metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

DATE: Wednesday, March 14, 2018

TIME: 9:00 a.m.

LOCATION: MetroPlan Orlando
250 S. Orange Ave, Suite 200
Orlando, Florida 32801

Wireless access available
Network = MpoBoardRoom
Password = mpoaccess

Commissioner Cheryl L. Grieb, Board Chairwoman, Presiding

PLEASE SILENCE CELL PHONES

I.	CALL TO ORDER AND PLEDGE OF ALLEGIANCE	Chairwoman Grieb
II.	CHAIRWOMAN'S ANNOUNCEMENTS	Chairwoman Grieb
III.	EXECUTIVE DIRECTOR'S ANNOUNCEMENTS	Mr. Harold Barley
IV.	CONFIRMATION OF QUORUM	Ms. Cathy Goldfarb
V.	AGENDA REVIEW	Mr. Harold Barley
VI.	COMMITTEE REPORTS	
	Municipal Advisory Committee	Council President John Dowless
	Community Advisory Committee	Mr. Atlee Mercer
	Technical Advisory Committee	Mr. Hazem El-Assar
	Transportation Systems Management & Operations Committee	Mr. Kelly Brock

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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 XIV.

VIII. CONSENT AGENDA (Tab 1)

A. Approval of Minutes from February 14, 2018 Board meeting

B. Approval of January 2018 Financial Report and Acknowledgement of February 2018 Travel Report

C. Approval of Board Personnel Committee Recommendations on Executive Director's Annual Performance Review

D. Approval to deobligate PL funds from FY'17 (FY'17 Budget Amendment #6)

E. Approval of FY'18 Budget Amendment #5 and Deobligation of PL funds

F. Approval of Transportation Disadvantaged Local Coordinating Board Recommendations on Annual Membership Certification, Bylaws and Grievance Procedures

IX. OTHER ACTION ITEMS

A. Board Approval of Amendments to the Transportation Improvement Program (TIP) for FY 2017/18-2021/22 (ROLL CALL VOTE REQUIRED) – Mr. Keith Caskey (Tab 2)

B. Approval of Draft Unified Planning Work Program (UPWP) for FY2018/2019 and 2019/2020 for Submission to FDOT, FHWA and FTA – Mr. Gary Huttmann (Tab 3)
https://metroplanorlando.org/wp-content/uploads/DRAFT-FY2019-FY2020-UPWP-AS-OF-2018-02-28.pdf

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item) (Tab 4)

A. Status Updates

- FDOT Monthly Construction Status Report – February 2018
- Florida MPO Advisory Council Legislative Update as of March 3, 2018

B. General Information

- President Trump's Infrastructure Proposal: "Legislative Outline for Rebuilding Infrastructure in America," – The White House – February 12, 2018
- MetroPlan Orlando Board Priorities with text revisions suggested as the Board meeting on February 14, 2018
- Central Florida Commuter Rail Commission Meeting – March 29, 2018 – hosted by MetroPlan Orlando
- Wekiva Parkway Section 2 Opening Event – March 31, 2018
- University of Central Florida/Master's Program in Urban & Regional Planning Distinguished Lecture Series sponsored by MetroPlanOrlando – Sarah Williams, Director, Civic Data

Design Lab at MIT: "Build It, Hack It, Share It! Making Data Work for Policy Change," April 5, 2018 at UCF's Downtown Executive Development Center
- Central Florida MPO Alliance Meeting – April 13, 2018 – hosted by MetroPlan Orlando
- Florida MPO Advisory Council Staff Directors/Governing Board Meeting – May 4, 2018, Orlando, Florida

C. Featured Articles and Research

- *"Public-Private Partnerships (P3s): What Local Government Managers Need to Know,"* Dr. Lawrence Martin, University of Central Florida for the International City/County Management Association – 2018 https://icma.org/sites/default/files/18-109%20Public-Private%20Partnerships-P3s%20White%20Paper_web%20FINAL.pdf

- *"Why It's So Expensive to Build Urban Rail in the U.S.,"* Alon Levy, from CityLab – January 26, 2018 https://www.citylab.com/transportation/2018/01/why-its-so-expensive-to-build-urban-rail-in-the-us/551408/

- *"2017 Wekiva Restoration Plan Executive Summary,"* Florida Springs Institute, 2017 http://www.ecfrpc.org/Misc-Documents/2017-Wekiva-Restoration-Plan-Executive-Summary.aspx

XI. PRESENTATIONS

A. Update on the 2018 Florida Legislative Session – Ms. Virginia Whittington

B. Innovative Interchanges on the I-4 Ultimate and I-4 Beyond the Ultimate Projects – Ms. Beata Stys-Palasz (FDOT/D5)

XII. BOARD MEMBER COMMENTS

XIII. PUBLIC COMMENTS (GENERAL)

XIV. NEXT MEETING: Wednesday, May 9, 2018 at the Second Harvest Food Bank

XV. 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. Cathy Goldfarb, Senior Board Services Coordinator, at MetroPlan Orlando, 250 S. Orange Avenue, Suite 200, Orlando, Florida, 32801 or by telephone at (407) 481-5672 x315 or email at cgoldfarb@metroplanorlando.org at least three business days prior to the event.

Persons who require translation services, which are provided at no cost, should contact Ms. Cathy Goldfarb, Senior Board Services Coordinator, at MetroPlan Orlando at 250 S. Orange Avenue, Suite 200, Orlando, Florida 32801 or by telephone at (407) 481-5672 x315 or by email at cgoldfarb@metroplanorlando.org 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

MetroPlan Orlando Board

MEETING MINUTES

DATE: Wednesday, February 14, 2018

TIME: 9:00 a.m.

LOCATION: MetroPlan Orlando
Park Building
250 S. Orange Ave, Suite 200
Orlando, FL 32801

Commissioner Cheryl L. Grieb, Board Chairwoman, Presided

Members

Hon. Jose Alvarez, City of Kissimmee
Hon. Pat Bates, City of Altamonte Springs
Hon. Pete Clarke, Orange County
Hon. Lee Constantine, Seminole County
Hon. Bob Dallari, Seminole County
Hon. Buddy Dyer, City of Orlando
Hon. John Dowless, Municipal Advisory Committee
Hon. Cheryl L. Grieb, Osceola County
Hon. Samuel B. Ings, City of Orlando
Hon. Teresa Jacobs, Orange County
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Hon. Joe Kilsheimer, City of Apopka
Hon. Bryan Nelson, Orange County
Mr. Stephen Smith, Sanford Airport Authority
Hon. Jennifer Thompson, Orange County
Hon. Betsy VanderLey, Orange County

Advisors in Attendance:

Mr. Hazem El-Assar, Technical Advisory Committee
Mr. Atlee Mercer, Community Advisory Committee
Mr. Kelly Brock, Transportation Systems Management & Operations Committee

Members/Advisors not in Attendance:

Mr. Dean Asher, GOAA
Hon. Fred Hawkins, Jr., Central Florida Expressway Authority
FDOT Secretary Mike Shannon, District 5
Hon. Victoria Siplin, Orange County
Hon. Jeff Triplett, City of Sanford
Vacant, Kissimmee Gateway Airport

Staff in Attendance:

Mr. Harold Barley
Mr. Steve Bechtel, Mateer & Harbert
Mr. Keith Caskey
Ms. Lisa Smith
Ms. Cathy Goldfarb
Mr. Eric Hill
Ms. Mary Ann Horne
Mr. Gary Huttmann
Ms. Cynthia Lambert
Mr. Nick Lepp
Mr. Jason Loschiavo
Ms. Sally Morris
Ms. Virginia Whittington
Ms. Elizabeth Whitton
Mr. Mighk Wilson
Mr. Joe Davenport

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Commissioner Cheryl L. Grieb called the meeting to order at 9:00 a.m. and asked for a moment of silence for Winter Springs Commissioner Pam Carroll who passed away recently. Commissioner Samuel Ings led the Pledge of Allegiance.

II. CHAIRWOMAN'S ANNOUNCEMENTS

Commissioner Grieb welcomed everyone and recognized Commissioner Dallari for his service as Past Chairman. She introduced new committee chairs Mr. Atlee Mercer, CAC, Mr. Hazem El-Assar, TAC, and Mr. Kelly Brock, TSMO. Commissioner Grieb provided a report on the January 19 CFMPOA meeting where members elected new officers which were Commissioner Lee

Constantine, Chairman, Council Member Deb Denys, Vice-Chair and Commissioner Roy Tyler, Secretary. CFMPOA members, she reported, approved their 2018 legislative priorities and the next CFMPOA meeting is scheduled for April 18, 2018.

Commissioner Grieb also provided a report on the December 13 and January 30 Personnel Committee meetings where committee members vetted Executive Search firms and is recommending Slavin Management Consultants. Board approval of Slavin, she noted, was on the consent agenda for the meeting. Council President John Dowless, she added, is being recommended to serve on the Personnel Committee for 2018 due to Commissioner Dallari's duel role as Secretary/Treasurer and Past Chair creating a need for an additional member. Commissioner Grieb reported that a Personnel Committee meeting was scheduled for immediately following the board meeting

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Harold Barley reported that Commissioner Bonilla was going to be in attendance for Commissioner Siplin. He provided a report on the holiday toy drive benefitting Help Now of Osceola County where 120 gifts and $1,120 in gift cards were collected for the children, the teenagers and the women who are served by Help Now. Mr. Barley informed Board members of staff changes at FDOT District 5 and Florida's Turnpike Enterprise. He reported that Mr. Steve Martin resigned as FDOT District 5 Secretary and Mr. Mike Shannon is the new FDOT District 5 Secretary. In addition, Ms. Diane Gutierrez-Scaccetti resigned from her position as Executive Director of Florida's Turnpike Enterprise to become the Commissioner of Transportation for the State of New Jersey and Mr. Paul Wai is the new Executive Director at Florida's Turnpike Enterprise. Mr. Barley reviewed the main components of the President's recently released Infrastructure Initiative, including the proposed streamlining of the project process. Mr. Barley will forward any updates on the Infrastructure Initiative to Board members. Commissioner Dallari spoke briefly about the release of the President's Infrastructure Initiative which happened while he and Mr. Barley were attending the NARC Conference in Washington DC. He noted that the Infrastructure Plan offered no new revenue and would change the funding split from 80% Federal and 20% local to 20% Federal and 80% state/local/private for most projects. Commissioner Dallari noted that the NARC Conference in June 2018 is being held here in Orlando.

IV. CONFIRMATION OF QUORUM

Ms. Cathy Goldfarb confirmed a quorum of 16 voting members present. Also present were 3 advisors; and the meeting having been duly convened was ready to proceed with business.

V. AGENDA REVIEW

Mr. Barley reported that the Central Florida MPO Alliance Long Range Transportation Plan was not available at this time.

VI. COMMITTEE REPORTS

Council President John Dowless reported that MAC welcomed new MAC member, Longwood Mayor, Ben Paris. In addition MAC members approved the December 7, 2017 minutes, the FDOT Amendment to the FY 2017/18-2021/22 TIP, and recommended endorsement of FDOT's safety target of Vision Zero. He reported that committee members received a request

for potential projects tied to the development of the UPWP, a legislative update, and an update on the Prioritized Project List. He added that the next MAC meeting is scheduled on Thursday, March 8, 2018.

Mr. Atlee Mercer reported that Community Advisory Committee members met on January 24, 2018. He told Board members that several years ago, he served on the MetroPlan Orlando board as an elected official, and was happy to now be here again representing the citizens on the Community Advisory Committee. CAC recommended three new members to fill vacancies on the committee and recommended approval of the Transportation Improvement Program amendment and using FDOT's interim transportation performance measures in our 2040 Long Range Transportation Plan. CAC members received a presentation on the Unified Planning Work Program and an update on the legislative session.

Mr. Hazem El-Assar reported that Technical Advisory Committee members met on January 26, 2018 and recommended approval of the TIP amendments and FDOT's interim transportation performance measures and targets. Committee members, he added, received presentations on the status of the projects currently in the Prioritized Project List and the request for projects to include in the new Unified Planning Work Program

Mr. Kelly Brock reported that the Transportation Systems Management & Operations Committee met on January 26, 2018 and approved the December 1, 2017 meeting minutes, the amendments to the FY 2017/18 - 2021/22 Transportation Improvement Program (TIP), Ms. Nicole Hugues to become the first TSMO Community Advocate and staff's request for FDOT's interim transportation performance measures and targets to be included in the 2040 LRTP. Mr. Mike Shannon, P.E., District 5 Secretary (formerly Turnpike Enterprise) gave an update on Connected and Autonomous Vehicle (CAV) initiatives at Florida's Turnpike Enterprise. Mr. Gary Huttmann, MetroPlan Orlando staff, made a request for potential projects to be included in the new FY 2018/19 – 2019/20 Unified Planning Work Program (UPWP). In addition, discussion took place on staff's recommendation to forgo a workshop to address the challenge of developing a transportation ecosystem that welcomes CV/AV and other emerging technologies, in view of the work that is being completed by the Central Florida AV Partnership.

VII. PUBLIC COMMENTS ON ACTION ITEMS

None.

VIII. CONSENT AGENDA

A. Approval of Minutes from December 13, 2017 Board meeting

B. Approval of November-December 2017 Financial Report and Acknowledgement of December 2017/January 2018 Travel Report

C. Approval of 2018 Board Appointments

D. Approval to Award Contract for Executive Search Firm

E. Approval of Sole Source Contract with Dr. Essam Radwan

F. Acknowledgement of Annual Certification Review

G. Approval of Community Advisory Committee Member and Alternate Member Appointments

H. Approval of Joint Metropolitan Planning Agreement with Lake-Sumter MPO

MOTION: Commissioner Bob Dallari moved approval of the Consent Agenda. Commissioner Lee Constantine seconded the motion, which passed unanimously.

IX. OTHER ACTION ITEMS

A. Board Approval of Amendment to the Transportation Improvement Program (TIP) for FY 2017/18-2021/22

Mr. Keith Caskey, MetroPlan Orlando staff, requested that the FY 2017/18 - 2021/22 TIP be amended to include a change to the project limits for the access management improvements project on US 17/92 in Winter Park. A letter from FDOT explaining the amendment request was provided, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution.

MOTION: Commissioner Pete Clarke moved approval of the amendment to the FY 2017/18 - 2021/22 TIP. Mayor Teresa Jacobs seconded the motion, which passed unanimously (Roll Vote taken).

B. Reaffirmation of Board Priorities

Mr. Gary Huttmann requested that the Board reaffirm the priorities that they had approved in 2017. He reviewed the four basic priorities which included trail connectivity, Complete Streets, engaging the younger population and SunRail. Mr. Huttmann called attention to work that had been done the past year towards meeting these goals. Mayor Jacobs suggested expanding the SunRail priority to transit as a whole, which would include LYNX. Commissioner Dallari commented that he met with the Dangerous by Design staff and he questioned the calculations that were used that designated Central Florida as the most dangerous as not accurately reflecting the status of the area. Mr. Huttmann explained that the goals had been developed to be broad. Discussion ensued on pedestrian safety issues.

MOTION: Commissioner Pete Clarke moved approval of reaffirming the board priorities with the broadening of SunRail to transit. Commissioner Samuel Ings seconded the motion, which passed unanimously

C. Approval of Schedule for Development of the Next 2-Year Unified Planning Work Program (UPWP)

Mr. Gary Huttmann requested approval to advance the schedule for developing the UPWP. Mr. Huttmann reported that the draft UPWP will be presented to the Board at the March meeting and final adoption is slated for the April/May Board and committee meetings. Mr. Huttmann reviewed the estimated revenues, estimated funding to LYNX, the UPWP sections and appendices. Local government work and planning activities, he added, are included in the UPWP for information and any ideas on projects that Board members want be submitted to staff. Mr. Harry Barley commented that it had been ten years since the "How Shall We Grow?" effort and he suggested looking at a "How Did We Grow?" project to evaluate what has taken place growth-wise over the past ten years. He will have a

discussion with Mr. Tim Giuliani, Orlando Economic Partnership and Mr. Hugh Harling from the East Central Florida Regional Planning Council on the "How Did We Grow?" project. He noted that some internal discussion had taken place regarding density but the area's growth patterns involve more than just density. Commissioner Dallari commented that Central Florida was pioneering in conducting a values study in conjunction with "How Shall We Grow?" and a second values study had also been conducted a few years ago.

MOTION: Mayor Jose Alvarez moved approval of advancing the schedule for developing the UPWP. Mayor Pat Bates seconded the motion, which passed unanimously.

D. Recommendation to Support FDOT's Safety Performance Measures and Targets

Mr. Nick Lepp requested approval of supporting FDOT's interim transportation performance measures and targets to be included in the 2040 Long Range Transportation Plan (LRTP) in order to meet the new federal requirements in the FAST Act.

MOTION: Commissioner Bob Dallari moved approval of supporting FDOT's interim transportation performance measures and targets. Council President John Dowless seconded the motion, which passed unanimously.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

A. Correspondence

- Letter from Mr. Barley to Mr. Jim Dinneen (Volusia County) and Ms. Lois Bollenback (River to Sea TPO) regarding SunRail Phase 2-North dated January 3, 2018.
- Letter from Mr. Tim Giuliani (Orlando Economic Partnership) expressing appreciation for our help with putting together the proposal for the Amazon HQ2 project.

B. Status Updates

- PD&E Tracking Report
- FDOT Monthly Construction Status Report – January 2018
- FDOT 2nd Quarter Variance Report

C. General Information

- Claimed Outline of President Trump's Infrastructure Package (January 22, 2018)
- Brightline Achieves Another Major Milestone with Final Environmental Approval by USDOT
- Central Florida MPO Alliance Consolidated Long Range Transportation Plan (provided to Board members separately)
- Quarterly Transportation Disadvantaged Local Coordinating Board Meeting – February 15, 2018 at MetroPlan Orlando
- Florida Legislative Session ends March 9, 2018

D. Featured Articles and Research

- *"Automated Vehicles: Comprehensive Plan Could Help DOT Address Challenges,"* United State Government Accountability Office Report to Congressional Committees – November 2017 https://www.gao.gov/assets/690/688676.pdf

- *"Guide to Value Capture Financing for Public Transportation Projects,"* Transportation Research Board, Transit Cooperative Research Program – 2016 https://www.nap.edu/read/23682/chapter/1

- FDOT Source Book, Florida Department of Transportation/Office of Forecasting and Trends, 2017 (http://floridaampms.com/pdf/SourceBook2017.pdf

- *"Does transportation even matter to Amazon and HQ2?,"* Brookings Institution – January 2018 https://www.brookings.edu/blog/the-avenue/2018/01/19/does-transportation-even-matter-to-amazon-and-hq2/

MOTION: Mayor Pat Bates moved approval of the Information Items for Acknowledgement. Mayor Teresa Jacobs seconded the motion, which passed unanimously.

XI. PRESENTATIONS

A. Report from the Transportation Think-In

Ms. Elizabeth Whitton provided a report on the transportation Think-In that was held Wednesday, February 7th at Ace Café. She reported that 60 area leaders outside the transportation industry attended the Think-In along with two Federal Highway Administration staff members to discuss the future of transportation. Participants included representatives from health, education, housing, Chambers of Commerce, Community Development, human services, non-profits, and tourism. Ms. Whitton added that the keynote speaker was Ms. Karen Leone de Nie from the Federal Reserve Bank of Atlanta who spoke about the benefits of thinking collectively and the intersections between transportation, health, employment, community and economic development. Commissioner Grieb, who attended the Think-In, commented on what a great presentation Ms. Leone de Nie gave at the event. Ms. Whitton reviewed the Think-In takeaways and the next steps. Commissioner Clarke commented on the fascinating discussions that had been taking place at the various tables at the event. Council President Dowless commented that the presentation provided different sources of information and there was a great cross-section of the community in attendance. Mr. Harry Barley noted that the Think-In event was a great team effort, which included UCF students assisting with note-taking. Participants, he added, were asking staff when the next Think-in event would be scheduled.

B. Update on the 2018 Florida Legislative Session

Ms. Virginia Whittington reported that the bill that proposed MPO board reorganization had lost traction while House Bill 33/Senate Bill 90, that dealt with making texting while driving a primary offense were making their way through and were likely to be signed by

the Governor. Mr. Atlee Mercer asked if there was going to be an addition to the standard crash report form to indicate distracted driving. Mr. Mighk Wilson, MetroPlan Orlando staff, responded that there was a field on the current crash report for distracted driving. Ms. Whittington added that currently, motorists are not required to turn over their phone to law enforcement in cases where motorists are pulled over for texting while driving. She noted that Senate Bill 116/House Bill 117 had been introduced and an amendment had been filed which would amend the "Move Over" law to require motorists to vacate the lane/slow down and remain at a safe distance for bicyclists and defines bicycle lanes/protected bicycle lanes. In the Senate version bicyclists would be considered vulnerable users, but that bill had not mustered much traction and the House Bill version would likely go over to the Senate side. Ms. Whittington reported that Senate Bill 1200 sought to create the Statewide Alternative Transportation Authority. She added that of the $60 million that would normally be allocated to the Florida Rail Enterprise, the bill originally proposed that $25 million of those funds would be going to TBARTA and $25 million possibly going to Miami-Dade, with only $10 million in funding left for the rest of the state. The bill, she noted, had amendments filed to begin in 2021-2022, which would protect SunRail funding, and kept the allocation to TBARTA but not Miami. Another version allocated $8 million for a new Innovative Mobility Program in Jacksonville and proposed that if TBARTA could not match the funding, it would revert back for FDOT to redistribute to the whole state. Ms. Whittington called attention to a preemption bill that proposed a dockless bike share program which would result in cities having no regulatory authority over the program. The Florida League of Cities, she noted, is opposed to the program. Commissioner Constantine noted that the counties are opposed as well. Ms. Whittington called attention to House Bill 585 which proposed expanding the use of tourist development tax revenue for transportation purposes limited to the first $20 million beyond year of approval. Commissioner Dallari questioned whether the bill would apply to all of the cents of the six cent tax. Mayor Dyer explained that originally there had been discussion of adding a seventh cent to the tax, but that had no traction. He added that the tax revenue would be limited to five of the six cents, since the 6th cent is restricted to advertising and capital construction. Mr. Mercer commented that Orange and Osceola County tourism tax revenue is already highly leveraged and it would be difficult to siphon off funding for other uses.

C. I-4 Beyond the Ultimate

Mr. Mario Bizzio, FDOT, provided an update on the I-4 Beyond the Ultimate project. He reviewed the corridor including the 20 mile Beyond the Ultimate extension both north and south, which extended to the Polk County line south and to the Volusia County line north. Mr. Bizzio reported that the corridor had been divided into six sections, including the I-4 Ultimate project. Project development and environmental have all been approved, he added, all sections are in preliminary design and right-of-way acquisition is underway. He reported that the project would include approximately 129 new or widened bridges, 55 new drainage ponds and 22 interchanges that will be improved or rebuilt. Mr. Bizzio noted that there were two typical sections, one that contained a transit corridor and one without a transit corridor. He reviewed the typical section and the individual sections for the project, noting that the aesthetic components will be consistent throughout. Mr. Bizzio provided a timeline for the projects which are funded. He noted that there is one interim project that is unfunded, the Darryl Carter Parkway Interchange, which they hope to have funded next cycle. Mr. Mercer expressed concerns regarding an Osceola County south side connection to the SR 429/I-4 Interchange. He noted that Osceola County Expressway Authority, Central Florida Expressway Authority, Osceola County and Polk County are all

interested in a connection, it is a number one priority for Osceola County and an I-4 connection to SR 532 would be a poor solution. Mr. Mercer acknowledged that it will be a Federal Highway Administration decision first where the connection would be located. Mr. Bizzio responded that FDOT is aware of the issue but he would need to have additional data to determine where the alignment might be located and the project section involved is a few years out, so there is time to look into it. Commissioner Grieb asked that any updated information regarding the I-4/SR 429 connection be sent to Mr. Barley to forward to the Board. Commissioner Dallari commented that it needs to be noted on the slide that FDOT is reviewing the connection issue and will be addressing it. Mr. Bizzio continued reviewing the project sections, their cost and funding status. Commissioner Dallari called attention to a letter that had been sent to Ms. Loreen Bobo, I-4 Ultimate Project Manager, regarding concerns over first responder's access to the managed lanes and he wanted to ensure that the issue will be addressed. Mr. Bizzio responded that he will ensure the concerns get to FDOT regarding the access issue and it will be addressed. Safety, he noted, is always a priority. He resumed reviewing the northern sections of the project. Commissioner Dallari called attention to the last hurricane season when residents in Longwood experienced severe flooding issues related to the I-4 construction and asked what was being done to address the issue for the upcoming hurricane season. Mr. Bizzio responded that he had noted Commissioner Dallari's concerns. He provided a summary of what projects were funded and unfunded along with estimated construction cost, and a summary of what will be under construction and the calendar year. Information was provided for staff contacts as well as where additional information can be found. Mayor Dyer commented that the managed lanes planned on SR 528 would be the first in the country where there would be a toll in a toll and the managed lanes would lead into the I-4 managed lanes. He expressed concern regarding how far someone, especially tourists, would need to travel before being able to exit the managed lanes and access the I-Drive area. Mr. Bizzio responded that FDOT is aware of the nature of the area and are taking care to address the tourist issue. Mr. Harry Barley called attention to the original terminus for the I-4 Ultimate project at Kirkman Road and the search for funding to extend that terminus to SR 528. He noted that the funding did not work out for the extension by 2021 and it was currently slated for 2023. Mr. Barley added that the I-4 Beyond the Ultimate project was not being funded as a 3P, Public Private Partnership, project as was the I -4 Ultimate project and there was approximately a $3 billion funding shortfall currently to complete the project. He commented that the Florida Transportation Financing Corporation was a funding option and the managed lanes could provide a revenue stream and he would be discussing the funding issue with District 5 Secretary Mike Shannon. In addition, he called attention to the I-4 Task Force which Mayor Jacobs chaired and was still in place, as a venue for the funding discussions. Mayor Jacobs agreed that funding is an issue for the I-4 Beyond the Ultimate project and more information was needed. Commissioner Dallari asked if there had been any financial evaluation done and documentation on why the Beyond the Ultimate was not a 3P project. Mr. Bizzio responded that he did not have that information, but 3P funding was a tool in the tool box for funding projects. Commissioner VanderLey asked if FDOT was working with Florida's Turnpike Enterprise regarding the SR 528 managed lanes and concerns of the I-Drive community regarding access. Mr. Bizzio responded that FDOT is working closely with Florida's Turnpike Enterprise on the SR 528 interchange. She added that there needs to be clear wayfinding signage in the area to direct tourists and robust landscaping, since this was the gateway to the area. Mr. Bizzio responded that there is dedicated funding for landscaping for the project.

XII. BOARD MEMBER COMMENTS

None.

XIII. PUBLIC COMMENTS (GENERAL)

Ms. Joanne Counelis commented on the need for 24 hour bus and train service 7 days a week and on holidays. She expressed her concern regarding a bus stop at Douglas Avenue and SR 436 in Altamonte Springs.

XIV. ADJOURNMENT

There being no further business, the meeting adjourned at 10:52 a.m. The meeting was transcribed by Ms. Cathy Goldfarb.

Approved this 14th day of March 2018.

