



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Board Meeting

Full Agenda

November 12, 2014

MetroPlan Orlando
315 E. Robinson Street - Suite 355 - Orlando, FL 32801
www.metroplanorlando.com



MEETING NOTICE

DATE: Wednesday, November 12, 2014

TIME: 9:00 a.m.

LOCATION: MetroPlan Orlando
One Landmark Building
315 E. Robinson Street
Suite 355
Orlando, Florida 32801

Transit Options to MetroPlan Orlando
www.sunrail.com (for schedule)

SunRail - LYNX Central Station
12 minute walk to MetroPlan

Connections:

Bus Link 51 (Platform X) or

Bus Link 125 (Platform V)

Your stop: 315 E. Robinson Street

Bike Racks are available in Parking
Garage located on Ridgewood Street



Commissioner Bob Dallari, Chairman, Presiding

PLEASE SILENCE CELL PHONES

(Wireless Access: network = MpoBoardRoom, password = mpoaccess)

- I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE
- II. CHAIRMAN'S ANNOUNCEMENTS - Commissioner Bob Dallari
- III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS - Mr. Barley
- IV. CONFIRMATION OF QUORUM - Ms. Tolliver
- V. AGENDA REVIEW - Mr. Barley

VI. COMMITTEE REPORTS

Transportation Technical Committee - Mr. Charles Ramdatt
Citizens' Advisory Committee - Mr. Carnot Evans
Bicycle and Pedestrian Advisory Committee - Mr. Rob McKey
Municipal Advisory Committee - Mayor Ken Bradley

VII. PUBLIC COMMENTS ON ACTION ITEMS

Comments from the public will be heard pertaining to Action Items on the agenda for this meeting. People wishing to speak must complete a "Speakers Introduction Card." Each speaker is limited to two minutes. People wishing to speak on other items will be acknowledged under Agenda Item XV.

VIII. CONSENT AGENDA (ACTION ITEMS)

A. Approval of Minutes - September 10, 2014 Board Meeting (Tab 1)

Approval is requested of the minutes of the September 10, 2014 Board meeting.

B. Approval of August and September 2014 Monthly Financial Report and Acknowledgement of September and October 2014 Travel (Tab 2)

Approval is requested of the preliminary monthly financial reports for the periods ending August 31, 2014 and September 30, 2014 (Provided at Tab 2). Acknowledgment is also requested of travels outside our region during the months of September and October 2014 (Provided at Tab 2).

C. Approval of Budget Amendment #2 (Tab 3)

Approval of Budget Amendment #2 is requested to finish the Long-Range Transportation Plan printing and design; to close out the prior year travel time traffic study and to add funds to the current year travel time traffic study; to reallocate staff hours to different UPWP tasks; and to reallocate funds for training and event sponsorships. There is no change to the total budget. Additional information is provided at Tab 3.

D. Approval of Resolution No. 14-21 to Amend the Model 457 ICMA Retirement Corporation Deferred Compensation Plan and Trust Document to Allow Roth Provisions and Approval to Allow ICMA-RC to Provide IRA Accounts (Traditional & Roth) Through Payroll Deduction (Tab 4)

Approval is requested of Resolution No.14-21 to amend the Model 457 ICMA Retirement Corporation Deferred Compensation Plan and Trust Document to allow Roth Provisions. The 457(b) plan, through ICMA-RC, is the mechanism in which MetroPlan Orlando employees contribute to their retirement through deferred compensation. Allowing the Roth Provisions provides greater flexibility to employees to shape their retirement planning. This amendment allows Roth contributions, In-Plan Roth Conversions, and qualified Roth distributions. Approval is also requested to allow ICMA-RC to provide

MetroPlan Orlando employees with Traditional and Roth IRA accounts through payroll deduction. IRAs are employee accounts separate from the employer plan but allows convenience to the employee and additional flexibility for retirement planning. A copy of Resolution No. 14-21 is provided at Tab 4.

E. Approval of Proposed 2015 Board and Committees Meeting Schedule (Tab 5)

Action is requested to approve the 2015 MetroPlan Orlando Board and Committee Meeting Schedule. A copy of the proposed schedule is provided at Tab 5. Please note that consistent with what was requested during the development of the Strategic Business Plan Update, we have been able to consolidate Board and Committee activities so that four monthly meetings have been eliminated. A copy of the 2015 Meeting Schedule is provided at Tab 5.

F. Approval of Resolution No.14-22 in Support of the All Aboard Florida Project (Tab 6)

Board approval is requested of Resolution No. 14-22 in support of the privately-financed All Aboard Florida project that will provide high speed passenger rail service between Orlando and Miami with stops in West Palm Beach and Ft. Lauderdale. This Resolution is to be submitted to the Federal Railroad Administration for consideration during their review of the Draft Environmental Impact Statement (DEIS) that has been prepared for the project. A copy of Resolution No. 14-22 is provided at Tab 6

G. Appointment of Commissioner Pete Clarke to TDLCB

Approval is requested to appoint Commissioner Pete Clarke to the Transportation Disadvantaged Local Coordinating Board (TDLCB). This appointment is requested to replace Commissioner Scott Boyd who is now serving on the Central Florida Expressway Authority Board. The Central Florida Expressway Authority Board meets on the same date and time as the TDLCB.

IX. OTHER ACTION ITEMS

A. Approval of FDOT TIP Amendments to FY 2014/15-2018/19 Resolution No. 14-20 (Tab 7)
(Roll Call Required)

Mr. Gene Ferguson, FDOT, is requesting an amendment of the FY 2014/15-2018/19 TIP to include a project length change for a safety project on US 441 and partial design funding for the I-4 ultimate improvement from east of SR 434 to US 17/92. The amendments are described in the letter from FDOT along with Resolution No. 14-20 provided at Tab 7.

Citizens' Advisory Committee - recommend approval
Bicycle and Pedestrian Advisory Committee - recommend approval
Transportation Technical Committee - recommend approval
Municipal Advisory Committee - will meet on November 6, 2014

B. Approval of Legislative Priorities for 2015; Recommendation from Board Executive Committee (Tab 8)

The Board's Executive Committee met on October 23, 2014 to discuss legislative priorities and positions for the 2015 session in Tallahassee. The Committee's recommendation is provided at Tab 8. This provides guidance to staff and our lobbyists in Tallahassee. Board approval is requested.

C. Approval/Acceptance of Annual Financial Report

Mr. William Blend, CPA from Moore Stephens Lovelace, P.A. will be presenting their Audit Report and the Annual Financial Report for the Fiscal Year Ending June 30, 2014. Approval is requested of both the Audit Report and the Annual Financial Report. There were no management findings in the report. MetroPlan Orlando received a clean audit report, and ended the fiscal year in good financial condition with unrestricted net position of \$4,409,968.

The full financial report is available at:

http://www.metroplanorlando.com/files/view/annual_financial_report_2014.pdf and a printed copy of the full report is provided to Board members as a separate document that accompanies the Board agenda workbook.

D. Request by Municipal Advisory Committee for a Voting Seat on the MetroPlan Orlando Board; Recommendation from Board Executive Committee

The Municipal Advisory Committee (MAC) is requesting approval of a voting seat on the MetroPlan Orlando Board. Among the recent changes made to s. 339.175, F.S. by the Florida Legislature were revisions to the membership and governance requirements of metropolitan planning organizations which included increasing the maximum voting membership from 19 to 25. Additionally, voting representation by a group of general-purpose local governments through an entity created by an MPO for that purpose was also among the changes which make voting membership allowable for groups like the MAC. Mayor Ken Bradley, MAC Chairman, presented a formal request for voting membership to the Board Executive Committee at their October 23rd meeting. The consensus of the Committee was that the item be deferred to the full MetroPlan Orlando Board for consideration.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)

(Tab 9)

A. Correspondence

- Sample letter from Mr. Barley to Sheriffs and Police Chiefs dated September 12, 2014, Subject: Transportation-Law Enforcement Collaborative

B. Status Updates

- FDOT Construction Status Report - October 2014
- FDOT First Quarter FDOT Variance Report - October 2014

C. General Information

- SunRail Update (*Presentation Slides Attached*)
- Central Florida MPO Alliance Meeting Highlights - October 10, 2014 (*Attached*)
- Florida MPO Advisory Council Legislative Policy Positions for 2015 (*Attached*)
- University of Central Florida/Master's Program in Urban & Regional Planning Lecture Series: "*Finding the Intersection of Planning, Health and Poverty*," November 12, 2014, Florida Hospital/Downtown Orlando Campus - Werner Auditorium (*Attached*)
- Central Florida Commuter Rail Commission Meeting - November 12, 2014 hosted by MetroPlan Orlando
- Transportation Disadvantaged Local Coordinating Board Meeting & Public Hearing - November 13, 2014
- East Central Florida Corridor Task Force (Final Meeting) - November 13, 2014
- Federal Railroad Administration (FRA) Public Information Meeting on the Draft Environmental Impact Statement (DEIS) for the All Aboard Florida project - November 13, 2014 at the Wyndham Orlando Resort
- FDOT District 5 Work Program Public Hearing - December 9, 2014 - DeLand Office
- FDOT District 5 Work Program Public Hearing Webinar - December 9, 2014
Website: www.D5WPPH.com/2014 . The Public Hearing will also be webcast to: the John H. Jackson Community Center, 1002 West Carter Street, Orlando
- Florida Automated Vehicle Summit - December 15-16, 2014
- MetroPlan Orlando Volunteer Appreciation Luncheon - December 17, 2014 (*Attached*)
- 2040 Long Range Transportation Plan Executive Summary (*Provided at Meeting*)

D. Featured Research and Articles

- *"Disability Access Signs Get Active"* *Transportation Nation*, September 2014 (Attached)
- *"Think Infrastructure Solutions; Infrastructure of the Future,"* HNTB, September 2014 (Attached)
- *"The Transportation Crisis: Where Do We go From Here? "* by Gary Kuhn, P.E., President of Geotechnical and Environmental Consultants, Inc. (Orlando) in the *Journal of the Florida Engineering Society*, October 2014 (Attached)
- *"Improving Transportation Performance: Time to Focus on Operations,"* by Joshua L. Schank, President & CEO, Eno, Center for Transportation, October 2014 (Attached)
- *"Is Funding Transportation a Bipartisan Issue?,"* Institute of Transportation Engineers Journal, September 2014
<http://www.ite.org/membersonly/itejournal/pdf/2014/JB14IA26.pdf>
- *"Obama's Disappointing Legacy on Transportation Policy,"* Innovation NewsBriefs, October 24, 2014
<http://blogs.cfr.org/renewing-america/2014/10/16/obamas-disappointing-legacy-on-transportation-policy/>

XI. PRESENTATIONS

A. Strategic Business Plan Report (Tab 10)

Ms. Virginia L. Whittington, MetroPlan Orlando, will provide a brief overview on the steps being taken to implement goals and objectives outlined in the 2014-2018 MetroPlan Orlando Strategic Business Plan approved by the Board in December 2013. Forthcoming recommendations are still under development and will be presented to the full Board for approval next month. A copy of the third quarter Strategic Business Plan Update is provided at Tab 10.

B. Implementation Plan for the I-4 Ultimate Project

Ms. Loreen Bobo, FDOT, will provide an update on the I-4 Ultimate Project and project-related activities that can be expected in 2015.

C. Orange County Multi-Modal Corridor Project

Ms. Alissa Torres, Orange County staff, will give a presentation on Orange County's Multimodal Corridor Plan.

D. Presentation on Connected Vehicle Technology

Mr. Eric Hill, MetroPlan Orlando staff, will give a presentation on the current status of Connected Vehicle Technology.

XII. OTHER BUSINESS

A. Overview of Intelligent Transportation System (ITS) Master Plan

Mr. Eric Hill, MetroPlan Orlando staff, will provide an overview of an Intelligent Transportation Systems (ITS) Master Plan for the MetroPlan Orlando area. The master plan will evaluate the current transportation technology systems in the planning area, determine future needs and formulate an implementation strategy for the future deployment and maintenance of the ITS.

B. Update on the East Central Florida Corridor Task Force

Mr. Harold Barley, MetroPlan Orlando staff, will provide an update on the work of the East Central Florida Corridor Task Force. This Task Force was formed by an Executive Order of the Governor as part of FDOT's "New Corridors" initiative. More specifically, it was formed to look at improving connectivity between the east side of the Orlando metropolitan area and Brevard County along with associated economic development opportunities.

XIII. BOARD MEMBER COMMENTS

XIV. PUBLIC COMMENTS (GENERAL)

XV. NEXT MEETING - December 10, 2014

XVI. ADJOURNMENT

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, he or she should contact Ms. Lena Tolliver, MetroPlan Orlando, 315 East Robinson Street, Suite 355, Orlando, Florida, 32801 or by telephone at (407) 481-5672 x307 at least three business days prior to the event.

Persons who require translation services, which are provided at no cost, should contact MetroPlan Orlando at (407) 481-5672 x307 or by email at ltolliver@metroplanorlando.com at least three business days prior to the event.

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

TAB 1





MEETING MINUTES

DATE: Wednesday, September 10, 2014

TIME: 9:00 a.m.

LOCATION: MetroPlan Orlando
One Landmark Building
315 E. Robinson Street
Suite 355
Orlando, Florida 32801

Commissioner Bob Dallari, Chairman, Presiding

Members:

Mr. Dean Asher, GOAA
Hon. Pat Bates, City of Altamonte Springs
Hon. Scott Boyd, Orange County
Hon. Pete Clarke, Orange County
Hon. Bob Dallari, Seminole County
Hon. Buddy Dyer, City of Orlando
Hon. Ted Edwards, Orange County
Hon. Carlton Henley, Seminole County
Hon. Samuel B. Ings, City of Orlando
Hon. Joe Kilsheimer, City of Apopka
Hon. Tiffany Russell, Orange County
Hon. Jim Swan, City of Kissimmee
Hon. Jeff Triplett, City of Sanford

Advisors in Attendance:

Ms. Pat Devillers for Ms. Candy Bennage, Kissimmee Gateway Airport
Mr. Frank O'Dea for Ms. Noranne Downs, District 5 Secretary, FDOT
Hon. Ken Bradley, Municipal Advisory Committee
Mr. Kelly Brock for Mr. Charles Ramdatt, Transportation Technical Committee
Mr. Carnot Evans, Citizens' Advisory Committee
Mr. Steve Noto, Bicycle and Pedestrian Advisory Committee

Members/Advisors not in Attendance:

Hon. Frank Attkisson, LYNX/CF Commuter Rail Commission
Mr. Larry Dale, Sanford Airport Authority
Hon. Teresa Jacobs, Orange County
Hon. John Quinones, Osceola County
Hon. Jennifer Thompson, Orange County
CFX/Vacant

Staff in Attendance:

Ms. Gabriella Arismendi
Mr. Harold Barley
Mr. Steve Bechtel, Mateer & Harbert
Mr. Keith Caskey
Ms. Cathy Goldfarb
Ms. Mary Ann Horne
Ms. Jill Hoskins
Ms. Cynthia Lambert
Mr. Jason Loschiavo
Ms. Sally Morris
Ms. Lena Tolliver
Mr. Alex Trauger
Ms. Virginia Whittington
Mr. Mighk Wilson

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Commissioner Bob Dallari called the meeting to order at 9:00 a.m. and welcomed all; Mayor Jim Swan led the Pledge of Allegiance.

II. CHAIRMAN'S ANNOUNCEMENTS

Commissioner Bob Dallari welcomed everyone and recognized Commissioner Tiffany Russell for her service to the region; she will be retiring from her position as a Commissioner after today's meeting. Commissioner Russell expressed appreciation to all. Commissioner Dallari reported on a new initiative to build stronger ties between transportation industry leaders and law enforcement officials. Mr. Barley will convene a

meeting of the two groups to discuss mutual interests: ITS technology; reducing crashes and injuries; SunRail passenger safety and other topics. A report will be provided at the next Board meeting.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Barley acknowledged Board Alternates and Non-Voting Advisors: Mr. Kelly Brock representing Mr. Ramdatt (TTC); Mr. Frank O'Dea representing Ms. Downs (FDOT); and Ms. Pat Devillers representing Ms. Bennage (Kissimmee Gateway Airport). He acknowledged Guest: Mr. Tony Morris (American Maglev), and reported on the following topics of interest: Federal Transportation Trust Fund and the extension of the current federal transportation bill known as MAP-21 which expires May 2015; East Central Florida Corridor Task Force/North Ranch Sector Plan; SunRail Phase III to OIA could be operational by 2019; LYNX service options for connectivity from Maitland Center to SunRail Station; Quiet Zones grant applications and submittal process - deadline October 15 and the award announcement is expected by the end of the year. Mr. Barley called attention to the Air Quality report provided, and noted that there were no violations at any of the monitoring stations this year. Ms. Courtney Miller (rethink your commute) presented awards to several agencies for the "Best Work Places for Commuters".

IV. CONFIRMATION OF QUORUM

Ms. Lena Tolliver confirmed a quorum of 13 voting members present. Also present were 6 advisors; and the meeting having been duly convened was ready to proceed with business.

V. AGENDA REVIEW

Mr. Barley asked members to disregard Item: X. C. FDOT Transportation Data Symposium - September 25-26, 2014 - Orlando, which was the tentative event day and was inadvertently printed on the agenda. The correct day is also listed under X.C. as Florida Transportation Data Symposium sponsored by FDOT - October 23-24, 2014 - Renaissance Marriott Sea World, Orlando.

VI. COMMITTEE REPORTS

Municipal Advisory Committee (MAC): Mayor Ken Bradley reported on the activities of the September 4, 2014 MAC meeting. The Committee recommended approval of the following items: Approval of TIP Amendment and Resolution No.14-18; Approval of TIP Amendment and Resolution No. 14-19; Approval of FY Prioritized Project List; and Approval of Central Florida MPO Alliance Prioritized Project List. Mayor Bradley also reported that the MAC discussed the recent action by the state legislature, which increased the maximum voting membership on MPO Boards from 19 to 25 and makes it now permissible to have voting representation for groups like the MAC. He requested that an item be included on the next MetroPlan Orlando Board and/or Executive Committee meeting agendas for consideration of a voting seat for MAC beginning January 2015.

