

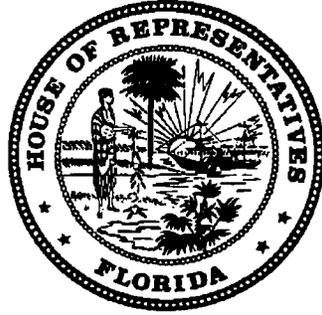


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# **Transportation & Economic Development Appropriations Subcommittee**

## **Meeting Packet**

**January 11, 2016  
4:00 p.m. – 6:00 p.m.  
Reed Hall**



## **AGENDA**

Transportation & Economic Development Appropriations Subcommittee

January 11, 2016

4:00 p.m. – 6:00 p.m.

Reed Hall

- I. **Call to Order/Roll Call**
- II. **Consideration of Bills**
  - HB 299 Expressway Authorities by Rep. Nuñez
  - HB 435 Gold Star License Plates by Rep. Burgess
- III. **Department of Transportation Presentations**
  - Work Program Overview/Road Fund Overview
    - Lisa Saliba, Director, Office of Work Program and Budget*
- IV. **Closing Remarks/Adjourn**



## HOUSE OF REPRESENTATIVES STAFF ANALYSIS

**BILL #:** HB 299 Expressway Authorities  
**SPONSOR(S):** Nuñez  
**TIED BILLS:** IDEN./SIM. BILLS: SB 574

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR or BUDGET/POLICY CHIEF
1) Transportation & Ports Subcommittee	11 Y, 0 N	Willson	← Vickers
2) Transportation & Economic Development Appropriations Subcommittee		Davis	 Davis
3) Economic Affairs Committee			

### SUMMARY ANALYSIS

The Miami-Dade County Expressway Authority (MDX) is an agency of the state created pursuant to the Florida Expressway Authority Act. Its board currently consists of 13 members, seven of whom are appointed by the Miami-Dade County Commission, five of whom are appointed by the Governor, and a Department of Transportation (DOT) district secretary, who is an ex officio voting member.

Current law prohibits lobbyists from being appointed to and serving on MDX's board.

The bill changes the makeup of MDX's board to the following nine members: five Miami-Dade County Commission appointees, three gubernatorial appointees, and the DOT district secretary.

The bill prohibits a person from serving on MDX's board if that person has, in the previous four years, represented a client for compensation before any state or municipal governmental body, including any agency, quasi-governmental entity, body staffed by public employees, or entity that has its operations paid for by public dollars.

The bill prohibits a person from serving on MDX's board if that person has, in the previous four years, done business with or represented another person or entity doing business with, a state or municipal governmental agency or body.

The bill provides for termination of board members upon a finding of violation of ethical or financial disclosure requirements.

The bill does not appear to have a fiscal impact on state or local governments.

The bill is effective upon becoming law.

## FULL ANALYSIS

### I. SUBSTANTIVE ANALYSIS

#### A. EFFECT OF PROPOSED CHANGES:

##### Current Situation

##### **Miami-Dade County**

Section 125.011(1), F.S. defines a county as:

[A]ny county operating under a home rule charter adopted pursuant to ss. 10, 11, and 24, Art. VIII of the Constitution of 1885, as preserved by Art. VIII, s. 6(e) of the Constitution of 1968, which county, by resolution of its board of county commissioners, elects to exercise the powers herein conferred. Use of the word "county" within the above provisions shall include "board of county commissioners" of such county.

The local governments authorized to operate under a home rule charter by the State Constitutions of 1885 and 1968 are the City of Key West and Monroe County,<sup>1</sup> Dade County,<sup>2</sup> and Hillsborough County.<sup>3</sup> Of these, only Miami-Dade County operates under a home-rule charter, which was adopted on May 21, 1957, under this constitutional provision.<sup>4</sup> Therefore, Miami-Dade County is the only county that meets the definition in s. 125.011(1), F.S.

##### **Miami-Dade County Expressway Authority**

The Florida Expressway Authority Act (Act), codified in part I of chapter 348, F.S.,<sup>5</sup> authorizes any county or two or more contiguous counties within a single Department of Transportation (DOT) district to, by resolution adopted by the board of county commissioners, form an expressway authority, which shall be an agency of the state.<sup>6</sup> MDX was created in 1994, when the Miami-Dade County Commission adopted ordinance 94-215.<sup>7</sup> The Miami-Dade County Expressway Authority (MDX) is the only expressway authority created under the Act.<sup>8</sup>

MDX's system consists of the following roadways in Miami-Dade County:

- Airport Expressway (SR 112);
- Dolphin Expressway (SR 836);
- Don Shula Expressway (SR 874);
- Snapper Creek Expressway (SR 878); and
- Gratigny Parkway (SR 924).

MDX's board consists of 13 members, seven of whom are appointed by the Miami-Dade County Commission and five of whom are appointed by the Governor. The 13<sup>th</sup> member is DOT's district six secretary, who is an ex-officio voting member.<sup>9</sup>

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<sup>1</sup> FLA. CONST. art. VIII, s. 6, n. 2.

<sup>2</sup> FLA. CONST. art. VIII, s. 6, n. 3.

<sup>3</sup> FLA. CONST. art. VIII, s. 6, n. 4.

<sup>4</sup> Florida Association of Counties, *Charter County Information*, <http://www.fl-counties.com/about-floridas-counties/charter-county-information> (last visited May 2, 2014).

<sup>5</sup> Part I of ch. 348, F.S. is comprised of ss. 348.0001 through 348.0012, F.S.

<sup>6</sup> S. 348.0003(1), F.S.