_____
Commissioner Cheryl L. Grieb, Chairwoman

_____
Ms. Cathy Goldfarb,
Senior Board Services Coordinator/ Recording Secretary

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METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 01/31/18

ASSETS		
Operating Cash in Bank	$	856,478.57
Petty Cash	$	125.00
SBA Investment Account	$	1,636,652.86
FL CLASS Investment Account	$	1,500,196.66
Rent Deposit	$	20,000.00
Prepaid Expenses	$	29,717.68
Accounts Receivable - Grants	$	587,415.73
Fixed Assets-Equipment	$	686,759.80
Accumulated Depreciation	$	(363,660.66)
TOTAL ASSETS:	**$**	**4,953,685.64**
LIABILITIES		
Accrued Personal Leave	$	298,379.20
TOTAL LIABILITIES:	**$**	**298,379.20**
EQUITY		
FUND BALANCE:		
Nonspendable:		
Prepaid Items	$	29,717.68
Deposits	$	20,000.00
Unassigned:	$	4,605,588.76
TOTAL EQUITY:	**$**	**4,655,306.44**
TOTAL LIABILITIES & EQUITY:	**$**	**4,953,685.64**
Net difference to be reconciled:	$	-

METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 01/31/18

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	$ 267,748.01	$ 1,507,846.48	$ 4,648,608.00	$ 3,140,761.52	32.44%
State Revenue	$ 6,978.50	$ 97,660.41	$ 245,550.00	$ 147,889.59	39.77%
Local Revenue	$ 0.00	$ 589,584.00	$ 1,151,189.00	$ 561,605.00	51.22%
Interest Income	$ 2,934.01	$ 17,444.28	$ 25,000.00	$ 7,555.72	69.78%
Other	$ 0.00	$ 1,811.19	$ 12,500.00	$ 10,688.81	14.49%
Contributions	$ 0.00	$ 35,000.00	$ 45,000.00	$ 10,000.00	77.78%
Cash Carryforward	$ 0.00	$ 0.00	$ 317,658.00	$ 317,658.00	0.00%
Local Match - Transfers In	$ 6,978.50	$ 43,833.61	$ 143,990.00	$ 100,156.39	30.44%
TOTAL REVENUES:	**$ 284,639.02**	**$ 2,293,179.97**	**$ 6,589,495.00**	**$ 4,296,315.03**	**34.80%**
EXPENDITURES					
Salaries	$ 112,190.55	$ 847,063.50	$ 1,654,500.00	$ 807,436.50	51.20%
Fringe Benefits	$ 43,576.03	$ 267,504.30	$ 519,090.00	$ 251,585.70	51.53%
Local Match - Transfers Out	$ 6,978.50	$ 43,833.60	$ 143,990.00	$ 100,156.40	30.44%
Audit Fees	$ 0.00	$ 24,500.00	$ 44,000.00	$ 19,500.00	55.68%
Computer Operations	$ 17,357.95	$ 53,488.70	$ 98,844.00	$ 45,355.30	54.11%
Dues & Memberships	$ 150.00	$ 10,254.00	$ 16,925.00	$ 6,671.00	60.58%
Equipment & Furniture	$ 0.00	$ 4,365.85	$ 20,200.00	$ 15,834.15	21.61%
Graphic Printing/Binding	$ 0.00	$ 1,777.00	$ 29,997.00	$ 28,220.00	5.92%
Insurance	$ 2,384.58	$ 13,167.58	$ 28,530.00	$ 15,362.42	46.15%
Legal Fees	$ 4,150.00	$ 23,965.68	$ 40,000.00	$ 16,034.32	59.91%
Office Supplies	$ 1,771.66	$ 10,888.22	$ 52,320.00	$ 41,431.78	20.81%
Postage	$ 117.99	$ 1,629.48	$ 4,700.00	$ 3,070.52	34.67%
Books, Subscrips/Pubs	$ 83.02	$ 5,347.70	$ 7,668.00	$ 2,320.30	69.74%
Exec. Dir 457 Def. Comp.	$ 26,000.00	$ 26,000.00	$ 26,000.00	$ -	100.00%
Rent	$ 2,049.73	$ 145,079.51	$ 284,294.00	$ 139,214.49	51.03%
Equipment Rent/Maint.	$ 2,092.23	$ 12,203.36	$ 28,714.00	$ 16,510.64	42.50%
Seminar & Conf. Regist.	$ 2,550.40	$ 13,664.92	$ 29,890.00	$ 16,225.08	45.72%
Telephone	$ 473.96	$ 2,578.09	$ 8,030.00	$ 5,451.91	32.11%
Travel	$ 1,473.20	$ 22,099.47	$ 39,460.00	$ 17,360.53	56.00%
Small Tools/Office Mach.	$ 0.00	$ 43.89	$ 1,800.00	$ 1,756.11	2.44%
HSA/FSA Annual Contrib.	$ 10,000.00	$ 10,000.00	$ 12,500.00	$ 2,500.00	80.00%
Computer Software	$ 0.00	$ 3,081.33	$ 10,500.00	$ 7,418.67	29.35%
Contingency	$ 0.00	$ 0.00	$ 30,000.00	$ 30,000.00	0.00%
Contractual/Temp Svcs.	$ 0.00	$ 2,053.60	$ 73,470.00	$ 71,416.40	2.80%
Pass-Thru Expenses	$ 0.00	$ 78,027.95	$ 568,037.00	$ 490,009.05	13.74%
Consultants	$ 156,112.99	$ 581,164.07	$ 2,592,969.00	$ 2,011,804.93	22.41%
Repair & Maintenance	$ 0.00	$ 381.30	$ 1,800.00	$ 1,418.70	21.18%
Advertising/Public Notice	$ 936.09	$ 5,671.56	$ 11,005.00	$ 5,333.44	51.54%
Other Misc. Expense	$ 442.86	$ 4,163.26	$ 22,122.00	$ 17,958.74	18.82%
Contributions	$ 0.00	$ 100,700.00	$ 175,950.00	$ 75,250.00	57.23%
Educational Reimb.	$ 0.00	$ 0.00	$ 1,690.00	$ 1,690.00	0.00%
Comm. Rels. Sponsors	$ 0.00	$ 7,000.00	$ 10,500.00	$ 3,500.00	66.67%
Indirect Expense Carryfwd.	$ 0.00	$ 0.00	$ 0.00	$ -	0.00%
TOTAL EXPENDITURES:	**$ 390,891.74**	**$ 2,321,697.92**	**$ 6,589,495.00**	**$ 4,267,797.08**	**35.23%**
AGENCY BALANCE:	**$ (106,252.72)**	**$ (28,517.95)**			

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Travel Summary – February 2018

Traveler:	Gary Huttmann
Dates:	January 31-February 2, 2018
Destination:	West Palm Beach, FL
Purpose of trip:	MPOAC & Safe Streets Summit
Cost:	$729.06
Paid By:	MetroPlan Orlando funds

Traveler:	Harold Barley
Dates:	February 10-13, 2018
Destination:	Washington, DC
Purpose of trip:	NARC Conference of Regions
Cost:	$1,431.08
Paid By:	Metro Plan Orlando funds

Traveler:	Commissioner Robert Dallari
Dates:	February 10-13, 2018
Destination:	Washington, DC
Purpose of trip:	NARC Conference of Regions
Cost:	$1,462.75
Paid By:	Metro Plan Orlando funds

Board Action Fact Sheet

Meeting Date: March 14, 2018

Agenda Item: VIII.C. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of the Board Personnel Committee's report and recommendations from the Executive Director's annual performance review.

Reason: The Board's Personnel Committee is responsible for conducting the Executive Director's annual review and making recommendations to the Board for approval.

Summary/Key Information: The Board's Personnel Committee met on February 14, 2018 to conduct the Executive Director's annual performance review. All Board members had been offered an opportunity to provide input to be considered in conducting this review. The Personnel Committee's report and recommendations accompany this Fact Sheet.

MetroPlan Budget Impact: The Personnel Committee's recommendations can be handled in the Board-approved budget for FY 2017/2018.

Local Funding Impact: None

Committee Action:

CAC:	N/A
TSMO:	N/A
TAC:	N/A
MAC:	N/A

Staff Recommendation: None

Supporting Information: Memorandum from the Board's Personnel Committee dated February 14, 2018 (attached).

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

February 14, 2018

To: Board Members

From: Board Personnel Committee Members:
Commissioner Cheryl L. Grieb, Board Chair
Commissioner Pete Clarke, Board Vice Chair
Commissioner Bob Dallari, Secretary-Treasurer
Commissioner Jennifer Thompson
Council President John Dowless

Subject: Executive Director's Annual Review

The Board's Personnel Committee met on February 14, 2018 to conduct the Executive Director's annual review. All five members of the Board-appointed Personnel Committee were in attendance.

All Board members were invited to provide comments in advance of this meeting for consideration in conducting this review. Mr. Bechtel reported that he had not received any comments.

The Personnel Committee submits this report and our recommendations for approval as part of the Consent Agenda for the March 14, 2018 Board meeting.

Summary of Executive Director's Performance

Mr. Barley submitted a list of goals that had been established by the Board for the past year and a summary of organizational accomplishments during this period.

Committee members felt that Mr. Barley and the MetroPlan Orlando staff had done an outstanding job this past year.

It was acknowledged that this will be Mr. Barley's last year with the organization; he will retire on August 31, 2018.

Continued . . .

Recommendations

Based on a review of the Executive Director's performance, the Personnel Committee recommends the following:

1. That Mr. Barley be granted a salary adjustment of 3.5% effective March 11, 2018 increasing his annual salary from $175,523 to $181,666.

2. That the contribution to Mr. Barley's 457 plan (retirement/deferred compensation) be increased from $26,000 per year to $36,000 per year effective January 1, 2018.

3. That Mr. Barley be granted an Executive Incentive Payment (a performance-based payment) of 3.5% of his base salary. This is a discretionary provision in Mr. Barley's employment agreement; it also offsets the tax liability of the contribution being made to his retirement plan (item #2 above).

If you have any questions regarding the Personnel Committee's report, please contact Mr. Steve Bechtel, our General Counsel, at 407.425.9044.

Board Action Fact Sheet

Meeting Date: March 14, 2018

Agenda Item: VIII.D. (Tab 1)

Roll Call Vote: No

Action Requested: Approval to deobligate PL funds from FY'17 (Budget Amendment #6)

Reason: To deobligate PL funds from FY'17 to have available to spend in FY'19. The deobligated funds are almost entirely consultant projects that were delayed or cancelled.

Summary/Key Information: PL funds are made available on a two-year cycle corresponding to the UPWP. If funds from one UPWP are not expended, they will be available to spend in year two of the following two-year UPWP. To have the funds available earlier, a deobligation request must be made prior to April 1, 2018. The UPWP tasks and tables will be modified for this adjustment to comply with FDOT requirements for a budget amendment and deobligation.

MetroPlan Budget Impact: FY'17 budget reduced by $630,577

Local Funding Impact: None

Committee Action:

CAC:	N/A
TSMO:	N/A
TAC:	N/A
MAC:	N/A

Staff Recommendation: Recommends approval

Supporting Information: The revised budget amendment document is available under tab 1.

FINANCE USE ONLY:

			FY 2017
Approved Bd Mtg:	Entered:	B E No. :	6
Agenda Item #:		FDOT No. :	A4

REQUEST FOR UPWP BUDGET AMENDMENT

DATE: 2/21/2018

(WHOLE DOLLARS ONLY)

PROJECT	ELEMENT	CODE	DESCRIPTION	AMOUNT REVENUES	AMOUNT EXPENDITURES
38017	--	40000	Federal Revenue	(630,577)	
38017	817400	60500	Computer Operations		(9,142)
38017	817500	63000	Consultants		(181,444)
38017	817600	63000	Consultants		(20,000)
38017	817800	63000	Consultants		(147,410)
38017	817820	63000	Consultants		(129,406)
38017	817840	63000	Consultants		(123,175)
38017	817870	63000	Consultants		(20,000)
			TOTAL: $	(630,577.00)	(630,577.00)

REASON(S):

1) To deobligate FY'17 consultant funds to FY'19

Finance Director's Signature: _____ Date: _____

Jason S. Loschiavo

Executive Director's Signature: _____ Date: _____

Harold W. Barley

REMARKS: _____

Revised 10/24/16

Board Action Fact Sheet

Meeting Date: March 14, 2018

Agenda Item: VIII.E. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of FY'18 Budget Amendment #5

Reason: To deobligate FY'18 PL funds to FY'19 for projects that will not be completed by fiscal year end; to reallocate staff hours for overspent tasks; to reallocate SU-Corrine Drive Study funds from consultants to postage for direct mailing to residents and businesses affected by the Corrine Drive Study.

Summary/Key Information: PL funds are made available on a two-year cycle corresponding to the UPWP. If funds from one UPWP are not expended, they will be available to spend in year two of the following two-year UPWP. To have the funds available earlier, a deobligation request must be made prior to April 1, 2018.

MetroPlan Budget Impact: PL and total budget reduced by $150,001

Local Funding Impact: None

Committee Action:

CAC:	N/A
TSMO:	N/A
TAC:	N/A
MAC:	N/A

Staff Recommendation: Recommends approval

Supporting Information: The revised budget amendment document and updated agencywide budget are available under tab 1.

FINANCE USE ONLY:

			FY 2018
Approved Bd Mtg:	Entered:	B E No. :	5
Agenda Item #:		FDOT No. :	A3

REQUEST FOR UPWP BUDGET AMENDMENT

DATE: 2/21/2018

(WHOLE DOLLARS ONLY)

PROJECT	ELEMENT	CODE	DESCRIPTION	AMOUNT REVENUES	AMOUNT EXPENDITURES
38018	--	40000	Federal Revenue	(150,001)	
38018	818500	63000	Consultants		(90,000)
38018	818870	63000	Consultants		(60,001)
33517	357500	61200	Postage		5,275
33517	357500	63000	Consultants		(5,275)
34018	418850	61100	Office Supplies		(326)
34018	418850	61200	Postage		(326)
34018	418850	63400	Advertising/Public Notice		652
36017	617500	50000	Salaries		(4,302)
36017	617500	50500	Fringe Benefits		(1,275)
36017	617500	59700	Indirect Costs		(694)
36017	617810	50000	Salaries		4,302
36017	617810	50500	Fringe Benefits		1,275
36017	617810	59700	Indirect Costs		694
36018	618400	50000	Salaries		11,214
36018	618400	50500	Fringe Benefits		3,419
36018	618400	59700	Indirect Costs		1,913
36018	618700	50000	Salaries		(11,214)
36018	618700	50500	Fringe Benefits		(3,419)
36018	618700	59700	Indirect Costs		(1,913)
37018	718500	50000	Salaries		7,600
37018	718500	50500	Fringe Benefits		2,350
37018	718500	59700	Indirect Costs		1,790
37018	718610	50000	Salaries		(7,600)
37018	718610	50500	Fringe Benefits		(2,350)
37018	718610	59700	Indirect Costs		(1,790)
			TOTAL:	$ (150,001.00)	(150,001.00)

FINANCE USE ONLY:

			FY 2018
Approved Bd Mtg:	Entered:	B E No. :	5
Agenda Item #:		FDOT No. :	A3

REASON(S):

1) To deobligate FY'18 PL funds to FY'19 for projects that will not complete by fiscal year end. 2) To reallocate staff hours for overspent tasks. 3) To reallocate SU-Corrine Drive Study funds from consultants to postage for direct mailing to residents and businesses affected by the Corrine Drive Study.

Finance Director's Signature: _____ Date: _____

Jason S. Loschiavo

Executive Director's Signature: _____ Date: _____

Harold W. Barley

REMARKS: _____

Revised 10/24/16

METROPLAN ORLANDO
AGENCYWIDE REVENUE AND EXPENDITURE LINE ITEM BUDGET
FY 2017/2018

REVENUES			BE#5
ACCOUNT			FY2018
CODE	DESCRIPTION		
40000	FEDERAL REVENUES		
	FHWA PL Planning Funds	$	1,994,234
	NEW FTA Sec 5303 Planning Funds X012	$	835,322
	Carryfwd from FTA X011	$	265,747
	Carryfwd from FTA X010	$	50,852
	SU - ITS Master Plan & Corrine Drive (FY'17)	$	112,998
	WISE Grant (FY'17)	$	91,325
	Traffic Signal Timing-SU (FY'18)	$	900,000
	Traffic Signal Timing-SA (FY'17)	$	162,638
	Traffic Signal Timing-SU (FY'17)	$	39,243
	INVEST Grant (FY'17)	$	46,248
	TOTAL FEDERAL REVENUES	$	4,498,607
41000	STATE REVENUES		
	NEW FTA Sec 5303 Planning Funds X012	$	104,415
	Carryfwd from FTA X011	$	33,219
	Carryfwd from FTA X010	$	6,356
	Carryfwd from FTA X009		
	Transportation Disadvantaged Planning Funds NEW	$	101,560
	TOTAL STATE REVENUES	$	245,550
	LOCAL REVENUES		
42900	Orange Co. Assessment	$	480,405
43000	Osceola Co. Assessment	$	127,231
43100	Seminole Co. Assessment	$	173,986
43200	Altamonte Springs Assessment	$	21,953
43300	Kissimmee Assessment	$	34,201
43400	Orlando Assessment	$	135,876
43500	Sanford Assessment	$	28,624
44300	Apopka Assessment	$	23,913
43700	CFX	$	25,000
43800	Sanford Airport Authority	$	25,000
43900	GOAA	$	25,000
44000	LYNX	$	25,000
44100	Belle Isle	$	507
44110	Eatonville	$	176
44120	Edgewood	$	205
44130	Maitland	$	1,364
44140	Oakland	$	204
44150	Ocoee	$	3,247
44160	Windermere	$	224
44170	Winter Garden	$	3,226
44180	Winter Park	$	2,272
44190	St. Cloud	$	3,334
44200	Casselberry	$	2,154
44210	Lake Mary	$	1,250
44220	Longwood	$	1,155
44230	Oviedo	$	2,879
44240	Winter Springs	$	2,803
	TOTAL LOCAL ASSESSMENTS	$	1,151,189
	OTHER REVENUES		
45000	Interest Income	$	25,000
47000	Reimbursement of Claims & Expenses	$	12,500
48900	Other Grant/Contribution Income (MPO Alliance)	$	45,000
49700	Cash Carryforward	$	317,658
	TOTAL LOCAL REVENUES (ASSESSMENTS + OTHER)	$	1,551,347

METROPLAN ORLANDO
AGENCYWIDE REVENUE AND EXPENDITURE LINE ITEM BUDGET
FY 2017/2018

49800	Local Match Transfer Out for New FTA X012	$	104,415
49800	Local Match Transfer Out for Rollover FTA X011	$	33,219
49800	Local Match Transfer Out for Rollover FTA X010	$	6,356
49800	Local Match Transfer Out for Rollover FTA X009		
	TOTAL LOCAL MATCH	$	143,990
TOTAL REVENUES:		$	6,439,494

EXPENDITURES

ACCOUNT CODE	DESCRIPTION	
50000	Salaries, Leave & Car Allow.	1,654,500
50600	Fringe - FICA Employer	126,569
50700	Fringe - Unemployment Ins	10,000
50800	Fringe - Health Insurance Emplr.	202,152
50900	Fringe - Dental Insurance Emplr.	5,442
51000	Fringe - Life Insurance Emplr.	1,380
51100	Fringe - Long-Term Disability	2,483
51200	Fringe - Workers Comp Ins.	3,200
51300	Fringe Pension Fund ICMA 401	163,950
51500	Fringe - VisionCare Insurance	1,335
51600	Fringe - Short-Term Disability	2,579
51700	Fringe - Grant Carry Forward	0
59800	Local Match Transfer Out	143,990
60400	Audit Fees	44,000
60500	I-Computer Operations	98,844
60600	Dues and Memberships	16,925
60700	Equipment	20,200
60800	Graphic Printing & Binding	29,997
60900	Insurance	28,530
61000	Legal Fees	40,000
61100	Office Supplies	51,994
61200	Postage	9,649
61300	Books, Subscrips & Pubs	7,668
61400	Deferred Comp 457 Ex Dir	26,000
61500	I- Rent	284,294
61600	I-Equipment Rent & Maintenance	28,714
61700	Seminars & Conf. Registration	29,890
61800	I - Telephone	8,030
61900	Travel Expenses	39,460
62000	Small Tools/Office Machinery	1,800
62100	HSA Employer Contribution	12,500
62200	Computer Software	10,500
62500	Contingency	30,000
62600	Contractual/Temporary Services	73,470
62900	Pass-Through Expenses	568,037
63000	Consultants	2,437,693
63100	Repair & Maintenance	1,800
63400	Advertising/Public Notice	11,657
64100	Other Miscellaneous Expense	6,122
64300	Awards & Promotional Expense	16,000
64400	Contributions	175,950
64500	Educational Reimbursement	1,690
64600	Comm. Relations Sponsorships	10,500
64700	Grant Carry Forward - Indirect	0
TOTAL EXPENDITURES:		6,439,494

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

MEMBERSHIP CERTIFICATION
TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD
FOR ORANGE, OSCEOLA, AND SEMINOLE COUNTIES

Date: **March 14, 2018**

Name (DOPA): **MetroPlan Orlando**

Address: **250 S. Orange Avenue**
Suite 200
Orlando, Florida 32801

MetroPlan Orlando/Designated Official Planning Agency named above hereby certifies to the following:

1. The membership of the Local Coordinating Board, established pursuant to Rule 41-2.012(3), FAC, does in fact represent the appropriate parties as identified in the following list; and

2. The membership represents, to the maximum extent feasible, a cross-section of the local community.

Signature: _____
Honorable Cheryl L. Grieb

Title: **Chairwoman of MetroPlan Orlando**

MEMBERSHIP OF THE LOCAL COORDINATING BOARD FOR ORANGE, OSCEOLA, AND SEMINOLE COUNTIES

POSITION	MEMBER	TERM
ELECTED OFFICIALS	Pete Clarke (Orange)	-
	Jose Alvarez (Osceola)	-
	Lee Constantine (Seminole)	-
FLORIDA DEPT. OF TRANSPORTATION	Jo Santiago	-
AGENCY FOR PERSONS WITH DISABILITIES	Sharon Jennings	-

MEDICAL COMMUNITY	Evelyn Diaz	-
FLORIDA DEPT. OF EDUCATION & VOCATIONAL REHABILITATION	Wayne Olson	-
ECONOMICALLY DISADVANTAGED	Dianne Arnold	-
STATE COOR. COUNCIL EARLY CHILD.DEV. (4C)	Wilfredo Raices	-
PUBLIC EDUCATION	Adam Zubritsky	-
VETERANS	Alnita Whitt	-
MEDICAID (AHCA)	Tamyika Young	-
FLORIDA DEPT. OF ELDER AFFAIRS	Randall Hunt	-
REPRESENTING THE ELDERLY (OVER SIXTY)	Linda Levine Silverman	One Year
REPRESENTING THE DISABLED	Marilyn Baldwin	Two Years
CITIZEN ADVOCATE	Jane Tkach	Three Years
CITIZENS ADVOCATE (SYSTEM USER)	Bob Melia	Two Years
FOR-PROFIT OPERATOR	Chris York	Three Years
NON-VOTING MEMBERS	Bill Hearndon	-
		-

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A REGIONAL TRANSPORTATION PARTNERSHIP

THE JOINT ORANGE, OSCEOLA AND SEMINOLE COUNTIES TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD BYLAWS

ARTICLE I: Preamble

The following sets forth the bylaws which shall serve to guide the proper functioning of the coordination of transportation services provided to the transportation disadvantaged through the Transportation Disadvantaged Local Coordinating Board. The intent is to provide procedures and policies for fulfilling the requirements of Chapter 427, Florida Statutes and Rule 41-2, Florida Administrative Code, and subsequent laws setting forth requirements for the coordination of transportation services to the transportation disadvantaged.

ARTICLE II: Name and Purpose

Section 1: Name
The name of the Coordinating Board shall be the JOINT ORANGE, OSCEOLA, AND SEMINOLE COUNTIES TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD, hereinafter referred to as the TDLCB.

Section 2: Purpose
The purpose of each TDLCB is to develop local service needs and to provide information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged within their local service area. In general, the TDLCB is considered an advisory body. (Section 427.0157, Florida Statutes).

ARTICLE III: Local Coordinating Board Membership

Section 1: Voting Members
In accordance with Chapter 427.0111, Florida Statutes, all members of the TDLCB shall be appointed by the designated official planning agency which is the Orlando Urban Area Metropolitan Planning Organization (MPO) dba MetroPlan Orlando.

The following agencies or groups shall be represented on the TDLCB as voting members:

1. An elected official from each service area, appointed by the planning agency;
2. A local representative of the Florida Department of Transportation;
3. A local representative of the Florida Department Children and Family Services;
4. A representative of the Public Education Community which could include, but not be limited to, a representative of the District School Board, School Board Transportation Office, or Headstart Program in areas where the School District is responsible;
5. In areas where they exist, a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;

6. A person who is recognized by the Veterans Service Office representing the veterans in the county;
7. A person who is recognized by the Florida Association for Community Action (President) representing the economically disadvantaged in the service area;
8. A person over sixty representing the elderly in the service area;
9. A person with a disability representing the disabled in the service area;
10. Two citizen advocate representatives in the county; one who must be a person who uses the transportation service(s) as their primary means of transportation;
11. A local representative for children at risk;
12. A local representative of the Florida Department of Elder Affairs;
13. An experienced representative of the local private for profit transportation industry. In areas where such representative is not available, a local private non-profit representative will be appointed except where said representative is also the CTC. In cases where no private for-profit or private non-profit representatives are available in the service area, this position will not exist on the TDLCB;
14. A local representative of the Florida Agency for Health Care Administration;
15. A representative of the Regional Workforce Development Board established in Chapter 445, Florida Statutes; and
16. A representative of the local medical community, which may include, but not be limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, etc.

Section 2: Alternate Members
Agency alternates are to be appointed in writing to the Planning Agency by an agency representative. Non-agency alternates may be appointed by the Planning Agency.

1. Each alternate may vote only in the absence of that member on a one-vote-per-member basis.
2. Alternates for a TDLCB member who cannot attend a meeting must be a representative of the same interest as the primary member.

Section 3: Technical Advisors - Non-Voting Members
Upon a majority vote of a quorum of the TDLCB, technical advisors may be approved for the purpose of providing the TDLCB with technical advice as necessary.

The following agencies or individuals shall be represented on the TDLCB as non-voting members:
1. The chairperson or designee of the selected Community Transportation Coordinator (CTC);
2. The Chair or other elected designee from the LYNX Transit Advisory Committee; and
3. A representative from Orange County Emergency Medical Services

Section 4: Terms of Appointment
Except for the Chairperson and state agency representatives, the members of the TDLCB shall be appointed for three year staggered terms with initial memberships being appointed equally for one, two and three years to avoid a significant turnover during a particular period (41-2.012(4) FAC). The Chairperson shall serve until their elected term of office has expired or otherwise replaced by the Designated Official Planning Agency.

Section 5: Termination of Membership
Any member of the TDLCB may resign at any time, by notice in writing, to the Planning Agency. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Planning Agency.

Section 6: Removal from Office

1. Removal from Office

a. Members serve in an advisory capacity, as volunteers, without compensation, and at the pleasure of the MetroPlan Orlando Board and the applicable appointing authority.

b. Grounds for Removal

i. Removal for excessive absenteeism

a) Each member is expected to demonstrate interest in the committee's activities through the member's or a designated alternate's participation in the scheduled meetings.

b) If a member has three (3) consecutive absences from the meetings or has missed a majority of meetings during the year, the supporting MetroPlan Orlando staff person shall notify the appointing authority and said member in writing in an effort to ensure full participation in the committee.

c) Staff may recommend removal of members with excessive absences to the MetroPlan Orlando Board and appointing authority.

ii. Removal for cause:

a) A member may be removed for cause for:

i. Any conduct by a member, which in the opinion of MetroPlan Orlando, is inappropriate or unsuitable and which has a tendency to adversely affect, lower, or destroy the respect or confidence of MetroPlan Orlando in the ability of the member to perform his or her duties as a member of the committee, or conduct which brings disrepute or discredit to the committee or to MetroPlan Orlando;

ii. Violation of any provision of an applicable statute, county, or city code of ethics governing the conduct of officials;

iii. Malfeasance, misfeasance, neglect of duty, or inability to perform his or her official duties; or

iv. Conviction of a felony.

c. Staff may recommend the removal of a member for cause to the MetroPlan Orlando Board and applicable appointing authority.

d. **Procedure for Removal. Removal of a member may be effected by majority vote of the MetroPlan Orlando Board.**

Section 7: Attendance

The Planning Agency shall review, and consider rescinding, the appointment of any member of the TDLCB who fails to attend three consecutive meetings without representation. The TDLCB shall notify the TD Commission if any state agency voting member or their alternate fails to attend three consecutive meetings. The Planning Agency must complete attendance roster for each local coordinating board meeting.

