
From: Jacobs, LeeAnn [mailto:LeeAnn.Jacobs@fhwa.dot.gov]
Sent: Tuesday, April 01, 2008 4:39 PM
To: Jobe, James
Cc: Brunelle, Karen; Luten, Richard; Bush, Lois; Delrio, Roger
Subject: RE: I-595 STIP Amendment

James, the STIP amendment for the I-595 P3 project is hereby APPROVED.

From: Jobe, James
Sent: Tuesday, April 01, 2008 8:45 AM
To: Jacobs, Lee Ann
Cc: 'Brunelle, Karen'; Luten, Richard
Subject: STIP Amendment No. 08-07a for I-595

Attached please find STIP Amendment No. 08-07a for the I-595 Corridor Development Public Private Partnership (PPP) Project, including the following related Exhibits:

Exhibit A: Description of the Project (Executive Summary from Initial Financial Plan for Interstate 595 dated March 7, 2008. A copy of the Initial Financial Plan is available upon request).

Exhibit B: Spreadsheet displaying the project programming in the FDOT Work Program for all phases and all years of the project.

Exhibit C: Copy of Broward MPO TIP Amendment for I-595 Corridor Development Project, revised to incorporate the current programming for the Concessionaire Agreement.

Please review and approve at your earliest opportunity.

Thank you.

James B. Jobe, CPA, CGFM
Manager, Federal Aid Management Office
Florida Department of Transportation
605 Suwannee Street, Mail Station 21
Tallahassee, FL 32399-0450
Office: 850-414-4448
Fax: 850-414-4941
Email: james.jobe@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

STEPHANIE C. KOPELOUSOS
SECRETARY

April 01, 2008

Mr. James Christian
Acting Division Administrator
Florida Division Office
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

Attn: Ms. LeeAnn Jacobs

RE: STIP Amendment No. 08-07a

Mr. Christian:

With this letter and pursuant to the authority delegated to FDOT by the Governor, I approve the attached STIP Amendment for the I-595 Corridor Development Public Private Partnership (PPP) Project.

In compliance with Title 23 CFR 450.22, I certify that the changes to the STIP were developed in accordance with the applicable requirements of the Federal Transportation Statutes.

The STIP Amendment for this project falls outside the normal scope and context of traditional STIP Amendments because of the long duration of the project and the unique procurement process being used. Payments to the Concessionaire will not begin until FY 2013 (which is beyond the four years of the currently approved STIP), although construction is due to commence in FY2009 using private financing.

This STIP Amendment involves reallocating and reprogramming project phases and funding for reconstruction of and improvements to I-595 to accommodate implementation of the project on an expedited basis using a public private partnership concessionaire agreement. The overall scope of the project has not changed, and new funds have not been added to the project beyond what was already planned for the design, construction, operations and maintenance of the facility over the life of the concessionaire agreement.

There are several Exhibits attached to this STIP Amendment request as follows:

- Exhibit A: Description of the Project (Executive Summary from Initial Financial Plan for Interstate 595 dated March 7, 2008. A copy of the Initial Financial Plan is available upon request).
- Exhibit B: Spreadsheet displaying the project programming in the FDOT Work Program for all phases and all years of the project.
- Exhibit C: Copy of Broward MPO TIP Amendment for I-595 Corridor Development Project, revised to incorporate the current programming for the Concessionaire Agreement.

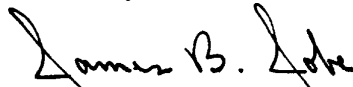
STIP Amendment No. 08-07a
For the I-595 Corridor Development Public Private Partnership (PPP) Project
April 1, 2008
Page Two

It is my understanding that you intend to approve this STIP Amendment under the following conditions:

The Broward MPO will include the programming shown in the attached Exhibit B spreadsheet into their FY 2009 - FY 2013 TIP currently under development. Programming beyond the four years of the new STIP may be incorporated by reference, as the traditional format of the TIP document is not conducive to displaying project financial information beyond the four required years.

Please contact me if you have any questions regarding this request.

Sincerely,



James B. Jobe, C.P.A., C.G.F.M
Manager, Federal Aid Management Office
(850) 414-4448
Internet email: James.job@dot.state.fl.us

cc: Karen Brunelle
Attachments

Project Description

Executive Summary

The Florida Department of Transportation ("FDOT") wishes to develop, design, construct, finance, operate and maintain the I-595 Corridor Improvements Project ("Project") through a public-private partnership. The Project consists of the reconstruction and resurfacing of the I-595 mainline, including the addition of auxiliary lanes and all associated improvements to adjacent cross-roads, frontage roads and ramps, and a new tolled express lanes system in the I-595 median.

