@dot.state.fl.us

Turnpike Enterprise:

Randy Fox, AICP
P. O. Box 613069
Building 5315, Turkey Lake Service Plaza
Ocoee, FL 34761
(407) 264-3041
randy.fox@dot.state.fl.us

District 4:

Antonette Adams
Work Program Office
(954) 777-4624
antonette.adams@dot.state.fl.us
or Lois Bush, Policy Planning Section Leader
(954) 777-4654
lois.bush@dot.state.fl.us
3400 West Commercial Boulevard
Ft. Lauderdale, FL 33309-3421

District 5:

John Zielinski, Intermodal Systems Supervisor
Orlando Urban Office
133 South Semoran Boulevard
Orlando, FL 32807
(407) 482-7868
john.zielinski@dot.state.fl.us

District 6:

Phil Steinmiller, Planning Manager
(305) 470-5825
phil.steinmiller@dot.state.fl.us
or Ken Jeffries
(305) 470-6736
ken.jeffries@dot.state.fl.us
Planning and Environmental Management Office
1000 NW 111th Avenue
Miami, FL 33172

District 7:

Lee Royal
Planning and Programs Office
11201 N. McKinley Drive, M.S. 7350
Tampa, Florida 33612
(813) 975-6427
lee.royal@dot.state.fl.us

APPENDIX FOR THE METROPOLITAN LONG RANGE PLAN

2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This appendix documents the Florida Department of Transportation (FDOT) revenue forecast through 2040. Estimates for major state programs for this metropolitan area and Florida are included. The forecast encompasses state and federal funds that “flow through” the FDOT work program. This information is used for updates of metropolitan long range transportation plans, the Florida Transportation Plan and the Strategic Intermodal System (SIS) Cost Feasible Plan.

Background

Evolving state and federal legislation, FDOT policies, and leadership by the Metropolitan Planning Organization Advisory Council have provided the impetus to enhance the cooperative relationship between FDOT and metropolitan planning organizations (MPOs) in planning for and providing transportation facilities and services. The Florida Transportation Plan (FTP), developed with the assistance of Florida’s 26 MPOs and other transportation partners, established long range goals and program emphases for the expenditure of state and federal funds expected from current revenue sources.

The Department developed a long range revenue forecast through 2040. The forecast was based upon recent legislation (e.g., MAP-21¹), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This 2040 forecast incorporates (1) amounts contained in the Department’s Work Program for 2014 through 2018, (2) the impact of the Department’s objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in year of expenditure dollars.

Purpose

This appendix provides the public and interested parties with clear documentation of the state and federal financial issues related to each MPO plan and facilitates reconciliation of statewide and metropolitan plans. This appendix does not address financial issues related to funds that do not “flow through” the state work program. Information on financial issues related to local and regional revenue sources – what those resources are and how the metropolitan areas plan to spend them – is contained in other documentation of the metropolitan plan.

This appendix describes how the statewide 2040 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that expand the capacity of existing transportation systems, and are referred to as “capacity programs.” “Metropolitan estimates” are the estimated share of certain state capacity programs for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system. This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as “non-capacity programs” in this document, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

¹ Moving Ahead for Progress in the 21st Century Act, Public Law 112-141, July 6, 2012.

2040 Revenue Forecast (State and Federal Funds)

The 2040 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among statewide capacity and non-capacity programs consistent with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida's 26 metropolitan areas.

Forecast of State and Federal Revenues

The 2040 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimated revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program. The forecast did not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference in August 2012 for state fiscal years 2014 through 2021. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

| Revenue Sources | Years | Assumptions |
|--|-----------|---|
| State Fuel Taxes | 2014-2021 | Florida Revenue Estimating Conference Estimates |
| | 2022-2040 | Annual 2.54% increase in 2022, gradually decreasing to 0.55% in 2040 |
| State Tourism-Driven Sources (Rental Car Surcharge, Aviation Fuel Tax) | 2014-2021 | Florida Revenue Estimating Conference Estimates |
| | 2022-2040 | Annual 3.04% increase in 2022, gradually decreasing to 2.86% in 2040 |
| State Vehicle-Related Taxes (Vehicle License, Initial Registration, and Incremental Title fees) | 2014-2021 | Florida Revenue Estimating Conference Estimates |
| | 2022-2040 | Annual 2.28% increase in 2022, gradually decreasing to 1.71% in 2040 |
| Documentary Stamps Taxes | 2014-2021 | Florida Revenue Estimating Conference Estimates |
| | 2022-2040 | \$348.5 million annually |
| Federal Distributions (Total Obligating Authority) | 2014-2021 | FDOT Federal Aid Forecast |
| | 2022-2040 | Annual 0.0% increase through 2040 |
| Turnpike | 2014-2022 | Existing and programmed projects, cap on outstanding debt, and planned toll increases on expansion projects |

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 1. The *2040 Revenue Forecast Handbook* contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.

Table 1
Forecast of Revenues
2040 Revenue Forecast (Millions of Dollars)

| Major Revenue Sources | Time Period | | | | | 27-Year Total ² 2014-2040 |
|--------------------------|----------------------|----------------------|---------------|---------------|---------------|---|
| | 2014-15 ¹ | 2016-20 ¹ | 2021-25 | 2026-30 | 2031-40 | |
| Federal | 5,113 31% | 9,542 27% | 9,687 26% | 9,719 24% | 19,328 22% | 53,389 25% |
| State | 9,711 59% | 22,243 64% | 25,084 67% | 27,616 69% | 60,776 70% | 145,430 67% |
| Turnpike | 1,680 10% | 3,044 9% | 2,745 7% | 2,931 7% | 6,610 8% | 17,011 8% |
| Total² | 16,505 | 34,829 | 37,516 | 40,266 | 86,715 | 215,830 |

¹ Based on the FDOT Tentative Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining which needed transportation improvements are financially feasible and in identifying funding priorities. As directed by FDOT policy, the Department places primary emphasis on safety and preservation by first providing adequate funding in the Revenue Forecast to meet established goals and objectives in these important areas. Remaining funding has been planned for new or expanded statewide, metropolitan/regional, and local facilities and services (i.e., capacity programs). As Florida moves toward the middle of the 21st Century, safety and preservation continue to be emphasized.

The 2040 Revenue Forecast includes the program funding levels contained in the July 1, 2013 Adopted Work Program for 2014 through 2018. The forecast of funding levels for FDOT programs for 2019-2040 was developed based on the Program and Resource Plan (PRP) for fiscal years 2013-2022. The remainder of this Appendix provides forecast information for “Capacity,” “Non-Capacity,” and “Other” state programs. The information is consistent with “Financial Guidelines for MPO Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council in January 2013.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (e.g., highways, transit). Table 2 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

TABLE 2
Major Capacity Programs Included in the 2040 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

| 2040 Revenue Forecast Programs | PRP Program Categories |
|---|--|
| <u>SIS Highways Construction & ROW</u> - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors). | Interstate Construction Turnpike Construction Other SIS Construction SIS Traffic Operations SIS Right of Way SIS Advance Corridor Acquisition |
| <u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program. | Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition |
| <u>Aviation</u> - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation. | Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements |
| <u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems. | Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit |
| <u>Rail</u> - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities. | High Speed Rail Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation |
| <u>Intermodal Access</u> - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition. | Intermodal Access |
| <u>Seaport Development</u> - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers. | Seaport Development |
| <u>Documentary Stamps Funds</u> – Improving intermodal facilities and acquisition of associated rights of way. | Documentary Stamps Funds not in Adopted Work Programs by July 1, 2013. |

Statewide Forecast for Capacity Programs

Table 3 identifies the statewide estimates for capacity programs in the 2040 Revenue Forecast. About \$216 billion is forecast for the entire state transportation program from 2014 through 2040; about \$103 billion (48%) is forecast for capacity programs.

Table 3
Statewide Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

| Major Programs | 5-Year Period (Fiscal Years) | | | | | 27-Year Total ² |
|---------------------------------------|------------------------------|----------------------|---------------|---------------|---------------|----------------------------|
| | 2014-15 ¹ | 2016-20 ¹ | 2021-25 | 2026-30 | 2031-40 | 2014-2040 |
| SIS Highways Construction & ROW | 4,879 | 7,747 | 7,738 | 8,509 | 17,726 | 46,599 |
| Other Arterials Construction & ROW | 2,264 | 4,371 | 4,264 | 4,076 | 8,766 | 23,740 |
| Aviation | 333 | 853 | 819 | 911 | 1,981 | 4,896 |
| Transit | 855 | 1,883 | 1,942 | 2,041 | 4,280 | 11,001 |
| Rail | 500 | 865 | 729 | 807 | 1,745 | 4,647 |
| Intermodal Access | 83 | 153 | 182 | 199 | 430 | 1,043 |
| Seaports | 383 | 395 | 496 | 553 | 1,205 | 3,031 |
| Documentary Stamps Funds ³ | 0 | 639 | 1,791 | 1,791 | 3,582 | 7,803 |
| Total Capacity Programs | 9,297 | 16,905 | 17,961 | 18,888 | 39,715 | 102,761 |
| Statewide Total Forecast | 16,505 | 34,829 | 37,516 | 40,266 | 86,715 | 215,830 |

¹ Based on the FDOT Tentative Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

³ Documentary Stamps funds not programmed in FDOT Work Programs as of July 1, 2013.

Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds were distributed based on 2010 population. District estimates for certain Transportation Alternatives (TA) funds and the following programs were developed using the current statutory formula²: other arterials construction/right-of-way (net of TMA and TA funds); and the transit program.

Estimates for SIS Construction and ROW were based on the SIS Long Range Cost Feasible Plan, 2013 Edition. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed.

² The statutory formula is based on 50% population and 50% motor fuel tax collections.

FDOT districts developed metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in Table 4.

Table 4
Metropolitan Area Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Estimates for Sebring-Avon Park Metropolitan Area

| Capacity Programs* | 5-Year Period (Fiscal Years) | | | | 22-Year Total |
|------------------------------------|------------------------------|--------------|--------------|--------------|---------------|
| | 2019-2020 | 2021-25 | 2026-30 | 2031-40 | 2019-2040 |
| SIS Highways Construction & ROW | 1.5 | 88.7 | 96.8 | 302.6 | 489.6 |
| Other Arterials Construction & ROW | 21.5 | 48.0 | 45.4 | 99.3 | 214.2 |
| Transit | 10.5 | 27.0 | 28.4 | 59.5 | 125.3 |
| Aviation | N/A | N/A | N/A | N/A | N/A |
| Rail | N/A | N/A | N/A | N/A | N/A |
| Seaports | N/A | N/A | N/A | N/A | N/A |
| Intermodal Access | N/A | N/A | N/A | N/A | N/A |
| Total Capacity Programs | 33.5 | 163.7 | 170.6 | 461.4 | 829.1 |

* Notes:

- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2nd 5-Year Plan, 2040 SIS Cost Feasible Plan. <http://www.dot.state.fl.us/planning/revenueforecast/> (copy and paste in browser)

Annually, up to \$541.75 million may be appropriated from proceeds from the Documentary Stamp Tax³ for several major state transportation programs. These funds are distributed – according to formulas defined in state law – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The 2040 Revenue Forecast contains estimates of Documentary Stamp Tax funds not included in the 2014-2018 Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as “illustrative projects,” the Department provided separate estimates of these funds. Estimates of TRIP funds are in Table 5. Statewide estimates of New Starts Funds are in Table 6.

MAP-21 created funding for Transportation Alternatives projects and established allocations for certain 2010 Census population categories. Categories impacting MPOs include (1) funds for Transportation Management Areas (TALU funds); (2) funds for areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) funds for any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown in Table 7.

³ Documentary Stamp Tax proceeds for transportation declined substantially with the collapse of the housing market and have since gradually increased. The 2040 Revenue Forecast assumes that proceeds for transportation programs will gradually increase and level off at approximately \$350 million each year.

Table 5
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

| FDOT District | 5-Year Period (Fiscal Years) | | | | 22-Year Total ² |
|---------------------------------|------------------------------|-------------|-------------|-------------|----------------------------|
| | 2019-20 ¹ | 2021-25 | 2026-30 | 2031-40 | 2019-2040 |
| District 1 | 0.9 | 6.7 | 6.7 | 13.4 | 27.8 |
| District 2 | 0.7 | 5.4 | 5.4 | 10.8 | 22.4 |
| District 3 | 0.5 | 3.7 | 3.7 | 7.4 | 15.3 |
| District 4 | 1.2 | 9.1 | 9.1 | 18.1 | 37.5 |
| District 5 | 1.4 | 10.0 | 10.0 | 20.1 | 41.5 |
| District 6 | 0.8 | 6.2 | 6.2 | 12.5 | 25.8 |
| District 7 | 1.0 | 7.3 | 7.3 | 14.6 | 30.3 |
| Statewide Total Forecast | 6.6 | 48.5 | 48.5 | 97.0 | 200.6 |

¹ Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

² Columns and rows sometimes do not equal the totals due to rounding.

Table 6
Statewide New Starts Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

| Statewide Program | 5-Year Period (Fiscal Years) | | | | 22-Year Total ² |
|---------------------------------|------------------------------|--------------|--------------|--------------|----------------------------|
| | 2019-20 ¹ | 2021-25 | 2026-30 | 2031-40 | 2019-2040 |
| Statewide Total Forecast | 63.3 | 174.3 | 174.3 | 348.6 | 760.3 |

¹ Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

² Rows sometimes do not equal the totals due to rounding.

Table 7
Transportation Alternatives Funds¹ Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

| Sebring-Avon Park Metropolitan Area | 5-Year Period (Fiscal Years) | | | | 22-Year Total ³ |
|--|------------------------------|---------|---------|---------|----------------------------|
| | 2019-20 ¹ | 2021-25 | 2026-30 | 2031-40 | 2019-2040 |
| TALU (Urban); Funds for TMA² | N/A | N/A | N/A | N/A | N/A |
| TALL (<200,000 Population)²; Districtwide Funds | 1.1 | 2.8 | 2.8 | 5.6 | 12.2 |
| TALT (Any Area); Districtwide Funds | 6.9 | 17.3 | 17.3 | 34.6 | 76.1 |

¹ Estimates for 2015 through 2019 are contained in the FDOT Adopted Work Program.

² "TALU" funds are for projects in Transportation Management Areas; "TALL" funds are for projects that are not in Transportation Management Areas.

³ Rows sometimes do not equal the totals due to rounding.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 8 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 9 identifies the statewide estimates for non-capacity programs. About \$106 billion (49% of total revenues) is forecast for the non-capacity programs.

Table 10 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans.

Other

The Department is responsible for certain expenditures not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. Approximately \$7.5 billion (3.5% of total revenues) is forecast for these expenditures. These funds are not available for statewide or metropolitan system plans.

TABLE 8
Major Non-Capacity Programs Included in the 2040 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

| 2040 Revenue Forecast Programs | PRP Program Categories |
|---|--|
| <u>Safety</u> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis. | Highway Safety Grants |
| <u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law. | Interstate Arterial and Freeway Off-System Turnpike |
| <u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System). | Repair - On System Replace - On System Local Bridge Replacement Turnpike |
| <u>Product Support</u> - Planning and engineering required to “produce” FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs). | Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations |
| <u>Operations & Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place. | Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance |
| <u>Administration</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). | Administration Fixed Capital Outlay Office Information Systems |

Table 9
Statewide Non-Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

| Major Programs | 5-Year Period (Fiscal Years) | | | | | 27-Year Total ² |
|------------------------------------|------------------------------|----------------------|---------------|---------------|---------------|----------------------------|
| | 20014-15 ¹ | 2016-20 ¹ | 2021-25 | 2026-30 | 2031-40 | 2014-2040 |
| Safety | 245 | 631 | 625 | 626 | 1,252 | 3,378 |
| Resurfacing | 1,211 | 3,593 | 3,649 | 3,900 | 8,071 | 20,425 |
| Bridge | 529 | 1,593 | 1,373 | 1,452 | 3,044 | 7,991 |
| Product Support | 2,527 | 4,913 | 5,932 | 6,479 | 14,239 | 34,089 |
| Operations and Maintenance | 2,033 | 5,228 | 5,607 | 6,295 | 14,470 | 33,633 |
| Administration | 299 | 855 | 1,037 | 1,153 | 2,672 | 6,016 |
| Total Non-Capacity Programs | 6,844 | 16,813 | 18,224 | 19,904 | 43,748 | 105,532 |
| Other ³ | 364 | 1,111 | 1,330 | 1,474 | 3,252 | 7,531 |
| Statewide Total Forecast | 16,505 | 34,829 | 37,516 | 40,266 | 86,715 | 215,830 |

¹ Based on the FDOT Adopted Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

³ "Other" is primarily for debt service.

Table 10
State Highway System Operations and Maintenance Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

| Major Programs | 5-Year Period (Fiscal Years) | | | | | 27-Year Total ² |
|---------------------------------|------------------------------|----------------------|---------------|---------------|---------------|----------------------------|
| | 20014-15 ¹ | 2016-20 ¹ | 2021-25 | 2026-30 | 2031-40 | 2014-2040 |
| District 1 | 543 | 1,499 | 1,530 | 1,676 | 3,683 | 8,931 |
| District 2 | 718 | 1,982 | 2,023 | 2,216 | 4,869 | 11,807 |
| District 3 | 582 | 1,607 | 1,640 | 1,798 | 3,949 | 9,576 |
| District 4 | 556 | 1,534 | 1,566 | 1,716 | 3,769 | 9,141 |
| District 5 | 720 | 1,987 | 2,029 | 2,223 | 4,883 | 11,841 |
| District 6 | 263 | 725 | 740 | 811 | 1,781 | 4,318 |
| District 7 | 391 | 1,080 | 1,102 | 1,208 | 2,653 | 6,434 |
| Statewide Total Forecast | 3,773 | 10,414 | 10,630 | 11,647 | 25,586 | 62,049 |

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

¹ Based on the FDOT Adopted Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

Supplement to the 2040 Revenue Forecast Handbook

2040 Revenue Forecast for Sebring-Avon Park Metropolitan Area

Prepared by District 1 and Office of Policy Planning, Florida Department of Transportation

This supplement contains estimates of state and federal transportation funds for the metropolitan area through 2040. The estimates were prepared by the Florida Department of Transportation (FDOT), based on a statewide estimate of revenues that fund the state transportation program, and are consistent with “Financial Guidelines for MPO 2040 Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in January 2013. Florida’s MPOs are encouraged to use these estimates in updates of long range plans.

These estimates are based on the 2040 Revenue Forecast prepared in spring 2013. See the *2040 Revenue Forecast Handbook*, dated July 2013, for more information on the statewide revenue forecast, revenue sources, definitions of major program categories, and methodology. All estimates are expressed in Year of Expenditure dollars.

ESTIMATES FOR CAPACITY PROGRAMS

Table 1 contains metropolitan area estimates for various time periods for certain state programs that affect the capacity of the transportation system to move people and goods.

Programs that FDOT Takes in Lead in Planning

Estimates for SIS Highways Construction & Right of Way will be available by August 21, 2013. No metropolitan estimates for Aviation, Rail, Seaport Development, and Intermodal Access programs for years beyond those in the FDOT Work Program have been developed.

Other Capacity Programs

Estimates for Other Arterials Construction & Right of Way and Transit programs are shown in Table 1. MPOs are encouraged to plan for the mix of highway and transit improvements that best meets metropolitan needs with these funds. The MPO may combine the estimates for these two programs for the years 2019-2040 and consider them as “flexible” funds.

Computation of Funds for Other Arterials Construction & Right of Way – the estimates were developed as follows:

- The average share of total statewide TMA (also known as SU) Funds programmed on Other Arterials Construction & Right of Way in Fiscal Years 2013 (current year) and 2014-2018 (the Tentative Work Program) were taken “off the top” from total statewide estimates for Other Arterials & Right of Way for all forecast years.
- Transportation Alternatives (TA) estimates were taken “off the top” from total statewide estimates for Other Arterials Construction & Right of Way for all forecast years.
- Remaining funding estimates for this program (i.e., after the shares of TMA and TA estimates were taken “off the top”) were distributed to district and county levels using current statutory formula factors.

TMA Funds – Funds distributed to Transportation Management Areas, as defined by MAP-21, are shown in Table 2. They are the same as “SU” funds in the 5-year Work Program. The

estimates are based on Schedule A¹ of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 1. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*.

Transportation Alternatives Funds – Table 3 provides estimates of Transportation Alternatives funds, as defined by MAP-21, to assist MPOs in developing their plans. The estimates are based on Schedule A of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 1. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*. Use of these funds in the long range transportation plan must be consistent with federal and state policy.

INFORMATION RELATED TO CERTAIN STATE FUNDS AND PROGRAMS

Additional estimates are provided for certain state funds and programs. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds. Tables 4 and 5 provide estimates of funds for state programs that have matching funds, and other, requirements.

Transportation Regional Incentive Program (TRIP) Funds – these are estimates of districtwide funds for the TRIP program that are not included in an FDOT Work Program as of July 1, 2013.

New Starts Transit Funds – these are estimates of statewide funds for the New Starts program that are not included in an FDOT Work Program as of July 1, 2013.

NON-CAPACITY PROGRAMS

Table 6 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans. Guidance on documenting these funds is included in the *2040 Revenue Forecast Handbook*.

No metropolitan estimates for these or other non-capacity programs have been developed. Consistent with MPOAC “Financial Guidelines for MPO 2040 Long Range Plans”, the Department will prepare a summary of these program estimates and state objectives (to be entitled “Appendix for the Metropolitan Long Range Plan, 2040 Revenue Forecast”) and provide the Appendix to each MPO for inclusion in the documentation of the metropolitan long range transportation plan.

FORECAST YEARS

Tables 1-5 contain revenue estimates for Fiscal Years 2019-2040. The MPO should use the TIP/STIP to summarize estimates for Fiscal Years 2014-2018. Table 6 contains revenue estimates for Fiscal Years 2014-2040 because this summary information is not readily available in the 5-Year Work Program.

¹ “Schedule A” specifies and distributes estimated funds legally available in the years covered by the FDOT 5-year Work Program. FDOT’s Work Program Instructions contain Schedule A and a “Program Allocation Guide” which describes the processes, assumptions, and requirements used to develop Work Program fund allocations.

Revenue Estimates for Sebring-Avon Park Metropolitan Area

Table 1
Capacity Program Estimates

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

| Capacity Programs | 2040 Revenue Forecast | | | | |
|---|-----------------------|-------------|-------------|-------------|---------------|
| | FYs 2019-20 | FYs 2021-25 | FYs 2026-30 | FYs 2031-40 | 22 Year Total |
| SIS Highways Construction & ROW ^{1,2} | 1.5 | 88.7 | 96.8 | 302.6 | 489.6 |
| Other Arterials Construction & ROW ² | 21.5 | 48.0 | 45.4 | 99.3 | 214.2 |
| Transit ² | 10.5 | 27.0 | 28.4 | 59.5 | 125.3 |

¹ To be provided separately.

² May be supplemented with TMA Funds. See Table 2 and guidance in the *2040 Revenue Forecast Handbook* for use of these funds.

Table 2
TMA Estimates¹

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

| Transportation Management Area | 2040 Revenue Forecast | | | | |
|--------------------------------|-----------------------|-------------|-------------|-------------|---------------|
| | FYs 2019-20 | FYs 2021-25 | FYs 2026-30 | FYs 2031-40 | 22 Year Total |
| TMA Funds | N/A | N/A | N/A | N/A | N/A |

¹ See guidance in the *2040 Revenue Forecast Handbook* for use of these funds.

Table 3
Transportation Alternatives Estimates¹

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

| Transportation Alternatives (Districtwide) | 2040 Revenue Forecast | | | | |
|---|-------------------------|-------------------------|-------------------------|-------------------------|---------------|
| | FYs 2019-20 Subtotal | FYs 2021-25 Subtotal | FYs 2026-30 Subtotal | FYs 2031-40 Subtotal | 22 Year Total |
| TALU (Urban) | N/A | N/A | N/A | N/A | N/A |
| TALL (<200,000 Population) | 1.1 | 2.8 | 2.8 | 5.6 | 12.2 |
| TALT (Any Area) | 6.9 | 17.3 | 17.3 | 34.6 | 76.1 |

¹ Use of these funds must be consistent with federal and state policy. See guidance in the *2040 Revenue Forecast Handbook*.

Revenue Estimates for Sebring-Avon Park Metropolitan Area For Information Purposes

Table 4
TRIP Estimates¹

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

| Transportation Regional Incentive Program | 2040 Revenue Forecast | | | | |
|---|-----------------------|-------------|-------------|-------------|---------------|
| | FYs 2019-20 | FYs 2021-25 | FYs 2026-30 | FYs 2031-40 | 22 Year Total |
| Districtwide TRIP Funds | 0.9 | 6.7 | 6.7 | 13.4 | 27.8 |

¹ For informational purposes. Estimates are for TRIP Funds not included in an FDOT Work Program as of July 1, 2013. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds.

Table 5
New Starts Transit Estimates¹

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

| New Starts Transit | 2040 Revenue Forecast | | | | |
|------------------------------------|-----------------------|-------------|-------------|-------------|---------------|
| | FYs 2019-20 | FYs 2021-25 | FYs 2026-30 | FYs 2031-40 | 22 Year Total |
| Statewide New Starts Transit Funds | 63.3 | 174.3 | 174.3 | 348.6 | 760.3 |

¹ For informational purposes. Estimates are for New Starts Funds not included in an FDOT Work Program as of July 1, 2013. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds.

Table 6
State Highway System Operations and Maintenance Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

| State Highway System Operations & Maintenance | 2040 Revenue Forecast | | | | | |
|---|-----------------------|-------------|-------------|-------------|-------------|---------------|
| | FYs 2014-15 | FYs 2016-20 | FYs 2021-25 | FYs 2026-30 | FYs 2031-40 | 27 Year Total |
| Districtwide SHS O&M Funds | 543 | 1,499 | 1,530 | 1,676 | 3,683 | 8,931 |

¹ For informational purposes. See guidance for documenting these funds in the *2040 Revenue Forecast Handbook*.

mobility **ASSESSMENT**

Excerpt from:

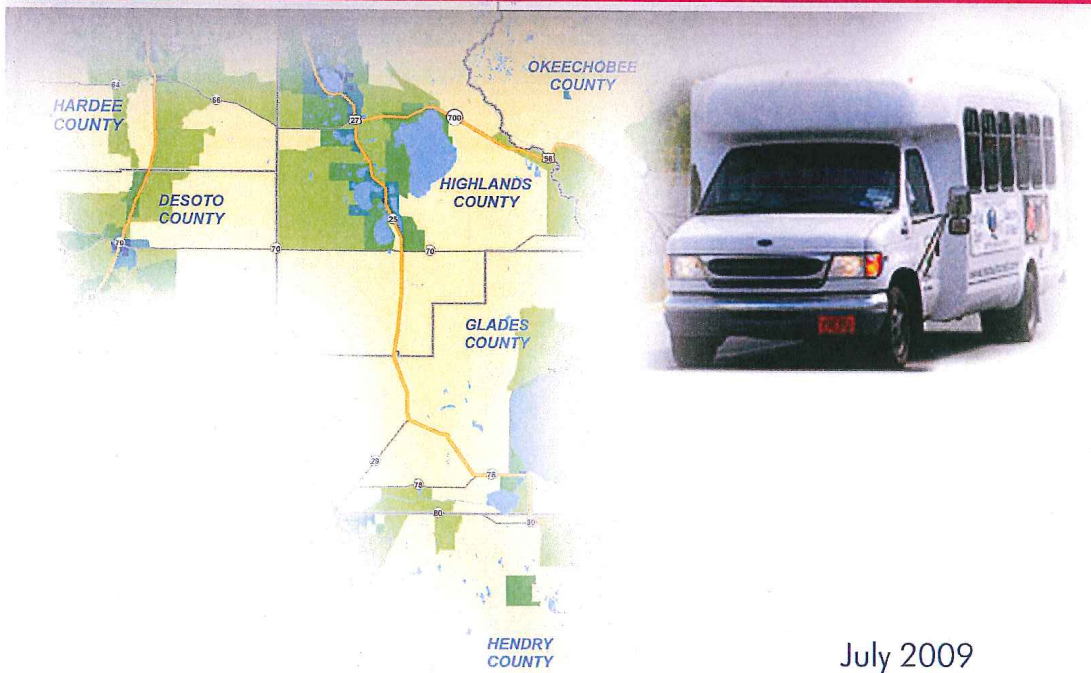


FLORIDA DEPARTMENT OF TRANSPORTATION

District One

Heartland Rural Mobility Plan

Executive Summary



July 2009

4. Regional Mobility Needs Assessment

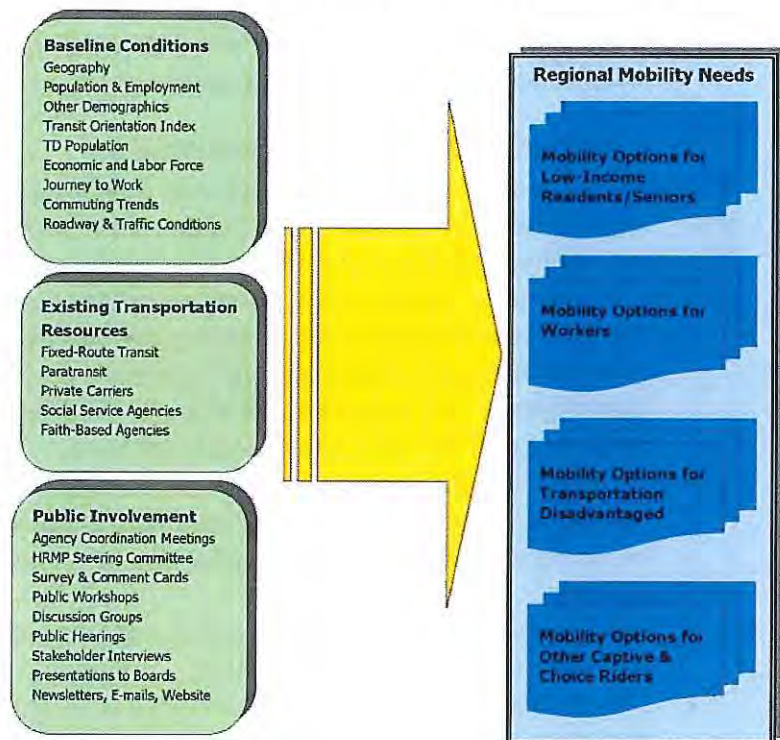
The project team analyzed the mobility needs and the existing and potential transit markets of the Heartland. In addition, the team also analyzed information received from the public involvement process and evaluated the demographics and ridership characteristics. Based on these analyses, the project team assessed and summarized the mobility needs in the Heartland.

REGIONAL MOBILITY NEEDS

Based on the review of baseline conditions, existing transit resources, and input received from the numerous public involvement activities conducted as part of this planning process, the Heartland's regional mobility needs are defined into four key categories:

- Mobility for low-income residents/seniors: access to goods and services;
- Mobility for workers: access to jobs;
- Mobility for the transportation disadvantaged: access to goods and services; and
- Mobility for other captive riders and passengers who choose transit: access to goods and services.

Regional Mobility Needs Assessment



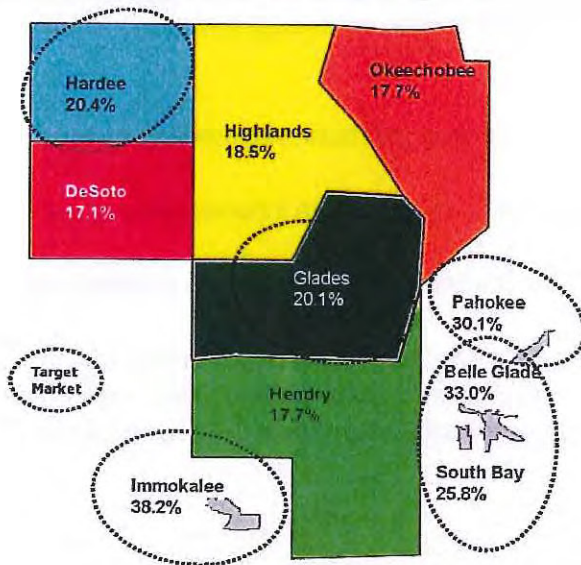
TRANSIT DEMAND ASSESSMENT

The project team assessed transit demand and mobility needs for the study area using various analytical techniques. The team evaluated the study area for the four major transit user markets by means of three different analytical techniques:

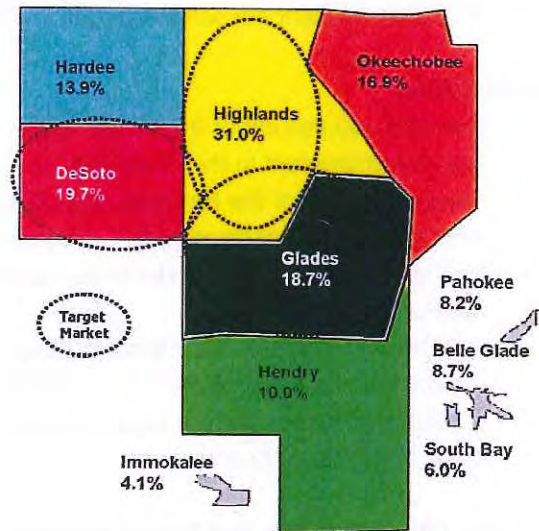
- **Demographics and Ridership Characteristics Analysis** - an assessment of demographic and ridership characteristics based on public input received as a result of the HRMP public survey.
- **Regional Density Analysis** - analysis of long-term growth in population and employment densities in the Heartland region.
- **Transit Orientation Index Analysis** - analysis of selected population characteristics that are traditionally conducive to transit use in the Heartland region.

TRANSIT MARKETS OF HEARTLAND

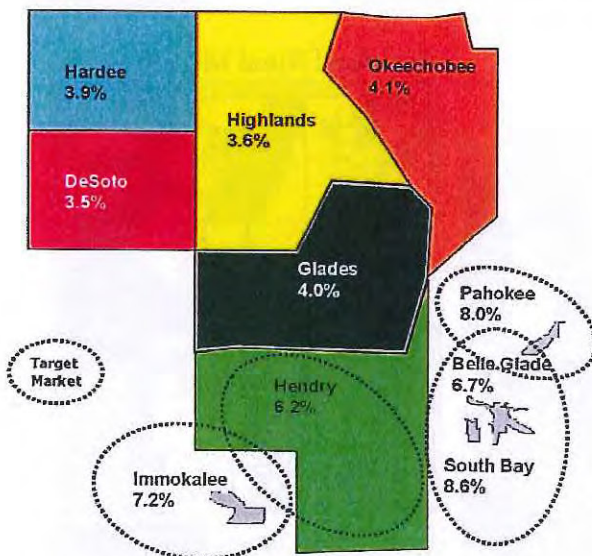
Low-Income Resident Markets



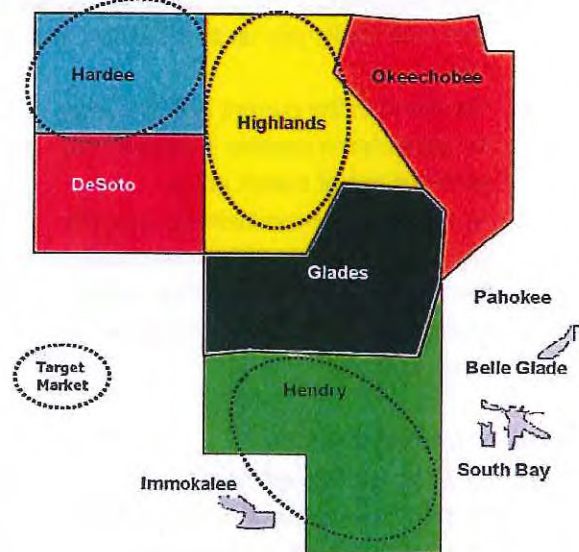
Senior Markets



Worker Markets (with unemployment rates)



Transportation Disadvantaged Markets



The existing and potential transit markets identified for the Heartland area include low-income residents/seniors, workers, transportation disadvantaged, and other captive and riders who choose transit who are in need of reliable and dependable mobility options. The key findings of the transit demand and mobility needs assessment are summarized below and includes data obtained through the survey effort.

Demographics

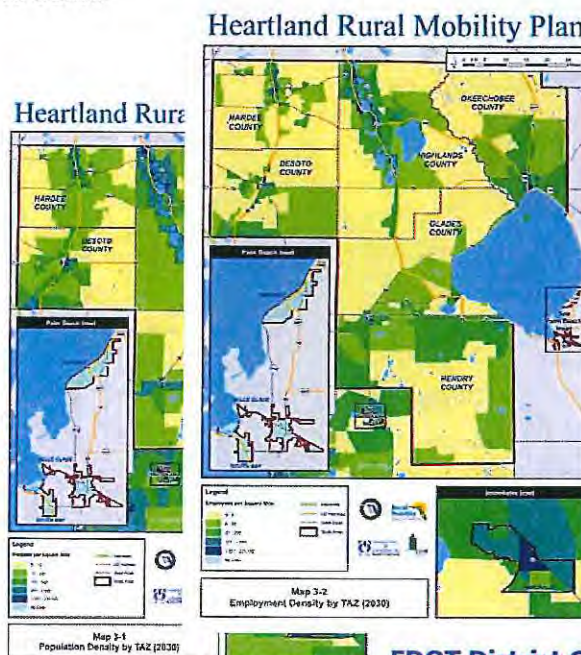
- More than 50 percent of the survey respondents were 55 years and older, representing a major population segment in the Heartland.
- A large segment of the Heartland population comes from households with incomes below, at, or near federal poverty thresholds.
- Nearly 10 percent of respondents do not have access to a personal vehicle to make a desired trip in the Heartland.
- In relation to home-to-work travel patterns, a majority of the respondents originate their trips in DeSoto County, followed by Hendy, Glades, and north Highlands counties. Their major work trip destinations include DeSoto County, Hendry County, northeast Glades County, and some central areas of Highlands County.

Ridership Characteristics and Travel Behavior

- A total of 43 percent of the survey respondents worry about their ability to travel/make their trips; 33 percent find it difficult to make their trips with the available mobility options.
- Over-two thirds of the respondents were willing to use an alternative mode of transportation other than the personal automobile. Nearly one-third of the total respondents would use public transit as their alternative mode of travel in the Heartland. Nearly 25 percent of the respondents indicated that they would pay up to \$1 as one-way bus transit fare.
- The trend in the current gasoline price increases has a positive impact on the potential use of transit in the Heartland. An overwhelming majority (72%) of respondents indicated that they would use an alternative mode when the per-gallon gasoline price reached \$4.

Regional Density Analysis

- By 2030, the highest population density areas will be in or around the cities of Wauchula, Arcadia, Sebring, Avon Park, Okeechobee, Labelle, Clewiston, and Immokalee. This provides a good indication of focus



- areas or communities when prioritizing the candidate list of areas for future transit services.
- Two major transportation corridors in the Heartland show one of the key conditions conducive to transit. The US 27 corridor in Highlands County from the Polk County line to SR 70 shows significantly high population density when compared to other transportation corridors in the Heartland region. In addition, the SR 35 corridor in Hardee County also indicates major population density in 2030.
- Employment density is expected to increase most rapidly through 2030 in Arcadia, Sebring, Avon Park, Okeechobee, Labelle, Clewiston, Immokalee, Sebring, and Okeechobee.
- In addition to high population density, the US 27 corridor in Highlands County from the Polk County line to SR 70 also shows significantly high density of employment by 2030.

Transit Orientation Index Analysis

In addition to the assessment of the population and employment growth for the region, the project team conducted an analysis of selected population characteristics that are traditionally conducive to transit use. Using block group-level demographic data available from the 2000 Census, a Transit Orientation Index (TOI) was developed for the study area to identify the areas in each county that may have a higher demand for potential transit services. Based on the results of this analysis, the key areas with existing transit orientation based on residential demographics include:

Paratransit Ridership Demand

Paratransit trip projections were developed and the unmet trip demand was analyzed as part of the demand assessment for the HRMP. Apart from limited fixed-route transit service in Immokalee in Collier County and Pahokee/South Bay/Belle Glade in Palm Beach County, paratransit

Unmet Trip Demand Composition (2008 - 2017)



service is the major type of public transportation available in all six counties of the study area. Given the study area market conditions and indicators for the next 10 years, except the possibility of very limited fixed-route service in certain areas, paratransit is expected to continue to be the major type of public transportation in the Heartland for the next 10 years.