TDLCB Members can participate (and vote) in meetings via conference call, however, a physical quorum must be present to vote on action items.

ARTICLE IV: Officers and Duties

Section 1: Appointments
The Planning Agency shall appoint an elected official to serve as the official Chairperson and Vice Chairperson for all TDLCB meetings.

Section 2: Chairperson
The Planning Agency shall appoint one of its members, who is an elected official, to serve as the official Chairperson to preside at all TDLCB meetings. The Chairperson shall be an elected official from one of the counties involved. The Chairperson shall preside at all meetings, and in the event of his/her absence; the Vice Chairperson shall assume the powers and duties of the Chairperson.

The Chairperson shall serve until their elected term of office has expired or otherwise replaced by the Designate Official Planning Agency. The Planning Agency shall replace or reappoint the Chairperson at the end of his/her term.

Section 3: Vice Chairperson
The TDLCB shall hold an annual organizational meeting for the purpose of electing a Vice-Chairperson (41-2.012(2) FAC). The Vice Chairperson shall be elected by a majority vote of a quorum of the members of the TDLCB. The Vice Chairperson shall serve a term of one year starting with the first meeting after the election. For a multi-county board, an elected official, not serving as the Chairperson, shall serve as Vice Chairperson. In the event of the Chairperson's absence, the Vice Chairperson shall assume the duties of the Chairperson and conduct the meeting. The Vice Chairperson may serve more than one term.

In the absence of all the TDLCB's elected officials, the Quality Assurance Task Force (QATF) Chairperson would conduct the meeting.

ARTICLE V: Administration of the Local Coordinating Board

Section 1: Regular Meetings
The TDLCB shall meet at least quarterly. All meetings, including committee meetings, will function under the "Government in the Sunshine Law." All meetings will provide opportunity for public comments on their agenda.

TDLCB Members can participate (and vote) in meetings via conference call, however, a physical quorum must be present to vote on action items.

Section 2: Meeting Notices
All TDLCB meetings, public hearings, committee meetings, etc., shall be advertised, at a minimum, in the largest general circulation newspaper in the designated service area prior to the meeting.

Meeting notice shall include date, time, and location, general nature/subject of the meeting, and a contact person and number to call for additional information and/or to request meeting information in accessible formats.

Planning Agency staff shall provide the agenda and meeting package to the TD Commission, TDLCB members and all other interested parties prior to the meeting. Special consideration to the advanced delivery time of certain technical or detailed documents, such as the Transportation Disadvantaged Service Plan (TDSP), shall be given for additional review time. The agenda shall include a public participation opportunity.

Section 3: Quorum
At all meetings of the TDLCB, the presence in person of a majority of the voting members shall be necessary and sufficient to constitute a quorum for the transaction of business.

In situations where a quorum is not obtained, the members present may elect to either

1. Cancel the meeting and reschedule the meeting at a later date, or,
2. Continue to meet and discuss agenda items for informational purposes only. Agenda items that need formal action shall be presented at a future meeting where a quorum is present.

Section 4: Voting
At all meetings of the TDLCB at which a quorum is present, all matters, except as otherwise expressly required by law or these Bylaws, shall be decided by the vote of a majority of the members of the TDLCB present.

Section 5: Bylaws and Parliamentary Procedures
The TDLCB shall develop and adopt a set of bylaws. The bylaws shall state that the TDLCB will conduct business using parliamentary procedures according to Robert's Rules of Order, unless stated otherwise in the bylaws. The bylaws shall be reviewed, updated (if necessary), and adopted annually. Approved bylaws shall be submitted to the TD Commission.

Section 6: Planning Agency Responsibilities
The metropolitan planning organization (MPO) shall provide the TDLCB with sufficient staff support and resources to enable the TDLCB to fulfill its responsibilities as set forth in Chapter 427, Florida Statutes. These responsibilities include providing sufficient staff to manage and oversee the duties of the TDLCB. This includes, but is not limited to, assistance in the scheduling of meetings; training board members; evaluating cost effectiveness; reviewing the local Transportation Disadvantaged Service Plan (TDSP); preparing, duplicating, and distributing meeting packets; and other necessary administrative duties and costs, as appropriate.

ARTICLE VII: Local Coordinating Board Duties

Section 1: Board Duties
The TDLCB shall:

A. Review and make recommendations regarding the approval of the Memorandum of Agreement between the newly recommended CTC and the TD Commission.

B. Annually review, make recommendations and approve the Transportation Disadvantaged Service Plan (TDSP). The TDLCB shall ensure that the TDSP has been developed by involving all appropriate parties in the process.

C. Annually, provide the MPO with an evaluation of the CTC's performance in general and relative to Insurance, Safety Requirements and Standards as referenced in Rule 41-2.006, FAC, and the performance results of the most recent TDSP (41-2.012(5)(b) FAC). As part of the CTC's performance, the TDLCB shall also set an annual percentage goal increase (or establish a percentage) for the number of trips provided within the system to be on public transit. The TDLCB shall utilize the TD Commission's Quality Assurance Performance Evaluation Tool to evaluate the performance of the CTC. This evaluation Tool and Summary will be submitted to the TD Commission upon approval by the TDLCB.

D. In cooperation with the CTC, review and provide recommendations to the TD Commission and the MPO on all applications for local government, state or federal funds relating to transportation of the transportation disadvantaged in the designated service area to ensure that any expenditures within the designated service area are provided in the most cost effective and efficient manner (427.0157(3), FS). The accomplishment of this requirement shall include the development and implementation of a process by which the TDLCB and CTC have an opportunity to become aware of any federal, state or local government funding requests and provide recommendations regarding the expenditure of such funds. Such funds may include expenditures for operating, capital or administrative needs. The process should include at least:

    1. The review of applications to ensure that they are consistent with the TDSP. This review shall consider:
        a) The need for the requested funds or services;
        b) Consistency with local government comprehensive plans;
        c) Coordination with local transit agencies, including the CTC;
        d) Consistency with the TDSP;
        e) Whether such funds are adequately budgeted amounts for the services expected; and,
        f) Whether such funds will be spent in a manner consistent with the requirements of coordinated transportation laws and regulations.
    2. Notify the TD Commission of any unresolved funding requests without delays in the application process.

E. When requested, assist the CTC in establishing eligibility guidelines and trip priorities.

F. Review coordination strategies or service provision to the transportation disadvantaged in the designated service area to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours and types of service in an effort to increase ridership to a broader population (427.0157(5) FS). Such strategies should include:

1. Supporting inter- and intra-county agreements to improve coordination as a way to reduce costs for service delivery, maintenance, insurance, or other identified strategies; and
2. Seeking the involvement of the private and public sector, volunteers, public transit, school districts, elected officials and others in any plan for improved service delivery.

G. Annually review coordination contracts to advise the CTC whether the continuation of said contract provides the most cost effective and efficient transportation available (41-2.008(3) FAC).

H. Annually hold at a minimum, one Public Hearing for the purpose of receiving input regarding unmet needs or any other areas that relate to the local transportation services. The public hearing will be held at a place and time that is convenient and accessible to the general public. In order that additional funding is not used or needed to accommodate this requirement, it is recommended that the public hearing be held in conjunction with a regular business meeting of the Coordinating Board (immediately following or prior to the TDLCB meeting). A public hearing held jointly with the TD Commission will satisfy this annual requirement.

I. All coordinating board members should be trained on and comply with the requirements of Section 112.3143, Florida Statutes, concerning voting conflicts of interest (41-2.012(5)(d) FAC).

J. Work cooperatively with regional workforce boards established in chapter 445 to provide assistance in the development of innovative transportation services for participants in the welfare transition program (427.0157(7), FS).

K. Evaluate multi county or regional transportation opportunities (427.0157(6), FS).

ARTICLE VIII: Committees

Section 1: Quality Assurance Task Force
Appoint a Committee represented by at least five (5) members from the TDLCB to discuss TD issues or any other problems related to service quality. Member alternates may serve on the QATF, however may only vote if the regular member is not present at the meeting. This Task force will review and develop recommendations concerning the CTC Evaluation process. It shall ensure that the most cost-effective, non-duplicated, efficient and accountable transportation service is offered to the Transportation Disadvantaged population. The Task Force may also consider, under its purview, activities that support the improvement of TD operations such as limited research or studies. The Task Force will also select new or replacement members for vacancies from eligible applicants within the tri-county region for non-agency mandated position. A Chairperson shall be selected by the members appointed to the Task Force.

Section 2: Grievance Committee
When needed, appoint a Grievance Committee to serve as a mediator to hear and investigate grievances, from agencies, users, transportation operators, potential users of the system, and the CTC in the designated service area, and make recommendations for the local Coordinating Board or to the TD Commission, when local resolution cannot be found, for improvement of service.

The TDLCB shall establish a process and procedure to provide regular opportunities for issues to be brought before such committee and to address them in a timely manner in accordance with the TD Commission's Local Grievance Guidelines. Members appointed to the committee shall be voting members of the TDLCB. (41-2.012(5)(c), FAC).

Section 3: Others
Other Committees shall be designated by the Chairman, as necessary, to investigate and report on specific subject areas of interest to the TDLCB and to deal with administrative and legislative procedures. Members appointed to the committees shall be voting members of the Coordinating Board. Committee members shall elect all committee chairpersons each calendar year.

ARTICLE IX: Communication with Other Agencies and Entities

Section 1: General
The Local Coordinating Board may communicate directly with other agencies and entities, as necessary, to carry out its duties and responsibilities in accordance with Rule 41-2 Florida Administrative Code.

ARTICLE X: Amendments

Section 1: General
The Bylaws may be amended by a two-thirds vote of members present, if a quorum exists, providing the proposed change(s) is/are mailed to all members at least seven (7) days in advance of the meeting.

ARTICLE XI: Certification

The undersigned hereby certifies that he/she is the Chairperson of the Joint Orange, Osceola, and Seminole Counties Transportation Disadvantaged Local Coordinating Board and that the foregoing is a full, true and correct copy of the Bylaws of this Board as adopted by the Joint Orange, Osceola and Seminole Counties Transportation Disadvantaged Local Coordinating Board on the 15th day of February 2018.

Lee Constantine

Honorable Lee Constantine, Chairperson,
Joint Orange, Osceola, and Seminole Counties
Transportation Disadvantaged Local Coordinating Board

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A REGIONAL TRANSPORTATION PARTNERSHIP

ORANGE, OSCEOLA, AND SEMINOLE COUNTIES LOCAL COORDINATING BOARD

GRIEVANCE PROCEDURE FOR TRANSPORTATION DISADVANTAGED SERVICES

Approved February 15, 2018

GRIEVANCE PROCEDURE

I. CREATION OF A GRIEVANCE PROCEDURE

A. This is hereby created and established as a Grievance Procedure

B. The Transportation Disadvantaged Local Coordinating Board (TDLCB) Grievance Committee is hereinafter created and referred to as the Grievance Committee.

II. DEFINITIONS

As used in this procedure, the following words and terms shall have the meanings assigned herein:

A. Community Transportation Coordinator (CTC)
A transportation entity appointed to ensure that coordinated transportation services are provided to the transportation disadvantaged population in a designated service area.

B. Transportation Disadvantaged (Customer)
Those persons who, because of physical or mental disability, income status, or age or who for other reasons are unable to transport themselves or to purchase transportation, and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities, or children who are high-risk.

C. Funding Agency
Those agencies, which have a funding agreement with the CTC for transportation services for their transportation disadvantaged customers.

D. Transportation Operator (Carrier)
The entity providing transportation services for the transportation disadvantaged, whether it be private non-profit, private for profit, or public operator.

III. OBJECTIVE

A. The objective of the Grievance Process shall be to process, investigate and make recommendations, in a timely manner on formal written complaints/grievances that are not resolved between individual agencies/entities, including the CTC and the contract service provider and/or the contract service provider and the customer.

B. The implementation of these rules and procedures will ensure quality control and the ability to provide participating customers, funding agencies and others with an impartial body to hear complaints and submit recommendations regarding the grievance as indicated.

C. Apart from this grievance process, aggrieved parties with proper standing may also have recourse through Chapter 120, Florida Statutes Administrative Hearing Process, or the judicial court system.

IV. MEMBERS

A. Members of the Grievance Committee shall be appointed by the Transportation Disadvantaged Local Coordinating Board Chair and shall consist of at least five (5) voting members of the TDLCB and may include other appointed volunteers.

B. Grievance Committee members will be appointed annually, however, the committee will only meet should a grievance be elevated to the level of STEP TWO Appeal, as outlined in Section V. Grievance Procedures.

C. Term of Members

1. The members of the Grievance Committee shall serve a term of one year, with allowances for multiple terms.

2. The Grievance Committee shall elect a Chairperson and Vice-Chairperson.

3. A simple majority shall be present for any official action. The meetings shall be held at such times as the Grievance Committee may determine.

4. No voting member will have a vote on an issue that is deemed a conflict of interest.

V. GRIEVANCE PROCEDURES

A. A Grievance is defined as any ongoing service problem that interferes with accessing a major life activity, such as work, healthcare, employment, education, shopping, social activities, or other life sustaining activities.

1. A service problem must be documented as ongoing for a 30-day period.

2. The customer must demonstrate that they have unsuccessfully attempted to resolve the issue with the CTC on multiple occasions.

3. The customer must demonstrate a level of service that has been provided which is below locally accepted service standards.

4. The Grievance Committee may hear other issues at their discretion, such as issues related to carriers and/or sponsors of service.

B. Every effort will be made by the CTC to resolve service problems. However, if unable to resolve the problem and/or the grievant wishes to take further action, then the CTC will provide the grievant with assistance with the official grievance process.

C. STEP ONE

1. When the CTC is advised that the customer wishes to file a grievance, the CTC will send the customer the Grievance Form and a copy of the current ORANGE,

OSCEOLA AND SEMINOLE COUNTIES LOCAL COORDINATING BOARD GRIEVANCE PROCEDURE FOR TRANSPORTATION DISADVANTAGED SERVICES. Notification of the intent to file a Grievance must be made in writing to the CTC's Manager of Paratransit.

All documents pertaining to the grievance process will be made available, upon request, in a format accessible to persons with disabilities.

2. Upon receipt of the completed Grievance Form, the CTC will assign a CTC File Number and initiate a Grievance Log Tracking Form. The CTC Designee will review the Grievance Form and all support documentation and then prepare a written response. The response shall be completed and mailed (Certified and Return Receipt Requested) within ten (10) business days after receiving the grievance. A copy of the response should also be provided to MetroPlan Orlando (MPO).

   A file folder should be established for the grievance. This folder should have the name of the grievant and CTC File Number. The folder should contain the original support documentation, the CTC's response, and any other data about the case.

   The CTC will respond to Grievance and issue a judgment based on:

   - "Resolved" - The CTC feels that the customer's concerns, as stated in the Grievance Form, have been addressed to the best of their ability and the case is resolved.

   - "Unresolved" - The CTC feels that the issues stated in the Grievance Form have not been resolved due to existing policy, procedure, service standards, lack of evidence or a lack of resolve.

3. If the customer feels that the concern has not been properly addressed, they will have the option to appeal as stated in Step Two of the Grievance Process. As part of the Step One Response, the customer will be notified of their right to appeal, as well as the process for appeal. Appeals must be submitted to MetroPlan Orlando (MPO) within ten (10) business days of the Step One Response (based on postmark).

STEP TWO

1. Upon responding to the customer's Step One Grievance, the CTC will forward all original documentation to the MPO.

2. Once notified of the customer's desire to appeal the decision, MPO staff will notify the Grievance Committee of the date of the Step Two Grievance Hearing. Upon receipt of the Appeal, the MPO shall have ten (10) working days to contact Grievance Committee members and set a grievance hearing date. The grievant and all parties involved shall be notified at least seven (7) business days before the hearing date by Certified Mail, Return Receipt Requested. The hearing will take place within thirty (30) days of the notice of appeal.

GRIEVANCE TRACKING FORM
FOR OFFICE USE ONLY

CTC File Number: _____

Step 1 of the Grievance Process

Date Grievance Received at CTC: _____

CTC Representative: _____ File Established: _____

Date Grievance responded to: _____ Date Certified Letter Sent: _____

Date of Action: _____

Step 2 of the Grievance Process

Date Grievance Received at MPO: _____

Date sent to Grievance Committee of the TDLCB: _____

Date of Hearing: _____ Date Certified Letter Sent: _____

Date of Action: _____

Date Certified Letter Sent Regarding Recommendation(s): _____

Step 3 of the Grievance Process

Date Grievance Received at MPO: _____

Date sent to Local Coordinating Board: _____

Date of Hearing: _____ Date Certified Letter Sent: _____

Date of Action: _____

Date Certified Letter Sent Regarding Recommendation(s): _____

GRIEVANCE PROCESS FORM FOR THE ORANGE, OSCEOLA AND SEMINOLE COUNTIES TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD

AGENCY/INDIVIDUAL NAME: _____

ADDRESS: _____

CITY: _____ ZIP: _____

TELEPHONE: _____ E-MAIL: _____

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PLEASE REVIEW THE ATTACHED RULES AND PROCEDURES PERTAINING TO GRIEVANCES.

This form stating the grievance shall be sent to the Community Transportation Coordinator (CTC) outlining the nature of the grievance, and where applicable, the date, time and place of the incident(s) constituting the grievance. (Additional pages may be attached. Please be sure to number all additional pages and/or attachments.)

Please send completed form and any supporting documentation to:

LYNX
Attn: Manager of ACCESS LYNX
445 N Garland Ave
Orlando, FL 32801 - 9920
(407) 841-5969

GRIEVANCE FORM - CONTINUED

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GRIEVANCE INFORMATION

GRIEVANCE FORM - CONTINUED
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I hereby attest that these statements are true and correct,

Printed Name: _____

Signature: _____

Date: _____

a) The Grievance Committee shall have the power to hold hearings and conduct investigations in all matters relating to grievances brought before the committee.

b) The Grievance Committee shall review the material presented and issue a recommendation or recommendations to all parties involved within ten (10) working days of the date of the hearing. Said notice shall be sent to all parties by Certified Mail, Return Receipt Requested.

c) All meetings and hearings will be open to the public.

d) Minutes shall be kept at each hearing and filed with the TDLCB and shall be public record.

3. The MPO will complete the Grievance Tracking Form for this and subsequent steps of the process.

D. STEP THREE

1. Both the CTC and the grievant will have the right of appeal of any recommendation(s) of the Grievance Committee to the full TDLCB.

2. Upon notification of the desire to appeal the Step Two recommendation(s), the MPO will notify all parties of the date, time and location of the next scheduled TDLCB meeting via Certified Mail, Return Receipt Requested.

3. The MPO will update the file and the Grievance Log Tracking Form.

4. It is important to note that during the entire process, the CTC and/or MPO should keep the Commission for the Transportation Disadvantaged informed of the recommendation(s) made at the various steps of the process. Further, all files and documentation associated with the case must be kept updated by the CTC at all times during this process.

CERTIFICATION

The undersigned hereby certifies, as Chairperson of the Transportation Disadvantaged Local Coordinating Board for Orange, Osceola and Seminole Counties that the foregoing is a true and correct copy of the Grievance Procedure of the TDLCB as adopted the 15th day of February, 2018.

Lee Constantine

Honorable Lee Constantine, Chairperson, for the Orange, Osceola, and Seminole Counties Transportation Disadvantaged Local Coordinating Board

TAB 2

Board Action Fact Sheet

Meeting Date: March 14, 2018

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested: FDOT requests approval of an amendment to the FY 2017/18 - 2021/22 Transportation Improvement Program.

Reason: FDOT is funding a new Transportation Systems Management and Operations (TSMO) project.

Summary/Key Information: Items of particular significance for our Committees and the Board are as follows:

- This amendment adds a total of $110,000 of design funding for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Communications Services project in east Orlando in FY 2017/18.
- The $110,000 will be used to assist FDOT staff in preparing documents to communicate with the public and USDOT regarding the ATCMTD project.
- Funding for the project is from the $11.9 million ATCMTD grant from FHWA to advance the use of TSMO technologies in the east Orlando area.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

TSMO:	Recommended approval February 23, 2018
TAC:	Recommended approval February 23, 2018
CAC:	Recommended approval February 28, 2018
MAC:	To be taken up on March 8, 2018

Staff Recommendation: Recommends approval

Supporting Information: These documents are provided at Tab 2:

FDOT letter dated February 6, 2018

Proposed Board Resolution No. 18-03

Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

MIKE DEW
SECRETARY

February 6, 2018

Mr. Gary Huttmann
Deputy Executive Director
MetroPlan Orlando
250 South Orange Ave., Suite 200
Orlando, FL 32801

Dear Mr. Huttmann:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation requests the following changes to be made to MetroPlan Orlando's Transportation Planning Organization's Adopted Fiscal Years 2017/2018 – 2021/2022 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department's Adopted Work Program. Please make sure that you put the amendment date on your cover page of the TIP and the page of the TIP that the project is listed on.

ORANGE COUNTY

FM#442740-1 Orlando Advanced Transportation Congestion Management Technology Development (ATCMTD) Communications Services - Other ITS Project - Project Sponsor: Florida Department of Transportation

Current TIP Status:

Project is currently not in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
PE (Design)	None	$0.00	2018
	TOTAL	**$0.00**	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
PE (Design)	TSM (Federal)	$100,000.00	2018
PE (Design In-House)	SA (Federal)	$10,000.00	2018
	TOTAL	**$110,000.00**	

Difference: $110,000.00
Explanation: New project programmed into the Department's Work Program System for Orange County due to availability of funding for Fiscal Year 2018. The scope of the project includes having a consultant assist with updating USDOT with grant processing and providing data reporting.

Sincerely,

David Cooke
District Planning Manager
District Five

cc: Harry Barley, Executive Director, MetroPlan Orlando
Keith Caskey, Managing of Planning Services, MetroPlan Orlando
Jennifer Horton, MPO Liaison

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A REGIONAL TRANSPORTATION PARTNERSHIP

RESOLUTION NO. 18-03

SUBJECT:

Amendment to the FY 2017/18 - 2021/22 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 2017/18 - 2021/22 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendment is described as follows:

Orange County

FM #4427401 – Orlando Advanced Transportation and Congestion Management Technology Deployment (ATCMTD) Communications Services - Funding consists of $100,000 in TSM funds and $10,000 in SA funds for design in FY 2017/18; 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 2017/18 - 2021/22 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 14th day of March, 2018.

Certificate

The undersigned duly qualified as Chairwoman 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 Cheryl L. Grieb, Chairwoman

Attest:

_____
Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 3

Board Action Fact Sheet

Meeting Date: March 14, 2018

Agenda Item: IX.B (Tab 3)

Roll Call Vote: No

Action Requested: Approval of the Draft Unified Planning Work Program (UPWP)

Reason: The UPWP is a two year document that represents the MetroPlan Orlando working budget. It is one of the required documents that all MPOs must prepare and receive Board approval.

Summary/Key Information: MPOs in the State of Florida are required to prepare a UPWP every two years. The UPWP defines in very general terms the work that the MPO staff will be doing over the planning period. Some of the tasks will be done with the assistance of our General Planning Consultants. For those tasks a more detailed Scope of Services is approved by the Federal Highway Administration before any work can be done.

MetroPlan Budget Impact: The UPWP is the MetroPlan Orlando working budget

Local Funding Impact: None

Committee Action:

CAC:	N/A
TSMO:	N/A
TAC:	N/A
MAC:	N/A

Staff Recommendation: Recommends approval of the Draft UPWP

Supporting Information: Staff will present highlights of the Draft UPWP
Resolution 18-04

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

RESOLUTION NO. 18-04

SUBJECT:

APPROVAL OF THE DRAFT FY 2018/2019 and FY 2019/2020 UNIFIED PLANNING WORK PROGRAM AND BUDGET WITH AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO EXECUTE THE APPROPRIATE FEDERAL AUTHORIZATIONS AND ASSURANCES AND SUBMIT AND EXECUTE GRANT APPLICATIONS FOR TRANSIT PLANNING FUNDS AND CONTRACT AWARD AND EXECUTE THE GRANT CONTRACTS WHEN AWARDED; APPROVE THE LINE ITEM BUDGET AND TRANSFER OF LINE ITEM FUNDS WITHIN A UPWP TASK; AUTHORIZE ADVERTISING OF BUDGET CONTRACTUAL/CONSULTING SERVICES; AUTHORIZE EXECUTIVE DIRECTOR TO SIGN AND EXECUTE REGULAR BILLINGS FOR COSTS INCURRED AGAINST UNIFIED PLANNING WORK PROGRAM TASK ELEMENTS ON BEHALF OF METROPLAN ORLANDO

WHEREAS, the Orlando Urban 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 and Kissimmee Urbanized Areas; and

WHEREAS, Florida Statutes 339.175 (8), and 23 CFR 450.314 require MPO's develop an annual Unified Planning Work Program for the purpose of programming, scheduling and managing the metropolitan planning activities for the program year; and

WHEREAS, the Florida Department of Transportation requires the MPO's to develop a two year Unified Planning Work Program for the purpose of programming, scheduling and managing the metropolitan planning activities for the program year; and

WHEREAS, a unified planning work program and budget has been developed for Fiscal Years 2018/2019 and 2019/2020, said fiscal years being from July 1, 2018 through June 30, 2019 and July 1, 2019 through June 30, 2020; and

WHEREAS, the Fiscal Years 2018/2019 and 2019/2020 Draft Unified Planning Work Program is to be submitted to the Florida Department of Transportation and various federal agencies by March 15, 2018 for their review, comments and funding commitment; and

WHEREAS, concurrent with the submittal of the Unified Planning Work Program, various Federal authorizations and assurances are also required to be submitted.

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Fiscal Years 2018/2019 and 2019/2020 Orlando Urban Area Draft Unified Planning Work Program and budget are approved and authorized to be submitted to the Florida Department of Transportation and the appropriate Federal agencies and that the Executive Director is authorized to execute all appropriate Federal authorizations and assurances to support this document, submit and execute grant applications, contract awards and other documents relating to the receipt of grant funding; that the line item budget and transfer of line item funds within a UPWP task is approved; advertising of budgeted contractual/consulting services are approved; and that the Executive Director is authorized to sign and execute regular billings for costs incurred against Unified Planning Work Program Task elements on behalf of MetroPlan Orlando.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 14th day of March, 2018.