<sup>7</sup> A copy of the ordinance is available at [http://miamidade.fl.elaws.us/code/coor/coor\\_ptiii\\_ch2\\_artxviii/](http://miamidade.fl.elaws.us/code/coor/coor_ptiii_ch2_artxviii/) (Last visited November 09, 2015).

<sup>8</sup> While MDX is the only authority created pursuant to the Act, part V of ch. 348, F.S., creating the Osceola County Expressway Authority, contains numerous references to the Act.

<sup>9</sup> S. 348.0003(2)(d), F.S.

In 2014, CS/CS/CS/SB 846<sup>10</sup> applied several ethics provisions to MDX in addition to those currently required by the Code of Ethics. Specifically the bill:

- Required MDX's general counsel to serve as its ethics officer;
- Required the code of ethics policy to be reviewed and updated by the ethics officer and presented for board approval at least once every two years;
- Required that employees be adequately informed and trained on the code of ethics and continually participate in ongoing ethics education;
- Prohibited a lobbyist<sup>11</sup> from being appointed to or serving as a member of the authority;
- Prohibited a member or the executive director of the authority from personally representing another person or entity for compensation before the authority for a period of two years after vacation of his or her position;
- Prohibited a member or the executive director, after retirement or termination, from having an employment or contractual relationship with a business entity other than an agency, in connection with a contract in which the member or executive director personally and substantially participated through decision, approval, disapproval, recommendation, rendering of advice, or investigation while he or she was a member or employee of the authority;
- Prohibited board members, employees, and consultants who hold positions that may influence authority decisions from engaging in any relationship that may adversely affect their judgment in carrying out authority business;
- Required the general counsel to review an annual conflict of interest disclosure that includes any relationship that a board member, employee, or consultant has which affords a current or future financial benefit to such board member, employee, or consultant or to a relative, or business associate of such board member, employee, or consultant, and which a reasonable person would conclude has the potential to create a prohibited conflict of interest, and whether a relative is a registered lobbyist, and, if so, the names of such lobbyist's clients; interests in real property the board member, employee, or consultant has, or that an immediate family member has, if such real property is located in, or within ½-mile radius of, any actual or prospective authority roadway project; and
- Required the conflict of interest process to be outlined in the authority's code of ethics.<sup>12</sup>

### **Proposed Changes**

The bill amends s. 348.0003(2)(d), F.S., revising the membership of MDX. The number of board members is reduced from thirteen to nine. Five members are appointed by the governing body of the county. Three members are appointed by the Governor. The ninth member is DOT's district six secretary.

The bill creates s. 348.0003(5)(a)2., F.S., providing that a person may not serve as a member of MDX's governing body if that person has, in the previous four years, represented a client for compensation before a municipal or state governmental body. This includes any agency, quasi-governmental entity, or body staffed by public employees, or entity that has its operations paid for by public dollars.

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<sup>10</sup> Ch. 2014-183, L.O.F.

<sup>11</sup> Section 112.3215, F.S., defines "lobbyist" as "a person who is employed and receives payment, or who contracts for economic consideration, for the purpose of lobbying, or a person who is principally employed for governmental affairs by another person or governmental entity to lobby on behalf of that other person or governmental entity. "Lobbyist" does not include a person who is:

1. An attorney, or any person, who represents a client in a judicial proceeding or in a formal administrative proceeding conducted pursuant to chapter 120 or any other formal hearing before an agency, board, commission, or authority of this state.
2. An employee of an agency or of a legislative or judicial branch entity acting in the normal course of his or her duties.
3. A confidential informant who is providing, or wishes to provide, confidential information to be used for law enforcement purposes.
4. A person who lobbies to procure a contract pursuant to chapter 287 which contract is less than the threshold for CATEGORY ONE as provided in s. 287.017."

<sup>12</sup> Similar provisions were passed for the Central Florida Expressway Authority in CS/CS/SB 230 (Ch. 2014-195, L.O.F.)

The bill amends s. 348.0003(5)(a)3., F.S., providing that a person may not serve as a member of the governing body of MDX if that person has, in the previous four years, done business with or represented any person or entity doing business with, a state or municipal governmental agency.

The bill creates s. 348.0003(5)(l), F.S., providing that a finding of violation of s. 348.0003(5), F.S. or Ch. 112, F.S.,<sup>13</sup> or failure to comply within 90 days after receiving a notice of failure to comply with financial disclosure requirements,<sup>14</sup> results in immediate termination from MDX's governing body.

The bill is effective upon becoming a law.

**B. SECTION DIRECTORY:**

Section 1 Amends s. 348.0003, F.S., relating to expressway authority; formation; membership.

Section 2 Provides an effective date.

**II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT**

**A. FISCAL IMPACT ON STATE GOVERNMENT:**

1. Revenues:

None.

2. Expenditures:

None.

**B. FISCAL IMPACT ON LOCAL GOVERNMENTS:**

1. Revenues:

None.

2. Expenditures:

None.

**C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:**

None.

**D. FISCAL COMMENTS:**

None.

**III. COMMENTS**

**A. CONSTITUTIONAL ISSUES:**

1. Applicability of Municipality/County Mandates Provision:

Not Applicable. This bill does not appear to affect county or municipal governments.

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<sup>13</sup> Chapter 112, F.S., relates to public officers and employees.

<sup>14</sup> Section 348.0003(4)(c), F.S., requires members of expressway authorities to file the detailed Form 6 financial disclosure form with the Commission on Ethics.

2. Other:

None.

B. RULE-MAKING AUTHORITY:

None.