5: Mobility Goals and Alternatives

REGIONAL MOBILITY GOALS

The goals and objectives detailed in this section serve as the guide for the development and evaluation of mobility options for the foreseeable future. The identification of these goals and objectives for the Heartland Region is a fundamental step in the development of the regional public transportation or mobility plan.

The HRMP goals and supporting objectives have been developed around five major themes:

- Promoting mobility within the Heartland Region
- Supporting the Heartland Region's economic development opportunities
- Providing coordination between the Heartland Region's land use development and the promotion of smart growth
- Promoting mobility from the Heartland Region to regional destinations
- Coordinating regional mobility governance, planning, and funding

Goal 1: *To develop and coordinate an effective multi-modal public transportation system that safely and efficiently moves people within the Florida Heartland Region.*

Goal 2: *To develop and coordinate mobility services within existing and future economic and employment development.*

Goal 3: *To promote smart growth strategies in the Heartland Region's land development activities to support alternative mobility options.*

Goal 4: *To accommodate and promote mobility from the Heartland Region to regional destinations.*

Goal 5: *To coordinate regional governance, planning, and funding for the Heartland Region.*

REGIONAL MOBILITY NEEDS

Through the examination of the existing transportation and mobility services within the Heartland Region, the analysis of the region's demographics, and the input received from the public involvement efforts (specifically from the ten workshops and two regional forums conducted as part of the HRMP process), ten themes for the region's mobility focus emerged. These themes, detailed briefly below, provide the direction for developing regional mobility alternatives, pilot projects, and strategies for institutional approaches for addressing the Heartland Region's short-and long-term mobility needs.

- **Transportation Disadvantaged Market Needs** - Needs of TD residents who, due to economic situation or physical limitations, have limited or no mobility options.
- **Health and Social Service Mobility Needs** - Timely and affordable access to medical and social services.
- **Senior Market Needs** - Needs of nearly 20 percent of the Heartland Region's population of people over the age of 65.
- **Commuter Markets Needs** - Enhancing the mobility options within the region and to surrounding employment opportunities
- **Educational and Training Mobility Needs** - Needs for providing mobility options for education and training opportunities.
- **Public Awareness and Marketing of Availability and Importance for Mobility Options** - Need to raise the public knowledge of the transportation services and how to access the services.
- **Coordinated and Seamless Family of Mobility Services** - A goal of the regional efforts to address current and future mobility needs should include developing a coordinated approach to provide a wide range of alternatives.
- **One-Stop Regional Travel Planning** - Providing a single point of contact for the region's residents to obtain regional travel information and trip planning assistance should be developed.
- **Provide Safe Mobility Services** - Structure and safeguards must be put in place to ensure that all services are provided in a safe and secure manner.
- **Mobility Services Infrastructure and Customer Amenities** - The planning and provision for adequate infrastructure, equipment, and customer amenities must be key components in the regional mobility planning efforts.



For more information on the The Florida Department of Transportation District One Heartland Rural Mobility Plan, please view the LRTP Technical Support documents at <http://heartlandregionaltpo.org/programs-and-plans/lrtp-2040/>.

Transportation Improvement Program



FISCAL YEARS 2015/2016 - 2019/2020

Adopted: March 16, 2016

The preparation of this document has been financed in part through a grant from the U.S. Department of Transportation (Federal Highway Administration) in cooperation with the Florida Department of Transportation, the urbanized area of Highlands County including the cities of Sebring and Avon Park; and the counties of DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee.

www.heartlandregionaltpo.org

Table of Contents

| | |
|----|---------------------------------|
| 3 | Resolution |
| 4 | List of Board Members |
| 5 | Introduction |
| 10 | Acronyms & Definitions |
| 11 | Summary of FDOT Fund Codes |
| 12 | Project Locations Map |
| 13 | Project Listings for Five Years |
| 88 | Annual Obligations Report |



RESOLUTION 02-2016

A RESOLUTION OF THE HEARTLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION APPROVING THE FISCAL YEAR 2015/2016 THROUGH FISCAL YEAR 2019/2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Heartland Regional Transportation Planning Organization (HRTPO) is required by Section 339.175(8)(a) Florida Statutes to develop an annually updated Transportation Improvement Program (TIP); and

WHEREAS, the HRTPO has reviewed the proposed Transportation Improvement Program (TIP) and determined that it is consistent with its adopted plans and programs; and

WHEREAS, in accordance with the Florida Department of Transportation (FDOT) directives and procedures, the Transportation Improvement Program must be accompanied by an endorsement of the TPO Board indicating TPO Board approval of the Program.

NOW, THEREFORE, BE IT RESOLVED, by the Heartland Regional Transportation Planning Organization (HRTPO) that the Transportation Improvement Program for Fiscal Year 2015/2016 through Fiscal Year 2019/2020 is hereby endorsed, approved and adopted March 16, 2016.

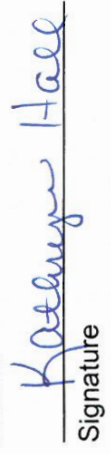
Signed:


James L. Brooks, HRTPO Chair

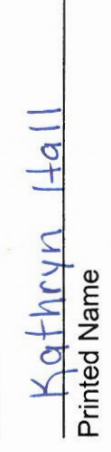
Date:

March 16, 2016

Attest:


Kathryn Hall
Signature

Attest:


Kathryn Hall
Printed Name

2016 HRTPO Board Members

Commissioner James L. Brooks, Chair
Highlands County

Commissioner Frank Irby, Vice-Chair
Okeechobee County

Commissioner Elton Langford, DeSoto County
Commissioner Paul Beck, Glades County
Commissioner Colon Lambert, Hardee County
Commissioner Darrell Harris, Hendry County
Commissioner Don Elwell, Highlands County
Commissioner Ron Handley, Highlands County
Commissioner R. Greg Harris, Highlands County
Commissioner Jack L. Richie, Highlands County
Councilman Parke Sutherland, Avon Park
Mayor John Shoop, Sebring

Non-Voting Advisor

FDOT District One Secretary, Billy Hattaway

Transportation Improvement Program Introduction

Purpose

The purpose of the Transportation Improvement Program (TIP) is to provide a staged, multi-year, intermodal program of transportation projects. The TIP is consistent with the draft Heartland Regional Transportation Planning Organization's (HRTPO's) 2040 Long Range Transportation Plan (LRTP). The TIP is required of all metropolitan areas, under Section 134 of Title 23, United States Code (USC), and 23 CFR Part 450 Sections 320, 324, 326, 328, 330 and 332; and subsection 339.175(6) and (8), Florida Statutes (F.S.), the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reaffirmed in the Fixing America's Surface Transportation Act (FAST Act) signed into law on December 4, 2015.

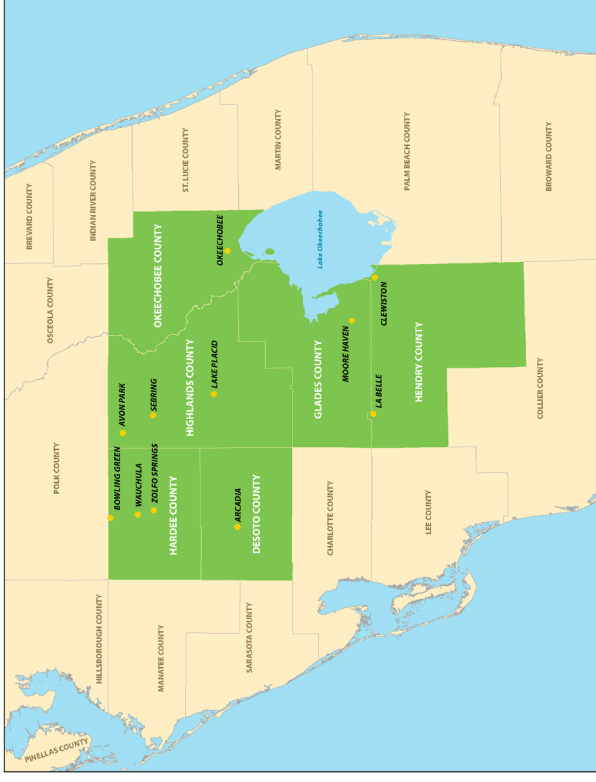
The HRTPO's TIP contains all transportation projects within DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee Counties, which are the six (6) counties that comprise the Heartland Regional Transportation Planning Organization. These projects are those designated for funding from Title 23 and Title 49 funding sources and all regionally significant transportation projects requiring federal action. Projects contained in the TIP include highways, aviation, pedestrian and bicycle facilities, and transportation disadvantaged projects regardless of funding source. The TIP ensures coordination for transportation improvements by local, state and federal agencies.

Public Involvement

The HRTPO has a strong commitment to ensure public involvement in the transportation planning process. Adopted in August 2015, the Public Participation Plan (PPP) provides guidelines used by the HRTPO to inform and gather input from residents, communities, and interest groups throughout the six counties in order to expand the information available for planning. Following the guidelines in the PPP, and following the requirements of 23 CFR 450.324, Section 339.175, FS, Section 163.3161 et seq., FS, 23, and CFR 450.324, Section 339.175, FS, the HRTPO will make the draft document available for public comment 30 days prior to adoption, seven (7) days prior to amendment, and continuously during development. The TIP is reviewed by the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the HRTPO Board at meetings that are open to the public. The TIP is also made available on HRTPO's web site.

Financial Plan

The Heartland Regional TPO 2015/2016 – 2019/2020 TIP serves as a five-year financially feasible program of improvements for all modes of transportation within the six (6) Heartland counties referenced above, and was developed in cooperation with the FDOT and public transit operators [23 C.R.F. 450.324(a) and subsection 339.175(8) F.S.]. The TIP is financially constrained for each year and able to be implemented for each year using Year of Expenditure (YOE) dollars. YOE dollars are adjusted for inflation from the present time to the expected year of construction. Federally funded projects identified in the TIP can be implemented using current and proposed revenue sources based on the FDOT's Tentative Work Program. As required by federal and state law, a



summary of available funds by funding category and project type for the state and federally funded projects contained within the TIP has been included [23 C.F.R. 450.324(a) and Subsection 339.175(8), F. S.]. The detailed project listing and financial summary contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53) [23 CFR 450.324 (h)]. To further ensure the financial soundness of the TIP, all projects funded by the Florida Department of Transportation with federal or non-federal dollars are considered committed projects if included in the first three years of the FDOT Five-Year Work Program. Section 339.135(4)(b)(5) Florida Statutes mandates that the FDOT Work Program include a balanced 36-month forecast of cash and expenditures and a five-year finance plan supporting the Work Program. No local government projects (non-federally funded) were included in this first TIP for the HRTPO.

Total Project Revenues

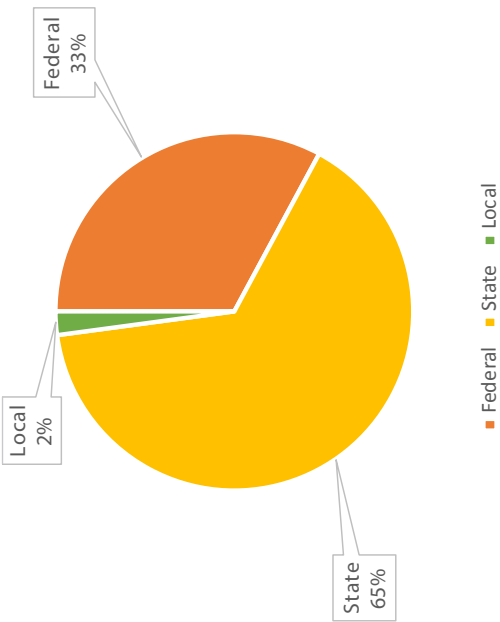
| Source | Revenue (In Millions) | | | | | 5 Year Total |
|---------|-----------------------|----------|---------|---------|---------|--------------|
| | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | |
| Federal | \$20.75 | \$91.54 | \$11.10 | \$13.97 | \$9.13 | \$146.49 |
| State | \$108.47 | \$79.67 | \$53.49 | \$33.84 | \$14.18 | \$289.65 |
| Local | \$2.58 | \$2.85 | \$1.94 | \$1.10 | \$.98 | \$9.45 |
| Total | \$131.8 | \$174.06 | \$66.53 | \$48.91 | \$24.29 | \$445.59 |

Total Project Costs

| | Costs (In Millions) | | | | | 5 Year Total |
|-------|---------------------|----------|---------|---------|---------|-----------------|
| | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | |
| Total | \$131.8 | \$174.06 | \$66.53 | \$48.91 | \$24.29 | \$445.59 |

Total Project Revenues align with the total Project Costs with a five year total of \$445.59 million. Projects included have a revenue and cost of \$472.93 million prior to the five year period and will have revenues and costs of \$62.16 million after the five period.

Five Year TIP Revenue Summary



Effective Date: 12/09/2015 Florida Department of Transportation
5 Year TIP - Fund Type Summary
HEARTLAND REGIONAL TPO Run: 01/28/2016 10:50:15

| Fund TYPE | <2016 | 2016 | 2017 | 2018 | 2019 | 2020 | >2020 | All Years |
|----------------------|-------------|-------------|-------------|------------|------------|------------|------------|-------------|
| Federal | 190,787,732 | 20,698,022 | 91,537,161 | 11,099,205 | 13,968,802 | 9,131,626 | 19,048,499 | 356,271,047 |
| Federal - ARRA | 257,476 | 0 | 0 | 0 | 0 | 0 | 0 | 257,476 |
| Federal Earmark | 9,558,407 | 54,205 | 0 | 0 | 0 | 0 | 0 | 9,612,612 |
| Local | 17,904,588 | 2,577,590 | 2,845,328 | 1,942,005 | 1,098,660 | 980,625 | 0 | 27,348,796 |
| R/W and Bridge Bonds | 16,342,001 | 7,154,898 | 7,114,392 | 0 | 0 | 0 | 0 | 30,611,291 |
| State 100% | 211,672,275 | 100,628,002 | 64,029,503 | 53,190,028 | 33,843,461 | 14,180,733 | 43,108,696 | 520,652,698 |
| Toll/Turmpike | 26,402,915 | 689,693 | 8,531,023 | 302,378 | 0 | 0 | 0 | 35,926,009 |
| Grand Total | 472,925,394 | 131,802,410 | 174,057,407 | 66,533,616 | 48,910,923 | 24,292,984 | 62,157,195 | 980,679,929 |

5 Year TIP - Fund Summary

HEARTLAND REGIONAL TPO

| Fund | Fund Name | <2016 | 2016 | 2017 | 2018 | 2019 | 2020 | >2020 | All Years |
|------|--------------------------------|------------|------------|------------|------------|------------|-----------|------------|-------------|
| | TOTAL OUTSIDE YEARS | 80,774,728 | 0 | 0 | 0 | 0 | 0 | 10,000,000 | 90,774,728 |
| | UNFUNDED | 0 | 0 | 0 | 0 | 0 | 0 | 42,712,549 | 42,712,549 |
| ACNP | ADVANCE CONSTRUCTION NHPP | 17,413,830 | 2,096,691 | 69,562,449 | 440,000 | 7,445,000 | 0 | 7,338,043 | 104,296,013 |
| ACSA | ADVANCE CONSTRUCTION (SA) | 143,496 | 0 | 0 | 0 | 0 | 0 | 0 | 143,496 |
| ACSB | ADVANCE CONSTRUCTION (SABR) | 0 | 0 | 0 | 0 | 0 | 1,776,206 | 0 | 1,776,206 |
| ACSL | ADVANCE CONSTRUCTION (SL) | 4,305,423 | 2,781,605 | 1,162,124 | 0 | 0 | 0 | 0 | 8,249,152 |
| ACSN | ADVANCE CONSTRUCTION (SN) | 192,457 | 3,558,455 | 1,309,341 | 0 | 0 | 0 | 0 | 5,060,253 |
| ACTL | ADVANCE CONSTRUCTION TALL | 953,573 | 166,418 | 0 | 0 | 0 | 0 | 0 | 1,119,991 |
| ACTN | ADVANCE CONSTRUCTION TALN | 1,003,239 | 267,287 | 0 | 0 | 0 | 0 | 0 | 1,270,526 |
| BNDS | BOND - STATE | 2,047,649 | 690,919 | 0 | 0 | 0 | 0 | 0 | 2,738,568 |
| BNIR | INTRASTATE RW & BRIDGE BONDS | 11,958,930 | 6,463,979 | 7,114,392 | 0 | 0 | 0 | 0 | 25,537,301 |
| BRRP | STATE BRIDGE REPAIR & REHAB | 1,197,693 | 163,693 | 901,988 | 0 | 0 | 0 | 0 | 2,263,374 |
| CIGP | COUNTY INCENTIVE GRANT PROGRAM | 12,062,234 | 4,075,107 | 4,326,484 | 4,456,424 | 4,500,000 | 0 | 0 | 29,420,249 |
| CM | CONGESTION MITIGATION - AQ | 1,936,870 | 0 | 0 | 0 | 0 | 0 | 0 | 1,936,870 |
| D | UNRESTRICTED STATE PRIMARY | 62,658,621 | 5,432,143 | 5,148,187 | 1,371,771 | 1,387,551 | 837,143 | 0 | 76,835,416 |
| DC | STATE PRIMARY PE CONSULTANTS | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| DDR | DISTRICT DEDICATED REVENUE | 44,930,761 | 12,651,762 | 23,956,477 | 12,885,479 | 12,766,584 | 4,773,722 | 396,147 | 112,360,932 |
| DI | ST. - S/W INTER/INTRASTATE HWY | 200,000 | 50,363,717 | 0 | 800,000 | 0 | 0 | 0 | 51,363,717 |
| DIH | STATE IN-HOUSE PRODUCT SUPPORT | 5,032,145 | 4,304,651 | 1,690,670 | 1,307,478 | 403,913 | 0 | 0 | 12,738,857 |
| DIS | STRATEGIC INTERMODAL SYSTEM | 8,385,758 | 14,764 | 3,750,000 | 0 | 0 | 0 | 0 | 12,150,522 |
| DPTO | STATE - PTO | 2,943,236 | 576,353 | 497,655 | 127,700 | 1,000,000 | 123,570 | 0 | 5,268,514 |
| DS | STATE PRIMARY HIGHWAYS & PTO | 28,337,149 | 5,915,568 | 9,655,100 | 13,187,400 | 11,828 | 30,122 | 0 | 57,137,167 |
| DU | STATE PRIMARY/FEDERAL REIMB | 6,781,512 | 1,336,917 | 758,660 | 758,660 | 758,660 | 857,055 | 0 | 11,251,464 |
| DWS | WEIGH STATIONS - STATE 100% | 2,766,871 | 85,815 | 0 | 0 | 0 | 0 | 0 | 2,852,686 |
| EB | EQUITY BONUS | 5,986,180 | 0 | 0 | 0 | 0 | 0 | 0 | 5,986,180 |
| EM11 | GAA EARMARKS FY 2011 | 750,368 | 0 | 0 | 0 | 0 | 0 | 0 | 750,368 |
| FAA | FEDERAL AVIATION ADMIN | 0 | 0 | 1,735,790 | 0 | 0 | 0 | 0 | 1,735,790 |
| FCO | PRIMARY/FIXED CAPITAL OUTLAY | 349,258 | 154,756 | 0 | 0 | 0 | 0 | 0 | 504,014 |
| GMR | GROWTH MANAGEMENT FOR SIS | 14,971,540 | 0 | 0 | 5,559,310 | 0 | 0 | 0 | 20,530,850 |
| GRSC | GROWTH MANAGEMENT FOR SCOP | 4,891,811 | 4,406,391 | 4,631,775 | 3,652,215 | 4,688,058 | 4,334,595 | 0 | 26,604,845 |
| HPP | HIGH PRIORITY PROJECTS | 1,810,484 | 0 | 0 | 0 | 0 | 0 | 0 | 1,810,484 |
| HSP | SAFETY (HIWAY SAFETY PROGRAM) | 0 | 143,714 | 0 | 0 | 0 | 0 | 0 | 143,714 |
| LF | LOCAL FUNDS | 14,747,270 | 2,577,590 | 2,845,328 | 1,942,005 | 1,098,660 | 980,625 | 0 | 24,191,478 |
| LFD | "LF" FOR STTF UTILITY WORK | 1,655,541 | 0 | 500,000 | 0 | 0 | 0 | 0 | 2,155,541 |

| | | | | | | | | | | | |
|------|--------------------------------|------------|-----------|-----------|-----------|-----------|-----------|---------|---|---|------------|
| LFP | LOCAL FUNDS FOR PARTICIPATING | 960,817 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 960,817 |
| LFR | LOCAL FUNDS/REIMBURSIBLE | 10,762 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,762 |
| NH | PRINCIPAL ARTERIALS | 26,608,352 | 997,151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27,605,503 |
| NHPP | IM, BRDG REPL, NATNL HWY-MAP21 | 31,510,356 | 529,736 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32,040,092 |
| NHRE | NAT HWY PERFORM - RESURFACING | 0 | 0 | 0 | 3,016,561 | 0 | 0 | 0 | 0 | 0 | 3,016,561 |
| PKBD | TURNPIKE MASTER BOND FUND | 6,225,608 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,225,608 |
| PKYI | TURNPIKE IMPROVEMENT | 20,166,670 | 7,064 | 948,462 | 0 | 0 | 0 | 0 | 0 | 0 | 21,122,196 |
| PKYR | TURNPIKE RENEWAL & REPLACEMENT | 10,637 | 682,629 | 7,582,561 | 302,378 | 0 | 0 | 0 | 0 | 0 | 8,578,205 |
| PL | METRO PLAN (85% FA; 15% OTHER) | 0 | 385,135 | 384,463 | 384,463 | 384,463 | 384,463 | 0 | 0 | 0 | 1,922,987 |
| RHH | RAIL HIGHWAY X-INGS - HAZARD | 0 | 270,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270,600 |
| SA | STP, ANY AREA | 9,984,011 | 5,150,957 | 6,996,114 | 2,741,844 | 312,055 | 1,855,808 | 0 | 0 | 0 | 27,040,789 |
| SCED | 2012 SB1998-SMALL CO OUTREACH | 1,215,557 | 1,834,316 | 1,621,622 | 1,621,622 | 1,621,622 | 0 | 0 | 0 | 0 | 7,914,739 |
| SCOP | SMALL COUNTY OUTREACH PROGRAM | 2,002,129 | 315,586 | 1,414,054 | 1,955,885 | 1,001,791 | 595,010 | 0 | 0 | 0 | 7,284,455 |
| SCRA | SMALL COUNTY RESURFACING | 432,752 | 8,212,886 | 4,687,500 | 4,520,117 | 4,683,836 | 3,486,571 | 0 | 0 | 0 | 26,023,662 |
| SCRC | SCOP FOR RURAL COMMUNITIES | 0 | 1,893,095 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,893,095 |
| SCWR | 2015 SB2514A-SMALL CO OUTREACH | 0 | 227,399 | 1,247,991 | 1,744,627 | 1,778,278 | 0 | 0 | 0 | 0 | 4,998,295 |
| SE | STP, ENHANCEMENT | 544,922 | 665 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 545,587 |
| SL | STP, AREAS <= 200K | 15,773,038 | 1,346,490 | 5,282,398 | 1,634,249 | 2,289,359 | 226,100 | 0 | 0 | 0 | 26,551,634 |
| SN | STP, MANDATORY NON-URBAN <= 5K | 9,489,632 | 865,895 | 3,415,544 | 1,204,932 | 2,247,384 | 3,375,000 | 731,787 | 0 | 0 | 21,330,174 |
| TALL | TRANSPORTATION ALTS- <200K | 771,405 | 395,594 | 351,958 | 524,366 | 81,756 | 446,994 | 0 | 0 | 0 | 2,572,073 |
| TALN | TRANSPORTATION ALTS- < 5K | 376,124 | 21,617 | 365,884 | 368,067 | 450,125 | 0 | 0 | 0 | 0 | 1,581,817 |
| TALT | TRANSPORTATION ALTS- ANY AREA | 3,467,833 | 383,095 | 212,436 | 26,063 | 0 | 210,000 | 978,669 | 0 | 0 | 5,278,096 |
| TCSP | TRANS, COMMUNITY & SYSTEM PRES | 2,186,125 | 54,205 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,240,330 |

Grand Total

472,925,394 131,802,410 174,057,407 66,533,616 48,910,923 24,292,984 62,157,195 980,679,929

How to get full project costs and other project details: Projects on the Strategic Intermodal System (SIS)

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP and five years beyond the current TIP, which may or may not be the total project cost. If there is no CST phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program. The SIS is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS will have a SIS identifier on the project. For costs beyond the ten year window, access to the Long Range Transportation Plan (LRTP) is provided. The link to the LRTP is www.heartlandregionaltpo.org. After adoption of the LRTP in March 2016 references to the LRTP on the TIP page will be provided to locate the full project costs and/or additional details regarding the project in the LRTP. If there is no LRTP reference in the TIP, full project costs are provided in the TIP.

How to get full project costs and other project details: Non SIS projects

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects not on the SIS will have historical costs and five years of the current TIP, which may or may not be the total project cost. If there is no CST phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program. Total project costs and other project details will be accessible in the TIP for all Non-SIS projects in the TIP. All projects not on the SIS will have a Non-SIS identifier on the TIP page. For costs beyond the five year window, access to the Long Range Transportation Plan (LRTP) is provided. The link to the LRTP is www.heartlandregionaltpo.org. After adoption of the LRTP in March 2016 references to the LRTP on the TIP page will be provided to locate the full project costs and/or additional details regarding the project in the LRTP. If there is no LRTP reference in the TIP, full project costs are provided in the TIP.

Project Selection

Consistent with federal requirements in 23 CFR 450.330(b) and Title 23, Section 134 USC, and other applicable federal and state requirements, the projects selected for the Heartland Regional TPO TIP were based on a “snapshot” of the FDOT District Five Year Work Program for Fiscal Years 2015/16 – 2019/2020 dated December 9, 2015. The TIP was developed in cooperation with the state, local governments and other transportation partners in the region including the Florida Department of Transportation, the counties of DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee including municipalities, and the Designated Official Planning Agencies (DOPA) including DeSoto County Board of County Commissioners, Southwest Florida Regional Planning Council, and the Central Florida Regional Planning Council. This document represents the initial TIP for the Heartland Regional TPO, which is on the same schedule as the first LRTP for the HRTPO due by March 27, 2016. Due to the timing of these critical planning products, the HRTPO has not developed a list of priority projects drawn from the 2040 LRTP based on adopted project prioritization criteria. Projects programmed by FDOT in the District Five Year Work Program, and reflected in the TIP, were based on project priority lists submitted early in 2015 by the six individual counties listed above. Since FDOT District One’s call for submission of project priorities occurred prior to the formation of the HRTPO, the rural consultative process for development of the Department’s Work Program was followed. This process is conducted consistent with Section 339.135(4)(c)1, Florida Statutes and as outlined in Florida’s Transportation Planning Process for Non-Metropolitan Areas, FDOT, March 2014. The Florida Department of Transportation is the lead agency for all projects identified in the program except those noted on pages 44 and 61.

Consistency with Other Plans

All projects included in the TIP are consistent with: the Heartland Regional TPO’s 2040 LRTP scheduled for adoption on March 16, 2016; all adopted comprehensive plans for local governments within the six (6) Heartland counties; and all applicable modal plans. After adoption of the LRTP, references will be included in the Transportation Improvement Program.

Annual Listing of Obligated Projects

In accordance with the provisions of 23 USC 134(j)(7)(B) and 49 USC 5303(c)(5)(B), and subsection 339.175(7)(h), F.S., the HRTPO has included in the TIP an annual listing of projects for which federal funds have been obligated in the preceding year.

Acronyms & Definitions

| | | | | | |
|--------|---|-------|---|------|---|
| ADA | Americans with Disabilities Act | GIS | Geographic Information System | TD | Transportation Disadvantaged |
| AIS | Arterial Investment Study | GOP | Goals, Objectives and Policies | TDP | Transit Development Plan |
| AVA | Aviation | ICAR | Intergovernmental Coordination and Review | TDSP | Transportation Disadvantaged Service Plan |
| AZBA | Airport Zoning Board of Adjustment | INC | Incentive | TIP | Transportation Improvement Program |
| BEBR | Bureau of Economic and Business Research | INT | Intermodal | TPO | Transportation Planning Organization |
| BoCC | Board of County Commissioners | JAZB | Joint Airport Zoning Board | TRIP | Transportation Regional Incentive Program |
| CAP | Capital | LAR | Local Agreement for Reimbursement | TSM | Transportation System Management |
| CCC | West Central Florida Chairs Coordinating Committee | LCB | Local Coordinating Board | UPWP | Unified Planning Work Program |
| CEI | Construction Engineering Inspection | LOS | Level of Service | | |
| CFR | Code of Federal Regulations | L RTP | Long Range Transportation Plan | | |
| CFRPC | Central Florida Regional Planning Council | MIS | Major Investment Study | | |
| CIP | Capital Improvement Program | MNT | Maintenance | | |
| CMS | Congestion Management System | MOA | Memorandum of Agreement | | |
| CST | Construction | MPO | Metropolitan Planning Organization | | |
| CTC | Community Transportation Coordinator | MPOAC | Metropolitan Planning Organization Advisory Council | | |
| CTD | Commission for the Transportation Disadvantaged | MSC | Miscellaneous | | |
| CUTR | Center for Urban Transportation Research | NHS | National Highway System | | |
| CUTS | Coordinated Urban Transportation Studies | OPS | Operations | | |
| DRI | Development of Regional Impact | PD&E | Project Development & Environmental Study | | |
| DSB | Design Build | PE | Preliminary Engineering | | |
| ENV | Environmental | PLN | Planning | | |
| FAA | Federal Aviation Administration | ROW | Right-of-Way | | |
| FDOT | Florida Department of Transportation | RRU | Railroad & Utilities | | |
| FHWA | Federal Highway Administration | SAP | Selected Area Plan | | |
| FIHS | Florida Intrastate Highway System | SPR | State Planning & Research | | |
| FSUTMS | Florida Standard Urban Transportation Model Structure | STIP | State Transportation Improvement Program | | |
| FTA | Federal Transit Administration | STP | Surface Transportation Program | | |
| FY | Fiscal Year | TAC | Technical Advisory Committee | | |

Summary of Florida Department of Transportation FY 15/16-19/20 Funding Codes

| Fund | Description | Fund | Description | Fund | Description |
|------|------------------------------------|------|--------------------------------|------|--------------------------------|
| ACNP | ADVANCE CONSTRUCTION NHPP | DPTO | STATE - PTO | SCRA | SMALL COUNTY RESURFACING |
| ACSA | ADVANCE CONSTRUCTION (SA) | DS | STATE PRIMARY HIGHWAYS & PTO | SCRC | SCOP FOR RURAL COMMUNITIES |
| ACSB | ADVANCE CONSTRUCTION (SABR) | DU | STATE PRIMARY/FEDERAL REIMB | SCWR | 2015 SB2514A-SMALL CO OUTREACH |
| ACSL | ADVANCE CONSTRUCTION (SL) | DWS | WEIGH STATIONS - STATE 100% | SE | STP, ENHANCEMENT |
| ACSN | ADVANCE CONSTRUCTION (SN) | EB | EQUITY BONUS | SL | STP, AREAS <= 200K |
| ACTL | ADVANCE CONSTRUCTION TALL | EM11 | GAA EARMARKS FY 2011 | SN | STP, MANDATORY NON-URBAN <= 5K |
| ACTN | ADVANCE CONSTRUCTION TALN | FAA | FEDERAL AVIATION ADMIN | TALL | TRANSPORTATION ALTS- <200K |
| BNDS | BOND - STATE | FCO | PRIMARY/FIXED CAPITAL OUTLAY | TALN | TRANSPORTATION ALTS- < 5K |
| BNIR | INTRASTATE R/W & BRIDGE BONDS | GMR | GROWTH MANAGEMENT FOR SIS | TALT | TRANSPORTATION ALTS- ANY AREA |
| BRRP | STATE BRIDGE REPAIR & REHAB | GRSC | GROWTH MANAGEMENT FOR SCOP | TCSP | TRANS, COMMUNITY & SYSTEM PRES |
| CIGP | COUNTY INCENTIVE GRANT PROGRAM | HPP | HIGH PRIORITY PROJECTS | | |
| CM | CONGESTION MITIGATION - AQ | HSP | SAFETY (HIWAY SAFETY PROGRAM) | | |
| D | UNRESTRICTED STATE PRIMARY | LF | LOCAL FUNDS | | |
| DC | STATE PRIMARY PE CONSULTANTS | LFD | "LF" FOR STTF UTILITY WORK | | |
| DDR | DISTRICT DEDICATED REVENUE | LFP | LOCAL FUNDS FOR PARTICIPATING | | |
| DI | ST. - S/W INTER/INTRASTATE HWY | LFR | LOCAL FUNDS/REIMBURSABLE | | |
| DIH | STATE IN-HOUSE PRODUCT SUPPORT | NH | PRINCIPAL ARTERIALS | | |
| DIS | STRATEGIC INTERMODAL SYSTEM | NHPP | IM, BRDG REPL, NATNL HWY-MAP21 | | |
| DPTO | STATE - PTO | NHRE | NAT HWY PERFORM - RESURFACING | | |
| DS | STATE PRIMARY HIGHWAYS & PTO | PKBD | TURNPIKE MASTER BOND FUND | | |
| DU | STATE PRIMARY/FEDERAL REIMB | PKYI | TURNPIKE IMPROVEMENT | | |
| DWS | WEIGH STATIONS - STATE 100% | PKYR | TURNPIKE RENEWAL & REPLACEMENT | | |
| EB | EQUITY BONUS | PL | METRO PLAN (85% FA; 15% OTHER) | | |
| EM11 | GAA EARMARKS FY 2011 | RHH | RAIL HIGHWAY X-INGS - HAZARD | | |
| DIH | STATE IN-HOUSE PRODUCT SUPPORT | SA | STP, ANY AREA | | |
| DIRS | ADVANCED ACQUISITION -INTRA. CORR. | SCED | 2012 SB1998-SMALL CO OUTREACH | | |
| DIS | STRATEGIC INTERMODAL SYSTEM | SCOP | SMALL COUNTY OUTREACH PROGRAM | | |

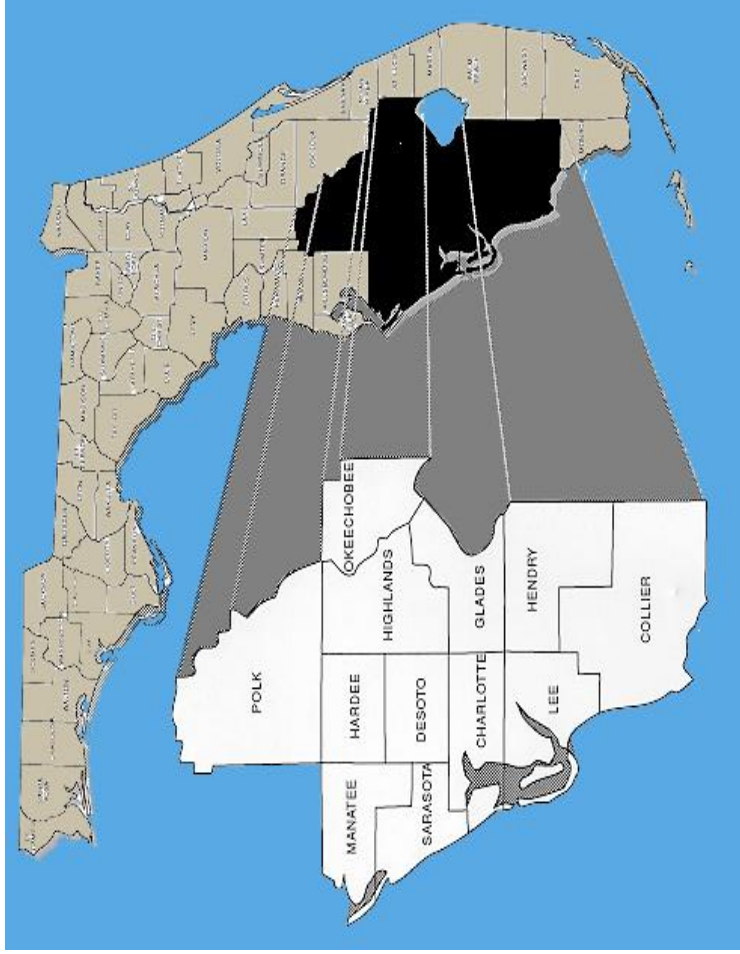
Project Listings for Five Years



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

DESOTO

DESOTO





FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

DESOTO

HIGHWAYS

Project: ARCADIA TRAFFIC SIGNALS REIMBURSEMENT

FPN: 4136281 SIS: Yes

Length: 0.855

Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|----------|----------|----------|----------|----------|-----------|
| OPS | DDR | \$239,633 | \$43,168 | \$65,736 | \$46,727 | \$48,129 | \$49,573 | \$51,060 | \$544,026 |
| PROJECT TOTAL: | | \$239,633 | \$43,168 | \$65,736 | \$46,727 | \$48,129 | \$49,573 | \$51,060 | \$544,026 |

Project: BRIDGE REPLACEMENT ON SR 70 OVER DCI
CANAL IN DESOTO COUNTY

FPN: 4361921 SIS: No

Length: 0.005

Work: PD&E/EMO STUDY

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| PDE | DIH | \$10,916 | \$9,084 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| PROJECT TOTAL: | | \$10,916 | \$9,084 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 |

Project: CR 661
FROM SR 70 TO HARDEE COUNTY LINE

FPN: 4318841 SIS: No

Length: 7.576

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-------------|---------|---------|---------|----------|-------------|
| CST | GRSC | \$0 | \$0 | \$4,048,269 | \$0 | \$0 | \$0 | \$0 | \$4,048,269 |
| PROJECT TOTAL: | | \$0 | \$0 | \$4,048,269 | \$0 | \$0 | \$0 | \$0 | \$4,048,269 |

Project: CR 763
FROM SR 31 TO SR 31

FPN: 4318921 SIS: No

Length: 9.800

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-------------|---------|---------|---------|----------|-------------|
| CST | GRSC | \$0 | \$0 | \$122,525 | \$0 | \$0 | \$0 | \$0 | \$122,525 |
| CST | SCOP | \$0 | \$0 | \$601,389 | \$0 | \$0 | \$0 | \$0 | \$601,389 |
| CST | SCRA | \$0 | \$0 | \$4,687,500 | \$0 | \$0 | \$0 | \$0 | \$4,687,500 |
| PROJECT TOTAL: | | \$0 | \$0 | \$5,411,414 | \$0 | \$0 | \$0 | \$0 | \$5,411,414 |

Project: CR 769 (KINGS HWY)
AT CHARLOTTE COUNTY LINE

FPN: 4301171 SIS: No

Length: 0.001

Work: MISCELLANEOUS CONSTRUCTION

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | SN | \$0 | \$162,916 | \$0 | \$0 | \$0 | \$0 | \$0 | \$162,916 |
| PROJECT TOTAL: | | \$0 | \$162,916 | \$0 | \$0 | \$0 | \$0 | \$0 | \$162,916 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1

TRANSPORTATION IMPROVEMENT PROGRAM REPORT

July 1, 2015 through June 30, 2020

DESOTO

Project: CR 769 (KINGS HWY)
FROM CHARLOTTE CNTY LINE TO PEACE
RIVER STR

FPN: 4312971 SIS: No

Length: 2.237

Work: PD&E/IMO STUDY

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| PDE | ACSL | \$757,930 | \$95,068 | \$0 | \$0 | \$0 | \$0 | \$0 | \$852,998 |
| PDE | SL | \$247,002 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$247,002 |
| PROJECT TOTAL: | | \$1,004,932 | \$95,068 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,100,000 |

Project: DESOTO COUNTY
AT VARIOUS LOCATIONS

FPN: 4046791 SIS: No

Length: 0.000

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | | \$126,037 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$126,037 |
| PE | | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$75,000 |
| PROJECT TOTAL: | | \$201,037 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$201,037 |

Project: DESOTO COUNTY
AT VARIOUS LOCATIONS

FPN: 4046792 SIS: No

Length: 0.000

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | | \$112,206 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$112,206 |
| PE | | \$65,701 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,701 |
| PROJECT TOTAL: | | \$177,907 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$177,907 |