Transportation Technical Committee (TTC): Mr. Kelly Brock (TTC Vice-Chairman) reported on the activities of the August 22, 2014 TTC meeting. The Committee recommended approval of the following items: Approval of TIP Amendment and Resolution No.14-18; Approval of TIP Amendment and Resolution No. 14-19; Approval of FY Prioritized Project List; and Approval of Central Florida MPO Alliance Prioritized Project List.

Citizens' Advisory Committee (CAC): Mr. Carnot Evans reported on the activities of the August 27, 2014 CAC meeting. The Committee recommended approval of the following items: Approval of TIP Amendment and Resolution No.14-18; Approval of TIP Amendment and Resolution No. 14-19; Approval of FY Prioritized Project List; and Approval of Central Florida MPO Alliance Prioritized Project List.

Bicycle and Pedestrian Advisory Committee (BPAC): Mr. Steve Noto reported on the activities of the August 27, 2014 BPAC meeting. The Committee recommended approval of the following items: Approval of TIP Amendment and Resolution No.14-18; Approval of TIP Amendment and Resolution No. 14-19; Approval of FY Prioritized Project List; and Approval of Central Florida MPO Alliance Prioritized Project List. Mr. Noto noted that approval of the Prioritized Project List included the addition of the Ventura Elementary sidewalk project back onto the Bicycle & Pedestrian list and advancement of Riverwalk Phase II to number 9 on the list. Members also discussed expanding the Central Florida MPO Alliance priority lists beyond the Coast to Coast, River to Sea, and Heart of Florida trails; this will continue to be discussed in future meetings.

VII. PUBLIC COMMENTS ON ACTION ITEMS

Mr. Chuck Graham expressed the importance of dedicated funding for transit; and suggested that toll revenue be used to fund transit and that the disabled community become responsible for handicapped parking violation enforcement and they should also receive the revenue generated from enforcement.

VIII. CONSENT AGENDA (ACTION ITEMS)

A. Approval of Minutes - July 9, 2014 Board Meeting

Approval was requested of the minutes of the July 9, 2014 Board meeting.

B. Approval of June and July 2014 Monthly Financial Report and Acknowledgement of July and August 2014 Travel

Approval was requested of the preliminary monthly financial reports for the periods ending June 30, 2014 and July 31, 2014. Acknowledgment was also requested of travels outside our region during the months of July and August 2014.

C. Ratification of Fiscal Year 2014 Budget Amendment #9 and Fiscal Year 2015 Budget Amendment #1

Ratification of Fiscal Year 2014 Budget Amendment #9 and Fiscal Year 2015 Budget Amendment #1 was requested. These amendments were approved by the Board Chairman in August 2014 with the Board's consent from the July 9, 2014 meeting since

there was not a Board meeting in August. The FY'14 amendment reallocated funds due to cost overruns in several line items within UPWP tasks. The FY'15 amendment brings forward prior years' grants to the FY'15 budget.

D. Approval of Resolution No. 14-15 - Construction of Kissimmee Intermodal Center

Board approval was requested of Resolution No. 14-15 requesting that the Florida Department of Transportation fund the Kissimmee Intermodal Center for construction and to incorporate this project in the contract for construction of the Kissimmee SunRail station.

E. Approval of "Put the Brakes on Fatalities Day" and Resolution No. 14-16

The fourteenth annual "Put the Brakes on Fatalities Day" will be held on Wednesday, October 10, 2014, in communities across the country. This is a national initiative that focuses on reducing the number of highway fatalities by improving our roadways, our vehicles and driver behavior. The goal is to unite the country to achieve one full day of zero traffic deaths by promoting safer highways and encouraging safer behavior. In support of this national campaign and recognizing that safety is one of the Board's top priorities, approval was requested of Resolution No. 14-16 declaring October 10, 2014 as "Put the Brakes on Fatalities Day" in the Orlando metropolitan area.

F. Approval of "Blind Americans Equality Day" and Resolution No. 14-17

In 1964, Congress passed a resolution allowing former President Lyndon Johnson to proclaim October 15 to be "White Cane Safety Day". Besides serving as a national observance in the United States, it enables us to celebrate the achievements of people who are blind or visually impaired and the important symbol of blindness and a tool of independence, the white cane. In 2011, "White Cane Safety Day" was named "Blind Americans Equality Day" by President Barack Obama. Approval was requested of Resolution No. 14-17 declaring October 15, 2014 as "Blind Americans Equality Day" in the Orlando metropolitan area.

G. Approval of Sole Source Contract to Update the MetroPlan Orlando Crash Data Base

Approval was requested to award a sole source contract to the University of Florida to update MetroPlan Orlando's Web-based Crash Database. This is a continuing project with the University to update the database through 2015.

This system provides web-based access to crash data and analytical tools to MetroPlan Orlando staff and partners. It is currently hosted at the University of Florida Geoplan Center. Improvement in access to crash data and analysis contribute to the fulfillment of the requirement to include safety as a planning factor that a metropolitan planning organization (MPO) must address in its transportation planning process and will support MetroPlan Orlando's mission to make the roadways safer.

The request is in compliance with the Board-approved procedures for awarding sole source contracts. The sole source contract, which is permitted under our procurement rules since the contractor is another public entity, will be for a total amount of \$30,000. Funds are included in our approved FY 2014/2015 budget for this purpose. A copy of the Scope of Services was provided.

H. Approval of Changes to Section 125 Cafeteria Benefits Plan

Approval was requested to restate MetroPlan Orlando's Section 125 Benefits Plan also known as a Cafeteria Plan Document. This plan, authorized by Section 125 of the Internal Revenue Code, allows MetroPlan Orlando to deduct employee premium contributions on a pre-tax basis for the qualified benefit options selected, such as Medical, Dental, Vision, etc. Employers with Section 125 benefits plans are required to have a Benefit Plan Document. The effective date of this restatement will be January 1, 2015 to coincide with a new plan and tax year. A copy of the Plan and a summary of changes were provided.

I. Approval of Revised Quiet Zone Concept Plan Cost Estimates

Subsequent to the completion of the quiet zone concept plan review process and approval by the MetroPlan Orlando Board, it was determined through discussions with the Federal Railroad Administration (FRA) that a three-quadrant gate treatment does not meet FRA Supplemental Safety Measure (SSM) standards. Based on this determination, adjustments were necessary at several intersections where three-quadrant gate improvements had been recommended. Additionally, FDOT confirmed that several proposed combination pedestrian/road gates could not be used. Revisions have been made to reflect these changes resulting in increase of \$486,475. Therefore, the revised total estimated cost to implement quiet zones along the SunRail corridor is \$15,934,358. A copy of the revised technical memorandum was provided.

J. Board Personnel Committee Report - Renewal of Executive Director's Employment Agreement

The Executive Director's employment agreement automatically renews in March of each year unless notice of non-renewal is provided by October 1st of the prior year. The Board's Personnel Committee (which currently includes Chairman Dallari, Vice Chairman Quinones and Commissioner Thompson) unanimously recommended that the Executive Director's employment agreement be allowed to renew in March 2015.

K. Authority to Exercise Contract Option for Florida State Legislative Services

The Board approved a three year contract, with two options to renew for an additional year each, with William J. Peebles, P.A. for Florida State Government Relations Services effective November 1, 2012, subject to annual renewals at the sole discretion of the Board. The first year of the contract stipulated an annual fee of \$60,000 plus travel expenses approved in advance by the Executive Director. Authority to extend the contract into its second year was approved by the Board on September 11, 2013 with an effective date of November 1, 2013. Authority was requested to continue the contract into the third and final year effective November 1, 2014 at the same rate plus travel under F.S. 112.061 and other expenses as approved in advance by the Executive Director. Funds are in our approved FY2014/2015 budget to cover this expense.

L. Approval of Contract Extension for graphic design services with Popcorn Initiative

The Board approved a three year contract, with two options to renew for an additional year each, with Popcorn Initiative for Graphic Design Services effective October 12, 2011. Approval was requested to exercise the first option to renew the agreement. Funds are in our approved FY2014/2015 budget to cover this expense.

M. Approval of Travel Authorization

Authorization was requested for Chairman Dallari to travel to Des Moines, Iowa on September 25-26, 2014 to attend a Board of Directors meeting of the National Association of Regional Councils (NARC). NARC is a membership organization that includes metropolitan planning organizations from across the country. Chairman Dallari serves on the NARC Board of Directors representing Florida and Georgia. The trip is estimated to cost \$700.00. Funds are available in our approved FY2014/2015 budget to cover this expense.

MOTION: Mayor Jim Swan moved approval of the Consent Agenda (A-M). Commissioner Tiffany Russell seconded the motion, which passed unanimously.

IX. OTHER ACTION ITEMS

A. Approval of FDOT TIP Amendments to FY 2014/15-2018/19

(Items A: 1&2 were approved by one vote)

(1) Approval of TIP Amendment FY 2014/15-2018/19 TIP and Resolution No. 14-18

Ms. Mary Schoelzel, FDOT, requested approval of FDOT amendments to the FY 2014/15-2018/19 TIP to include a new LYNX project, a project length change for a resurfacing project on SR 50, and funding for the PD&E phase for the SunRail extension to Orlando International Airport. Additional information and Resolution No. 14-18 were provided.

(2) Approval of TIP Amendment FY 2014/15-2018/19 and Resolution No. 14-19

Ms. Mary Schoelzel, FDOT, requested approval of FDOT amendments to the FY 2014/15-2018/19 TIP to include the projects that rolled forward from FY 2013/14 to FY 2014/15 based on the FY 2014/15-2018/19 Adopted Five Year Work Program, as well as other minor corrections. A letter and other attachments from FDOT and Resolution No. 14-19 were provided.

MOTION: Mayor Buddy Dyer moved approval of both FDOT TIP Amendments supported by Resolution No. 14-18 and Resolution No. 14-19. Commissioner Scott Boyd seconded the motion, which passed unanimously by a roll call vote.

B. Approval of FY 2019/20-2039/40 Prioritized Project List

Action was requested by Mr. Keith Caskey, MetroPlan Orlando staff, to approve the FY 2019/20-2039/40 Prioritized Project List (PPL), a draft copy was provided. The document includes a list of highway, Management and Operations, bicycle and pedestrian, and transit projects that have been ranked in order of priority. FDOT will use the PPL in developing their FY 2015/16-2019/20 Five Year Work Program.

Mr. Caskey reported that the City of Sanford and Seminole County had requested that the Riverwalk Phase III project be moved from project #35 to #9. The request was tied into some recent funding developments, including \$12 million now being committed by the City of Sanford and Seminole County for this project as a result of voter approval of the new sales tax and City funding commitments so that the work can be accelerated. However, at the BPAC meeting on August 27, 2014, Osceola County requested that the Ventura Elementary School sidewalk project return to the PPL Bicycle & Pedestrian list at #2, where it was ranked last year. That project had been taken off the list because it was thought to be fully funded; however, additional funding is still needed to complete that project. The BPAC included Osceola County's request in their approval of the PPL, which means that the BPAC is recommending that the RiverWalk Phase III project be moved up from #35 to #10 rather than #9. These changes were reflected in the PPL provided.

MOTION: Mayor Jim Swan moved approval of the FY 2019/20-2039/40 Prioritized Project List which included moving up the Riverwalk Phase III project from #35 to #10 on the Bicycle and Pedestrian list; and the return of the Ventura Elementary School sidewalk project to the Bicycle and Pedestrian list as the #2 project. Commissioner Scott Boyd seconded the motion, which passed unanimously.

C. Approval of Central Florida MPO Alliance Prioritized Project List

Ms. Virginia Whittington, MetroPlan Orlando staff, requested approval of the Central Florida MPO Alliance (CFMPOA) 2015 regional transportation priorities. Copies of the lists were provided.

MOTION: Commissioner Samuel B. Ings moved approval of the Central Florida MPO Alliance 2015 regional transportation priorities. Commissioner Carlton Henley seconded the motion, which passed unanimously.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)

A. Correspondence

- Letter from Mr. Barley to Senator Gardiner dated July 9, 2014, Subject: 2014 Legislative Session
- Memo from Mr. Barley to File dated July 10, 2014, Subject: Campaign Contribution
- Letter from Congressman Mica to Mr. Barley dated July 14, 2014, Subject: OIA Intermodal Center
- Letter from Mr. Barley to members of the Central Florida Legislative Delegation dated July 16, 2014, Subject: Medicaid Transportation Services
- City of Maitland Resolution 4-2014 in support of All Aboard Florida, approved July 14, 2014
- Open Letter from USDOT Secretary Anthony Foxx and 11 Former USDOT Secretaries Urging Congress to Address Long-term Transportation Needs - July 21, 2014
- Memo from Congressman Mica dated July 24, 2014, Subject: DMUs to Augment SunRail Service and Mass Transit Connections
- Memo from Mr. Barley to Board members dated August 1, 2014; Subject: Federal Highway Trust Fund Patched; MAP-21 Extended
- Memo from Mr. Barley to Board members dated August 26, 2014; Subject: East Central Florida Corridor Task Force and North Ranch Sector Plan
- Memo from Mr. Barley to Board members dated August 28, 2014; Subject: SunRail Phase 3 to Orlando International Airport

B. Status Updates

- FDOT 4th Quarter Variance Report
- FDOT August Construction Report
- Final 2014 Air Quality Report

C. General Information

- Highlights from Transportation Disadvantaged Local Coordinating Board meeting on August 14, 2014
- Meeting of the East Central Florida Corridor Task Force (New Corridors Project) - September 15, 2014 - at the Brevard Zoo
- Coast-to-Coast Connector Summit - October 1, 2014 - Winter Garden City Hall

- East Central Florida Corridor Task Force Meeting - October 9, 2014 hosted by MetroPlan Orlando
- Central Florida MPO Alliance Meeting - October 10, 2014
- Grand Opening of the CSXT Intermodal Logistics Center in Winter Haven - October 16, 2014
- Florida Transportation Data Symposium sponsored by FDOT - October 23-24, 2014 - Renaissance Marriott Sea World, Orlando
- Central Florida Commuter Rail Commission Meeting - November 12, 2014 hosted by MetroPlan Orlando
- Maitland Bikes! Commuter Bike Event - Maitland Center/Maitland Summit - November 14, 2014
- Florida Automated Vehicle Summit hosted by the Florida Institute of Consulting Engineers (FICE) and organized by FDOT - December 15-16, 2014 - Disney's Coronado Spring Resort

D. Featured Research and Articles

- *"The Changing Nature of State-Federal Relations in Transportation"* Innovation NewsBriefs by Ken Orski, August 4, 2014

<http://www.infrastructureusa.org/the-changing-nature-of-state-federal-relations-in-transportation/>

MOTION: Commissioner Scott Boyd moved approval of Information for Acknowledgment (A-D). Commissioner Carlton Henley seconded the motion, which passed unanimously.

XI. PRESENTATIONS

A. Update on American Maglev Project

Mr. Tony Morris, President and CEO of American Maglev Technology, provided an update of the privately financed rail transit project that is proposed to operate between Orlando International Airport and the Orange County Convention Center/I-Drive area.

Mr. Carnot Evans asked about the circulator and connector lines and the need to transfer from one line to another line verses using a single line from OIA. Mr. Morris explained that separating the line is important to move travelers faster and allows the ability to be positioned above the pedestrian walkways. The circulator would also provide flexibility for future expansion opportunities. Discussion followed relative to passenger service and cost. Members requested that a copy of the presentation be sent electronically to members.

B. Traffic Light Synchronization Travel Time Study and Benefit-Cost Analysis Report

Mr. Anthony Washington, MetroPlan Orlando staff, presented the annual report on the traffic light synchronization travel time study and benefit-cost analysis.

C. Report on Regional Northeast Corridor Concept Study Findings & Opportunities

Ms. Gaby Arismendi, MetroPlan Orlando staff, reported on the findings and opportunities resulting from the Regional Northeast Corridor Concept Study which was done using in-house staff to identify any transit opportunities. In response to one of the opportunities (to extend the SR 50 Alternative Analysis Study Area to the City of Oviedo) Commissioner Dallari advised staff that Seminole County prohibits development in rural areas.

XII. OTHER BUSINESS

A. Coast-to-Coast Trail Update

Mr. Mighk Wilson, MetroPlan Orlando staff, provided an update on plans for the Coast-to-Coast Trail including a status report on each trail segment to show how funds approved during the 2014 legislative session in Tallahassee are being utilized. Commissioner Dallari suggested that counties along the trail be committed to maintaining the trail. Mr. Barley also noted that counties along the trail should display a unified branding concept along the trail to include a consistent design and signage to represent one trail. These topics will be discussed at the Coast-to-Coast Connector Summit on October 1, 2014. He also encouraged members to thank Senator Gardiner who was instrumental with getting funding for this project. Mayor Bradley encouraged members to try to connect other facilities to the trails when possible.

XIII. BOARD MEMBER COMMENTS

None

XIV. PUBLIC COMMENTS (GENERAL)

Regarding Seminole County's right-of-way designs, Mr. John Casselberry stated that building setbacks are needed to adequately determine the potential plans for widening the right-of-way.

XV. NEXT MEETING - November 12, 2014 (The Board will not meet in October)

XVI. ADJOURNMENT

There being no further business, the meeting adjourned at 10:24 a.m. The meeting was transcribed by Lena Tolliver.

Approved this 12th day of November, 2014.