C. DRAFTING ISSUES OR OTHER COMMENTS:

Lines 41 through 48 of the bill contains language in s. 348.0003(2)(d), F.S., which appears to be an obsolete provision transitioning some nonvoting members of MDX to members being appointed by the Governor. This language may no longer be needed and could possibly be repealed.

#### **IV. AMENDMENTS/ COMMITTEE SUBSTITUTE CHANGES**



27 (d) Notwithstanding any provision to the contrary in this  
 28 subsection, in any county as defined in s. 125.011(1), the  
 29 governing body of an authority shall consist of up to nine ~~13~~  
 30 members, and the following provisions of this paragraph shall  
 31 apply specifically to such authority. Except for the district  
 32 secretary of the department, the members must be residents of  
 33 the county. Five ~~Seven~~ voting members shall be appointed by the  
 34 governing body of the county. At the discretion of the governing  
 35 body of the county, up to two of the members appointed by the  
 36 governing body of the county may be elected officials residing  
 37 in the county. Three ~~Five~~ voting members of the authority shall  
 38 be appointed by the Governor. One member shall be the district  
 39 secretary of the department serving in the district that  
 40 contains such county. This member shall be an ex officio voting  
 41 member of the authority. If the governing body ~~board~~ of an  
 42 authority includes any member originally appointed by the  
 43 governing body of the county as a nonvoting member, when the  
 44 term of such member expires, that member shall be replaced by a  
 45 member appointed by the Governor until the governing body of the  
 46 authority is composed of five ~~seven~~ members appointed by the  
 47 governing body of the county and three ~~five~~ members appointed by  
 48 the Governor. Except as provided in subsection (5), the  
 49 qualifications, terms of office, and obligations and rights of  
 50 members of the authority shall be determined by resolution or  
 51 ordinance of the governing body of the county in a manner that  
 52 is consistent with subsections (3) and (4).

53 (5) In a county as defined in s. 125.011(1):  
 54 (a)1. A lobbyist, as defined in s. 112.3215, may not be  
 55 appointed or serve as a member of the governing body of an  
 56 authority.  
 57 2. A person may not be appointed to or serve as a member  
 58 of the governing body of an authority if that person currently  
 59 represents or has in the previous 4 years represented any client  
 60 for compensation before any state or municipal governmental  
 61 body, including any agency, quasi-governmental entity, or body  
 62 staffed by public employees, or entity that has its operations  
 63 paid for by public dollars.  
 64 3. A person may not be appointed to or serve as a member  
 65 of the governing body of an authority if that person currently  
 66 represents or has in the previous 4 years represented any person  
 67 or entity that is doing business, or in the previous 4 years has  
 68 done business, with any state or municipal governmental agency  
 69 or body.  
 70 (1) A finding of a violation of this subsection or chapter  
 71 112, or failure to comply within 90 days after receiving a  
 72 notice of failure to comply with financial disclosure  
 73 requirements, results in immediate termination from the  
 74 governing body of the authority.  
 75 Section 2. This act shall take effect upon becoming a law.



## HOUSE OF REPRESENTATIVES STAFF ANALYSIS

**BILL #:** HB 435 Gold Star License Plates  
**SPONSOR(S):** Burgess, Jr.  
**TIED BILLS:** IDEN./SIM. BILLS: SB 88

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR or BUDGET/POLICY CHIEF
1) Highway & Waterway Safety Subcommittee	8 Y, 0 N	Whittaker	Smith <i>i</i>
2) Transportation & Economic Development Appropriations Subcommittee		Cobb <i>PL</i>	Davis <i>(signature)</i>
3) Economic Affairs Committee			

### SUMMARY ANALYSIS

The Gold Star special license plate, created in 2007, was developed to honor the family members of service members who have been killed while serving in the Armed Forces of the United States. To qualify for a Gold Star license plate, the applicant must be directly related to a fallen service member as spouse, legal mother or father, or stepparent who is currently married to the mother or father of the fallen service member.<sup>1</sup>

The bill expands the list of individuals who qualify for issuance of a Gold Star license plate to include the following family members of a fallen service member upon payment of the appropriate license tax and fees:

Parent through adoption	Child	Brother/Sister
Foster parent	Stepchild	Half-brother
Grandparent	Adopted child	Half-sister

Additionally, the bill removes the requirement that the stepparent must be currently married to the mother or father of the fallen service member.

The fiscal impact of the bill is indeterminate. The bill will have a negative, but likely insignificant fiscal impact to the Department of Highway Safety and Motor Vehicles (DHMSV) for each additional Gold Star plate that must be manufactured. The bill may have a positive, but likely insignificant fiscal impact to state trust funds due to revenues generated from the sales of additional Gold Star plates. See fiscal comments.

The bill provides an effective date of upon becoming a law.

<sup>1</sup> s. 320.0894, F.S.

## FULL ANALYSIS

### I. SUBSTANTIVE ANALYSIS

#### A. EFFECT OF PROPOSED CHANGES:

##### Present Situation

###### ***Gold Star License Plate***

The Gold Star special license plate, created in 2007, was developed to honor the family members of service members who have been killed while serving in the Armed Forces of the United States. To qualify for a Gold Star license plate, the applicant must be directly related to a fallen service member as spouse, legal mother or father, or stepparent who is currently married to the mother or father of the fallen service member.<sup>2</sup>

The Gold Star plate bears a unique design that includes the symbol for a fallen service member: a gold star with blue fringe on a white background with a red border.<sup>3</sup>



A qualifying surviving spouse and a surviving parent, upon application, are issued the Gold Star license plate for one vehicle per household free of charge. Renewal decals are also issued free of charge. Other qualifying applicants, or additional household license plates, are subject to payment of the license tax and appropriate fees. Each initial application for a Gold Star license plate must include documented proof that the service member was killed while serving and proof of relationship to the service member.<sup>4</sup>

During fiscal year 2014-15, there were 51 Gold Star license plates issued and as of August 2015, there were 564 active registrations statewide.<sup>5</sup>

##### Proposed Change

The bill amends s. 320.0894(4)(a), F.S., expanding the list of individuals who qualify for issuance of a Gold Star license plate to include the following family members of a fallen service member upon payment of the appropriate license tax and fees:

Parent through adoption	Child	Brother/Sister
Foster parent	Step child	Half brother
Grandparent	Adopted child	Half sister

Additionally, the bill removes the requirement that the stepparent must be currently married to the mother or father of the fallen service member.