CERTIFICATE

The undersigned duly qualified serving as Chairwoman 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 Cheryl L. Grieb, Chairwoman

Attest:

_____
Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 4

Project Summary Tab - This Table Will Auto Populate From Tabs

Construction

Table 1 - Summary Tab

Tab	Contract	Lead Project Number	PA	Contractor	Description	Adjusted Estimated Completion	Performance Measure		Percent Complete as of Last Cutoff		
							Time	Money	Time	Money	Delta
9. E5Y53	E5Y53	240216-7-52-01	Long, Charles	HALIFAX PAVING, INC.	SR 46 from SR 415 to CR 426 - Safety Project - Bike lanes, turn lanes, lighting, etc	2/4/2018	105.33%	103.48%	91.85%	91.05%	-0.79%
10. E5Y71	E5Y71	437100-1-52-01	Sawaya, George	COLLAGE DESIGN & CONSTRUCTION GROUP, INC.	RTMC Building	1/17/2019	101.38%	100.00%	40.26%	32.99%	-7.27%
12. E5Y96	E5Y96	436434-1-52-01	Long, Charles	P&S Paving Inc	Spring to Spring Trail US 17/92	3/27/2018	102.78%	100.00%	67.16%	30.58%	-36.59%
13. E5Y99	E5Y99	439276-1-52-01	Eric Plantier	RAM CONSTRUCTION SERVICES OF MICHIGAN, INC.	SR 414 OVER US 17/92 - BRIDGE # 750295	5/20/2018	100.00%	106.23%	30.64%	0.00%	-30.64%
15. T5548	T5548	240216-2-52-01	Long, Charles	SOUTHLAND CONSTRUCTION, INC.	SR 46 FROM MELLONVILLE AVE TO SR 415	1/20/2019	105.12%	101.25%	63.02%	59.06%	-3.95%
16. T5557	T5557	240196-1-52-01	Davis, Chris	BERGERON LAND DEVELOPMENT, INC	SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKE MARY BLVD	5/6/2019	101.92%	101.77%	56.02%	44.20%	-11.83%
17. T5576	T5576	415030-5-52-01	Simpson, Terry	MASCI GENERAL CONTRACTORS, INC	SR 434 FROM SMITH STREET TO FRANKLIN STREET	2/9/2018	109.38%	101.93%	95.05%	79.04%	-16.01%
18. T5579	T5579	432402-2-52-01	Plantier, Eric	GOSALIA CONCRETE CONSTRUCTORS, INC.	Slab Replacement - SR 500 and SR 441	2/26/2018	100.00%	101.21%	90.36%	90.51%	0.14%
19. T5581	T5581	433040-1-52-01	Plantier, Eric	ATLANTIC CIVIL CONSTRUCTORS CORP	Traffic Signals - SR 434 (Alafaya Trail) from Alexandria Blvd. to Mitchell Hammock Rd.	1/26/2018	100.00%	100.00%	97.74%	89.06%	-8.68%
20. T5582	T5582	238275-8-52-01	Navarro, Kim	HALIFAX PAVING, INC	Roadway Realignment - CR 46A from North of Arundel Way to SR 46	4/9/2019	100.00%	101.23%	33.83%	28.70%	-5.13%
21. T5598	T5598	435661-1-52-01	Eric Plantier	HUBBARD CONSTRUCTION COMPANY	SR 436 FROM ORANGE CO LINE TO W OF AVERY LANE	6/24/2018	100.00%	100.00%	3.13%	2.60%	-0.53%
22. T5626	T5626	240200-2-52-01	David Bowden	Astaldi Construction Co	Wekiva 7A - SR429	1/0/1900	0.53%	0.00%	100.00%	100.00%	0.00%

Maintenance/Traffic Ops

Table 1 - Summary Tab

Tab	Contract	Lead Project Number	PA	Contractor	Description	Adjusted Estimated Completion	Performance Measure		Percent Complete as of Last Cutoff		
							Time	Money	Time	Money	Delta
1. E5U01	E5U01	412326-5-72-09	Eric Plantier	ALTAIR ENVIRONMENTAL GROUP, L.L.C.	Desilting on Various State Roads in Orange and Seminole Counties	3/22/2018	100%	100.00%	84.83%	79.82%	-5.01%
2. E5U02	E5U02	427956-1-72-14	Crespi, Peter	ROGAR MANAGEMENT & CONSULTING OF FLORIDA LLC	Various Concrete Driveway Repairs	2/2/2018	0%	113.65%	92.56%	80.66%	-11.90%
3. E5U37	E5U37	41232657213	Patrick White	Hinterland Group Inc	Drainage Repair	2/5/2018	100.00%	100.00%			
4. E5U38	E5U38	412326-5-72-14	Eric Plantier	ENVIROWASTE SERVICES GROUP, INC	MISC D/W Projects Drainage	2/5/2018	100.00%	100.00%	82.22%	0.00%	-82.22%
11. E5Y80	E5Y80	439905-1-52-01	Crespi, Peter	ATLANTIC CIVIL CONSTRUCTORS CORP	DISTRICTWIDE PUSHBUTTON TRAFFIC IMPROVEMENTS ORANGE/SEMINOLE	4/2/2018	100.00%	100.00%	56.71%	27.85%	-28.86%

Completed

Tab	Contract	Lead Project Number	PA	Contractor	Description	Adjusted Estimated Completion	Time	Money	Time	Money	Delta
6. E5W31	E5W31	433607-1-52-01	Wilson, Joe	HUBBARD CONSTRUCTION COMPANY	SR 50 ECONLOCKHATCHEE RIVER BRIDGES 750013&750169	1/0/1900	11.26%	0.00%			
7. E5W91	E5W91	404418-2-52-01	Navarro, Kim	LAFLEUR NURSERIES AND GARDEN CENTER LLC	Landscaping - SR 15/600 (US 17/92) Interchange at SR 436	2/5/2017	118.12%	97.97%			
8. E5Y23	E5Y23	436858-1-52-01	Navarro, Kim	DYNAMICS GROUP, INC.	Landscaping - SR 46 From Upsala Rd to Airport Blvd	9/22/2018	100.00%	107.54%			
14. T5469	T5469	239203-4-52-01	Charles Crossman	PRINCE CONTRACTING, LLC.	SR 50 FROM E OF CR425 (DEAN RD) TO E OF OLD CHENEY HWY	3/4/2017	104.21%	103.31%			

Oviedo Operations Construction project Emergency Contacts

Tab	Contract #	FN	Contract Location	Name	Phone Number	Email	Position	Company
1. E5U01	E5U01	412326-5-72-09	Desilting on Various State Roads in Orange and Seminole Counties	Eric Plantier	407-335-8124	eric.plantier@dot.state.fl.us	Project Administrator	FDOT
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	t. Mgr. (contact while eric on v	FDOT
				Gabriel Serrano	407-924-9631	Gserrano@jmt.com	JMT Inspector Manager	JMT
				Chris Soto	863-440-3207	csoto@jmt.com	JMT Inspector Manager	JMT
				Jose Molina	321-274-7776	jmolina@altairenvironmental.com	Contractor PM	Altair
				Randy Miller	407-948-2518	rmiller@altairenvironmental.com	Superintendent	Altair
				Bill Kirk	407-948-2524	bkirk@altairenvironmental.com	Field Operations	Altair
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
2. E5U02	E5U02	427956-1-72-14	Various Concrete Driveway Repairs	Javier Rodriguez	305-979-1991	rogarllc@gmail.com	Manager	Rogar Mgmt & Conslt llc
				Miguel Faraldo	786-486-1821	rogarllc@gmail.com	Superintendent	Rogar Mgmt & Conslt llc
				Jerome LaFond	954-445-3319	jlafond@corradino.com	Inspector	Corradino
				Peter Crespi	407-482-7823	peter.crespi@dot.state.fl.us	Project Administrator	FDOT
				Jeff Oakes	407-832-1354	jeff.oakes@dot.state.fl.us	Project Oversite	FDOT
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
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				#REF!	#REF!	#REF!	#REF!	#REF!
				#REF!	#REF!	#REF!	#REF!	#REF!
5. E5U50	E5U50	412326-5-72-15	Misc D/W Projects Drainage	0	0	0	0	0
				0	0	0	0	0
				0	0	0	0	0
				0	0	0	0	0
				0	0	0	0	0
				0	0	0	0	0
6. E5W31	E5W31	433607-1-52-01	SR 50 ECONLOCKHATCHEE RIVER BRIDGES 750013&750169	0	0	0	0	0
				0	0	0	0	0
				0	0	PROJECT FINAL ACCEPTED	0	0
				0	0	CONTRACTORS QUALIFIED ACCEPT	0	0
				0	0	0	0	0
				0	0	0	0	0

10. E5Y71	**E5Y71**	**437100-1-52-01**	**RTMC Building**	George Sawaya	407-509-6396	GeorgeSawaya@hillintl.com	CCEI Project Engineer	Hill International
				Dan Sokol	904-836-6752	DanielSokol@hillintl.com	CCEI Resident Engineer	Hill International
				Steve Mondisa	407-820-5517	StevenMondisa@hillintl.com	CCEI Building Inspector	Hill International
				Dustin Savage	386-569-5346	DustinSavage@hillintl.com	CCEI CSS	Hill International
				Mark Newman	407-448-1820	mnewman@collage-usa.com	SR Project Manager	Collage
				James Chappell	678-983-0205	jchappell@collage-usa.com	Superintendent	Collage
11. E5Y80	**E5Y80**	**439905-1-52-01**	**DISTRICTWIDE PUSHBUTTON TRAFFIC IMPROVEMENTS ORANGE/SEMINOLE**	Patrick White	407-482-7831	Patrick.White@dot.state.fl.us	Project Administrator	FDOT
				Peter Crespi	407-482-7839	peter.crespi@dot.state.fl.us	Project Administrator	FDOT
				Roosevelt Civil	407-203-5487	Rcivil@Atlantic-civil.com	Project Manager	Atlantic Civil
				Jason Bello	239-785-7418	Jbello@elipsisec.com	Inspector	Elipsis Engineering & Consulting
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	Construction Manager	FDOT
				0	0	0	0	0
				0	0	0	0	0
12. E5Y96	**E5Y96**	**436434-1-52-01**	**Spring to Spring Trail US 17/92**	0	0	0	0	0
				JD	386-214-8896	jd@pandspavinginc.com	General Superintendent	P&S
				Scott Sheridan	386-212-8555	scottsheridan@pandspavinginc.com	Superintendent	P&S
				Long, Charles	407-482-7830	Charles.Long@dot.state.fl.us	Project Administrator	FDOT
				Brian Davidson	386-258-7911	bdavidson@pandspavinginc.com	Project Manager	P&S
				Womick, Todd	407-482-7833	Todd.Womick@dot.state.fl.us	Construction Engineer	FDOT
13. E5Y99	**E5Y99**	**439276-1-52-01**	**SR 414 OVER US 17/92 - BRIDGE # 750295**	Eric Plantier	407-278-2747	eric.plantier@dot.state.fl.us	Project Administrator	FDOT
				Justin Fowler	904-451-7040	jfowler@drmp.com	Lead Inspector	DRMP
				Ryan Merchant	734-718-2769	rmerchant@ramservices.com	Contractor PM	RAM Services
				Scott McCaffrey	734-564-0804	smccaffrey@ramservices.com	Contractor Super	RAM Services
				John Miller	810-560-9964	jmiller@ramservices.com	Contractor Foreman	RAM Services
				Womick, Todd	407-482-7833	0	Construction Engineer	FDOT

14. T5469	**T5469**	**239203-4-52-01**	**SR 50 FROM E OF CR425 (DEAN RD) TO E OF OLD CHENEY HWY**	0	0	0	0	0
				0	0	0	0	0
				0	0	0	0	0
				0	0	0	0	0
				0	0	0	0	0
				0	0	0	0	0
16. T5557	**T5557**	**240196-1-52-01**	**SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKE MARY BLVD**	Daniel Veillette	954-654-2973	dveillette@bergeroninc.com	Project Superintendent	Bergeron
				Kevin Marshall	954-774-1720	kmarshall@bergeroninc.com	Foreman	Bergeron
				Romain Madho	954-654-3581	N/A	Foreman	Bergeron
				Lazaro Gato	386-315-3751	N/A	Foreman	Bergeron
				Mike Heim	95-2045 / 954-680	mheim@bergeroninc.com	Project Manager	Bergeron
				Chris Davis	407-466-4151	cdavis@metriceng.com	Project Administrator	Metric
17. T5576	**T5576**	**415030-5-52-01**	**SR 434 FROM SMITH STREET TO FRANKLIN STREET**	Terry Simpson	407-622-9476	simpsont@cdmsmith.com	Project Administrator	CDM Smith
				Frank Shaw	407-269-7404	shawfw@cdmsmith.com	Sr. Inspector	CDM Smith
				Ignacio Masci	407-948-3046	IgnacioMasci@mascigc.com	Superintendant	Masci
				Jeff Oakes	407-832-1354	Jeff.Oakes@dot.state.fl.us	Project Oversight	FDOT
				Lenny Witkowski	386-281-9801	lennywitkowski@mascigc.com	Project Manager	Masci
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
				0	0	0	0	0
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				0	#REF!	#REF!	#REF!	#REF!
18. T5579	**T5579**	**432402-2-52-01**	**Slab Replacement - SR 500 and SR 441**	Eric Plantier	407-335-8124 ©	eric.plantier@dot.state.fl.us	Project Administrator	FDOT
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	t. Mgr. (contact while eric on v	FDOT
				Elton Fowler	8133-830-1475	efowler@gosaliaco.com	Contractor PM	Gosalia
				Jay Gosalia	813-997-0759	jay@gosaliaco.com	Manager	Gosalia
				Tony Litvinas	305-216-2685	tlitvinas@gosaliaco.com	Contractor PM - backup	Gosalia
				Jon Clary	386-748-2262	Jon.Clary@wsp.com	Lead Inspector	Parsons
19. T5581	**T5581**	**433040-1-52-01**	**Traffic Signals - SR 434 (Alafaya Trail) from Alexandria Blvd. to Mitchell Hammock Rd.**	Eric Plantier	407-335-8124 ©	eric.plantier@dot.state.fl.us	Project Administrator	FDOT
				Ralph Carter	407-720-0792	ralph.carter@dot.state.fl.us	Asphalt Specialist	Elipsis
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	t. Mgr. (contact while eric on v	FDOT
				Chris Sousa	321-229-5074	chris.sousa@atlantic-civil.com	Senior PM	Atlantic
				Jason Millspaugh	407-473-7164	jason@atlantic-civil.com	Superintendent	Atlantic
				Phil Vaccaro	407-608-9525	fvaccaro@elipsisec.com	Lead Inspector	Elipsis
				Gerry Ang (backup)	407-276-1583	glang@elipsisec.com	Inspector while Phil is out	Elipsis
				John Graves	407-608-8840	jgraves@elipsisec.com	back-up contact for Elipsis	Elipsis

20. T5582	**T5582**	**238275-8-52-01**	**Roadway Realignment - CR 46A from North of Arundel Way to SR 46**	Kim Navarro	407-335-3551	Kim.Navarro@dot.state.fl.us	Project Oversite	FDOT
				Don Noel	352-547-0837	dnoel@elipsisec.com	Senior Inspector	Elipsis Engineering and Consulting
				Steve Blair	386-676-0200	hpi-steve@cfl.rr.com	Project Manager	Halifax Paving Inc.
				Joey Durrance	386-676-0200	jdauburn84@aol.com	Project Manager	Halifax Paving Inc.
				Josh Lloyd	386-937-7850	hpi-josh@cfl.rr.com	Superintendent	Halifax Paving Inc.
				Tad Durrance	386-547-0166	TAD1@MINDSPRING.COM	0	Halifax Paving Inc.
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	Construction Manager	FDOT
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
				0	0	0	0	0
21. T5598	**T5598**	**435661-1-52-01**	**SR 436 FROM ORANGE CO LINE TO W OF AVERY LANE**	Eric Plantier	407-335-8124 ©	eric.plantier@dot.state.fl.us	Project Administrator	FDOT
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	t. Mgr. (contact while eric on v	FDOT
				Javier Saldana	407-280-5357	javier.saldana@hubbard.com	Contractor PM	Hubbard
				Henry Washington	407-468-1919	henry.washington@hubbard.com	Contractor Super	Hubbard
				Mark Thomas	386-624-8378	mthomas@aeengineeringinc.com	Lead Inspector	AE Engineering
				Phil Vaccaro	407-608-9525	fvaccaro@elipsisec.com	Inspector	Elipsis
				John Graves	407-608-8840	jgraves@elipsisec.com	back-up contact for Elipsis	Elipsis
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
22. T5626	**T5626**	**240200-2-52-01**	**Wekiva 7A - SR429**	0	0	0	0	0
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Tab Name: 1. E5U01 | **Contract Type and Cost Center:** Oviedo (593) Maintenance | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

1	**Finproj Number**	412326-5-72-09		
	Contract Number	E5U01	**Federal Aid Number**	N/A
	Contract Location	Desilting on Various State Roads in Orange and Seminole Counties		
	Contractor Name	ALTAIR ENVIRONMENTAL GROUP, L.L.C.		
	Letting	12/6/2016	**Work Begin**	2/15/2017
	Awarded	12/27/2016	**Time Begin**	2/14/2017
	Execution	1/11/2017	**Original Estimated Completion**	2/14/2018
	Notice to Proceed	1/31/2017	**Adjusted Estimated Completion**	3/22/2018
	Service Ending Date	8/27/2018		

PA/PO Notes **UPDATED: 2/1/2018**

All Sites complete. Double barrel on Site 4 at SR434 by Wayman/Grant being swapped out for Driver Ave location - likely being done next week. Larri's new DVD's done, coordinating drop-off and bundle up with reports.

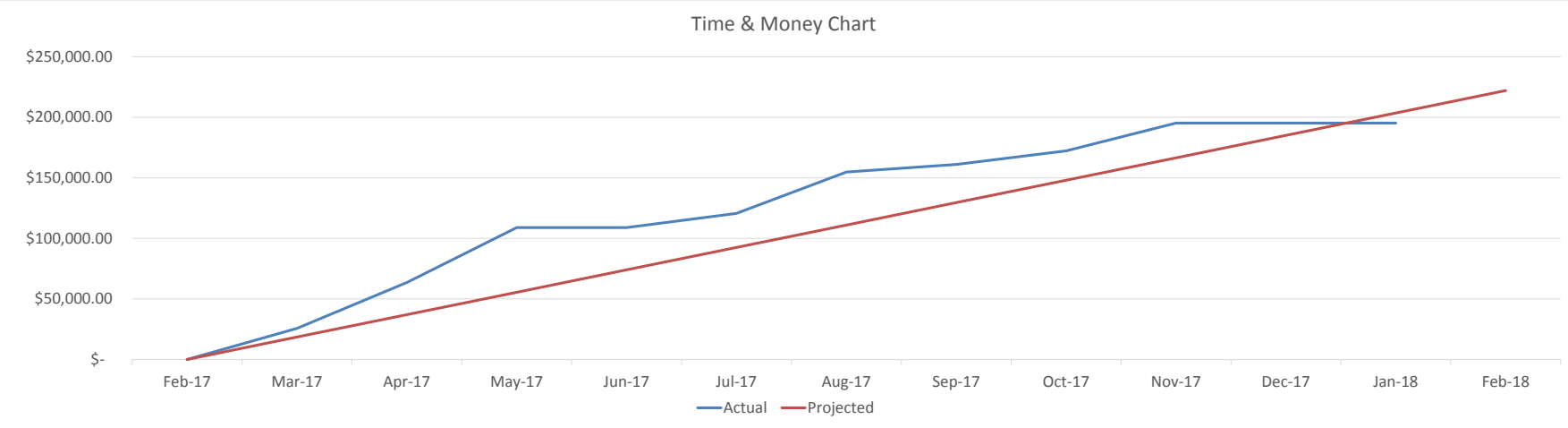
Contract Days Progress		**Contract Dollars Progress**	
Original Days	365	**Original Amount W/O IC**	$244,551.00
Days Used as of Last Cut Off	341	**Estimate Paid to Date**	$195,198.70
Present Days	402	**Present Amount**	$244,551.00
% Days Used to Present	84.83%	**% Amount Used to Present**	79.82%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	**5.01%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Thorn, Jennifer	-	-

Go to CIM

Table Below UPDATED:	**1/11/2018**
CPPR/CFPR GRADE:	96
DBE % (Com%/Pmt%):	9.91%/0 2%/0%
ACTUAL CONTRACT TIME:	354 of 405
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 2. E5U02 **Contract Type and Cost Center:** Oviedo Construction **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017 **PA/PO Notes** **UPDATED: 9/12/2017**

2

Finproj Number	427956-1-72-14		
Contract Number	E5U02	**Federal Aid Number**	N/A
Contract Location	Various Concrete Driveway Repairs		
Contractor Name	ROGAR MANAGEMENT & CONSULTING OF FLORIDA LLC		
Letting	3/13/2017	**Work Begin**	7/3/2017
Awarded	3/27/2017	**Time Begin**	7/3/2017
Execution	5/1/2017	**Original Estimated Completion**	10/20/2017
Notice to Proceed	7/3/2017	**Adjusted Estimated Completion**	2/2/2018
Service Ending Date	5/1/2018		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	110	**Original Amount W/O IC**	$249,167.00
Days Used as of Last Cut Off	199	**Estimate Paid to Date**	$228,403.93
Present Days	215	**Present Amount**	$283,177.00
% Days Used to Present	92.56%	**% Amount Used to Present**	80.66%
Performance Measure % (Days)	0.00%	**Performance Measure % (Dollars)**	113.65%
Delta	**11.90%**		

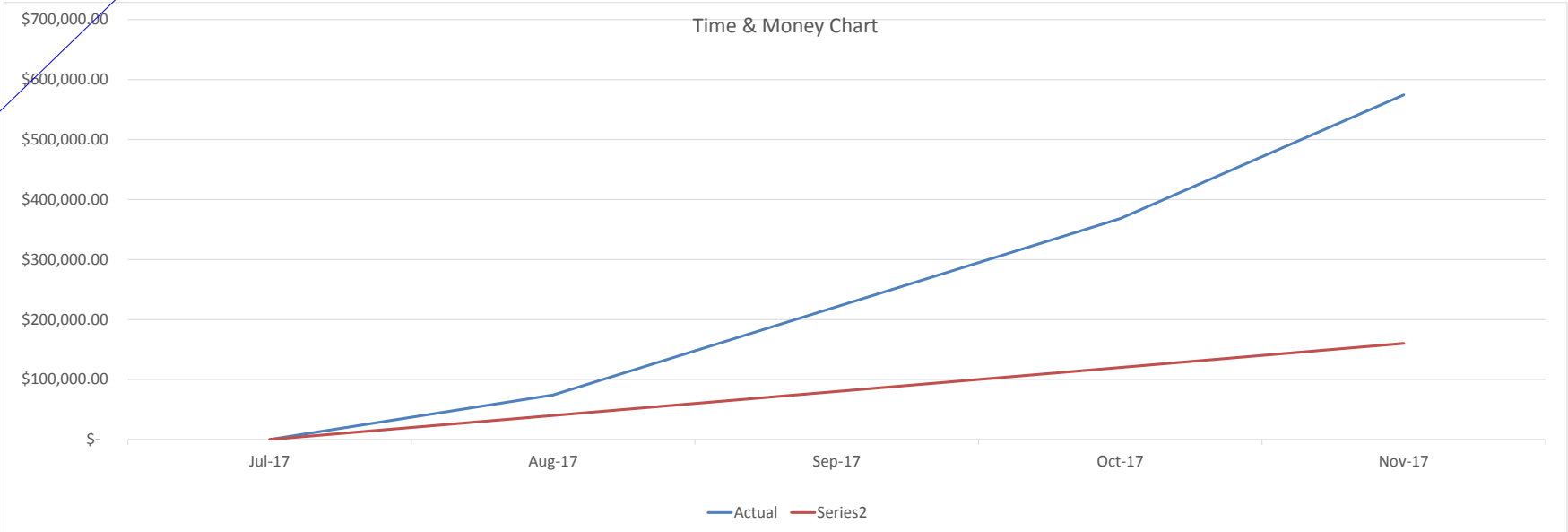
Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Crespi, Peter	407-482-7835	jeff.oakes@dot.state.fl.us
Project Adminsitrator	Crespi, Peter		
Contract Support Specialist (CSS)	Thorn, Jennifer		

Go to CIM

- Inlet Tops Completed - (39 of 57)
- SA 01 Extra Concrete at Inlet Tops - $34,010.00 / 60 Days Executed
- SA 02 Damaged Riser - $16,054.48 / 30 Days - In Review
- SA 03 Contract Term Extension till May 1st - Executed

Table Below UPDATED:	**9/12/2017**
CPPR/CFPR GRADE:	89
DBE % (Com%/Pmt%):	100.00%
ACTUAL CONTRACT TIME:	72 of 122
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 3. E5U37 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: XX-XX-XXXX

3				
Finproj Number	41232657213			
Contract Number	E5U37	**Federal Aid Number**	N/A	
Contract Location	Drainage Repair			
Contractor Name	Hinterland Group Inc			
Letting	9/6/2017	**Work Begin**	11/8/2017	
Awarded	9/25/2017	**Time Begin**	11/8/2017	
Execution	10/6/2017	**Original Estimated Completion**	2/5/2018	
Notice to Proceed	10/26/2017	**Adjusted Estimated Completion**	2/5/2018	
Service Ending Date	2/25/2018			

PA/PO Notes **UPDATED: 12/7/2017**

Resume work Dec. 18
Sublet Certification approved sub for steel bands.