FDOT issued a Request for Qualifications on October 1, 2007 and addenda thereto (as subsequently amended, the "RFQ"). FDOT issued these and all subsequent procurement documents for the Project pursuant to Chapter 334.30 of the Florida Statutes ("PPP Law"). The PPP Law grants FDOT the authority to solicit proposals from and enter into agreements with private entities, or consortia thereof, for the building, operation, ownership or financing of transportation facilities such as the Project.

On December 3, 2007, pursuant to the procurement process outlined in the RFQ, FDOT selected four short-listed proposers based on their respective financial and technical qualifications as detailed in the Statements of Qualifications. FDOT then issued a Request for Proposals to these short-listed proposers, which includes various RFP documents and addenda thereto (as subsequently amended, the "RFP"). Proposals are currently due on June 13, 2008.

Following the receipt and evaluation of the proposals, FDOT intends to award a contract ("Concession Agreement") for the right to design, build, finance, operate, and maintain the Project (the "Concession"), in return for payment during a 35-year contract term (the "Contract Term"). The short-listed proposer chosen by FDOT as the best value proposer who subsequently executes the Concession Agreement is referred to in this initial finance plan as the concessionaire ("Concessionaire"). FDOT's selection will be based on its overall evaluation of the proposals and FDOT's conclusion that the Concessionaire has offered the best value in its Proposal, based on Concessionaire's Maximum Availability Payment (which shall not exceed a maximum upset limit set forth in the final RFP), together with its approach to project management, design and construction, quality assurance and control, and operations and maintenance of the Project.

FDOT anticipates that the Concessionaire will use a private finance package comprising equity and debt to fund the design and construction of the Project, and that the Concessionaire will repay equity and debt with payments from FDOT to commence upon the completion of construction. These payments will include (i) a series of annual lump sum payments totaling approximately \$935.55 million (the "Final Acceptance Payments"), and (ii) performance-based payments (the "Availability Payments"). While the Project will include a new express lanes system to be tolled using variable pricing, FDOT will set the toll rates and retain the toll revenue.

FDOT has selected a Design, Build, Finance, Operate and Maintain method of project delivery for I-595 because it offers the following benefits: cost savings and improved risk management, time savings, a single point of responsibility, the opportunity for innovation, better quality control, and a reduced administrative burden for the Department.