Commissioner Bob Dallari, Chairman

Lena E. Tolliver,
Senior Board Services Coordinator/
Recording Secretary

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

TAB 2



METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 8/31/14

ASSETS

Operating Cash in Bank	\$ 2,129,504.45
Petty Cash	\$ 25.00
SBA Investment Account	\$ 1,831,935.69
Rent Deposit	\$ 14,120.66
Prepaid Expenses	\$ 23,494.53
Accounts Receivable - Grants	\$ 490,365.32
Fixed Assets-Equipment	\$ 409,401.05
Accumulated Depreciation	\$ (264,699.63)

TOTAL ASSETS:	<u>\$ 4,634,147.07</u>
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LIABILITIES

Accrued Personal Leave	\$ 244,045.05
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TOTAL LIABILITIES:	<u>\$ 244,045.05</u>
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$ 23,494.53
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Deposits	\$ 14,120.66
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Unassigned:	\$ 4,352,486.83
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TOTAL EQUITY:	<u>\$ 4,390,102.02</u>
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TOTAL LIABILITIES & EQUITY:	<u>\$ 4,634,147.07</u>
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Net difference to be reconciled:	\$ -
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 8/31/14

REVENUES	CURRENT	Y-T-D	BUDGET as of B/E #1	VARIANCE (over)/under	PERCENTAGE OF BUDGET
Federal	\$ 191,611.53	\$ 251,438.69	\$ 2,753,811.00	\$ 2,502,372.31	9.13%
State	\$ 10,882.75	\$ 13,592.95	\$ 259,141.00	\$ 245,548.05	5.25%
Local	\$ -	\$ -	\$ 1,061,207.00	\$ 1,061,207.00	0.00%
Interest Income	\$ 248.46	\$ 495.87	\$ 2,800.00	\$ 2,304.13	17.71%
Other	\$ -	\$ -	\$ 16,250.00	\$ 16,250.00	0.00%
Contributions	\$ -	\$ -	\$ 25,000.00	\$ 25,000.00	0.00%
Cash Carryforward	\$ -	\$ -	\$ 194,867.00	\$ 194,867.00	0.00%
Local Funds Transfer	\$ 10,882.75	\$ 13,592.95	\$ 194,555.00	\$ 180,962.05	6.99%
TOTAL REVENUES:	\$ 213,625.49	\$ 279,120.46	\$ 4,507,631.00	\$ 4,228,510.54	6.19%

EXPENDITURES

Salaries	\$ 145,334.68	\$ 188,964.14	\$ 1,703,620.00	\$ 1,514,655.86	11.09%
Fringe Benefits	\$ 43,991.07	\$ 57,463.67	\$ 535,464.00	\$ 478,000.33	10.73%
Local Match-Transf Out	\$ 10,882.75	\$ 13,592.95	\$ 194,555.00	\$ 180,962.05	6.99%
Audit Fees	\$ -	\$ -	\$ 37,500.00	\$ 37,500.00	0.00%
Computer Operations	\$ 6,520.60	\$ 8,003.05	\$ 53,345.00	\$ 45,341.95	15.00%
Dues & Memberships	\$ 645.48	\$ 6,306.48	\$ 12,160.00	\$ 5,853.52	51.86%
Equipment & Furniture	\$ -	\$ -	\$ 62,000.00	\$ 62,000.00	0.00%
Graphic Printing/Binding	\$ -	\$ 358.00	\$ 29,625.00	\$ 29,267.00	1.21%
Insurance	\$ 1,414.82	\$ 2,829.64	\$ 27,069.00	\$ 24,239.36	10.45%
Legal Fees	\$ 3,628.50	\$ 3,628.50	\$ 45,000.00	\$ 41,371.50	8.06%
Office Supplies	\$ 2,970.85	\$ 4,390.70	\$ 50,734.00	\$ 46,343.30	8.65%
Postage	\$ 151.26	\$ 514.42	\$ 8,425.00	\$ 7,910.58	6.11%
Books, Subscrips/Pubs	\$ 86.92	\$ 203.79	\$ 7,408.00	\$ 7,204.21	2.75%
Exec. Dir 457 Def. Comp.	\$ -	\$ -	\$ 18,000.00	\$ 18,000.00	0.00%
Rent	\$ 16,866.80	\$ 33,964.86	\$ 229,842.00	\$ 195,877.14	14.78%
Equipment Rent/Maint.	\$ 1,233.00	\$ 2,907.00	\$ 23,560.00	\$ 20,653.00	12.34%
Seminars & Conf. Registr.	\$ 2,155.70	\$ 9,460.70	\$ 21,417.00	\$ 11,956.30	44.17%
Telephone	\$ 267.17	\$ 267.17	\$ 7,350.00	\$ 7,082.83	3.63%
Travel	\$ 1,677.78	\$ 1,677.78	\$ 30,795.00	\$ 29,117.22	5.45%
Small Tools/Ofc. Mach.	\$ 71.59	\$ 71.59	\$ 2,500.00	\$ 2,428.41	2.86%
HSA Annual Employer Contrib.	\$ -	\$ -	\$ 14,672.00	\$ 14,672.00	0.00%
Computer Software	\$ -	\$ -	\$ 66,500.00	\$ 66,500.00	0.00%
Contingency	\$ -	\$ -	\$ 47,680.00	\$ 47,680.00	0.00%
Contractual/Temp Services	\$ 323.40	\$ 480.40	\$ 17,450.00	\$ 16,969.60	2.75%
Pass-Thru Expenses	\$ -	\$ -	\$ 413,052.00	\$ 413,052.00	0.00%
Consultants	\$ 44,628.81	\$ 44,628.81	\$ 696,980.00	\$ 652,351.19	6.40%
Repair & Maintenance	\$ -	\$ -	\$ 1,200.00	\$ 1,200.00	0.00%
Advertising/Public Notice	\$ 872.51	\$ 872.51	\$ 31,482.00	\$ 30,609.49	2.77%
Other Misc. Expense	\$ -	\$ 478.14	\$ 8,820.00	\$ 8,341.86	5.42%
Contributions	\$ -	\$ 60,200.00	\$ 60,700.00	\$ 500.00	99.18%
Educational Reimb.	\$ -	\$ -	\$ 1,690.00	\$ 1,690.00	0.00%
Comm. Rels. Sponsors	\$ 4,000.00	\$ 4,000.00	\$ 5,500.00	\$ 1,500.00	72.73%
Indirect Expense Carryforward	\$ -	\$ -	\$ 41,536.00	\$ 41,536.00	0.00%
TOTAL EXPENDITURES:	\$ 287,723.69	\$ 445,264.30	\$ 4,507,631.00	\$ 4,062,366.70	9.88%
AGENCY BALANCE	\$ (74,098.20)	\$ (166,143.84)			

METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 9/30/14

ASSETS

Operating Cash in Bank	\$ 2,072,640.62
Petty Cash	\$ 25.00
SBA Investment Account	\$ 1,832,183.04
Rent Deposit	\$ 14,120.66
Prepaid Expenses	\$ 27,862.86
Accounts Receivable - Grants	\$ 570,182.72
Fixed Assets-Equipment	\$ 409,401.05
Accumulated Depreciation	\$ (264,699.63)

TOTAL ASSETS:	<u>\$ 4,661,716.32</u>
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LIABILITIES

Accrued Personal Leave	\$ 243,097.35
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TOTAL LIABILITIES:	<u>\$ 243,097.35</u>
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$ 27,862.86
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Deposits	\$ 14,120.66
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Unassigned:	\$ 4,376,635.45
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TOTAL EQUITY:	<u>\$ 4,418,618.97</u>
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TOTAL LIABILITIES & EQUITY:	<u>\$ 4,661,716.32</u>
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Net difference to be reconciled:	\$ -
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 9/30/14

REVENUES	CURRENT	Y-T-D	BUDGET as of B/E #1	VARIANCE (over)/under	PERCENTAGE OF BUDGET
Federal	\$ 179,769.70	\$ 431,208.39	\$ 2,753,811.00	\$ 2,322,602.61	15.66%
State	\$ 22,384.18	\$ 35,977.13	\$ 259,141.00	\$ 223,163.87	13.88%
Local	\$ 49,499.00	\$ 49,499.00	\$ 1,061,207.00	\$ 1,011,708.00	4.66%
Interest Income	\$ 247.35	\$ 743.22	\$ 2,800.00	\$ 2,056.78	26.54%
Other	\$ 1.67	\$ 1.67	\$ 16,250.00	\$ 16,248.33	0.01%
Contributions	\$ 15,000.00	\$ 15,000.00	\$ 25,000.00	\$ 10,000.00	60.00%
Cash Carryforward	\$ -	\$ -	\$ 194,867.00	\$ 194,867.00	0.00%
Local Funds Transfer	\$ 32,575.16	\$ 46,168.11	\$ 194,555.00	\$ 148,386.89	23.73%
TOTAL REVENUES:	<u>\$ 299,477.06</u>	<u>\$ 578,597.52</u>	<u>\$ 4,507,631.00</u>	<u>\$ 3,929,033.48</u>	12.84%

EXPENDITURES

Salaries	\$ 95,708.87	\$ 284,673.01	\$ 1,703,620.00	\$ 1,418,946.99	16.71%
Fringe Benefits	\$ 29,369.12	\$ 86,832.79	\$ 535,464.00	\$ 448,631.21	16.22%
Local Match-Transf Out	\$ 32,575.16	\$ 46,168.11	\$ 194,555.00	\$ 148,386.89	23.73%
Audit Fees	\$ 18,000.00	\$ 18,000.00	\$ 37,500.00	\$ 19,500.00	48.00%
Computer Operations	\$ 1,526.95	\$ 9,530.00	\$ 53,345.00	\$ 43,815.00	17.86%
Dues & Memberships	\$ 40.00	\$ 6,346.48	\$ 12,160.00	\$ 5,813.52	52.19%
Equipment & Furniture	\$ 3,572.45	\$ 3,572.45	\$ 62,000.00	\$ 58,427.55	5.76%
Graphic Printing/Binding	\$ -	\$ 358.00	\$ 29,625.00	\$ 29,267.00	1.21%
Insurance	\$ 1,914.81	\$ 4,744.45	\$ 27,069.00	\$ 22,324.55	17.53%
Legal Fees	\$ 1,353.00	\$ 4,981.50	\$ 45,000.00	\$ 40,018.50	11.07%
Office Supplies	\$ 2,547.49	\$ 6,938.19	\$ 50,734.00	\$ 43,795.81	13.68%
Postage	\$ 280.68	\$ 795.10	\$ 8,425.00	\$ 7,629.90	9.44%
Books, Subscrips/Pubs	\$ 193.03	\$ 396.82	\$ 7,408.00	\$ 7,011.18	5.36%
Exec. Dir 457 Def. Comp.	\$ -	\$ -	\$ 18,000.00	\$ 18,000.00	0.00%
Rent	\$ 17,610.39	\$ 51,575.25	\$ 229,842.00	\$ 178,266.75	22.44%
Equipment Rent/Maint.	\$ 1,323.00	\$ 4,230.00	\$ 23,560.00	\$ 19,330.00	17.95%
Seminars & Conf. Registr.	\$ 875.00	\$ 10,335.70	\$ 21,417.00	\$ 11,081.30	48.26%
Telephone	\$ 495.97	\$ 763.14	\$ 7,350.00	\$ 6,586.86	10.38%
Travel	\$ 1,984.82	\$ 3,662.60	\$ 30,795.00	\$ 27,132.40	11.89%
Small Tools/Ofc. Mach.	\$ -	\$ 71.59	\$ 2,500.00	\$ 2,428.41	2.86%
HSA Annual Employer Contrib.	\$ -	\$ -	\$ 14,672.00	\$ 14,672.00	0.00%
Computer Software	\$ 14,003.34	\$ 14,003.34	\$ 66,500.00	\$ 52,496.66	21.06%
Contingency	\$ -	\$ -	\$ 47,680.00	\$ 47,680.00	0.00%
Contractual/Temp Services	\$ 9.00	\$ 489.40	\$ 17,450.00	\$ 16,960.60	2.80%
Pass-Thru Expenses	\$ -	\$ -	\$ 413,052.00	\$ 413,052.00	0.00%
Consultants	\$ 46,771.27	\$ 91,400.08	\$ 696,980.00	\$ 605,579.92	13.11%
Repair & Maintenance	\$ -	\$ -	\$ 1,200.00	\$ 1,200.00	0.00%
Advertising/Public Notice	\$ 229.75	\$ 1,102.26	\$ 31,482.00	\$ 30,379.74	3.50%
Other Misc. Expense	\$ 75.95	\$ 554.09	\$ 8,820.00	\$ 8,265.91	6.28%
Contributions	\$ 500.00	\$ 60,700.00	\$ 60,700.00	\$ -	100.00%
Educational Reimb.	\$ -	\$ -	\$ 1,690.00	\$ 1,690.00	0.00%
Comm. Rels. Sponsors	\$ -	\$ 4,000.00	\$ 5,500.00	\$ 1,500.00	72.73%
Indirect Expense Carryforward	\$ -	\$ -	\$ 41,536.00	\$ 41,536.00	0.00%
TOTAL EXPENDITURES:	<u>\$ 270,960.05</u>	<u>\$ 716,224.35</u>	<u>\$ 4,507,631.00</u>	<u>\$ 3,791,406.65</u>	15.89%
AGENCY BALANCE	<u>\$ 28,517.01</u>	<u>\$ (137,626.83)</u>			



Monthly Travel Summary - September-October, 2014

Traveler: Gabriella Arismendi
Dates: September 3, 2014
Destination: Tallahassee, FL
Purpose of trip: To attend American Planning Assoc. GIS Workshop
Cost: \$134.24
Paid by: MetroPlan Orlando funds

Traveler: Alexander C. Trauger
Dates: September 3 - 5, 2014
Destination: Jacksonville, FL
Purpose of trip: To attend American Planning Assoc. Conference
Cost: \$955.39
Paid by: MetroPlan Orlando funds

Traveler: Eric T. Hill
Dates: September 3 - 5, 2014
Destination: Tallahassee, FL
Purpose of trip: To attend Autonomous Vehicle Working Group meeting
Cost: \$294.19
Paid by: MetroPlan Orlando funds

Traveler: Eric T. Hill
Dates: September 8 - 11, 2014
Destination: Detroit, MI
Purpose of trip: To attend ITS World Congress Conference
Cost: \$2,076.15
Paid by: MetroPlan Orlando funds

Traveler: Harold W. Barley
Dates: September 21 - 24, 2014
Destination: Des Moines, IA
Purpose of trip: To attend NARC Executive Director's Conference
Cost: \$1,103.50
Paid by: MetroPlan Orlando funds

Traveler: Gabriella Arismendi
Dates: September 23 - 25, 2014
Destination: Bartow, FL
Purpose of trip: To attend 2-day State Health Assessment Training
Cost: \$185.12
Paid by: MetroPlan Orlando funds

Traveler: Dallari, Robert E.
Dates: September 25 - 26, 2014
Destination: Des Moines, IA
Purpose of trip: To attend NARC Executive Director's Conference
Cost: \$552.12
Paid by: MetroPlan Orlando funds

Traveler: Alexander C. Trauger
Dates: September 28 - October 3, 2014
Destination: Jacksonville, FL
Purpose of trip: To attend FDOT Trade & Logistics Academy
Cost: \$542.53
Paid by: MetroPlan Orlando funds

Traveler: Gary D. Huttman
Dates: October 20 - 24, 2014
Destination: Atlanta, GA
Purpose of trip: To attend 2014 AMPO Conference
Cost: \$1,680.56 (estimated)
Paid by: MetroPlan Orlando funds

Traveler: Gabriella Arismendi
Dates: October 26 - 29, 2014
Destination: Naples, FL
Purpose of trip: To attend FL Public Transportation Assoc. 40th Annual Conference
Cost: \$784.03 (estimated)
Paid by: MetroPlan Orlando funds

TAB 3



FINANCE USE ONLY:

Approved Bd Mtg:
Agenda Item #:

Entered:

B E No. :

FY 2015

2

REQUEST FOR UPWP BUDGET AMENDMENT

DATE: 10/13/14

DECREASE BUDGET:

(WHOLE DOLLARS ONLY)

<u>PROJECT</u>	<u>ELEMENT</u>	<u>CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
36014	614010	50000	Salaries	2,297.00
36014	614010	50500	Fringe Benefits	737.00
36014	614010	59700	Indirect Costs	462.00
36014	614050	63000	Consultants	8,752.00
37015	715100	62500	Contingency	11,685.00
38015	815100	50000	Salaries	4,134.00
38015	815100	50500	Fringe Benefits	1,326.00
38015	815100	59700	Indirect Costs	831.00
38015	815500	63000	Consultants	13,000.00
38015	815300	60800	Graphic Printing & Binding	500.00

TOTAL: \$ 43,724.00

INCREASE BUDGET:

(WHOLE DOLLARS ONLY)

<u>PROJECT</u>	<u>ELEMENT</u>	<u>CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
36014	614013	50000	Salaries	2,297.00
36014	614013	50500	Fringe Benefits	737.00
36014	614013	59700	Indirect Costs	462.00
36014	614040	60800	Graphic Printing & Binding	4,652.00
36014	614040	62600	Contractual/Temporary Services	4,100.00
37015	715100	60600	Dues & Memberships	185.00
37015	715100	61700	Seminar & Conference Registration	3,500.00
37015	715700	64600	Community Relations Sponsorships	8,000.00
38015	815130	50000	Salaries	4,134.00
38015	815130	50500	Fringe Benefits	1,326.00
38015	815130	59700	Indirect Costs	831.00
38015	815820	63000	Consultants	13,500.00

TOTAL: \$ 43,724.00

REASON(S):

1) To finish the Long-Range Transportation Plan printing and design 2) To closeout prior year travel time traffic study and add funds to the current year travel time traffic study 3) To reallocate staff hours to different UPWP tasks 4) To reallocate funds for training and event sponsorships

FINANCE USE ONLY:

Approved Bd Mtg:
Agenda Item #:

Entered:

B E No. :

FY 2015

2

Finance Director's Signature:

Jason S. Loschiavo

Date:

Executive Director's Signature:

Harold W. Barley

Date:

REMARKS:

Revised 06/20/12

TAB 4





RESOLUTION NO. 14-21

SUBJECT:

**RESOLUTION AMENDING THE ICMA RETIREMENT CORPORATION 457
DEFERRED COMPENSATION PLAN AND TRUST DOCUMENT TO
ALLOW ROTH PROVISIONS**

WHEREAS, MetroPlan Orlando has employees rendering valuable services; and

WHEREAS, MetroPlan Orlando has established a deferred compensation plan for such employees that serves the interest of MetroPlan Orlando by enabling it to provide reasonable retirement security for its employees, by providing increased flexibility in its personnel management system, and by assisting in the attraction and retention of competent personnel; and

WHEREAS, MetroPlan Orlando has determined that the continuance of the deferred compensation plan will serve these objectives; and

WHEREAS, MetroPlan Orlando desires that its deferred compensation plan continue to be administered by the ICMA Retirement Corporation and that the funds held under such plan be invested in the ICMA Retirement Trust, a trust established by public employers for the collective investments of funds held under their retirement and deferred compensation plans.