Project: DESOTO COUNTY
AT VARIOUS LOCATIONS

FPN: 4046793 SIS: No

Length: 0.000

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | | \$115,217 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$115,217 |
| PE | | \$38,928 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$38,928 |
| PROJECT TOTAL: | | \$154,145 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$154,145 |

Project: DESOTO COUNTY
AT VARIOUS LOCATIONS

FPN: 4046794 SIS: No

Length: 0.000

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | | \$117,475 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$117,475 |
| PE | | \$24,181 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$24,181 |
| PLN | | \$119,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$119,400 |
| PROJECT TOTAL: | | \$261,056 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$261,056 |

PHASE ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MNT –
CODES Bridge/Roadway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities
Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

DESOTO

Project: DESOTO COUNTY
AT VARIOUS LOCATIONS

FPN: 4046795 SIS: No
Length: 0.000
Work: SIDEWALK
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | | \$678,216 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$678,216 |
| PE | | \$63,130 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$63,130 |
| PROJECT TOTAL: | | \$741,346 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$741,346 |

Project: DESOTO COUNTY
AT VARIOUS LOCATIONS

FPN: 4046797 SIS: No
Length: 0.000
Work: SIDEWALK
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | SE | \$194,695 | \$665 | \$0 | \$0 | \$0 | \$0 | \$0 | \$195,360 |
| PE | SE | \$75,855 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$75,855 |
| PLN | SE | \$84,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$84,000 |
| PROJECT TOTAL: | | \$354,550 | \$665 | \$0 | \$0 | \$0 | \$0 | \$0 | \$355,215 |

Project: DESOTO COUNTY TRAFFIC SIGNALS
REIMBURSEMENT

FPN: 4126671 SIS: Yes
Length: 0.162
Work: TRAFFIC SIGNALS
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|----------|---------|---------|---------|----------|-----------|
| OPS | DDR | \$39,535 | \$7,296 | \$10,457 | \$8,126 | \$8,370 | \$8,621 | \$8,880 | \$91,285 |
| PROJECT TOTAL: | | \$39,535 | \$7,296 | \$10,457 | \$8,126 | \$8,370 | \$8,621 | \$8,880 | \$91,285 |

Project: GATEWAY SIGNS
AT VARIOUS LOCATIONS

FPN: 4300581 SIS: Yes
Length: 0.001
Work: MISCELLANEOUS CONSTRUCTION
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | LFP | \$140,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$140,000 |
| CST | TALT | \$380,700 | \$129 | \$0 | \$0 | \$0 | \$0 | \$0 | \$380,829 |
| PROJECT TOTAL: | | \$520,700 | \$129 | \$0 | \$0 | \$0 | \$0 | \$0 | \$520,829 |

Project: HILLSBOROUGH AVENUE
FROM FLETCHER STREET TO ADEL STREET

FPN: 4366451 SIS: No
Length: 0.961
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|-------------|----------|-------------|
| CST | SCRA | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,592,234 | \$0 | \$1,592,234 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,592,234 | \$0 | \$1,592,234 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

DESOTO

Project: MASTERS AVENUE
FROM US 17 TO DEAD END

FPN: 4318891 SIS: No

Length: 3.300

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-------------|---------|---------|---------|---------|----------|-------------|
| CST | SCRA | \$0 | \$1,187,984 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,187,984 |
| PROJECT TOTAL: | | \$0 | \$1,187,984 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,187,984 |

Project: NW WINDY PINE AVENUE
FROM SR 72 TO END OF ROAD

FPN: 4366491 SIS: No

Length: 1.046

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|-----------|---------|---------|----------|-----------|
| CST | SCRA | \$0 | \$0 | \$0 | \$627,724 | \$0 | \$0 | \$0 | \$627,724 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$627,724 | \$0 | \$0 | \$0 | \$627,724 |

Project: ROBERTS AVENUE EAST GIBSON SREET
NURSING HOME DRIVE

FPN: 4370991 SIS: Yes

Length: 0.310

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|-----------|-----------|-----------|
| CST | SN | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$731,787 | \$731,787 |
| PE | SN | \$0 | \$0 | \$0 | \$0 | \$0 | \$175,000 | \$0 | \$175,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$0 | \$175,000 | \$731,787 | \$906,787 |

Project: SE DURRANCE STREET
FROM AIRPORT ROAD TO SR 31

FPN: 4366471 SIS: No

Length: 1.086

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|-----------|----------|-----------|
| CST | SCRA | \$0 | \$0 | \$0 | \$0 | \$0 | \$839,179 | \$0 | \$839,179 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$0 | \$839,179 | \$0 | \$839,179 |

Project: SR 31 EXTENSION
FROM SR 70 TO US 17

FPN: 4312981 SIS: No

Length: 0.001

Work: NEW ROAD CONSTRUCTION

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-------------|---------|---------|-------------|----------|-------------|
| PDE | CIGP | \$0 | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$3,000,000 |
| PE | SA | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,450,000 | \$0 | \$1,450,000 |
| PE | SN | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,000,000 | \$0 | \$3,000,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$3,000,000 | \$0 | \$0 | \$4,450,000 | \$0 | \$7,450,000 |

PHASE ADM - Administration • CAP - Capitol Improvement • CST - Construction • DSB - Design Build • ENV - Environmental • INC - Contract Incentives • LAR - Local Government Reimbursement • MNT -
CODES Bridge/Roadway/Contract Maint. • MSC - Miscellaneous • OPS - Operations • PE - Prelim Engineering • PDE - Project Dev and Enviro • PLN - Planning • RES - Research • ROW - Right of Way • RRU - Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

DESOTO

Project: SR 35 (US 17)
FROM LIVINGSTON STREET TO HARDEE
COUNTY LINE
FPN: 4369201 SIS: Yes
Length: 6.971
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|--------------|---------|---------|---------|----------|--------------|
| CST | DDR | \$0 | \$0 | \$8,426,302 | \$0 | \$0 | \$0 | \$0 | \$8,426,302 |
| CST | DIH | \$0 | \$0 | \$512,500 | \$0 | \$0 | \$0 | \$0 | \$512,500 |
| CST | DS | \$0 | \$0 | \$6,586,905 | \$0 | \$0 | \$0 | \$0 | \$6,586,905 |
| ENV | DDR | \$0 | \$30,000 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$130,000 |
| PE | DIH | \$5,043 | \$5,138 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,181 |
| PE | DS | \$253,346 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$253,346 |
| PROJECT TOTAL: | | \$258,389 | \$35,138 | \$15,625,707 | \$0 | \$0 | \$0 | \$0 | \$15,919,234 |

Project: SR 70
AT CR 760
FPN: 4298431 SIS: Yes
Length: 0.348
Work: ADD LEFT TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | CIGP | \$553,491 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$553,491 |
| CST | DIH | \$21,280 | \$215 | \$0 | \$0 | \$0 | \$0 | \$0 | \$21,495 |
| CST | DS | \$4,739 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,739 |
| PE | CIGP | \$71,164 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$71,164 |
| PE | DIH | \$7,674 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,674 |
| PE | DS | \$1,801 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,801 |
| PROJECT TOTAL: | | \$660,149 | \$215 | \$0 | \$0 | \$0 | \$0 | \$0 | \$660,364 |

Project: SR 70
FROM ORANGE AVE TO TURNER AVE
FPN: 4365801 SIS: Yes
Length: 2.393
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|-------------|---------|---------|----------|-------------|
| CST | DDR | \$0 | \$0 | \$0 | \$3,886,635 | \$0 | \$0 | \$0 | \$3,886,635 |
| CST | DIH | \$0 | \$0 | \$0 | \$210,600 | \$0 | \$0 | \$0 | \$210,600 |
| CST | DS | \$0 | \$0 | \$0 | \$449,139 | \$0 | \$0 | \$0 | \$449,139 |
| PE | DIH | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| RRU | DDR | \$0 | \$0 | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$300,000 |
| PROJECT TOTAL: | | \$0 | \$100,000 | \$0 | \$4,846,374 | \$0 | \$0 | \$0 | \$4,946,374 |

Project: SR72
FROM ROGER AVE TO E OF SW GATOR TRAIL
FPN: 4358071 SIS: No
Length: 0.139
Work: DRAINAGE IMPROVEMENTS
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | DS | \$515 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$515 |
| PE | DIH | \$3,052 | \$3,537 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,589 |
| PE | DS | \$51,582 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$51,582 |
| PROJECT TOTAL: | | \$55,149 | \$3,537 | \$0 | \$0 | \$0 | \$0 | \$0 | \$58,686 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

DESOTO

Project: SW FLETCHER ST
FROM US 17 TO HILLSBOROUGH AVE

FPN: 4350601 SIS: No

Length: 0.968

Work: WIDEN/RESURFACE EXIST LANES

Comments:

Project: SW SHORES AVENUE
FROM SW BEARD STREET TO SW CR 760A

FPN: 4366481 SIS: No

Length: 1.250

Work: WIDEN/RESURFACE EXIST LANES

Comments:

Project: TURNER AVE
AT ROAN ST/GIBSON ST IMPROVEMENTS

FPN: 4350141 SIS: No

Length: 0.180

Work: INTERSECTION IMPROVEMENT

Comments:

Project: US 17 (SR 35)
AT CHARLOTTE C/L

FPN: 4298391 SIS: Yes

Length: 0.100

Work: MISCELLANEOUS CONSTRUCTION

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-----------|---------|---------|---------|----------|-----------|
| CST | GRSC | \$0 | \$0 | \$460,981 | \$0 | \$0 | \$0 | \$0 | \$460,981 |
| CST | SCWR | \$0 | \$0 | \$225,046 | \$0 | \$0 | \$0 | \$0 | \$225,046 |
| PROJECT TOTAL: | | \$0 | \$0 | \$686,027 | \$0 | \$0 | \$0 | \$0 | \$686,027 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-------------|---------|---------|---------|----------|-------------|
| CST | SCED | \$0 | \$0 | \$562,349 | \$0 | \$0 | \$0 | \$0 | \$562,349 |
| CST | SCOP | \$0 | \$0 | \$81,423 | \$0 | \$0 | \$0 | \$0 | \$81,423 |
| CST | SCWR | \$0 | \$0 | \$1,022,945 | \$0 | \$0 | \$0 | \$0 | \$1,022,945 |
| PROJECT TOTAL: | | \$0 | \$0 | \$1,666,717 | \$0 | \$0 | \$0 | \$0 | \$1,666,717 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|-----------|-----------|---------|----------|-------------|
| CST | SN | \$0 | \$0 | \$0 | \$0 | \$906,780 | \$0 | \$0 | \$906,780 |
| PE | SN | \$0 | \$0 | \$0 | \$151,000 | \$0 | \$0 | \$0 | \$151,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$151,000 | \$906,780 | \$0 | \$0 | \$1,057,780 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | DS | \$1,967 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,967 |
| CST | SN | \$0 | \$171,916 | \$0 | \$0 | \$0 | \$0 | \$0 | \$171,916 |
| PROJECT TOTAL: | | \$1,967 | \$171,916 | \$0 | \$0 | \$0 | \$0 | \$0 | \$173,883 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1

TRANSPORTATION IMPROVEMENT PROGRAM REPORT

July 1, 2015 through June 30, 2020

DESOTO

Project: US 17 (SR 35)
FROM 0.4 MILES OF SW COLLINS ST TO SOUTH
OF CR 760A
FPN: 4178761 SIS: Yes
Length: 5.665
Work: ADD LANES & RECONSTRUCT
Comments: **HRTPO LRTP PAGE: 8.7**

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|--------------|-----------|---------|---------|---------|---------|----------|--------------|
| CST | ACSL | \$487,919 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$487,919 |
| CST | ACTL | \$350,408 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$350,408 |
| CST | CM | \$1,936,870 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,936,870 |
| CST | DDR | \$406,594 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$406,594 |
| CST | DS | \$91,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$91,500 |
| CST | SL | \$6,191,844 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,191,844 |
| CST | SN | \$2,976,832 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,976,832 |
| CST | TALT | \$1,341,078 | \$87,596 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,428,674 |
| ENV | ACSL | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| ENV | TCSP | \$599,758 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$599,758 |
| PE | DDR | \$207,791 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$207,791 |
| PE | DIH | \$215,556 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$215,556 |
| PE | DS | \$19,184 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,184 |
| PE | GMR | \$2,637,997 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,637,997 |
| PE | TCSP | \$111,122 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$111,122 |
| ROW | ACNP | \$13,989 | \$112,319 | \$0 | \$0 | \$0 | \$0 | \$0 | \$126,308 |
| ROW | NH | \$4,804,529 | \$44,815 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,849,344 |
| ROW | NHPP | \$214,321 | \$391,463 | \$0 | \$0 | \$0 | \$0 | \$0 | \$605,784 |
| RRU | LF | \$112,868 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$112,868 |
| RRU | LFD | \$1,490,684 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,490,684 |
| PROJECT TOTAL: | | \$24,360,844 | \$636,193 | \$0 | \$0 | \$0 | \$0 | \$0 | \$24,997,037 |

Project: US 17 (SR 35)
FROM 0.4 MILES OF SW COLLINS ST TO SOUTH
OF CR 760A
FPN: 4178762 SIS: Yes
Length: 5.913
Work: SIGNING/PAVEMENT MARKINGS
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | DDR | \$127,000 | \$51,709 | \$0 | \$0 | \$0 | \$0 | \$0 | \$178,709 |
| CST | DIH | \$217 | \$35,748 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,965 |
| PROJECT TOTAL: | | \$127,217 | \$87,457 | \$0 | \$0 | \$0 | \$0 | \$0 | \$214,674 |

Project: US 17 / SR 35 NB
FROM PALMETTO ST TO DESOTO AVENUE
FPN: 4291101 SIS: Yes
Length: 1.806
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| CST | DDR | \$1,730,001 | \$7,525 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,737,526 |
| CST | DIH | \$194 | \$10,060 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,254 |
| CST | DS | \$1,388 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,388 |
| PE | DIH | \$9,023 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,023 |
| PE | DS | \$231,455 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$231,455 |
| PROJECT TOTAL: | | \$1,972,061 | \$17,585 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,989,646 |

PHASE ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MNT –
CODES Bridge/Rdway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities
Report Date: 12/30/2015 Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

DESOTO

Project: US 17 / SR 35 SB
FROM US 17 NB TO PALMETTO ST

FPN: 4291091 SIS: Yes

Length: 1.751

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| CST | DIH | \$1,461 | \$20,039 | \$0 | \$0 | \$0 | \$0 | \$0 | \$21,500 |
| CST | DS | \$1,773,398 | \$35,286 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,808,684 |
| PE | DIH | \$20,726 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,726 |
| PE | DS | \$233,432 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$233,432 |
| PROJECT TOTAL: | | \$2,029,017 | \$55,325 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,084,342 |

Project: US 17
FROM CR 760A (NOCATEE) TO HEARD STREET

FPN: 1938981 SIS: Yes

Length: 4.308

Work: PRELIMINARY ENGINEERING

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| PE | | \$14,447 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,447 |
| PROJECT TOTAL: | | \$14,447 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,447 |

PHASE
CODES

ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MNT – Bridge/Rdway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

DESOTO

Project: US 17
FROM CR 760A (NOCATEE) TO HEARD STREET

FPN: 1938982 SIS: Yes

Length: 4.400

Work: ADD LANES & REHABILITATE PVMNT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|--------------|-------------|-----------|---------|---------|---------|----------|--------------|
| CST | ACNP | \$0 | \$186,871 | \$0 | \$0 | \$0 | \$0 | \$0 | \$186,871 |
| CST | DIS | \$8,255,758 | \$14,764 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,270,522 |
| CST | DS | \$93,990 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$93,990 |
| CST | NHPP | \$17,182,247 | \$138,273 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,320,520 |
| ENV | ACNP | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| ENV | ACSL | \$881,624 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$881,624 |
| ENV | SL | \$233,103 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$233,103 |
| ENV | TCSP | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| INC | ACNP | \$0 | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| PE | DDR | \$2,092,195 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,092,195 |
| PE | DIH | \$411,407 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$411,407 |
| PE | DS | \$1,504,261 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,504,261 |
| PE | TCSP | \$525,984 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$525,984 |
| ROW | ACSL | \$44,704 | \$67,589 | \$0 | \$0 | \$0 | \$0 | \$0 | \$112,293 |
| ROW | ACSN | \$1 | \$79,999 | \$0 | \$0 | \$0 | \$0 | \$0 | \$80,000 |
| ROW | BNDS | \$961,258 | \$37,603 | \$0 | \$0 | \$0 | \$0 | \$0 | \$998,861 |
| ROW | BNIR | \$4,533,617 | \$574,767 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,108,384 |
| ROW | DIH | \$1,010,838 | \$17,995 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,028,833 |
| ROW | DS | \$259,315 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$259,315 |
| ROW | EB | \$1,636,446 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,636,446 |
| ROW | SA | \$5,373,296 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,373,296 |
| ROW | SL | \$4,991,160 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,991,160 |
| ROW | SN | \$5,830,073 | \$41,692 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,871,765 |
| ROW | TALT | \$391,950 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$391,950 |
| ROW | TCSP | \$291,536 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$291,536 |
| RRU | DDR | \$925,333 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$925,333 |
| RRU | LF | \$4,339,216 | \$495,973 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,835,189 |
| RRU | LFD | \$164,857 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$164,857 |
| PROJECT TOTAL: | | \$62,284,169 | \$1,655,526 | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$64,539,695 |

| HIGHWAYS TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|-----------------|--------------|-------------|--------------|-------------|-----------|-------------|-----------|---------------|
| | \$95,469,166 | \$4,269,202 | \$31,114,327 | \$5,679,951 | \$963,279 | \$7,114,607 | \$791,727 | \$145,402,259 |

PHASE ADM - Administration • CAP - Capitol Improvement • CST - Construction • DSB - Design Build • ENV - Environmental • INC - Contract Incentives • LAR - Local Government Reimbursement • MNT - Bridge/Rdway/Contract Maint • MSC - Miscellaneous • OPS - Operations • PE - Prelim Engineering • PDE - Project Dev and Enviro • PLN - Planning • RES - Research • ROW - Right of Way • RRU - Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

DESOTO

FIXED CAPITAL OUTLAY

Project: ARCADIA OPERATIONS CENTER

FPN: 4353951 SIS: No

Length: 0.000

Work: FIXED CAPITAL OUTLAY

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | FCO | \$180,258 | \$6,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$186,658 |
| PROJECT TOTAL: | | \$180,258 | \$6,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$186,658 |

| | | | | | | | | |
|--------------------------------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| FIXED CAPITAL OUTLAY TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | \$180,258 | \$6,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$186,658 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

DESOTO

FLP: TRANSIT

Project: DESOTO COUNTY FTA SECTION 5311
OPERATING ASSISTANCE

FPN: 4101211 SIS: No
Length: 0.000

Work: OPERATING/ADMIN. ASSISTANCE

Comments: SECTION 5311 RURAL AND SMALL AREAS
PARATRANSIT OPERATING

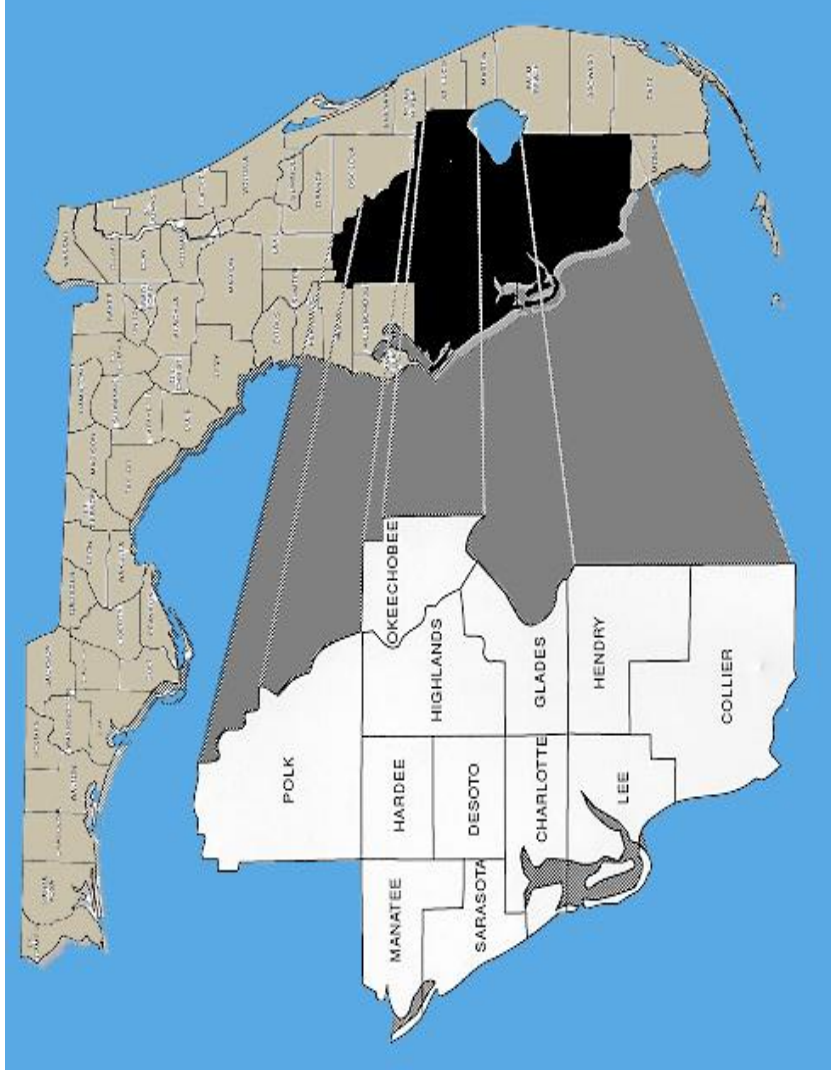
| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-----------|-----------|-----------|-----------|-----------|----------|-------------|
| OPS | DU | \$966,173 | \$188,817 | \$170,432 | \$170,432 | \$170,432 | \$134,317 | \$0 | \$1,800,603 |
| OPS | LF | \$966,173 | \$188,817 | \$170,432 | \$170,432 | \$170,432 | \$134,317 | \$0 | \$1,800,603 |
| PROJECT TOTAL: | | \$1,932,346 | \$377,634 | \$340,864 | \$340,864 | \$340,864 | \$268,634 | \$0 | \$3,601,206 |

| | | | | | | | | |
|------------------------|-------------|-----------|-----------|-----------|-----------|-----------|----------|-------------|
| FLP: TRANSIT TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | \$1,932,346 | \$377,634 | \$340,864 | \$340,864 | \$340,864 | \$268,634 | \$0 | \$3,601,206 |

| | | | | | | | | |
|---------------|--------------|-------------|--------------|-------------|-------------|-------------|-----------|---------------|
| DESOTO TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | \$97,581,770 | \$4,653,236 | \$31,455,191 | \$6,020,815 | \$1,304,143 | \$7,383,241 | \$791,727 | \$149,190,123 |



GLADES





FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

GLADES

HIGHWAYS

Project: 6TH STREET
FROM AVENUE A TO THATCHER BLVD

FPN: 4389241 SIS: No
Length: 1.035
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | LF | \$0 | \$135,990 | \$0 | \$0 | \$0 | \$0 | \$0 | \$135,990 |
| CST | SCRC | \$0 | \$407,970 | \$0 | \$0 | \$0 | \$0 | \$0 | \$407,970 |
| PROJECT TOTAL: | | \$0 | \$543,960 | \$0 | \$0 | \$0 | \$0 | \$0 | \$543,960 |

Project: AVENUE R
FROM RIVERSIDE DRIVE TO WEST AVENUE

FPN: 4389231 SIS: No
Length: 0.774
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | LF | \$0 | \$106,132 | \$0 | \$0 | \$0 | \$0 | \$0 | \$106,132 |
| CST | SCRC | \$0 | \$318,395 | \$0 | \$0 | \$0 | \$0 | \$0 | \$318,395 |
| PROJECT TOTAL: | | \$0 | \$424,527 | \$0 | \$0 | \$0 | \$0 | \$0 | \$424,527 |

Project: BIRCHWOOD PARKWAY
FROM HENDRY COUNTY LINE TO DEAD END

FPN: 4318901 SIS: No
Length: 2.624
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | SCRA | \$0 | \$860,198 | \$0 | \$0 | \$0 | \$0 | \$0 | \$860,198 |
| PROJECT TOTAL: | | \$0 | \$860,198 | \$0 | \$0 | \$0 | \$0 | \$0 | \$860,198 |

Project: CR 74
FROM 2.5 MI E OF FIRETOWER TO SR 29

FPN: 4366571 SIS: No
Length: 5.190
Work: WIDEN/RESURFACE EXIST LANES
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-------------|---------|----------|-------------|
| CST | GRSC | \$0 | \$0 | \$0 | \$0 | \$3,668,025 | \$0 | \$0 | \$3,668,025 |
| CST | SCWR | \$0 | \$0 | \$0 | \$0 | \$1,778,278 | \$0 | \$0 | \$1,778,278 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$5,446,303 | \$0 | \$0 | \$5,446,303 |

Project: GLADES COUNTY SCOUR COUNTERMEASURE
AT VARIOUS LOCATIONS

FPN: 4350281 SIS: Yes
Length: 4.706
Work: BRIDGE-REPAIR/REHABILITATION
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | BRRP | \$339,135 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$339,135 |
| CST | DIH | \$341 | \$18,915 | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,256 |
| CST | DS | \$12,770 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,770 |
| PE | BRRP | \$62,632 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$62,632 |
| PE | DIH | \$5,584 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,584 |
| PROJECT TOTAL: | | \$420,462 | \$18,915 | \$0 | \$0 | \$0 | \$0 | \$0 | \$439,377 |

PHASE ADM - Administration • CAP - Capitol Improvement • CST - Construction • DSB - Design Build • ENV - Environmental • INC - Contract Incentives • LAR - Local Government Reimbursement • MINT - Bridge/Rdway/Contract Maint • MSC - Miscellaneous • OPS - Operations • PE - Prelim Engineering • PDE - Project Dev and Enviro • PLN - Planning • RES - Research • ROW - Right of Way • RRU - Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

GLADES

Project: GLADES COUNTY TRAFFIC SIGNALS
REIMBURSEMENT

FPN: 4126681 SIS: Yes

Length: 0.100

Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|----------|---------|---------|----------|----------|-----------|
| OPS | DDR | \$32,900 | \$8,512 | \$10,337 | \$9,479 | \$9,764 | \$10,057 | \$10,358 | \$91,407 |
| PROJECT TOTAL: | | \$32,900 | \$8,512 | \$10,337 | \$9,479 | \$9,764 | \$10,057 | \$10,358 | \$91,407 |

Project: LOST TRAIL

FPN: 4281441 SIS: No

Length: 4.039

Work: BIKE PATH/TRAIL

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|---------|---------|---------|---------|---------|----------|-------------|
| CST | ACTN | \$549,408 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$549,408 |
| CST | TALL | \$48,027 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$48,027 |
| CST | TALN | \$237,419 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$237,419 |
| PE | ACTN | \$253,308 | \$1,988 | \$0 | \$0 | \$0 | \$0 | \$0 | \$255,296 |
| PROJECT TOTAL: | | \$1,088,162 | \$1,988 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,090,150 |

Project: LOST TRAIL OVER HARNEY POND PEDESTRIAN
BRIDGE

FPN: 4351031 SIS: No

Length: 0.001

Work: BIKE PATH/TRAIL

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-----------|---------|----------|-----------|
| PE | SN | \$0 | \$0 | \$0 | \$0 | \$616,322 | \$0 | \$0 | \$616,322 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$616,322 | \$0 | \$0 | \$616,322 |

Project: MOORE HAVEN ELEMENTARY SCHOOL

FPN: 4328971 SIS: No

Length: 0.100

Work: SIDEWALK

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-----------|---------|---------|---------|----------|-----------|
| CST | TALL | \$0 | \$0 | \$96,346 | \$0 | \$0 | \$0 | \$0 | \$96,346 |
| CST | TALN | \$0 | \$0 | \$157,666 | \$0 | \$0 | \$0 | \$0 | \$157,666 |
| PE | TALL | \$90,600 | \$1,645 | \$0 | \$0 | \$0 | \$0 | \$0 | \$92,245 |
| PROJECT TOTAL: | | \$90,600 | \$1,645 | \$254,012 | \$0 | \$0 | \$0 | \$0 | \$346,257 |

Project: MOORE HAVEN TRAFFIC SIGNALS
REIMBURSEMENT

FPN: 4139851 SIS: Yes

Length: 0.100

Work: TRAFFIC SIGNALS

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| OPS | DDR | \$17,188 | \$7,296 | \$9,061 | \$8,126 | \$8,370 | \$8,621 | \$8,880 | \$67,542 |
| PROJECT TOTAL: | | \$17,188 | \$7,296 | \$9,061 | \$8,126 | \$8,370 | \$8,621 | \$8,880 | \$67,542 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

GLADES

Project: SR 25 (US 27)
AT BRONSON ROAD

FPN: 4357691 SIS: Yes

Length: 0.426

Work: INTERSECTION IMPROVEMENT

Comments: ADD RIGHT TURN LANE AND TWO LEFT
TURN LANES CLOSE THE MEDIAN
OPENING LOCATED EAST OF BRONSON

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| CST | DIH | \$1,098 | \$50,297 | \$0 | \$0 | \$0 | \$0 | \$0 | \$51,395 |
| CST | DS | \$876,391 | \$484 | \$0 | \$0 | \$0 | \$0 | \$0 | \$876,875 |
| PE | DIH | \$14,933 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,933 |
| PE | DS | \$311,595 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$311,595 |
| PROJECT TOTAL: | | \$1,204,017 | \$50,781 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,254,798 |

Project: SR 25 (US 27)
FROM OLD 27 TO 5TH STREET

FPN: 4349631 SIS: Yes

Length: 1.294

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|-------------|---------|---------|---------|----------|-------------|
| CST | DIH | \$0 | \$0 | \$28,537 | \$0 | \$0 | \$0 | \$0 | \$28,537 |
| CST | DS | \$0 | \$0 | \$2,010,800 | \$0 | \$0 | \$0 | \$0 | \$2,010,800 |
| PE | DIH | \$31,174 | \$70,872 | \$0 | \$0 | \$0 | \$0 | \$0 | \$102,046 |
| PE | DS | \$79,031 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$79,031 |
| PROJECT TOTAL: | | \$110,205 | \$70,872 | \$2,039,337 | \$0 | \$0 | \$0 | \$0 | \$2,220,414 |

Project: SR 25/US 27
AT SR29

FPN: 4358201 SIS: No

Length: 0.000

Work: LIGHTING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | DIH | \$4,267 | \$21,088 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,355 |
| CST | DS | \$191,550 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$191,550 |
| RRU | DS | \$33,300 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$33,300 |
| PROJECT TOTAL: | | \$229,117 | \$21,088 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,205 |

Project: SR 29
FROM BERMONT RD (CR 74) TO US 27

FPN: 4178786 SIS: Yes

Length: 0.764

Work: ADD LANES & RECONSTRUCT

Comments: INCLUDES POSSIBLE INTERCHANGE AT US
27

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-------------|---------|----------|-------------|
| PE | ACNP | \$0 | \$0 | \$0 | \$0 | \$5,275,000 | \$0 | \$0 | \$5,275,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$5,275,000 | \$0 | \$0 | \$5,275,000 |

Project: SR 29
FROM WHIDDEN RD (CR 731) TO BERMONT RD
(CR 74)

FPN: 4178789 SIS: Yes

Length: 11.673

Work: ADD LANES & RECONSTRUCT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-------------|---------|----------|-------------|
| PE | ACNP | \$0 | \$0 | \$0 | \$0 | \$2,050,000 | \$0 | \$0 | \$2,050,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$2,050,000 | \$0 | \$0 | \$2,050,000 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1

TRANSPORTATION IMPROVEMENT PROGRAM REPORT

July 1, 2015 through June 30, 2020

GLADES

Project: SR 78
AT VARIOUS LOCATIONS

FPN: 4390301 SIS: No

Length: 0.001

Work: DRAINAGE IMPROVEMENTS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| PE | DIH | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| PROJECT TOTAL: | | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 |

Project: SR 78
FROM CANAL BOAT RAMP TO OKEECHOBEE
C/L

FPN: 4291011 SIS: No

Length: 8.813

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-------------|---------|---------|---------|---------|----------|-------------|
| CST | DS | \$771 | \$94,591 | \$0 | \$0 | \$0 | \$0 | \$0 | \$95,362 |
| CST | SA | \$0 | \$5,064,315 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,064,315 |
| PE | DIH | \$97,530 | \$5,763 | \$0 | \$0 | \$0 | \$0 | \$0 | \$103,293 |
| PE | DS | \$3,969 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,969 |
| PROJECT TOTAL: | | \$102,270 | \$5,164,669 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,266,939 |

Project: SR 78
FROM N OF CANAL ROAD TO S OF KILPATRICK
DR

FPN: 4366831 SIS: No

Length: 0.076

Work: RAIL SAFETY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|----------|-----------|---------|---------|----------|-----------|
| CST | DIH | \$0 | \$0 | \$10,250 | \$0 | \$0 | \$0 | \$0 | \$10,250 |
| CST | SN | \$0 | \$0 | \$0 | \$433,932 | \$0 | \$0 | \$0 | \$433,932 |
| PE | DIH | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| PE | DS | \$20,245 | \$155,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$175,245 |
| RRU | DS | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| PROJECT TOTAL: | | \$20,245 | \$165,000 | \$60,250 | \$433,932 | \$0 | \$0 | \$0 | \$679,427 |

Project: SR 78 SIDEWALKS
AT VARIOUS LOCATIONS

FPN: 4370881 SIS: No

Length: 1.370

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|-----------|----------|-----------|
| PE | SN | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |

Project: US 27 (SR 25)
FROM S OF SCFE CROSSING TO N OF SCFE
CROSSING

FPN: 4349471 SIS: Yes

Length: 0.284

Work: RAIL SAFETY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|-----------|-------------|---------|---------|----------|-------------|
| CST | DIH | \$0 | \$0 | \$0 | \$157,022 | \$0 | \$0 | \$0 | \$157,022 |
| CST | DS | \$0 | \$0 | \$0 | \$718,380 | \$0 | \$0 | \$0 | \$718,380 |
| CST | SA | \$0 | \$0 | \$0 | \$453,194 | \$0 | \$0 | \$0 | \$453,194 |
| PE | DIH | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| PE | DS | \$23,741 | \$21,606 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,347 |
| RRU | DS | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| PROJECT TOTAL: | | \$23,741 | \$121,606 | \$100,000 | \$1,328,596 | \$0 | \$0 | \$0 | \$1,573,943 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

GLADES

Project: US 27
AT 6TH STREET AND AT 7TH STREET

FPN: 4302621 SIS: Yes

Length: 0.078

Work: ADD TURN LANE(S)

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | EM11 | \$584,253 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$584,253 |
| ENV | DS | \$10,000 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| PE | EM11 | \$166,115 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$166,115 |
| PROJECT TOTAL: | | \$760,368 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$800,368 |

Project: US27/SR25 OVER CALOOSAHAATCHEE RIVER

FPN: 4360041 SIS: Yes

Length: 0.437

Work: BRIDGE-REPAIR/REHABILITATION

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | BRRP | \$260,177 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$260,177 |
| CST | DIH | \$2,171 | \$38,843 | \$0 | \$0 | \$0 | \$0 | \$0 | \$41,014 |
| CST | DS | \$7,854 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,854 |
| PE | DIH | \$3,131 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,131 |
| PROJECT TOTAL: | | \$273,333 | \$38,843 | \$0 | \$0 | \$0 | \$0 | \$0 | \$312,176 |

Project: VANCE WHIDDEN PARK

FPN: 4281451 SIS: No

Length: 0.000

Work: BIKE PATH/TRAIL

Comments: GLADES COUNTY #1 ENHANCEMENT
PROJECT

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | ACTL | \$588,409 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$588,409 |
| CST | TALL | \$149,896 | \$16,193 | \$0 | \$0 | \$0 | \$0 | \$0 | \$166,089 |
| PE | SE | \$189,896 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$189,896 |
| PROJECT TOTAL: | | \$928,201 | \$16,193 | \$0 | \$0 | \$0 | \$0 | \$0 | \$944,394 |

Project: VANCE WHIDDEN PARK

FPN: 4281452 SIS: No

Length: 0.000

Work: BIKE PATH/TRAIL

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| DSB | | \$318,967 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$318,967 |
| PROJECT TOTAL: | | \$318,967 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$318,967 |

| | | | | | | | | | |
|-----------------|--|-------------|-------------|-------------|-------------|--------------|-----------|----------|--------------|
| HIGHWAYS TOTAL: | | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | | \$5,619,776 | \$7,561,093 | \$2,472,997 | \$1,780,133 | \$13,405,759 | \$218,678 | \$19,238 | \$31,077,674 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

GLADES

FLP: TRANSIT

Project: 5310 OPERATING ASSISTANCE FOR GOOD
WHEELS INC GLADES/HENDRY

FPN: 4389611 SIS: No

Length: 0.000

Work: OPERATING FOR FIXED ROUTE

Comments:

Project: GLADES/HENDRY CO GOOD WHEELS INC FTA
SECT 5311 OPERATING ASSISTANCE

FPN: 4101221 SIS: No

Length: 0.000

Work: OPERATING/ADMIN. ASSISTANCE

Comments: SECTION 5311 RURAL AND SMALL AREAS
PARATRANSIT OPERATING PARATRANSIT
OPERATING

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| OPS | DU | \$0 | \$115,638 | \$0 | \$0 | \$0 | \$0 | \$0 | \$115,638 |
| OPS | LF | \$0 | \$115,638 | \$0 | \$0 | \$0 | \$0 | \$0 | \$115,638 |
| PROJECT TOTAL: | | \$0 | \$231,276 | \$0 | \$0 | \$0 | \$0 | \$0 | \$231,276 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-----------|-----------|-----------|-----------|-----------|----------|-------------|
| OPS | DU | \$494,922 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$0 | \$744,922 |
| OPS | LF | \$494,922 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$0 | \$744,922 |
| PROJECT TOTAL: | | \$989,844 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$0 | \$1,489,844 |

| FLP: TRANSIT TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|----------|-------------|
| | \$989,844 | \$331,276 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$0 | \$1,721,120 |

| GLADES TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|---------------|-------------|-------------|-------------|-------------|--------------|-----------|----------|--------------|
| | \$6,609,620 | \$7,892,369 | \$2,572,997 | \$1,880,133 | \$13,505,759 | \$318,678 | \$19,238 | \$32,798,794 |

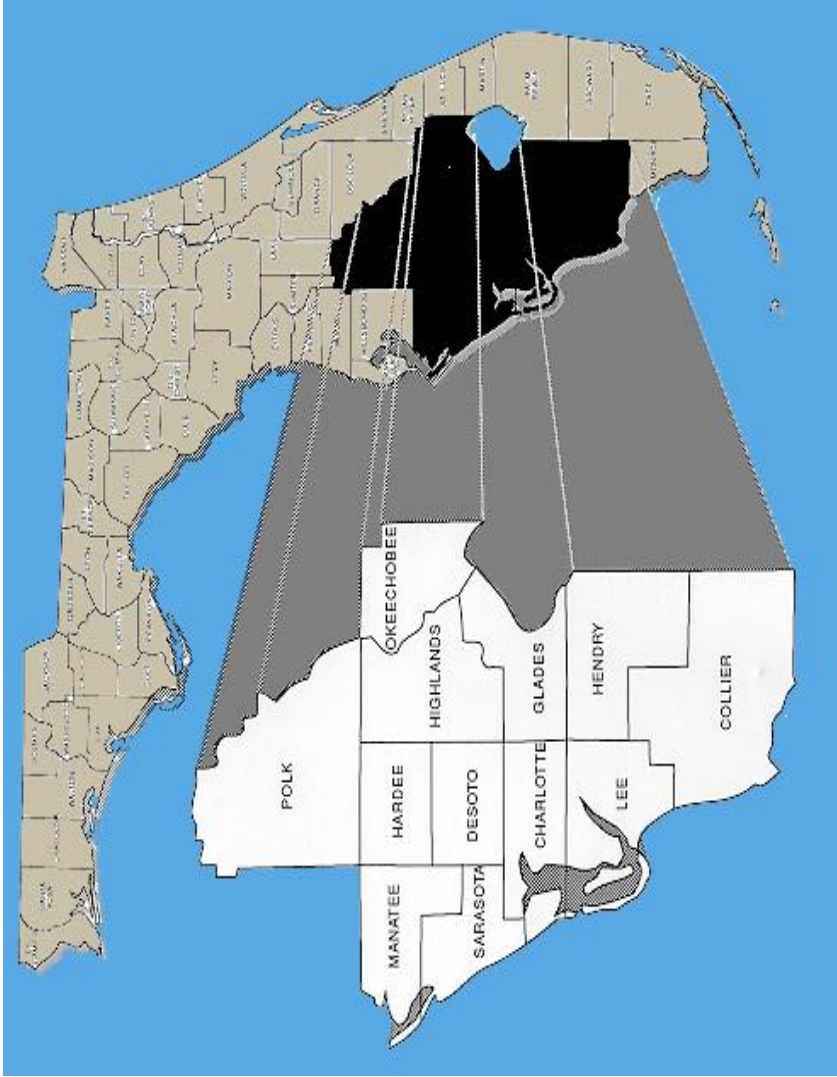
PHASE ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MNT –
CODES Bridge/Rdway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