**Exhibit B to I-595 STIP Amendment No. 08-07a
Summary of Funding and Federal Project Configurations**

| I-595 Corridor Development P3 Project FM# 420809-3 represents Concessionaire Agreement Only | | | | | | FM# 420809-1 FM# 420809-2 | FM# 420809-3 | FM# 420809-3 | FM# 420809-4 | FM# 420809-5 | FM# 420809-7 | FM# 421854-1 FM# 421854-2 FM# 421854-3 | FM# 423976-1 | FM# 424408-1 | FM# To be Determined | |
|--|---|--|---|--|--|------------------------------|------------------|--|------------------|-------------------|------------------|--|-------------------|---|---|------------------------|
| Phase/ Sequence | Phase/ Sequence | Phase/ Sequence | Phase/ Sequence | | Phase/ Sequence | Phase/ Sequence | Phase/ Sequence | Phase/ Sequence | Phase/ Sequence | Phase/ Sequence | Phase/ Sequence | Phase/ Sequence | Phase/ Sequence | Phase/ Sequence | Phase/ Sequence | |
| 52 01 | 52 02 | 82 01 | 82 02 | | 31,32 01,02,03,04 | 32 01,02,03,04 | 5A 01 | 56 01 | 61,62 01 | 62 01 | 4x 01 | 84,94 01 | 52 01 | To be Determined | | |
| Fiscal Year | Final Acceptance Payments (Capital costs) | Capital portion (capex) of availability pmts | O & M (opex) portion of availability pmts | Estimated cost of future resurfacing twice, paid as part of availability pmts | Total Concessionaire pmts per year | Preliminary Engineering | Stipends | Construction Bonus (part of Final Acceptance pmts) | Utilities | CEI | Geotech | Right of Way | Bus Rapid Transit | Reserve for Concessionaire Issues | FTE Transaction Fees (Cost of Collecting Tolls) | TOTAL PROJECT COSTS |
| 2008 | | | | | - | 15,429,442 | 7,795,000 | | 24,700 | 100,000 | | 13,545,656 | | 50,000 | | 36,944,798 |
| 2009 | | | | | - | 4,500,000 | | | 1,185,600 | 2,800,000 | | 65,920,573 | | 1,674,979 | | 76,281,152 |
| 2010 | | | | | - | 4,500,000 | | | 24,700 | 4,900,000 | 650,000 | | 15,700,000 | 3,000,000 | | 28,774,700 |
| 2011 | | | | | - | 4,500,000 | | | | 5,450,000 | 425,000 | | 2,100,000 | | | 12,475,000 |
| 2012 | | | | | - | 3,000,000 | | | | 5,725,000 | 425,000 | | 2,100,000 | | | 11,250,000 |
| 2013 | 19,680,001 | 56,686,965 | 14,575,435 | | 90,942,401 | 3,125,000 | | 50,000,000 | | 6,888,100 | 425,000 | | 2,100,000 | | | 153,480,501 |
| 2014 | 103,631,000 | 58,370,929 | 14,976,260 | | 176,978,189 | 3,125,000 | | | | 425,000 | 425,000 | | 2,100,000 | | 227,000 | 183,280,189 |
| 2015 | 71,712,000 | 60,104,954 | 15,388,107 | | 147,205,061 | 125,000 | | | | | | | 2,100,000 | | 563,000 | 149,993,061 |
| 2016 | 95,434,000 | 61,890,529 | 15,811,280 | | 173,135,809 | 125,000 | | | | | | | 2,100,000 | | 757,000 | 176,117,809 |
| 2017 | 123,173,000 | 63,729,189 | 16,246,090 | | 203,148,279 | 125,000 | | | | | | | 2,100,000 | | 912,000 | 206,285,279 |
| 2018 | 217,622,000 | 65,622,511 | 16,692,858 | | 299,937,369 | 125,000 | | | | | | | | | 1,021,000 | 301,083,369 |
| 2019 | 162,444,000 | 67,572,123 | 17,151,911 | | 247,168,034 | 125,000 | | | | | | | | | 1,113,000 | 248,406,034 |
| 2020 | 78,756,000 | 69,579,699 | 17,623,589 | | 165,959,288 | 125,000 | | | | | | | | | 1,214,000 | 167,298,288 |
| 2021 | 13,098,000 | 71,646,964 | 18,108,237 | | 102,853,201 | 125,000 | | | | | | | | | 1,308,000 | 104,286,201 |
| 2022 | | 73,775,693 | 18,606,214 | | 92,381,907 | 125,000 | | | | | | | | | 1,394,000 | 93,900,907 |
| 2023 | | 75,967,716 | 19,117,885 | | 95,085,601 | 125,000 | | | | | | | | | 1,487,000 | 96,697,601 |
| 2024 | | 78,224,914 | 19,643,627 | | 97,868,541 | 125,000 | | | | | | | | | 1,585,000 | 99,578,541 |
| 2025 | | 54,293,728 | 20,183,826 | 26,255,500 | 100,733,054 | 125,000 | | | | | | | | | 1,690,000 | 102,548,054 |
| 2026 | | 55,965,128 | 20,738,882 | 26,977,526 | 103,681,536 | 125,000 | | | | | | | | | 1,801,000 | 105,607,536 |
| 2027 | | 57,687,842 | 21,309,201 | 27,719,408 | 106,716,451 | 125,000 | | | | | | | | | 1,921,000 | 108,762,451 |
| 2028 | | 87,945,133 | 21,895,204 | | 109,840,337 | 125,000 | | | | | | | | | 2,048,000 | 112,013,337 |
| 2029 | | 90,558,483 | 22,497,322 | | 113,055,805 | 125,000 | | | | | | | | | 2,183,000 | 115,363,805 |
| 2030 | | 93,249,545 | 23,115,998 | | 116,365,543 | 125,000 | | | | | | | | | 2,327,000 | 118,817,543 |
| 2031 | | 96,020,633 | 23,751,688 | | 119,772,321 | 125,000 | | | | | | | | | 2,460,000 | 122,357,321 |
| 2032 | | 98,874,127 | 24,404,860 | | 123,278,987 | 125,000 | | | | | | | | | 2,578,000 | 125,981,987 |
| 2033 | | 101,812,481 | 25,075,994 | | 126,888,475 | 125,000 | | | | | | | | | 2,702,000 | 129,715,475 |
| 2034 | | 104,838,218 | 25,765,583 | | 130,603,801 | 125,000 | | | | | | | | | 2,832,000 | 133,560,801 |
| 2035 | | 107,953,940 | 26,474,137 | | 134,428,077 | 125,000 | | | | | | | | | 2,968,000 | 137,521,077 |
| 2036 | | 111,162,325 | 27,202,176 | | 138,364,501 | 125,000 | | | | | | | | | 3,110,000 | 141,599,501 |
| 2037 | | 114,466,130 | 27,950,236 | | 142,416,366 | 125,000 | | | | | | | | | 3,260,000 | 145,801,366 |
| 2038 | | 117,868,194 | 28,718,867 | | 146,587,061 | 125,000 | | | | | | | | | 3,416,000 | 150,128,061 |
| 2039 | | 121,371,443 | 29,508,636 | | 150,880,079 | 125,000 | | | | | | | | | 3,581,000 | 154,586,079 |
| 2040 | | 124,978,887 | 30,320,123 | | 155,299,010 | 125,000 | | | | | | | | | 3,753,000 | 159,177,010 |
| 2041 | | 88,168,015 | 31,153,927 | 40,525,613 | 159,847,555 | 125,000 | | | | | | | | | 3,913,000 | 163,885,555 |
| 2042 | | 90,878,791 | 32,010,660 | 41,640,067 | 164,529,518 | 125,000 | | | | | | | | | 4,061,000 | 168,715,518 |
| 2043 | | 93,672,696 | 32,890,953 | 42,785,169 | 169,348,818 | 125,000 | | | | | | | | | 4,215,000 | 173,688,818 |
| 2044 | | 35,320,469 | 8,495,032 | | 43,815,501 | 125,000 | | | | | | | | | 1,099,000 | 45,039,501 |
| Totals | 885,550,001 | 2,650,258,394 | 707,404,798 | 205,903,283 | 4,449,116,476 | 41,929,442 | 7,795,000 | 50,000,000 | 1,235,000 | 26,288,100 | 2,550,000 | 79,466,229 | 30,400,000 | 4,724,979 | 67,499,000 | 4,761,004,226 |