#### B. SECTION DIRECTORY:

**Section 1** Amends s. 320.0894, F.S., including certain individuals as qualified for issuance of a Gold Star license plate.

**Section 2** Provides an effective date of upon becoming a law.

<sup>2</sup> s. 320.0894(4)(a)2., F.S.

<sup>3</sup> s. 320.0894(1), F.S.

<sup>4</sup> s. 320.0894(3)-(4), F.S.

<sup>5</sup> Department of Highway Safety and Motor Vehicles, Agency Analysis of 2016 House Bill 435, (November 25, 2015) (on file with the House Transportation and Economic Development Appropriations Subcommittee).

## II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

### A. FISCAL IMPACT ON STATE GOVERNMENT:

#### 1. Revenues:

The bill will have a positive, but likely insignificant fiscal impact to state trust funds. If a Gold Star plate is purchased to replace a plate prior to the original plate's scheduled ten year replacement date, the purchaser would have to pay \$28 to obtain the Gold Star plate. .

#### 2. Expenditures:

The state will pay \$2.82 in manufacturing costs for each additional Gold Star license plate issued.<sup>6</sup> A standard license plate costs \$1.57 to manufacture, so there will be a net cost of \$1.25 for each additional Gold Star plate manufactured.<sup>7</sup> The cost to implement this bill will be absorbed within the DHSMV's existing resources.

### B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

#### 1. Revenues:

None.

#### 2. Expenditures:

None.

### C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

Any newly eligible family member who chooses to purchase a Gold Star license plate will pay \$28 if the Gold Star plate replaces a plate prior to the original plate's scheduled ten year replacement date; otherwise, the same taxes and fees will apply as if he or she were issued a standard license plate.<sup>8</sup>

### D. FISCAL COMMENTS:

None

## III. COMMENTS

### A. CONSTITUTIONAL ISSUES:

#### 1. Applicability of Municipality/County Mandates Provision:

The bill does not require a municipality or county to expend funds or to take any action requiring the expenditure of funds. The bill does not reduce the authority that municipalities or counties have to raise revenues in the aggregate. The bill does not require a reduction of the percentage of state tax shared with municipalities or counties.

#### 2. Other:

None

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<sup>6</sup> Department of Highway Safety and Motor Vehicles, Agency Analysis of 2016 House Bill 435, (November 25, 2015) (on file with the House Transportation and Economic Development Appropriations Subcommittee).

<sup>7</sup> Email from the DHSMV (Dec. 17, 2015)(on file with the House Transportation and Economic Development Appropriations Subcommittee

<sup>8</sup> License taxes vary based on type and weight of vehicle. *See* s. 320.08, F.S.

**B. RULE-MAKING AUTHORITY:**

None

**C. DRAFTING ISSUES OR OTHER COMMENTS:**

The bill expands the list of individuals who qualify for issuance of a Gold Star license plate. One of the individuals on the expanded list is the parent through adoption. It is unclear what distinction there may be between a parent through adoption and a legal mother or father who already qualify for the Gold Star license plate

**IV. AMENDMENTS/ COMMITTEE SUBSTITUTE CHANGES**

None

1                   A bill to be entitled  
 2           An act relating to Gold Star license plates; amending  
 3           s. 320.0894, F.S.; revising qualifications for receipt  
 4           of a Gold Star license plate to include certain  
 5           relatives of a fallen servicemember; providing an  
 6           effective date.

7  
 8   Be It Enacted by the Legislature of the State of Florida:

9  
 10           Section 1. Paragraph (a) of subsection (4) of section  
 11   320.0894, Florida Statutes, is amended to read:

12           320.0894 Motor vehicle license plates to Gold Star family  
 13   members.—The department shall develop a special license plate  
 14   honoring the family members of servicemembers who have been  
 15   killed while serving in the Armed Forces of the United States.  
 16   The license plate shall be officially designated as the Gold  
 17   Star license plate and shall be developed and issued as provided  
 18   in this section.

19           (4)(a)1.a. The Gold Star license plate shall be issued  
 20   only to family members of a servicemember who resided in Florida  
 21   at the time of the death of the servicemember.

22           b. Any family member, as defined in subparagraph 2., of a  
 23   servicemember killed while serving may be issued a Gold Star  
 24   license plate upon payment of the license tax and appropriate  
 25   fees as provided in paragraph (3)(a) without regard to the state  
 26   of residence of the servicemember.

27           2. To qualify for issuance of a Gold Star license plate,  
 28 the applicant must be directly related to a fallen servicemember  
 29 as spouse, legal mother or father, ~~or stepparent,~~ parent through  
 30 adoption, foster parent, grandparent, child, stepchild, adopted  
 31 child, brother, sister, half-brother, or half-sister ~~who is~~  
 32 ~~currently married to the mother or father~~ of the fallen  
 33 servicemember.