HARDEE





FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HARDEE

HIGHWAYS

Project: BOWLING GREEN TRAFFIC SIGNALS
REIMBURSEMENT

FPN: 4269131 SIS: Yes
Length: 0.002
Work: TRAFFIC SIGNALS
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| OPS | DDR | \$8,528 | \$3,648 | \$5,229 | \$4,063 | \$4,185 | \$4,311 | \$4,440 | \$34,404 |
| PROJECT TOTAL: | | \$8,528 | \$3,648 | \$5,229 | \$4,063 | \$4,185 | \$4,311 | \$4,440 | \$34,404 |

Project: CHESTER AVE
FROM DOC COIL RD TO W. GRAPE ST

FPN: 4349841 SIS: No
Length: 0.800
Work: SIDEWALK
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|-----------|---------|---------|----------|-----------|
| CST | TALL | \$0 | \$0 | \$0 | \$320,884 | \$0 | \$0 | \$0 | \$320,884 |
| CST | TALN | \$0 | \$0 | \$0 | \$368,067 | \$0 | \$0 | \$0 | \$368,067 |
| CST | TALT | \$0 | \$0 | \$0 | \$26,063 | \$0 | \$0 | \$0 | \$26,063 |
| PE | ACTN | \$0 | \$175,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$175,000 |
| PE | TALN | \$0 | \$12,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,000 |
| PROJECT TOTAL: | | \$0 | \$187,000 | \$0 | \$715,014 | \$0 | \$0 | \$0 | \$902,014 |

Project: CR 663
FROM SR 64 TO SR 62

FPN: 4366541 SIS: No
Length: 7.856
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|-------------|----------|-------------|
| CST | GRSC | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,334,595 | \$0 | \$4,334,595 |
| CST | SCOP | \$0 | \$0 | \$0 | \$0 | \$0 | \$595,010 | \$0 | \$595,010 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,929,605 | \$0 | \$4,929,605 |

Project: CR 665
FROM CR 663 TO SR 64

FPN: 4350621 SIS: No
Length: 13.813
Work: WIDEN/RESURFACE EXIST LANES
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|-------------|---------|---------|----------|-------------|
| CST | GRSC | \$0 | \$0 | \$0 | \$3,652,215 | \$0 | \$0 | \$0 | \$3,652,215 |
| CST | SCRA | \$0 | \$0 | \$0 | \$3,892,393 | \$0 | \$0 | \$0 | \$3,892,393 |
| CST | SCWR | \$0 | \$0 | \$0 | \$1,744,627 | \$0 | \$0 | \$0 | \$1,744,627 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$9,289,235 | \$0 | \$0 | \$0 | \$9,289,235 |

Project: CR664 BRIDGE #060034 OVER LITTLE PAYNE
CREEK

FPN: 4358301 SIS: No
Length: 0.001
Work: BRIDGE REPLACEMENT
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|-------------|----------|-------------|
| CST | ACSB | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,476,206 | \$0 | \$1,476,206 |
| PE | ACSB | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 | \$0 | \$300,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,776,206 | \$0 | \$1,776,206 |

PHASE ADM - Administration • CAP - Capitol Improvement • CST - Construction • DSB - Design Build • ENV - Environmental • INC - Contract Incentives • LAR - Local Government Reimbursement • MINT - Bridge/Rdway/Contract Maint • MSC - Miscellaneous • OPS - Operations • PE - Prelim Engineering • PDE - Project Dev and Enviro • PLN - Planning • RES - Research • ROW - Right of Way • RRU - Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HARDEE

Project: DOYLE PARKER AVE
FROM COUNTYLINE RD TO US 17

FPN: 4331931 SIS: No
Length: 0.810
Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | TALL | \$0 | \$308,681 | \$0 | \$0 | \$0 | \$0 | \$0 | \$308,681 |
| PE | TALL | \$113,335 | \$1,328 | \$0 | \$0 | \$0 | \$0 | \$0 | \$114,663 |
| PROJECT TOTAL: | | \$113,335 | \$310,009 | \$0 | \$0 | \$0 | \$0 | \$0 | \$423,344 |

Project: GRIFFIN ROAD BRIDGE NUMBER 060030 OVER
PEACE RIVER

FPN: 4331921 SIS: No
Length: 0.000
Work: BRIDGE REPLACEMENT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|-----------|---------|---------|----------|-----------|
| PDE | SN | \$0 | \$0 | \$0 | \$330,000 | \$0 | \$0 | \$0 | \$330,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$330,000 | \$0 | \$0 | \$0 | \$330,000 |

Project: HARDEE COUNTY SCOUR COUNTERMEASURE
AT VARIOUS LOCATIONS

FPN: 4350381 SIS: Yes
Length: 0.041
Work: BRIDGE-REPAIR/REHABILITATION
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | BRRP | \$0 | \$163,693 | \$0 | \$0 | \$0 | \$0 | \$0 | \$163,693 |
| CST | DIH | \$0 | \$23,292 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,292 |
| PE | BRRP | \$61,009 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$61,009 |
| PE | DIH | \$1,973 | \$2,468 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,441 |
| PROJECT TOTAL: | | \$62,982 | \$189,453 | \$0 | \$0 | \$0 | \$0 | \$0 | \$252,435 |

Project: HARDEE COUNTY TRAFFIC SIGNALS
REIMBURSEMENT

FPN: 4126691 SIS: Yes
Length: 1.830
Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| OPS | DDR | \$20,490 | \$4,864 | \$6,507 | \$5,418 | \$5,581 | \$5,748 | \$5,921 | \$54,529 |
| PROJECT TOTAL: | | \$20,490 | \$4,864 | \$6,507 | \$5,418 | \$5,581 | \$5,748 | \$5,921 | \$54,529 |

Project: MARTIN LUTHER KING JR BLVD
FROM JONES STREET TO GRAPE STREET

FPN: 4298161 SIS: No
Length: 0.156
Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | ACTL | \$0 | \$166,418 | \$0 | \$0 | \$0 | \$0 | \$0 | \$166,418 |
| PE | TALL | \$58,087 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$58,087 |
| PE | TALT | \$4,851 | \$850 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,701 |
| PROJECT TOTAL: | | \$62,938 | \$167,268 | \$0 | \$0 | \$0 | \$0 | \$0 | \$230,206 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HARDEE

Project: SCHOOL HOUSE RD
FROM SR 64 TO STATE RD 66

FPN: 4349831 SIS: No

Length: 0.001

Work: SIDEWALK

Comments:

Project: SR 35 (US 17)
FROM S OF 3RD ST E TO RV PARK ENT

FPN: 4365861 SIS: Yes

Length: 0.925

Work: RESURFACING

Comments:

Project: SR 64
AT CR 663

FPN: 4345031 SIS: No

Length: 0.183

Work: SIDEWALK

Comments:

Project: SR 64
AT SR 636

FPN: 4313401 SIS: Yes

Length: 0.601

Work: INTERSECTION IMPROVEMENT

Comments:

Project: SR 64
FROM MANATEE CO. LINE TO W MAIN ST

FPN: 4365871 SIS: No

Length: 11.774

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-----------|---------|-----------|---------|----------|-----------|
| CST | TALN | \$0 | \$0 | \$0 | \$0 | \$191,870 | \$0 | \$0 | \$191,870 |
| PE | TALN | \$0 | \$0 | \$105,000 | \$0 | \$0 | \$0 | \$0 | \$105,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$105,000 | \$0 | \$191,870 | \$0 | \$0 | \$296,870 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|-------------|---------|---------|----------|-------------|
| CST | DDR | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$25,000 |
| CST | DIH | \$0 | \$0 | \$0 | \$116,469 | \$0 | \$0 | \$0 | \$116,469 |
| CST | SA | \$0 | \$0 | \$0 | \$889,077 | \$0 | \$0 | \$0 | \$889,077 |
| PE | DIH | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| PROJECT TOTAL: | | \$0 | \$100,000 | \$0 | \$1,030,546 | \$0 | \$0 | \$0 | \$1,130,546 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | DDR | \$0 | \$5,049 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,049 |
| CST | HSP | \$0 | \$143,714 | \$0 | \$0 | \$0 | \$0 | \$0 | \$143,714 |
| CST | SN | \$0 | \$10,270 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,270 |
| PE | TALN | \$101,003 | \$9,617 | \$0 | \$0 | \$0 | \$0 | \$0 | \$110,620 |
| PROJECT TOTAL: | | \$101,003 | \$168,650 | \$0 | \$0 | \$0 | \$0 | \$0 | \$269,653 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|-------------|---------|---------|---------|----------|-------------|
| CST | DDR | \$0 | \$0 | \$46,125 | \$0 | \$0 | \$0 | \$0 | \$46,125 |
| CST | DS | \$1,027 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,027 |
| CST | SN | \$0 | \$0 | \$1,135,173 | \$0 | \$0 | \$0 | \$0 | \$1,135,173 |
| PE | DIH | \$56,566 | \$10,485 | \$0 | \$0 | \$0 | \$0 | \$0 | \$67,051 |
| PE | DS | \$87,774 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$87,774 |
| ROW | DDR | \$80,549 | \$52 | \$0 | \$0 | \$0 | \$0 | \$0 | \$80,601 |
| ROW | DIH | \$31,627 | \$3,840 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,467 |
| PROJECT TOTAL: | | \$257,543 | \$14,377 | \$1,181,298 | \$0 | \$0 | \$0 | \$0 | \$1,453,218 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|-------------|---------|---------|----------|-------------|
| CST | DIH | \$0 | \$0 | \$0 | \$315,900 | \$0 | \$0 | \$0 | \$315,900 |
| CST | DS | \$0 | \$0 | \$0 | \$7,518,822 | \$0 | \$0 | \$0 | \$7,518,822 |
| PE | DIH | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| PROJECT TOTAL: | | \$0 | \$100,000 | \$0 | \$7,834,722 | \$0 | \$0 | \$0 | \$7,934,722 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HARDEE

Project: SR 64
FROM PEAR ST TO EAST OF CRACKER TRAIL

FPN: 4319381 SIS: Yes

Length: 0.255

Work: DRAINAGE IMPROVEMENTS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| CST | DDR | \$857,793 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$857,793 |
| CST | DIH | \$98,598 | \$77,749 | \$0 | \$0 | \$0 | \$0 | \$0 | \$176,347 |
| CST | DS | \$1,597,340 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,597,340 |
| PE | DIH | \$9,938 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,938 |
| PE | DS | \$5,912 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,912 |
| PROJECT TOTAL: | | \$2,569,581 | \$77,749 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,647,330 |

Project: SR 64
FROM W OF CR 663 TO E OF CR 663

FPN: 4349571 SIS: No

Length: 0.076

Work: RAIL SAFETY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|-----------|---------|---------|---------|----------|-------------|
| CST | DIH | \$0 | \$0 | \$64,072 | \$0 | \$0 | \$0 | \$0 | \$64,072 |
| CST | DS | \$36 | \$0 | \$377,395 | \$0 | \$0 | \$0 | \$0 | \$377,431 |
| ENV | DDR | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| ENV | DS | \$0 | \$0 | \$80,000 | \$0 | \$0 | \$0 | \$0 | \$80,000 |
| PE | DIH | \$19,457 | \$10,985 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,442 |
| RRU | DDR | \$0 | \$495,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$495,000 |
| PROJECT TOTAL: | | \$19,493 | \$525,985 | \$521,467 | \$0 | \$0 | \$0 | \$0 | \$1,066,945 |

Project: US 17 (SR 35) BELL STREET TO S. POLK STREET

FPN: 4344601 SIS: Yes

Length: 0.161

Work: DRAINAGE IMPROVEMENTS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | DIH | \$39,272 | \$189 | \$0 | \$0 | \$0 | \$0 | \$0 | \$39,461 |
| CST | DS | \$623,828 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$623,828 |
| PE | DIH | \$5,488 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,488 |
| PE | DS | \$1,118 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,118 |
| PROJECT TOTAL: | | \$669,706 | \$189 | \$0 | \$0 | \$0 | \$0 | \$0 | \$669,895 |

Project: US 17 (SR 35)
FROM CR 634 TO 7TH AVENUE

FPN: 4206334 SIS: Yes

Length: 5.929

Work: SIGNING/PAVEMENT MARKINGS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | | \$143,817 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$143,817 |
| PROJECT TOTAL: | | \$143,817 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$143,817 |

PHASE ADM - Administration • CAP - Capitol Improvement • CST - Construction • DSB - Design Build • ENV - Environmental • INC - Contract Incentives • LAR - Local Government Reimbursement • MNT - Bridge/Rdway/Contract Maint • MSC - Miscellaneous • OPS - Operations • PE - Prelim Engineering • PDE - Project Dev and Enviro • PLN - Planning • RES - Research • ROW - Right of Way • RRU - Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HARDEE

Project: US 17
FROM DESOTO C/L TO CR 634 (SWEETWATER
RD)
FPN: 4145471 SIS: Yes
Length: 4.952
Work: ADD LANES & RECONSTRUCT
Comments: TWO NEW BRIDGES: 060061 AND 060062
HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|--------------|---------|-----------|---------|---------|----------|--------------|
| CST | DI | \$0 | \$31,351,314 | \$0 | \$0 | \$0 | \$0 | \$0 | \$31,351,314 |
| CST | DIH | \$0 | \$54,461 | \$0 | \$0 | \$0 | \$0 | \$0 | \$54,461 |
| CST | DS | \$1,588 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,588 |
| ENV | ACSL | \$0 | \$223,083 | \$0 | \$0 | \$0 | \$0 | \$0 | \$223,083 |
| ENV | EB | \$2,424,454 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,424,454 |
| ENV | SL | \$0 | \$476,917 | \$0 | \$0 | \$0 | \$0 | \$0 | \$476,917 |
| INC | DI | \$0 | \$0 | \$0 | \$800,000 | \$0 | \$0 | \$0 | \$800,000 |
| PE | DIH | \$304,129 | \$12,110 | \$0 | \$0 | \$0 | \$0 | \$0 | \$316,239 |
| PE | DS | \$21,668 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$21,668 |
| PE | HPP | \$10,684 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,684 |
| PE | SA | \$3,780,514 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,780,514 |
| PE | TCSP | \$311,220 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$311,220 |
| ROW | ACSL | \$0 | \$25,913 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,913 |
| ROW | BNDS | \$11,005 | \$349,885 | \$0 | \$0 | \$0 | \$0 | \$0 | \$360,890 |
| ROW | DIH | \$231,515 | \$18,109 | \$0 | \$0 | \$0 | \$0 | \$0 | \$249,624 |
| ROW | DS | \$646,258 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$646,258 |
| ROW | SL | \$2,106,090 | \$65,884 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,171,974 |
| RRU | ACSL | \$22,727 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$22,727 |
| RRU | DI | \$0 | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$900,000 |
| PROJECT TOTAL: | | \$9,871,852 | \$33,477,676 | \$0 | \$800,000 | \$0 | \$0 | \$0 | \$44,149,528 |

Project: US 17
FROM KD REVELL RD TO REA ROAD

FPN: 4313411 SIS: Yes
Length: 0.592
Work: SIDEWALK
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | DDR | \$0 | \$10,421 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,421 |
| CST | DS | \$256 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$256 |
| CST | SN | \$0 | \$267,982 | \$0 | \$0 | \$0 | \$0 | \$0 | \$267,982 |
| PE | ACTL | \$13,546 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,546 |
| PE | TALL | \$89,711 | \$6,785 | \$0 | \$0 | \$0 | \$0 | \$0 | \$96,496 |
| PROJECT TOTAL: | | \$103,513 | \$285,188 | \$0 | \$0 | \$0 | \$0 | \$0 | \$388,701 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HARDEE

Project: US 17
FROM S OF WEST 9TH STREET TO N OF WEST
3RD STREET(ZOLFO SPRINGS)
FPN: 4206333 SIS: Yes
Length: 1.111
Work: ADD LANES & RECONSTRUCT
Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-------------|--------------|-----------|---------|---------|----------|--------------|
| CST | ACNP | \$0 | \$0 | \$4,967,825 | \$0 | \$0 | \$0 | \$0 | \$4,967,825 |
| CST | DDR | \$0 | \$0 | \$6,958,748 | \$0 | \$0 | \$0 | \$0 | \$6,958,748 |
| CST | DIH | \$0 | \$0 | \$103,257 | \$0 | \$0 | \$0 | \$0 | \$103,257 |
| CST | DS | \$12,870 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,870 |
| CST | SN | \$0 | \$0 | \$1,052,154 | \$0 | \$0 | \$0 | \$0 | \$1,052,154 |
| ENV | SN | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| INC | ACNP | \$0 | \$0 | \$0 | \$440,000 | \$0 | \$0 | \$0 | \$440,000 |
| PE | ACSA | \$143,496 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$143,496 |
| PE | DIH | \$176,273 | \$22,579 | \$0 | \$0 | \$0 | \$0 | \$0 | \$198,852 |
| PE | EB | \$1,666,572 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,666,572 |
| PE | SA | \$16,843 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,843 |
| ROW | ACSL | \$215,696 | \$1,857,885 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,073,581 |
| ROW | SL | \$1,817,348 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,817,348 |
| RRU | LF | \$0 | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 |
| RRU | LFD | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| PROJECT TOTAL: | | \$4,049,098 | \$2,080,464 | \$13,881,984 | \$440,000 | \$0 | \$0 | \$0 | \$20,451,546 |

Project: US 17
FROM SOUTH OF CR 634 TO 7TH AVENUE
FPN: 4206331 SIS: Yes
Length: 5.548
Work: ADD LANES & RECONSTRUCT
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|--------------|---------|---------|---------|---------|---------|----------|--------------|
| CST | | \$19,403,652 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,403,652 |
| ENV | | \$2,417,934 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,417,934 |
| PE | | \$3,830,688 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,830,688 |
| ROW | | \$3,832,943 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,832,943 |
| RRU | | \$73,913 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$73,913 |
| PROJECT TOTAL: | | \$29,559,130 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$29,559,130 |

Project: WAUCHULA TRAFFIC SIGNALS
REIMBURSEMENT
FPN: 4136301 SIS: Yes
Length: 3.468
Work: TRAFFIC SIGNALS
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|----------|----------|----------|----------|----------|-----------|
| OPS | DDR | \$115,218 | \$25,384 | \$37,838 | \$28,275 | \$29,123 | \$29,997 | \$30,897 | \$296,732 |
| PROJECT TOTAL: | | \$115,218 | \$25,384 | \$37,838 | \$28,275 | \$29,123 | \$29,997 | \$30,897 | \$296,732 |

PHASE ADM - Administration • CAP - Capitol Improvement • CST - Construction • DSB - Design Build • ENV - Environmental • INC - Contract Incentives • LAR - Local Government Reimbursement • MINT -
CODES Bridge/Rdway/Contract Maint • MSC - Miscellaneous • OPS - Operations • PE - Prelim Engineering • PDE - Project Dev and Enviro • PLN - Planning • RES - Research • ROW - Right of Way • RRU - Railroad Utilities
Report Date: 12/30/2015 Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HARDEE

Project: ZOLFO SPRINGS STREETS
AT VARIOUS LOCATIONS

FPN: 4389261 SIS: No

Length: 0.800

Work: RESURFACING

Comments:

Project: ZOLFO SPRINGS TRAFFIC SIGNALS
REIMBURSEMENT

FPN: 4136311 SIS: Yes

Length: 0.207

Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | LF | \$0 | \$66,101 | \$0 | \$0 | \$0 | \$0 | \$0 | \$66,101 |
| CST | SCRC | \$0 | \$198,300 | \$0 | \$0 | \$0 | \$0 | \$0 | \$198,300 |
| PROJECT TOTAL: | | \$0 | \$264,401 | \$0 | \$0 | \$0 | \$0 | \$0 | \$264,401 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| OPS | DDR | \$30,540 | \$3,648 | \$9,729 | \$8,698 | \$8,959 | \$9,228 | \$9,505 | \$80,307 |
| PROJECT TOTAL: | | \$30,540 | \$3,648 | \$9,729 | \$8,698 | \$8,959 | \$9,228 | \$9,505 | \$80,307 |

| HIGHWAYS TOTAL: | | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|-----------------|--|--------------|--------------|--------------|--------------|-----------|-------------|----------|---------------|
| | | \$47,758,767 | \$37,985,953 | \$15,749,062 | \$20,485,971 | \$239,718 | \$6,755,095 | \$50,763 | \$129,025,319 |

PHASE ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MNT –
CODES Bridge/Rdway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HARDEE

FLP: AVIATION

Project: WAUCHULA MUNICIPAL AIRPORT

FPN: 4255121 SIS: No

Length: 0.000

Work: AVIATION SAFETY PROJECT

Comments: INSTALL PERIMETER SECURITY FENCE

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CAP | DPTO | \$409,500 | \$7,928 | \$0 | \$0 | \$0 | \$0 | \$0 | \$417,428 |
| PROJECT TOTAL: | | \$409,500 | \$7,928 | \$0 | \$0 | \$0 | \$0 | \$0 | \$417,428 |

Project: WAUCHULA MUNICIPAL AIRPORT CAPITAL IMPROVEMENTS

FPN: 4348181 SIS: No

Length: 0.000

Work: AVIATION CAPACITY PROJECT

Comments: APRON EXPANSION DESIGN AND CONSTRUCTION

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-----------|---------|----------|-----------|
| CAP | DPTO | \$0 | \$0 | \$0 | \$0 | \$400,000 | \$0 | \$0 | \$400,000 |
| CAP | LF | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |

Project: WAUCHULA MUNICIPAL APT DESIGN AND CNST ACCESS RD EXTENSION

FPN: 4370651 SIS: No

Length: 0.000

Work: AVIATION CAPACITY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CAP | DDR | \$60,000 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$560,000 |
| PROJECT TOTAL: | | \$60,000 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$560,000 |

FLP: AVIATION TOTAL:

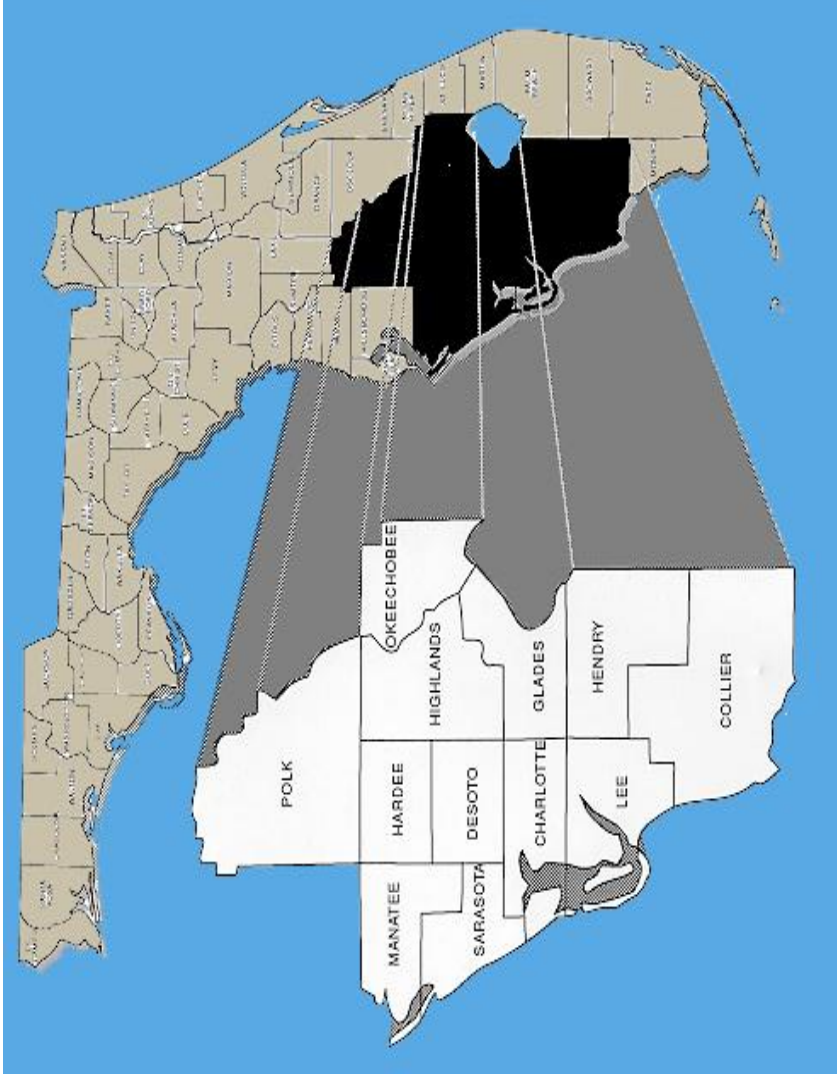
| FLP: AVIATION TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------------|-----------|-----------|---------|---------|-----------|---------|----------|-------------|
| | \$469,500 | \$507,928 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$1,477,428 |

HARDEE TOTAL:

| HARDEE TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|---------------|--------------|--------------|--------------|--------------|-----------|-------------|----------|---------------|
| | \$48,228,267 | \$38,493,881 | \$15,749,052 | \$20,485,971 | \$739,718 | \$6,755,095 | \$50,763 | \$130,502,747 |



HENDRY





FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

HIGHWAYS

Project: CITY OF LABELLE HARDSCAPE AND ENTRY SIGNS

FPN: 4313181 SIS: Yes

Length: 2.773

Work: MISCELLANEOUS CONSTRUCTION

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|----------|----------|-----------|---------|----------|-----------|
| CST | DDR | \$0 | \$0 | \$0 | \$0 | \$8,656 | \$0 | \$0 | \$8,656 |
| CST | SA | \$0 | \$0 | \$0 | \$0 | \$14,908 | \$0 | \$0 | \$14,908 |
| CST | SN | \$0 | \$0 | \$0 | \$0 | \$460,724 | \$0 | \$0 | \$460,724 |
| PE | SA | \$0 | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| PE | SN | \$0 | \$0 | \$5,000 | \$90,000 | \$0 | \$0 | \$0 | \$95,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$45,000 | \$90,000 | \$484,288 | \$0 | \$0 | \$619,288 |

Project: CLEWISTON TRAFFIC SIGNALS REIMBURSEMENT

FPN: 4136321 SIS: Yes

Length: 1.600

Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|----------|----------|----------|----------|----------|-----------|
| OPS | DDR | \$94,066 | \$19,456 | \$29,429 | \$22,320 | \$22,990 | \$23,679 | \$24,390 | \$236,330 |
| PROJECT TOTAL: | | \$94,066 | \$19,456 | \$29,429 | \$22,320 | \$22,990 | \$23,679 | \$24,390 | \$236,330 |

Project: CR 78 FROM KIRBY THOMPSON RD TO FT DENAUD BRIDGE WAY

FPN: 4350501 SIS: No

Length: 1.506

Work: WIDEN/RESURFACE EXIST LANES

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-------------|---------|---------|---------|----------|-------------|
| CST | SCED | \$0 | \$0 | \$1,059,273 | \$0 | \$0 | \$0 | \$0 | \$1,059,273 |
| PROJECT TOTAL: | | \$0 | \$0 | \$1,059,273 | \$0 | \$0 | \$0 | \$0 | \$1,059,273 |

Project: CR 80A (COWBOY WAY) FROM SR 80 TO BRIDGE STREET

FPN: 4366551 SIS: No

Length: 1.429

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|-------------|----------|-------------|
| CST | SCRA | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,055,158 | \$0 | \$1,055,158 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,055,158 | \$0 | \$1,055,158 |

Project: CR 833 AT CR 846

FPN: 4336921 SIS: No

Length: 0.011

Work: INTERSECTION IMPROVEMENT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | GRSC | \$0 | \$54,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$54,000 |
| CST | SCED | \$0 | \$549,267 | \$0 | \$0 | \$0 | \$0 | \$0 | \$549,267 |
| PROJECT TOTAL: | | \$0 | \$603,267 | \$0 | \$0 | \$0 | \$0 | \$0 | \$603,267 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

Project: E BASILIAN CRESCENT
FROM SW WC OWENS AVE TO DEAN DUFF

FPN: 4308941 SIS: No
Length: 0.403
Work: SIDEWALK
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | ACTL | \$1,210 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,210 |
| CST | TALL | \$143,012 | \$60,962 | \$0 | \$0 | \$0 | \$0 | \$0 | \$203,974 |
| PE | TALT | \$81,888 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$81,888 |
| PROJECT TOTAL: | | \$226,110 | \$60,962 | \$0 | \$0 | \$0 | \$0 | \$0 | \$287,072 |

Project: FLAGHOLE ROAD
FROM WOODLAND BLVD TO US 27

FPN: 4318981 SIS: No
Length: 9.993
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-------------|---------|---------|---------|---------|----------|-------------|
| CST | GRSC | \$0 | \$1,010,296 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,010,296 |
| CST | SCED | \$0 | \$602,208 | \$0 | \$0 | \$0 | \$0 | \$0 | \$602,208 |
| CST | SCRA | \$432,752 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$432,752 |
| PROJECT TOTAL: | | \$432,752 | \$1,612,504 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,045,256 |

Project: FORREY DRIVE
FROM SOUTH OF COWBOY WAY TO SR 80

FPN: 4385701 SIS: No
Length: 1.100
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | SCRA | \$0 | \$543,329 | \$0 | \$0 | \$0 | \$0 | \$0 | \$543,329 |
| PROJECT TOTAL: | | \$0 | \$543,329 | \$0 | \$0 | \$0 | \$0 | \$0 | \$543,329 |

Project: FORT DENAUD ROAD
FROM FT DENAUD BRIDGE WAY TO HUGGETTS
ROAD

FPN: 4366521 SIS: No
Length: 2.585
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-------------|---------|----------|-------------|
| CST | SCRA | \$0 | \$0 | \$0 | \$0 | \$1,323,383 | \$0 | \$0 | \$1,323,383 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$1,323,383 | \$0 | \$0 | \$1,323,383 |

Project: FRASER AVE
FROM HARDEE ST TO MAIN ST

FPN: 4308931 SIS: No
Length: 0.488
Work: SIDEWALK
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | ACTN | \$134,856 | \$55,320 | \$0 | \$0 | \$0 | \$0 | \$0 | \$190,176 |
| PE | TALL | \$78,737 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$78,737 |
| PROJECT TOTAL: | | \$213,593 | \$55,320 | \$0 | \$0 | \$0 | \$0 | \$0 | \$268,913 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

Project: HELMS RD EXTENSION
FROM SR 29 TO SR 80

FPN: 4199481 SIS: No

Length: 0.000

Work: PD&E/EMO STUDY

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| PDE | | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 |
| PROJECT TOTAL: | | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 |

*Project led by Hendry County BoCC

Project: HELMS RD EXTENSION
FROM SR 29 TO SR 80

FPN: 4199482 SIS: No

Length: 0.001

Work: NEW ROAD CONSTRUCTION

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|---------|---------|---------|---------|---------|----------|-------------|
| PE | | \$1,664,624 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,664,624 |
| PROJECT TOTAL: | | \$1,664,624 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,664,624 |

Project: HELMS RD EXTENSION
FROM SR 29 TO SR 80

FPN: 4199483 SIS: No

Length: 0.001

Work: ADD LANES & RECONSTRUCT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|--------------|-----------|-------------|-----------|-------------|---------|----------|--------------|
| CST | CIGP | \$10,904,836 | \$264,035 | \$1,326,484 | \$741,800 | \$4,500,000 | \$0 | \$0 | \$17,737,155 |
| PROJECT TOTAL: | | \$10,904,836 | \$264,035 | \$1,326,484 | \$741,800 | \$4,500,000 | \$0 | \$0 | \$17,737,155 |

Project: HENDRY COUNTY TRAFFIC SIGNALS
REIMBURSEMENT

FPN: 4126701 SIS: Yes

Length: 0.100

Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|----------|----------|----------|----------|----------|-----------|
| OPS | DDR | \$37,523 | \$8,360 | \$16,280 | \$14,164 | \$14,589 | \$15,027 | \$15,477 | \$121,420 |
| PROJECT TOTAL: | | \$37,523 | \$8,360 | \$16,280 | \$14,164 | \$14,589 | \$15,027 | \$15,477 | \$121,420 |

Project: JAYCEE-LYONS DR
FROM SR 29 TO LABELLE COMMUNITY PARK

FPN: 4350171 SIS: No

Length: 0.001

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-----------|---------|-----------|---------|----------|-----------|
| CST | TALL | \$0 | \$0 | \$0 | \$0 | \$81,756 | \$0 | \$0 | \$81,756 |
| CST | TALN | \$0 | \$0 | \$0 | \$0 | \$258,255 | \$0 | \$0 | \$258,255 |
| PE | TALL | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$150,000 | \$0 | \$340,011 | \$0 | \$0 | \$490,011 |

PHASE ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MNT –
CODES Bridge/Rdway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

Project: LABELLE TRAFFIC SIGNALS REIMBURSEMENT

FPN: 4136331 SIS: Yes

Length: 0.300

Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|----------|----------|----------|----------|----------|-----------|
| OPS | DDR | \$61,521 | \$10,792 | \$15,730 | \$12,237 | \$12,604 | \$12,982 | \$13,372 | \$139,238 |
| PROJECT TOTAL: | | \$61,521 | \$10,792 | \$15,730 | \$12,237 | \$12,604 | \$12,982 | \$13,372 | \$139,238 |

Project: LEWIS BLVD
FROM GEORGIA AVENUE TO US 27

FPN: 4385711 SIS: No

Length: 1.000

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | SCRA | \$0 | \$578,257 | \$0 | \$0 | \$0 | \$0 | \$0 | \$578,257 |
| PROJECT TOTAL: | | \$0 | \$578,257 | \$0 | \$0 | \$0 | \$0 | \$0 | \$578,257 |

Project: OLD CR 78
FROM CR 78 EAST TO SR 29

FPN: 4350161 SIS: No

Length: 0.452

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|----------|-----------|---------|----------|-----------|
| CST | SN | \$0 | \$0 | \$0 | \$0 | \$263,558 | \$0 | \$0 | \$263,558 |
| PE | TALL | \$0 | \$0 | \$0 | \$63,099 | \$0 | \$0 | \$0 | \$63,099 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$63,099 | \$263,558 | \$0 | \$0 | \$326,657 |

Project: SIDEWALKS
AT VARIOUS LOCATIONS

FPN: 4281051 SIS: No

Length: 0.000

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-----------|---------|---------|---------|----------|-----------|
| CST | ACSL | \$0 | \$0 | \$617,200 | \$0 | \$0 | \$0 | \$0 | \$617,200 |
| PROJECT TOTAL: | | \$0 | \$0 | \$617,200 | \$0 | \$0 | \$0 | \$0 | \$617,200 |

Project: SONORA AVE/CR 832
FROM WC OWEN TO DAVIDSON ROAD

FPN: 4318881 SIS: No

Length: 1.200

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-----------|---------|---------|---------|----------|-----------|
| CST | SCOP | \$0 | \$0 | \$731,242 | \$0 | \$0 | \$0 | \$0 | \$731,242 |
| PROJECT TOTAL: | | \$0 | \$0 | \$731,242 | \$0 | \$0 | \$0 | \$0 | \$731,242 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

Project: SR 29
FROM COLLIER COUNTY LINE TO CR 832 (KERI RD)
FPN: 4178785 SIS: Yes
Length: 5.531
Work: ADD LANES & RECONSTRUCT
Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-------------|---------|---------|---------|---------|----------|-------------|
| PE | DI | \$0 | \$6,234,750 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,234,750 |
| PE | DIH | \$0 | \$200,250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,250 |
| PROJECT TOTAL: | | \$0 | \$6,435,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,435,000 |

Project: SR 29
FROM COWBOY WAY (CR 80A) TO WHIDDEN RD (CR 731)
FPN: 4178788 SIS: Yes
Length: 2.576
Work: ADD LANES & RECONSTRUCT
Comments: ROUNDABOUT AT 80A, CONSTRUCT ONE-WAY PAIR OVER RIVER REPLACE BASCULE BRIDGE AND CONSTRUCT NEW BASCULE

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-------------|---------|---------|-----------|---------|-------------|--------------|
| ENV | ACNP | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| PE | DI | \$0 | \$8,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,500,000 |
| PE | DIH | \$0 | \$975,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$975,000 |
| ROW | ACNP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,338,043 | \$7,338,043 |
| PROJECT TOTAL: | | \$0 | \$9,475,000 | \$0 | \$0 | \$120,000 | \$0 | \$7,338,043 | \$16,933,043 |

HRTPO LRTP PAGE: 8.7

Project: SR 29
FROM CR 832 (KERI RD) TO F RD
FPN: 4178787 SIS: Yes
Length: 5.241
Work: ADD LANES & RECONSTRUCT
Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-------------|---------|---------|---------|---------|----------|-------------|
| PE | DI | \$0 | \$3,377,653 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,377,653 |
| PE | DIH | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| PROJECT TOTAL: | | \$0 | \$3,627,653 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,627,653 |

Project: SR 29
FROM F ROAD TO COWBOY WAY
FPN: 4178783 SIS: Yes
Length: 4.939
Work: ADD LANES & RECONSTRUCT
Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-------------|-------------|-------------|----------|----------|----------|--------------|
| CST | DS | \$4,118 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,118 |
| ENV | DDR | \$0 | \$75,000 | \$0 | \$0 | \$30,000 | \$50,000 | \$0 | \$155,000 |
| PE | DIH | \$103,152 | \$9,929 | \$0 | \$0 | \$0 | \$0 | \$0 | \$113,081 |
| PE | DS | \$4,645,320 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,645,320 |
| ROW | BNIR | \$0 | \$2,063,298 | \$7,064,392 | \$0 | \$0 | \$0 | \$0 | \$9,127,690 |
| ROW | DIH | \$0 | \$318,180 | \$281,820 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| ROW | GMR | \$0 | \$0 | \$0 | \$5,559,310 | \$0 | \$0 | \$0 | \$5,559,310 |
| PROJECT TOTAL: | | \$4,752,590 | \$2,466,407 | \$7,346,212 | \$5,559,310 | \$30,000 | \$50,000 | \$0 | \$20,204,519 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

Project: SR 29
FROM SOUTH OF CR 832 TO SOUTH OF C ROAD

FPN: 4365981 SIS: Yes

Length: 6.585

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-----------|---------|-------------|---------|---------|----------|-------------|
| CST | DDR | \$0 | \$0 | \$0 | \$6,214,072 | \$0 | \$0 | \$0 | \$6,214,072 |
| CST | DIH | \$0 | \$0 | \$0 | \$263,250 | \$0 | \$0 | \$0 | \$263,250 |
| PE | DIH | \$1,708 | \$101,292 | \$0 | \$0 | \$0 | \$0 | \$0 | \$103,000 |
| PE | DS | \$125,882 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$125,882 |
| PROJECT TOTAL: | | \$127,590 | \$101,292 | \$0 | \$6,477,322 | \$0 | \$0 | \$0 | \$6,706,204 |

Project: SR 80
AT US 27 NEW INTERCHANGE

FPN: 4082867 SIS: Yes

Length: 0.981

Work: INTERCHANGE (NEW)

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|--------------|---------|---------|---------|---------|---------|----------|--------------|
| CST | | \$20,787,893 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,787,893 |
| ROW | | \$1,220,799 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,220,799 |
| RRU | | \$1,144,538 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,144,538 |
| PROJECT TOTAL: | | \$23,153,230 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,153,230 |