| | | | | | | | | | | | | | | | | |
|---------------|--------------------|----------------------|--------------------|--------------------|----------------------|-------------------|------------------|-------------------|------------------|-------------------|------------------|-------------------|-------------------|------------------|-------------------|----------------------|
| NHAC | 700,524,187 | - | - | - | 700,524,187 | 10,095,824 | | | 1,185,600 | 5,000,000 | | 3,054,076 | 14,700,000 | | | 734,559,687 |
| IMAC | - | - | - | 205,903,283 | 205,903,283 | | | | | | | | | | | 205,903,283 |
| EBNH | | | | | | 3,000,000 | | | | | | | | | | 3,000,000 |
| Non-federal | 185,025,814 | 2,650,258,394 | 707,404,798 | - | 3,542,689,006 | 28,833,618 | 7,795,000 | 50,000,000 | 49,400 | 21,288,100 | 2,550,000 | 76,412,153 | 15,700,000 | 4,724,979 | 67,499,000 | 3,817,541,256 |
| Totals | 885,550,001 | 2,650,258,394 | 707,404,798 | 205,903,283 | 4,449,116,476 | 41,929,442 | 7,795,000 | 50,000,000 | 1,235,000 | 26,288,100 | 2,550,000 | 79,466,229 | 30,400,000 | 4,724,979 | 67,499,000 | 4,761,004,226 |

(A) (C) (G) (B) (E) (F) (D) (H)

FAP# 5951-553 (Concessionaire Agreement) to be authorized in FY2008 includes:
 FM# 420809-3-52-01 NHAC 700,524,187
 State 185,025,814
 Total for FM# 420809-3-52-01 885,550,001 **(A)**
 Plus: FM# 420809-3-5A-01 (Construction Bonus) State 50,000,000 **(B)**
 Total Final Acceptance Payments 935,550,001

(2) Separate Federal Aid Projects (# not yet assigned) for 2 future Resurfacing projects (Capital Costs):
 FAP# 1 (FY2025) IMAC 80,952,434
 FAP# 2 (FY2041) IMAC 124,950,849
 Total both Resurfacing projects (Capital Costs) 205,903,283 **(C)**

Separate Federal Aid Project (# not yet assigned) for Right of Way phases:
 FM# 421854-3-01 NHAC 3,054,076
 State 76,412,153
 79,466,229 **(D)**

Separate Federal Aid Project (# not yet assigned) for Utilities, CEI:
 FM# 420809-4-56-01 (Utilities) NHAC 1,185,600
 State 49,400
 1,235,000 **(E)**
 FM# 420809-5-61,62-01 (CEI) NHAC 5,000,000
 State 21,288,100
 26,288,100 **(F)**

FAP# 5951-549 (Prelim Eng) includes:
 FM# 420809-1-31,32-01 NHAC 10,095,824
 (NOTE: Already partially authorized) EBNH 3,000,000
 State 28,833,618
 41,929,442 **(G)**

Separate Federal Aid Project (# not yet assigned) For Bus Rapid Transit:
 FM# 423976-1-84,94-01 NHAC 14,700,000
 State 15,700,000
 30,400,000 **(H)**

NOTE: Not shown in this analysis is FM# 416405-1-58-01, which may be a LAP Project with Broward County for Greenway from Markham Park to University Drive.

REFERENCE: Programming based on spreadsheet dated 3-5-08 attached to Kuester email of 3-6-08. Consistent with amounts contained in Initial Financial Plan for I-595 dated 3-7-08.