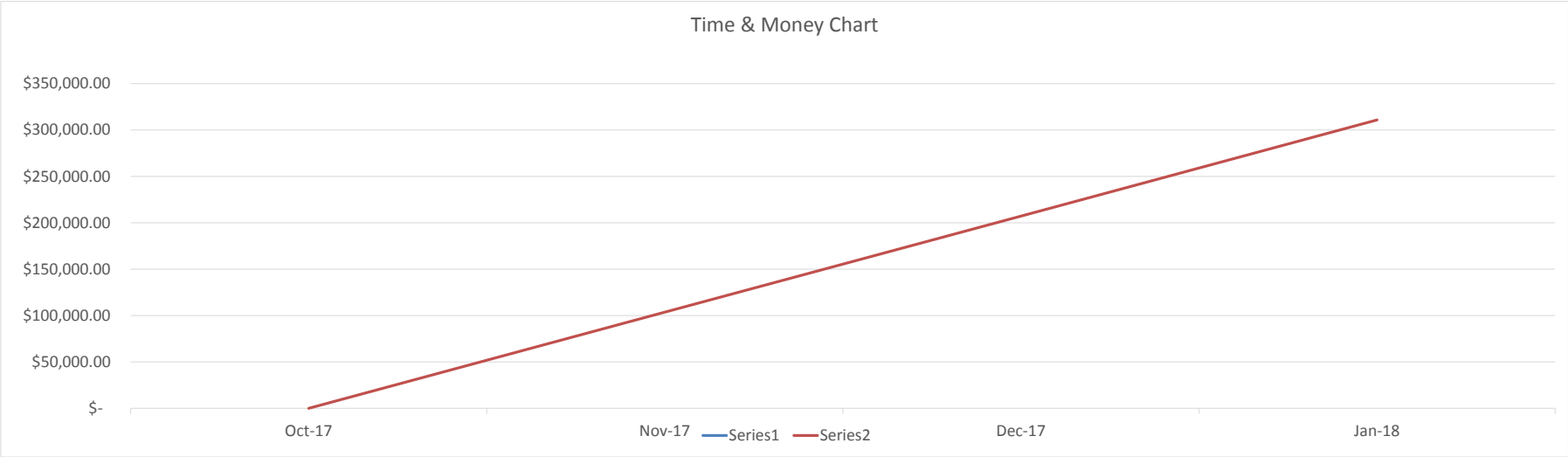
Contract Days Progress		**Contract Dollars Progress**	
Original Days	90	**Original Amount W/O IC**	$306,580.00
Days Used as of Last Cut Off	74	**Estimate Paid to Date**	$0.00
Present Days	90	**Present Amount**	$306,580.00
% Days Used to Present	82.22%	**% Amount Used to Present**	0.00%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	82%		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Duazo, Jonathan	-	-
Project Adminsitrator	Patrick White	407-482-7831	patrick.white@dot.state.fl.us
Contract Support Specialist (CSS)		-	-

Go to CIM

Table Below UPDATED:	**12/7/2017**
CPPR/CFPR GRADE:	pending
DBE % (Com%/Pmt%):	pending
ACTUAL CONTRACT TIME:	22 of 90 days
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 4. E5U38 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: XX-XX-XXXX

4

Finproj Number	412326-5-72-14		
Contract Number	E5U38	**Federal Aid Number**	N/A
Contract Location	MISC D/W Projects Drainage		
Contractor Name	ENVIROWASTE SERVICES GROUP, INC		
Letting	10/3/2017	**Work Begin**	
Awarded	10/23/2017	**Time Begin**	12/10/2017
Execution	11/6/2017	**Original Estimated Completion**	11/25/2018
Notice to Proceed	11/26/2017	**Adjusted Estimated Completion**	12/3/2018
Service Ending Date	12/25/2018		

PA/PO Notes **UPDATED: 1/11/2018**

Contractor is starting 2/18 at SR434 & work through to Mcullough.
Planning on working straight through contract work

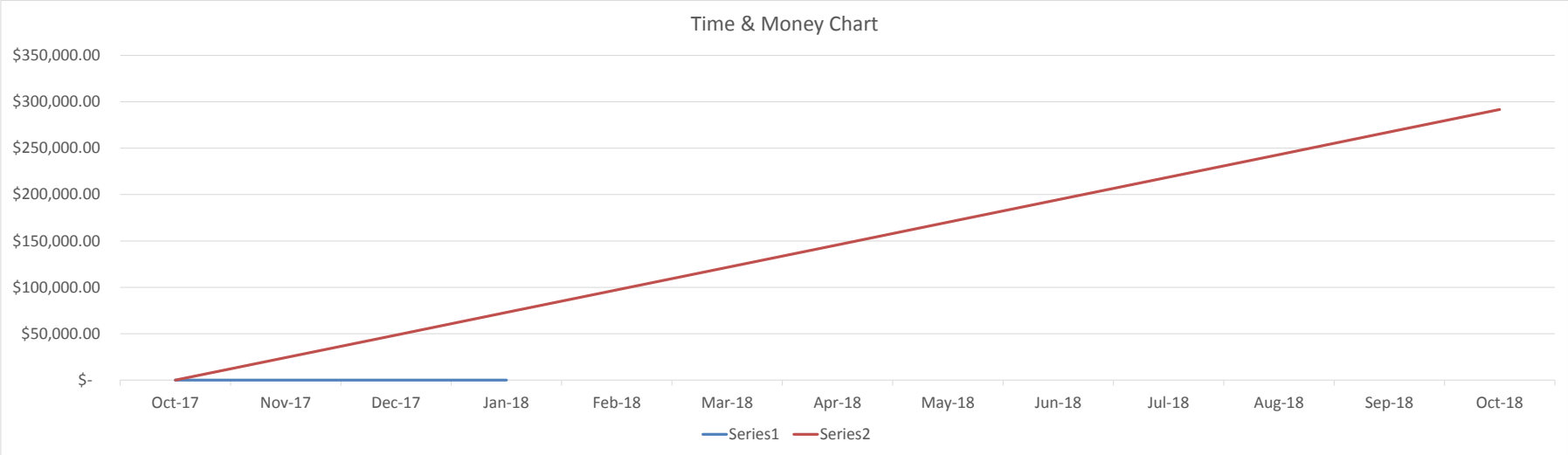
Contract Days Progress		**Contract Dollars Progress**	
Original Days	365	**Original Amount W/O IC**	$298,091.61
Days Used as of Last Cut Off	42	**Estimate Paid to Date**	$0.00
Present Days	373	**Present Amount**	$298,091.61
% Days Used to Present	11.26%	**% Amount Used to Present**	0.00%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	**11.26%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Duazo, Jonathan	-	-
Project Adminsitrator	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Jennifer Thorn	408-482-7844	-

Go to CIM

Table Below UPDATED:	**1/11/2018**
CPPR/CFPR GRADE:	93
DBE % (Com%/Pmt%):	0.00%
ACTUAL CONTRACT TIME:	33 of 365
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	
CEI GRADE:	



Tab Name: 5. E5U50 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: XX-XX-XXXX

5

Finproj Number	412326-5-72-15		
Contract Number	E5U50	**Federal Aid Number**	N/A
Contract Location	Misc D/W Projects Drainage		
Contractor Name	Thunderhole, Inc.		
Letting	10/3/2017	**Work Begin**	
Awarded	10/23/2017	**Time Begin**	12/13/2017
Execution	1129/17	**Original Estimated Completion**	2/24/2018
Notice to Proceed	11/29/2017	**Adjusted Estimated Completion**	2/24/2018
Service Ending Date			

Contract Days Progress		**Contract Dollars Progress**	
Original Days	88	**Original Amount W/O IC**	$150,000.00
Days Used as of Last Cut Off	39	**Estimate Paid to Date**	$0.00
Present Days	96	**Present Amount**	$150,000.00
% Days Used to Present	40.63%	**% Amount Used to Present**	0.00%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	**40.63%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Duazo, Jonathan	-	-
Project Adminsitrator	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Jennifer Thorn	408-482-7844	-

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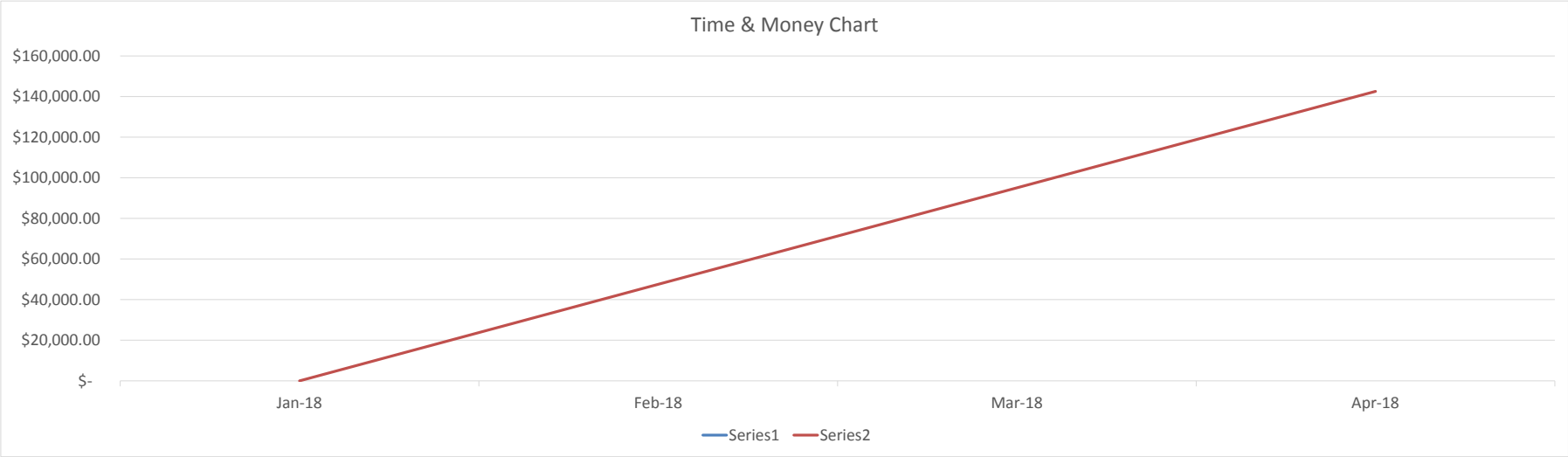
PA/PO Notes **UPDATED: 2/1/2018**

Contractor defaulting - Letters of concern sent 1/11 and 1/22. DO working with CO on default. Waiting on word from John Hatfield for next move in our office.

Table Below UPDATED:	
CPPR/CFPR GRADE:	
DBE % (Com%/Pmt%):	
ACTUAL CONTRACT TIME:	51/96
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 6. E5W31 | **Contract Type and Cost Center:** Oviedo Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017 | **PA/PO Notes** **UPDATED: 4/6/2017**

6

Finproj Number	433607-1-52-01		
Contract Number	E5W31	**Federal Aid Number**	N/A
Contract Location	SR 50 ECONLOCKHATCHEE RIVER BRIDGES 750013&750169		
Contractor Name	HUBBARD CONSTRUCTION COMPANY		
Letting	8/4/2014	**Work Begin**	10/31/2014
Awarded	9/17/2014	**Time Begin**	10/31/2014
Execution	10/3/2014	**Original Estimated Completion**	7/20/2016
Notice to Proceed	10/31/2014	**Adjusted Estimated Completion**	2/5/2017
Service Ending Date	N/A		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	629	**Original Amount W/O IC**	$11,670,000.00
Days Used as of Last Cut Off	828	**Estimate Paid to Date**	$10,396,542.70
Present Days	829	**Present Amount**	$11,432,846.44
% Days Used to Present	99.88%	**% Amount Used to Present**	90.94%
Performance Measure % (Days)	118.12%	**Performance Measure % (Dollars)**	97.97%
Delta	**8.94%**		

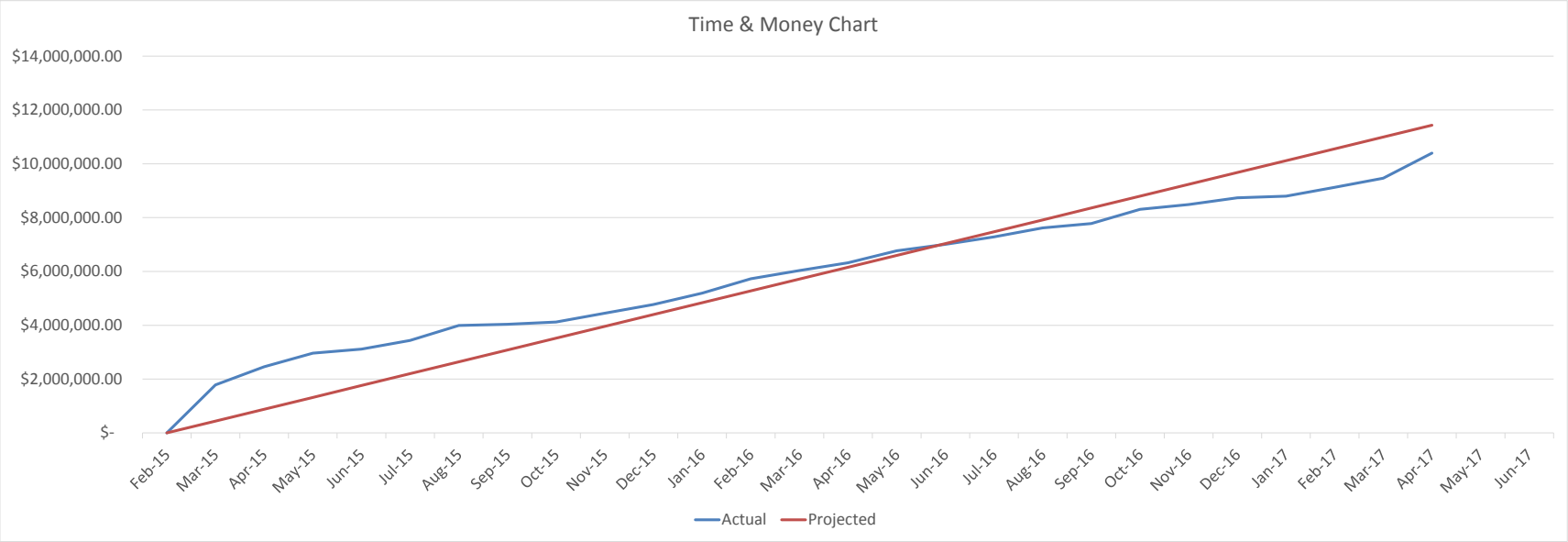
Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Oakes, Jeff	407-482-7835	jeff.oakes@dot.state.fl.us
Project Adminsitrator	Wilson, Joe	407-488-0864	wilsonj@etminc.com
Contract Support Specialist (CSS)	Brush, Toni	-	-

Go to CIM

0

Table Below UPDATED:	**3/14/2017**
CPPR/CFPR GRADE:	98
DBE % (Com%/Pmt%):	3.82%/0.55%
ACTUAL CONTRACT TIME:	859 of 717
CURRENT CEI EFFICIENCY (%):	15.0%
NEGOTIATED CEI (%):	15.0%
CEI GRADE:	3.2%



Tab Name: 7. E5W91 | **Contract Type and Cost Center:** Oviedo (507) Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017 | **PA/PO Notes** **UPDATED: 12/7/2017**

7

Finproj Number	404418-2-52-01		
Contract Number	E5W91	**Federal Aid Number**	N/A
Contract Location	Landscaping - SR 15/600 (US 17/92) Interchange at SR 436		
Contractor Name	LAFLEUR NURSERIES AND GARDEN CENTER LLC		
Letting	8/4/2015	**Work Begin**	11/9/2015
Awarded	8/24/2015	**Time Begin**	11/9/2015
Execution	9/16/2015	**Original Estimated Completion**	7/15/2018
Notice to Proceed	10/14/2015	**Adjusted Estimated Completion**	8/4/2018
Service Ending Date	8/3/2018		

Establishment Period Start June 16, 2016

Service Ending Date: 8/3/18

SA #2 executed and will be paid with Dec. estimate

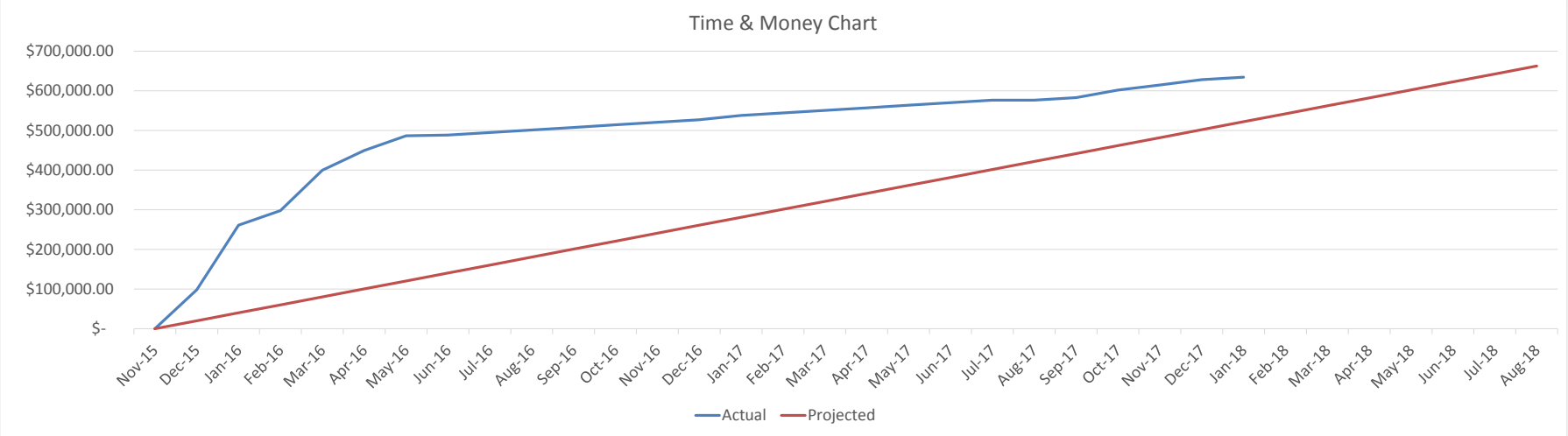
Contract Days Progress		**Contract Dollars Progress**	
Original Days	980	**Original Amount W/O IC**	$648,777.10
Days Used as of Last Cut Off	799	**Estimate Paid to Date**	$634,466.02
Present Days	1000	**Present Amount**	$660,177.10
% Days Used to Present	79.90%	**% Amount Used to Present**	96.11%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	101.76%
Delta	**-16.21%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Navarro, Kim	407-482-7829	kim.navarro@dot.state.fl.us
Project Adminsitrator	Navarro, Kim	407-482-7829	kim.navarro@dot.state.fl.us
Contract Support Specialist (CSS)	Thorn, Jennifer	-	-

Go to CIM

Table Below UPDATED:	**12/7/2017**
CPPR/CFPR GRADE:	93
DBE % (Com%/Pmt%):	0.78%/0.34% .77%/68.54%
ACTUAL CONTRACT TIME:	676/1000
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 8. E5Y23 | **Contract Type and Cost Center:** Oviedo (593) Maintenance | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

8				
Finproj Number	436858-1-52-01			
Contract Number	E5Y23	**Federal Aid Number**	N/A	
Contract Location	Landscaping - SR 46 From Upsala Rd to Airport Blvd			
Contractor Name	DYNAMICS GROUP, INC.			
Letting	4/5/2016	**Work Begin**	7/19/2016	
Awarded	4/25/2016	**Time Begin**	7/18/2016	
Execution	5/5/2016	**Original Estimated Completion**	9/16/2018	
Notice to Proceed	6/3/2016	**Adjusted Estimated Completion**	9/22/2018	
Service Ending Date	9/7/2018			

PA/PO Notes **UPDATED: 12/7/2017**

Establishment Period
SA #02 sent to District
Service Ending Date: 9/7/18

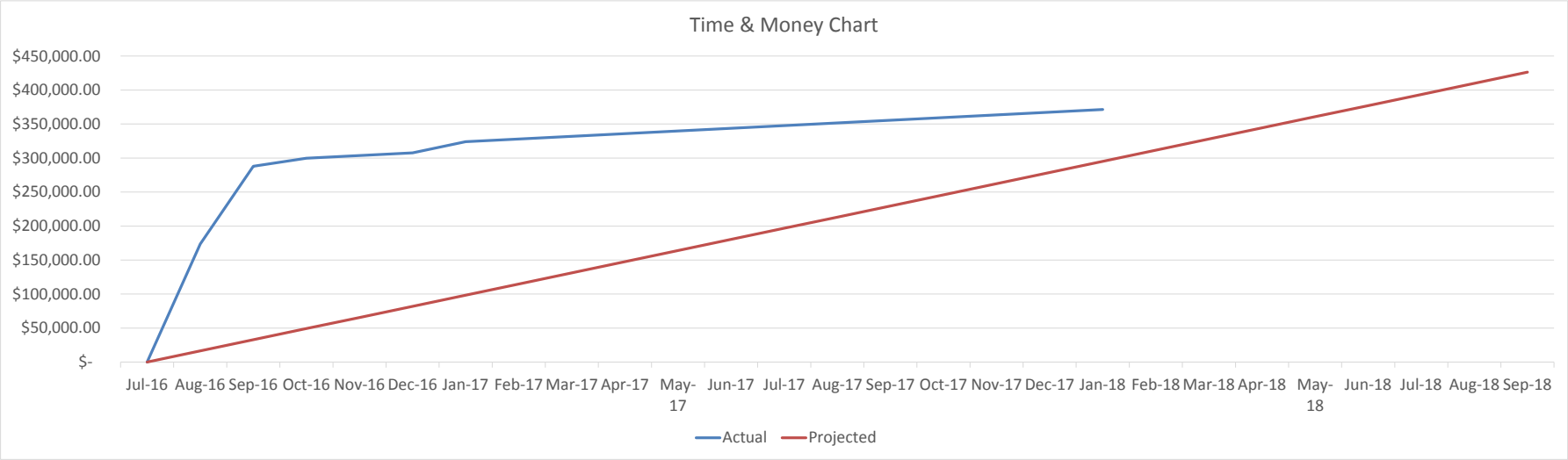
Contract Days Progress		**Contract Dollars Progress**	
Original Days	790	**Original Amount W/O IC**	$399,500.00
Days Used as of Last Cut Off	552	**Estimate Paid to Date**	$371,371.86
Present Days	797	**Present Amount**	$429,609.84
% Days Used to Present	69.26%	**% Amount Used to Present**	86.44%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	107.54%
Delta	**-17.18%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Navarro, Kim	407-482-7829	kim.navarro@dot.state.fl.us
Contract Support Specialist (CSS)	Thorn, Jennifer	-	-

Go to CIM

Table Below UPDATED:	**12/7/2017**
CPPR/CFPR GRADE:	98
DBE % (Com%/Pmt%):	100%/0%
ACTUAL CONTRACT TIME:	454/790
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/a



Tab Name: 9. E5Y53 | **Type and Office Listed for Project:** Oviedo (507) Construction?

Time and Money Updated: XX-XX-XXXX

Note: Make Time and Money font 14 after copying

9				
Finproj Number	240216-7-52-01			
Contract Number	E5Y53	**Federal Aid Number**	N/A	
Contract Location	SR 46 from SR 415 to CR 426 - Safety Project - Bike lanes, turn lanes, lighting, etc			
Contractor Name	HALIFAX PAVING, INC.			
Letting	5/2/2017	**Work Begin**	8/5/2017	
Awarded	5/22/2017	**Time Begin**	8/5/2017	
Execution	6/7/2017	**Original Estimated Completion**	1/1/2018	
Notice to Proceed	7/6/2017	**Adjusted Estimated Completion**	2/4/2018	
Service Ending Date	N/A			
Contract Days Progress		**Contract Dollars Progress**		
Original Days	150	**Original Amount W/O IC**	$1,438,299.25	
Days Used as of Last Cut Off	169	**Estimate Paid to Date**	$1,355,140.72	
Present Days	184	**Present Amount**	$1,488,299.25	
% Days Used to Present	91.85%	**% Amount Used to Present**	91.05%	
Performance Measure % (Days)	105.33%	**Performance Measure % (Dollars)**	103.48%	
Delta	**0.79%**			

Contact Information

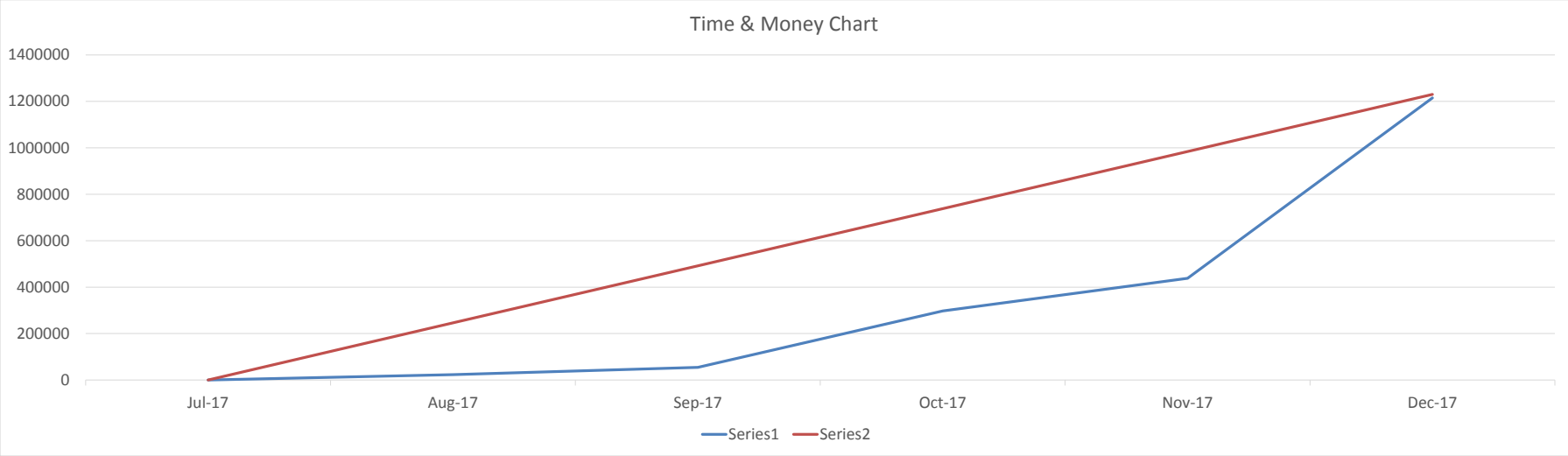
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Long, Charles	407-482-7830	charles.long@dot.state.fl.us
Contract Support Specialist (CSS)	Colon, Nicole	-	-

Go to CIM

PA/PO Notes **UPDATED: 2/1/2018**

Walkthrough completed on 1/25/18. Punchlist and final striping ongoing. Time until 2/25 currently.

Table Below UPDATED:	**2/1/2018**
CPPR/CFPR GRADE:	100
DBE % (Com%/Pmt%):	10.00%
ACTUAL CONTRACT TIME:	181 of 205
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 11. E5Y80 **Contract Type and Cost Center:** **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

11				
	Finproj Number	439905-1-52-01		
	Contract Number	E5Y80	**Federal Aid Number**	N/A
	Contract Location	DISTRICTWIDE PUSHBUTTON TRAFFIC IMPROVEMENTS ORANGE/SEMINOLE		
	Contractor Name	ATLANTIC CIVIL CONSTRUCTORS CORP		
	Letting	2/7/2017	**Work Begin**	5/15/2017
	Awarded	2/27/2017	**Time Begin**	4/3/2017
	Execution	3/6/2017	**Original Estimated Completion**	5/14/2018
	Notice to Proceed	4/3/2017	**Adjusted Estimated Completion**	4/2/2018
	Service Ending Date	5/17/2018		
	Contract Days Progress		**Contract Dollars Progress**	
	Original Days	365	**Original Amount W/O IC**	$190,000.00
	Days Used as of Last Cut Off	207	**Estimate Paid to Date**	$52,920.70
	Present Days	365	**Present Amount**	$190,000.00
	% Days Used to Present	56.71%	**% Amount Used to Present**	27.85%
	Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
	Delta	**28.86%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Project Adminsitrator	Patrick White	407-482-7831	Patrick.White@dot.state.fl.us
Project Adminsitrator	Crespi, Peter	407-482-7823	peter.crespi@dot.state.fl.us
Contract Support Specialist (CSS)	-	-	-

Go to CIM

PA/PO Notes **UPDATED: 8/30/2017**

Contractor Activities: Continue to form and pour rough deck. Install plumbing -rough-in overhead, Slab-on grade for area B/C POUR SCHDEULED 2-2-2018 1:00AM . Began installing undrain in pond Area. Sanitary –Tie –In at Wilson Road complete. Continue to install underground fiber optic site conduit.

Critical Items are Concrete tie beams and slab on grade area B/C. Civil Site work continues with drainage 80% complete. . Generator will be delivered first week in MAY 2018.

Change Order-

• Change Orders 02 Hurricane Irma completed under review at District.

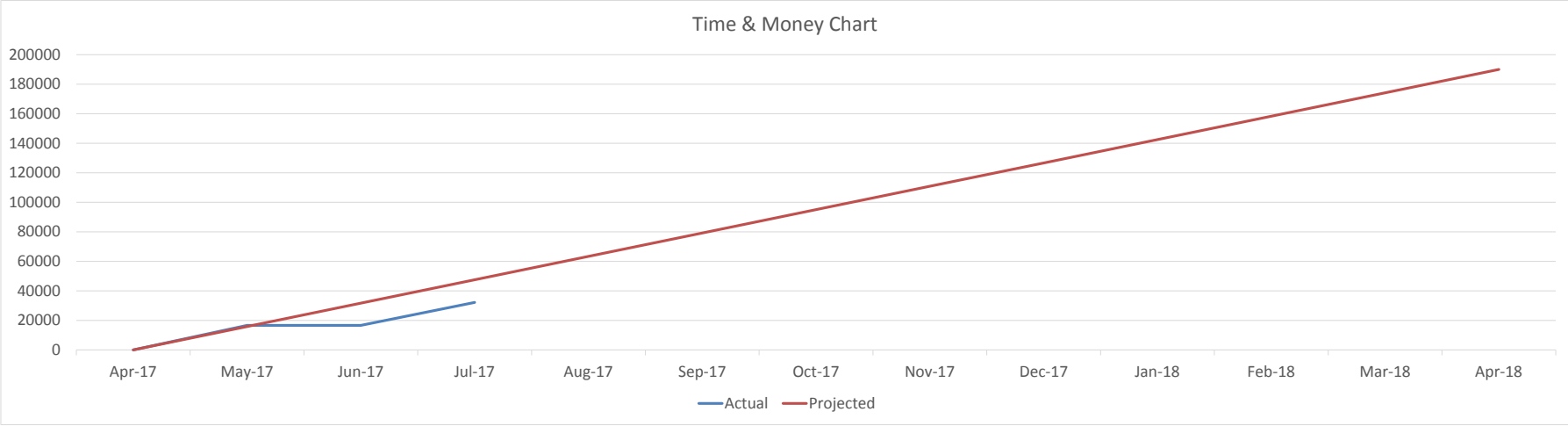
• Change Order 03 – Sanitary Sewer Tie In Unforeseen Condition (RFI 117)

• The FPL line under the RTMC parking area to be installed by the Contractor (DOT will provide easement to FPL)

• Waiting on price for irrigation sleeves.