Project: SR 80
FR E CITY LIMITS LABELLE TO US 27

FPN: 4082861 SIS: Yes

Length: 21.462

Work: PD&E/EMO STUDY

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|---------|---------|---------|---------|---------|----------|-------------|
| LAR | | \$1,211,826 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,211,826 |
| PDE | | \$1,430,395 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,430,395 |
| PROJECT TOTAL: | | \$2,642,221 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,642,221 |

Project: SR 80
FROM BIRCHWOOD PARKWAY TO DALTON
LANE

FPN: 4082863 SIS: Yes

Length: 4.997

Work: ADD LANES & RECONSTRUCT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|--------------|----------|---------|---------|---------|---------|----------|--------------|
| CST | DDR | \$16,777,907 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,777,907 |
| CST | DIH | \$142,836 | \$66,515 | \$0 | \$0 | \$0 | \$0 | \$0 | \$209,351 |
| CST | DS | \$550,887 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$550,887 |
| ENV | DDR | \$200,050 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,050 |
| PE | DDR | \$210,964 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$210,964 |
| PE | DIH | \$107,237 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$107,237 |
| PE | DS | \$11,680 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,680 |
| PE | GMR | \$2,828,561 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,828,561 |
| PROJECT TOTAL: | | \$20,830,122 | \$66,515 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,896,637 |

Project: SR 80
FROM BIRCHWOOD PARKWAY TO DALTON
LANE

FPN: 4357421 SIS: Yes

Length: 5.830

Work: SIGNING/PAVEMENT MARKINGS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | DIH | \$3,225 | \$1,775 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| CST | DS | \$265,873 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$265,873 |
| PROJECT TOTAL: | | \$269,098 | \$1,775 | \$0 | \$0 | \$0 | \$0 | \$0 | \$270,873 |

PHASE ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MINT –
CODES Bridge/Rdway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

Project: SR 80
FROM BIRCHWOOD PKWY TO DALTON LANE

FPN: 4082868 SIS: Yes

Length: 5.276

Work: RIGHT OF WAY ACQUISITION

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| ROW | | \$590,635 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$590,635 |
| PROJECT TOTAL: | | \$590,635 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$590,635 |

Project: SR 80
FROM CEDARWOOD PARKWAY TO LEXINGTON
PARKWAY

FPN: 4082864 SIS: Yes

Length: 6.958

Work: RIGHT OF WAY ACQUISITION

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| ROW | | \$27 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$27 |
| PROJECT TOTAL: | | \$27 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$27 |

Project: SR 80
FROM CR 833 TO US 27

FPN: 4082862 SIS: Yes

Length: 1.987

Work: ADD LANES & RECONSTRUCT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|--------------|---------|---------|---------|---------|---------|----------|--------------|
| CST | | \$9,070,209 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,070,209 |
| ENV | | \$47,466 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$47,466 |
| PE | | \$5,274,104 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,274,104 |
| ROW | | \$2,309,745 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,309,745 |
| RRU | | \$385,617 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$385,617 |
| PROJECT TOTAL: | | \$17,067,141 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,067,141 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

Project: SR 80
FROM DALTON LANE TO INDIAN HILLS DRIVE

FPN: 4082865 SIS: Yes

Length: 5.273

Work: ADD LANES & RECONSTRUCT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-------------|--------------|---------|---------|---------|----------|--------------|
| CST | ACNP | \$0 | \$0 | \$30,402,379 | \$0 | \$0 | \$0 | \$0 | \$30,402,379 |
| CST | DS | \$3,210 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,210 |
| ENV | ACSL | \$1 | \$154,864 | \$0 | \$0 | \$0 | \$0 | \$0 | \$154,865 |
| ENV | SL | \$25,000 | \$275,135 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,135 |
| ENV | SN | \$0 | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| ENV | TCSP | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| PE | ACNP | \$52,305 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$52,305 |
| PE | DS | \$8,083 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,083 |
| PE | NH | \$3,893,670 | \$767,997 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,661,667 |
| PE | NHPP | \$139,321 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$139,321 |
| ROW | ACNP | \$271,348 | \$161,253 | \$0 | \$0 | \$0 | \$0 | \$0 | \$432,601 |
| ROW | BNIR | \$2,812,707 | \$1,714,850 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$4,577,557 |
| ROW | NHPP | \$1,377,213 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,377,213 |
| ROW | TCSP | \$96,505 | \$29,205 | \$0 | \$0 | \$0 | \$0 | \$0 | \$125,710 |
| RRU | ACNP | \$0 | \$0 | \$345,937 | \$0 | \$0 | \$0 | \$0 | \$345,937 |
| PROJECT TOTAL: | | \$8,679,363 | \$3,128,304 | \$31,048,316 | \$0 | \$0 | \$0 | \$0 | \$42,855,983 |

Project: SR 80
FROM GRANDMAS BLVD TO HUGGETTS RD

FPN: 4349601 SIS: Yes

Length: 0.538

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|-------------|---------|---------|---------|----------|-------------|
| CST | DDR | \$0 | \$0 | \$1,052,695 | \$0 | \$0 | \$0 | \$0 | \$1,052,695 |
| CST | DIH | \$0 | \$0 | \$119,991 | \$0 | \$0 | \$0 | \$0 | \$119,991 |
| ENV | DDR | \$0 | \$15,000 | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| PE | DIH | \$19,712 | \$82,121 | \$0 | \$0 | \$0 | \$0 | \$0 | \$101,833 |
| PE | DS | \$18,315 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18,315 |
| PROJECT TOTAL: | | \$38,027 | \$97,121 | \$1,197,686 | \$0 | \$0 | \$0 | \$0 | \$1,332,834 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

Project: SR 80
FROM INDIAN HILLS DRIVE TO CR 833

FPN: 4082866 SIS: Yes

Length: 6.355

Work: ADD LANES & RECONSTRUCT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-------------|--------------|---------|---------|---------|----------|--------------|
| CST | ACNP | \$0 | \$0 | \$32,299,479 | \$0 | \$0 | \$0 | \$0 | \$32,299,479 |
| CST | DS | \$5,625 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,625 |
| ENV | DDR | \$0 | \$215,000 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$315,000 |
| PE | DDR | \$159,986 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$159,986 |
| PE | DIH | \$124,093 | \$14,440 | \$0 | \$0 | \$0 | \$0 | \$0 | \$138,533 |
| PE | DS | \$4,234,155 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,234,155 |
| ROW | ACSN | \$192,456 | \$3,478,456 | \$1,309,341 | \$0 | \$0 | \$0 | \$0 | \$4,980,253 |
| ROW | BNDS | \$19 | \$303,431 | \$0 | \$0 | \$0 | \$0 | \$0 | \$303,450 |
| ROW | DDR | \$0 | \$1,367,365 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,367,365 |
| ROW | DIH | \$102 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$102 |
| ROW | SN | \$597,633 | \$0 | \$968,217 | \$0 | \$0 | \$0 | \$0 | \$1,565,850 |
| RRU | ACNP | \$0 | \$0 | \$946,829 | \$0 | \$0 | \$0 | \$0 | \$946,829 |
| PROJECT TOTAL: | | \$5,314,069 | \$5,378,692 | \$35,623,866 | \$0 | \$0 | \$0 | \$0 | \$46,316,627 |

Project: SR 82
FROM LEE C/L TO COLLIER C/L

FPN: 4258415 SIS: Yes

Length: 1.273

Work: ADD LANES & RECONSTRUCT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-------------|---------|---------|---------|---------|----------|--------------|
| CST | DDR | \$0 | \$4,031,192 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,031,192 |
| CST | DIH | \$0 | \$331,767 | \$0 | \$0 | \$0 | \$0 | \$0 | \$331,767 |
| CST | DS | \$22,237 | \$4,463,082 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,485,319 |
| ENV | DS | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| PE | DDR | \$1,249,882 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,249,882 |
| PE | DIH | \$40,600 | \$8,098 | \$0 | \$0 | \$0 | \$0 | \$0 | \$48,698 |
| PROJECT TOTAL: | | \$1,312,719 | \$8,884,139 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,196,858 |

Project: SR25 (US27)/ SR 80
FROM INDUSTRIAL CANAL TO MERCHANT STREET

FPN: 4312111 SIS: Yes

Length: 1.862

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| CST | DDR | \$3,340,054 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,340,054 |
| CST | DIH | \$18,701 | \$32,769 | \$0 | \$0 | \$0 | \$0 | \$0 | \$51,470 |
| CST | DS | \$983 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$983 |
| ENV | DDR | \$60,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$60,000 |
| PE | DIH | \$122,555 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$122,555 |
| PE | DS | \$38,162 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$38,162 |
| PROJECT TOTAL: | | \$3,580,455 | \$32,769 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,613,224 |

PHASE ADM - Administration • CAP - Capitol Improvement • CST - Construction • DSB - Design Build • ENV - Environmental • INC - Contract Incentives • LAR - Local Government Reimbursement • MINT -
CODES Bridge/Rdway/Contract Maint • MSC - Miscellaneous • OPS - Operations • PE - Prelim Engineering • PDE - Project Dev and Enviro • PLN - Planning • RES - Research • ROW - Right of Way • RRU - Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

Project: US 27 (SR 80)
FROM INDUSTRIAL CANAL TO CENTRAL
STREET

FPN: 4312991 SIS: Yes

Length: 3.059

Work: MISCELLANEOUS CONSTRUCTION

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|----------|-----------|-----------|---------|----------|-----------|
| CST | DDR | \$0 | \$0 | \$0 | \$0 | \$8,656 | \$0 | \$0 | \$8,656 |
| CST | SA | \$0 | \$0 | \$0 | \$0 | \$297,147 | \$0 | \$0 | \$297,147 |
| PE | SA | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| PE | SN | \$0 | \$0 | \$5,000 | \$200,000 | \$0 | \$0 | \$0 | \$205,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$55,000 | \$200,000 | \$305,803 | \$0 | \$0 | \$560,803 |

Project: US 27 (SR 80) SIDEWALKS IN CLEWISTON
AT VARIOUS LOCATIONS

FPN: 4370981 SIS: Yes

Length: 0.617

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|-----------|-----------|-------------|
| CST | TALT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$978,669 | \$978,669 |
| PE | TALT | \$0 | \$0 | \$0 | \$0 | \$0 | \$210,000 | \$0 | \$210,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$0 | \$210,000 | \$978,669 | \$1,188,669 |

Project: US 27 HENDRY CO. VWS & BI-DIRECTIONAL
STATIC SCALES

FPN: 4303551 SIS: Yes

Length: 0.822

Work: MCCO WEIGH STATION STATIC/WIM

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-----------|---------|---------|---------|---------|----------|-------------|
| CST | ACNP | \$125,420 | \$121,236 | \$0 | \$0 | \$0 | \$0 | \$0 | \$246,656 |
| CST | DS | \$104,230 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$104,230 |
| CST | DWS | \$2,766,871 | \$85,815 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,852,686 |
| CST | NHPP | \$1,724,547 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,724,547 |
| PE | DDR | \$645,354 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$645,354 |
| PE | DIH | \$37,648 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$37,648 |
| PE | DS | \$15,875 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,875 |
| PROJECT TOTAL: | | \$5,419,945 | \$207,051 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,626,996 |

Project: VENTURA AVE
FROM LOPEZ ST TO BERNER RD

FPN: 4350151 SIS: No

Length: 0.001

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|----------|---------|-----------|----------|-----------|
| CST | TALL | \$0 | \$0 | \$0 | \$0 | \$0 | \$230,727 | \$0 | \$230,727 |
| PE | TALL | \$0 | \$0 | \$0 | \$90,000 | \$0 | \$0 | \$0 | \$90,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$90,000 | \$0 | \$230,727 | \$0 | \$320,727 |

Project: WC OWEN AVENUE
FROM GEORGIA AVENUE TO US 27

FPN: 4366511 SIS: No

Length: 1.000

Work: WIDEN/RESURFACE EXIST LANES

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-------------|---------|---------|---------|---------|----------|-------------|
| CST | GRSC | \$0 | \$1,061,059 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,061,059 |
| CST | SCED | \$0 | \$13,554 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,554 |
| CST | SCRA | \$0 | \$82,167 | \$0 | \$0 | \$0 | \$0 | \$0 | \$82,167 |
| PROJECT TOTAL: | | \$0 | \$1,156,780 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,156,780 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

| HIGHWAYS TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|-----------------|---------------|--------------|--------------|--------------|-------------|-------------|-------------|---------------|
| | \$107,712,257 | \$44,814,780 | \$79,261,718 | \$13,270,252 | \$7,417,226 | \$1,597,573 | \$8,369,951 | \$262,443,757 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

FIXED CAPITAL OUTLAY

Project: LABELLE OPERATIONS CENTER FCO MINOR
REPAIRS

FPN: 4368871 SIS: No

Length: 0.000

Work: FIXED CAPITAL OUTLAY

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | FCO | \$0 | \$129,742 | \$0 | \$0 | \$0 | \$0 | \$0 | \$129,742 |
| PROJECT TOTAL: | | \$0 | \$129,742 | \$0 | \$0 | \$0 | \$0 | \$0 | \$129,742 |

| | | | | | | | | |
|--------------------------------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| FIXED CAPITAL OUTLAY TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | \$0 | \$129,742 | \$0 | \$0 | \$0 | \$0 | \$0 | \$129,742 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

FLP: AVIATION

Project: LABELLE ARPT DESIGN AND CONSTRUCT
TERMINAL BUILDING

FPN: 4292101 SIS: No

Length: 0.000

Work: AVIATION CAPACITY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|---------|-----------|-----------|---------|---------|----------|-------------|
| CAP | DDR | \$0 | \$0 | \$500,000 | \$400,000 | \$0 | \$0 | \$0 | \$900,000 |
| CAP | DPTO | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| PROJECT TOTAL: | | \$1,000,000 | \$0 | \$500,000 | \$400,000 | \$0 | \$0 | \$0 | \$1,900,000 |

Project: LABELLE MUNICIPAL AIRPORT RPZ LAND
ACQUISITION

FPN: 4382831 SIS: No

Length: 0.000

Work: AVIATION SAFETY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|---------|---------|---------|---------|----------|-----------|
| CAP | DDR | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| PROJECT TOTAL: | | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 |

Project: LABELLE MUNICIPAL APT DESIGN AND CONST
ACCESS RD
FROM SR 29

FPN: 4318761 SIS: No

Length: 0.000

Work: AVIATION CAPACITY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-------------|---------|---------|---------|----------|-------------|
| CAP | DDR | \$0 | \$0 | \$1,380,000 | \$0 | \$0 | \$0 | \$0 | \$1,380,000 |
| CAP | LF | \$0 | \$0 | \$345,000 | \$0 | \$0 | \$0 | \$0 | \$345,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$1,725,000 | \$0 | \$0 | \$0 | \$0 | \$1,725,000 |

Project: LABELLE MUNICIPAL APT LAND ACQ

FPN: 4370761 SIS: No

Length: 0.000

Work: AVIATION PRESERVATION PROJECT

Comments: LAND ACQUISITIONS

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-----------|---------|---------|---------|----------|-----------|
| CAP | DPTO | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| CAP | LF | \$0 | \$0 | \$33,333 | \$0 | \$0 | \$0 | \$0 | \$33,333 |
| PROJECT TOTAL: | | \$0 | \$0 | \$133,333 | \$0 | \$0 | \$0 | \$0 | \$133,333 |

| | | | | | | | | |
|-------------------------|-------------|----------|-------------|-----------|---------|---------|----------|-------------|
| FLP: AVIATION TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | \$1,000,000 | \$10,000 | \$2,358,333 | \$400,000 | \$0 | \$0 | \$0 | \$3,768,333 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

FLP: INTERMODAL

Project: AIRGLADES AIRPORT CAPITAL IMPROVEMENT

FPN: 4106631 SIS: No

Length: 0.000

Work: AVIATION CAPACITY PROJECT

Comments: DESIGN & CONSTRUCT AIRPORT ACCESS ROAD

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-----------|---------|---------|---------|---------|----------|-------------|
| ADM | DPTO | \$10,762 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,762 |
| CAP | DDR | \$543,522 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$543,522 |
| CAP | DPTO | \$1,209,755 | \$336,053 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,545,808 |
| CAP | DS | \$1,797,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,797,500 |
| CAP | LF | \$3,048,480 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,048,480 |
| CAP | LFR | \$10,762 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,762 |
| PROJECT TOTAL: | | \$6,620,781 | \$336,053 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,956,834 |

| | | | | | | | | |
|------------------------|-------------|-----------|---------|---------|---------|---------|----------|-------------|
| FLP: INTERMODAL TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | \$6,620,781 | \$336,053 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,956,834 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HENDRY

FLP: TRANSIT

Project: GOOD WHEELS INC. CORRIDOR

FPN: 4260541 SIS: No

Length: 0.000

Work: OPERATING FOR FIXED ROUTE

Comments: CLEWISTON TO BELLE GLADE SEGMENT
OF LAKE REGION COMMUTER ROUTE

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-----------|-----------|----------|-----------|-----------|----------|-------------|
| OPS | DDR | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$75,000 |
| OPS | DPTO | \$278,219 | \$105,300 | \$97,655 | \$36,000 | \$120,000 | \$123,570 | \$0 | \$760,744 |
| OPS | LF | \$278,219 | \$105,300 | \$97,655 | \$36,000 | \$120,000 | \$123,570 | \$0 | \$760,744 |
| PROJECT TOTAL: | | \$631,438 | \$210,600 | \$195,310 | \$72,000 | \$240,000 | \$247,140 | \$0 | \$1,596,488 |

| | | | | | | | | |
|------------------------|-----------|-----------|-----------|----------|-----------|-----------|----------|-------------|
| FLP: TRANSIT TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | \$631,438 | \$210,600 | \$195,310 | \$72,000 | \$240,000 | \$247,140 | \$0 | \$1,596,488 |

| | | | | | | | | |
|---------------|---------------|--------------|--------------|--------------|-------------|-------------|-------------|---------------|
| HENDRY TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | \$115,964,476 | \$45,501,175 | \$81,815,361 | \$13,742,252 | \$7,657,226 | \$1,844,713 | \$8,369,951 | \$274,895,154 |

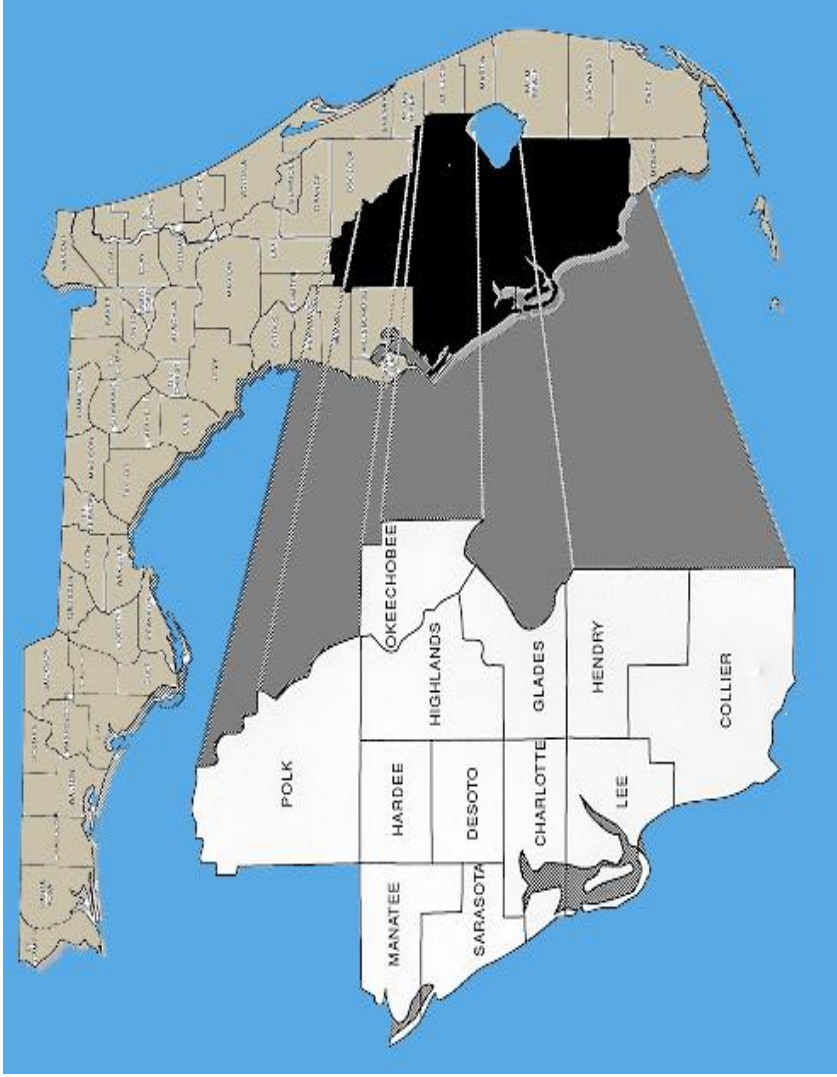
PHASE ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MNT –
CODES Bridge/Rdway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



HIGHLANDS





FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

HIGHWAYS

Project: ARBUCKLE CREEK ROAD
AT LANDFILL ACCESS RD

FPN: 4366441 SIS: No

Length: 0.348

Work: ADD TURN LANE(S)

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|-----------|---------|---------|----------|-----------|
| CST | SCOP | \$0 | \$0 | \$0 | \$936,152 | \$0 | \$0 | \$0 | \$936,152 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$936,152 | \$0 | \$0 | \$0 | \$936,152 |

Project: AVON PARK TRAFFIC SIGNALS
REIMBURSEMENT

FPN: 4136341 SIS: Yes

Length: 0.756

Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|----------|----------|----------|----------|----------|-----------|
| OPS | DDR | \$90,732 | \$15,200 | \$27,450 | \$21,566 | \$26,987 | \$27,797 | \$28,630 | \$238,362 |
| PROJECT TOTAL: | | \$90,732 | \$15,200 | \$27,450 | \$21,566 | \$26,987 | \$27,797 | \$28,630 | \$238,362 |

Project: BRIDGE REPLACEMENT ALONG SR 700 (US98)
OVER LORIDA CREEK(LORIDA)

FPN: 4358581 SIS: No

Length: 0.017

Work: PD&E/EMO STUDY

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| PDE | DIH | \$22,547 | \$6,154 | \$0 | \$0 | \$0 | \$0 | \$0 | \$28,701 |
| PE | DS | \$2,711 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,711 |
| PROJECT TOTAL: | | \$25,258 | \$6,154 | \$0 | \$0 | \$0 | \$0 | \$0 | \$31,412 |

Project: CEMETERY RD
FROM N RIDGEWOOD ST TO MLK BLVD XING
#627596-A

FPN: 4328001 SIS: No

Length: 0.297

Work: RAIL SAFETY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| RRU | RHH | \$0 | \$270,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$270,600 |
| PROJECT TOTAL: | | \$0 | \$270,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$270,600 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

Project: CHANNEL IMPROVEMENTS SR 25 (US 27) OVER
LAKE JACKSON

FPN: 4352691 SIS: Yes

Length: 0.016

Work: DREDGE

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| CST | DIH | \$562 | \$13,900 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,462 |
| CST | DS | \$897,484 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$897,484 |
| CST | LF | \$1,197 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,197 |
| ENV | DS | \$3,525 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,525 |
| PE | DIH | \$10,610 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,610 |
| PE | DS | \$83,942 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$83,942 |
| RRU | LF | \$59,860 | \$5,986 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,846 |
| PROJECT TOTAL: | | \$1,057,170 | \$19,886 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,077,056 |

Project: CR 623 (KENILWORTH)
FROM HAYWOOD TAYLOR BLVD TO MINI
RANCH RD

FPN: 4366431 SIS: No

Length: 1.478

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-------------|---------|----------|-------------|
| CST | SCRA | \$0 | \$0 | \$0 | \$0 | \$1,419,207 | \$0 | \$0 | \$1,419,207 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$1,419,207 | \$0 | \$0 | \$1,419,207 |

Project: EAST INTERLAKE BLVD
FROM DEVANE CIRCLE TO US 27

FPN: 4389251 SIS: No

Length: 0.637

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | LF | \$0 | \$163,750 | \$0 | \$0 | \$0 | \$0 | \$0 | \$163,750 |
| CST | SCRC | \$0 | \$491,250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$491,250 |
| PROJECT TOTAL: | | \$0 | \$655,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$655,000 |

Project: HERON STREET
FROM HAMMOCK ROAD TO HOWEY ROAD

FPN: 4366411 SIS: No

Length: 1.000

Work: WIDEN/RESURFACE EXIST LANES

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-------------|---------|----------|-------------|
| CST | SCOP | \$0 | \$0 | \$0 | \$0 | \$1,001,791 | \$0 | \$0 | \$1,001,791 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$1,001,791 | \$0 | \$0 | \$1,001,791 |

Project: HIGHLANDS COUNTY TRAFFIC SIGNALS
REIMBURSEMENT

FPN: 4126711 SIS: Yes

Length: 11.573

Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-------------|
| OPS | DDR | \$380,442 | \$77,064 | \$112,187 | \$108,587 | \$111,845 | \$115,200 | \$118,656 | \$1,023,981 |
| PROJECT TOTAL: | | \$380,442 | \$77,064 | \$112,187 | \$108,587 | \$111,845 | \$115,200 | \$118,656 | \$1,023,981 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

Project: LAKE PLACID ELEMENTARY SRTS SAFETY
SIDEWALKS

FPN: 4309171 SIS: No

Length: 0.200

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | ACTN | \$65,667 | \$34,979 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,646 |
| PE | TALN | \$37,702 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$37,702 |
| PROJECT TOTAL: | | \$103,369 | \$34,979 | \$0 | \$0 | \$0 | \$0 | \$0 | \$138,348 |

Project: MEMORIAL DRIVE
FROM POMPINO DR TO SEBRING PARKWAY

FPN: 4350671 SIS: No

Length: 0.001

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-----------|---------|----------|-----------|
| PE | SL | \$0 | \$0 | \$0 | \$0 | \$161,000 | \$0 | \$0 | \$161,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$161,000 | \$0 | \$0 | \$161,000 |

Project: NORTH CENTRAL AVENUE
FROM US 17 TO MAIN STREET

FPN: 4389221 SIS: No

Length: 1.477

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | LF | \$0 | \$159,060 | \$0 | \$0 | \$0 | \$0 | \$0 | \$159,060 |
| CST | SCRC | \$0 | \$477,180 | \$0 | \$0 | \$0 | \$0 | \$0 | \$477,180 |
| PROJECT TOTAL: | | \$0 | \$636,240 | \$0 | \$0 | \$0 | \$0 | \$0 | \$636,240 |

Project: PONCE DE LEON
FROM NADENA DR TO ADRIENNE ST

FPN: 4351981 SIS: No

Length: 0.001

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|----------|---------|-----------|----------|-----------|
| CST | TALL | \$0 | \$0 | \$0 | \$0 | \$0 | \$216,267 | \$0 | \$216,267 |
| PE | SL | \$0 | \$0 | \$0 | \$20,617 | \$0 | \$0 | \$0 | \$20,617 |
| PE | TALL | \$0 | \$0 | \$0 | \$50,383 | \$0 | \$0 | \$0 | \$50,383 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$71,000 | \$0 | \$216,267 | \$0 | \$287,267 |

Project: RUCKS DAIRY ROAD BRIDGE NUMBER 094031
OVER C-41 CANAL/SLOUGH

FPN: 4316191 SIS: No

Length: 0.208

Work: BRIDGE REPLACEMENT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|-------------|---------|---------|---------|----------|-------------|
| CST | SL | \$0 | \$0 | \$3,150,801 | \$0 | \$0 | \$0 | \$0 | \$3,150,801 |
| ENV | SL | \$0 | \$50,900 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,900 |
| PE | SL | \$60,689 | \$40,466 | \$0 | \$0 | \$0 | \$0 | \$0 | \$101,155 |
| RRU | ACSL | \$0 | \$0 | \$259,281 | \$0 | \$0 | \$0 | \$0 | \$259,281 |
| RRU | SL | \$0 | \$0 | \$40,719 | \$0 | \$0 | \$0 | \$0 | \$40,719 |
| PROJECT TOTAL: | | \$60,689 | \$91,366 | \$3,450,801 | \$0 | \$0 | \$0 | \$0 | \$3,602,856 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

Project: SEBRING PKWY PHASE IIA
FROM DESOTO ROAD TO YOUTH CARE LANE

FPN: 4298411 SIS: No

Length: 0.613

Work: NEW ROAD CONSTRUCTION

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-------------|---------|---------|---------|---------|----------|-------------|
| CST | CIGP | \$0 | \$3,811,072 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,811,072 |
| PROJECT TOTAL: | | \$0 | \$3,811,072 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,811,072 |

*Project led by Highlands County BoCC

Project: SEBRING PKWY PHASE IIB
FROM US 27 TO DESOTO ROAD

FPN: 4335531 SIS: No

Length: 0.503

Work: ADD LANES & REHABILITATE PVMNT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|-------------|---------|---------|----------|-------------|
| CST | CIGP | \$0 | \$0 | \$0 | \$3,714,624 | \$0 | \$0 | \$0 | \$3,714,624 |
| CST | LF | \$0 | \$0 | \$0 | \$1,147,345 | \$0 | \$0 | \$0 | \$1,147,345 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$4,861,969 | \$0 | \$0 | \$0 | \$4,861,969 |

*Project led by Highlands County BoCC

Project: SEBRING TRAFFIC SIGNALS REIMBURSEMENT

FPN: 4136351 SIS: No

Length: 0.000

Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|----------|---------|---------|---------|----------|-----------|
| OPS | DDR | \$50,240 | \$7,904 | \$11,199 | \$8,913 | \$9,180 | \$9,455 | \$0 | \$96,891 |
| PROJECT TOTAL: | | \$50,240 | \$7,904 | \$11,199 | \$8,913 | \$9,180 | \$9,455 | \$0 | \$96,891 |

Project: SR 17 (EAST MAIN ST)
FROM SOUTH VERONA AVE TO SOUTH
DELANEY AVE

FPN: 4349671 SIS: No

Length: 0.018

Work: DRAINAGE IMPROVEMENTS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | DDR | \$87,206 | \$13,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,206 |
| CST | DIH | \$17,562 | \$1,251 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18,813 |
| CST | DS | \$26,998 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$26,998 |
| PE | DIH | \$8,119 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,119 |
| PROJECT TOTAL: | | \$139,885 | \$14,251 | \$0 | \$0 | \$0 | \$0 | \$0 | \$154,136 |

Project: SR 17 (SCENIC HIGHWAY)
FROM WOODLAND DRIVE TO MYRTLE STREET

FPN: 4390261 SIS: No

Length: 0.474

Work: DRAINAGE IMPROVEMENTS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| PE | DIH | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| PROJECT TOTAL: | | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

Project: SR 17 (SE LAKEVIEW)
FROM US 27/98 TO KENILWORTH BLVD

FPN: 1944252 SIS: No
Length: 0.965
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-------------|---------|---------|---------|---------|----------|-------------|
| CST | DDR | \$0 | \$1,850,768 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,850,768 |
| CST | DIH | \$0 | \$33,693 | \$0 | \$0 | \$0 | \$0 | \$0 | \$33,693 |
| CST | DS | \$1,138 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,138 |
| PE | DIH | \$51,245 | \$2,914 | \$0 | \$0 | \$0 | \$0 | \$0 | \$54,159 |
| PE | DS | \$248,261 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$248,261 |
| PROJECT TOTAL: | | \$300,644 | \$1,887,375 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,188,019 |

Project: SR 17
AT ARBUCKLE CREEK ROAD

FPN: 4332021 SIS: No
Length: 0.200
Work: ADD LEFT TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|---------|---------|-----------|---------|----------|-----------|
| CST | DDR | \$0 | \$0 | \$0 | \$0 | \$526,181 | \$0 | \$0 | \$526,181 |
| CST | DIH | \$0 | \$0 | \$0 | \$0 | \$5,410 | \$0 | \$0 | \$5,410 |
| PE | DDR | \$0 | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$75,000 |
| PE | DIH | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| PROJECT TOTAL: | | \$0 | \$80,000 | \$0 | \$0 | \$531,591 | \$0 | \$0 | \$611,591 |

Project: SR 17
AT MANATEE DR

FPN: 4350651 SIS: No
Length: 0.200
Work: ADD TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-----------|---------|---------|-----------|----------|-----------|
| CST | DS | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,002 | \$0 | \$19,002 |
| CST | SA | \$0 | \$0 | \$0 | \$0 | \$0 | \$170,284 | \$0 | \$170,284 |
| PE | SL | \$0 | \$0 | \$175,000 | \$0 | \$0 | \$0 | \$0 | \$175,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$175,000 | \$0 | \$0 | \$189,286 | \$0 | \$364,286 |

Project: SR 17
FROM HELENA ST TO SEBRING PARKWAY

FPN: 4350641 SIS: No
Length: 0.194
Work: ADD LEFT TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|----------|---------|-----------|---------|----------|-----------|
| CST | SL | \$0 | \$0 | \$0 | \$0 | \$293,621 | \$0 | \$0 | \$293,621 |
| PE | SL | \$0 | \$0 | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$15,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$15,000 | \$0 | \$293,621 | \$0 | \$0 | \$308,621 |

Project: SR 17
FROM S RAILROAD AVE TO N CENTRAL AVENUE

FPN: 4366811 SIS: No
Length: 0.076
Work: RAIL SAFETY PROJECT
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|-----------|-----------|---------|---------|----------|-----------|
| CST | DIH | \$0 | \$0 | \$10,250 | \$0 | \$0 | \$0 | \$0 | \$10,250 |
| CST | DS | \$0 | \$0 | \$0 | \$5,265 | \$0 | \$0 | \$0 | \$5,265 |
| CST | SA | \$0 | \$0 | \$0 | \$434,285 | \$0 | \$0 | \$0 | \$434,285 |
| PE | DDR | \$0 | \$30,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| PE | DIH | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| RRU | DS | \$0 | \$0 | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| PROJECT TOTAL: | | \$0 | \$40,000 | \$360,250 | \$439,550 | \$0 | \$0 | \$0 | \$839,800 |

PHASE ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MINT –
CODES Bridge/Roadway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities
Report Date: 12/30/2015 Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

Project: SR 64
AT NORTH OLIVIA DRIVE

FPN: 4332011 SIS: Yes
Length: 0.200
Work: ADD RIGHT TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|---------|-----------|---------|---------|----------|-----------|
| CST | DS | \$0 | \$0 | \$0 | \$21,153 | \$0 | \$0 | \$0 | \$21,153 |
| CST | SL | \$0 | \$0 | \$0 | \$265,910 | \$0 | \$0 | \$0 | \$265,910 |
| PE | SL | \$0 | \$48,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$48,000 |
| PROJECT TOTAL: | | \$0 | \$48,000 | \$0 | \$287,063 | \$0 | \$0 | \$0 | \$335,063 |

Project: SR 64
AT US 27

FPN: 4349861 SIS: Yes
Length: 0.123
Work: INTERSECTION IMPROVEMENT
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-----------|---------|-------------|---------|----------|-------------|
| CST | SL | \$0 | \$0 | \$0 | \$0 | \$1,040,399 | \$0 | \$0 | \$1,040,399 |
| PE | SL | \$0 | \$0 | \$202,000 | \$0 | \$0 | \$0 | \$0 | \$202,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$202,000 | \$0 | \$1,040,399 | \$0 | \$0 | \$1,242,399 |

Project: SR 66
AT ORANGE BLOSSOM BLVD

FPN: 4331941 SIS: No
Length: 0.200
Work: ADD TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|---------|---------|-----------|---------|----------|-----------|
| CST | DDR | \$0 | \$0 | \$0 | \$0 | \$514,196 | \$0 | \$0 | \$514,196 |
| CST | DIH | \$0 | \$0 | \$0 | \$0 | \$5,410 | \$0 | \$0 | \$5,410 |
| PE | DIH | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| PROJECT TOTAL: | | \$0 | \$50,000 | \$0 | \$0 | \$519,606 | \$0 | \$0 | \$569,606 |

Project: SR 66
AT PAYNE ROAD

FPN: 4331981 SIS: No
Length: 0.200
Work: ADD RIGHT TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|---------|---------|-----------|---------|----------|-----------|
| CST | DDR | \$0 | \$0 | \$0 | \$0 | \$502,743 | \$0 | \$0 | \$502,743 |
| CST | DIH | \$0 | \$0 | \$0 | \$0 | \$5,410 | \$0 | \$0 | \$5,410 |
| PE | DIH | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| PROJECT TOTAL: | | \$0 | \$50,000 | \$0 | \$0 | \$508,153 | \$0 | \$0 | \$558,153 |

Project: SR 66
AT SKIPPER LN

FPN: 4349871 SIS: No
Length: 0.220
Work: ADD RIGHT TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-----------|---------|-----------|---------|----------|-----------|
| CST | DS | \$0 | \$0 | \$0 | \$0 | \$11,828 | \$0 | \$0 | \$11,828 |
| CST | SL | \$0 | \$0 | \$0 | \$0 | \$310,893 | \$0 | \$0 | \$310,893 |
| PE | ACSL | \$0 | \$0 | \$145,000 | \$0 | \$0 | \$0 | \$0 | \$145,000 |
| PE | SL | \$0 | \$0 | \$8,000 | \$0 | \$0 | \$0 | \$0 | \$8,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$153,000 | \$0 | \$322,721 | \$0 | \$0 | \$475,721 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

Project: SR 66
AT SR 25 (US 27)

FPN: 4300601 SIS: No
Length: 0.251

Work: ADD TURN LANE(S)

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | CIGP | \$532,743 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$532,743 |
| CST | DDR | \$5,097 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,097 |
| CST | DIH | \$19,085 | \$27,834 | \$0 | \$0 | \$0 | \$0 | \$0 | \$46,919 |
| CST | DS | \$877 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$877 |
| PE | DDR | \$97,816 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$97,816 |
| PE | DIH | \$12,916 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,916 |
| PE | DS | \$19,293 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,293 |
| PROJECT TOTAL: | | \$687,827 | \$27,834 | \$0 | \$0 | \$0 | \$0 | \$0 | \$715,661 |

Project: SR 66
FROM HARDEE COUNTY LINE TO WEST OF US
98/US 27

FPN: 4366001 SIS: No
Length: 9.342

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-------------|---------|---------|---------|----------|-------------|
| CST | DIH | \$0 | \$0 | \$512,500 | \$0 | \$0 | \$0 | \$0 | \$512,500 |
| CST | SA | \$0 | \$0 | \$6,906,114 | \$0 | \$0 | \$0 | \$0 | \$6,906,114 |
| PE | DIH | \$2,812 | \$7,463 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,275 |
| PROJECT TOTAL: | | \$2,812 | \$7,463 | \$7,418,614 | \$0 | \$0 | \$0 | \$0 | \$7,428,889 |

Project: SR 70
FROM EAST OF CR 29 TO MARCIA GROVE RD

FPN: 4365431 SIS: Yes
Length: 2.770

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|-------------|---------|---------|----------|-------------|
| CST | DS | \$0 | \$0 | \$0 | \$52,650 | \$0 | \$0 | \$0 | \$52,650 |
| CST | NHRE | \$0 | \$0 | \$0 | \$3,016,561 | \$0 | \$0 | \$0 | \$3,016,561 |
| CST | SA | \$0 | \$0 | \$0 | \$105,300 | \$0 | \$0 | \$0 | \$105,300 |
| PE | DIH | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| PROJECT TOTAL: | | \$0 | \$100,000 | \$0 | \$3,174,511 | \$0 | \$0 | \$0 | \$3,274,511 |

Project: SR 70
FROM JEFFERSON AVENUE TO CR 29

FPN: 4145061 SIS: Yes
Length: 6.507

Work: PD&E/EMO STUDY

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| PDE | ACSL | \$1,690,721 | \$26,915 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,717,636 |
| PROJECT TOTAL: | | \$1,690,721 | \$26,915 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,717,636 |

Project: SR 70
FROM W OF SCFE CROSSING TO E OF CR 17
(OLD SR 8)