Exhibit C to I-595 STIP Amendment No. 08-07a

Transportation Improvement Program Amendment
FY 2007/08 - 2011/12

TIP Amendment Number 1535

TIP Page Number 39

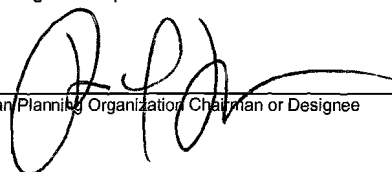
Is a STIP amendment needed for this project? (check if yes)

On February 14, 2008, the Broward Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance.

On March 31, 2008, the MPO, by administrative delegation to its director, amended the documentation for this TIP amendment to support its related STIP amendment.

The TIP Amendment is consistent with the Adopted Long Range Transportation Plan and remains financially constrained.

LRTP Page Numbers 8-16, 8-18


Metropolitan Planning Organization Chairman or Designee


FDOT District Representative
District Four

TIP amendment criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20% AND greater than \$2 million.
- F Other

Project Name: I-595 Reconstruction/Public-Private Partnership (P3)

TIP Criteria

Notes: (1) This is one of a series of TIP amendments reallocating funds currently programmed for this project under 409353-1, 413057-1, 413058-1, 413270-1, 413271-1, 413272-1, 413273-1, 413274-1, 416405-1, 418339-1 and 419341-1 to accommodate implementation of the project on an expedited basis using a public private partnership. (2) The preliminary engineering (PE) phase stipends are to compensate firms that compete for but are not awarded the project (standard practice).

| Status | FPN | Limits | Description | Fund | Phase | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 |
|------------|----------|---|--|------|-------|-------------|--|---------|---------|---------|
| Current | | | | | | | | | | |
| Proposed | | | | | | | | | | |
| | 420809-3 | I-595 from east of I-75 to west of I-95 | Design-build-finance-operate-maintain packages (stipends) and construction | GMR | PE | \$8,295,000 | Construction will be privately funded by the Concessionaire and is due to commence in FY 2009. Final Requests for Proposals are due to be issued in April 2008. This TIP amendment reallocates a total of \$173,872,995 from NHAC, GMR and PKBD fund sources for the Concessionaire Agreement. See Note below. | | | |
| Net Change | | | | | | \$8,295,000 | | | | |

Note: Payment to the Concessionaire for construction costs will be through a combination of federal and state funds and will begin in 2013 and continue through 2044. The Federal Authorization request for Advanced Construction is due to be approved by FHWA in April 2008. No payments will be made to the Concessionaire until construction is complete and FDOT and FHWA approves Final Acceptance of the Construction Phase of the project. The MPO's FY 2009 - FY 2013 TIP will include the detailed phasing, cost, type of funding and timing of payments to the Concessionaire. It also will include the associated financial projects for right of way

The following table summarizes the primary components of the payments under the Concessionaire Agreement, inflated to reflect the years of payment from 2013 through 2044:

| | |
|--|--------------------|
| Payments for construction costs due upon Final Acceptance and payable over 9 years beginning in 2013, including earned bonus | \$ 935,550,001 |
| Payments for remainder of construction costs due upon Final Acceptance and payable as part of Availability Payments from 2013 through 2044 (includes interest as part of Concessionaire's cost to finance construction and have it complete by 2012) | 2,650,258,394 |
| Estimated cost of resurfacing roadway twice over life of Agreement | 205,903,283 |
| Estimated cost of operations & maintenance over life of Agreement | <u>707,404,798</u> |
| Total Concessionaire Agreement Amount in Future Dollars | \$4,499,116,476 |

Agenda Item # 5

Date: February 4, 2008
To: Metropolitan Planning Organization
From: Christine Heshmati, Planning Section Manager
Subject: **MOTION TO APPROVE AMENDMENTS TO THE FY 2007/08 –
2011/12 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

REQUESTED ACTION:

MOTION TO APPROVE amendments to the FY 2007/08 – FY 2011/12
Transportation Improvement Program (TIP)

SUMMARY EXPLANATION:

- ◆ The purpose of this TIP amendment is to reallocate funds programmed for reconstruction of I-595 between I-95 and I-75.
- ◆ Please note that the project scope has not changed and there is no change in the level of funding, simply a redistribution of funds so that project implementation will be expedited through a public-private partnership arrangement, known as “P3”.
- ◆ Attachment 1 includes the Transportation Improvement Program amendment forms. Projects with new Financial Management numbers and reallocated dollars appear in Attachments “1b” through “1h”. Those Financial Management numbers with funds reallocated to new project numbers are indicated in Attachment “1a” and will be deleted from the current TIP.
- ◆ As indicated in Attachment “1h”, the State will assume a larger portion of the SR-84 greenway implementation and is therefore reallocating approximately \$3.5 million into the overall project.
- ◆ Mr. Joe Borello, FDOT’s I-595 Project Manager, will conduct a brief presentation regarding these amendments, as outlined in Attachment 2.