Secretary Shannon will visit the RTMC on Wednesday, February 7th, 2:00-4:00 pm.

Table Below UPDATED:	**N/A**
CPPR/CFPR GRADE:	N/A
DBE % (Com%/Pmt%):	N/A
ACTUAL CONTRACT TIME:	N/A
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 10. E5Y71 **Contract Type and Cost Center:** Oviedo (507) Construction? **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 9/20/2017

10	**11**	437100-1-52-01	
	Contract Number	E5Y71	**Federal Aid Number**
	Contract Location	RTMC Building	
	Contractor Name	COLLAGE DESIGN & CONSTRUCTION GROUP, INC.	

Letting	2/10/2017	**Work Begin**	5/22/2017
Awarded	3/9/2017	**Time Begin**	5/22/2017
Execution	4/10/2017	**Original Estimated Completion**	12/22/2018
Notice to Proceed	5/22/2017	**Adjusted Estimated Completion**	1/17/2019
Service Ending Date	N/A		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	580	**Original Amount W/O IC**	$12,987,000.00
Days Used as of Last Cut Off	244	**Estimate Paid to Date**	$4,284,996.80
Present Days	606	**Present Amount**	$12,987,000.00
% Days Used to Present	40.26%	**% Amount Used to Present**	32.99%
Performance Measure % (Days)	101.38%	**Performance Measure % (Dollars)**	100.00%
Delta	**7.27%**		

Contact Information

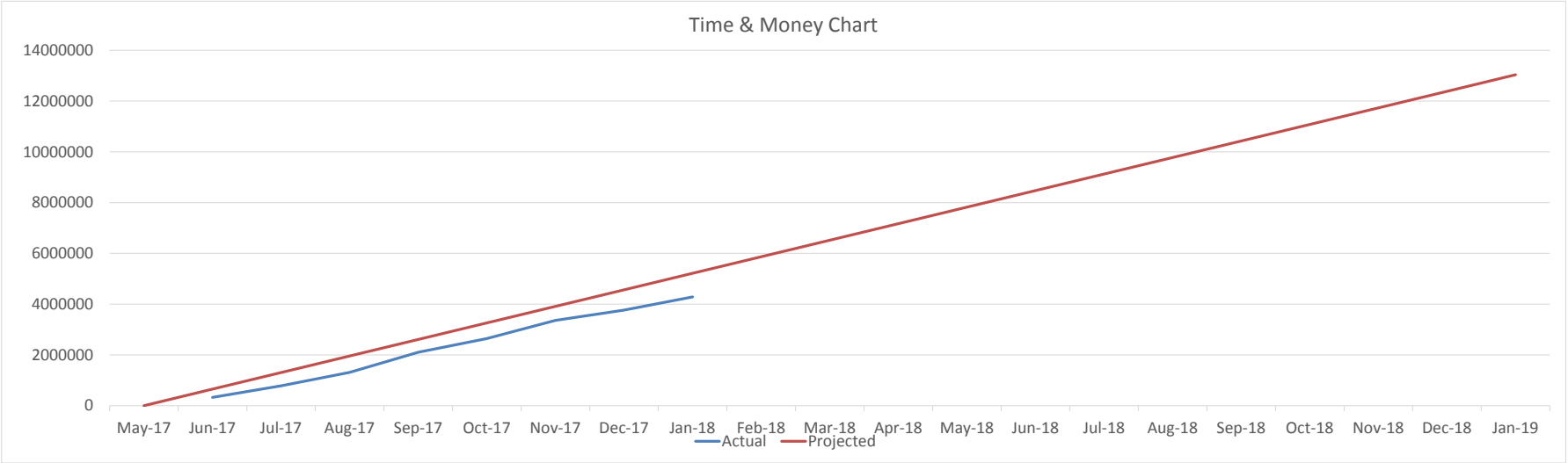
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd		
Construction Project Manager	Duazo, Jonathan		
Project Adminsitrator	Sawaya, George		
Contract Support Specialist (CSS)	Savage, Dustin	-	-

Go to CIM

PA/PO Notes **UPDATED: 1/12/2018**

The Department accepted the Modular Block Wall in Lieu of Per Plan Gravity Wall with a credit of $1,521.00. Contractor Activities: Roof Deck Pours possibly by end of December. Critical Items are Concrete tie beams in Areas E and D, Civil Site work starting this week, Overhead Plumbing rough in, and Underground Sanitary to begin this week. Hurricane Irma SA under review . Generator will be deleivered in MAY 2018

Table Below UPDATED:	**10/24/2017**
CPPR/CFPR GRADE:	98
DBE % (Com%/Pmt%):	12.81% / 0%
ACTUAL CONTRACT TIME:	
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	
CEI GRADE:	



Tab Name: 12. E5Y96 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: XX-XX-XXXX

12

Finproj Number	436434-1-52-01		
Contract Number	E5Y96	**Federal Aid Number**	Yes
Contract Location	Spring to Spring Trail US 17/92		
Contractor Name	P&S Paving Inc		
Letting	6/6/2017	**Work Begin**	9/8/2017
Awarded	6/26/2017	**Time Begin**	9/8/2017
Execution	7/13/2017	**Original Estimated Completion**	3/6/2018
Notice to Proceed	8/10/2017	**Adjusted Estimated Completion**	3/27/2018
Service Ending Date	N/A		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	180	**Original Amount W/O IC**	$3,218,345.00
Days Used as of Last Cut Off	135	**Estimate Paid to Date**	$984,119.81
Present Days	201	**Present Amount**	$3,218,345.00
% Days Used to Present	67.16%	**% Amount Used to Present**	30.58%
Performance Measure % (Days)	102.78%	**Performance Measure % (Dollars)**	100.00%
Delta	**36.59%**		

Contact Information

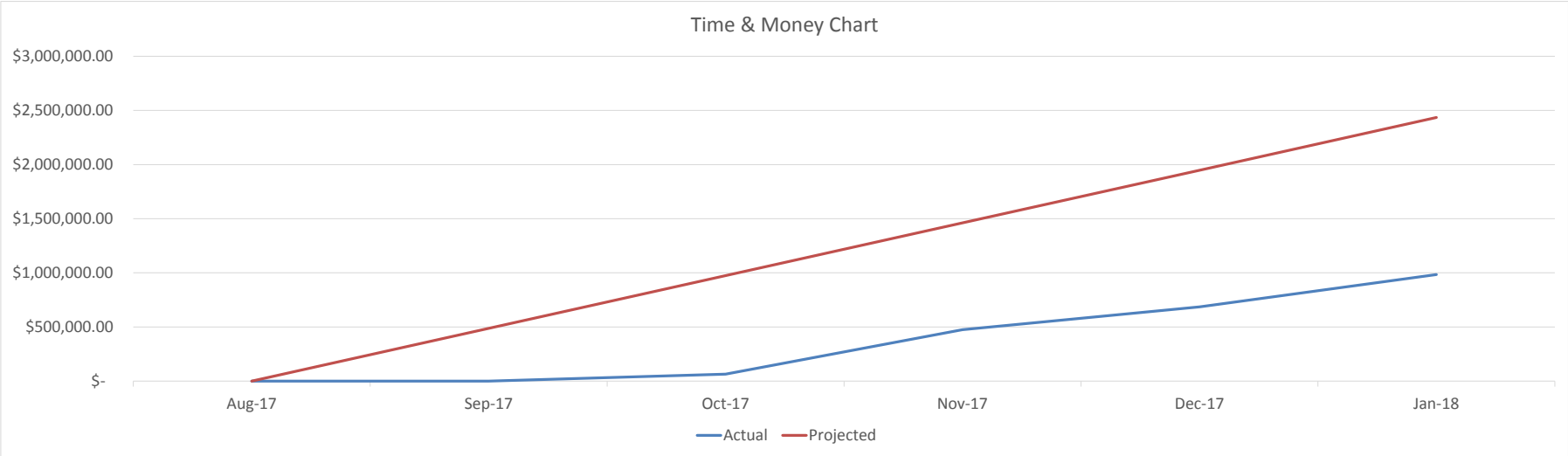
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Duazo, Jonathan	-	-
Project Adminsitrator	Long, Charles	407-482-7830	charles.long@dot.state.fl.us
Contract Support Specialist (CSS)		-	-

Go to CIM

PA/PO Notes **UPDATED: 2/1/2018**

Gravity wall on north and south side of bridge complete. Modified barrier wall south of bridge scheduled for excavation of footer and pouring of wall the week of the 5th. Bicycle rail on existing bridge wall completed. Lighting circuit and power hookup in progress.

Table Below UPDATED:	**2/1/2018**
CPPR/CFPR GRADE:	98%
DBE % (Com%/Pmt%):	
ACTUAL CONTRACT TIME:	147 of 204
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 13. E5Y99 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: XX-XX-XXXX

13	**Finproj Number**	439276-1-52-01	
	Contract Number	E5Y99	**Federal Aid Number** N/A
	Contract Location	SR 414 OVER US 17/92 - BRIDGE # 750295	
	Contractor Name	RAM CONSTRUCTION SERVICES OF MICHIGAN, INC.	

Letting	10/3/2017	**Work Begin**	
Awarded	10/23/2017	**Time Begin**	11/29/2017
Execution	10/27/2017	**Original Estimated Completion**	
Notice to Proceed	10/30/2017	**Adjusted Estimated Completion**	5/20/2018
Service Ending Date	**N/A**		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	170	**Original Amount W/O IC**	$561,732.71
Days Used as of Last Cut Off	53	**Estimate Paid to Date**	$0.00
Present Days	173	**Present Amount**	$596,732.71
% Days Used to Present	30.64%	**% Amount Used to Present**	0.00%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	106.23%
Delta	**30.64%**		

Contact Information

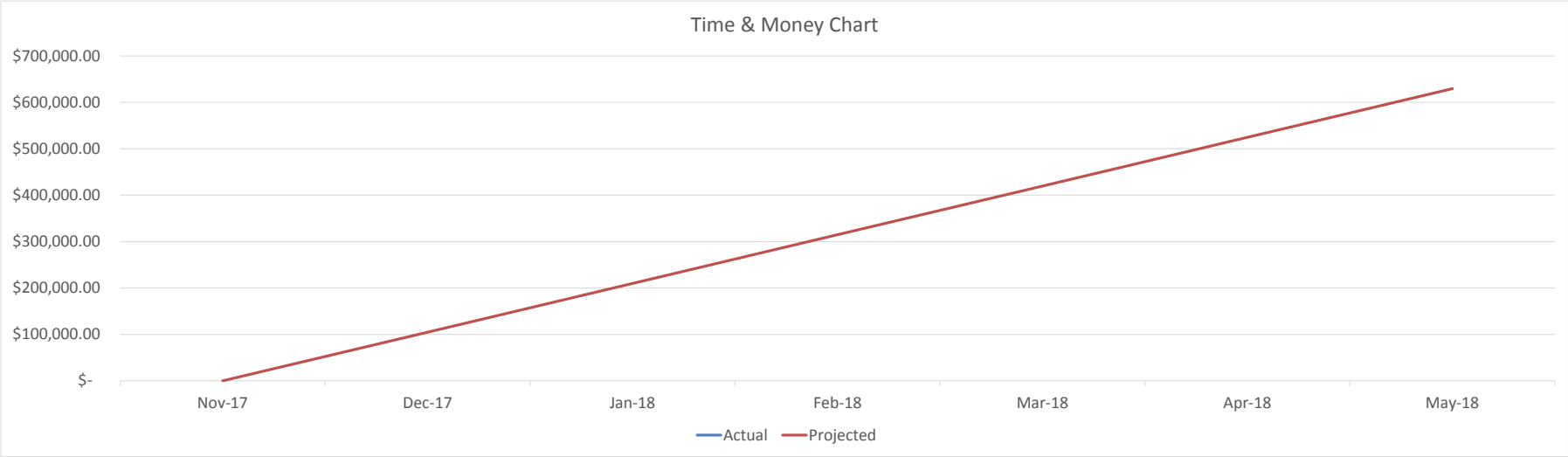
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Duazo, Jonathan	-	-
Project Adminsitrator	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Sandy	-	-

Go to CIM

PA/PO Notes **UPDATED: 2/1/2018**

Eastbound side done as of tomorrow/today - taking week off for company safety week, then back to start WB side

Table Below UPDATED:	**2/1/2018**
CPPR/CFPR GRADE:	100%
DBE % (Com%/Pmt%):	pend
ACTUAL CONTRACT TIME:	35/177
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 14. T5469 **Contract Type and Cost Center:** Oviedo (507) Construction **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

14

Finproj Number	239203-4-52-01		
Contract Number	T5469	**Federal Aid Number**	N/A
Contract Location	SR 50 FROM E OF CR425 (DEAN RD) TO E OF OLD CHENEY HWY		
Contractor Name	PRINCE CONTRACTING, LLC.		
Letting	10/30/2013	**Work Begin**	1/21/2014
Awarded	11/19/2013	**Time Begin**	1/21/2014
Execution	12/9/2013	**Original Estimated Completion**	8/27/2016
Notice to Proceed	1/7/2014	**Adjusted Estimated Completion**	3/4/2017
Service Ending Date	NA		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	950	**Original Amount W/O IC**	$67,731,735.00
Days Used as of Last Cut Off	1137	**Estimate Paid to Date**	$67,215,870.59
Present Days	1139	**Present Amount**	$69,973,538.20
% Days Used to Present	99.82%	**% Amount Used to Present**	96.06%
Performance Measure % (Days)	104.21%	**Performance Measure % (Dollars)**	103.31%
Delta	**3.77%**		

Contact Information

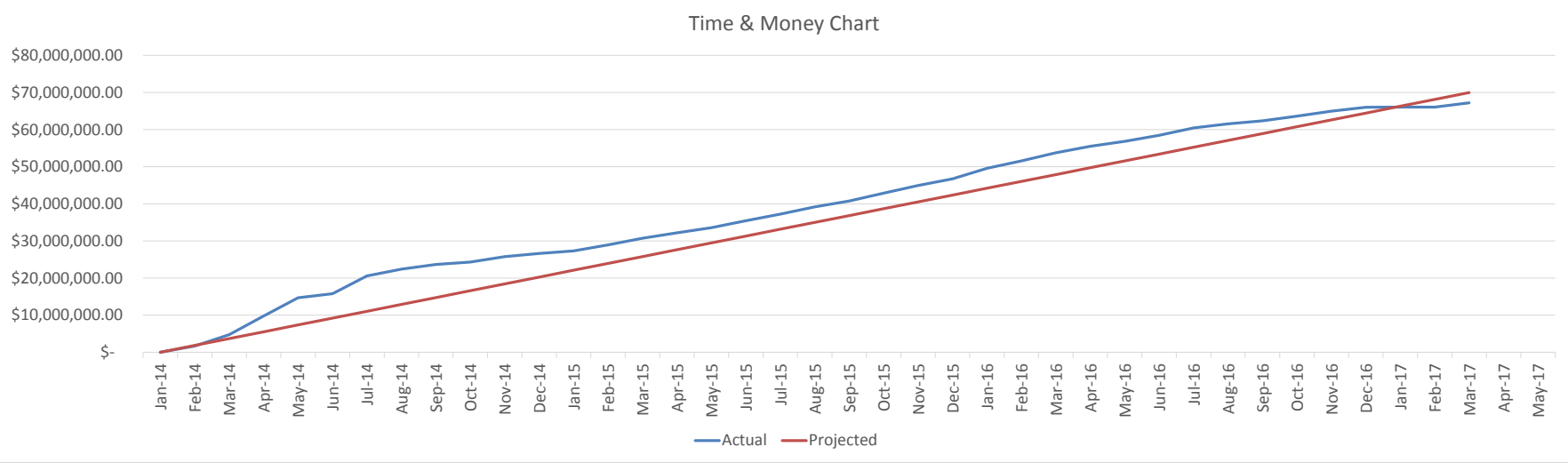
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Coleman, Christopher	407-482-7839	christopher.coleman@dot.state.fl.us
Project Adminsitrator	Charles Crossman	407-427-8027	Charles.Crossman@cardno.com
Contract Support Specialist (CSS)	Shaw, Nimishia	-	-

Go to CIM

PA/PO Notes **UPDATED: XX/XX/2017**

1) WO for additional ITS work at Alafaya, Rouse
2) SA 26 for Plan Rev 18, 19
3) SA for AT&T extra work NOIs (1 EA 52-01, 1 EA 56-01)
4) SA - credit for damaged FOC)
NOI #4 for ATT delay, remains open, and under discussion at State level.
Prince says they will go to DRB NOI #20, NOI 43 and NOI #44 - SAs written, #20 rescinded NOI #48 filed alleging demo milling qty discrepancies - Summarily denied Prince says they will go to DRB
NOI 50 for ITS repair at Alafaya
NOI 51 for valve repair work
Misc other open NOIs not expected to proceed.
PIC Issues -

Table Below UPDATED:	**XX/XX/XXXX**
CPPR/CFPR GRADE:	79 of 104
DBE % (Com%/Pmt%):	19.34%/14.07% 20.32%/83.10%
ACTUAL CONTRACT TIME:	823 of 717
CURRENT CEI EFFICIENCY (%):	7.0%
NEGOTIATED CEI (%):	7.5%
CEI GRADE:	3.6



Tab Name: 15. T5548 | **Contract Type and Cost Center:** Oviedo (507) Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

15

Finproj Number	240216-2-52-01		
Contract Number	T5548	**Federal Aid Number**	3141040P
Contract Location	SR 46 FROM MELLONVILLE AVE TO SR 415		
Contractor Name	SOUTHLAND CONSTRUCTION, INC.		
Letting	2/24/2016	**Work Begin**	5/9/2016
Awarded	3/15/2016	**Time Begin**	5/9/2016
Execution	3/23/2016	**Original Estimated Completion**	9/15/2018
Notice to Proceed	4/20/2016	**Adjusted Estimated Completion**	1/20/2019
Service Ending Date	NA		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	860	**Original Amount W/O IC**	$26,325,089.42
Days Used as of Last Cut Off	622	**Estimate Paid to Date**	$15,742,781.39
Present Days	987	**Present Amount**	$26,653,625.50
% Days Used to Present	63.02%	**% Amount Used to Present**	59.06%
Performance Measure % (Days)	105.12%	**Performance Measure % (Dollars)**	101.25%
Delta	**3.95%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Long, Charles	407-482-7830	charles.long@dot.state.fl.us
Contract Support Specialist (CSS)	Colon, Nicole	-	-

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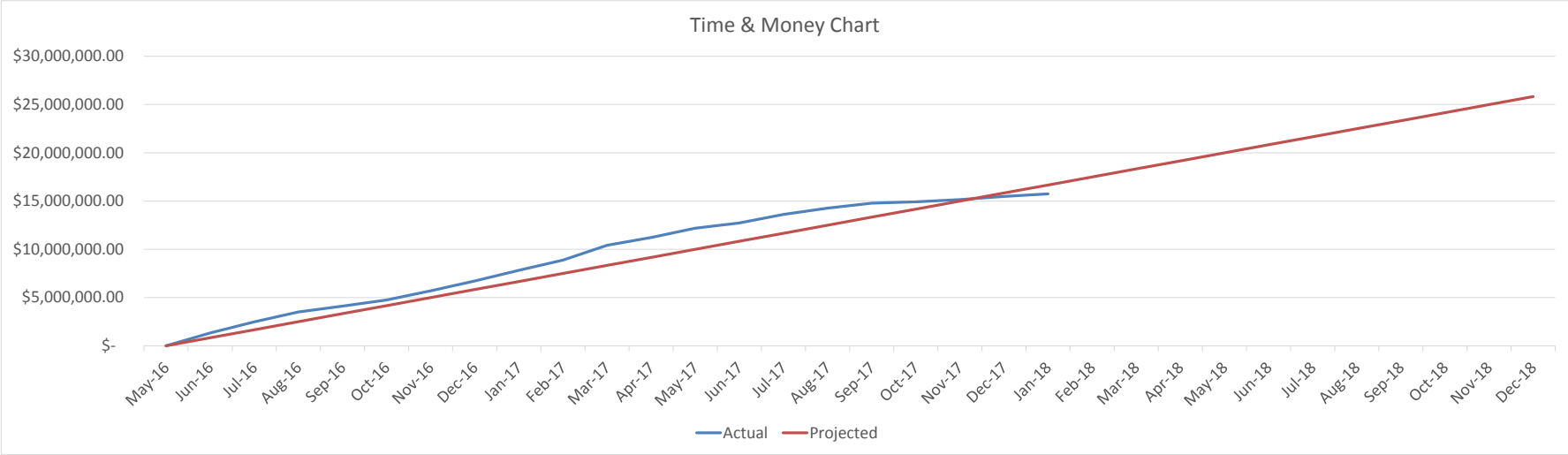
PA/PO Notes **UPDATED: 2/1/2018**

OPC scheduled to place base and structure courses intermediately between Starport and the firestation the week of the 5th. Curb and gutter, grading, and pipe throats being poured from firestation to Beardall.

Table Below UPDATED:	**2/1/2018**
CPPR/CFPR GRADE:	100
DBE % (Com%/Pmt%):	7.97/%/48.82% 8.19%/54.41%
ACTUAL CONTRACT TIME:	634 of 989
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 16. T5557 **Contract Type and Cost Center:** Oviedo (507) Construction **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

16

Finproj Number	240196-1-52-01		
Contract Number	T5557	**Federal Aid Number**	N/A
Contract Location	SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKE MARY BLVD		
Contractor Name	BERGERON LAND DEVELOPMENT, INC		
Letting	12/9/2015	**Work Begin**	5/31/2016
Awarded	12/22/2015	**Time Begin**	5/31/2016
Execution	1/11/2016	**Original Estimated Completion**	2/14/2019
Notice to Proceed	2/9/2016	**Adjusted Estimated Completion**	5/6/2019
Service Ending Date	NA		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	990	**Original Amount W/O IC**	$53,176,000.00
Days Used as of Last Cut Off	600	**Estimate Paid to Date**	$23,918,952.50
Present Days	1071	**Present Amount**	$54,118,935.82
% Days Used to Present	56.02%	**% Amount Used to Present**	44.20%
Performance Measure % (Days)	101.92%	**Performance Measure % (Dollars)**	101.77%
Delta	**11.83%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Oakes, Jeff	407-482-7835	jeff.oakes@dot.state.fl.us
Project Adminsitrator	Davis, Chris	407-466-4151	cdavis@metriceng.com
Contract Support Specialist (CSS)	Mike Atkins	-	matkins@metriceng.com

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PA/PO Notes **UPDATED: 5/5/2017**

●CSI No. 3 - Sheet Pile with concrete capping in lieu of Soldier Pile System. Final plans submitted for review. Returned to Contractor to address comments by EOR. Waiting on Submission of CSI. Bergeron has indicated they will be submitting the CSI in January 2018.

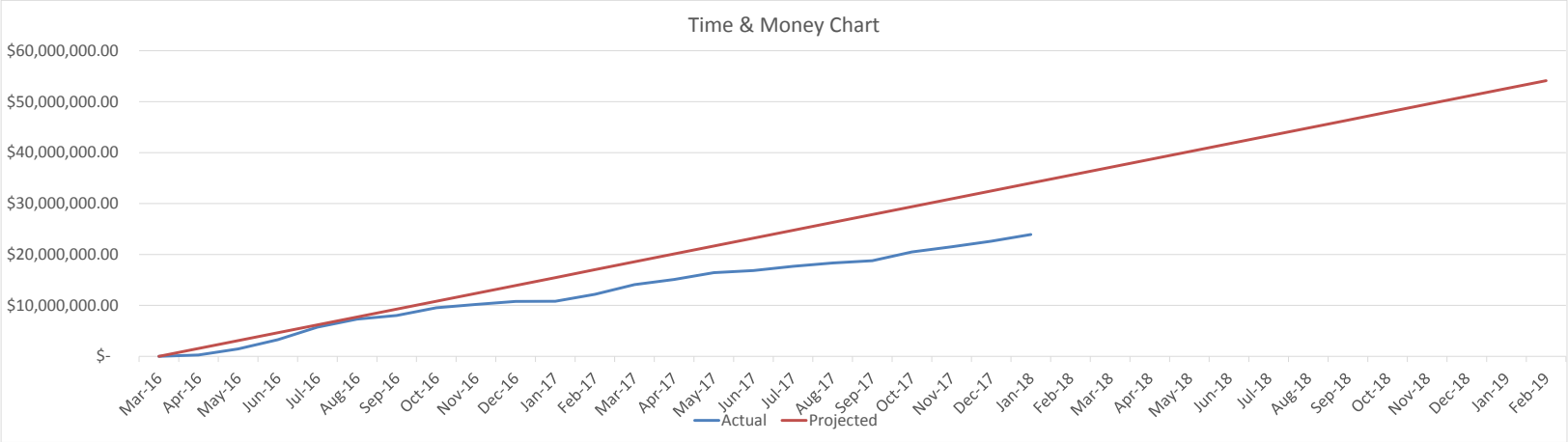
●City of Sanford has requested extra work to be performed for work associated with UWHC. Work detailed in Plan Revision No. 4 & Plan Revision No. 7. A credit is expected from Plan Revision No. 4 & Plan Revision No.7. Still waiting on response from Contractor on confirmation of no cost impacts with Plan Revision No. 7.

●SA 6 - Hurricane Irma. Metric and Bergeron have agreed to the costs. Waiting on Bergeron to submit cost proposal. Sent to Contractor for execution.

● SA 7 - Addition of concrete Shoulder Barrier Wall tieing into the Soldier Creek Bridge traffic railing, NB & SB US 17/92. SA package sent to Oviedo Operations for review and comment. SA Amount $112,806.30.

● SA 8 - UWHC Extra Work for Semnole County. County requested extra water main work the Seminole County Jail House. Estimated Cost is $50,549.00 utilizing existing contract pay items. Waiting on cost agreement from Bergeron.

	1/22/2018
CPPR/CFPR GRADE:	86%
DBE % (Com%/Pmt%):	10.40%/25.01%
ACTUAL CONTRACT TIME:	602 of 1082
CURRENT CEI EFFICIENCY (%):	9.0%
NEGOTIATED CEI (%):	7.0%



Tab Name: 17. T5576 | **Type and Office Listed for Project:** Oviedo (507) Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

17				
Finproj Number	415030-5-52-01			
Contract Number	T5576	**Federal Aid Number**	N/A	
Contract Location	SR 434 FROM SMITH STREET TO FRANKLIN STREET			
Contractor Name	MASCI GENERAL CONTRACTORS, INC			
Letting	6/15/2016	**Work Begin**	1/3/2017	
Awarded	7/6/2016	**Time Begin**	1/2/2017	
Execution	7/14/2016	**Original Estimated Completion**	11/18/2017	
Notice to Proceed	8/11/2016	**Adjusted Estimated Completion**	2/9/2018	
Service Ending Date	NA			
Contract Days Progress		**Contract Dollars Progress**		
Original Days	320	**Original Amount W/O IC**	$5,311,632.25	
Days Used as of Last Cut Off	384	**Estimate Paid to Date**	$4,279,221.17	
Present Days	404	**Present Amount**	$5,414,132.25	
% Days Used to Present	95.05%	**% Amount Used to Present**	79.04%	
Performance Measure % (Days)	109.38%	**Performance Measure % (Dollars)**	101.93%	
Delta	**16.01%**			

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Oakes, Jeff	407-482-7835	jeff.oakes@dot.state.fl.us
Project Adminsitrator	Simpson, Terry	407-622-9476	simpsont@cdmsmith.com
Contract Support Specialist (CSS)	Carpenter, Sandy	-	-

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PA/PO Notes **UPDATED: 1/11/2018**

Garden & Station Streets closed east of SR 434. Broadway & Station St signal removed. Traffic separator placement scheduled for this week.