34           3. A servicemember is deemed to have been killed while in  
 35 service as listed by the United States Department of Defense and  
 36 may be verified from documentation directly from the Department  
 37 of Defense or from its subordinate agencies, such as the Coast  
 38 Guard, Reserve, or National Guard.

39           Section 2. This act shall take effect upon becoming a law.





Florida Department of  
**TRANSPORTATION**

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**TRANSPORTATION  
WORK PROGRAM & ECONOMIC DEVELOPMENT  
TRANSPORTATION FUND OVERVIEW**

**Presenter:  
Lisa Saliba, Director  
Office of Work Program and Budget**

Florida House  
Appropriations Subcommittee on  
Transportation & Economic Development  
January 11, 2016



## MISSION AND VISION

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### **OUR MISSION**

The department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

### **OUR VISION**

Serving the people of Florida by delivering a transportation system that is fatality and congestion free.



# INVESTMENT PRIORITIES

- 1. Safety (all programs)**
- 2. Meet all system preservation and maintenance objectives**
  - State-Maintained Bridges
  - Pavement Condition of State Highways
  - Maintenance of State Highways
- 3. Transportation system capacity**
  - Meet statutory requirements for public transportation: aviation, transit, rail, ports
  - Strategic Intermodal System
  - Other state highways and other public transportation programs



# TRANSPORTATION WORK PROGRAM

## *PLANS TO PROJECTS*

### Long Range Plans

- Identify corridors for improvement based on current demand, future growth and Level of Service needs

### Intermediate Range Plans

- Projects are planned to meet long range objectives
- Work is segmented to manage financial feasibility
- Segments are refined into project phases from Planning to Construction

### Short Range Plans

- Schedule and fund projects in the Five Year Work Program
- Included in federal planning documents
- Project initiated when approved by Governor and Legislature





# TRANSPORTATION SYSTEM

## *ROLES AND RESPONSIBILITIES*

COMPONENT	PRIORITIES	FUNDING
State Highways	Florida Department of Transportation (FDOT) (in coordination with local partners)	State & Federal, Tolls, Local Matching
Local Roads	Local Governments	Local Sources, State & Federal for certain programs
Public Transit	Local Agencies	Local Sources, State & Federal Assistance
Rail	Private Sector	Private Sector, State Strategic Intermodal System (SIS) Funds
Seaports	Local Agencies Florida Seaport Transportation & Economic Development Council (FSTED) for State Funds	Local Sources, State & Federal Assistance, State SIS Funds
Aviation	Local Agencies	Local Sources, State & Federal Assistance, State SIS Funds



# TRANSPORTATION WORK PROGRAM

## *PURPOSE*

**A five-year plan of transportation projects as defined in section s. 339.135, F.S.**

- Developed in partnership with communities, metropolitan planning organizations, local governments, state and federal agencies, modal partners, and regional entities
- Projects must be consistent with laws, policies, program objectives and priorities



# WORK PROGRAM DEVELOPMENT

## ANNUAL CYCLE

ACTIVITY	MAY	JUN	JUL NEW FY	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL NEW FY
MPO ESTABLISH PRIORITIES	CYCLE STARTS												CYCLE STARTS OVER		
EXECUTIVE TEAM POLICY AND FUNDING DECISIONS															
STATEWIDE & DISTRICT PROGRAMS IDENTIFY PROJECTS															
PUBLIC HEARINGS															
COMPLIANCE AND EXECUTIVE REVIEW															
TRANSPORTATION COMMISSION REVIEW AND PUBLIC HEARING															
SUBMIT TENTATIVE WORK PROGRAM TO GOVERNOR & LEGISLATURE															
APPROVE BUDGET															
ADOPT WORK PROGRAM															



# FINANCING THE WORK PROGRAM

## *PRINCIPLES*

- Commitments must be planned to deplete the estimated resources of the funds for the fiscal year
- Cannot budget in excess of revenues received from the various sources
- Minimize changes to the four common fiscal years contained in the previous adopted and the new tentative
- Based on a balanced 5 year Finance Plan and 36 month Cash Forecast



# FINANCING THE WORK PROGRAM

## *METHODOLOGY*

- Multi-year transportation projects start before the total amount of cash is available to fund the entire project
- Future revenues are used to pay for a project as actual expenditures occur
- The finance plan and cash forecast are used to measure and evaluate the anticipated future revenues against total and planned project commitments

**FDOT is the only state agency in Florida that operates this way**



# FY 2016-17 LEGISLATIVE BUDGET REQUEST

*BUDGET TOTAL*

<u>Budget Type</u>	<u>\$ in Millions</u>	<u>% of Total Request</u>
Work Program	9,089.9	90.8%
Debt Service	170.1	1.7%
Operating	739.7	7.4%
FCO	9.8	0.001%
Total	<u>10,009.5</u>	<u>100.0%</u>



# FY 2016-17 TENTATIVE WORK PROGRAM

## *PROGRAM HIGHLIGHTS*

### **\$9.1 Billion Program Investments Planned**

- \$3.5 billion – Highway Construction Investment
- \$546.8 million – Resurfacing Investment
- \$731.9 million – Bridge Construction
- \$153.9 million – Seaport Investments
- \$237.7 million – Aviation Investments
- \$284.4 million – Rail Investment



# FY 2016-17 TENTATIVE WORK PROGRAM

## *PROJECT HIGHLIGHTS*

### **\$9.1 B Work Program – Sample Projects**

- Baldwin Bypass – New Road Construction (Duval)
- Pensacola Bay Bridge – Bridge Replacement (Escambia)
- SR 836/I-395 – Bridge-Replace and Add Lanes (Miami-Dade)
- SR 80 – Add Lanes and Reconstruct (Hendry)
- Orlando International Airport – Aviation Capacity Project (Orange)
- SR 390 – Add Lanes & Reconstruct (Bay)
- SR 710/Beeline Highway – Add Lanes & Reconstruct (Martin)
- SR 5/Old 7 Mile Bridge – Bridge-Repair/Rehabilitation (Monroe)
- Tampa International Airport – Aviation Capacity Project (Hillsborough)