BACKUP INFORMATION:

Attachment 1: Transportation Improvement Program Amendment Forms
Attachment 2: I-595 Public Private Partnership (P3) MPO Presentation

ADDITIONAL INFORMATION:

Should you have any questions or comments, please contact
Chris Heshmati at (954) 357-6658 or email cheshmati@broward.org.

CH
Attachments

MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT REQUEST FORM

Responsible Agency: FDOT District Four

Contact Name: Lois Bush

Project Manager: Joe Borello

Telephone Number: (954) 777-4654 (Lois Bush)
(954) 777-4426 (Joe Borello)

Title: Intergovernmental Section Leader

Title: I-595 Project Manager

Date: 12/12/07 (initial e-mail request)

Project Name: I-595 Reconstruction/Public Private Partnership

New Financial Management Numbers: 420809-3, -4, -5, -7 and 421854-2, -3

Financial Management Numbers with Reallocated Funds (Deleted from TIP): 409353-1, 413057-1, 413058-1, 413270-1, 413271-1, 413272-1, 413273-1, 413274-1, 419339-1, 419341-1

Financial Management Number with Reallocated Funds (Funds Partially Moved): 416405-1 (State Road 84 Greenway)

Project Description:

The I-595 reconstruction project, extending from east of I-75 to west of I-95, involves the addition of express lanes and auxiliary lanes, ramp improvements, extension of State Road 84 through the Turnpike and State Road 7 interchange, reconstruction of the Turnpike interchange, and resurfacing and restriping of I-595 from State Road 7 to I-95. Design and basic construction of a large part of the State Road 84 greenway (Financial management Number 416405-1) is being added to the project through the TIP amendments. Funding remaining in the TIP for the greenway will be used by Broward County to construct the small portion of the greenway located outside the I-595 project limits (NW 136th Avenue to Markham Park) and for amenities along the full length of the greenway (e.g., landscaping, benches, trash receptacles).

Impact of Amendments:

This series of TIP amendments involves reallocating funds currently programmed for reconstruction of I-595 to accommodate implementation of the project on an expedited basis using a public private partnership (P3). The scope of the project has not changed, and new funds have not been added to the project.

Impact on Other TIP Projects:

No other projects in the TIP are affected.

Other Comments:

The main funding source for the reconstruction project is state growth management (GMR) funds for Strategic Intermodal System facilities. NHAC and DI are used for interstate projects and managed at the state level.

Exhibit C to I-595 STIP Amendment No. 08-07a

**Transportation Improvement Program Amendment
FY 2007/08 - 2011/12**

TIP Amendment Number 1535

Item 5 Attachment 1b

TIP Page Number 38

Is a STIP amendment needed for this project? (check if yes)

On February 14, 2008, the Broward Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance.

The TIP Amendment is consistent with the Adopted Long Range Transportation Plan and remains financially constrained.

L RTP Page Numbers 8-16, 8-18

Metropolitan Planning Organization Chairman or Designee

FDOT District Representative
District Four

TIP amendment criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20% AND greater than \$2 million.
- F Other

Project Name: I-595 Reconstruction/Public-Private Partnership (P3)

F TIP Criteria

Notes: (1) This is one of a series of TIP amendments reallocating funds currently programmed for this project under 409353-1, 413057-1, 413058-1, 413270-1, 413271-1, 413272-1, 413273-1, 413274-1, 416405-1, 418339-1 and 419341-1 to accommodate implementation of the project on an expedited basis using a public private partnership. (2) The preliminary engineering (PE) phase stipends are to compensate firms that compete for but are not awarded the project (standard practice).

| Status | FPN | Limits | Description | Fund | Phase | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 |
|------------|----------|---|--|----------------------------|-------------------------|-------------|----------|---|---------------|-----------|
| Current | | | | | | | | | | |
| Proposed | 420809-3 | I-595 from east of I-75 to west of I-95 | Design-build-finance-operate-maintain packages (stipends) and construction | GMR NHAC GMR PKBD | PE CST CST CST | \$8,295,000 | \$19,324 | \$115,000 \$12,272,261 \$15,634,238 | \$145,691,172 | \$141,000 |
| Net Change | | | | | | \$8,295,000 | \$19,324 | \$28,021,499 | \$145,691,172 | \$141,000 |

Exhibit C to I-595 STIP Amendment No. 08-07a

Transportation Improvement Program Amendment
FY 2007/08 - 2011/12

TIP Amendment Number 1536

Item 5 Attachment 1c

TIP Page Number 39

Is a STIP amendment needed for this project? (check if yes)

On February 14, 2008, the Broward Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance.