Traffic switch to put NB SR 434 on new SR 434 alignment south of Broadway occurred 12/15/17

Costs for Hurricane Irma negotiated. Total cost $38,526.55. SA ready to be sent to DeLand.

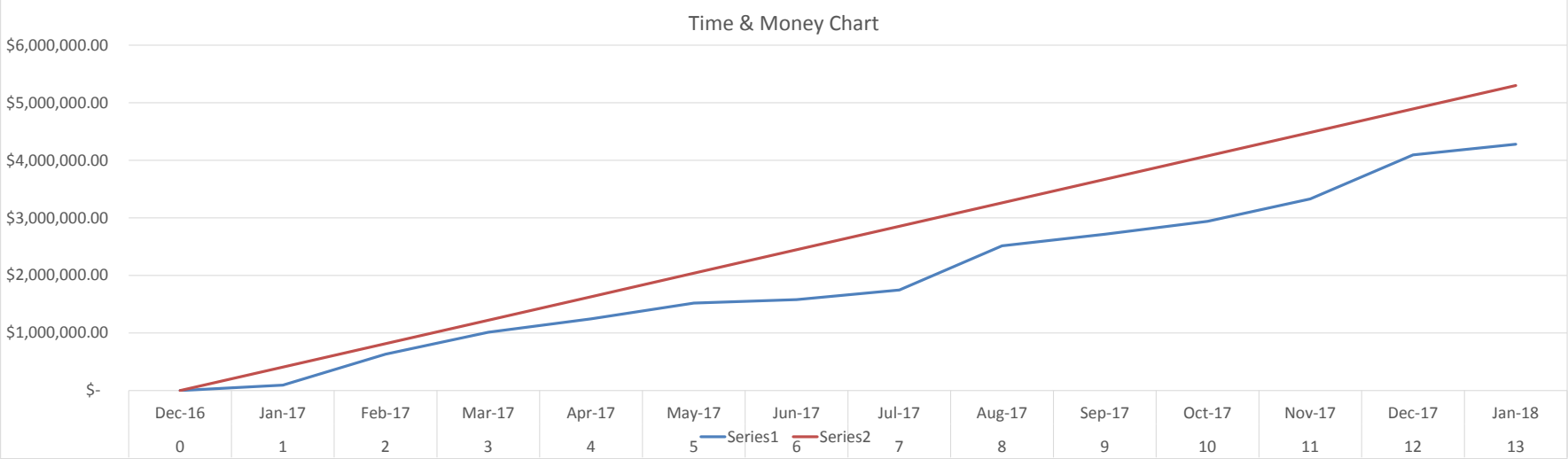
City of Oviedo utility work complete. Extra work costs negotiated. City of Oviedo approved transfer of $53,148.59 to cover added work and pay item overruns. Encumbrance request has been submitted to D5

Hardscape / irrigation work on right roadway & left roadway

Installing sidewalk, pavers, tree grates and irrigation on left roadway

Time 94.6% Dollars 79.2% as of 01/21/2018 estimate

Table Below UPDATED:	**1/31/2018**
CPPR/CFPR GRADE:	96
DBE % (Com%/Pmt%):	14%/??%
ACTUAL CONTRACT TIME:	347 of 391
CURRENT CEI EFFICIENCY (%):	N/A (areawide)
NEGOTIATED CEI (%):	N/A (areawide)
CEI GRADE:	N/A (areawide)



Tab Name: 18. T5579 | **Type and Office Listed for Project:** Orlando (509) Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

18

Finproj Number	432402-2-52-01		
Contract Number	T5579	**Federal Aid Number**	8886935A
Contract Location	Slab Replacement - SR 500 and SR 441		
Contractor Name	GOSALIA CONCRETE CONSTRUCTORS, INC.		

Letting	10/26/2016	**Work Begin**	3/21/2017
Awarded	11/16/2016	**Time Begin**	2/8/2017
Execution	12/8/2016	**Original Estimated Completion**	2/23/2018
Notice to Proceed	1/9/2017	**Adjusted Estimated Completion**	2/26/2018
Service Ending Date	NA		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	340	**Original Amount W/O IC**	$4,141,438.70
Days Used as of Last Cut Off	347	**Estimate Paid to Date**	$3,793,593.40
Present Days	384	**Present Amount**	$4,191,438.70
% Days Used to Present	90.36%	**% Amount Used to Present**	90.51%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	101.21%
Delta	**-0.14%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Plantier, Eric	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Thorn, Jennifer	-	-

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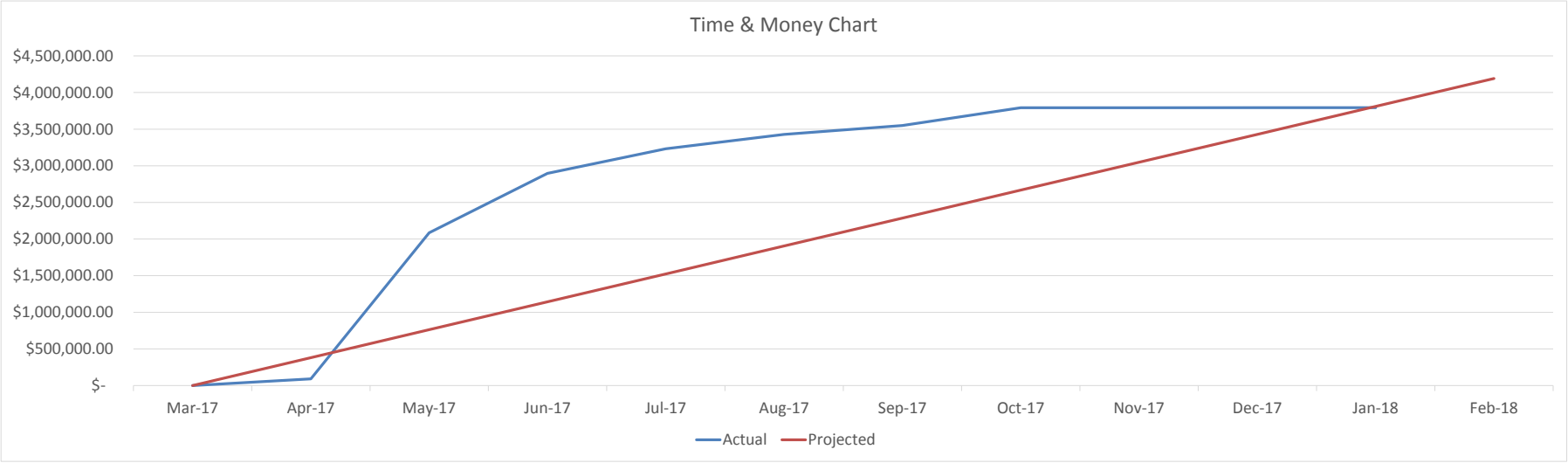
PA/PO Notes **UPDATED: 2/1/2018**

Saw & seal should finish up this weekend, thermo slated to start 2/5 - Plan revision work for ramps starting 2/5. Walkthrough tentatively scheduled for 2/12

Table Below UPDATED:	**2/1/2018**
CPPR/CFPR GRADE:	100
DBE % (Com%/Pmt%):	**72%/93% good lord that's a lot!**
ACTUAL CONTRACT TIME:	359/400
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 19. T5581 | **Type and Office Listed for Project:** Orlando (509) Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

19

Finproj Number	433040-1-52-01		
Contract Number	T5581	**Federal Aid Number**	8791013U
Contract Location	Traffic Signals - SR 434 (Alafaya Trail) from Alexandria Blvd. to Mitchell Hammock Rd.		
Contractor Name	ATLANTIC CIVIL CONSTRUCTORS CORP		

Letting	12/7/2016	**Work Begin**	5/8/2017
Awarded	12/28/2016	**Time Begin**	5/7/2017
Execution	1/6/2017	**Original Estimated Completion**	12/23/2017
Notice to Proceed	2/6/2017	**Adjusted Estimated Completion**	1/26/2018
Service Ending Date	NA		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	230	**Original Amount W/O IC**	$1,118,456.37
Days Used as of Last Cut Off	259	**Estimate Paid to Date**	$996,092.17
Present Days	265	**Present Amount**	$1,118,456.37
% Days Used to Present	97.74%	**% Amount Used to Present**	89.06%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	**8.68%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Plantier, Eric	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Carpenter, Sandy	-	-

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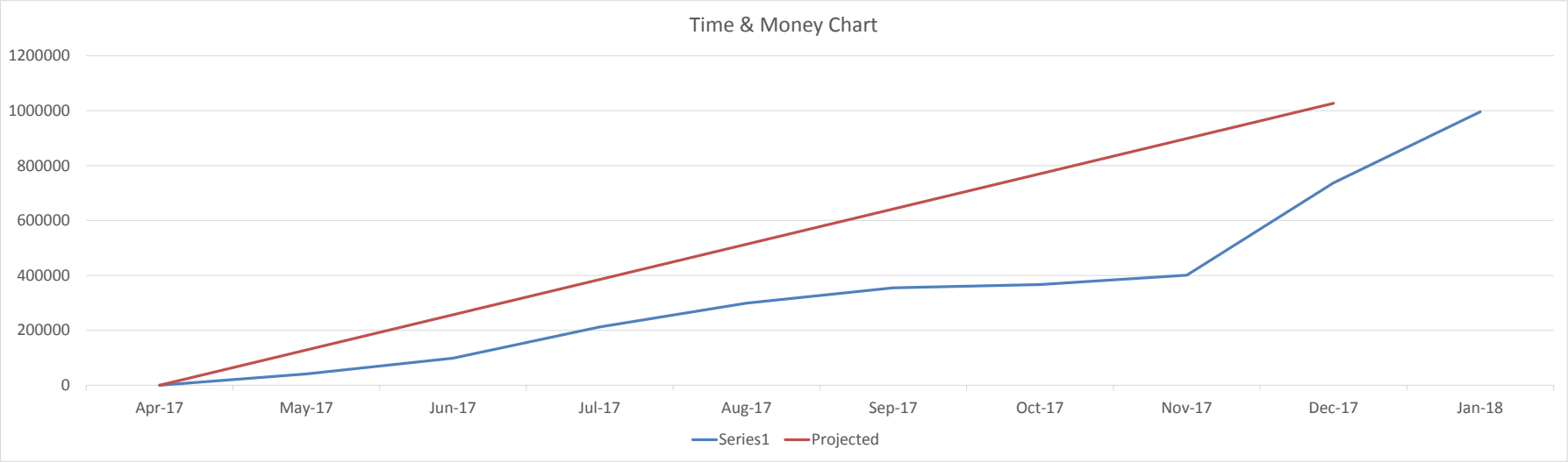
PA/PO Notes **UPDATED: 2/1/2018**

Contract work is done - little walkthrough stuff left. Original conflict claim $18,819.47 claim for delays and extra work. Resubmit of claim came into $35k+ - most of remaining charges were for MOT and extra hours for Chinchor. Meeting 2/2 to discuss claims.

Table Below UPDATED:	**2/1/2018**
CPPR/CFPR GRADE:	96
DBE % (Com%/Pmt%):	0.96/10% will not get higher .96%/0%
ACTUAL CONTRACT TIME:	271/277
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 20. T5582 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 11/1/2017

20				
Finproj Number	238275-8-52-01			
Contract Number	T5582	**Federal Aid Number**	Yes	
Contract Location	Roadway Realignment - CR 46A from North of Arundel Way to SR 46			
Contractor Name	HALIFAX PAVING, INC			
Letting	2/22/2017	**Work Begin**	6/13/2017	
Awarded	3/28/2017	**Time Begin**	6/8/2017	
Execution	4/11/2017	**Original Estimated Completion**	3/24/2019	
Notice to Proceed	5/9/2017	**Adjusted Estimated Completion**	4/9/2019	
Service Ending Date	NA			
Contract Days Progress		**Contract Dollars Progress**		
Original Days	650	**Original Amount W/O IC**	$9,763,549.93	
Days Used as of Last Cut Off	227	**Estimate Paid to Date**	$2,836,311.40	
Present Days	671	**Present Amount**	$9,883,549.93	
% Days Used to Present	33.83%	**% Amount Used to Present**	28.70%	
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	101.23%	
Delta	**5.13%**			

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Navarro, Kim	407-482-7829	kim.navarro@dot.state.fl.us
Contract Support Specialist (CSS)	White, Patrick	-	-

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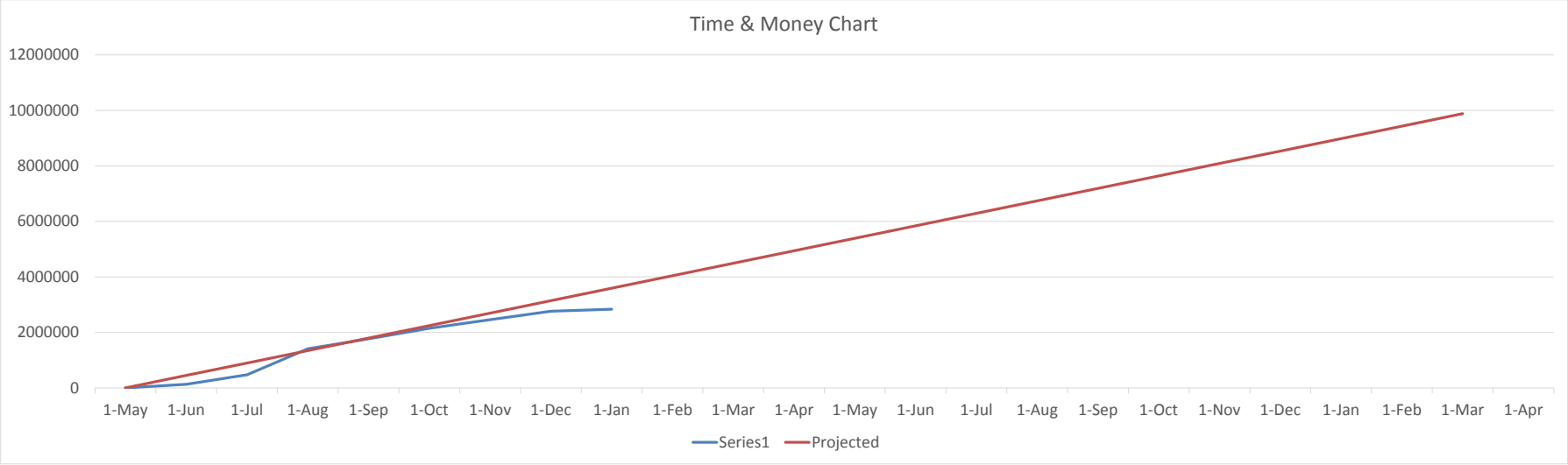
PA/PO Notes **UPDATED: 12/7/2017**

Subsoil SR 46
'Pond Grading - Superior
Drainage Installation
Subgrade

Table Below UPDATED:	**12/7/2017**
CPPR/CFPR GRADE:	100
DBE % (Com%/Pmt%):	1.18%/.70%
ACTUAL CONTRACT TIME:	157/653
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 21. T5598 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated:

21				
Finproj Number	435661-1-52-01			
Contract Number	T5598	**Federal Aid Number**	D517038B	
Contract Location	SR 436 FROM ORANGE CO LINE TO W OF AVERY LANE			
Contractor Name	HUBBARD CONSTRUCTION COMPANY			
Letting	10/25/2017	**Work Begin**	1/16/2018	
Awarded	11/15/2017	**Time Begin**	1/16/2018	
Execution	11/28/2017	**Original Estimated Completion**	6/24/2018	
Notice to Proceed	12/27/2017	**Adjusted Estimated Completion**	6/24/2018	
Service Ending Date	N/A			
Contract Days Progress		**Contract Dollars Progress**		
Original Days	160	**Original Amount W/O IC**	$1,337,780.91	
Days Used as of Last Cut Off	5	**Estimate Paid to Date**	$34,782.30	
Present Days	160	**Present Amount**	$1,337,780.91	
% Days Used to Present	3.13%	**% Amount Used to Present**	2.60%	
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%	
Delta	**0.53%**			

Contact Information

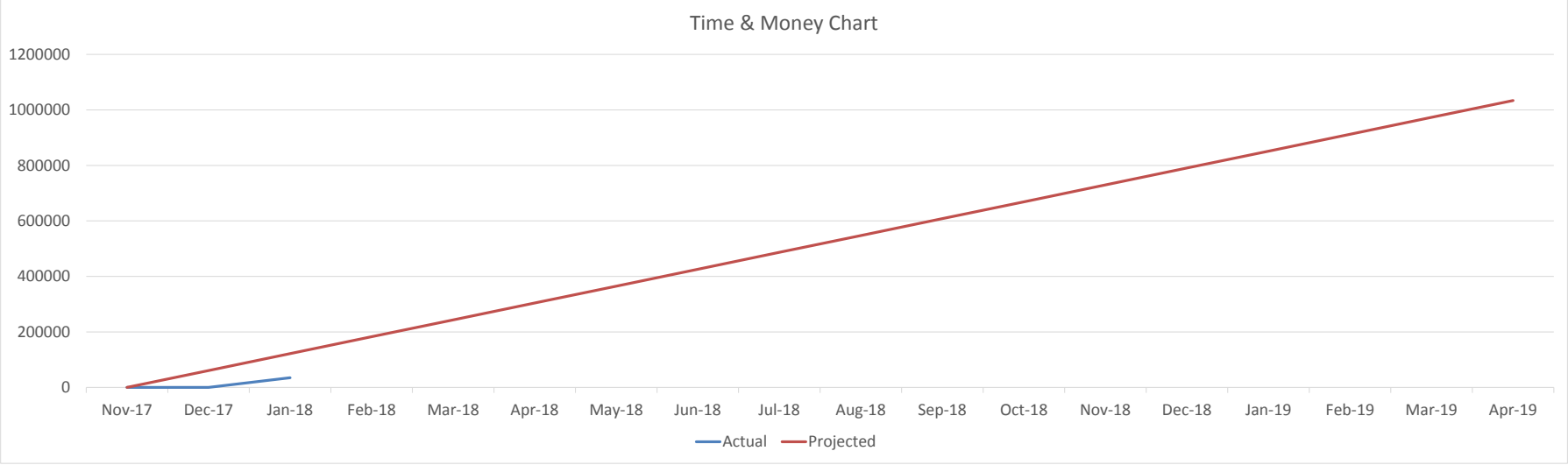
	Name	Phone	Email
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Jennifer Thon	-	-

Go to CIM

PA/PO Notes **UPDATED: 2/1/2018**

Directional bores complete. Work on clear & grub, signal work.

Table Below UPDATED:	**2/1/2018**
CPPR/CFPR GRADE:	pend
DBE % (Com%/Pmt%):	0% of 11%
ACTUAL CONTRACT TIME:	16/160
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 22. T5626 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: | **PA/PO Notes** | **UPDATED:**

22

Finproj Number	240200-2-52-01		
Contract Number	T5626	**Federal Aid Number**	3141042P
Contract Location	Wekiva 7A - SR429		
Contractor Name	Astaldi Construction Co		
Letting	12/6/2017	**Work Begin**	
Awarded	12/29/2017	**Time Begin**	
Execution		**Original Estimated Completion**	3/21/2022
Notice to Proceed	1/11/2018	**Adjusted Estimated Completion**	
Service Ending Date			

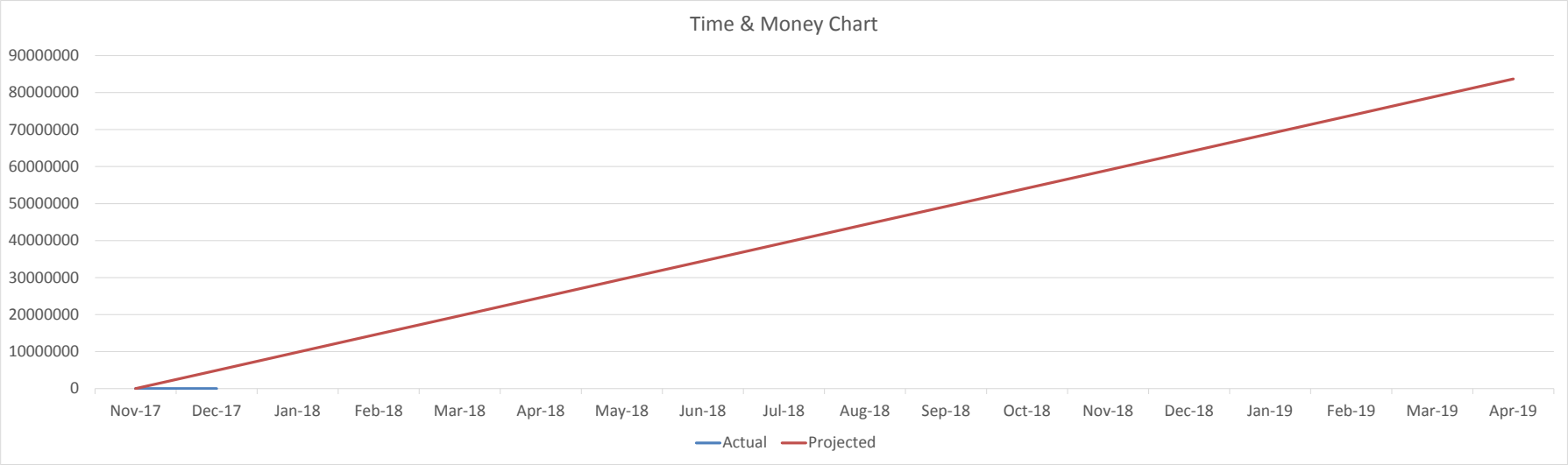
Contract Days Progress		**Contract Dollars Progress**	
Original Days	1470	**Original Amount W/O IC**	$108,299,973.17
Days Used as of Last Cut Off		**Estimate Paid to Date**	$0.00
Present Days	1470	**Present Amount**	$108,299,973.17
% Days Used to Present	0.00%	**% Amount Used to Present**	0.00%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	**0.00%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Jeff Oakes	-	-
Project Adminsitrator	David Bowden		
Contract Support Specialist (CSS)	Sandy Carpenter	-	-

Go to CIM

Table Below UPDATED:	
CPPR/CFPR GRADE:	
DBE % (Com%/Pmt%):	
ACTUAL CONTRACT TIME:	
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 23. 437931-1 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: | **PA/PO Notes** | **UPDATED: 1/11/2018**

23

Finproj Number	437931-1		
Contract Number		**Federal Aid Number**	
Contract Location	CR 427 Ronald Reagan Blvd from SR 434 to Georgia Ave		
Contractor Name			
Letting	3/28/2018	**Work Begin**	
Awarded		**Time Begin**	5/28/2018
Execution		**Original Estimated Completion**	10/9/2018
Notice to Proceed		**Adjusted Estimated Completion**	#REF!
Service Ending Date			

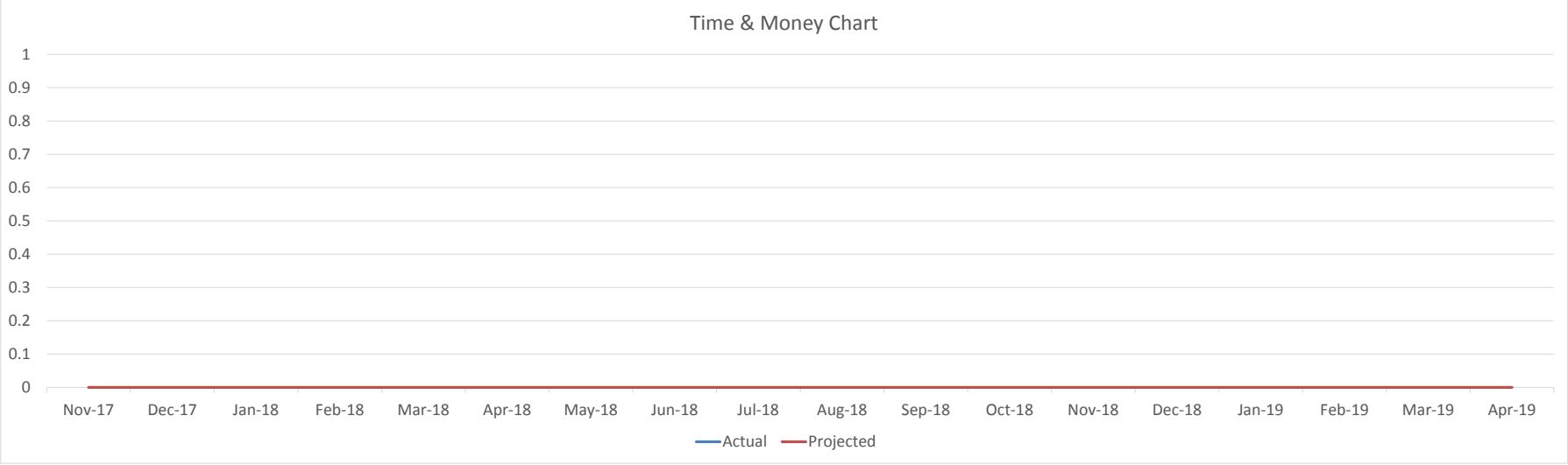
Contract Days Progress		**Contract Dollars Progress**	
Original Days	135	**Original Amount W/O IC**	$1,160,541.00
Days Used as of Last Cut Off	#REF!	**Estimate Paid to Date**	$0.00
Present Days	135	**Present Amount**	
% Days Used to Present	#REF!	**% Amount Used to Present**	#DIV/0!
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	0.00%
Delta	**#REF!**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Jennifer Thon	-	-

Go to CIM

Table Below UPDATED:	
CPPR/CFPR GRADE:	
DBE % (Com%/Pmt%):	
ACTUAL CONTRACT TIME:	
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	
CEI GRADE:	



Tab Name: 24. 427956-1-72-27 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: | **PA/PO Notes** | **UPDATED: 1/11/2018**

24

Finproj Number	427956-1-72-27		
Contract Number		**Federal Aid Number**	
Contract Location	Sunrail Crossing SR 426 and SR 436		
Contractor Name			
Letting	12/1/2017	**Work Begin**	
Awarded		**Time Begin**	3/16/2018
Execution		**Original Estimated Completion**	5/13/1900
Notice to Proceed		**Adjusted Estimated Completion**	7/28/2018
Service Ending Date			