NOW, THEREFORE, BE IT RESOLVED that MetroPlan Orlando hereby amends and restates the deferred compensation plan ("the Plan") in the form of The ICMA Retirement Corporation 457 Governmental Deferred Compensation Plan & Trust, to include the associated Roth amendment;

BE IT FURTHER RESOLVED that the employer hereby agrees to serve as trustee under the Plan.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 12th day of November, 2014.

Certificate

The undersigned duly qualified serving as Chairman of the MetroPlan Orlando Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

Honorable Bob Dallari, Chairman

Attest:

Lena E. Tolliver, Sr. Board Services Coordinator
and Recording Secretary

TAB 5





Proposed 2015 MetroPlan Orlando Board and Committees Meeting Schedule

	MetroPlan Orlando Board	Citizens' Advisory Committee	Bicycle/Pedestrian Advisory Committee	Transportation Technical Committee	Trans. Disadvantaged Local Coordinating Board	Municipal Advisory Committee
	2nd Wed. @ 9:00 a.m.	4th Wed. @ 9:30 a.m.	4th Wed. @ 2:00 p.m.	4th Fri. @ 10:00 a.m.	2nd Thurs. Qtrly @ 10:00 a.m.	Thurs. prior to MetroPlan Board meeting @ 9:00 a.m
January		January 28, 2015	January 28, 2015	January 23, 2015	-----	
February	February 11, 2015	February 25, 2015	February 25, 2015	February 27, 2015	February 12, 2015	February 5, 2015
March	March 11, 2015				-----	March 5, 2015
April		April 22, 2015	April 22, 2015	April 24, 2015	-----	
May	May 13, 2015	May 27, 2015	May 27, 2015	May 22, 2015	May 14, 2015	May 7, 2015
June	June 10, 2015	June 24, 2015	June 24, 2015	June 26, 2015	-----	June 4, 2015
July	July 8, 2015				-----	July 2, 2015
August		August 26, 2015	August 26, 2015	August 28, 2015	August 13, 2015	
September	September 9, 2015				-----	September 3, 2015
October		October 28, 2015	October 28, 2015	October 23, 2015	-----	*October 29, 2015
November	*November 4, 2015				November 12, 2015	
December	December 9, 2015	**December 2, 2015	**December 2, 2015	**December 4, 2015	-----	**December 3, 2015

NOTE(S):  No Meeting *Veterans Day Adjustment ** Other Holidays Adjustment ----- Quarterly Mtgs

TAB 6





RESOLUTION NO. 14-22

SUBJECT:

**SUPPORT FOR THE ADVANCEMENT AND IMPLEMENTATION OF THE
ALL ABOARD FLORIDA PROJECT**

WHEREAS, the Orlando Urbanized Areas' Metropolitan Planning Organization (MPO), d.b.a. MetroPlan Orlando, is the duly designated and constituted body responsible under federal and state laws for carrying out the urban transportation planning and programming process for the Orlando and Kissimmee Urbanized Areas; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 1602, 1603, and 1604 require that urban areas, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urban area; and

WHEREAS, the MetroPlan Orlando Board has placed increased emphasis on transit and intermodal facilities in the development of the Year 2040 Long Range Transportation Plan adopted on June 11, 2014; and

WHEREAS, the Board has been fully informed on plans for the *All Aboard Florida* project since its inception in 2012 and has been kept informed as more detailed project plans have evolved since that time; and

WHEREAS, this privately-financed project provides an important opportunity for connecting Central Florida with South Florida in a manner that reduces traffic congestion, helps avoid air quality problems, benefits residents and businesses, boosts tourism and results in tremendous economic benefits; and

WHEREAS, our Year 2040 Long Range Transportation Plan includes the *All Aboard Florida* project and the Intermodal Center at Orlando International Airport which is designed to serve as the All Aboard Florida trains as well as other modes of transportation including SunRail, our regional commuter rail system; and

WHEREAS, funding the Intermodal Center has been a top regional priority for the past year and we were very thankful when Governor Scott announced \$215 million in state funds being provided for the design and construction of the Intermodal Center; and

Board Resolution No. 14-22: Support for the Advancement and Implementation of the All Aboard Florida Project

Page 2 of 2 pages

WHEREAS, the Federal Railroad Administration (FRA) issued a Finding of No Significant Impact (FONSI) for the Miami-West Palm Beach segment of the *All Aboard Florida* project (Phase I) in 2013 and granted authorization to proceed with construction of Phase I; and

WHEREAS, the Draft Environmental Impact Statement (DEIS) has been completed on the cumulative effects of Phase I and Phase II of the *All Aboard Florida* project, with added emphasis on West Palm Beach-Orlando segment (Phase II) and comments are being requested by the Federal Railroad Administration; and

WHEREAS, the Draft Environmental Impact Statement states that “the cumulative analysis for the project shows that the combination of the *All Aboard Florida* Passenger Rail Project impact with other impacts would not result in a serious deterioration of environmental functions or exceed applicable significant thresholds” and further notes that mitigation measures could be employed to address adverse impacts;

NOW, THEREFORE, BE IT RESOLVED that the MetroPlan Orlando Board enthusiastically supports the *All Aboard Florida* project as an innovative service that will improve intercity mobility between two of the state’s megaregions, promote business growth and provide exciting economic development opportunities around each of the four station sites; and

BE IT FURTHER RESOLVED that the MetroPlan Orlando Board recommends that the Federal Railroad Administration authorize Phase II construction to complete the *All Aboard Florida* project as originally envisioned.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 12th day of November, 2014.

CERTIFICATE

The undersigned duly qualified as Chairman of the MetroPlan Orlando Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

Honorable Robert Dallari, Chairman

Attest:

Lena E. Tolliver, Sr. Board Services Coordinator
and Recording Secretary

TAB 7





RESOLUTION NO. 14-20

SUBJECT:

**APPROVAL OF AMENDMENT TO THE FY 2014/15-2018/19
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a. MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2014/15-2018/19 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendments are described as follows:

Orange County

- **FM #4344241 - US 441 from south of Taft Vineland Road to south of SR 528/Beach Line Expressway - Access Management/Safety - Change project termini and increase project length from 0.510 miles to 0.737 miles;**

Seminole County

- **FM #2425924 - I-4 from 1 mile east of SR 434 to east of SR 15/600 (US 17/92) - Add Lanes and Reconstruct - Funding consists \$16,398 in DIH funds and \$1,950,000 in ACNP funds for design in FY 2014/15 and \$7,050,000 in ACNP funds for design in FY2015/16; and**

WHEREAS, the requested amendment described above is consistent with MetroPlan Orlando's project priorities and currently adopted Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendment to the FY 2014/15-2018/19 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 12th day of November, 2014.

Certificate

The undersigned duly qualified serving as Chairman of the MetroPlan Orlando Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

Honorable Bob Dallari, Chairman

Attest:

Lena E. Tolliver, Sr. Board Services Coordinator
and Recording Secretary



Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

ANANTH PRASAD, P.E.
SECRETARY

October 22, 2014

Mr. Gary Huttman
Deputy Executive Director
MetroPlan Orlando
315 East Robinson Street, Suite 355
Orlando, FL 32801

Dear Mr. Huttman:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation requests the following changes be made to the MetroPlan Orlando Adopted 2014/15 – 2018/19 Transportation Improvement Program in coordination with the corresponding changes to the Department's Work Program:

Seminole County

Project:

FM No. 242592-4 – SR 400 (I-4) 1 mile east of SR 434 to east of SR 15/600 (US 17/92) – Add Lanes and Reconstruct

Current TIP Status:

The project is in the FY 2014/15 – 2018/19 TIP located in the Interstate Highway Projects section

Proposed Amendment:

Add phase 31 (Design In-House) - \$16,398 in DIH FY 2014/15
Add phase 32 (Design) - \$1,950,000 in ACNP FY2014/15
Add phase 32 (Design) - \$7,050,000 in ACNP FY2015/16

Explanation:

The original estimate only included the design up to line and grade. The current estimate totals determine the needed amount of right-of-way and to obtain drainage permits.

Orange County**Project:**

FM No. 434424 -1 – US 441 from south of Taft Vineland to south of SR 528/Beach Line Expressway – Access Management/Safety

Current TIP Status:

The project is in the FY 2014/15 – 2018/19 TIP. Located in the State Highway Projects section

Proposed Amendment:

The original proposal project length of .510 has increased to .737, resulting in a 45% change.

Explanation:

This is a safety/access management project and limits need to be changed to logical termini.

If you have any questions please contact me at 386-943-5544.

Sincerely,

A handwritten signature in blue ink, appearing to read "Duane Compo", with a long, sweeping underline.

Duane Compo
MPO Liaison

TAB 8



PROPOSED 2015 Legislative Priorities and Positions

Top priorities:

1. Funding for the Coast-to-Coast Trail
2. Funding for implementation of quiet zones along the 61-mile SunRail corridor
3. Funding for SunRail Phase III to the Orlando International Airport
4. Funding for the Regional Intelligent Transportation System (ITS) Network
5. Increases funding to improve pedestrian safety awareness programs and pedestrian facility improvements, including better signage near public schools
6. Authority for community and state colleges to assess a student transit charge to provide enhanced and/or expanded transit service on or between community and state college campuses

We support legislation that:

1. Expands the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one-cent local option surtax by referendum.
2. Authorizes a \$3.00/day local option rental car surcharge (implemented through a public referendum) with proceeds committed to regional transportation projects.
3. Makes texting while driving a primary offense.
4. Preserves the coordinated system for paratransit (Access Lynx) service.
5. Directs the Florida Department of Transportation to develop a plan to move Florida toward a Mileage Based User Fee, which protects individual privacy, in lieu of the traditional fuel tax.

6. Restores funding for the Transportation Regional Incentive Program (TRIP) in order to promote regional planning and project development.

Monitor the following:

1. Possible move to rescind the legislation that authorized the use red light cameras.
2. Possible preemption legislation related to Transportation Network Companies such as Uber, Lyft, etc.
3. Legislation that would authorize the creation of Regional Transportation Finance Authorities.
4. Recommendations developed by the East Central Florida Corridor Task Force.

November 12, 2014

DRAFT

TAB 9





The Honorable Donald F. Eslinger
Sheriff, Seminole County
100 Bush Blvd.
Sanford, Florida 32773-6706

The purpose of this letter is to invite you or a representative from your agency to join with us in exploring the benefits of a Transportation-Law Enforcement Collaborative here in Central Florida. This will bring together officials from the region's transportation organizations and law enforcement agencies to exchange information and consider partnership opportunities.

We recently realized that there could be some good opportunities if we did a better job working in partnership with law enforcement agencies on topics of mutual interest. This began with a discussion about the deployment of new technologies to help with tracking vehicle use and managing traffic. Then we got to thinking about other opportunities such as sharing our regional crash data base, improving safety (especially pedestrian safety), SunRail security and plans for rebuilding I-4 which will get underway early next year.

Please let us know if you or a member of your management team would like to take part in exploring the benefits of this collaborative effort. This can be done by a telephone call or an email to Ms. Cathy Goldfarb at 407.481.5672 x315 or cgoldfarb@metroplanorlando.com. After getting responses, people will be contacted to set a date and time for an initial meeting.

Harold W. Barclay

Harold W. Barley
Executive Director

Enclosure



CIM Active Contracts By District Report
Generated: 10-08-2014, District 5, Contract Type: All Construction

Orange County

Contract #	T5469	Work Begin	01-21-2014
County	ORANGE	Present Amount	\$ 67,881,607.68
Contractor	PRINCE CONTRACTING, LLC.	Days Used as of Last Approved Estimate	244
Project Manager	CN509TW Womick, Todd	Cost Perf. Measure	34.88%
Project Admin.	KN515AP Perez, Armando	Time Perf. Measure	22.84%
SM Contract Type	CC Const Contract	Adj. Est. Completion	10-11-2016

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
239203-4-52-01	Yes	SR50;SR500 TO BREV.	-	0218 ADD LANES & REHABILITATE PVMNT	SR 50 (COLONIAL DR)FROM E OF CR425 (DEAN RD) TO E OF OLD CHENEY HWY	-
239203-4-56-01	No	SR50;SR500 TO BREV.	-	0218 ADD LANES & REHABILITATE PVMNT	SR 50 (COLONIAL DR)FROM E OF CR425 (DEAN RD) TO E OF OLD CHENEY HWY	-

Contract #	T5444	Work Begin	09-14-2013
County	ORANGE	Present Amount	\$ 6,691,689.46
Contractor	GOSALIA CONCRETE CONSTRUCTORS, INC.	Days Used as of Last Approved Estimate	373
Project Manager	CN509WT Williams, Trevor	Cost Perf. Measure	85.84%
Project Admin.	KNMETWB Woerner, Wayne "Bert"	Time Perf. Measure	80.53%
SM Contract Type	CC Const Contract	Adj. Est. Completion	12-05-2014

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
427228-1-52-01	Yes	SR500; OSCEOLA-SR 50	3993056P	0012 RESURFACING	SR 500 (US 441) FROM 34TH STREET TO SR 50 (COLONIAL DR)	LOCALLY ADMINISTERED/DELEGATED
429054-1-52-01	No	SR500; OSCEOLA-SR 50	3993056P	0205 SIDEWALK	US 441 FROM S OF GORE ST TO S OF CENTRAL	LOCALLY ADMINISTERED/DELEGATED

BLVD

Contract #	E5R83	Work Begin	08-27-2013
County	ORANGE	Present Amount	\$ 10,234,439.19
Contractor	MIDDLESEX CORPORATION (THE)	Days Used as of Last Approved Estimate	390
Project Manager	CN515JE Jagers, Eric	Cost Perf. Measure	94.07%
Project Admin.	KNMETWB Woerner, Wayne "Bert"	Time Perf. Measure	91.59%
SM Contract Type	CDB Const Design Build	Adj. Est. Completion	11-02-2014

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
239304-1-52-01	Yes	SR530;LAKE - OSCEOLA	2561073P	0213 ADD LANES & RECONSTRUCT	SR 530 (US 192) FROM LAKE CO LINE TO E OF SECRET LAKE DR	STATE ADMINISTERED/DELEGATED

Contract #	T5419	Work Begin	01-18-2013
County	ORANGE	Present Amount	\$ 14,957,793.36
Contractor	LANE CONSTRUCTION CORPORATION (THE)	Days Used as of Last Approved Estimate	612
Project Manager	CN509CD Daley, Carlton	Cost Perf. Measure	77.68%
Project Admin.	CN509CD Daley, Carlton	Time Perf. Measure	72.13%
SM Contract Type	CC Const Contract	Adj. Est. Completion	05-16-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
239535-5-52-01	Yes	W COLONIAL DR/MARTIN LUTHER KING B	-	0213 ADD LANES & RECONSTRUCT	SR 50 FROM E OF WEST OAKS MALL TO W OF GOOD HOMES RD	-
239535-5-52-02	No	W COLONIAL DR/MARTIN LUTHER KING B	-	0213 ADD LANES & RECONSTRUCT	SR 50 FROM E OF WEST OAKS MALL TO W OF GOOD HOMES RD	-
239535-5-56-01	No	W COLONIAL DR/MARTIN LUTHER KING B	-	0213 ADD LANES & RECONSTRUCT	SR 50 FROM E OF WEST OAKS MALL TO W OF GOOD HOMES RD	-

239535-5-56-02	No	W COLONIAL DR/MARTIN LUTHER KING B	-	0213 ADD LANES & RECONSTRUCT	SR 50 FROM E OF WEST OAKS MALL TO W OF GOOD HOMES RD	-
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Contract #	T5487	Work Begin	05-12-2014
County	ORANGE	Present Amount	\$ 3,316,780.60
Contractor	HUBBARD CONSTRUCTION COMPANY	Days Used as of Last Approved Estimate	145
Project Manager	CN509OD Olund, David	Cost Perf. Measure	62.20%
Project Admin.	CN509OD Olund, David	Time Perf. Measure	67.27%
SM Contract Type	CC Const Contract	Adj. Est. Completion	12-12-2014

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
424898-1-52-01	Yes	SR551;SR15 TO SR426	8875018 U	0012 RESURFACING	SR 551 (GOLDENROD) FROM S/SR552 (CURRY FORD) TO S OF SR 408	STATE ADMINISTERED/DELEGATED
424898-1-52-02	No	SR551;SR15 TO SR426	-	0012 RESURFACING	SR 551 (GOLDENROD) FROM S/SR552 (CURRY FORD) TO S OF SR 408	-

Contract #	T5488	Work Begin	03-17-2014
County	ORANGE	Present Amount	\$ 5,354,000.00
Contractor	PREFERRED MATERIALS INC.	Days Used as of Last Approved Estimate	189
Project Manager	CN506JR James, Randall	Cost Perf. Measure	39.22%
Project Admin.	KNEECNC Nolen, Chris	Time Perf. Measure	57.93%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	01-31-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
429079-1-52-01	Yes	SR400;OSCEOLA SEMIN.	0042257I	0012 RESURFACING	I-4 (SR 400) FROM OSCEOLA CO LINE TO EAST OFSR 536	STATE ADMINISTERED/DELEGATED