# FY 2016-17 TENTATIVE WORK PROGRAM

## *PRODUCTION HIGHLIGHTS*

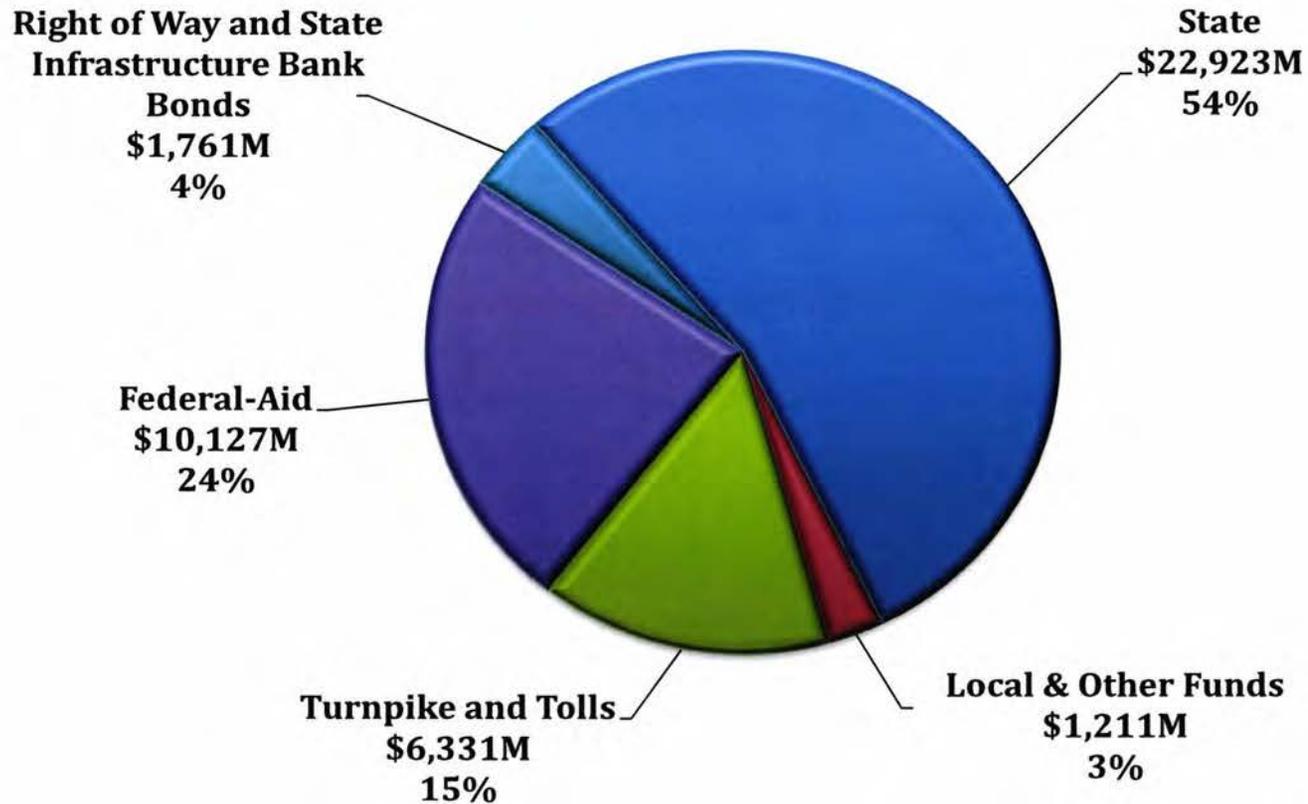
### **Planned System Improvements**

- Construction of approximately 219 new lane miles
- Resurfacing, reconstruction & rehabilitation of approximately 1,989 existing lane miles
- Repair or rehabilitation of 48 bridges
- Replacement of 21 bridges