FPN: 4349591 SIS: Yes
Length: 0.208

Work: RAIL SAFETY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|-----------|-----------|---------|---------|----------|-----------|
| CST | DIH | \$0 | \$0 | \$0 | \$72,593 | \$0 | \$0 | \$0 | \$72,593 |
| CST | SA | \$0 | \$0 | \$0 | \$520,380 | \$0 | \$0 | \$0 | \$520,380 |
| PE | DIH | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| RRU | DS | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| PROJECT TOTAL: | | \$0 | \$100,000 | \$100,000 | \$592,973 | \$0 | \$0 | \$0 | \$792,973 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

Project: THUNDERBIRD ROAD
FROM COMET TERRACE TO GRAND PRIX DRIVE

FPN: 4313431 SIS: No
Length: 0.001
Work: SIDEWALK
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|-----------|---------|---------|---------|----------|-----------|
| CST | TALN | \$0 | \$0 | \$103,218 | \$0 | \$0 | \$0 | \$0 | \$103,218 |
| CST | TALT | \$0 | \$0 | \$212,436 | \$0 | \$0 | \$0 | \$0 | \$212,436 |
| PE | TALT | \$0 | \$68,559 | \$0 | \$0 | \$0 | \$0 | \$0 | \$68,559 |
| PROJECT TOTAL: | | \$0 | \$68,559 | \$315,654 | \$0 | \$0 | \$0 | \$0 | \$384,213 |

Project: THUNDERBIRD ROAD
FROM GRAND PRIX BLVD TO COUGAR BLVD

FPN: 4332031 SIS: No
Length: 0.516
Work: SIDEWALK
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|-----------|---------|---------|---------|----------|-----------|
| CST | TALL | \$0 | \$0 | \$105,612 | \$0 | \$0 | \$0 | \$0 | \$105,612 |
| PE | TALT | \$0 | \$17,984 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,984 |
| PROJECT TOTAL: | | \$0 | \$17,984 | \$105,612 | \$0 | \$0 | \$0 | \$0 | \$123,596 |

Project: US 17
AT CR 17A/TRUCK ROUTE

FPN: 4350661 SIS: No
Length: 0.200
Work: ADD RIGHT TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|-----------|---------|-----------|----------|-----------|
| CST | DS | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,120 | \$0 | \$11,120 |
| CST | SA | \$0 | \$0 | \$0 | \$0 | \$0 | \$235,524 | \$0 | \$235,524 |
| CST | SL | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,100 | \$0 | \$11,100 |
| PE | SL | \$0 | \$0 | \$0 | \$130,000 | \$0 | \$0 | \$0 | \$130,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$130,000 | \$0 | \$257,744 | \$0 | \$387,744 |

Project: US 27 (HIGHWAY PARK)
FROM OLD SR 8 TO S MAIN AVENUE

FPN: 4313421 SIS: Yes
Length: 1.337
Work: LANDSCAPING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|-----------|---------|---------|---------|----------|-----------|
| CST | DDR | \$0 | \$0 | \$476,414 | \$0 | \$0 | \$0 | \$0 | \$476,414 |
| CST | DIH | \$0 | \$0 | \$5,125 | \$0 | \$0 | \$0 | \$0 | \$5,125 |
| CST | DS | \$212 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$212 |
| PE | DDR | \$242,351 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$242,351 |
| PE | DIH | \$2,842 | \$17,284 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,126 |
| PE | DS | \$11,925 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,925 |
| PROJECT TOTAL: | | \$257,330 | \$17,284 | \$481,539 | \$0 | \$0 | \$0 | \$0 | \$756,153 |

Project: US 27
AT EAST PHOENIX ST

FPN: 4350631 SIS: Yes
Length: 0.200
Work: ADD LEFT TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|----------|---------|-----------|---------|----------|-----------|
| CST | SL | \$0 | \$0 | \$0 | \$0 | \$125,904 | \$0 | \$0 | \$125,904 |
| PE | SL | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$10,000 | \$0 | \$125,904 | \$0 | \$0 | \$135,904 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

Project: US 27
AT S HIGHLANDS AVE
FPN: 4313251 SIS: Yes
Length: 0.200
Work: ADD RIGHT TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|-----------|---------|---------|---------|----------|-----------|
| CST | ACSL | \$0 | \$0 | \$10,250 | \$0 | \$0 | \$0 | \$0 | \$10,250 |
| CST | DDR | \$0 | \$0 | \$13,325 | \$0 | \$0 | \$0 | \$0 | \$13,325 |
| CST | SL | \$0 | \$0 | \$320,351 | \$0 | \$0 | \$0 | \$0 | \$320,351 |
| PE | SN | \$85,094 | \$11,119 | \$0 | \$0 | \$0 | \$0 | \$0 | \$96,213 |
| PROJECT TOTAL: | | \$85,094 | \$11,119 | \$343,926 | \$0 | \$0 | \$0 | \$0 | \$440,139 |

Project: US 27
AT SEBRING PARKWAY
FPN: 4313201 SIS: Yes
Length: 0.086
Work: ADD RIGHT TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | DDR | \$0 | \$7,829 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,829 |
| CST | DS | \$727 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$727 |
| CST | SL | \$0 | \$244,188 | \$0 | \$0 | \$0 | \$0 | \$0 | \$244,188 |
| PE | ACSL | \$14,674 | \$7,221 | \$0 | \$0 | \$0 | \$0 | \$0 | \$21,895 |
| PE | DS | \$12,855 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,855 |
| PE | SL | \$50,397 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,397 |
| PROJECT TOTAL: | | \$78,653 | \$259,238 | \$0 | \$0 | \$0 | \$0 | \$0 | \$337,891 |

Project: US 27
AT VICKI DRIVE
FPN: 4313191 SIS: Yes
Length: 0.089
Work: ADD RIGHT TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | ACSL | \$0 | \$317,942 | \$0 | \$0 | \$0 | \$0 | \$0 | \$317,942 |
| CST | DDR | \$0 | \$7,823 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,823 |
| CST | DS | \$638 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$638 |
| PE | ACSL | \$39,427 | \$5,125 | \$0 | \$0 | \$0 | \$0 | \$0 | \$44,552 |
| PE | DS | \$10,221 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,221 |
| PE | SL | \$50,405 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,405 |
| PROJECT TOTAL: | | \$100,691 | \$330,890 | \$0 | \$0 | \$0 | \$0 | \$0 | \$431,581 |

Project: US 98
AT ARBUCKLE CREEK RD
FPN: 4365021 SIS: No
Length: 0.400
Work: ADD TURN LANE(S)
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|-----------|----------|-----------|
| PE | SL | \$0 | \$0 | \$0 | \$0 | \$0 | \$215,000 | \$0 | \$215,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$0 | \$215,000 | \$0 | \$215,000 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

Project: US 98
FROM US 27 TO AIRPORT ROAD

FPN: 4145112 SIS: No

Length: 4.634

Work: ADD LANES & RECONSTRUCT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-------------|---------|--------------|--------------|
| CST | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$29,858,549 | \$29,858,549 |
| PE | DDR | \$0 | \$0 | \$0 | \$0 | \$6,300,000 | \$0 | \$0 | \$6,300,000 |
| PE | DIH | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$0 | \$250,000 |
| ROW | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,404,000 | \$11,404,000 |
| RRU | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,450,000 | \$1,450,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$6,550,000 | \$0 | \$42,712,549 | \$49,262,549 |

Project: US 98
FROM US 27 TO E OF AIRPORT ROAD

FPN: 4145111 SIS: No

Length: 4.634

Work: PD&E/EMO STUDY

Comments: PD&E INCLUDING 30% DESIGN

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| PDE | DDR | \$1,499,981 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,499,981 |
| PDE | DIH | \$61,982 | \$10,063 | \$0 | \$0 | \$0 | \$0 | \$0 | \$72,045 |
| PROJECT TOTAL: | | \$1,561,963 | \$10,063 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,572,026 |

Project: WEST STRYKER ROAD
FROM NORTH OLIVIA DRIVE TO US 27

FPN: 4366421 SIS: No

Length: 1.999

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-------------|---------|----------|-------------|
| CST | SCRA | \$0 | \$0 | \$0 | \$0 | \$1,941,246 | \$0 | \$0 | \$1,941,246 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$1,941,246 | \$0 | \$0 | \$1,941,246 |

| | | | | | | | | | |
|-----------------|--|-------------|-------------|--------------|--------------|--------------|-------------|--------------|--------------|
| HIGHWAYS TOTAL: | | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | | \$6,673,520 | \$8,777,440 | \$13,282,232 | \$10,632,284 | \$14,563,251 | \$1,030,749 | \$42,859,835 | \$97,819,311 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

FIXED CAPITAL OUTLAY

Project: SEBRING OPERATIONS CENTER

FPN: 4353991 SIS: No

Length: 0.000

Work: FIXED CAPITAL OUTLAY

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | FCO | \$156,786 | \$18,614 | \$0 | \$0 | \$0 | \$0 | \$0 | \$175,400 |
| PE | FCO | \$12,214 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,214 |
| PROJECT TOTAL: | | \$169,000 | \$18,614 | \$0 | \$0 | \$0 | \$0 | \$0 | \$187,614 |

| | | | | | | | | |
|--------------------------------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| FIXED CAPITAL OUTLAY TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | \$169,000 | \$18,614 | \$0 | \$0 | \$0 | \$0 | \$0 | \$187,614 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

FLP: AVIATION

Project: AVON PARK EXECUTIVE AIRPORT APRON
EXPANSION

FPN: 4348141 SIS: No

Length: 0.000

Work: AVIATION CAPACITY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-----------|---------|----------|-----------|
| CAP | DPTO | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$0 | \$0 | \$480,000 |
| CAP | LF | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$0 | \$0 | \$600,000 |

Project: AVON PARK EXECUTIVE AIRPORT DESIGN AND
CONST T-HANGERS

FPN: 4336361 SIS: No

Length: 0.000

Work: AVIATION REVENUE/OPERATIONAL

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|-----------|-----------|---------|---------|----------|-----------|
| CAP | DDR | \$0 | \$0 | \$0 | \$243,728 | \$0 | \$0 | \$0 | \$243,728 |
| CAP | DPTO | \$10,000 | \$127,072 | \$300,000 | \$91,700 | \$0 | \$0 | \$0 | \$528,772 |
| PROJECT TOTAL: | | \$10,000 | \$127,072 | \$300,000 | \$335,428 | \$0 | \$0 | \$0 | \$772,500 |

Project: AVON PARK EXECUTIVE AIRPORT FUEL FARM

FPN: 4364111 SIS: No

Length: 0.000

Work: AVIATION REVENUE/OPERATIONAL

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CAP | DDR | \$439,515 | \$9,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$448,515 |
| PROJECT TOTAL: | | \$439,515 | \$9,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$448,515 |

Project: AVON PARK EXECUTIVE AIRPORT FUEL TRUCK
PURCHASE

FPN: 4388461 SIS: No

Length: 0.000

Work: AVIATION REVENUE/OPERATIONAL

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CAP | DDR | \$0 | \$125,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$125,000 |
| PROJECT TOTAL: | | \$0 | \$125,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$125,000 |

Project: AVON PARK EXECUTIVE APT PARALLEL TW TO
RW 10-28

FPN: 4318801 SIS: No

Length: 0.000

Work: AVIATION ENVIRONMENTAL PROJECT

Comments: PARALLEL TAXIWAY TO RUNWAY 10-28
(ENVIRONMENTAL ASSESSMENT)

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|----------|---------|---------|---------|----------|-----------|
| CAP | DDR | \$0 | \$0 | \$60,000 | \$0 | \$0 | \$0 | \$0 | \$60,000 |
| CAP | LF | \$0 | \$0 | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$15,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$75,000 |

PHASE CODES ADM – Administration • CAP – Capital Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MNT – Bridge/Rdway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

Project: SEBRING REG APT CONST PARALLEL TW
BRAVO (B)

FPN: 4318781 SIS: No

Length: 0.000

Work: AVIATION PRESERVATION PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-------------|---------|---------|---------|----------|-------------|
| CAP | DDR | \$0 | \$0 | \$45,680 | \$0 | \$0 | \$0 | \$0 | \$45,680 |
| CAP | FAA | \$0 | \$0 | \$1,735,790 | \$0 | \$0 | \$0 | \$0 | \$1,735,790 |
| CAP | LF | \$0 | \$0 | \$45,680 | \$0 | \$0 | \$0 | \$0 | \$45,680 |
| PROJECT TOTAL: | | \$0 | \$0 | \$1,827,150 | \$0 | \$0 | \$0 | \$0 | \$1,827,150 |

| | | | | | | | |
|---------------|-----------|-------------|-----------|-----------|---------|----------|-------------|
| FLP: AVIATION | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| TOTAL: | \$449,515 | \$2,202,150 | \$335,428 | \$600,000 | \$0 | \$0 | \$3,848,165 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

FLP: RAIL

Project: S. CENTRAL FLORIDA EXPRESS INTERCHANGE
TRACK S

FPN: 4335151 SIS: Yes

Length: 0.000

Work: RAIL CAPACITY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-------------|---------|---------|---------|----------|-------------|
| RRU | DIS | \$0 | \$0 | \$3,750,000 | \$0 | \$0 | \$0 | \$0 | \$3,750,000 |
| RRU | LF | \$0 | \$0 | \$1,250,000 | \$0 | \$0 | \$0 | \$0 | \$1,250,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |

| | | | | | | | | |
|------------------|----------|---------|-------------|---------|---------|---------|----------|-------------|
| FLP: RAIL TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | \$0 | \$0 | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

FLP: TRANSIT

Project: 5310 OPERATING ASSISTANCE FOR CENTRAL
FLORIDA REGIONAL PLANNING COUNCIL

FPN: 4358621 SIS: No

Length: 0.000

Work: OPERATING FOR FIXED ROUTE

Comments:

Project: 5310 OPERATING ASSISTANCE FOR RIDGE
AREA ARC

FPN: 4369481 SIS: No

Length: 0.000

Work: OPERATING FOR FIXED ROUTE

Comments:

Project: HIGHLANDS CO CEN FL REGNL PLAN COUNCIL
FTA SECTION 5311 OPERATING ASST

FPN: 4101241 SIS: No

Length: 0.000

Work: OPERATING/ADMIN. ASSISTANCE

Comments: SECTION 5311 RURAL AREAS ONLY

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-----------|---------|---------|---------|---------|----------|-------------|
| OPS | DU | \$610,000 | \$333,467 | \$0 | \$0 | \$0 | \$0 | \$0 | \$943,467 |
| OPS | LF | \$610,000 | \$333,467 | \$0 | \$0 | \$0 | \$0 | \$0 | \$943,467 |
| PROJECT TOTAL: | | \$1,220,000 | \$666,934 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,886,934 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-----------|---------|---------|---------|---------|----------|-----------|
| OPS | DU | \$51,476 | \$52,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$103,976 |
| OPS | LF | \$51,476 | \$52,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$103,976 |
| PROJECT TOTAL: | | \$102,952 | \$105,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$207,952 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-------------|-------------|-------------|-------------|-------------|----------|--------------|
| OPS | DU | \$4,658,941 | \$596,495 | \$538,228 | \$538,228 | \$538,228 | \$672,738 | \$0 | \$7,542,858 |
| OPS | LF | \$4,658,941 | \$596,495 | \$538,228 | \$538,228 | \$538,228 | \$672,738 | \$0 | \$7,542,858 |
| PROJECT TOTAL: | | \$9,317,882 | \$1,192,990 | \$1,076,456 | \$1,076,456 | \$1,076,456 | \$1,345,476 | \$0 | \$15,085,716 |

| FLP: TRANSIT TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|------------------------|--------------|-------------|-------------|-------------|-------------|-------------|----------|--------------|
| | \$10,640,834 | \$1,964,924 | \$1,076,456 | \$1,076,456 | \$1,076,456 | \$1,345,476 | \$0 | \$17,180,602 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

HIGHLANDS

TRANSPORTATION PLANNING

Project: CENTRAL FLORIDA RPC JPA - HIGHLANDS

FPN: 4364031 SIS: No

Length: 0.000

Work: TRANSPORTATION PLANNING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| PLN | | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| PROJECT TOTAL: | | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 |

Project: HEARTLAND REGIONAL TPO

FPN: 4364032 SIS: No

Length: 0.000

Work: TRANSPORTATION PLANNING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|-----------|-----------|-----------|-----------|----------|-------------|
| PLN | PL | \$0 | \$385,135 | \$384,463 | \$384,463 | \$384,463 | \$384,463 | \$0 | \$1,922,987 |
| PROJECT TOTAL: | | \$0 | \$385,135 | \$384,463 | \$384,463 | \$384,463 | \$384,463 | \$0 | \$1,922,987 |

| TRANSPORTATION PLANNING TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|----------|-------------|
| | \$150,000 | \$385,135 | \$384,463 | \$384,463 | \$384,463 | \$384,463 | \$0 | \$2,072,987 |

| HIGHLANDS TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------|
| | \$18,082,869 | \$11,407,185 | \$21,945,301 | \$12,428,631 | \$16,624,170 | \$2,760,688 | \$42,859,835 | \$126,108,679 |

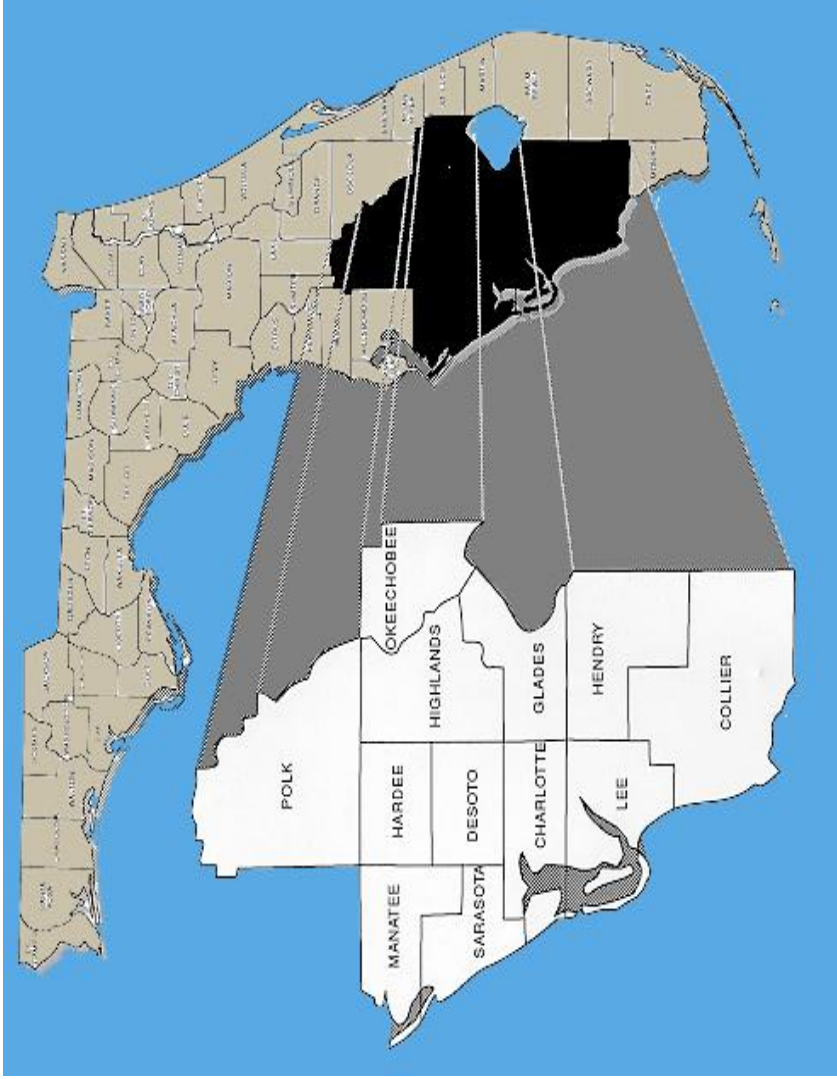
PHASE CODES ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MNT – Bridge/Rdway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



OKEECHOBEE





FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

OKEECHOBEE

HIGHWAYS

Project: CR 68 (MICCO BLUFF)
FROM KISSIMMEE CATTLE CO TO DEAD END

FPN: 4368671 SIS: No

Length: 2.219

Work: WIDEN/RESURFACE EXIST LANES

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|-------------|---------|---------|----------|-------------|
| CST | SCED | \$0 | \$0 | \$0 | \$1,621,622 | \$0 | \$0 | \$0 | \$1,621,622 |
| CST | SCOP | \$0 | \$0 | \$0 | \$1,019,733 | \$0 | \$0 | \$0 | \$1,019,733 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$2,641,355 | \$0 | \$0 | \$0 | \$2,641,355 |

Project: CR 68 (MICCO BLUFF)
FROM SR 700 TO NW 285TH DRIVE

FPN: 4301911 SIS: No

Length: 6.365

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| PE | | \$304,873 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$304,873 |
| PROJECT TOTAL: | | \$304,873 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$304,873 |

Project: CR 68 (MICCO BLUFF)
FROM SR 700 TO W KISSIMMEE CATTLE CO DR

FPN: 4301912 SIS: No

Length: 4.146

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| CST | DIH | \$64,634 | \$467 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,101 |
| CST | GRSC | \$1,075,811 | \$36,140 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,111,951 |
| CST | SCED | \$1,215,557 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,215,557 |
| CST | SCOP | \$234,754 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$234,754 |
| PROJECT TOTAL: | | \$2,590,756 | \$36,607 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,627,363 |

Project: CR 68 (NW 160TH ST)
FROM US 98 TO US 441

FPN: 4316031 SIS: No

Length: 10.557

Work: WIDEN/RESURFACE EXIST LANES

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-------------|---------|---------|---------|---------|----------|-------------|
| CST | DIH | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| CST | GRSC | \$0 | \$2,213,752 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,213,752 |
| CST | SCED | \$0 | \$421,825 | \$0 | \$0 | \$0 | \$0 | \$0 | \$421,825 |
| CST | SCOP | \$0 | \$315,586 | \$0 | \$0 | \$0 | \$0 | \$0 | \$315,586 |
| CST | SCRA | \$0 | \$4,818,054 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,818,054 |
| PE | DIH | \$9,439 | \$14,962 | \$0 | \$0 | \$0 | \$0 | \$0 | \$24,401 |
| PE | SCOP | \$238,971 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$238,971 |
| PROJECT TOTAL: | | \$248,410 | \$7,984,179 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,232,589 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1

TRANSPORTATION IMPROVEMENT PROGRAM REPORT

July 1, 2015 through June 30, 2020

OKEECHOBEE

Project: CR 68 EAST - NE 224TH ST
FROM US 441 TO ST LUCIE C/L

FPN: 4316051 SIS: No

Length: 8.068

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|---------|---------|---------|---------|---------|----------|-------------|
| CST | DIH | \$52,618 | \$5,466 | \$0 | \$0 | \$0 | \$0 | \$0 | \$58,084 |
| CST | GRSC | \$2,784,753 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,784,753 |
| CST | SCOP | \$211,032 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$211,032 |
| PE | DIH | \$12,588 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,588 |
| PE | SCOP | \$198,108 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$198,108 |
| PROJECT TOTAL: | | \$3,259,099 | \$5,466 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,264,565 |

Project: NE 102ND STREET
AT US 441

FPN: 4332051 SIS: No

Length: 0.001

Work: ADD LEFT TURN LANE(S)

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|-----------|---------|-----------|---------|----------|-----------|
| CST | SL | \$0 | \$0 | \$0 | \$0 | \$357,542 | \$0 | \$0 | \$357,542 |
| PE | ACSL | \$0 | \$0 | \$45,000 | \$0 | \$0 | \$0 | \$0 | \$45,000 |
| PE | SL | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$145,000 | \$0 | \$357,542 | \$0 | \$0 | \$502,542 |

Project: NE 34TH AVENUE
FROM SR 710 TO SR 70

FPN: 4385631 SIS: No

Length: 0.425

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|---------|---------|---------|----------|-----------|
| CST | SCED | \$0 | \$247,462 | \$0 | \$0 | \$0 | \$0 | \$0 | \$247,462 |
| CST | SCRA | \$0 | \$142,897 | \$0 | \$0 | \$0 | \$0 | \$0 | \$142,897 |
| CST | SCWR | \$0 | \$227,399 | \$0 | \$0 | \$0 | \$0 | \$0 | \$227,399 |
| PROJECT TOTAL: | | \$0 | \$617,758 | \$0 | \$0 | \$0 | \$0 | \$0 | \$617,758 |

Project: NE 36TH BLVD
FROM US 441 TO DEAD END

FPN: 4368661 SIS: No

Length: 1.729

Work: WIDEN/RESURFACE EXIST LANES

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|-------------|---------|----------|-------------|
| CST | GRSC | \$0 | \$0 | \$0 | \$0 | \$1,020,033 | \$0 | \$0 | \$1,020,033 |
| CST | SCED | \$0 | \$0 | \$0 | \$0 | \$1,621,622 | \$0 | \$0 | \$1,621,622 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$2,641,655 | \$0 | \$0 | \$2,641,655 |

Project: OKEECHOBEE CITY TRAFFIC SIGNALS
REIMBURSEMENT

FPN: 4136431 SIS: Yes

Length: 0.100

Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|----------|----------|----------|----------|----------|-----------|
| OPS | DDR | \$93,844 | \$16,264 | \$24,170 | \$18,224 | \$18,771 | \$19,334 | \$19,914 | \$210,521 |
| PROJECT TOTAL: | | \$93,844 | \$16,264 | \$24,170 | \$18,224 | \$18,771 | \$19,334 | \$19,914 | \$210,521 |

PHASE CODES ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MNT – Bridge/Roadway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

OKEECHOBEE

Project: OKEECHOBEE COUNTY SCOUR
COUNTERMEASURE

AT VARIOUS LOCATIONS

FPN: 4350282 SIS: Yes

Length: 0.033

Work: BRIDGE-REPAIR/REHABILITATION

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CST | BRRP | \$231,857 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$231,857 |
| CST | DIH | \$122 | \$17,758 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,880 |
| CST | DS | \$72 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$72 |
| PE | BRRP | \$29,483 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$29,483 |
| PE | DIH | \$2,296 | \$2,204 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,500 |
| PE | DIH | \$263,830 | \$19,962 | \$0 | \$0 | \$0 | \$0 | \$0 | \$283,792 |
| PROJECT TOTAL: | | | | | | | | | |

Project: OKEECHOBEE COUNTY SIDEWALKS
AT VARIOUS LOCATIONS

FPN: 4313391 SIS: No

Length: 0.001

Work: SIDEWALK

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|-----------|---------|---------|----------|-----------|
| CST | DS | \$0 | \$0 | \$0 | \$3,399 | \$0 | \$0 | \$0 | \$3,399 |
| CST | SL | \$0 | \$0 | \$0 | \$314,164 | \$0 | \$0 | \$0 | \$314,164 |
| PE | TALT | \$0 | \$183,358 | \$0 | \$0 | \$0 | \$0 | \$0 | \$183,358 |
| PROJECT TOTAL: | | | | | | | | | |

Project: OKEECHOBEE COUNTY TRAFFIC SIGNALS
REIMBURSEMENT

FPN: 4126741 SIS: Yes

Length: 13.364

Work: TRAFFIC SIGNALS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|----------|----------|----------|----------|----------|-----------|
| OPS | DDR | \$144,529 | \$33,440 | \$43,508 | \$37,248 | \$43,139 | \$44,434 | \$45,767 | \$392,065 |
| PROJECT TOTAL: | | | | | | | | | |

Project: OKEECHOBEE TRAILHEAD

FPN: 2001051 SIS: No

Length: 1.000

Work: BIKE PATH/TRAIL

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| PROJECT TOTAL: | | | | | | | | | |

Project: OKEECHOBEE TRAILHEAD

FPN: 2001052 SIS: No

Length: 0.000

Work: BIKE PATH/TRAIL

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 |
| LAR | | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 |
| PROJECT TOTAL: | | | | | | | | | |

PHASE ADM - Administration • CAP - Capitol Improvement • CST - Construction • DSB - Design Build • ENV - Environmental • INC - Contract Incentives • LAR - Local Government Reimbursement • MINT - Bridge/Rdway/Contract Maint • MSC - Miscellaneous • OPS - Operations • PE - Prelim Engineering • PDE - Project Dev and Enviro • PLN - Planning • RES - Research • ROW - Right of Way • RRU - Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

OKEECHOBEE

Project: OKEECHOBEE TRAILHEAD

FPN: 2001053 SIS: No
Length: 0.000
Work: BIKE PATH/TRAIL
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 |
| LAR | | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 |
| PROJECT TOTAL: | | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,000 |

Project: OKEECHOBEE TRAILHEAD

FPN: 2001054 SIS: No
Length: 0.000
Work: BIKE PATH/TRAIL
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| CST | | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 |
| LAR | | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 |
| PROJECT TOTAL: | | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,000 |

Project: OKEECHOBEE TRAILHEAD

FPN: 2001055 SIS: No
Length: 0.000
Work: BIKE PATH/TRAIL
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| PE | | \$119 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$119 |
| PROJECT TOTAL: | | \$119 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$119 |

Project: OKEECHOBEE TRAILHEAD

FPN: 2001057 SIS: No
Length: 0.164
Work: BIKE PATH/TRAIL
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| CST | TALT | \$1,043,477 | \$10,547 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,054,024 |
| PE | SE | \$476 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$476 |
| PROJECT TOTAL: | | \$1,043,953 | \$10,547 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,054,500 |

Project: SE 34TH AVE & OTHERS
FROM SR 700 (US 98/441) TO SOUTH OF SR 710

FPN: 4301901 SIS: No
Length: 2.761
Work: WIDEN/RESURFACE EXIST Lanes
Comments: (PHASE I)

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| CST | DIH | \$20,405 | \$329 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,734 |
| CST | GRSC | \$1,031,247 | \$31,144 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,062,391 |
| CST | SCOP | \$880,427 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$880,427 |
| PE | DIH | \$15,758 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,758 |
| PE | SCOP | \$238,837 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$238,837 |
| PROJECT TOTAL: | | \$2,186,674 | \$31,473 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,218,147 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

OKEECHOBEE

Project: SR 15700(US 98/441)
FROM SR 78 TO SE 30TH TERRACE

FPN: 4349621 SIS: Yes

Length: 2.188

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|-------------|---------|---------|---------|----------|-------------|
| CST | ACSL | \$0 | \$0 | \$85,393 | \$0 | \$0 | \$0 | \$0 | \$85,393 |
| CST | DDR | \$0 | \$0 | \$391,475 | \$0 | \$0 | \$0 | \$0 | \$391,475 |
| CST | SL | \$0 | \$0 | \$1,260,527 | \$0 | \$0 | \$0 | \$0 | \$1,260,527 |
| PE | DS | \$3,317 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,317 |
| PE | SA | \$13,358 | \$86,642 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| PROJECT TOTAL: | | \$16,675 | \$86,642 | \$1,737,395 | \$0 | \$0 | \$0 | \$0 | \$1,840,712 |

Project: SR 70
AT US 441

FPN: 4258461 SIS: Yes

Length: 0.358

Work: INTERSECTION IMPROVEMENT

Comments: ADD DUAL LEFT TURN LANES IN ALL DIRECTIONS

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-----------|---------|---------|---------|---------|----------|-------------|
| CST | DDR | \$3,468,055 | \$170,882 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,638,937 |
| CST | DIH | \$47,614 | \$70,755 | \$0 | \$0 | \$0 | \$0 | \$0 | \$118,369 |
| CST | DS | \$17,804 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,804 |
| CST | LF | \$111,071 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$111,071 |
| ENV | DDR | \$70,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$70,000 |
| INC | DDR | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| PDE | DIH | \$370 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$370 |
| PE | DIH | \$104,464 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$104,464 |
| PE | DS | \$252 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$252 |
| PE | EB | \$258,708 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$258,708 |
| PE | SA | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$800,000 |
| ROW | BNDS | \$917,448 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$917,448 |
| ROW | DIH | \$26,454 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$26,454 |
| RRU | LF | \$14,847 | \$2,381 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,228 |
| PROJECT TOTAL: | | \$5,837,087 | \$364,018 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,201,105 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

OKEECHOBEE

Project: SR 70
FROM NE 34TH AVENUE TO NE 80TH AVENUE

FPN: 1969042 SIS: Yes

Length: 3.659

Work: ADD LANES & RECONSTRUCT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|--------------|-------------|---------|---------|---------|---------|----------|--------------|
| CST | ACNP | \$13,282,253 | \$54,427 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,336,680 |
| CST | DI | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| CST | DS | \$3,606,092 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,606,092 |
| CST | LFP | \$790,698 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$790,698 |
| CST | NHPP | \$4,277,965 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,277,965 |
| ENV | ACNP | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| ENV | DS | \$900 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$900 |
| ENV | HPP | \$359,960 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$359,960 |
| ENV | NH | \$64,825 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$64,825 |
| ENV | NHPP | \$114,363 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$114,363 |
| PE | DIH | \$312,969 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$312,969 |
| PE | DS | \$589,938 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$589,938 |
| PE | GMR | \$3,199,717 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,199,717 |
| ROW | ACNP | \$142,500 | \$288,473 | \$0 | \$0 | \$0 | \$0 | \$0 | \$430,973 |
| ROW | BNDS | \$157,919 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$157,919 |
| ROW | BNIR | \$4,612,606 | \$2,111,064 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,723,670 |
| ROW | HPP | \$1,439,840 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,439,840 |
| ROW | NH | \$11,135,221 | \$128,018 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,263,239 |
| ROW | NHPP | \$978,259 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$978,259 |
| RRU | NHPP | \$1,561,260 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,561,260 |
| PROJECT TOTAL: | | \$46,977,285 | \$2,581,982 | \$0 | \$0 | \$0 | \$0 | \$0 | \$49,559,267 |

Project: SR 70
FROM NE 80TH AVENUE TO BERMAN ROAD

FPN: 1969044 SIS: Yes

Length: 3.311

Work: ADD LANES & REHABILITATE PVMNT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|--------------|-------------|---------|---------|---------|---------|----------|--------------|
| CST | ACNP | \$2,605,348 | \$112,210 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,717,558 |
| CST | DS | \$1,333,953 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,333,953 |
| CST | GMR | \$2,483,250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,483,250 |
| CST | LFP | \$30,119 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,119 |
| CST | NHPP | \$2,928,894 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,928,894 |
| ENV | DI | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| ENV | DIS | \$130,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$130,000 |
| ROW | ACNP | \$193,048 | \$1,059,902 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,252,950 |
| ROW | NH | \$6,710,107 | \$56,321 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,766,428 |
| ROW | NHPP | \$1,011,966 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,011,966 |
| RRU | ACNP | \$377,619 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$377,619 |
| PROJECT TOTAL: | | \$17,904,304 | \$1,228,433 | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,132,737 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

OKEECHOBEE

Project: SR 70
FROM NE 80TH AVENUE TO ST. LUCIE COUNTY
LINE
FPN: 1969043 SIS: Yes
Length: 4.441
Work: PRELIM ENG FOR FUTURE CAPACITY
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|---------|---------|---------|---------|---------|----------|-------------|
| PE | DIH | \$157,574 | \$7,651 | \$0 | \$0 | \$0 | \$0 | \$0 | \$165,225 |
| PE | DS | \$364,646 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$364,646 |
| PE | GMR | \$2,738,740 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,738,740 |
| PROJECT TOTAL: | | \$3,260,960 | \$7,651 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,268,611 |

Project: SR 70
FROM SE 16TH AVENUE TO SE 31ST TERRACE
FPN: 4314611 SIS: Yes
Length: 1.225
Work: RESURFACING
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-------------|---------|---------|---------|---------|----------|-------------|
| CST | DDR | \$0 | \$2,284,091 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,284,091 |
| CST | DIH | \$0 | \$20,540 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,540 |
| ENV | DDR | \$0 | \$45,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,000 |
| PE | DIH | \$76,306 | \$38,516 | \$0 | \$0 | \$0 | \$0 | \$0 | \$114,822 |
| PE | DS | \$9,855 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,855 |
| PROJECT TOTAL: | | \$86,161 | \$2,388,147 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,474,308 |

Project: SR 70
FROM W OF 34TH AVENUE TO BERMAN ROAD
FPN: 1969041 SIS: Yes
Length: 6.964
Work: PD&E/EMO STUDY
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|---------|---------|---------|---------|----------|-----------|
| PDE | | \$930,006 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$930,006 |
| PROJECT TOTAL: | | \$930,006 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$930,006 |

Project: SR 70 WEST
FROM SW 24TH AVENUE TO NW 38TH TERRACE
FPN: 4298191 SIS: Yes
Length: 0.905
Work: SIDEWALK
Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|-------------|---------|---------|---------|---------|----------|-------------|
| CST | DIH | \$0 | \$23,261 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,261 |
| CST | DS | \$565 | \$998,742 | \$0 | \$0 | \$0 | \$0 | \$0 | \$999,307 |
| PE | DIH | \$15 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15 |
| PE | DS | \$21,198 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$21,198 |
| PE | TALT | \$223,889 | \$14,072 | \$0 | \$0 | \$0 | \$0 | \$0 | \$237,961 |
| PROJECT TOTAL: | | \$245,667 | \$1,036,075 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,281,742 |

Project: SR 710
FROM E OF L-63 CANAL TO SHERMAN WOOD
RANCHES
FPN: 4193444 SIS: Yes
Length: 3.181
Work: ADD LANES & RECONSTRUCT
Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|-------------|-------------|
| PE | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,500,000 | \$3,500,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,500,000 | \$3,500,000 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1

TRANSPORTATION IMPROVEMENT PROGRAM REPORT

July 1, 2015 through June 30, 2020

OKEECHOBEE

Project: SR 710
FROM SHERMAN WOOD RANCHES TO CR 714
(MARTIN C/L)

FPN: 4193445 SIS: Yes

Length: 6.741

Work: ADD LANES & RECONSTRUCT

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|-------------|-------------|
| PE | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,500,000 | \$6,500,000 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,500,000 | \$6,500,000 |

Project: SR 710
FROM US 441 TO L-63 CANAL

FPN: 4193443 SIS: No

Length: 0.001

Work: NEW ROAD CONSTRUCTION

Comments: HRTPO LRTP PAGE: 8.7

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|-----------|---------|-------------|-------------|-------------|----------|--------------|
| ENV | DDR | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| PE | DDR | \$3,628,908 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,628,908 |
| PE | DIH | \$111,813 | \$18,156 | \$0 | \$0 | \$0 | \$0 | \$0 | \$129,969 |
| PE | DS | \$12,280 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,280 |
| ROW | DDR | \$0 | \$0 | \$0 | \$1,453,873 | \$4,493,566 | \$4,329,658 | \$0 | \$10,277,097 |
| ROW | DIH | \$0 | \$0 | \$0 | \$137,684 | \$137,683 | \$0 | \$0 | \$275,367 |
| PROJECT TOTAL: | | \$3,753,001 | \$268,156 | \$0 | \$1,591,557 | \$4,631,249 | \$4,329,658 | \$0 | \$14,573,621 |

Project: SR 710
FROM US 441 TO MARTIN COUNTY LINE

FPN: 4193442 SIS: Yes

Length: 9.922

Work: PD&E/EMO STUDY

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|----------|---------|---------|---------|---------|----------|-------------|
| PDE | DDR | \$388,371 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$388,371 |
| PDE | DIH | \$212,584 | \$5,314 | \$0 | \$0 | \$0 | \$0 | \$0 | \$217,898 |
| PDE | DS | \$110,423 | \$6,777 | \$0 | \$0 | \$0 | \$0 | \$0 | \$167,200 |
| PDE | GMR | \$1,083,275 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,083,275 |
| PROJECT TOTAL: | | \$1,794,653 | \$62,091 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,856,744 |

Project: SR 78 OVER KISSIMMEE RIVER BRIDGE
NUMBER 910009

FPN: 4317231 SIS: No

Length: 0.126

Work: BRIDGE-REPAIR/REHABILITATION

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|-----------|---------|---------|---------|----------|-------------|
| CST | BRRP | \$0 | \$0 | \$901,988 | \$0 | \$0 | \$0 | \$0 | \$901,988 |
| CST | DIH | \$0 | \$0 | \$10,250 | \$0 | \$0 | \$0 | \$0 | \$10,250 |
| CST | DS | \$147 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$147 |
| ENV | BRRP | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| PE | BRRP | \$203,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$203,400 |
| PE | DIH | \$0 | \$7,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,000 |
| PROJECT TOTAL: | | \$213,547 | \$7,000 | \$912,238 | \$0 | \$0 | \$0 | \$0 | \$1,132,785 |