Contract #	T5466	Work Begin	12-12-2013
County	ORANGE	Present Amount	\$ 650,998.81
Contractor	BANKERS INSURANCE COMPANY	Days Used as of Last Approved Estimate	332
Project Manager	CN515JE Jagers, Eric	Cost Perf. Measure	13.78%
Project Admin.	CN515JE Jagers, Eric	Time Perf. Measure	310.09%
SM Contract Type	CSL Const Streamline	Adj. Est. Completion	02-20-2014

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
430665-1-52-01	No	SR 44 / MAIN ST / SR 500	3994052P	0543 PAVE SHOULDERS	SR 500 (US 441) FROM .2 MI N OF SR 44 TO ORANGE CO LINE	STATE ADMINISTERED/DELEGATED
430665-2-52-01	Yes	SR500;SR50 TO LAKE	3993058P	0543 PAVE SHOULDERS	SR 500 (US 441) FROM W OF WILLOW ST TO LAKE CO LINE	STATE ADMINISTERED/DELEGATED

Osceola
County

Contract #	T5495	Work Begin	09-02-2014
County	OSCEOLA	Present Amount	\$ 6,951,000.00
Contractor	RANGER CONSTRUCTION INDUSTRIES, INC.	Days Used as of Last Approved Estimate	21
Project Manager	CN509OD Olund, David	Cost Perf. Measure	7.27%
Project Admin.	CN509OD Olund, David	Time Perf. Measure	10.00%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	06-28-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
428867-1-52-01	Yes	SR60;POLK -INDIAN RIV	2003011 A	0012 RESURFACIN G	SR 60 FROM E OF HYATT FARMS RD TO W OF TURNPIKE/SR9 1	STATE ADMINISTERED/DELEGATE D

Seminole
County

Contract #	T5404	Work Begin	08-27-2012
County	SEMINOLE	Present Amount	\$ 10,283,003.53
Contractor	HALIFAX PAVING, INC.	Days Used as of Last Approved Estimate	756
Project Manager	CN509WT Williams, Trevor	Cost Perf. Measure	77.64%
Project Admin.	KNIEIBD Bowden, David	Time Perf. Measure	94.65%
SM Contract Type	CC Const Contract	Adj. Est. Completion	12-12-2014

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
240233-3-52-01	Yes	434; SR436 TO SR419	-	0218 ADD LANES & REHABILITATE PVMNT	SR 434 FROM I-4 TO RANGELINE RD	-
240233-3-56-01	No	434; SR436 TO SR419	-	0218 ADD LANES & REHABILITATE PVMNT	SR 434 FROM I-4 TO RANGELINE RD	-
240233-3-56-03	No	434; SR436 TO SR419	-	0218 ADD LANES & REHABILITATE PVMNT	SR 434 FROM I-4 TO RANGELINE RD	-
240233-3-56-06	No	434; SR436 TO SR419	-	0218 ADD LANES & REHABILITATE PVMNT	SR 434 FROM I-4 TO RANGELINE RD	-

Contract #	E5R71	Work Begin	10-10-2013
County	SEMINOLE	Present Amount	\$ 22,018,406.52
Contractor	LANE CONSTRUCTION CORPORATION (THE)	Days Used as of Last Approved Estimate	347
Project Manager	CN509OJ Oakes, Jeffrey	Cost Perf. Measure	42.52%
Project Admin.	KNMETDX Davis, Chris	Time Perf. Measure	45.23%
SM Contract Type	CDB Const Design Build	Adj. Est. Completion	10-22-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
404418-1-52-01	Yes	US-17/92/ORLANDO AVE/FRENCH AVE	3521006P	0230 INTERCHANGE (NEW)	SR 15/600 (US 17/92) INTERCHANGE AT SR 436	STATE ADMINISTERED/FULL OVRSGT
404418-1-52-02	No	US-17/92/ORLANDO AVE/FRENCH AVE	-	0230 INTERCHANGE (NEW)	SR 15/600 (US 17/92) INTERCHANGE AT SR 436	-
404418-1-52-03	No	US-17/92/ORLANDO	-	0230 INTERCHANGE	SR 15/600 (US 17/92)	-

		AVE/FRENCH AVE		(NEW)	INTERCHANGE AT SR 436
404418-1-52-04	No	US- 17/92/ORLANDO AVE/FRENCH AVE	-	0230 INTERCHANGE (NEW)	SR 15/600 (US 17/92) INTERCHANGE AT SR 436



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

ANANTH PRASAD, P.E.
SECRETARY

October 15, 2014

Mr. Gary Huttman
Deputy Executive Director
MetroPlan Orlando
315 East Robinson Ave., Suite 355
Orlando, FL 32801

Dear Mr. Huttman:

**SUBJECT: FIRST QUARTER VARIANCE REPORT
Fiscal Year 2014/15**

This letter is to provide MetroPlan Orlando with a variance report that compares the July 1, 2014 Adopted Work Program with changes made to the Adopted Work Program in the first quarter of Fiscal Year 2014/15. This listing includes projects with cost increases that are equal to or greater than the minimum parameters set by MetroPlan Orlando.

Orange County

1) Project: FM# 4242171 – SR 414 (Maitland Blvd.) from SR 400 (I-4) to CR 427 (Maitland Blvd.) – Widen to Six Lanes

7/1/14 Adopted Phase Cost: Right of Way = \$939,000 (FY 2015/16)

Revised Phase Cost: Right of Way = \$2,450,370 (FY 2015/16)

Phase Cost Increase: Right of Way = \$1,511,370 (161%)

Reason for Cost Increase

Scope was changed through negotiations with property owners and additional ROW was needed.

Impact of phase cost increase:

No impact to the Work Program.

2) Project: FM# 4346941 – SR 552 at SR 436 – Add Turn Lanes

7/1/14 Adopted Phase Cost: Design = \$250,000 (FY 2014/15)

Revised Phase Cost: Design = \$375,000 (FY 2014/15)

Phase Cost Increase: Design = \$125,000 (50%)

Reason for Cost Increase

Additional items included in the scope and costs were adjusted.

Impact of phase cost increase:

No impact to the Work Program.

Seminole County

1) Project: FM# 2402002 – SR 429/26 (Wekiva Pkwy.) from east of Wekiva River Rd. to Orange Blvd. – New Road Construction

7/1/14 Adopted Phase Cost: Construction = \$126,583,417 (FY 2017/18)

Revised Phase Cost: Construction = \$167,343,265 (FY 2017/18)

Phase Cost Increase: Construction = \$40,759,848 (32%)

Reason for Cost Increase

Design phase is further along in the process and we have attained a more accurate estimate.

Impact of phase cost increase:

No impact to the Work Program.

2) Project: FM# 2425924 – SR 400 (I-4) 1 mile east of SR 434 to E of SR 15/600 (US 17) – Add Four Managed Lanes

7/1/14 Adopted Phase Cost: Design = \$5,060,000 (FY 2014/15)

Revised Phase Cost: Design = \$9,000,000 (FY 2014/15)

Phase Cost Increase: Design = \$3,940,000 (78%)

Reason for Cost Increase

Plans have advance to include ROW and drainage estimates. The costs were adjusted accordingly.

Impact of phase cost increase:

No impact to the Work Program.

3) Project: FM# 4295851 – CR 46A from west of Ridgewood Ave. to east of Marshall Ave. – Intersection Improvements

7/1/14 Adopted Phase Cost: Right of Way = \$759,000 (FY 2014/15)

Revised Phase Cost: Right of Way = \$1,169,000 (FY 2014/15)

Phase Cost Increase: Right of Way = \$410,000 (54%)

Reason for Cost Increase

This cost increase is for local funds. Additional funds were needed for compatibility with local project.

Impact of phase cost increase:

No impact to the Work Program.

4) Project: FM# 4344841 – I-4 (SR 400) eastbound and westbound Rest Areas in Seminole County – Rest Areas

7/1/14 Adopted Phase Cost: Construction = \$9,956,144 (FY 2015/16)

Revised Phase Cost: Construction = \$18,960,297 (FY 2014/15)

Phase Cost Increase: Construction = \$9,004,153 (90%)

Reason for Cost Increase

Project scope was modified to upgrade both eastbound and westbound rest areas.

Impact of phase cost increase:

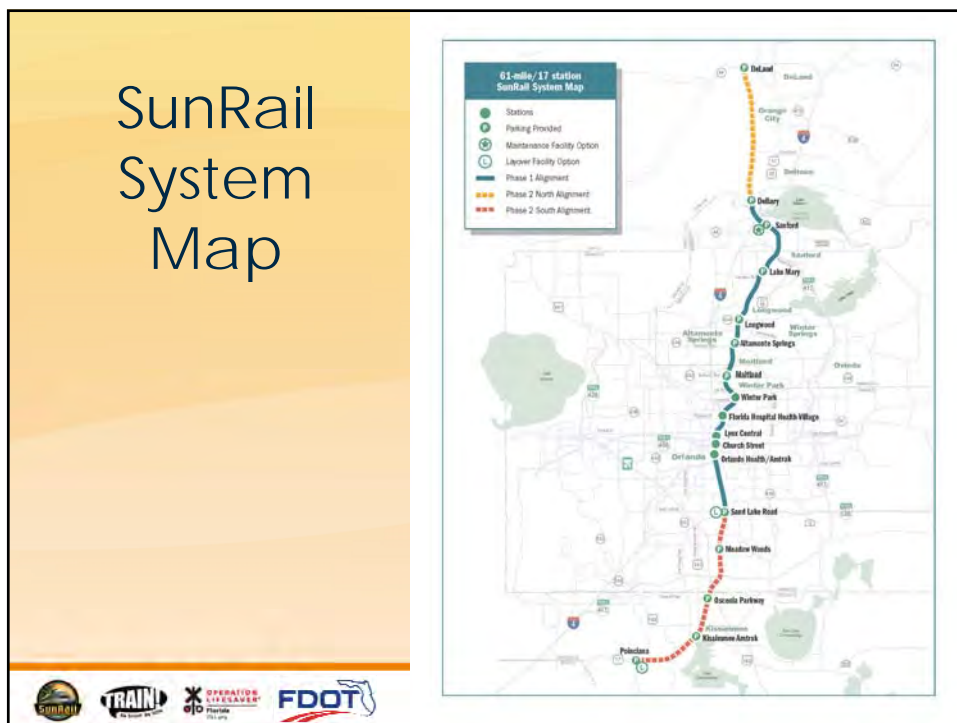
No impact to the Work Program.

Please do not hesitate to call me at 386-943-5544 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Duane Compo", with a long, sweeping underline.

Duane Compo
MPO Liaison







Revenue Ridership

■ Revenue Service

- Started May 19
- Passenger service leveled off to expectations
 - When passenger loads exceed 85%, third car added the following day
 - Average daily boardings through Sept. 1: **3,468**
 - Average monthly ADA boardings through Sept. 1: **15.4**
 - Average monthly bike boardings through Sept. 1: **197.3**
 - Average daily On Time Performance through Sept. 1: **92%**
- FTA daily boarding goal for first year of revenue service: 4,300
- Ambassadors on each platform assisted with ticketing; tapping on-tapping off
 - Program will be reinstated mid-November as I-4 construction nears
- Ambassadors on each platform assisted with ticketing; tapping on-tapping off
 - Program will be reinstated mid-November as I-4 construction nears



Revenue Ridership Monthly

- **May 2014** -- average 4,075 daily riders
- **June 2014** – average 4,212 daily riders
- **July 2014** – average 4,127 daily riders
- **August 2014** – average 3,647 daily riders
- **September 2014** – average 3,045 daily riders
- **October** (2 weeks) – average 3,233 daily riders

- **Winter Park, Sand Lake Road, LYNX, and Church Street most popular stations**



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Project Update Ridership

SunRail Weekly Parking Lot Counts October 10, 2014

Location	Capacity	# of Vehicles Present	Percentage	Bikes Racks
DeBary Station	275	167	60.7%	6
Sanford Station	232	60	25.9%	1
Lake Mary Station	315	93	29.5%	1
Longwood Station	260	57	21.9%	0
Altamonte Springs Station	326	52	16.0%	2
Maitland Station	125	44	35.2%	2
Sand Lake Road Station	429	55	12.8%	4
	1962	528	26.9%	



8

Project Update Service Enhancements

- Additional cars on existing trainsets
 - Monitoring ridership on a daily basis
 - Adding third cars when train exceeds 85% capacity and for special events, such as school closings
- Additional cars from South Florida
 - Developing white paper to explore challenges/opportunities
- Evening and Weekend Service
 - Identifying additional funding sources, local, federal and railroad agreement implications, vehicle needs, etc.
 - Analysis complete by end of the year
- Tweeting out service disruptions
 - Integrating into 511
 - www.SunRail.com alerts went live Oct. 21, 2014



9

Project Update Technology



- TVMs and TVUs deployed and functioning
 - Software and hardware fixes deployed to speed response times, debug system
 - Sporadic connectivity issues pending cable fixes
 - Six-person team on 24/7 call at stations
 - Weekend ticket purchases disabled
- On-board ticket validators
 - Software tweaks in development
 - Conductors must check at least 25 percent of tickets



10

Project Update Safety Outreach

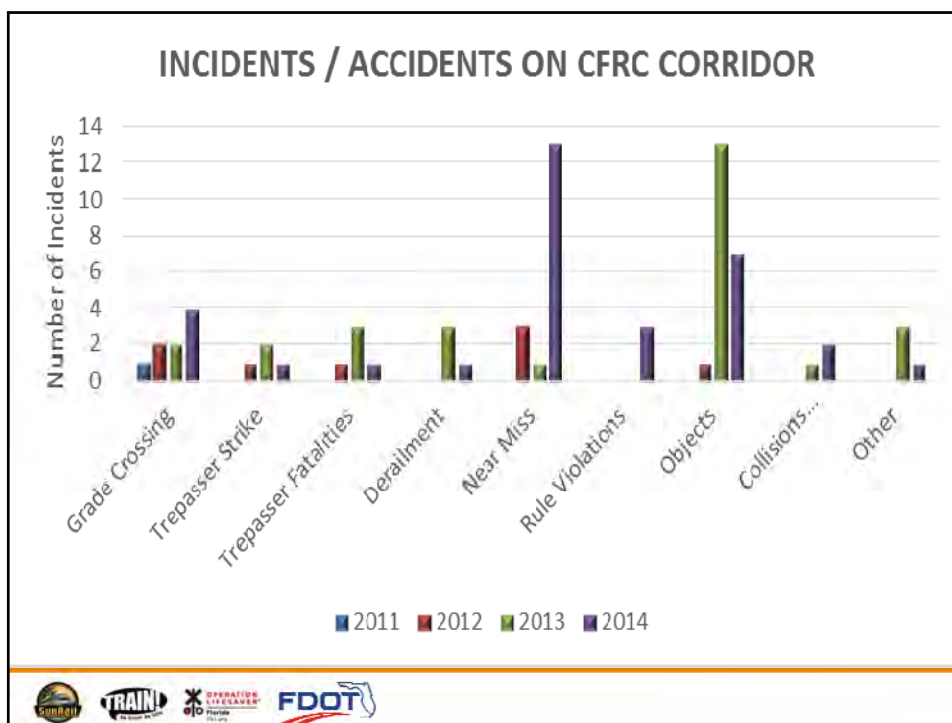
- Focusing on high trespass locations and grade crossings
 - Completing safety enhancement upgrade designs, including five miles of additional fencing along corridor
- Reaching out to community First Responders for enforcement
 - FDOT still contracted with FHP through October for grade crossing enforcement
- First Responder training continuing



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INCIDENTS / ACCIDENTS ON CFRC CORRIDOR					
TYPE	2011	2012	2013	2014	TOTAL
Grade Crossing	1	2	2	4	9
Trepasser Strike	0	1	2	1	4
Trepasser Fatalities	0	1	3	1	5
Derailment	0	0	3	1	4
Near Miss	0	3	1	13	17
Rule Violations	0	-	-	3	3
Objects	0	1	13	7	21
Collisions (Train, Cars and OTE)	0	0	1	2	3
Other	0	0	3	1	4
TOTAL	1	8	28	33	70





Project Update LYNX Boardings

LYNX Average Daily Boardings/Alightings by SunRail Station				
	May	June	July	August
	9d	21d	22d	21d
SunRail Station				
Sanford	399	340	243	382
Lake Mary	40	68	83	72
Longwood	23	36	29	34
Altamonte Springs	81	106	116	123
Maitland	10	28	20	18
Winter Park	152	182	203	192
Florida Hospital/Health Village	133	165	155	190
LYNX Central Station				
Church Street Station				
Orlando Health/Amtrak	30	28	18	17
Sand Lake	134	203	196	206
Total - Average Daily Station Activity	1,002	1,156	1,063	1,234

Project Update

Marketing and Business Development



- Scorecards
 - Safety outreach
 - Advertising
 - Pass sales
 - Marketing
 - Shuttle facilitation
 - TOD
 - Public Involvement
- Marketing campaign in development for December
 - Train your Brain!
 - Co-branding with I-4



15

Project Update

- Event notification
 - Contact Customer Service at 855-724-5411 (855-RAIL-411)
- Customer Service Advisory Committee appointments
 - Appointments required by local funding partners
 - Established within first year of operation; meets quarterly
 - 8 members – 2 each appointed by Volusia, Seminole and Orange counties and the city of Orlando; ratified by the Central Florida Commuter Rail Commission
 - Riders who use the system at least three days a week
 - Acts in an advisory capacity to CFCRC and FDOT



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Project Update

Phase 2 South

- \$63M included in President's budget March 4, 2014
 - Down payment on FFGA
- Responding to FTA comments on SSCR Workshop
- Responding to FTA comments on FY 16 Re-Rating & Evaluation Package
- Ongoing coordination with locals on upgrade options
- JUAs under review by locals
 - Anticipate Board approvals in October



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Project Update

Phase 2 North

- Preliminary Engineering underway – 30% PE plans anticipated in Nov.
- Coordinating two site plan options at DeLand Station with county/city staff and property owner
- Responding to FTA comments on FY 16 Rating & Evaluation Package
- County Council Update Oct. 2nd
- Anticipate applying for Small Starts Grant Agreement – 1st Quarter 2015



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Project Update

Phase 3 to OIA

- Request to Enter Project Development submitted to FTA on June 17, 2014
 - 5.5 mile extension of SunRail approximately 1.5 miles north of proposed Phase 2 Meadow Woods station
 - 3.5 miles utilizing existing track owned by City of Orlando
 - 2 miles on a new alignment within OIA property
- Connects with planned \$215 million intermodal center at OIA



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Highlights

October 10, 2014 CFMPOA meeting

- The Central Florida MPO Alliance met Friday, October 10, 2014.
- Due to conflicts, no MetroPlan Orlando representatives were present.
- Unanimously approved the previous meeting minutes
- Unanimously approved the 2015 quarterly meeting schedule.
- Elected 2015 officers:
 - Commissioner Stan McClain (Ocala-Marion TPO),
 - Commissioner Scott Boyd (MetroPlan Orlando), Vice Chairman
 - Mayor Rocky Randels (Space Coast TPO), Secretary
- Unanimously approved the 2015 CFMPOA Regional Priority Project Lists.
- Presentations and status reports:

- Coast-to-Coast Trail

Ms. Deborah Tyrone, Bicycle/Pedestrian Coordinator, FDOT District 5 provided an overview of the Coast to Coast Summit held October 1st in Winter Garden. She also reviewed how the \$18.8 million funding is being programmed. Ms. Tyrone cautioned attendees and staff to use the maps that have been developed by DEP and the spreadsheets provided by FDOT as these are considered the official documents for the Coast to Coast project.