# FIVE-YEAR WORK PROGRAM FY 2017-21

## TOTAL BY FUNDING SOURCES

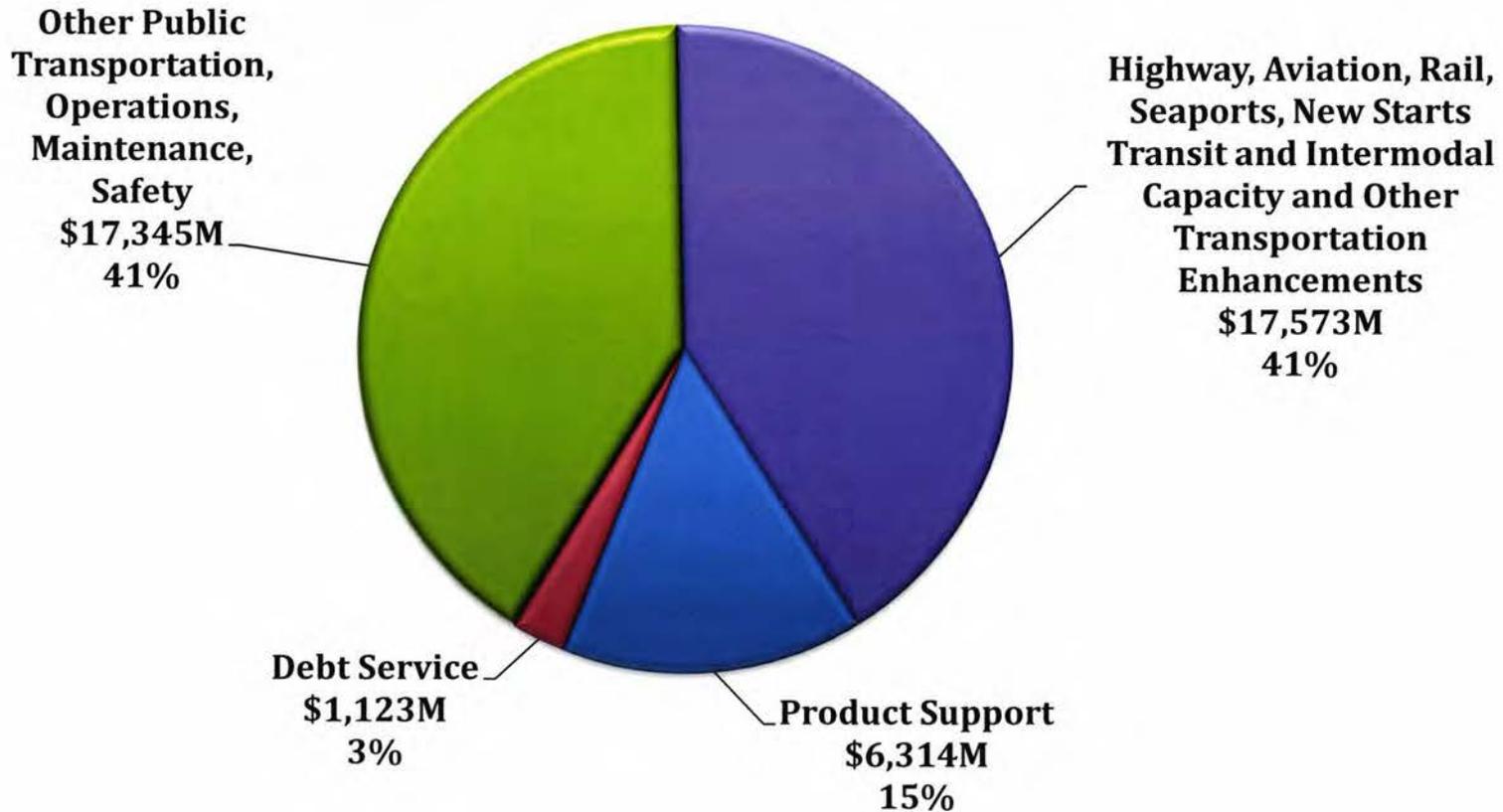


**TOTAL 5 YEAR TENTATIVE WORK PROGRAM \$42.4B**



# FIVE-YEAR WORK PROGRAM FY 2017-21

## TOTAL BY MAJOR ACTIVITY



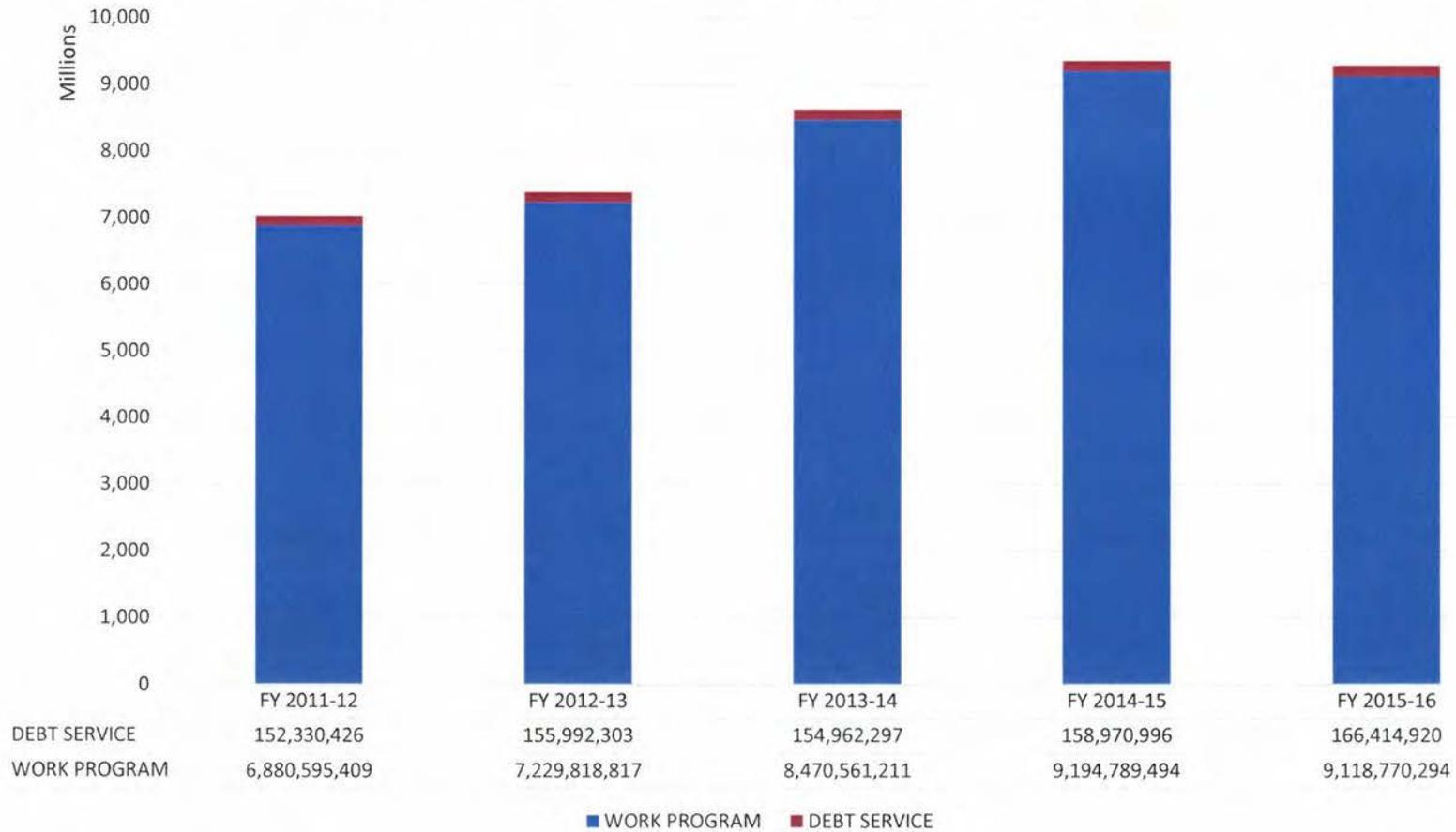
**TOTAL 5 YEAR TENTATIVE WORK PROGRAM \$42.4B**