The TIP Amendment is consistent with the Adopted Long Range Transportation Plan and remains financially constrained.

L RTP Page Numbers 8-16, 8-18

 Metropolitan Planning Organization Chairman or Designee

 FDOT District Representative
 District Four

TIP amendment criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20% AND greater than \$2 million.
- F Other

Project Name: I-595 Reconstruction/Public-Private Partnership (P3)

TIP Criteria

Notes: (1) This is one of a series of TIP amendments reallocating funds currently programmed for this project under 409353-1, 413057-1, 413058-1, 413270-1, 413271-1, 413272-1, 413273-1, 413274-1, 416405-1, 418339-1 and 419341-1 to accommodate implementation of the project on an expedited basis using a public private partnership.

| Status | FPN | Limits | Description | Fund | Phase | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 |
|------------|----------|---|-------------|-------------|------------|----------|-------------|----------|---------|---------|
| Current | | | | | | | | | | |
| Proposed | 420809-4 | I-595 from east of I-75 to west of I-95 | Utilities | GMR NHAC | RRU RRU | \$24,700 | \$1,185,600 | \$24,700 | | |
| Net Change | | | | | | \$24,700 | \$1,185,600 | \$24,700 | | |

Exhibit C to I-595 STIP Amendment No. 08-07a

**Transportation Improvement Program Amendment
FY 2007/08 - 2011/12**

TIP Amendment Number 1537

Item 5 Attachment 1d

TIP Page Number 39

Is a STIP amendment needed for this project? (check if yes)

On February 14, 2008, the Broward Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance.

The TIP Amendment is consistent with the Adopted Long Range Transportation Plan and remains financially constrained.

L RTP Page Numbers 8-16, 8-18

Metropolitan Planning Organization Chairman or Designee

FDOT District Representative
District Four

TIP amendment criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20% AND greater than \$2 million.
- F Other

Project Name: I-595 Reconstruction/Public-Private Partnership (P3)

TIP Criteria

Notes: (1) This is one of a series of TIP amendments reallocating funds currently programmed for this project under 409353-1, 413057-1, 413058-1, 413270-1, 413271-1, 413272-1, 413273-1, 413274-1, 416405-1, 418339-1 and 419341-1 to accommodate implementation of the project on an expedited basis using a public private partnership.

| Status | FPN | Limits | Description | Fund | Phase | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 |
|------------|----------|---|--------------------------|--------------------|-------------------|-----------|----------------------------|-------------|-------------|--------------------------|
| Current | | | | | | | | | | |
| Proposed | 420809-5 | I-595 from east of I-75 to west of I-95 | Construction Engineering | GMR DDR NHAC | CST CST CST | \$100,000 | \$1,150,000 \$1,850,000 | \$4,900,000 | \$5,450,000 | \$725,000 \$5,000,000 |
| Net Change | | | | | | \$100,000 | \$2,800,000 | \$4,900,000 | \$5,450,000 | \$5,725,000 |

Exhibit C to I-595 STIP Amendment No. 08-07a

**Transportation Improvement Program Amendment
FY 2007/08 - 2011/12**

TIP Amendment Number 1538

Item 5 Attachment 1e

TIP Page Number 39

Is a STIP amendment needed for this project? (check if yes)

On February 14, 2008, the Broward Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance.

The TIP Amendment is consistent with the Adopted Long Range Transportation Plan and remains financially constrained.

L RTP Page Numbers 8-16, 8-18

Metropolitan Planning Organization Chairman or Designee

FDOT District Representative
District Four

TIP amendment criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20% AND greater than \$2 million.
- F Other

Project Name: I-595 Reconstruction/Public-Private Partnership (P3)

TIP Criteria

Notes: (1) This is one of a series of TIP amendments reallocating funds currently programmed for this project under 409353-1, 413057-1, 413058-1, 413270-1, 413271-1, 413272-1, 413273-1, 413274-1, 418405-1, 418339-1 and 419341-1 to accommodate implementation of the project on an expedited basis using a public private partnership.

| Status | FPN | Limits | Description | Fund | Phase | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 |
|------------|----------|---|--------------------------|------------|------------|---------|-----------|-----------|-----------|-----------|
| Current | | | | | | | | | | |
| Proposed | 420809-7 | I-595 from east of I-75 to west of I-95 | Construction Engineering | DDR GMR | CST CST | | \$200,000 | \$650,000 | \$425,000 | \$425,000 |
| Net Change | | | | | | | \$200,000 | \$650,000 | \$425,000 | \$425,000 |

Exhibit C to I-595 STIP Amendment No. 08-07a

**Transportation Improvement Program Amendment
FY 2007/08 - 2011/12**

TIP Amendment Number 1539

Item 5 Attachment 1f

TIP Page Number 39

Is a STIP amendment needed for this project? (check if yes)

On February 14, 2008, the Broward Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance.