- CFMPOA Regional Indicators Report

Ms. Gaby Arismendi, MetroPlan Orlando, gave a presentation which provided highlighted some of the trends from throughout the region relating to population, employment, vehicle miles traveled, crash data, air travel, and port passengers.

- 2015 Legislative Priorities

Mr. TJ Fish, Lake-Sumter MPO, reviewed the 2014 legislative session and discussed potential items for the 2015 session. Each respective M/TPO will be developing a set of priorities which will be used to compile the CFMPOA priorities for approval in January.

- The next meeting will be Friday, January 16, 2015 at 10:00 a.m. at MetroPlan Orlando.

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL
2015 DRAFT LEGISLATIVE POLICY POSITIONS

Priority Policy Positions

The MPOAC supports State Legislation that:

1. Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.
 - In 2012, the MPOAC completed a two-year study to address the ever widening gap between the cost of needed transportation infrastructure along with declining and unsustainable revenue sources. The study identified a \$74 billion funding shortfall in MPO areas over the next 20 years. It also proposed 14 policy recommendations that are intended to restore the purchasing power of Florida's transportation dollar to the year 2000 and to move Florida toward a Mileage Based User Fee in lieu of the traditional fuel tax.

Key Recommendations:

- Redirect \$100 million annually to the State Transportation Trust Fund from General Revenue as was passed by the Florida House of Representatives during the 2014 legislative session in HB 5601.
 - Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
 - Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
 - Direct the Florida Department of Transportation to develop a plan to move Florida toward a Mileage Based User Fee, which protects individual privacy, in lieu of the traditional fuel tax.
2. Restores funding for the Transportation Regional Incentive Program in order to promote regional planning and project development.
 - The purpose of the Transportation Regional Incentive Program (TRIP) is to encourage regional planning by providing state matching funds (up to 50% of total project costs) for improvements to regionally significant transportation facilities identified and prioritized by regional partners. TRIP is funded through documentary stamp tax proceeds which have declined substantially over the past several years as a result of the economic decline in Florida's housing and land development industry. Funds available for TRIP have been further reduced as the first \$60 million of funds that would otherwise be allocated to TRIP are instead allocated to the Florida Rail Enterprise.
 3. Protects existing transportation programs from negative financial impacts that may arise from the passage of the 2014 Florida Water and Land Conservation Initiative and directs funds intended for recreational trails in a manner consistent with MPO plans and programs.
 - The Florida Water and Land Conservation Initiative (Amendment 1 on the November 4, 2014 ballot), upon voter approval, would dedicate 33 percent of net revenues (an estimated \$648 million

in FY 2015-16, growing to \$1.268 billion in FY 2034-35) from the existing excise tax on documents to the Land Acquisition Trust Fund. The funds will be used to acquire and improve conservation easements and other land, water, geological and historical sites, including recreational trails and parks. If approved, this diversion of revenues from the existing excise tax on documents could result in a substantial reduction in funds currently dedicated to the Transportation Regional Incentive Program, the Strategic Intermodal System, the New Starts Transit Program, the Florida Rail Enterprise and the Small County Outreach Program. This proposal seeks to protect those existing transportation programs in a manner consistent with MPO plans and programs.

4. Reduces distracted driving by regulating as a *primary* offense the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.
 - The 2013 Florida legislature enacted the “Florida Ban on Texting While Driving Law.” The law prohibits operation of a moving motor vehicle while manually typing, sending or reading interpersonal communication (texting, e-mailing, instant messaging, etc.) using a wireless communications device, with certain exceptions. The law provides for enforcement of the ban as a secondary offense, meaning a driver would have to be pulled over for some other violation to get a ticket for violating the ban on texting. The 2014 Florida Legislature underscored the severity of distracted driving by considering a bill that would have substantially increased the penalty for distracted driving resulting in a fatality. This legislative proposal would seek to strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense.

Additional Policy Positions

The MPOAC supports State Legislation that:

5. Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.
 - Current state law does not permit SIS funds to be spent on roads or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. This legislative proposal would broaden the State’s ability to improve passenger and freight mobility on SIS corridors by making eligible the expenditure of SIS funds on non SIS roads and other transportation facilities where the benefit to users of SIS facilities can be demonstrated.
6. Promotes interoperable and multi-modal fare-payment technologies that must be compatible, universal and accessible for use by all other technology systems.
 - Ideally, Florida’s citizens would be able to use a single fare-payment technology to drive on a toll road, ride a transit vehicle, park a car, cross a toll bridge or use any other transportation facility or service anywhere in the state, regardless of the owner or operator of the system. However, a variety of technological and institutional barriers stand in the way of implementing universal, multi-modal fare-payment technologies. This proposal would provide support for a wide range of legislative initiatives intended to remove those barriers.

7. Authorizes a county, or two or more contiguous counties, to form a regional transportation finance authority for the purpose of financing, constructing, maintaining, and operating transportation projects that are coordinated with MPO plans and programs.
 - The 2013 Florida Legislature introduced legislation titled the “Florida Regional Transportation Finance Authority Act” that was contained in SB 1132. In 2014, the Florida Legislature considered SB 1052 which was a similar bill for a specific region of the state that would create the Northwest Florida Regional Transportation Finance Authority. Both legislative proposals would have established the governance and powers and duties of the authority and named FDOT as the agent of each authority for the purpose of performing all phases of a project, including constructing improvements and extensions to the system, and for the purpose of operating and maintaining the system. This proposal would authorize the creation of Regional Transportation Finance Authorities, subject to approval by the Legislature and the county commission of each county that will be part of the authority, and specify that there be only one authority created and operating within the area served by the authority.



URBAN AND REGIONAL PLANNING Distinguished Lecture Series 2014–2015

Series: Finding the Intersection of Planning, Health and Poverty

Date: November 12, 2014

Time: 6:30 – 9:00 PM

Place: Florida Hospital – Werner Auditorium

Lecture: *Planning, Health and Poverty: Understanding the Connections*

DISTINGUISHED LECTURER

Anna Ricklin, AICP,
American Planning Association
Community Healthy and Planning Center
Washington, D.C.

PANEL

Ken Peach,
Executive Director
Health Council of East Central Florida

Mary Stewart-Droege,
Planner City of Orlando

Dr. Vanessa Lopez-Littleton,
Lecturer, School of Public Administration

This event is free and open to the public.

Seating is limited. RSVP at:

<http://www.ce.ucf.edu/Program-Search/1871/Urban-and-Regional-Planning-Distinguished-Lecture-Series/>



MetroPlan Orlando Appreciation Luncheon

Wednesday, December 17, 2014
11:30 a.m., at our office

For more information, contact Lena Tolliver
(407) 481-5672, ext. 307 or
LTolliver@MetroPlanOrlando.com

A special invitation is extended to all MetroPlan Orlando Board and Committee members and their aides and staff assistants, who help us provide a forum for regional transportation planning.

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Disability Access Signs Get Active

Tuesday, September 30, 2014 - 02:32 PM

By Kat Aaron



(WNYC/Kat Aaron)

A new wheelchair accessibility symbol is coming soon to parking spots and taxi cab windows across New York City, .

The new symbol looks like the traditional blue and white wheelchair symbol, only italicized. The old one is pretty passive — the wheelchair user is sitting back, arms straight out. In the new symbol, the user is leaning forward, arms back and bent, like she's pushing the wheels.

All state agencies are required to use the new logo, under a law signed by Gov. Andrew Cuomo in June. The law also eliminates the use of the word handicapped in official communications and signage, replaced by the word accessible.

Officials at the New York City Department of Transportation say the agency is ahead of schedule on rolling out the new symbol, which is coming soon to all agency parking lots and garages, as well as parking permits for people with disabilities. Many accessible yellow and green taxis already have the new logo.

"The new symbol is more progressive and illustrates how we as people with disabilities are much more active at all levels including areas of employment, housing and recreation," Douglas Hovey, executive director of Independent Living, Inc., said when the law was signed. "It shows people with disabilities moving forward."

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Issue 12—2014



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Topics

This edition of *THINK* examines how transportation infrastructure will transform in the coming decades — and how current innovations are paving the way.

4 Realities That Will Shape the Future

HNTB explains how six important and emerging realities — affecting everything from technology to teams, and from data to dollars — will shape the future of transportation infrastructure in the next 25 years.

9 The Marriage of Car and Road

Kirk Steudle, director of the Michigan DOT, and Dr. Peter Sweatman, director of the University of Michigan Transportation Research Institute, explain how they're pursuing a vision of safer highways through the largest-ever road test of vehicle-to-vehicle and vehicle-to-infrastructure communications technology.

12 The Power of Paying by the Mile

Jim Whitty, manager of Oregon DOT's Office of Innovative Partnerships and Alternative Funding, illuminates future possibilities for infrastructure funding by detailing how his state has advanced the nation's first program to charge participating motorists directly for their road usage.



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Six Realities of Tomorrow's *and How Leaders Can Prepare for*

Many of today's transportation infrastructure managers behold the latest technology innovations and system management theories with a mixture of excitement and frustration. Some are eager to embrace new concepts that can improve system performance and address funding woes, but the burden of ever-expanding responsibilities and the perceived cost of adopting emerging technologies can make the pursuit of new solutions seem daunting.

What's worse is that the pressure to deliver ever-improving levels of transportation services will only get more intense in the coming decades. Today, more than half of the world's population lives in cities, and this is predicted to rise to 60 percent by 2030. As more human activity concentrates in urban areas, it will fall to transportation leaders to create infrastructure that can support economic growth and quality of life in ways that are efficient and environmentally sustainable.

Meanwhile, the public's expectations for positive changes in the transportation arena may be rising. According to an HNTB America THINKS survey in October 2013, many Americans expect their travel experiences to *greatly improve in the next two decades* thanks to innovation. This seems aligned with a general sense that technology, in particular, will have a transformative effect on virtually every area of our lives.

In the transportation arena, we are certainly on the cusp of a major transformation in how we design, build and operate our systems. In particular, we are entering an age when infrastructure will be more intertwined with people.

Our future infrastructure is poised to achieve significant improvements in the coming decades, including:

- **Safer roads** — New technologies in cars and on roadways will greatly reduce motor vehicle crashes in the coming decades. Some experts predict that we can virtually eliminate traffic fatalities by using these new technologies in concert with law enforcement, better engineering and education.
- **Less congestion** — Automated and semi-automated vehicles, operating in platoons or independently, will travel at high speeds and occupy less highway space, as on-board sensors, vehicle-to-vehicle and vehicle-to-infrastructure communications allow for more active traffic management across cities and commuting corridors.
- **Greater sustainability** — Fewer idling, fuming cars, more efficient vehicles of all kinds (many that burn no fuels), and smoother connections between transportation modes will have a highly positive impact on the environment and air quality.

These outcomes are highly desirable, and ultimately achievable. However, the path forward may require new paradigms for transportation owners, from the way they plan, to how they align resources, to how they interact with the public at large.

Transportation System *Them Today*

Here are six important and emerging realities that will shape the future of transportation infrastructure in the next 25 years. Some already have their roots in today's practices; others will make us innovate, adapt and collaborate in new ways.

1. WE'LL NEED NEW, BROADER, MORE DIVERSE TEAMS.

Taking the long view can be a challenge, but it's absolutely vital. Transportation agencies may need a new set of skills to take full advantage of the technologies coming in the next decade. Key strategies will include:

- **Tech-savvy staff**— With ever-evolving technology imbedded in the infrastructure, activated in vehicles, and generating tons of data, transportation agencies will attract people who bring a deep understanding of both transportation-centered and broad-based technologies.
- **Private partners**— A more open, collaborative give-and-take between transportation agencies and private companies will spur innovation and deliver greater value to users.
- **Multimodal coordination**— Technology integration across facilities is needed to achieve the greatest benefit, so greater cooperation across jurisdictions will become more prevalent and necessary.

2. MOBILE TECHNOLOGY WILL TAKE CENTER STAGE.

Smartphones are transforming every industry; they will *revolutionize* ours in the coming years. Smartphones will become the hub — the wallet, the communicator, the orchestrator — of life for billions of individuals across the globe. What will this mean for transportation? Here are a few implications:

- **Integrated payments**— Using their smartphone apps, people will be able to pay for road and bridge tolls, airplane, train and bus tickets and parking fees — all from one, integrated account. This will make intermodal coordination even more critical.
- **Real-time performance feedback**— People will make public their current experiences — on highways, trains, airplanes — providing transportation managers with clear, actionable information on current conditions. (Internet companies already are facilitating this crowdsourcing process.)
- **Talking to the infrastructure**— Soon smartphones will carry technologies — differential GPS, high-speed LTE communications, dedicated short-range communications capabilities — that will be used to improve safety and traffic flow. The resulting data will help to enhance corridor management and active transportation and demand management.

Travelers will be more empowered to make smart travel choices as modes of travel become more integrated and the information is available through their personal communications devices.

3. SMARTER CARS WILL CHANGE EVERYTHING.

Just as horseless carriages were greeted with skepticism more than 100 years ago, today's emerging driverless cars have sparked a spirited back-and-forth between new-tech boosters and skeptics. Then, as now, the appearance of “-less” in the labels for emerging technologies indicates that something essential is being eliminated. Thus, it's not surprising that the American public is skittish about automated vehicles: a Harris Poll in February 2014 found that 88 percent of respondents would fear riding in an autonomous car and 79 percent worry about a failure of such a vehicle's equipment.

Still, transportation agencies cannot adopt a wait-and-see approach before integrating these vehicles into their plans. The fact is that while fully autonomous vehicles might be commonplace in 10 years, until then there will be a steady ramp-up of automated features and communications technologies in vehicles, which DOTs can use to their advantage.

Here's how the future might look:

- **Sharing information among vehicles** — Vehicles will be equipped with communications systems that will talk with other cars, warning drivers about congestion, unsafe conditions, potential collisions and other factors. This alone will greatly reduce roadway accidents and congestion.
- **Sharing information with the road** — With vehicle-to-infrastructure communication in place, two things will be possible. First, cars will get DOT-provided insights about accidents, ice, heavy rain, alternate routes and other factors — miles ahead of their current positions. Second, the DOT will get essential data about vehicle speed, wiper activity, tire slippage, traffic density and other factors, which will enable real-time responses (redirecting traffic, variable signs, in-vehicle alerts) to alleviate danger and backups.
- **Charging on the fly** — Wireless induction may eventually be used to charge electric vehicles, eliminating range anxiety for commuters and offering longer periods of operation for electric buses.