Project: SR15 (US 441)
FROM S OF NE 131ST LN TO S OF NE 224TH ST

FPN: 4349411 SIS: Yes

Length: 5.789

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|---------|-------------|---------|---------|----------|-------------|
| CST | DIH | \$0 | \$0 | \$0 | \$33,960 | \$0 | \$0 | \$0 | \$33,960 |
| CST | DS | \$0 | \$0 | \$0 | \$4,361,288 | \$0 | \$0 | \$0 | \$4,361,288 |
| CST | SA | \$0 | \$0 | \$0 | \$339,608 | \$0 | \$0 | \$0 | \$339,608 |
| PE | DIH | \$10,173 | \$20,137 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,310 |
| PROJECT TOTAL: | | \$10,173 | \$20,137 | \$0 | \$4,734,856 | \$0 | \$0 | \$0 | \$4,765,166 |

PHASE CODES ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MNT – Bridge/Rdwy/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

OKEECHOBEE

Project: SR15/SR700 (US 441)
FROM S OF NE 224TH ST TO S OF NE 304TH ST

FPN: 4349401 SIS: Yes

Length: 5.378

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|----------|-------------|---------|---------|---------|----------|-------------|
| CST | DDR | \$0 | \$0 | \$3,945,866 | \$0 | \$0 | \$0 | \$0 | \$3,945,866 |
| CST | DIH | \$0 | \$0 | \$32,118 | \$0 | \$0 | \$0 | \$0 | \$32,118 |
| PE | DIH | \$9,656 | \$55,344 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,000 |
| PROJECT TOTAL: | | \$9,656 | \$55,344 | \$3,977,984 | \$0 | \$0 | \$0 | \$0 | \$4,042,984 |

Project: US 441
AT CR 724 (240TH STREET)

FPN: 4313381 SIS: Yes

Length: 0.200

Work: ADD LEFT TURN LANE(S)

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|---------|-----------|---------|---------|----------|-----------|
| CST | DS | \$0 | \$0 | \$0 | \$28,873 | \$0 | \$0 | \$0 | \$28,873 |
| CST | SL | \$0 | \$0 | \$0 | \$211,588 | \$0 | \$0 | \$0 | \$211,588 |
| PE | SL | \$0 | \$145,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$145,000 |
| PROJECT TOTAL: | | \$0 | \$145,000 | \$0 | \$240,461 | \$0 | \$0 | \$0 | \$385,461 |

Project: US 441
AT NW 144TH STREET

FPN: 4313371 SIS: Yes

Length: 1.200

Work: ADD LEFT TURN LANE(S)

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|-----------|---------|---------|----------|-----------|
| CST | DS | \$0 | \$0 | \$0 | \$28,431 | \$0 | \$0 | \$0 | \$28,431 |
| CST | SL | \$0 | \$0 | \$0 | \$691,970 | \$0 | \$0 | \$0 | \$691,970 |
| PE | DIH | \$0 | \$238 | \$0 | \$0 | \$0 | \$0 | \$0 | \$238 |
| PROJECT TOTAL: | | \$0 | \$238 | \$0 | \$720,401 | \$0 | \$0 | \$0 | \$720,639 |

Project: US 98/SR 700
FROM NW 9TH STREET TO SR 70

FPN: 4390271 SIS: No

Length: 0.698

Work: DRAINAGE IMPROVEMENTS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| PE | DIH | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| PROJECT TOTAL: | | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 |

| HIGHWAYS TOTAL: | | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|-----------------|--|--------------|--------------|-------------|--------------|-------------|-------------|--------------|---------------|
| | | \$93,575,262 | \$17,194,968 | \$6,840,295 | \$10,301,665 | \$7,692,356 | \$4,393,426 | \$10,065,681 | \$150,063,653 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

OKEECHOBEE

FLP: AVIATION

Project: OKEECHOBEE COUNTY AIRPORT CAPITAL IMPROVEMENTS

FPN: 4292731 SIS: No

Length: 0.000

Work: AVIATION SECURITY PROJECT

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| CAP | DDR | \$125,000 | \$29,410 | \$0 | \$0 | \$0 | \$0 | \$0 | \$154,410 |
| CAP | DPTO | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| PROJECT TOTAL: | | \$150,000 | \$29,410 | \$0 | \$0 | \$0 | \$0 | \$0 | \$179,410 |

| | | | | | | | | |
|----------------------|-----------|----------|---------|---------|---------|---------|----------|-----------|
| FLP: AVIATION TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
| | \$150,000 | \$29,410 | \$0 | \$0 | \$0 | \$0 | \$0 | \$179,410 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

OKEECHOBEE

TURNPIKE

Project: CANAL PROTECTION ON TPK (SR91) IN
OKEECHOBEE COUNTY, MP 181.08 - 188.54

FPN: 4193281 SIS: Yes

Length: 7.472

Work: GUARDRAIL

Comments:

Project: FT DRUM SERVICE PLAZA MODIFICATION (MP
184)

FPN: 4224182 SIS: Yes

Length: 0.507

Work: REST AREA

Comments:

Project: LANDSCAPING FOR TPK'S FT. DRUM SERVICE
PLAZA (MP 184)

FPN: 4339154 SIS: Yes

Length: 0.600

Work: LANDSCAPING

Comments:

Project: RESURFACE OF TPK MAINLINE
FROM MP181.1 TO MP185.0 (OKEECHOBEE
COUNTY)

FPN: 4351651 SIS: Yes

Length: 3.900

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-------------|---------|---------|---------|---------|---------|----------|-------------|
| CST | PKBD | \$701,375 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$701,375 |
| CST | PKYI | \$37,006 | \$899 | \$0 | \$0 | \$0 | \$0 | \$0 | \$37,905 |
| PE | PKYI | \$349,260 | \$1,414 | \$0 | \$0 | \$0 | \$0 | \$0 | \$350,674 |
| PROJECT TOTAL: | | \$1,087,641 | \$2,313 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,089,954 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|--------------|---------|---------|---------|---------|---------|----------|--------------|
| DSB | DC | \$37 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$37 |
| DSB | PKBD | \$5,524,233 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,524,233 |
| DSB | PKYI | \$17,682,380 | \$540 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,682,920 |
| ENV | PKYI | \$1,342,982 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,342,982 |
| PDE | PKYI | \$289 | \$1,211 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,500 |
| PE | PKYI | \$101,141 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$101,141 |
| ROW | PKYI | \$255,126 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$255,126 |
| PROJECT TOTAL: | | \$24,906,188 | \$1,751 | \$0 | \$0 | \$0 | \$0 | \$0 | \$24,907,939 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|---------|---------|---------|----------|-----------|
| PE | PKYI | \$22,239 | \$1,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,739 |
| PROJECT TOTAL: | | \$22,239 | \$1,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,739 |

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|-------------|---------|---------|---------|----------|-------------|
| CST | PKYI | \$21,806 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$21,806 |
| CST | PKYR | \$0 | \$0 | \$3,958,976 | \$0 | \$0 | \$0 | \$0 | \$3,958,976 |
| PE | PKYI | \$2,349 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,349 |
| PE | PKYR | \$9,722 | \$358,522 | \$0 | \$0 | \$0 | \$0 | \$0 | \$368,244 |
| PROJECT TOTAL: | | \$33,877 | \$358,522 | \$3,958,976 | \$0 | \$0 | \$0 | \$0 | \$4,351,375 |



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

OKEECHOBEE

Project: RESURFACE OF TPK MAINLINE
FROM MP185.0 TO MP188.5 (OKEECHOBEE
COUNTY)

FPN: 4351661 SIS: Yes

Length: 3.500

Work: RESURFACING

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|-----------|-------------|---------|---------|---------|----------|-------------|
| CST | PKYI | \$17,022 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,022 |
| CST | PKYR | \$0 | \$0 | \$3,623,585 | \$0 | \$0 | \$0 | \$0 | \$3,623,585 |
| PE | PKYI | \$1,965 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,965 |
| PE | PKYR | \$915 | \$324,107 | \$0 | \$0 | \$0 | \$0 | \$0 | \$325,022 |
| PROJECT TOTAL: | | \$19,902 | \$324,107 | \$3,623,585 | \$0 | \$0 | \$0 | \$0 | \$3,967,594 |

Project: ROADSIDE IMPROVEMENT FOR TPK MAINLINE
FROM MP181.1 TO MP185.0

FPN: 4351653 SIS: Yes

Length: 3.900

Work: GUARDRAIL

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|-----------|---------|---------|---------|----------|-----------|
| CST | PKYI | \$10,614 | \$0 | \$492,169 | \$0 | \$0 | \$0 | \$0 | \$502,783 |
| PE | PKYI | \$171,264 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$171,264 |
| PROJECT TOTAL: | | \$181,878 | \$0 | \$492,169 | \$0 | \$0 | \$0 | \$0 | \$674,047 |

Project: ROADSIDE IMPROVEMENT FOR TPK MAINLINE
FROM MP185.0 TO MP188.5

FPN: 4351663 SIS: Yes

Length: 3.500

Work: GUARDRAIL

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|-----------|---------|-----------|---------|---------|---------|----------|-----------|
| CST | PKYI | \$0 | \$0 | \$456,293 | \$0 | \$0 | \$0 | \$0 | \$456,293 |
| PE | PKYI | \$151,227 | \$1,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$152,727 |
| PROJECT TOTAL: | | \$151,227 | \$1,500 | \$456,293 | \$0 | \$0 | \$0 | \$0 | \$609,020 |

Project: THERMOPLASTIC OF TPK MAINLINE
RESURFACING
FROM MP181.1 TO MP185.0

FPN: 4351652 SIS: Yes

Length: 3.900

Work: SIGNING/PAVEMENT MARKINGS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|-----------|---------|---------|----------|-----------|
| CST | PKYR | \$0 | \$0 | \$0 | \$160,433 | \$0 | \$0 | \$0 | \$160,433 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$160,433 | \$0 | \$0 | \$0 | \$160,433 |

Project: THERMOPLASTIC OF TPK MAINLINE
RESURFACING
FROM MP185.0 TO MP188.5

FPN: 4351662 SIS: Yes

Length: 3.500

Work: SIGNING/PAVEMENT MARKINGS

Comments:

| PHASE | FUND | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------|------|----------|---------|---------|-----------|---------|---------|----------|-----------|
| CST | PKYR | \$0 | \$0 | \$0 | \$141,945 | \$0 | \$0 | \$0 | \$141,945 |
| PROJECT TOTAL: | | \$0 | \$0 | \$0 | \$141,945 | \$0 | \$0 | \$0 | \$141,945 |

| TURNPIKE TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|-----------------|--------------|-----------|-------------|-----------|---------|---------|----------|--------------|
| | \$26,402,952 | \$689,693 | \$8,531,023 | \$302,378 | \$0 | \$0 | \$0 | \$35,926,046 |

PHASE CODES ADM – Administration • CAP – Capitol Improvement • CST – Construction • DSB – Design Build • ENV – Environmental • INC – Contract Incentives • LAR – Local Government Reimbursement • MINT – Bridge/Rdway/Contract Maint • MSC – Miscellaneous • OPS – Operations • PE – Prelim Engineering • PDE – Project Dev and Enviro • PLN – Planning • RES – Research • ROW – Right of Way • RRU – Railroad Utilities

Report Date: 12/30/2015

Import Date: 12/30/2015



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TRANSPORTATION IMPROVEMENT PROGRAM REPORT
July 1, 2015 through June 30, 2020

OKEECHOBEE

| OKEECHOBEE TOTAL: | <2015/16 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | >2019/20 | ALL YEARS |
|----------------------|---------------|--------------|--------------|--------------|-------------|-------------|--------------|---------------|
| | \$120,128,214 | \$17,914,071 | \$15,371,318 | \$10,604,043 | \$7,692,356 | \$4,393,426 | \$10,065,681 | \$186,169,109 |

HIGHWAYS

ITEM NUMBER:193898 2 PROJECT DESCRIPTION:US 17 FROM CR 760A (NOCATEE) TO HEARD STREET
DISTRICT:01 COUNTY:DESOTO
ROADWAY ID:04020000 PROJECT LENGTH: 4.400MI

SIS
TYPE OF WORK:ADD LANES & REHABILITATE PVMNT
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2

| FUND CODE | 2015 |
|---|-------------------|
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | -39,133 |
| SN | 145,061 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | -1,541,398 |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SL | 118,376 |
| TOTAL 193898 2 | -1,317,094 |
| TOTAL 193898 2 | -1,317,094 |

ITEM NUMBER:193899 1 PROJECT DESCRIPTION:US 17 FROM N OF LIVINGSTON ST TO HARDEE CO/L
DISTRICT:01 COUNTY:DESOTO
ROADWAY ID:04020000 PROJECT LENGTH: 6.939MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| FUND CODE | 2015 |
|---|-----------------|
| PHASE: REPAYMENTS / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SN | -809,757 |
| TOTAL 193899 1 | -809,757 |
| TOTAL 193899 1 | -809,757 |

ITEM NUMBER:415490 1 PROJECT DESCRIPTION:US 17 (SR35) FROM N OF PEACE RV SHORES TO SW COLLINS STREET
DISTRICT:01 COUNTY:DESOTO
ROADWAY ID:04020000 PROJECT LENGTH: 3.878MI

SIS
TYPE OF WORK:ADD LANES & REHABILITATE PVMNT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 2

| FUND CODE | 2015 |
|---|-----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NH | -413,718 |
| TOTAL 415490 1 | -413,718 |
| TOTAL 415490 1 | -413,718 |

ITEM NUMBER:417876 1 PROJECT DESCRIPTION:US 17 (SR 35) FROM 0.4 MI S OF SW COLLINS ST TO SOUTH OF CR 760A
DISTRICT:01 COUNTY:DESOTO
ROADWAY ID:04020000 PROJECT LENGTH: 5.665MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| FUND CODE | 2015 |
|---|----------------|
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NH | -32,351 |
| NHPP | 155,784 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SL | -7,271 |
| TALT | 130,746 |
| TOTAL 417876 1 | 246,908 |
| TOTAL 417876 1 | 246,908 |

HIGHWAYS

SIS
TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| | | |
|--|--|---------|
| ITEM NUMBER:429839 1 | PROJECT DESCRIPTION:US 17 (SR 35) AT CHARLOTTE C/L | |
| DISTRICT:01 | COUNTY:DESOTO | |
| ROADWAY ID:04020000 | PROJECT LENGTH: .100MI | |
| FUND | 2015 | |
| CODE | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY DESOTO COUNTY | | 161,916 |
| SN | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | | |
| SN | | 1,000 |
| TOTAL 429839 1 | | 162,916 |
| TOTAL 429839 1 | | 162,916 |

SIS
TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| | | |
|--|--|-----|
| ITEM NUMBER:430058 1 | PROJECT DESCRIPTION:GATEWAY SIGNS AT VARIOUS LOCATIONS | |
| DISTRICT:01 | COUNTY:DESOTO | |
| ROADWAY ID:04040000 | PROJECT LENGTH: .001MI | |
| FUND | 2015 | |
| CODE | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | | |
| TALT | | 500 |
| TOTAL 430058 1 | | 500 |
| TOTAL 430058 1 | | 500 |

NON-SIS
TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| | | |
|--|---|---------|
| ITEM NUMBER:430117 1 | PROJECT DESCRIPTION:CR 769 (KINGS HWY) AT CHARLOTTE COUNTY LINE | |
| DISTRICT:01 | COUNTY:DESOTO | |
| ROADWAY ID:04504000 | PROJECT LENGTH: .001MI | |
| FUND | 2015 | |
| CODE | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY DESOTO COUNTY | | 161,916 |
| SN | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | | |
| SN | | 1,000 |
| TOTAL 430117 1 | | 162,916 |
| TOTAL 430117 1 | | 162,916 |

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| | | |
|--|--|---------|
| ITEM NUMBER:431297 1 | PROJECT DESCRIPTION:CR 769 (KINGS HWY) FROM CHARLOTTE CNTY LINE TO PEACE RIVER STR | |
| DISTRICT:01 | COUNTY:DESOTO | |
| ROADWAY ID:04504000 | PROJECT LENGTH: 2.237MI | |
| FUND | 2015 | |
| CODE | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | | 247,002 |
| TOTAL 431297 1 | | 247,002 |
| TOTAL 431297 1 | | 247,002 |

HIGHWAYS
=====

ITEM NUMBER:428144 1
DISTRICT:01
ROADWAY ID:05000000

PROJECT DESCRIPTION:LOST TRAIL
COUNTY:GLADES
PROJECT LENGTH: 4.039MI

TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

NON-SIS

FUND
CODE

2015

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

| | |
|----------------|---------|
| TALL | -45,752 |
| TALN | 10,490 |
| TOTAL 428144 1 | -35,262 |
| TOTAL 428144 1 | -35,262 |

ITEM NUMBER:428145 1
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:VANCE WHIDDEN PARK
COUNTY:GLADES
PROJECT LENGTH: .000

TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

NON-SIS

FUND
CODE

2015

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

| | |
|----------------|---------|
| TALL | 166,089 |
| TOTAL 428145 1 | 166,089 |
| TOTAL 428145 1 | 166,089 |

ITEM NUMBER:429100 1
DISTRICT:01
ROADWAY ID:05020000

PROJECT DESCRIPTION:SR 78 FROM HERBERT HOOVER DIKE TO CANAL BOAT RAMP
COUNTY:GLADES
PROJECT LENGTH: 11.089MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

NON-SIS

FUND
CODE

2015

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

| | |
|----------------|---------|
| SL | 120,717 |
| SN | 733,064 |
| TOTAL 429100 1 | 853,781 |
| TOTAL 429100 1 | 853,781 |

ITEM NUMBER:429101 1
DISTRICT:01
ROADWAY ID:05020000

PROJECT DESCRIPTION:SR 78 FROM CANAL BOAT RAMP TO OKEECHOBEE C/L
COUNTY:GLADES
PROJECT LENGTH: 8.813MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

NON-SIS

FUND
CODE

2015

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

| | |
|----------------|-----------|
| SA | 5,064,315 |
| TOTAL 429101 1 | 5,064,315 |
| TOTAL 429101 1 | 5,064,315 |

ITEM NUMBER:429825 1
DISTRICT:01
ROADWAY ID:05000000

PROJECT DESCRIPTION:HARNEY POND ROAD FROM PARK AREA TO SR 78
COUNTY:GLADES
PROJECT LENGTH: 1.082MI

NON-SIS
TYPE OF WORK:BIKE LANE/SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2015 |
|---|------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALT | -622 |
| TOTAL 429825 1 | -622 |
| TOTAL 429825 1 | -622 |

ITEM NUMBER:434933 1
DISTRICT:01
ROADWAY ID:05020000

PROJECT DESCRIPTION:SR 78 FROM SR 25/US 27 TO CR 74-XING# 627662-K
COUNTY:GLADES
PROJECT LENGTH: 9.750MI

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| FUND CODE | 2015 |
|---|--------|
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| RHH | 20,361 |
| TOTAL 434933 1 | 20,361 |
| TOTAL 434933 1 | 20,361 |

HIGHWAYS

ITEM NUMBER:194093 1

DISTRICT:01

ROADWAY ID:06010000

PROJECT DESCRIPTION:US 17 FROM N OF PEACE RIVER TO TROPICANA ROAD

COUNTY:HARDEE

PROJECT LENGTH: 4.086MI

SIS

TYPE OF WORK:ADD LANES & REHABILITATE PVMNT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| FUND CODE | 2015 |
|-----------------------|-------------------|
| | |
| | -2,088,080 |
| TOTAL 194093 1 | -2,088,080 |
| TOTAL 194093 1 | -2,088,080 |

ITEM NUMBER:414547 1

DISTRICT:01

ROADWAY ID:06010000

PROJECT DESCRIPTION:US 17 FROM DESOTO C/L TO CR 634 (SWEETWATER RD)

COUNTY:HARDEE

PROJECT LENGTH: 4.952MI

SIS

TYPE OF WORK:ADD LANES & RECONSTRUCT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| FUND CODE | 2015 |
|-----------------------|---------------|
| | |
| | 27,597 |
| TOTAL 414547 1 | 27,597 |
| TOTAL 414547 1 | 27,597 |

ITEM NUMBER:420633 1

DISTRICT:01

ROADWAY ID:06010000

PROJECT DESCRIPTION:US 17 FROM SOUTH OF CR 634 TO 7TH AVENUE

COUNTY:HARDEE

PROJECT LENGTH: 5.548MI

SIS

TYPE OF WORK:ADD LANES & RECONSTRUCT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| FUND CODE | 2015 |
|-----------------------|----------------|
| | |
| | 127,699 |
| | -2,434 |
| TOTAL 420633 1 | 125,265 |
| TOTAL 420633 1 | 125,265 |

ITEM NUMBER:420633 3

DISTRICT:01

ROADWAY ID:06010000

PROJECT DESCRIPTION:US 17 FROM S OF WEST 9TH STREET TO N OF WEST 3RD STREET (ZOLFO SPRINGS)

COUNTY:HARDEE

PROJECT LENGTH: 1.11MI

SIS

TYPE OF WORK:ADD LANES & RECONSTRUCT

LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2

| FUND CODE | 2015 |
|-----------------------|------------------|
| | |
| | 252,969 |
| | 16,843 |
| TOTAL 420633 3 | 1,555,803 |
| TOTAL 420633 3 | 1,825,615 |
| TOTAL 420633 3 | 1,825,615 |

HIGHWAYS
=====

ITEM NUMBER:428142 1
DISTRICT:01
ROADWAY ID:06520000

PROJECT DESCRIPTION:EAST MAIN STREET FROM WEST CENTRAL AVENUE TO WEST OF LAKE BRANCH RD
COUNTY:HARDEE
PROJECT LENGTH: .297MI

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

NON-SIS

| FUND CODE | 2015 |
|---|---------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALN | -22,658 |
| TALT | 5,280 |
| TOTAL 428142 1 | -17,378 |
| TOTAL 428142 1 | -17,378 |

ITEM NUMBER:433193 1
DISTRICT:01
ROADWAY ID:06000000

PROJECT DESCRIPTION:DOYLE PARKER AVE FROM COUNTYLINE RD TO US 17
COUNTY:HARDEE
PROJECT LENGTH: .810MI

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

NON-SIS

| FUND CODE | 2015 |
|--|---------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALL | 5,848 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALL | 331,902 |
| TOTAL 433193 1 | 337,750 |
| TOTAL 433193 1 | 337,750 |

ITEM NUMBER:434503 1
DISTRICT:01
ROADWAY ID:06050000

PROJECT DESCRIPTION:SR 64 AT CR 663
COUNTY:HARDEE
PROJECT LENGTH: .183MI

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

NON-SIS

| FUND CODE | 2015 |
|--|---------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALN | 110,620 |
| TOTAL 434503 1 | 110,620 |
| TOTAL 434503 1 | 110,620 |

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

HEARTLAND REGIONAL TPO

HIGHWAYS
=====

| | | |
|----------------------|--|----------|
| ITEM NUMBER:408286 2 | PROJECT DESCRIPTION:SR 80 FROM CR 833 TO US 27 | |
| DISTRICT:01 | COUNTY:HENDRY | |
| ROADWAY ID:07010000 | PROJECT LENGTH: 1.987MI | |
| FUND | | 2015 |
| CODE | | |
| EB | | -200,506 |
| SL | | 5,371 |
| TOTAL 408286 2 | | -195,135 |
| TOTAL 408286 2 | | -195,135 |

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| | | |
|---|--|--------|
| ITEM NUMBER:408286 5 | PROJECT DESCRIPTION:SR 80 FROM DALTON LANE TO INDIAN HILLS DRIVE | |
| DISTRICT:01 | COUNTY:HENDRY | |
| ROADWAY ID:07010000 | PROJECT LENGTH: 5.273MI | |
| FUND | | 2015 |
| CODE | | |
| NHPP | | 61,457 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | | 4,679 |
| TOTAL 408286 5 | | 66,136 |
| TOTAL 408286 5 | | 66,136 |

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| | | |
|----------------------|---|---------|
| ITEM NUMBER:408286 6 | PROJECT DESCRIPTION:SR 80 FROM INDIAN HILLS DRIVE TO CR 833 | |
| DISTRICT:01 | COUNTY:HENDRY | |
| ROADWAY ID:07010000 | PROJECT LENGTH: 6.355MI | |
| FUND | | 2015 |
| CODE | | |
| SN | | 597,633 |
| TOTAL 408286 6 | | 597,633 |
| TOTAL 408286 6 | | 597,633 |

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| | | |
|---|--|----------|
| ITEM NUMBER:408286 7 | PROJECT DESCRIPTION:SR 80 AT US 27 NEW INTERCHANGE | |
| DISTRICT:01 | COUNTY:HENDRY | |
| ROADWAY ID:07010000 | PROJECT LENGTH: .981MI | |
| FUND | | 2015 |
| CODE | | |
| NH | | -5,752 |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | | -896,092 |
| TOTAL 408286 7 | | -901,844 |
| TOTAL 408286 7 | | -901,844 |

SIS
TYPE OF WORK:INTERCHANGE (NEW)
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

HIGHWAYS
=====

| | | |
|--|--|--------|
| ITEM NUMBER:416230 1 | PROJECT DESCRIPTION:SR 80 AT VARIOUS LOCATIONS | |
| DISTRICT:01 | COUNTY:HENDRY | |
| ROADWAY ID:07010000 | PROJECT LENGTH: 31.896MI | |
| FUND CODE | 2015 | |
| SE | | -5,114 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY HENDRY COUNTY ENGINEERING | | |
| SE | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | | |
| TOTAL 416230 1 | | -4,861 |
| TOTAL 416230 1 | | -9,975 |
| TOTAL 416230 1 | | -9,975 |

SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| | | |
|---|--|---------|
| ITEM NUMBER:429840 1 | PROJECT DESCRIPTION:HARDEE STREET FROM SR 80 TO FRASER AVE | |
| DISTRICT:01 | COUNTY:HENDRY | |
| ROADWAY ID:07000008 | PROJECT LENGTH: .030MI | |
| FUND CODE | 2015 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| TALT | | |
| TOTAL 429840 1 | | -12,795 |
| TOTAL 429840 1 | | -12,795 |
| TOTAL 429840 1 | | -12,795 |

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| | | |
|---|--|---------|
| ITEM NUMBER:429845 1 | PROJECT DESCRIPTION:LOPEZ STREET FROM US 27 /SR 25 TO CARIBBEAN AVENUE | |
| DISTRICT:01 | COUNTY:HENDRY | |
| ROADWAY ID: | PROJECT LENGTH: .000 | |
| FUND CODE | 2015 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| TALT | | |
| TOTAL 429845 1 | | -19,549 |
| TOTAL 429845 1 | | -19,549 |
| TOTAL 429845 1 | | -19,549 |

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | | |
|---|---|---------|
| ITEM NUMBER:430355 1 | PROJECT DESCRIPTION:US 27 HENDRY CO. VWS & BI-DIRECTIONAL STATIC SCALES | |
| DISTRICT:01 | COUNTY:HENDRY | |
| ROADWAY ID:07030000 | PROJECT LENGTH: .822MI | |
| FUND CODE | 2015 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | | |
| TOTAL 430355 1 | | -30,163 |
| TOTAL 430355 1 | | -30,163 |
| TOTAL 430355 1 | | -30,163 |

SIS
TYPE OF WORK:MCCO WEIGH STATION STATIC/WIM
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

HEARTLAND REGIONAL TPO

ITEM NUMBER:430893 1 PROJECT DESCRIPTION:FRASER AVE FROM HARDEE ST TO MAIN ST *NON-SIS*
DISTRICT:01 COUNTY:HENDRY
ROADWAY ID:07000008 PROJECT LENGTH: .488MI Lanes EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND | 2015 |
|--|--------|
| CODE | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TOTAL 430893 1 | -4,247 |
| TOTAL 430893 1 | -4,247 |
| TOTAL 430893 1 | -4,247 |

ITEM NUMBER:430894 1 PROJECT DESCRIPTION:E BASILIAN CRESCENT FROM SW WC OWENS AVE TO DEAN DUFF *NON-SIS*
DISTRICT:01 COUNTY:HENDRY
ROADWAY ID:07000000 PROJECT LENGTH: .403MI Lanes EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND | 2015 |
|--|--------|
| CODE | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALT | -4,434 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TOTAL 430894 1 | 28,000 |
| TOTAL 430894 1 | 23,566 |
| TOTAL 430894 1 | 23,566 |

ITEM NUMBER:432812 1 PROJECT DESCRIPTION:WC OWENS AVE FROM BASILIAN CRESCENT TO AZTEC AVE -XING#627699-A *NON-SIS*
DISTRICT:01 COUNTY:HENDRY
ROADWAY ID:07070000 PROJECT LENGTH: .037MI Lanes EXIST/IMPROVED/ADDED: 2/ 2/ 0

| FUND | 2015 |
|---|---------|
| CODE | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| RHH | 235,237 |
| TOTAL 432812 1 | 235,237 |
| TOTAL 432812 1 | 235,237 |

HIGHWAYS
=====

| | | | |
|----------------------|---|------|----------|
| ITEM NUMBER:194485 1 | PROJECT DESCRIPTION:US 27 FROM LAKE ISIS AVENUE TO POLK C/L | | |
| DISTRICT:01 | COUNTY:HIGHLANDS | | |
| ROADWAY ID:09030000 | PROJECT LENGTH: 2.752MI | | |
| FUND | | 2015 | |
| CODE | | | |
| EB | | | -23,976 |
| SL | | | -138,206 |
| TOTAL 194485 1 | | | -162,182 |
| TOTAL 194485 1 | | | -162,182 |

SIS
TYPE OF WORK:ADD LANES & REHABILITATE PVMNT
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2

| | | | |
|----------------------|--|------|--------|
| ITEM NUMBER:428137 1 | PROJECT DESCRIPTION:MEMORIAL DRIVE FROM POMPINO DR TO MEMORIAL ELEMENTARY SCHOOL | | |
| DISTRICT:01 | COUNTY:HIGHLANDS | | |
| ROADWAY ID:09000000 | PROJECT LENGTH: 1.196MI | | |
| FUND | | 2015 | |
| CODE | | | |
| TALT | | | -1,017 |
| TOTAL 428137 1 | | | -1,017 |
| TOTAL 428137 1 | | | -1,017 |

NON-SIS
TYPE OF WORK:BIKE LANE/SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | | | |
|----------------------|---|------|---------|
| ITEM NUMBER:429818 1 | PROJECT DESCRIPTION:VALERIE BLVD FROM SR 25 (US 27) TO MEMORIAL DRIVE | | |
| DISTRICT:01 | COUNTY:HIGHLANDS | | |
| ROADWAY ID:09000000 | PROJECT LENGTH: .673MI | | |
| FUND | | 2015 | |
| CODE | | | |
| TALT | | | -33,228 |
| TOTAL 429818 1 | | | -33,228 |
| TOTAL 429818 1 | | | -33,228 |

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | | | |
|----------------------|--|------|--------|
| ITEM NUMBER:430917 1 | PROJECT DESCRIPTION:LAKE PLACID ELEMENTARY SRFS SAFETY SIDEWALKS | | |
| DISTRICT:01 | COUNTY:HIGHLANDS | | |
| ROADWAY ID:09000000 | PROJECT LENGTH: .200MI | | |
| FUND | | 2015 | |
| CODE | | | |
| TALT | | | -2,742 |
| TOTAL 430917 1 | | | -2,742 |
| TOTAL 430917 1 | | | -2,742 |

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

HEARTLAND REGIONAL TPO

HIGHWAYS
=====

ITEM NUMBER:430927 1
DISTRICT:01
ROADWAY ID:09520000

PROJECT DESCRIPTION:FRED WILD ELEMENTARY SRTS SAFETY SIDEWALKS
COUNTY:HIGHLANDS
PROJECT LENGTH: .243MI

FUND CODE
2015

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SE
TOTAL 430927 1 -12,882
TOTAL 430927 1 -12,882

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

NON-SIS

ITEM NUMBER:431319 1
DISTRICT:01
ROADWAY ID:09030000

PROJECT DESCRIPTION:US 27 AT VICKI DRIVE
COUNTY:HIGHLANDS
PROJECT LENGTH: .089MI

FUND CODE
2015

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL
TOTAL 431319 1 50,405
TOTAL 431319 1 50,405

TYPE OF WORK:ADD RIGHT TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 1

SIS

ITEM NUMBER:431320 1
DISTRICT:01
ROADWAY ID:09030000

PROJECT DESCRIPTION:US 27 AT SEBRING PARKWAY
COUNTY:HIGHLANDS
PROJECT LENGTH: .086MI

FUND CODE
2015

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL
TOTAL 431320 1 50,397
TOTAL 431320 1 244,188
TOTAL 431320 1 294,585

TYPE OF WORK:ADD RIGHT TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 1

SIS

ITEM NUMBER:431325 1
DISTRICT:01
ROADWAY ID:09030000

PROJECT DESCRIPTION:US 27 AT S HIGHLANDS AVE
COUNTY:HIGHLANDS
PROJECT LENGTH: .200MI

FUND CODE
2015

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SN
TOTAL 431325 1 96,213
TOTAL 431325 1 96,213

TYPE OF WORK:ADD RIGHT TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

SIS

| | | | | | |
|---|--|--|--|-------------------------------------|--|
| HEARTLAND REGIONAL TPO | | FLORIDA DEPARTMENT OF TRANSPORTATION | | DATE RUN: 12/23/2015 | |
| | | OFFICE OF WORK PROGRAM | | TIME RUN: 15:47.11 | |
| | | ANNUAL OBLIGATIONS REPORT | | MBROBLTP | |
| | | ===== | | | |
| | | HIGHWAYS | | | |
| | | ===== | | | |
| ITEM NUMBER:431619 1 | | PROJECT DESCRIPTION:RUCKS DAIRY ROAD BRIDGE NUMBER 094031 OVER C-41 CANAL/SLOUGH | | *NON-SIS* | |
| DISTRICT:01 | | COUNTY:HIGHLANDS | | TYPE OF WORK:BRIDGE REPLACEMENT | |
| ROADWAY ID:09900003 | | PROJECT LENGTH: .208MI | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | |
| FUND | | 2015 | | | |
| CODE | | | | | |
| ----- | | | | | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| SL | | | | 900 | |
| TOTAL 431619 1 | | | | 900 | |
| TOTAL 431619 1 | | | | 900 | |
| ----- | | | | | |
| ITEM NUMBER:431822 1 | | PROJECT DESCRIPTION:SR 17 LAKEMONT RD E CLARADGE AVE S LAKE LETTA DR RR XING 627592-X | | *NON-SIS* | |
| DISTRICT:01 | | COUNTY:HIGHLANDS | | TYPE OF WORK:RAIL SAFETY PROJECT | |
| ROADWAY ID:09040000 | | PROJECT LENGTH: .034MI | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | 2015 | | | |
| CODE | | | | | |
| ----- | | | | | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| RHH | | | | -57,726 | |
| TOTAL 431822 1 | | | | -57,726 | |
| TOTAL 431822 1 | | | | -57,726 | |
| ----- | | | | | |
| ITEM NUMBER:432811 1 | | PROJECT DESCRIPTION:SR 700/US 98 FROM BL UFF HAMMOCK RD TO CR 621 XING#628045V & 628046C | | *NON-SIS* | |
| DISTRICT:01 | | COUNTY:HIGHLANDS | | TYPE OF WORK:RAIL SAFETY PROJECT | |
| ROADWAY ID:09110000 | | PROJECT LENGTH: 2.329MI | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | 2015 | | | |
| CODE | | | | | |
| ----- | | | | | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| RHH | | | | 52,006 | |
| RHP | | | | 151,000 | |
| TOTAL 432811 1 | | | | 203,006 | |
| TOTAL 432811 1 | | | | 203,006 | |
| ----- | | | | | |
| ITEM NUMBER:434934 1 | | PROJECT DESCRIPTION:CR 17A/SEBRING PKWY FROM ROSE RD TO YOUTH CARE LN-XING#627619-E | | *NON-SIS* | |
| DISTRICT:01 | | COUNTY:HIGHLANDS | | TYPE OF WORK:RAIL SAFETY PROJECT | |
| ROADWAY ID:09590000 | | PROJECT LENGTH: .342MI | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | 2015 | | | |
| CODE | | | | | |
| ----- | | | | | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| RHH | | | | 40,565 | |
| TOTAL 434934 1 | | | | 40,565 | |
| TOTAL 434934 1 | | | | 40,565 | |
| ----- | | | | | |

ITEM NUMBER:196904 2 PROJECT DESCRIPTION:SR 70 FROM NE 34TH AVENUE TO NE 80TH AVENUE
DISTRICT:01 COUNTY:OKEECHOBEE
ROADWAY ID:91070000 PROJECT LENGTH: 3.659MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2

| FUND CODE | 2015 |
|---|------------------|
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NH | -23,165 |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | -112,641 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 4,277,965 |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 50,000 |
| TOTAL 196904 2 | 4,192,159 |
| TOTAL 196904 2 | 4,192,159 |

ITEM NUMBER:196904 4 PROJECT DESCRIPTION:SR 70 FROM NE 80TH AVENUE TO BERMAN ROAD
DISTRICT:01 COUNTY:OKEECHOBEE
ROADWAY ID:91070000 PROJECT LENGTH: 3.31MI

NON-SIS
TYPE OF WORK:ADD LANES & REHABILITATE PVMNT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| FUND CODE | 2015 |
|---|------------------|
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NH | -36,562 |
| NHPP | 1,011,966 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 2,928,894 |
| TOTAL 196904 4 | 3,904,298 |
| TOTAL 196904 4 | 3,904,298 |

ITEM NUMBER:200105 7 PROJECT DESCRIPTION:OKEECHOBEE TRAILHEAD
DISTRICT:01 COUNTY:OKEECHOBEE
ROADWAY ID:91000000 PROJECT LENGTH: .164MI

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2015 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALT | 33,880 |
| TOTAL 200105 7 | 33,880 |
| TOTAL 200105 7 | 33,880 |

ITEM NUMBER:425846 1 PROJECT DESCRIPTION:SR 70 AT US 441
DISTRICT:01 COUNTY:OKEECHOBEE
ROADWAY ID:91070000 PROJECT LENGTH: .358MI

SIS
TYPE OF WORK:INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2015 |
|--|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| EB | -998 |
| SA | 800,000 |
| TOTAL 425846 1 | 799,002 |
| TOTAL 425846 1 | 799,002 |

HIGHWAYS

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

PROJECT DESCRIPTION:SR 78 FROM OKEECHOBEE C/L TO LEMKIN CREEK BRIDGE
COUNTY:OKEECHOBEE
PROJECT LENGTH: 2.943MI

| | | | |
|---|------|--------|--|
| ITEM NUMBER:429102 1 | | | |
| DISTRICT:01 | | | |
| ROADWAY ID:91010000 | | | |
| FUND | 2015 | | |
| CODE | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TOTAL 429102 1 | | -3,215 | |
| TOTAL 429102 1 | | -3,215 | |
| TOTAL 429102 1 | | -3,215 | |

TYPE OF WORK:SIGNING/PAVEMENT MARKINGS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

PROJECT DESCRIPTION:EVERGLADES BLVD FROM SE 26TH STREET TO SR 710
COUNTY:OKEECHOBEE
PROJECT LENGTH: .612MI

| | | | |
|---|------|---------|--|
| ITEM NUMBER:429485 1 | | | |
| DISTRICT:01 | | | |
| ROADWAY ID:91000000 | | | |
| FUND | 2015 | | |
| CODE | | | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | | -42,290 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TOTAL 429485 1 | | -1,930 | |
| TOTAL 429485 1 | | -44,220 | |
| TOTAL 429485 1 | | -44,220 | |

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

PROJECT DESCRIPTION:SR 70 WEST FROM SW 24TH AVENUE TO NW 38TH TERRACE
COUNTY:OKEECHOBEE
PROJECT LENGTH: .905MI

| | | | |
|--|------|--------|--|
| ITEM NUMBER:429819 1 | | | |
| DISTRICT:01 | | | |
| ROADWAY ID:91070000 | | | |
| FUND | 2015 | | |
| CODE | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TALT | | 18,047 | |
| TOTAL 429819 1 | | 18,047 | |
| TOTAL 429819 1 | | 18,047 | |