# TRANSPORTATION WORK PROGRAM

## *HISTORY OF APPROPRIATIONS*

### Five Year History of Work Program Appropriations





# ADOPTED WORK PROGRAM

## *ACCOUNTABILITY AND OVERSIGHT*

### **Florida Transportation Commission**

- In-depth evaluation of the Tentative Work Program development compliance
- Performance and production review

### **Monthly measurement evaluated by leadership team**

- Performance – ability to deliver projects as planned
- Production – projects delivered in total

### **Various reports to Governor and the Legislature**

### **Internal and external financial audits**

- By program
- By project
- By fund



# ADOPTED WORK PROGRAM

## *PERFORMANCE MEASURES*

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### **Measuring Statutory Compliance**

#### **Production Goals**

- Maintain the System – Highways and Bridges, Maintenance
- Accomplishment of Plan – Number of Projects and Total Budget
- Mobility

#### **Financial Goals**

- Program Balanced to Revenues



# ADOPTED WORK PROGRAM

## *INTERIM ADJUSTMENTS*

### **Changes to the List of Projects**

#### **State**

- Add, Advance, Defer and Delete Projects -14 days Consultation with Governor and Legislature
- Changes to funding levels for budget categories - Legislative Budget Commission (LBC) must adopt
- Roll Forward budget - LBC must adopt

#### **Federal:**

- Adds – STIP/TIP action based on criteria; process initiated with Local Partner prior to state process
- Defers and Deletes – Only required if moves project outside 4 common years



# ECONOMIC DEVELOPMENT TRANSPORTATION

*DEFINITION*

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## **Economic Development Transportation Fund**

The Economic Development Transportation Fund (EDTF) is an economic incentive program created to alleviate transportation problems that adversely affect the decision of a specific company to locate, expand or remain in the state of Florida.



# ECONOMIC DEVELOPMENT TRANSPORTATION

## *PROGRAM AND PURPOSE*

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- The Economic Development Transportation Fund (EDTF) is a component of Florida's economic development toolkit.
- The program was created to alleviate transportation problems which adversely affect the decision of a specific company to locate, expand or remain in the state.
- The policies governing the EDTF allow the program to work in concert with the other economic incentive programs to attract high-wage jobs in the industry sectors targeted by the state.



# ECONOMIC DEVELOPMENT TRANSPORTATION

## *PROGRAM ELIGIBILITY*

- EDTF funding can only be provided if the transportation project serves as an inducement for the company's decision to locate, expand or remain in the state.
- If the company makes the commitment to locate, expand or remain in Florida before the incentive award, the incentive **CANNOT** be provided because the incentive award would violate the inducement provision of section 339.2821, F.S.
- The maximum amount that may be provided to the project is based on the number of new high-wage Florida jobs that will be created, the amount of company investment and the location of the project.



# ECONOMIC DEVELOPMENT TRANSPORTATION

## *APPLICATION INTAKE AND REVIEW*

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Enterprise Florida serves as the initial point of contact for the intake and processing of applications for Florida's incentive programs, which includes the EDTF.

The application review also includes consultation with:

- The Department of Environmental Protection,
- The FDOT District in which the project is located, and
- Any other agencies FDOT deems necessary.



# ECONOMIC DEVELOPMENT TRANSPORTATION

## *APPLICATION INTAKE AND REVIEW*

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Section 339.2821, F.S., provides the following criteria which must be considered by FDOT:

- Cost per job created or retained considering the amount of transportation funds requested;
- Average hourly wages of the jobs created;
- Amount of capital investment to be made by a business;
- Demonstrated local commitment;
- Location of the project in an enterprise zone;
- Location of the project in a spaceport territory;
- Unemployment rate of the surrounding area; and
- Poverty rate of the community.



# ECONOMIC DEVELOPMENT TRANSPORTATION

## FUNDING AND COMMITMENTS

### FY 2015-16 Funding and Commitments

	Debits	Credits
FY 2014-15 End of Year Balance		\$9,268,498
FY 2015-16 GAA Appropriation		\$35,000,000
Legislative Earmarks	(\$32,006,850)	
<b>Available for Allocation by FDOT:</b>		<b>\$12,261,648</b>
Funds Committed by FDOT to Date 4 Projects (3 new and 1 prior year); 806 Jobs Committed, Created or Retained.	\$10,143,150	
<b>Current Balance:</b>		<b>\$2,118,498</b>



## WORK PROGRAM & EDTF OVERVIEW

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THANK YOU

QUESTIONS?