4. DATA WILL DRIVE OUR DESTINIES.

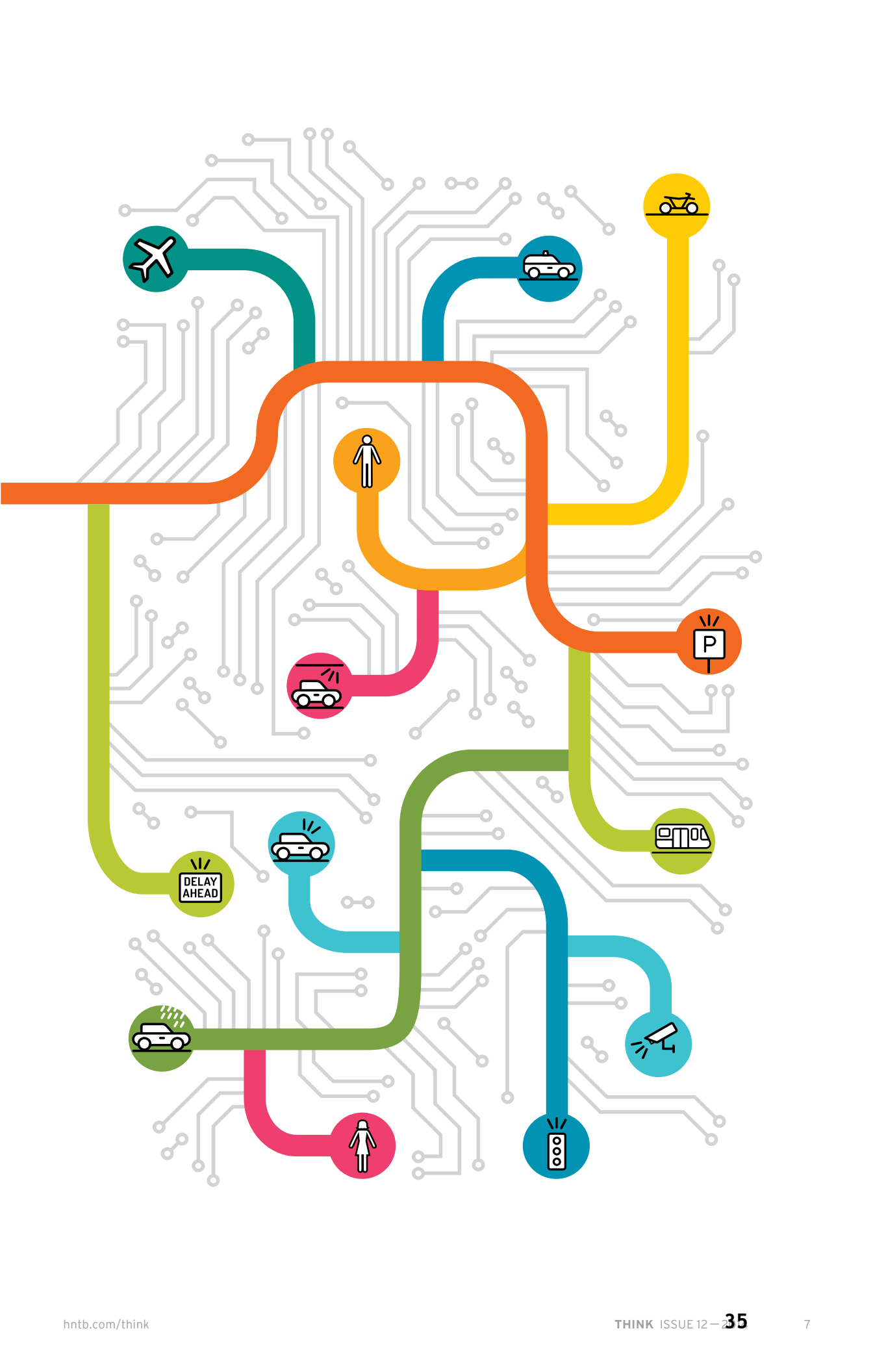
Many transportation agencies have established important processes for managing data, especially if they are involved in projects using light detection and ranging. However, the upcoming surge of useful data — delivered by smartphones, vehicles, infrastructure-based sensors and other sources — will demand an entirely new level of data-handling sophistication. Here are some ways in which this mushrooming data will affect the industry:

- **Heightened privacy expectations** — The public's uneasiness about potentially sharing personal information (location, travel patterns) with the government cannot be overemphasized. Certainly, there is an implicit *quid pro quo* underlying the information exchange between the DOT and drivers: *Give us your data and we'll give you a quicker, safer ride.* Nonetheless, data security and transparency regarding how data will be used must be paramount.
- **Unprecedented insights** — Public transportation agencies who successfully collect, analyze and apply their billion bits of daily data will be able to improve performance dramatically, both in day-to-day activities and in the planning process.
- **Reshaped organizations** — Transportation agencies may need a new business model, with more sophisticated back-office capabilities and staff expertise in information technology, networking and data analytics. They also will need cutting-edge security management infrastructure to earn and keep the public's confidence.

5. LINES BETWEEN TRANSPORTATION MODES WILL BE ERASED.

No single aspect of our transportation can thrive unilaterally in the future. Intermodal connectivity is already an urgent priority, but in the future we will have the opportunity to use technology in highly evolved ways to link roads, rails, waterways and air transport to improve efficiency and spur economic growth. This is likely to shape broad-based transportation strategies in the coming decades:

- **Tightening freight connections** — Transportation experts will collaborate to eliminate first- and last-mile gaps in intermodal freight systems that unnecessarily waste time and money.



- ***Adopting Integrated Corridor Management*** — By analyzing congestion problems holistically — across highways, arteries and transit systems — infrastructure managers will orchestrate freeway ramp meters, traffic signals and other tools across networks to address congestion in real time. The current USDOT project involving ICM in the I-15 corridor in San Diego is a good indicator of how effective this new approach will be in the decades to come.
- ***Accommodating diverse modes of travel*** — Leaders will seize opportunities to create a better experience for travelers and commuters by embracing concepts such as shared vehicles (e.g. Zipcars), bicycles and autonomous “taxis” to create a holistic travel solution for the public.

6. WE WILL FUND TRANSPORTATION IN NOVEL WAYS.

The current debate about gas tax shortfalls is likely to be forgotten in 25 years as methods for collecting mileage-based fees come to dominate the highway-funding landscape. Three converging trends already are moving us in that direction:

- ***Electric vehicles*** — The remaining hurdles to widespread adoption of electric cars — driving range and sticker price — will gradually diminish, making gas taxes less effective for raising revenues and less equitable for drivers of diverse vehicle types.
- ***Mileage-reporting technologies*** — Already, some new vehicles contain built-in telematics that can transmit mileage information wirelessly, paving the way for pay-per-mile approaches such as the one rolling out in Oregon next year (page 12).
- ***Greater adoption of tolling*** — As technology makes it easier to pay tolls, and as states increasingly turn to alternative delivery methods — including public-private partnerships — to bridge their infrastructure funding gap, we will see greater adoption of tolling across the country.

Start Today

There’s little doubt that the future of transportation will bring changes that go far beyond those described here. Yet, transportation leaders can do things today that will most certainly prepare them for success in the coming decades.

As a starting point, here are a few questions to ask of your organization and key stakeholders :

- What will our system need to accommodate new technologies as they gain traction?
- How can we act to hasten this accommodation — right now?
- How can we make our existing facilities more flexible to adapt to future scenarios?
- Are there viable options to improve efficiency that require skills outside my organization?
- Where will we get funding to deploy technologies that will deliver a compelling return on investment?
- Am I building the staff needed to manage data networks and handle large amounts of data?
- What about early adopters of automated vehicles — how can we ensure safety?
- What advantages could we achieve by gathering vehicle-generated data right now (early warnings of accidents, road conditions, slow-downs)?

We know that population growth is going to occur and that we can’t simply deal with it as it comes. We will have to contend with our current slate of issues while carefully developing the capabilities needed to derive the greatest value from emerging technologies.

What will the transportation system look like 25 years from now — in 2039? No one can say for sure. But think back to what our cars, highways, airports and public transportation systems looked like in 1989.

Exactly. It’s time to start building for the future. ■

Connected vehicle technologies poised to reshape tomorrow's transportation system

By **Kirk Steudle** and **Dr. Peter Sweatman**

Transportation continues to evolve as new construction and design techniques, new technologies and new approaches unfold. Virtually every DOT is assessing how to balance maintaining current infrastructure while making improvements needed to accommodate future infrastructure demands. We have to spend our money as effectively as possible. So the question becomes: *How do we help our citizens move around more efficiently today — while making investments that will still seem smart 20 or 30 years down the road?*

While there is no single answer to this question, here in Michigan we are fierce proponents of autonomous vehicles and connected vehicle technologies — and believe them to be very promising strategies for getting greater value and performance from our infrastructure dollars while improving safety and environmental sustainability.

Part of our enthusiasm for a new age of intelligent vehicles and infrastructure comes from our heritage. Michigan has been at the

center of mobility innovation since the advent of the gasoline-powered automobile. The state is the largest manufacturer of vehicles in the U.S., and virtually every family has someone who builds, makes parts for or provides services related to automobiles. As such, Michigan's public, private and academic sectors have a long history of working together to bring new ideas from the drawing board, to the test track and finally to broad public adoption.

Taking to the Streets

It is in this collaborative spirit that the Michigan DOT and the University of Michigan Transportation Research Institute have spent nearly two years testing new technologies on the road using 2,700 vehicles in Ann Arbor, Michigan, as part of the USDOT's Safety Pilot Model Deployment. This pilot, the largest-ever road test of vehicle-to-vehicle and vehicle-to-infrastructure communications technology, ran from August 2012 to August 2013 and has been extended by the USDOT.

Kirk T. Steudle, PE, has served as the director of the Michigan Department of Transportation since 2006. A 25-year MDOT veteran, he oversees the organization's \$3 billion budget and a department with 2,500 employees. He is a national leader in the development of connected vehicle technologies, partnering with governments and auto manufacturers to advance high-tech highway operations while improving Michigan's economy. Kirk is the 2014 Chair of the Transportation Research Board Executive Committee; incoming 2014 Chair of the Board of Directors for the Intelligent Transportation Society of America; and a member of the Intelligent Transportation Systems Program Advisory Committee to the U.S. Department of Transportation.



Dr. Peter F. Sweatman has served as the director of the world-renowned University of Michigan Transportation Research Institute for 10 years. Dr. Sweatman is a national thought leader in intelligent transportation systems and future mobility for people and freight. Under Dr. Sweatman's overall leadership, the world's largest deployment of connected cars, transit buses and freight trucks (the U.S. DOT Safety Pilot Model Deployment) was launched in Ann Arbor in 2012. In 2013, the University of Michigan announced the formation of the new Michigan Mobility Transformation Center and appointed Dr. Sweatman as its director. Dr. Sweatman served as the 2012-13 chair of the Board of Directors, ITS America and currently is serving as chair of that organization's Leadership Circle. In 2010, Dr. Sweatman was appointed to the ITS Advisory Committee by the U.S. Secretary of Transportation.



The Safety Pilot was designed to collect data from equipped vehicles and to gauge the effectiveness of V2V and V2I technologies in real-world scenarios for safety. Vehicles were fitted with hardware to send and receive data from other vehicles, software to analyze this data and identify potential collisions and alert systems to tell drivers when they might be in harm's way. We are immensely grateful to Michiganders who volunteered to be part of this successful pilot.

The pilot provided, and continues to provide, USDOT with extensive real-world data, which is informing its efforts to build practical guidance for future vehicle-to-vehicle protocols and regulations. Based on the pilot's success, we have developed a plan to expand the pilot to include 9,000 vehicles by the end of 2015. It is our goal to continue to expand the scope to 20,000 and even more vehicles down the road, which will deepen our understanding of the opportunities and challenges of adopting these new technologies on a broad scale.

Tiny Town of Perils

As we're expanding the Ann Arbor pilot, the University of Michigan will be pursuing a complementary strategy to put new V2V and V2I theories through their toughest trials yet. The Michigan Mobility Transformation Center is building a novel test environment, a 30-acre simulated urban area that will present a number of highly complex challenges for connected and automated vehicles.

The \$6.5 million facility, set for completion later this year, will comprise about three lane miles of roads, including mock city blocks with building facades, diverse lane configurations and intersections, tunnels, and various roadway surfaces. Test vehicles will be faced with multiple types of traffic signals and roadway markers and the potential for encountering electronic and visual interference — such as blocked signs, obscured lane markings or jammed wireless signals. They also will face electronic pedestrians who can be programmed to step from between parked vehicles.

While no testing can reflect every possible situation, we believe that we can represent the most challenging urban environment possible for vehicle and road technology to perform. More importantly, we can reproduce test conditions again and again, which provides clearer direction on how to improve the technologies and how they work together. This will set the stage for creating a commercially viable automated mobility system that can transform mobility for future generations.

Lessons from the Journey

We are clearly excited about the convergence of automobiles and technology and how the new, dynamic relationship between vehicles and infrastructure will improve safety and mobility. Infrastructure owners are eager to understand the implications of these changes, not only for their strategic planning but also to glean potential advantages in the short term. Here are just a few lessons we've learned in Michigan as we've pioneered V2V and V2I in recent years:

1. It takes a lot of cars. To get the amount of data you need to make a pilot work, you must have a large fleet — thousands, not just hundreds of cars. It's a matter of increasing the frequency with which equipped cars interact, so you can gain real insights into how the technology shapes driver behaviors and outcomes. There are just a handful of states that have the fleets necessary to do this, in our estimation.

2. Collaboration is critical. Maybe there was a time when civil engineers didn't have to mingle much with mechanical or electrical engineers. That time is gone. Roads and vehicles now have to be thought of as two sides of a coin, which means that the boundaries between engineering disciplines must blur. In Michigan, we're fortunate to have more natural cross-pollination due to our automotive engineering tradition. But, even with that platform, it still requires open minds, dialogue and an unflagging spirit of cooperation.

3. Privacy must be primary. At every step of our journey, we have taken care to ensure that data is kept secure, and we have communicated our practices well. Due to the proliferation of mobile devices, the public is much more accepting of some amount of risk. But, they draw the line when it comes to things like sharing their whereabouts with government entities, or accepting tickets based on red-light camera shots. As long as you respect their privacy concerns, you should find a willing audience for your technology experimentation.

4. Illuminate the benefits. The next generation of technology will present a range of benefits to the traveling public. They will be able to avoid many accidents, traffic jams and travel delays. They will enjoy "green wave" travel through downtown that will shorten commutes. They will have the opportunity to join ad-hoc platoons of vehicles that are traveling in the same direction, saving time and fuel. Not to mention the ultimate benefits of having on-demand transportation through fully autonomous vehicles. In short, if you make the benefits of V2V and V2I technologies more visible and real, it will help to dissipate the discomfort people often feel when adapting to new concepts.

More importantly, we can reproduce test conditions again and again, which provides clearer direction on how to improve the technologies and how they work together. This will set the stage for creating a commercially viable automated mobility system that can transform mobility for future generations.

5. Seize the immediate advantages. From a very early stage we could see how data from cars might save a DOT time and money. As it stands, many cars have extremely valuable data just sitting in their on-board computers: outside temperature, heading, wiper treatments to areas where ice is *known* to be. It could end the expensive and exhausting era of: “It’s snowing — salt everything!”

The Road Ahead

Our explorations of new V2V and V2I technology in Michigan are being watched by industry and government players around the world. Their interest in our tests is bolstered by significant pragmatism. We all need to make smart investments today that will both achieve short-term efficiencies and set the stage for long-term economic and social advantages.

Our teams in Michigan are confident that smarter vehicles, working synergistically with the infrastructure that supports them, will be key to making tomorrow’s transportation system more efficient, affordable and environmentally sound. We look forward to working with industry leaders who share our passion for innovation and hope that our work will help to spark a new generation of mobility solutions to meet the needs of people around the world in the decades to come. ■

Groundbreaking road-use charging system could transform how we fund transportation

By **James M. Whitty**

While no one can know the future of transportation in the United States, one thing is for certain: it'll cost a lot of *money*. If recent history is any guide, the price of road and bridge construction and maintenance will continue to rise, and America's transportation system will compete harder for public approval of new tax dollars along with many other worthy and underfunded social priorities — education, health, safety and others.

We can assume certain things about gas taxes covering tomorrow's spiraling costs. Spending on transportation infrastructure has long outpaced revenues raised from gas taxes.

The debate about the merits of gas taxes is fierce and won't be resolved anytime soon. But technology will, over time, increase pressure on the pennies-per-gallon taxation model. Already, electric vehicles can be driven 100 or more miles on a charge, making them a viable commuting option for many people. When sticker prices of these vehicles reflect greater economies of scale in manufacturing, they will become commonplace and, ultimately, the norm.

We don't have the luxury of waiting. Already, the impact of electric vehicles, hybrid-power vehicles and other gas-sipping small cars is felt by taxing entities across the country. Since 2005, fleet average fuel economy increased nearly one mile per gallon every year. Rejoice that the impact of auto emissions is diminishing, along with our reliance on fossil fuels. But as infrastructure costs rise, we face a paradox: automobile technology advancements are both

improving our lives *and* eroding the gas-tax funding that affords us safe, reliable roads and bridges.

Blazing a New Trail

Oregon has experimented with ways to address these trends for more than a decade. As a result of this work, the state is about to reach an important milestone: on July 1, 2015, Oregon will launch the nation's first operational program that charges motorists directly for their road usage. It is the first step toward a future in which technology-enabled pay-for-use approaches replace per-gallon fees as the prevailing method for collecting money to fund highways.

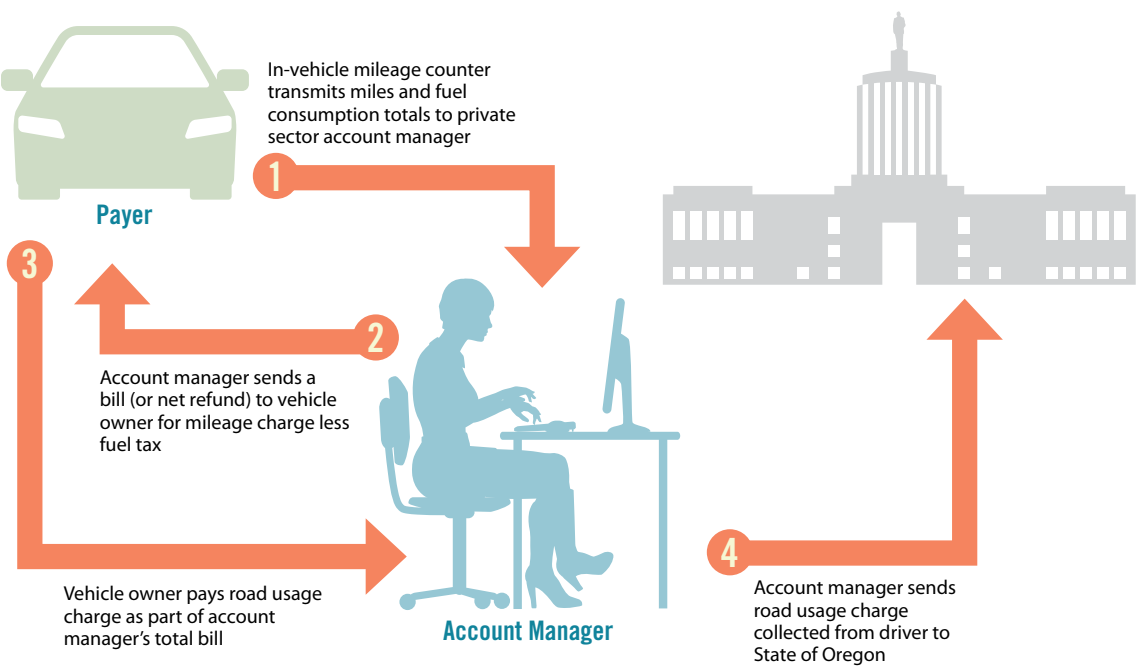
This milestone is truly historical for Oregon because our state invented the gas tax in 1919. Oregon's legislature instituted a one-cent-per-gallon tax to help the then-nascent state highway department "bring Oregon out of the mud." Other states followed our fuel-tax model to keep pace with the burgeoning popularity of automobiles. Then, in 1932, the federal government began levying a tax, too, which concretized this approach as the core method for funding transportation infrastructure nationwide.