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

PROJECT DESCRIPTION:SR 15/700 (US 98/441) FROM SR 78 TO SE 30TH TERRACE
COUNTY:OKEECHOBEE
PROJECT LENGTH: 2.188MI

| | | | |
|--|------|------------|--|
| ITEM NUMBER:434962 1 | | | |
| DISTRICT:01 | | | |
| ROADWAY ID:91050000 | | | |
| FUND | 2015 | | |
| CODE | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SA | | 100,000 | |
| TOTAL 434962 1 | | 100,000 | |
| TOTAL 434962 1 | | 100,000 | |
| TOTAL DIST: 01 | | 13,834,436 | |
| TOTAL HIGHWAYS | | 13,834,436 | |

PLANNING
=====

ITEM NUMBER:436403 1
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:CENTRAL FLORIDA RPC JPA - HIGHLANDS
COUNTY:HIGHLANDS
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2015 |
|---|---------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CENTRAL FLORIDA REGIONAL PLANNI HP | 150,000 |
| TOTAL 436403 1 | 150,000 |
| TOTAL 436403 1 | 150,000 |

ITEM NUMBER:436403 2
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:HEARTLAND REGIONAL TPO
COUNTY:HIGHLANDS
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2015 |
|---|---------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE PL | 177,590 |
| TOTAL 436403 2 | 177,590 |
| TOTAL 436403 2 | 177,590 |
| TOTAL DIST: 01 | 327,590 |
| TOTAL PLANNING | 327,590 |

GRAND TOTAL 14,162,026

Heartland Regional Transportation Planning Organization
List of Florida Department of Transportation (FDOT) Transit – Related Projects
FY 2015 (July 1, 2014 – June 30, 2015)

| FDOT Contract No. | Award Date | FDOT Work Program Number | FDOT Grantee | Federal Fund Code | Work Type | Project Description/Location | FDOT Funds Awarded in 2015 | Total Awarded to Date | Local Funds |
|------------------------|------------|--------------------------|---|---------------------------------|-----------|--|----------------------------|-----------------------|----------------------|
| FTA Grant #FL-16-X009* | 11/4/2014 | 435210-8-93-02 | Central Florida Regional Planning Council (CFRPC) | 5310 | Capital | Vehicles for Elderly and Disabled transportation in Hardee, Highlands, and Okeechobee counties | 56,755 | \$56,755 | \$7,094 |
| ARH34 | 1/6/2015 | 435862-1-84-02 | CFRPC | 5310 | Operating | Operating funds for trips for elderly and disabled in Hardee, Highlands, and Okeechobee Counties | \$400,000 | \$610,000 | \$610,000 |
| ARP90 | 1/2/2015 | 436957-1-94-01 | CFRPC | 5311 | Capital | Mobility Management activities within the six counties of the Heartland Rural Mobility Plan | \$370,000 | \$370,000 | \$92,500 |
| AQR06 | 9/25/2014 | 410124-1-84-32 | CFRPC | 5311 | Operating | Public transportation trips for citizens in Hardee, Highlands, and Okeechobee Counties | \$786,663 | \$1,947,365 | \$1,947,365 |
| ARU12 | 5/22/2015 | 437397-1-84-01 | CFRPC | State Transit Development Funds | Operating | Emergency stop-gap funds for public transportation in the Sebring-Avon Park urbanized. | \$137,553 | \$137,553 | \$80,000 |
| AQR03 | 10/3/2014 | 410121-1-84-33 | DeSoto County | 5311 | Operating | Public transportation services in DeSoto County | \$170,392 | \$422,396 | Co-pays and TD funds |
| AQR19 | 9/24/2014 | 410122-1-84-33 | Good Wheels | 5311 | Operating | Public transportation services in Glades/Hendry Counties | \$50,000 | \$175,000 | \$175,000 |
| APF42 | 3/6/2015 | 426054-1-84-01 | Good Wheels | State Transit Corridor | Operating | Public transportation services for the Clewiston to Belle Glade Route | \$46,019 | \$353,219 | \$353,219 |

*This project is administered by FDOT Central Office

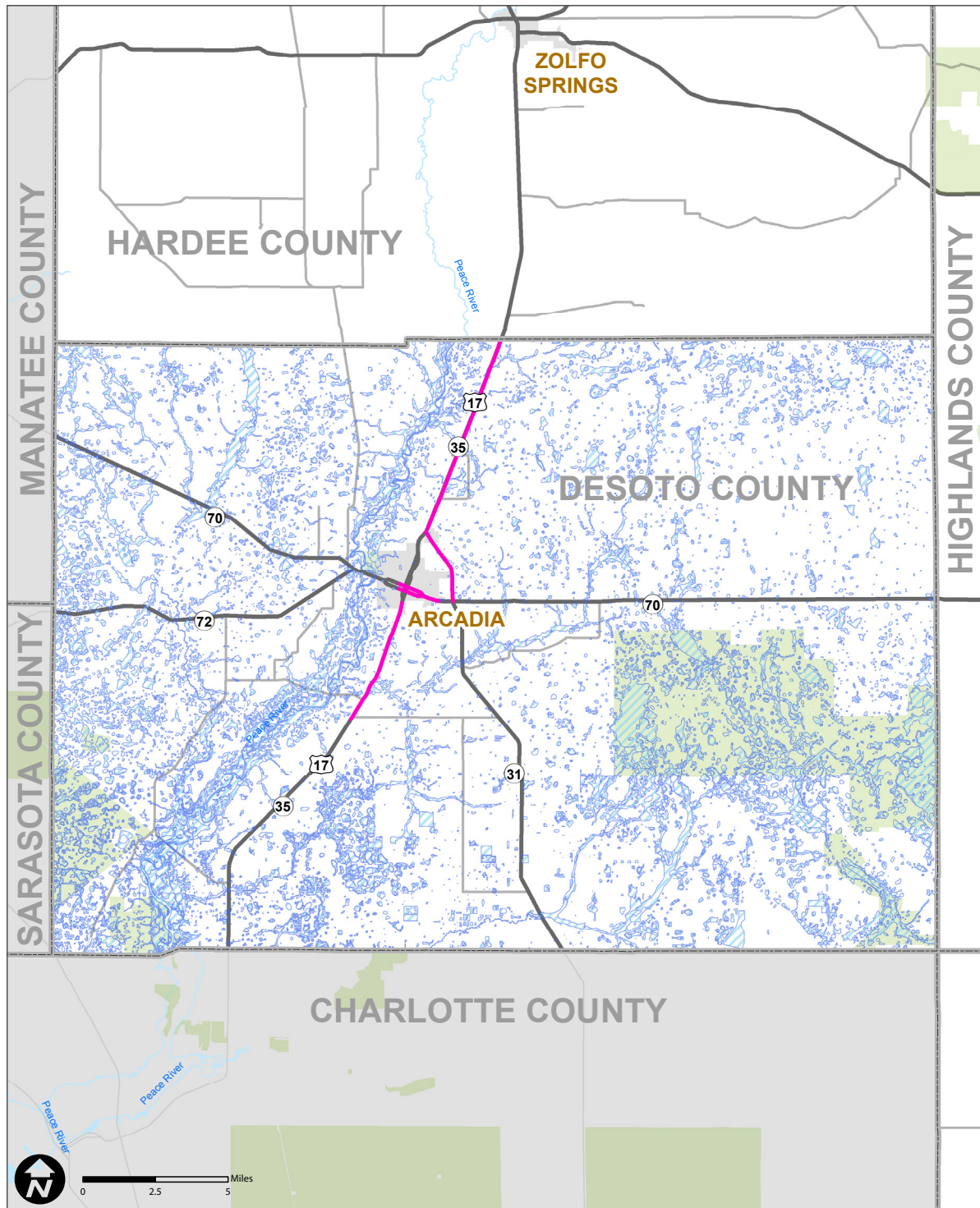
NOTE: Because the HRTPO was not established until April of 2015, there were no previously obligated Small Urban Federal Transit Administration (FTA) funds for the Sebring – Avon Park Urbanized Area to report in FY 2015. Currently, there is no direct recipient of these funds, and FDOT remains as the designated recipient for this area. This table is included for information only and reflects all FDOT funding for transit-related projects within the six-county HRTPO area to the various sub-recipients as noted under “FDOT Grantee”.

consultation **PARTNERS LIST**

- » Association of Metropolitan Planning Organizations (AMPO)
- » Avon Park Air Force Range
- » Avon Park Community Redevelopment Agency
- » Big Cypress Indian Reservation
- » Brighton Seminole Indian Reservation
- » CareerSource Heartland
- » CareerSource Southwest Florida
- » Center for Independent Living Gulf Coast
- » Center for Urban Transportation Research (CUTR)
- » Central Florida Health Care
- » Central Florida Regional Planning Council (CFRPC)
- » Charlotte County – Punta Gorda MPO
- » City of Arcadia
- » City of Avon Park
- » City of Bartow
- » City of Clewiston
- » City of LaBelle
- » City of Moore Haven
- » City of Okeechobee
- » City of Sebring
- » City of Wauchula
- » Collier MPO
- » Continuing Florida Aviation System Planning Process (CFASPP) for the Central Florida Region
- » DeSoto County Board of County Commissioners
- » DeSoto-Arcadia Regional Transit (DART)
- » Downtown Sebring
- » Economic Council of Okeechobee
- » Federal Aviation Administration (FAA)
- » Federal Highway Administration (FHWA)
- » Federal Transit Administration (FTA)
- » Florida Commission for the Transportation Disadvantaged (CTD)
- » Florida Department of Environmental Protection (FDEP)
- » Florida Department of Health (FDOH)
- » Florida Department of Transportation (FDOT)
- » Florida Farm Bureau Federation
- » Florida Heartland Economic Region of Opportunity (FHRO)
- » Florida Heartland Rural Economic Development Initiative (FHREDI)
- » Florida Metropolitan Planning Organization Advisory Council (MPOAC)
- » Glades County Board of County Commissioners
- » Glades County Economic Development Council, Inc.
- » Glades-Hendry Joint Local Coordinating Board (LCB) for the Transportation Disadvantaged
- » Good Wheels Inc.
- » Hardee County Board of County Commissioners
- » Hardee County Economic Development Council
- » Heartland Library Cooperative
- » Hendry County Board of County Commissioners
- » Hendry County Economic Development Council
- » Hendry County Libraries
- » Highlands County Board of County Commissioners
- » Highlands County Citrus Growers Association
- » Highlands County Economic Development Commission
- » Lee MPO
- » Main Street Wauchula
- » Martin MPO
- » MetroPlan Orlando
- » MV Transportation Inc.
- » National Association of Development Organizations (NADO)
- » National Association of Regional Councils (NARC)
- » NuHope Eldercare Services, Inc.
- » Okeechobee Chamber of Commerce
- » Okeechobee County Board of County Commissioners
- » Palm Beach MPO
- » Polk TPO
- » Sarasota/Manatee MPO
- » Sebring Airport Authority
- » South Florida State College
- » South Florida Water Management District (SFWMD)
- » Southwest Florida Regional Planning Council (SFRPC)
- » Southwest Florida Water Management District (SWFMD)
- » St. Lucie MPO
- » Sunrise Community, Inc.
- » Town of Bowling Green
- » Town of Lake Placid
- » Town of Zolfo Springs
- » Transportation Disadvantaged Local Coordinating Board (LCB) for DeSoto County
- » Transportation Disadvantaged Local Coordinating Board (LCB) for Hardee, Highlands, and Okeechobee Counties
- » U.S. Department of Transportation (USDOT)

HRTPO - DeSoto County

Potential Areas of Avoidance and Mitigation



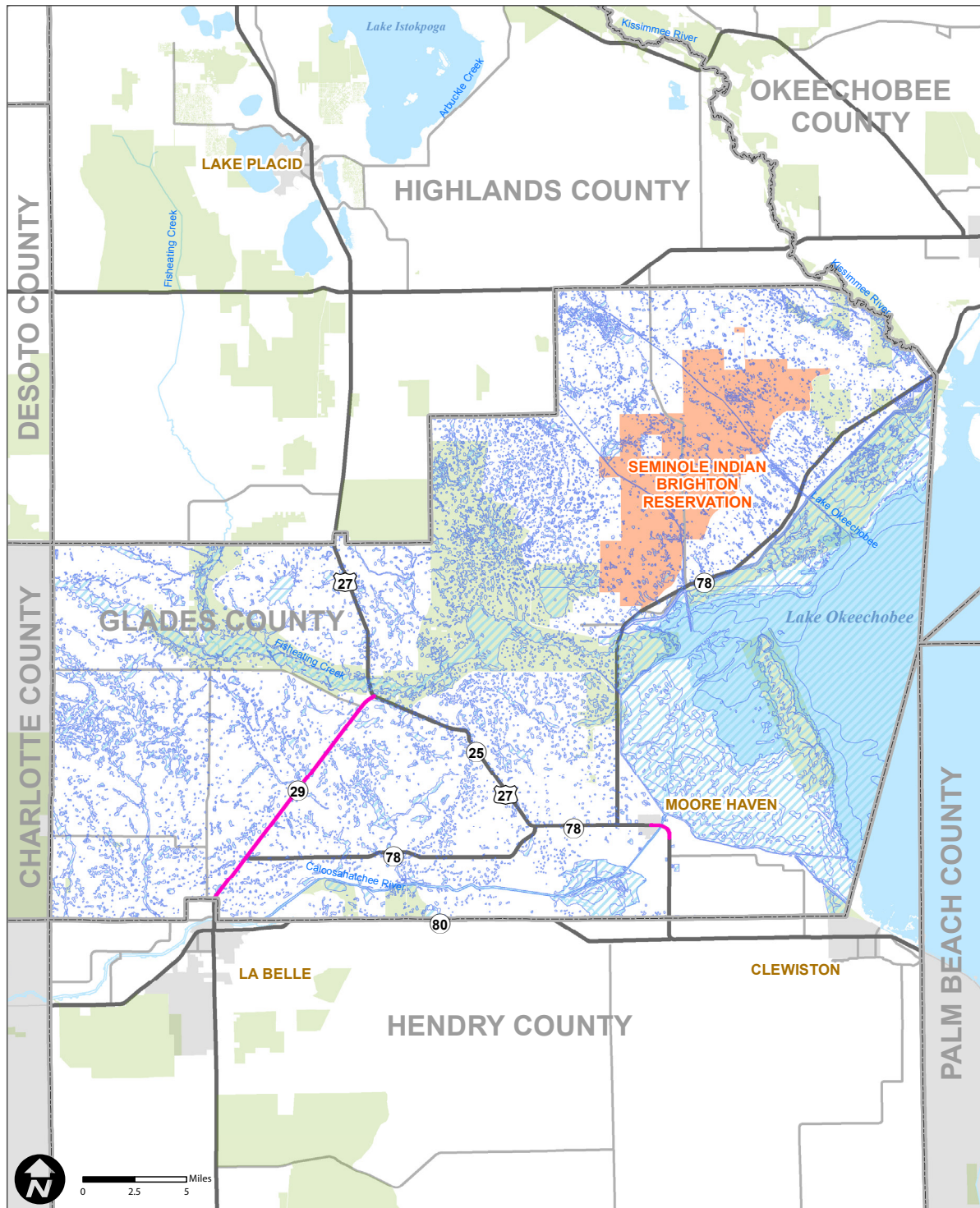
- HRTPO Counties
- Municipalities
- Conservation Lands
- Wetlands and Lakes
- HRTPO LRTP Projects



Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

HRTPO - Glades County

Potential Areas of Avoidance and Mitigation



Legend

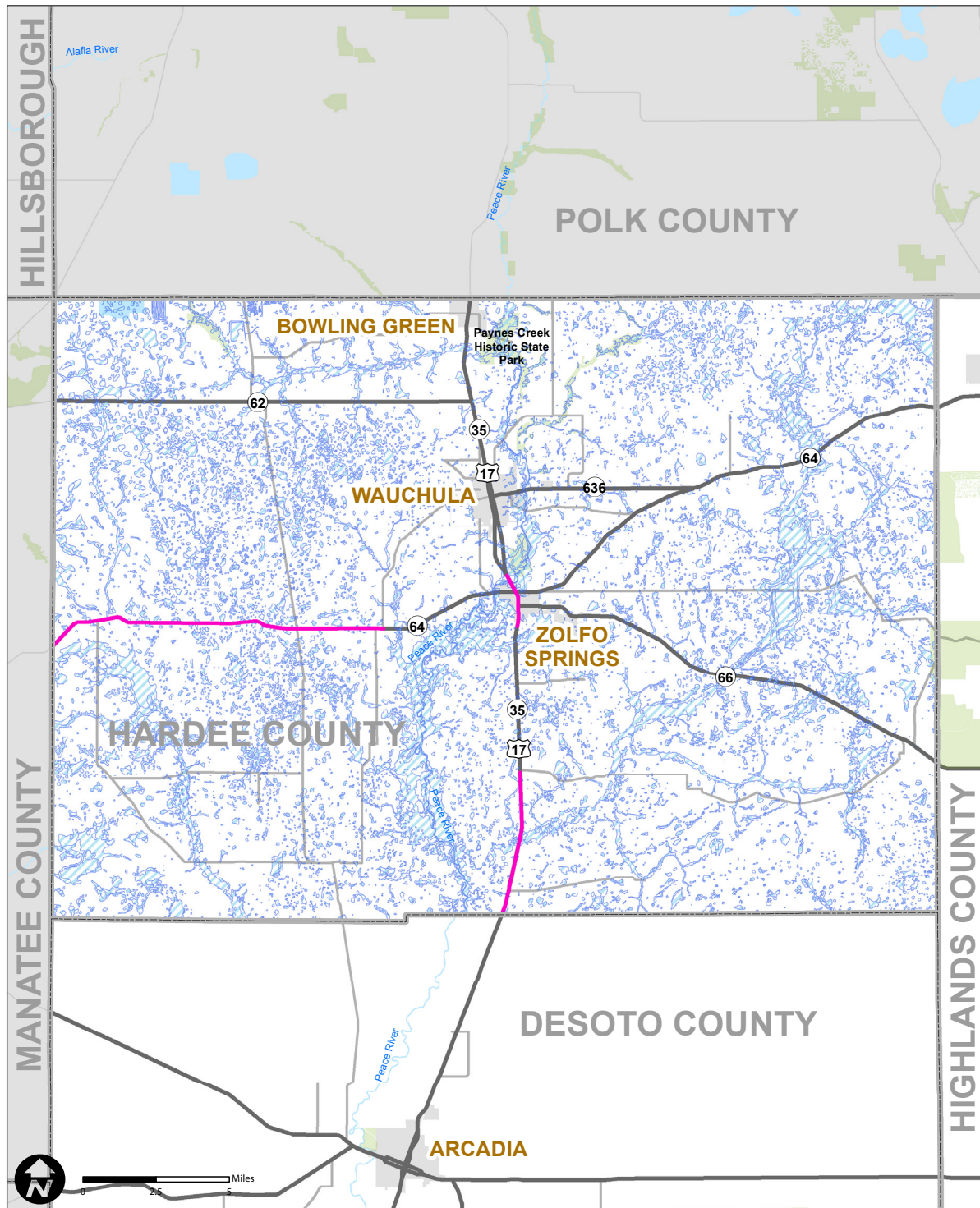
- HRTPO Counties
- Municipalities
- Tribal Lands
- Conservation Lands
- Wetlands and Lakes
- HRTPO LRTP Projects



Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

HRTPO - Hardee County

Potential Areas of Avoidance and Mitigation



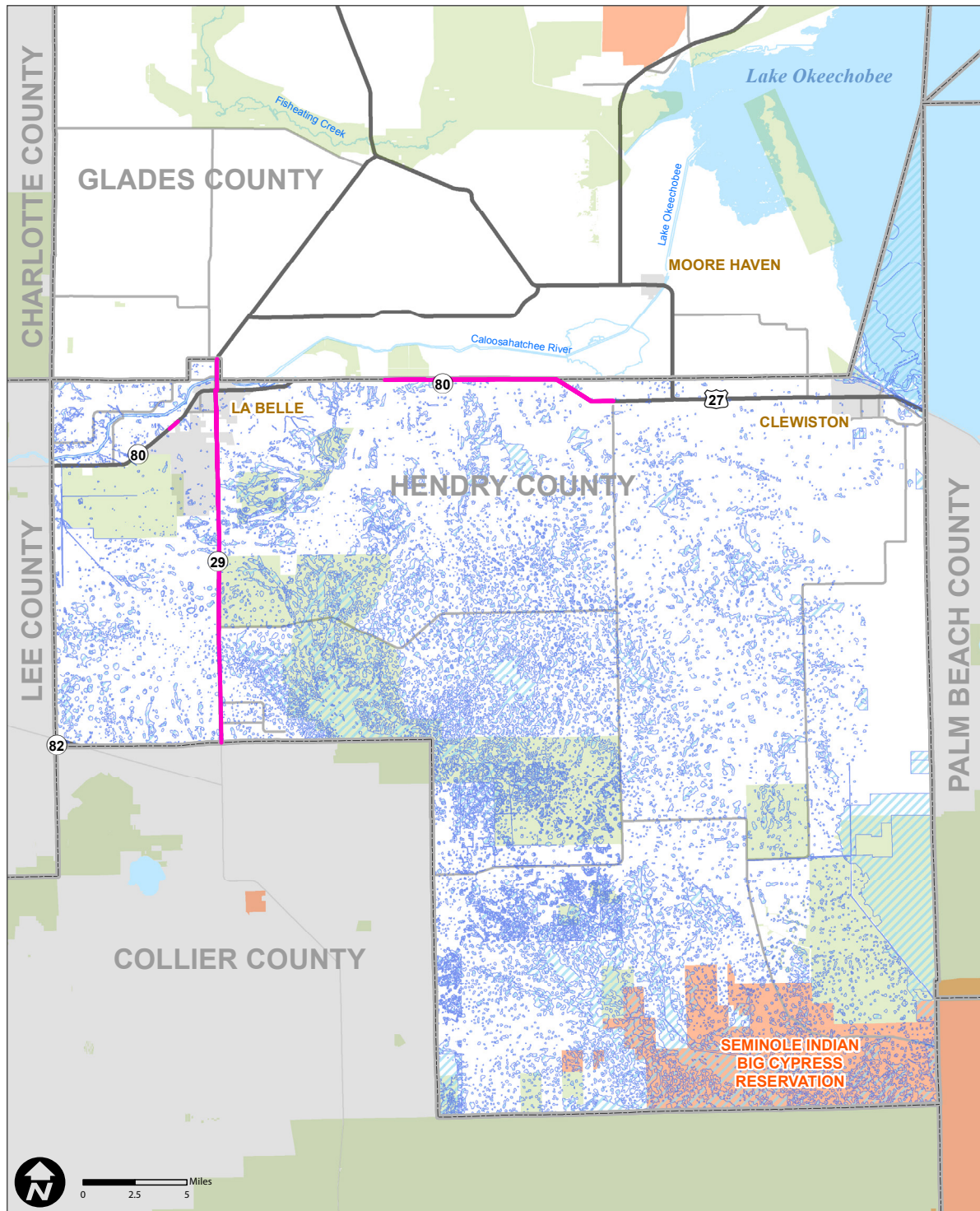
-  HRTPO Counties
-  Municipalities
-  Conservation Lands
-  Wetlands and Lakes
-  HRTPO LRTP Projects

HRTPO
Heartland Regional
Transportation Planning Organization

Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

HRTPO - Hendry County

Potential Areas of Avoidance and Mitigation



Legend

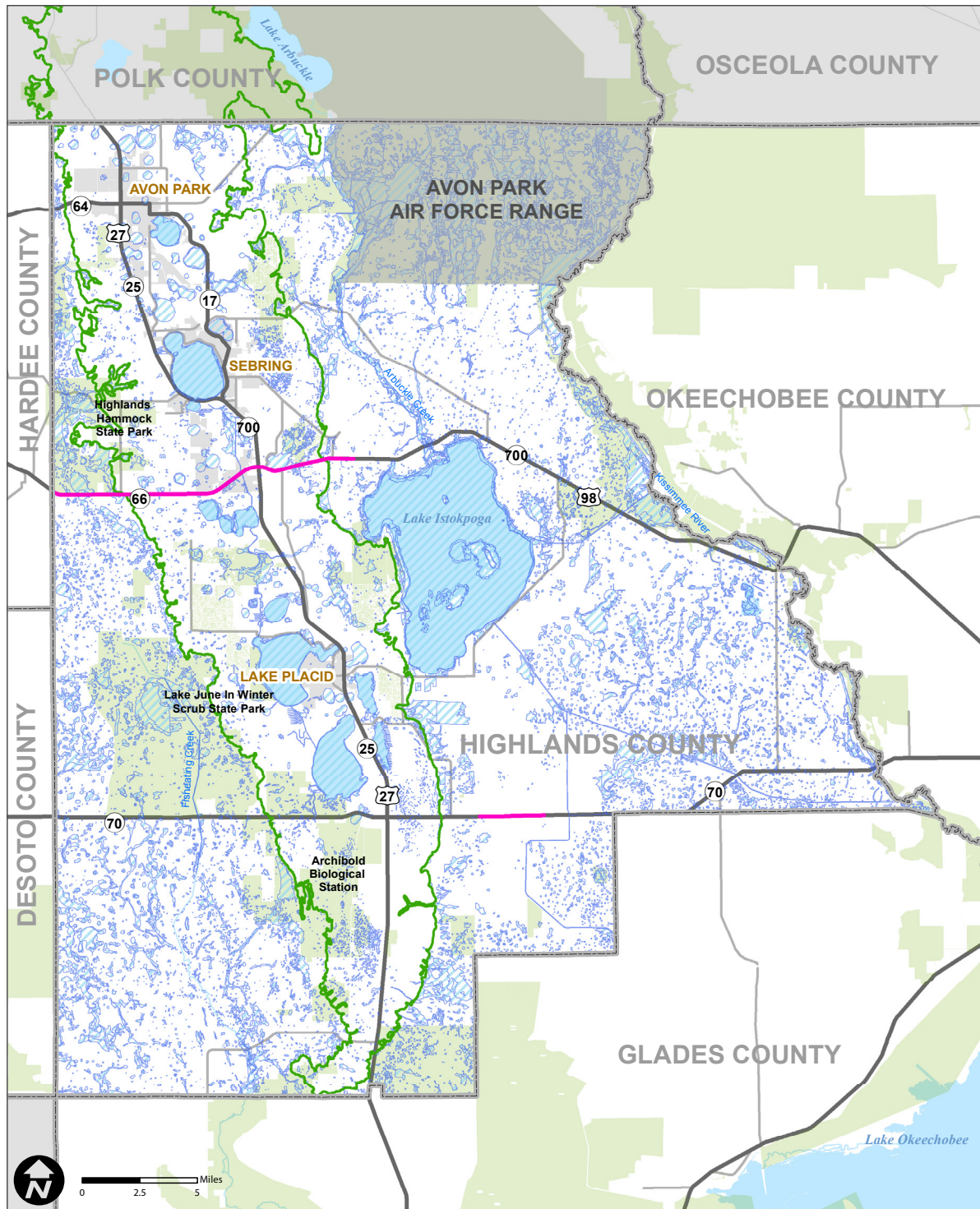
- HRTPO Counties
- Conservation Lands
- HRTPO LRTP Projects
- Municipalities
- Wetlands and Lakes
- Tribal Lands



Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

HRTPO - Highlands County

Potential Areas of Avoidance and Mitigation



Legend

- HRTPO Counties
- Municipalities
- Conservation Lands
- Lake Wales Ridge
- Wetlands and Lakes
- HRTPO LRTP Projects

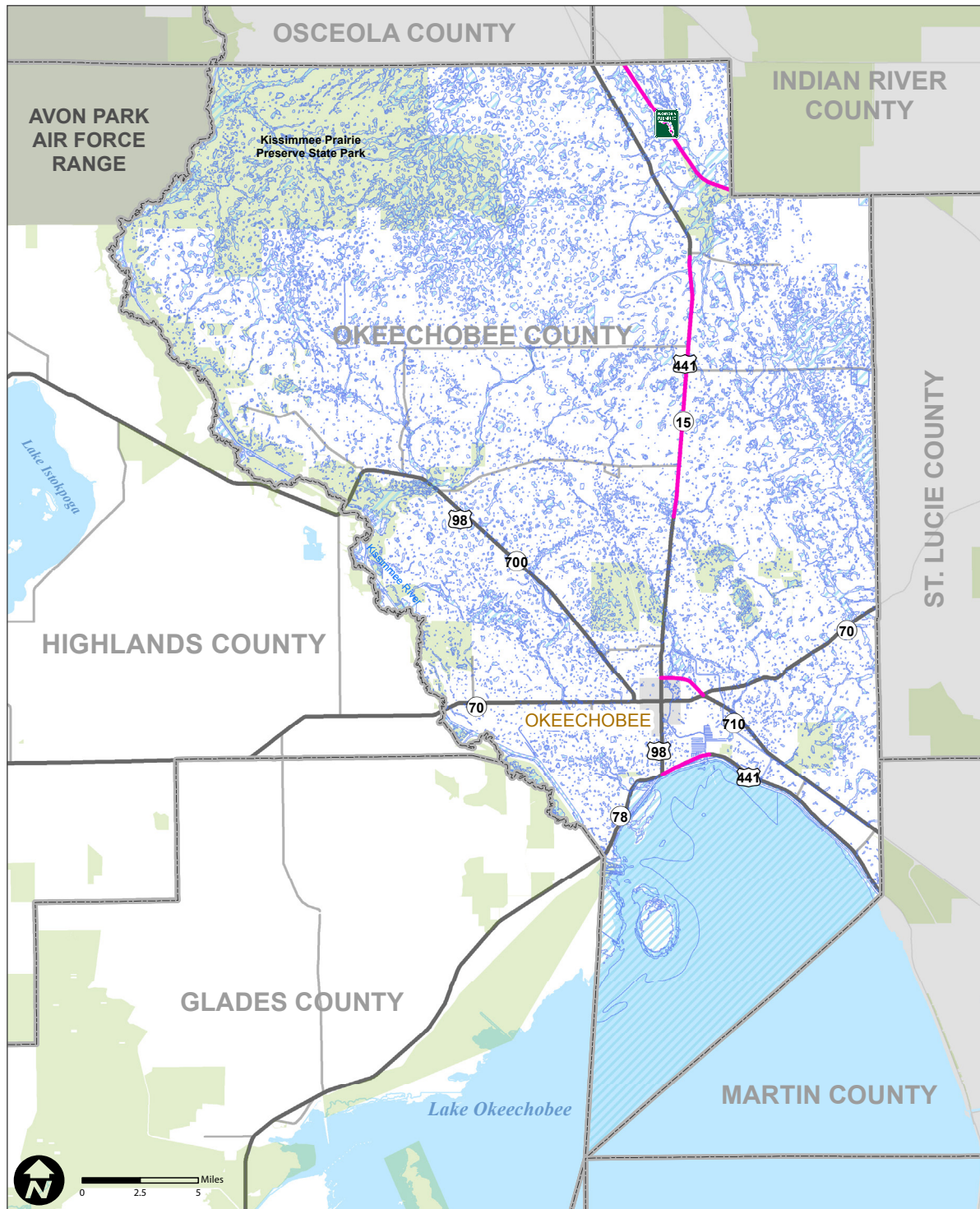




Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

Lake Wales Ridge Data Source: Archibald Biological Station, Venus, FL

HRTPO - Okeechobee County

Potential Areas of Avoidance and Mitigation



-  HRTPO Counties
-  Municipalities
-  Conservation Lands
-  Wetlands and Lakes
-  HRTPO LRTP Projects

HRTPO
Heartland Regional
Transportation Planning Organization

Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org

endangered & threatened SPECIES

A variety of endangered or threatened species are identified by the U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission. The following species are found in the six counties of the Heartland Region:

DeSoto County

| Status | Group | Common Name | Scientific Name |
|-------------------------|------------------|-------------------------------|---|
| Endangered | Birds | Florida grasshopper sparrow | <i>Ammodramus savannarum floridanus</i> |
| | Flowering Plants | Pygmy fringe-tree | <i>Chionanthus pygmaeus</i> |
| | Mammals | Florida panther | <i>Puma (=Felis) concolor coryi</i> |
| | Mammals | West Indian Manatee | <i>Trichechus manatus</i> |
| Threatened | Birds | Audubon's crested caracara | <i>Polyborus plancus audubonii</i> |
| | Birds | Florida scrub-jay | <i>Aphelocoma coerulescens</i> |
| | Birds | Wood stork | <i>Mycteria americana</i> |
| | Reptiles | Eastern indigo snake | <i>Drymarchon corais couperi</i> |
| State Threatened | Birds | Florida sandhill crane | <i>Grus canadensis pratensis</i> |
| | Birds | Least tern | <i>Sterna antillarum</i> |
| | Birds | Southeastern American kestrel | <i>Falco sparverius paulus</i> |
| | Reptiles | Gopher tortoise | <i>Gopherus polyphemus</i> |

Glades County

| Status | Group | Common Name | Scientific Name |
|-------------------------|------------------|-------------------------------|--|
| Endangered | Birds | Everglade snail kite | <i>Rostrhamus sociabilis plumbeus</i> |
| | Birds | Florida grasshopper sparrow | <i>Ammodramus savannarum floridanus</i> |
| | Birds | Red-cockaded woodpecker | <i>Picoides borealis</i> |
| | Flowering Plants | Carter's mustard | <i>Warea carteri</i> |
| | Flowering Plants | Okeechobee gourd | <i>Cucurbita okeechobeensis</i> ssp. <i>okeechobeensis</i> |
| | Mammals | Florida panther | <i>Puma (=Felis) concolor coryi</i> |
| | Mammals | West Indian Manatee | <i>Trichechus manatus</i> |
| Threatened | Birds | Audubon's crested caracara | <i>Polyborus plancus audubonii</i> |
| | Birds | Florida scrub-jay | <i>Aphelocoma coerulescens</i> |
| | Birds | Wood stork | <i>Mycteria americana</i> |
| | Reptiles | Eastern indigo snake | <i>Drymarchon corais couperi</i> |
| State Threatened | Birds | Florida sandhill crane | <i>Grus canadensis pratensis</i> |
| | Birds | Least tern | <i>Sterna antillarum</i> |
| | Birds | Southeastern American kestrel | <i>Falco sparverius paulus</i> |
| | Reptiles | Gopher tortoise | <i>Gopherus polyphemus</i> |

Hardee County

| Status | Group | Common Name | Scientific Name |
|-------------------------|------------------|-------------------------------|------------------------------|
| Endangered | Flowering Plants | Florida golden aster | Chrysopsis floridana |
| | Mammals | Florida panther | Puma (=Felis) concolor coryi |
| Threatened | Birds | Audubon's crested caracara | Polyborus plancus audubonii |
| | Birds | Florida scrub-jay | Aphelocoma coerulescens |
| | Birds | Wood stork | Mycteria americana |
| | Flowering Plants | Florida bonamia | Bonamia grandiflora |
| | Reptiles | Eastern indigo snake | Drymarchon corais couperi |
| State Threatened | Birds | Florida sandhill crane | Grus canadensis pratensis |
| | Birds | Least tern | Sterna antillarum |
| | Birds | Southeastern American kestrel | Falco sparverius paulus |
| | Reptiles | Gopher tortoise | Gopherus polyphemus |

Hendry County

| Status | Group | Common Name | Scientific Name |
|-------------------------|----------|-------------------------------|--------------------------------|
| Endangered | Birds | Everglade snail kite | Rostrhamus sociabilis plumbeus |
| | Birds | Red-cockaded woodpecker | Picoides borealis |
| | Mammals | Florida panther | Puma (=Felis) concolor coryi |
| | Mammals | West Indian Manatee | Trichechus manatus |
| Threatened | Birds | Audubon's crested caracara | Polyborus plancus audubonii |
| | Birds | Florida scrub-jay | Aphelocoma coerulescens |
| | Birds | Wood stork | Mycteria americana |
| | Reptiles | Eastern indigo snake | Drymarchon corais couperi |
| State Threatened | Birds | Florida sandhill crane | Grus canadensis pratensis |
| | Birds | Least tern | Sterna antillarum |
| | Birds | Southeastern American kestrel | Falco sparverius paulus |
| | Mammals | Big Cypress fox squirrel | Sciurus niger avicennia |
| | Reptiles | Gopher tortoise | Gopherus polyphemus |

Highlands County

| Status | Group | Common Name | Scientific Name |
|-------------------|------------------|-----------------------------|----------------------------------|
| Endangered | Birds | Everglade snail kite | Rostrhamus sociabilis plumbeus |
| | Birds | Florida grasshopper sparrow | Ammodramus savannarum floridanus |
| | Birds | Red-cockaded woodpecker | Picoides borealis |
| | Flowering Plants | Avon Park harebells | Crotalaria avonensis |
| | Flowering Plants | Britton's beargrass | Nolina brittoniana |
| | Flowering Plants | Carter's mustard | Warea carteri |
| | Flowering Plants | Florida ziziphus | Ziziphus celata |
| | Flowering Plants | Garrett's mint | Dicerandra christmanii |
| | Flowering Plants | Highlands scrub hypericum | Hypericum cumulicola |
| | Flowering Plants | Lewton's polygala | Polygala lewtonii |
| | Flowering Plants | Pygmy fringe-tree | Chionanthus pygmaeus |
| | Flowering Plants | Sandlace | Polygonella myriophylla |
| | Flowering Plants | Scrub blazingstar | Liatris ohlingerae |

Highlands County (Continued)

| Status | Group | Common Name | Scientific Name |
|-------------------------|------------------|-------------------------------|---|
| Endangered | Flowering Plants | Scrub mint | Dicerandra frutescens |
| | Flowering Plants | Scrub plum | Prunus geniculata |
| | Flowering Plants | Short-leaved rosemary | Conradina brevifolia |
| | Flowering Plants | Snakeroot | Eryngium cuneifolium |
| | Flowering Plants | Wireweed | Polygonella basiramia |
| | Lichens | Florida perforate cladonia | Cladonia perforata |
| | Mammals | Florida panther | Puma (=Felis) concolor coryi |
| | Mammals | West Indian Manatee | Trichechus manatus |
| Threatened | Birds | Audubon's crested caracara | Polyborus plancus audubonii |
| | Birds | Florida scrub-jay | Aphelocoma coerulescens |
| | Birds | Wood stork | Mycteria americana |
| | Flowering Plants | Florida bonamia | Bonamia grandiflora |
| | Flowering Plants | Papery whitlow-wort | Paronychia chartacea |
| | Flowering Plants | Pigeon wings | Clitoria fragrans |
| | Flowering Plants | Scrub buckwheat | Eriogonum longifolium var. gnaphalifolium |
| | Reptiles | Bluetail mole skink | Eumeces egregius lividus |
| | Reptiles | Eastern indigo snake | Drymarchon corais couperi |
| | Reptiles | Sand skink | Neoseps reynoldsi |
| State Threatened | Birds | Florida sandhill crane | Grus canadensis pratensis |
| | Birds | Least tern | Sterna antillarum |
| | Birds | Southeastern American kestrel | Falco sparverius paulus |
| | Reptiles | Gopher tortoise | Gopherus polyphemus |
| | Reptiles | Short-tailed snake | Stilosoma extenuatum |

Okeechobee County

| Status | Group | Common Name | Scientific Name |
|-------------------------|----------|-------------------------------|----------------------------------|
| Endangered | Birds | Everglade snail kite | Rostrhamus sociabilis plumbeus |
| | Birds | Florida grasshopper sparrow | Ammodramus savannarum floridanus |
| | Mammals | Florida bonneted bat | Eumops floridanus |
| | Mammals | Florida panther | Puma (=Felis) concolor coryi |
| | Mammals | West Indian Manatee | Trichechus manatus |
| Threatened | Birds | Audubon's crested caracara | Polyborus plancus audubonii |
| | Birds | Florida scrub-jay | Aphelocoma coerulescens |
| | Birds | Wood stork | Mycteria americana |
| | Reptiles | Eastern indigo snake | Drymarchon corais couperi |
| State Threatened | Birds | Florida sandhill crane | Grus canadensis pratensis |
| | Birds | Least tern | Sterna antillarum |
| | Birds | Southeastern American kestrel | Falco sparverius paulus |
| | Reptiles | Gopher tortoise | Gopherus polyphemus |



For additional information:

Heartland Regional Transportation Planning Organization

555 E. Church Street, Bartow, FL 33830

(863) 534-7130

info@heartlandregionaltpo.org

<http://www.heartlandregionaltpo.org>