The TIP Amendment is consistent with the Adopted Long Range Transportation Plan and remains financially constrained.

L RTP Page Numbers 8-16, 8-18

Metropolitan Planning Organization Chairman or Designee

FDOT District Representative
District Four

TIP amendment criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20% AND greater than \$2 million.
- F Other

Project Name: I-595 Reconstruction/Public-Private Partnership (P3)

TIP Criteria

Notes: (1) This is one of a series of TIP amendments reallocating funds currently programmed for this project under 409353-1, 413057-1, 413058-1, 413270-1, 413271-1, 413272-1, 413273-1, 413274-1, 418339-1 and 419341-1 to accommodate implementation of the project on an expedited basis using a public private partnership.

| Status | FPN | Limits | Description | Fund | Phase | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 |
|------------|----------|---|--------------------------|------------|------------|---------|---------------------------|---------|---------|---------|
| Current | | | | | | | | | | |
| Proposed | 421854-2 | I-595 from east of I-75 to west of I-95 | Right of way acquisition | GMR DIH | ROW ROW | | \$36,203,629 \$404,000 | | | |
| Net Change | | | | | | | \$36,607,629 | | | |

Exhibit C to I-595 STIP Amendment No. 08-07a

**Transportation Improvement Program Amendment
FY 2007/08 - 2011/12**

TIP Amendment Number 1540

Item 5 Attachment 1g

TIP Page Number 39

Is a STIP amendment needed for this project? (check if yes)

On February 14, 2008, the Broward Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance.

The TIP Amendment is consistent with the Adopted Long Range Transportation Plan and remains financially constrained.

L RTP Page Numbers 8-16, 8-18

Metropolitan Planning Organization Chairman or Designee

FDOT District Representative
District Four

TIP amendment criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20% AND greater than \$2 million.
- F Other

Project Name: I-595 Reconstruction/Public-Private Partnership (P3)

TIP Criteria

Notes: (1) This is one of a series of TIP amendments reallocating funds currently programmed for this project under 409353-1, 413057-1, 413058-1, 413270-1, 413271-1, 413272-1, 413273-1, 413274-1, 418339-1 and 419341-1 to accommodate implementation of the project on an expedited basis using a public private partnership.

| Status | FPN | Limits | Description | Fund | Phase | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 |
|------------|----------|---|--------------------------|-------------|------------|-----------------------------|---------|---------|---------|---------|
| Current | | | | | | | | | | |
| Proposed | 421854-3 | I-595 from east of I-75 to west of I-95 | Right of way acquisition | GMR NHAC | ROW ROW | \$13,945,924 \$3,054,076 | | | | |
| Net Change | | | | | | \$17,000,000 | | | | |

Exhibit C to I-595 STIP Amendment No. 08-07a

**Transportation Improvement Program Amendment
FY 2007/08 - 2011/12**

TIP Amendment Number 1087

Item 5 Attachment 1h

TIP Page Number 60

Is a STIP amendment needed for this project? (check if yes)

On February 14, 2008, the Broward Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance.

The TIP Amendment is consistent with the Adopted Long Range Transportation Plan and remains financially constrained.

L RTP Page Number 8-16, 8-18

Metropolitan Planning Organization Chairman or Designee

FDOT District Representative
District _____

TIP amendment criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20% AND greater than \$2 million.
- F Other

Project Name: I-595 Reconstruction/Public-Private Partnership (P3) - SR 84 Greenway

TIP Criteria

Notes: (1) This is one of a series of TIP amendments reallocating funds currently programmed for this project under 409353-1, 413057-1, 413058-1, 413270-1, 413271-1, 413272-1, 413273-1, 413274-1, 418339-1 and 419341-1 to accommodate implementation of the project on an expedited basis using a public private partnership. (2) This project has some funds remaining.

| Status | FPN | Limits | Description | Fund | Phase | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 |
|--------------|----------|---|---------------------|------|-------|---------|--------------|---------|---------|---------|
| Current | 416405-1 | SR 84 Greenway - Markham Park to University | Construct bike path | DDR | CST | | \$5,896,000 | | | |
| Proposed | 416405-1 | SR 84 Greenway - Markham Park to University | Construct bike path | DDR | CST | | \$2,371,000 | | | |
| Net Change * | | | | | | | -\$3,525,000 | | | |

* The balance of funds representing the Net Change will be reallocated to provide design and basic construction of a large portion of the SR-84 Greenway as part of the overall I-595 improvements. The remaining \$2,371 million will be used by Broward County to complete the smaller portion of the greenway and various amenities such as landscaping, benches, and trash receptacles.