Today, Oregon's Department of Transportation is challenging this well-established paradigm. The Oregon Legislature in 2013 passed the state's Road Usage Charge Program (Senate Bill 810), which authorized ODOT to launch the new program. The implementation team is moving aggressively to meet the July 1, 2015 deadline,



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Oregon's Road Usage Charge Program — How It Works



Courtesy of Oregon Department of Transportation

lining up vendor meetings, issuing requests for proposals and other activities to marshal the right strategies and solutions to meet the legislation's intent.

Although the details of the rollout are not yet defined, the program will work within these basic parameters (as defined in the bill):

- Up to 5,000 cars and light commercial vehicles will take part initially.
- Volunteers will apply to participate in the program.
- ODOT will charge the participants 1.5 cents per mile.
- This charge will be offset by a gas tax refund given to participants.

Before demonstrating how Oregon's 2012-2013 pilot laid the groundwork for this historic legislation and the soon-to-be-implemented

road usage charge program, it's important to understand the results and realities revealed in an earlier (2007) pilot, particularly for any state intent on pursuing a usage-based fee model.

Testing the Concept

The 2001 Oregon legislature — already concerned about the impact of technology on the gas-tax paradigm — created the state's Road User Fee Task Force. With the mandate of exploring new approaches to road funding, the task force identified the road usage charge concept as ripe for exploration.

In 2004, in concert with Oregon State University, ODOT successfully tested equipment that consisted of two elements: an on-board unit that could tally and communicate automobile mileage, and a gas-pump-mounted unit that

could collect this information wirelessly, add a mileage-based charge and simultaneously deduct the appropriate amount of gas tax. After successful testing, volunteers were recruited — 285 drivers and several Portland-area gas stations — for a pilot that ran from spring of 2006 to 2007.

The technology worked and the administration of such a program was manageable. But three important issues prevented stepping forward into legislation and full-blown implementation of the concept:

1. The public and top decision-makers alike were concerned about the privacy implications of requiring a GPS device in vehicles. Even the possibility that the government could track people's locations was, for many, a deal-breaker.
2. Implementing a system like this could be very complex and costly in the short term, and could lead to a new, permanent government bureaucracy.
3. The approach would require the DOT to develop and own a proprietary solution, with pressure to continuously update and improve, and without harnessing the flow of technology evolution, its market-driven improvements in quality and drops in price.

That technological evolution quickened dramatically just as the pilot team was analyzing the results of this first pilot. In the summer of 2007 the first iPhone was released, which, along with subsequent smartphone innovations from other companies, has since revolutionized how people connect with the world.

In subsequent years, astonishing advances with these new devices and network-to-network communications showed potential to address all three of the first pilot's issues at the same time. First, manufacturers were launching a range of top-notch security features, even as the public

began warming up to GPS-enabled services (giving up some privacy in the bargain). Second, since these devices and the supporting networks were privately owned, there was now an alternative to a government-controlled, closed-loop system. And, third, future innovation in this arena was all but assured due to intense high-tech competition.

A Do-Over and Success

By 2010, a new vision was formulated for creating a road usage charge system that would address privacy concerns and remove the vehicle location technology requirement; take better advantage of private sector firms and the technology marketplace; and give users choices for how they captured, reported and paid for mileage.

In early 2012, ODOT reached out to the private sector for technology partners who could help meet the established system criteria: easy to use, offer users choices, an open system, and accounts administered by the private sector. That same year, with two technology partners and 88 drivers from three states, the second pilot launched, which ran through early 2013.

To create the right blend of choice, privacy and private-sector innovation, participants were given four choices for how they reported their mileage and paid their bills:

- **Basic Plan** — Using installed devices that had no GPS technology, this plan reported only the total number of miles traveled and *not* where those miles were driven. In essence, this plan reported what the car's odometer would traditionally record.
- **Advanced Plan** — Using devices that used GPS, this plan reported both the miles driven on Oregon's public roads (which were charged) and those driven elsewhere (which were not). Importantly, this plan was only offered by private companies; ODOT had no access to location information.

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- **Smartphone Plan** — Participants used an application on their phones, which was synched with an installed mileage-measuring unit, and then chose between two reporting modes by personal preference: one that reported mileage without separating miles driven on Oregon public roads versus others, and one that used location information to distinguish in-state versus out-of-state miles, and then charged only for miles driven in Oregon. As with the advanced plan, solely a private vendor offered this option, and ODOT had no access to location data.
- **Flat Fee Plan** — Motorists choosing this plan avoided mileage reporting altogether, and were instead charged a flat \$45-per-month fee based on an assumed maximum number of miles driven in a month. ODOT managed accounts for these motorists but provided no refund for fuel tax credit.

It's important to note that, regardless of the option chosen, a vehicle's location was never disclosed. All that was used for charging was aggregated mileage data. This was true of the first pilot, too. ODOT protected people's travel patterns by keeping information "in the box" where it was erased after a certain period. But, in the first pilot the state owned the box, and in the second, the private sector owned it and provided it to the volunteer taxpayer. This is a distinction worth noting — it made all the difference for participants.

This second pilot was an unqualified success. Drivers were charged 1.56 cents per mile, which delivered revenue that exceeded fuel tax receipts by nearly 28 percent. What's more, the participants' assessment of their pilot experience was that it was simple, accurate and fair. Shortly after the pilot's completion, the state legislature passed the bill that allowed the program to go operational in 2015.

Although the first application of the program will be solely for a limited number of volunteer payers, the strength of the vote — 24 to 6 in the Senate and 47 to 13 in the House — indicates that once the road usage charge program proves to be an operational success, Oregon's lawmakers will add mandated payers.

Looking Ahead

Years from now, the road usage charge model could transform the way Oregon drivers pay for the transportation infrastructure they use every day. It offers a way to equitably assess fees based on the value a motorist gets from the public infrastructure. And because technology is advancing so quickly, the system can maintain users' privacy even while delivering higher levels of service and more seamless ease of use.

In the years ahead, many states will strive to create better ways to fund infrastructure construction and maintenance. It's likely that some will turn to an adaptable billing platform such as Oregon's, or even build upon or opt into the new Oregon platform to create an integrated regional or national road charging system. In fact, legislators across the country are already moving forward to enable experimentation in this arena.

No solution, not even Oregon's, can address every set of circumstances. Still, Oregonians are proud to be blazing a new trail — high-tech, responsive and practical — keeping alive our tradition of innovation that stretches back to the days of sputtering Model-Ts, roads of mud and the nation's first gasoline tax. ■

The TRANSPORTATION Crisis:

Where Do We Go From Here?

By Gary Kuhns, PE, Geotechnical and Environmental Consultants Inc.

Our nation is at a critical crossroads, and the future of our economy and quality of life are at stake. Why are we here? It's because the U.S. Congress and the White House have put off addressing our transportation funding crisis for years. The facts are straightforward:

- The federal gas tax is used to fund transportation.
- The federal gas tax is 18.4 cents per gallon (not a percentage of cost) and was last increased 21 years ago (1993).
- Federal gas tax revenue is \$35 billion per year, and we are spending \$54 billion per year.
- The nonpartisan Congressional Budget Office (CBO) has determined the Federal Highway Trust Fund will be bankrupt by September 2014.

Think of thousands of jobs lost and highway construction projects grinding to a halt.

We have been told by many political leaders and policy makers, that gas consumption and federal gasoline tax revenue have drastically declined due to higher miles per gallon vehicle performance, among other reasons. They conclude that an increase in the gas tax is not a viable means of funding infrastructure. True or false?



Here's an interesting fact: The U.S. Energy Information Administration indicates that gas consumption now is only 5% lower than its peak in 2007 (142 billion gallons), and the decline in revenue from the gas tax is less than the decline that occurred after the 2001 recession.

In Florida, our state gas tax is adjusted annually based on the Consumer Price Index (CPI) to keep pace with inflation. So why not index the federal gas tax? Our failure to index for inflation has created our current funding crisis. If the

1993 user fee of 18.4 cents was indexed to the CPI, the fee in 2015 would be 31 cents per gallon and would raise about \$51 billion per year, very close to our current annual outlay. Also, we would have had an additional \$194 billion to spend on our highway system since 1993.

If we want to solve our funding crisis, the answer is as effective as it is obvious—raise the gas tax and index it to inflation. The CBO projects that increasing the federal gas tax by 15 cents per gallon and annually adjusting it for inflation would fund our transportation needs for many years to come. It is obvious that we all need to pay our fair share through an increase in the highway user fee.

However, our elected officials do not want to deliver the harsh news that our generation of American voters is not adequately funding our transportation system. Will our leaders in Washington endorse this commonsense approach, or will we leave future generations our crumbling infrastructure along with a huge repair bill that we decided not to pay? ■

About the Author:

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Improving Transportation Performance: Time to Focus on Operations

BY Joshua L. Schank

President & CEO

Eno Center for Transportation



Congress has been able to accomplish very little this year, but one thing they agreed they needed to do was avoid insolvency in the Highway Trust Fund (HTF). Thus much of the summer was spent agonizing over pay-fors that could justify yet another transfer of general fund revenues into an increasingly unsustainable HTF. In continuing to provide general funds transfers and failing to deal with the systemic long-term problem – which is that we are spending more money on transportation than we are taking in for that purpose – Congress continues to choose the worst possible way forward. Two potential improvements would be cutting spending to match revenues or increasing revenues to match spending, but Congress continues to avoid these hard choices. Their de facto policy of leaping from crisis to crisis is the worst of all worlds, as funding continues to be inadequate AND grantees have little assurance of stability in federal funding.



Unfortunately there does not appear to be a resolution to this perpetual crisis anywhere in sight. Given that challenge, if we care about improving transportation using federal dollars, it may be most prudent to turn our focus back to how we can spend existing money more effectively. Assuming that Congress is eventually in a position to authorize a multi-year spending bill, no matter how much money is available, there is much work to be done in using that money wisely.

One potential area for immediate improvement could be in beginning to shift the focus of the federal program away from traditional capital investments and towards operational improvements. Economists have long recognized that the most valuable improvements to our transportation network, from a cost-benefit perspective, are typically operational changes. While capital needs are necessary and large, particularly in order to adequately preserve our existing infrastructure, those investments are not typically going to result in performance improvements in the short-run. We need to make capital investments for long-term economic reasons because the longer we postpone needed investments, the more expensive they will become and the more performance will slowly deteriorate. Operational changes, on the other hand, can be fast, inexpensive, and produce immediate improvements.

However, far from encouraging operational changes, current law often prohibits using federal funding for operations. Aside from operational funds for transit in rural areas, federal funding is targeted primarily towards capital. The reason for this is understandable, as Congress would not want to encourage higher costs by subsidizing operations.

However, there are many opportunities to use federal funds to improve operations, reduce costs, and provide a much better return on federal investment in line with national goals if proper incentives are offered. Congress should not simply allow federal funds to be spent on operations. Instead they must outline specific outcomes they wish to see achieved with operational funding and hold grantees accountable for achieving them.

Some ideas for opening up these opportunities include:

1. Reorganized transit networks. Whenever federal funding for transit operations is discussed, there is concern that making such funding available could increase labor costs. But the bigger federal responsibility is in targeting federal funds toward more effective transit networks that could in turn boost economic growth in metropolitan areas. Transit in many major metropolitan areas in the U.S. consists primarily of buses operating on routes that correspond more or less to the routes originally operated by trolleys half a century ago or more. The networks have rarely been updated or rationalized, and changing them is politically difficult because the constituencies that are likely to argue against change are much louder than those who would benefit from such a change. But the potential benefits to reorganization could be very large. For example, in Houston an ongoing reorganization—spearheaded by Jarrett Walker—will result in a larger network with higher frequency for the same amount of money.

The federal government could play a crucial role in encouraging transit agencies to redesign their networks. By providing a even a small amount of additional incentive funding—for example, new buses or perhaps providing something easier such as greater flexibility in how existing funding may be spent—the federal program could help localities overcome the barriers to redesigning their networks. These redesigns could potentially be more cost-beneficial than investments in new rail network expansions, the primary current federal capital expense, and accomplish many of the same goals.

2. Better utilization of highways. It is not news to anyone, from the average motorist to the transportation economist, that we do not use existing capacity on our roadways effectively. Motorists perceive most of our roads as being “free”, since there is little to no out of pocket cost for using them at any time. This results in overuse, congestion, and uncertainty in travel times. While congestion pricing is the solution typically proposed for better utilization of the roadways, it has encountered strong political obstacles in the U.S. However, where it has been implemented – Stockholm, London, Singapore – it has ultimately proved quite popular. If we could get congestion pricing working in just one major city in the U.S., it would likely spread to others rapidly. The Urban Partnership Agreements, which provided transit funding to cities implementing some form of variable pricing, demonstrated the power of federal money in this regard by getting High Occupancy Toll (HOT) lanes implemented in numerous cities.

But even shy of congestion pricing there are many things we could do to better use road capacity. Dick Mudge has floated the idea of paying people to drive in off-peak hours, which is an easier sell politically. Numerous ridesharing apps aim to improve capacity by putting “butts in seats” of cars that have excess capacity, which is virtually all of them. Intelligent Transportation Systems, including better information for motorists or even something as simple as ramp metering, have demonstrated their ability to improve capacity utilization. All of these ideas could be incentivized with the promise of federal money, for a fraction of the cost of building new lanes on highways.

3. Safety improvements. There are many ways to address safety through operational improvements. Perhaps the easiest strategy is speed limits. For example, New York City recently lowered its speed limit to 25 miles per hour as part of its "vision zero" initiative. Even more powerful means of improving safety are those that deal with seat belts and impaired driving. While we have made substantial progress in this area over the last decade, drivers are also more distracted than ever. The Center for Disease Control estimates that seat belts can reduce injuries and death in vehicle crashes by 50 percent, and that approximately 30 percent of all fatalities can be attributed to alcohol. Primary seat belt laws and stricter drunk driving or distracted driving enforcement can yield substantial benefits. Yet the federal safety program still focuses on infrastructure as the primary means of reducing fatalities and injuries.

In the past, Congress has made attempts to link funding to the implementation of primary seat belt laws, but these have failed. It is difficult to threaten to withhold funding – much easier is to hold out additional funding or greater funding flexibility as an incentive. For a small amount of money, accompanied by effective measurement of and accountability for results, the federal government could encourage states and localities to reduce injuries and fatalities through operational improvements and policy changes.

Conclusions

The federal transportation program needs to shift away from being a capital-intensive program focused on infrastructure and towards a program focused on outcomes. This in no way means that capital is unimportant – quite the opposite, infrastructure remains the crucial backbone of our transportation network. But realistically, there is unlikely to be a surge in the total amount of federal funding being made available for transportation. We need to use what we have more effectively in order to make timely improvements to the transportation system.

MAP-21 made some excellent strides in this regard by specifying national goals and performance measures for federal money. Where it fell short was that it did not provide an incentive for accomplishing those goals or improving performance. In the next bill, rather than trying to achieve accountability for performance for every federal dollar, we might consider taking the smaller step of allowing states to apply to use federal funds for operational purposes such as those identified above. Successful applicants could be rewarded, ideally with additional funding, but alternatively with greater flexibility. A few demonstration projects, where federal incentives provide the crucial piece that overcomes local political hurdles, could prove very valuable.

The views and opinions expressed in this article are those of the author and do not necessarily reflect the official policy or position of The Eno Center for Transportation.

TAB 10



Third Quarter Strategic Business Plan Update

Goal	Status
Goal 1: Seek ways to increase regional transportation funding	<ul style="list-style-type: none"> No activities
Goal 2: Maximize organizational effectiveness and optimize planning process	<p><u>Board and Committees</u></p> <ul style="list-style-type: none"> Continued work towards implementation of Regional Leadership Council as approved by the Board Completed review of committees/subcommittees purpose and need; recommendations forthcoming Joint meeting of the TTC and BPAC held Land Use Forum held which provided opportunity for CM credits <p><u>Board Services and Finance & Administration staff alignments</u></p> <ul style="list-style-type: none"> Ms. Lena Tolliver and Ms. Cathy Goldfarb transferred to Department of Finance & Administration Ms. Virginia Whittington role expanded to include government relations
Goal 3: Strengthen partnerships	<ul style="list-style-type: none"> Staff attended Tri-County League of Cities meetings Staff attended M/TPO meetings of partners throughout the region. Staff gave presentation at Regional Coordination Workshop in Tampa. Staff participation in regional transportation working group with partner agencies Worked with the Central Florida Partnership on the creation of their private sector Transportation Task Force.

Goal 4: Leverage legislative assets	<ul style="list-style-type: none"> Hosted regional Legislative Issues Roundtable with agencies and county government relations staff.
Goal 5: Increase community awareness of transportation issues	<ul style="list-style-type: none"> Staff presentations to Leadership Orlando and participation at community events in Osceola and Seminole Counties.