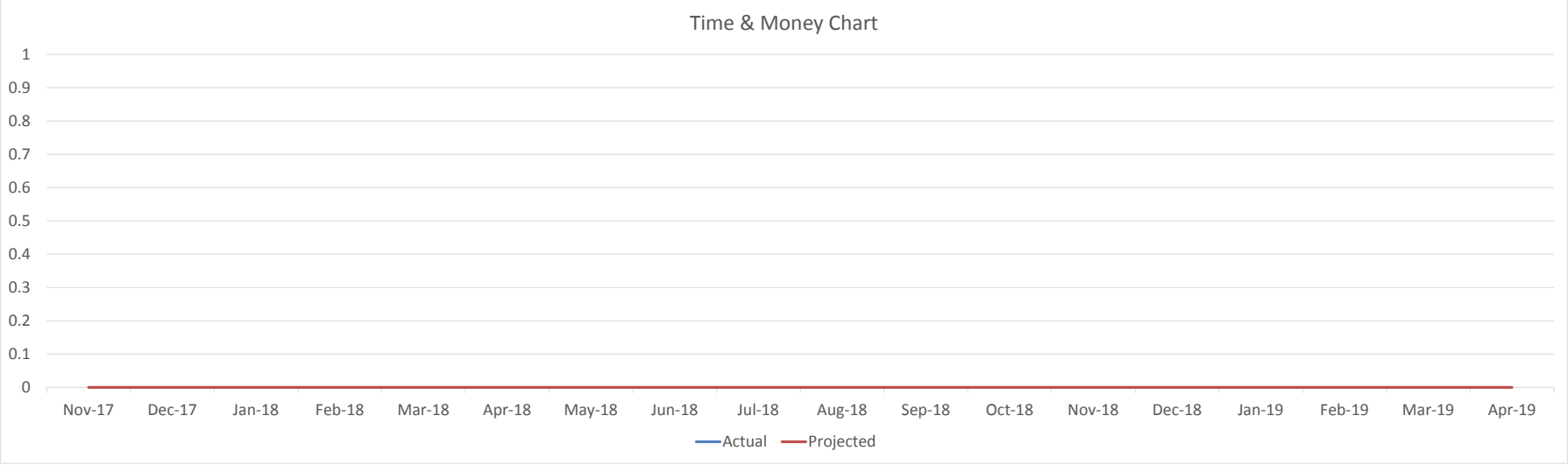
Contract Days Progress		**Contract Dollars Progress**	
Original Days	135	**Original Amount W/O IC**	
Days Used as of Last Cut Off	-89	**Estimate Paid to Date**	$0.00
Present Days	135	**Present Amount**	
% Days Used to Present	-65.93%	**% Amount Used to Present**	#DIV/0!
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	#DIV/0!
Delta	**#DIV/0!**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Kim Navarro	407-482-7829	kim.navarro@dot.state.fl.us
Contract Support Specialist (CSS)	Jennifer Thon	-	-

Go to CIM

Table Below UPDATED:	
CPPR/CFPR GRADE:	
DBE % (Com%/Pmt%):	
ACTUAL CONTRACT TIME:	
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	
CEI GRADE:	



Tab Name: 25. E5U39 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: | **PA/PO Notes** | **UPDATED: 1/11/2018**

25

Finproj Number	429163-2-72-02		
Contract Number	E5U39	**Federal Aid Number**	
Contract Location	Pavement Markings		
Contractor Name			
Letting	2/6/2018	**Work Begin**	
Awarded		**Time Begin**	4/8/2018
Execution		**Original Estimated Completion**	6/27/1900
Notice to Proceed		**Adjusted Estimated Completion**	10/4/2018
Service Ending Date			

Contract Days Progress		**Contract Dollars Progress**	
Original Days	180	**Original Amount W/O IC**	$630,000.00
Days Used as of Last Cut Off	-43198	**Estimate Paid to Date**	$0.00
Present Days	180	**Present Amount**	
% Days Used to Present	-23998.89%	**% Amount Used to Present**	#DIV/0!
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	0.00%
Delta	**#DIV/0!**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Kim Navarro	407-482-7829	kim.navarro@dot.state.fl.us
Contract Support Specialist (CSS)	Jennifer Thon	-	-

Go to CIM

Table Below UPDATED:	
CPPR/CFPR GRADE:	
DBE % (Com%/Pmt%):	
ACTUAL CONTRACT TIME:	
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	
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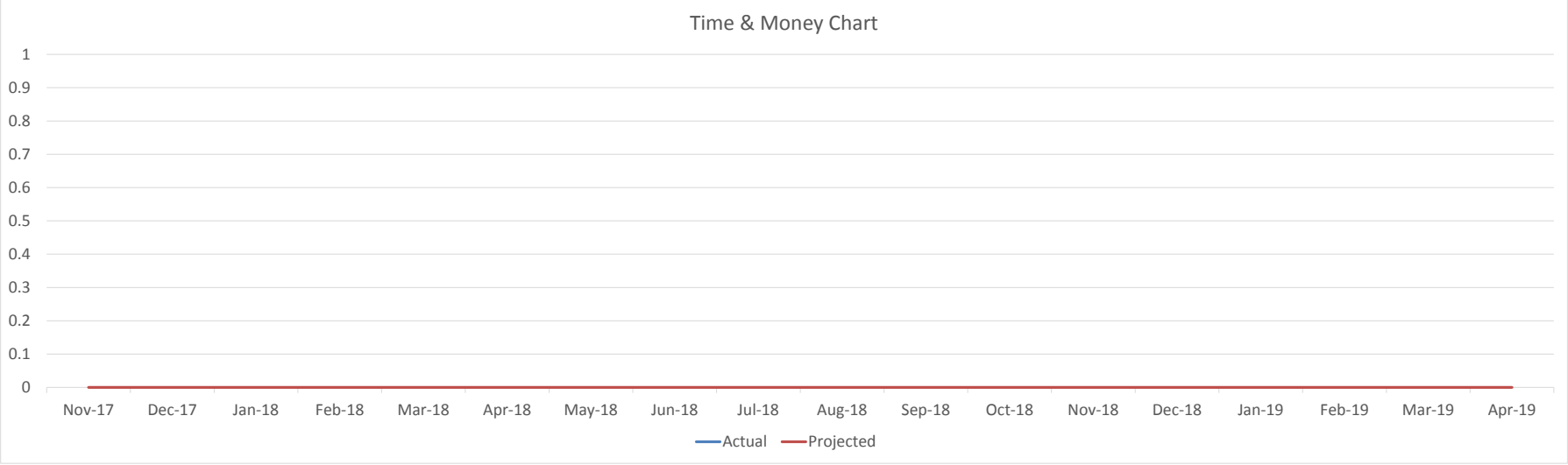


Tab Name: 26. 434412-1 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: | **PA/PO Notes** | **UPDATED: 1/11/2018**

26

Finproj Number	434412-1		
Contract Number		**Federal Aid Number**	
Contract Location	SR 436 from Boston Ave to Oxford Road		
Contractor Name			
Letting	2/28/2018	**Work Begin**	
Awarded		**Time Begin**	4/28/2018
Execution		**Original Estimated Completion**	8/6/1900
Notice to Proceed		**Adjusted Estimated Completion**	12/3/2018
Service Ending Date			

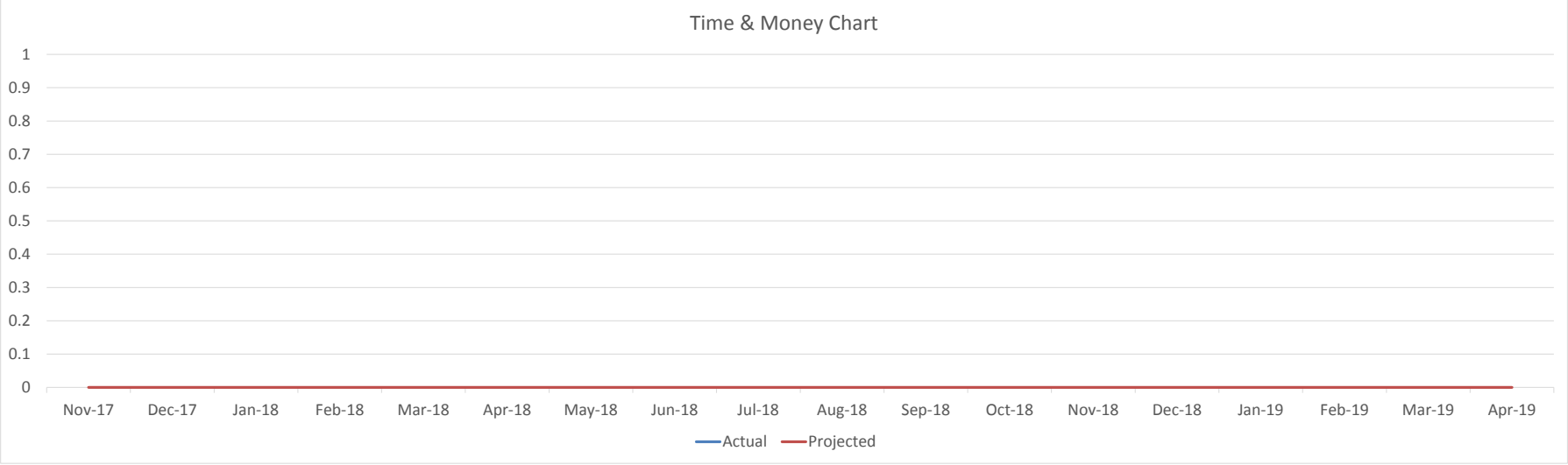
Contract Days Progress		**Contract Dollars Progress**	
Original Days	220	**Original Amount W/O IC**	$3,475,024.00
Days Used as of Last Cut Off	-43218	**Estimate Paid to Date**	$0.00
Present Days	220	**Present Amount**	
% Days Used to Present	-19644.55%	**% Amount Used to Present**	#DIV/0!
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	0.00%
Delta	**#DIV/0!**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Charles Long	407-482-7830	charles.long@dot.state.fl.us
Contract Support Specialist (CSS)	Jennifer Thon	-	-

Go to CIM

Table Below UPDATED:	
CPPR/CFPR GRADE:	
DBE % (Com%/Pmt%):	
ACTUAL CONTRACT TIME:	
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	
CEI GRADE:	



MPOAC The Florida Metropolitan Planning Organization Advisory Council

Mayor Susan Haynie
Chair

Legislative Update for the week ending 03/02/2018

Overview

This week ends on a sour note unfortunately. At around 4:00PM Friday the House of Representatives heard the 2nd Reading of HB 1287 and considered several amendments to the bill. HB 1287 has become the train bill, so named because amendments are added to the main bill like railcars are added to a railroad train. Other phrases used include the Christmas Tree bill (think of the process as adding ornaments onto a Christmas Tree) or the Bus bill (think of passengers boarding a bus). One of the additions (amendments) to HB 1287 was a revised version of the Beshears' MPO bill, HB 575. This is the bill that we have opposed all session and the original proposed legislation would have prohibited all county commissioners from one county from serving on the board of an MPO. The new version by Beshears does not include the prohibition on county commissioners but instead prohibits a municipality from having more than one vote on the board of an MPO. If passed, MPOs would be required to have a minimum of 5 voting Board Members and weighted voting would be prohibited. This would effectively eliminate population based representation. Large population municipalities would be equal in voting power to much smaller communities. Most of the other general provisions of HB 575 carried over to the amendment including term limits (now 12 years instead of 8 years) and reducing the size of an MPO board (although this is now only applicable to MPOs with 500K population or less). The full bill, with this amendment, is set for a floor vote on Monday. I fear this bill will pass the House on Monday. Our hopes of stopping this lie in the Senate. Please reach out to your Representatives and Senators and ask them to oppose this bill.

The information about HB 1287 in the preceding paragraph is a great example of what happens at this point in the overall session. Bills that are not going to pass become amendments to a bill that has made its way onto the House or Senate Floor. This allows the sponsor of a piece of legislation the chance to give a second chance to their legislation. The downside is that if a bill becomes too overloaded with additional provisions, then the whole bill might be voted down because enough members have concerns with one provision in the overall bill. The concerns may not be the same concerns, one member doesn't like the provisions of the first amendment, another doesn't like the provisions of the fifth amendment. But, there are enough dislikes of individual pieces that the overall bill can't pass. The sponsor of the original bill, that can be a tough. You risk not getting your bill passed after you put so much work into moving it through committees and getting it to the full floor for a vote. One interesting rule in the Senate, the subject of a bill that has not been considered by a committee, may not be amended onto another bill. The MPO bills have not been heard in Senate committees.

Yesterday's session included some very nice good-bye speeches, some humorous, some serious. In fact, the speech by Tom Goodson was particularly humorous. I enjoyed his presentation, but that was because it occurred before the Beshears amendment was added to HB 1287.

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The texting while driving bill does not look good. The House version passed the House with only 2 no votes which shows great support for this legislation. In the Senate, their version has one more committee stop, the Appropriations Committee. We saw a glimmer of hope when the Appropriations Committee added one more meeting on Friday, they had not been able to complete all of their business at their Monday meeting. We had hoped that SB 90 would be placed on Friday's agenda – it was not unfortunately. Committees are supposed to be done meeting and so the Senate version does not seem likely to advance. The House bill (HB 33) has been sent to the Senate and hopefully the House Bill can be heard on the Senate Floor.

The other big news is that the House and Senate have been making progress on the budget. Earlier in the session it had been reported in a couple of publications that the two chambers had not been meeting on the budget and that, of course, was concerning. Reports this week stated that Florida Forever funding was quite different in the two chambers' proposed budgets. We have also been following loosely the possibility of a gambling compact with the State of Florida and the Seminole Tribe. Debated yesterday was a series of amendments related to gambling. As the questions ran on, and time slipped by, one amendment finally reached debate and Representative Abruzzo, in his characteristically direct and humorous style, stated that he was not a betting man but would be willing to bet that Florida would not pass a gambling bill this session so they should not spend much time debating legislation. His comments were met with laughter and cheers.

Lastly, transportation planning is a small family – a small circle of colleagues and friends. Yesterday we said goodbye to David Hunt, a truly good man. For those of you who worked with him and knew him, you know we lost a noble human being. Rest in peace buddy, we're going to miss you.

Here is a breakdown of the bills we are following. That's a wrap for this week. Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.

Important Dates for the 2018 Legislative Session

- August 01, 2017 – Deadline for filing claim bills
- November 17, 2017 - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills
- January 5, 2018 – Deadline for approving final drafts of general bills and joint resolutions, including companion bills
- January 9, 2018 - Regular Session convenes, deadline for filing bills for introduction
- February 24, 2018 - All bills are immediately certified, motion to reconsider made and considered the same day
- February 27, 2018 - 50th day, last day for regularly scheduled committee meetings
- March 9, 2018 - 60th day, last day of Regular Session

Legislation of interest to the membership

This is a summary of bills filed and published on the legislature's website as of March 02, 2018. The bills are listed in numerical order for your convenience. As the session and bills progress, this ordering of bills will make it easier to follow the status of any bill you are tracking.

Changes from last update are shown in RED

HB 33: Texting While Driving – (Toledo; Slosberg – Co-Introducers: Ahern; Burgess; Fitzenhagen; Jacobs; Metz; Stark; Altman; Asencio; Berman; Beshears; Boyd; Clemons; Cortes, J.; Cruz; Daniels; Diaz, M.; Donalds; Drake; Duran; Edwards-Walpole; Grant, M.; Gruters; Hager; Harrell; Harrison;

Ingoglia; Killebrew; Leek; Mariano; McClain; McClure; Miller, M.; Moskowitz; Olszewski; Payne; Perez; Plasencia; Raschein; Russell; Smith; Spano; Stevenson; Stone; Watson, C.; White; Willhite; Williams) – Similar Bill SB 90. Revises legislative intent; requires law enforcement officer to inform motor vehicle operator of certain rights; prohibits certain actions by such officer; removes requirement that enforcement be accomplished as secondary action. The bill has added many cosponsors and gained the support of the Speaker of the House. Referred to Transportation and Infrastructure Subcommittee; Judiciary Committee; Government Accountability Committee. Passed the Transportation and Infrastructure Subcommittee; YEAS 14 NAYS 0, now in Judiciary Committee. Passed Judiciary Committee, 17 Yeas, 1 Nay. It now needs to pass Government Accountability and then can head to the House floor for a full vote. Passed Government Accountability with 20 Yeas, Zero Nays. Now headed to the House floor for a full vote of the House. Please note, Speaker Corcoran has publicly stated his support for this bill. Waiting for a vote of the full House of Representatives. To read on House floor on 02/28/2018, can be voted upon 03/01/2018. Passed the Full House, 112 Yeas, 2 Nays. In Senate messages.

SB 72: Use of Wireless Communications Devices While Driving – (Garcia – Co-Introducers: Rodriguez; Mayfield;) – Withdrawn. Identical to SB 90.

CS/SB 90: Use of Wireless Communications Devices While Driving – (Perry – Co-Sponsor: Garcia; Mayfield; Rodriguez; Campbell; Baxley Stewart; Taddeo) – Identical to SB 72. Similar to HB 33. Revising the legislative intent relating to the authorization of law enforcement officers to stop motor vehicles and issue citations to persons who are texting while driving; requiring deposit of fines into the Emergency Medical Services Trust Fund, etc. Referred to Communications, Energy, and Public Utilities; Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Committee Substitute (amendment) and passed by Communications, Energy and Public Utilities (Yeas 7, Nays 1). This bill also picked up three more co-sponsors. Now in Transportation. The bill now has seven co-sponsors. The bill passed the Transportation Committee with a vote of 5 Yeas, 0 Nays. The bill now moves to the Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On the Committee Agenda for Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 01/18/2018, 9:00AM 110 Senate Office Building. Passed Appropriations Subcommittee on Transportation, Tourism and Economic Development with 8 Yeas and 2 Nays. Now in Appropriations. After Appropriations Committee it will head to the Senate Floor for a full vote. Not on the Appropriations Committee Agenda for their last committee meeting, fear this bill may not pass. Not heard by Appropriations.

SB 116: Operation of Vehicles – (Baxley – Co-Introducers: Passidomo; Book) - Requiring drivers to vacate lanes closest to, or reduce speed and pass, vulnerable road users, authorized emergency, sanitation, and utility service vehicles or workers, and wrecker operators under certain circumstances, subject to certain requirements, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Will not pass this session.

HB 117: Operation of Vehicles – (Stone – Co-Introducers: Hahnfeldt; Jacobs; Killebrew; Stark) - Companion Bill to SB 116. Referred to Transportation and Infrastructure Subcommittee; Government Accountability Committee. Committee Substitute passed Transportation and Infrastructure Subcommittee on a vote of 11 Yeas, 0 Nays. Pending review of Committee Substitute. Now in Government Accountability Committee. On the Government Accountability Agenda for 02/13/2018 at 3:00PM. Passed Government Accountability - 22 Yeas, Zero Nays. Heads to Full House vote. Note that the Senate companion is not advancing.

HB 121: Texting While Driving – (Slosberg; Stark) – Similar to SB 72 and SB 90. Revises short title & legislative intent; revises penalties for violations of provisions re: texting while driving; provides enhanced penalties for violations committed in school zones & crossings; requires law enforcement agencies to adopt policies prohibiting racial profiling in enforcement; removes requirement that enforcement be accomplished as secondary action. Referred to Transportation and Infrastructure Subcommittee; Judiciary Committee;

Government Accountability Committee. This bill was withdrawn and the bill sponsor (Slosberg) is a cosponsor of the newly filed HB 33: Texting While Driving bill.

SB 176: Traffic Infraction Detectors – (Hutson) – Similar to HB 6001 - Repealing provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations, etc. Referred to Transportation; Community Affairs; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Will not pass this session.

SB 182: Small Business Roadway Construction Mitigation Grant Program – (Rodriguez) – Similar Bill HB 567. Requiring the Department of Transportation to create a Small Business Roadway Construction Mitigation Grant Program; requiring the program to disburse grants using funds allocated to the department by the Legislature to certain qualified businesses for the purpose of maintaining the businesses during a construction project of the department, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On the Transportation Committee agenda for 02/06/2018 at 2:00PM in Room 401 of the Senate Office Building. Passed Transportation, now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. Will not pass this session.

SB 188: Public School Transportation – (Steube) – Companion bill is HB 1299. Requiring district school boards to provide transportation to certain students; revising the speed and road conditions that meet the requirements for a hazardous walking condition; requiring a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student, etc. Referred to Education; Appropriations Subcommittee on Pre-K - 12 Education; Appropriations. On the Education Committee agenda for 02/12/2018 at 3:30PM in Room 412, Knott Building. Passed Education Committee – 8 Yeas, 1 Nay. Now in Appropriations Subcommittee on Pre-K Education. Has two committees to go, will not pass this session.

SB 206: Highway Memorial Markers – (Perry) – Requiring the Department of Transportation to establish a process, including the adoption of any forms deemed necessary by the department, for submitting applications for installation of a memorial marker; authorizing the department to install a certain sign at no charge to an applicant; authorizing an applicant to request an emblem of belief not specifically approved by the United States Department of Veterans Affairs National Cemetery Administration for incorporation in a memorial marker, subject to certain requirements, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Will not pass this session.

HB 215: Autocycles – (Payne) – Related bill SB 504 (Perry). Defines "autocycle" & revises definition of "motorcycle"; requires safety belt usage by autocycle operator/passenger; authorizes autocycle operation without motorcycle endorsement; provides applicability. Definition of an autocycle: A three-wheeled motorcycle that has two wheels in the front and one wheel in the back; is equipped with a roll cage or roll hoops, a seat belt for each occupant, antilock brakes, a steering wheel, and seating that does not require the operator to straddle or sit astride it; and is manufactured in accordance with the applicable federal motorcycle safety standards provided in 49 C.F.R. part 571 by a manufacturer registered with the National Highway Traffic Safety Administration. Not knowing from the description what an autocycle looks like, I thought it best to share with you a picture of one. The image of an autocycle is shown below. Bill referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. Bill passed the Transportation and Infrastructure Subcommittee (Yeas 12, Nays 2) and is now on the Transportation and Tourism Appropriations Subcommittee agenda for 11/15/2017. Bill passed the Transportation and Tourism Appropriations Subcommittee, now in Government Accountability Committee. The bill passed the Government Accountability Committee with 19 Yeas, 2 Nays. The Bill has now been placed on the Calendar for a full House vote on 01/24/2018. Passed the House with 105 Yeas and 1 Nay. Received by the Senate and assigned to Committees – Appropriations Subcommittee on Transportation, Tourism and Economic Development;

Appropriations. The Senate version has passed all committees and is waiting on a full Senate vote, this bill seems likely to become law.

HB 243: Charter County and Regional Transportation System Surtax – (Avila; Perez) – Companion Bill is SB 688. Requires certain counties to use surtax proceeds for specified purposes related to fixed guideway rapid transit systems & bus systems; authorizes use of surtax proceeds for refinancing existing bonds; prohibits use of such proceeds for certain purposes. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; Government Accountability Committee. The bill was amended by the Transportation and Infrastructure Subcommittee to define eligible uses of surtax monies. The bill as written does not allow for surtax monies to be used for salaries or other personnel expense. The bill passed 12 Yeas, Zero Nays. The bill has passed the Ways and Means Committee with a vote of 14 Yeas, 6 Nays. It is now in the Government Accountability Committee. Bill was Temporarily Postponed in Government Accountability (was to be heard on 02/08/2018), now on Government Accountability agenda for 02/13/2018 at 3:00 PM, Morris Hall. Bill passed Government Accountability – 17 Yeas, 6 Nays. Headed to a Full House Floor vote. The Senate companion bill has one more committee stop before a full Senate floor vote. This is likely to become law. This bill passed the House on a full floor vote of 106 Yeas, 7 Nays. In Senate messages.

SB 272: Local Tax Referenda - (Brandes) – Companion bill HB 317. Revises the voter approval threshold required to pass a referendum to adopt or amend local government discretionary sales surtaxes when the referendum is held at any date other than a general election. During a general election a simple majority would be required to pass a change to a sales tax, in a non-general election the threshold would be 60 percent. Referred to Community Affairs; Appropriations Subcommittee on Finance and Tax; Appropriations; and Rules. Passed Community Affairs, now in Appropriations Subcommittee on Finance and Tax. On the Committee agenda for 01/16/2018 at 10:00AM in room 401 Senate Office Building. Passed Appropriations Subcommittee on Finance and Tax with an amendment, 6 Yeas, Zero Nays, now in Appropriations. This bill has one more committee stop, the House companion bill has passed the full House. This bill is likely to become law. This bill is not on the agenda for the last Appropriations Committee meeting which is not good. The House companion has been sent over to the Senate, the bill can be taken up on the full Senate floor with some procedural maneuvering. Was added to the agenda for Appropriations, passed with 11 Yeas, 7 Nays.

HB 317: Local Tax Referenda – (Ingoglia) – Companion bill SB 272. Requires local government discretionary sales surtax referenda to be held on specified dates & approved by specified percentage of voters. During a general election a simple majority would be required to pass a change to a sales tax, in a non-general election the threshold would be 60 percent. Referred to Local, Federal and Veterans Affairs Subcommittee; Ways and Means Committee; Government Accountability Committee. Passed Local, Federal and Veterans Affairs Subcommittee. Bill is now in Ways and Means Committee. Bill passed Ways and Means Committee, 18 Yeas, Zero Nays. Now in Government Accountability Committee. An amended version of the bill passed Government Accountability Committee with 17 Yeas, 3 Nays. The amendment removes the ability to hold a local tax referenda item on a non-general election ballot. The bill is on the House Calendar to be heard (and

voted upon) 01/31/2018. Passed the full House vote with 84 Yeas, 27 Nays. Bill was sent to the Senate, has been assigned to four committees: Community Affairs, Appropriations Subcommittee on Finance and Tax, Appropriations, Rules. The Senate companion bill has one more committee stop before a full Senate floor vote, this bill is likely to become law. Please see the Senate companion bill SB 272 for status.

SB 346: Motorcycle and Moped Riders – (Perry) – Increasing the age (from age 16 to age 21) at which persons who are operating or riding upon a certain motorcycle are exempt from protective headgear requirements, etc. Bill referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Transportation Committee agenda for 11/14/2017. Passed Transportation Committee, now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. This bill has three more committee stops, will not pass this session.

HB 353: Autonomous Vehicles – (Fisher; Brodeur – Co-introducers: Jacobs; Payne) – Related to SB 712. Authorizes person to operate, or engage autonomous technology to operate, autonomous vehicle in autonomous mode; provides that autonomous technology is deemed operator of autonomous vehicle operating in autonomous mode; provides construction & applicability; defines "human operator." Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; Government Accountability Committee. Passed Transportation and Infrastructure Subcommittee, now in Appropriations Committee. On Appropriations Committee agenda for 01/22/2018, 3:00PM, Webster Hall. Passed Appropriations Committee with 20 Yeas and Zero Nays. Next stop is Government Accountability Committee. This bill has one committee stop left in the House, the Senate companion bill has two committee stops. Don't count this one out yet, the Senate sponsor (Brandes) is a fan of this bill and might get it through. This bill and the Senate companion have not been scheduled for their last committee stops. Not looking likely to pass.

SB 384: Electric Vehicles – (Brandes) – Companion bill is HB 981. Requiring the Florida Transportation Commission to review all sources of revenue for transportation infrastructure and maintenance projects and prepare a report to the Governor and the Legislature when the commission determines that electric vehicles make up a certain percentage or more of the total number of vehicles registered in this state; requiring a long-range transportation plan to consider infrastructure and technological improvements necessary to accommodate the increased use of autonomous technology and electric vehicles, etc. Bill referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Bill was amended to add hybrid vehicles, when hybrid and electric vehicles comprise 2% of the total number of vehicles registered in the state, the Florida Transportation Commission must conduct a study of the fiscal impact to transportation funding. Bill as amended passed Transportation Committee 7 Yeas, Zero Nays. This bill has two committee stops left, the House companion bill has passed all committees and is waiting on a full House floor vote. Don't count this one out yet. Will require procedural maneuvering to pass.

SB 504: Autocycles – (Perry) – Related bill HB 215 (see HB 215 for an image of an autocycle). Defining the term "autocycle"; requiring safety belt or, if applicable, child restraint usage by an operator or passenger of an autocycle; including an autocycle in the definition of the term "motorcycle"; authorizing a person to operate an autocycle without a motorcycle endorsement, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On agenda for Transportation Committee 11/14/2017. Passed Transportation Committee, now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism and Economic Development with 8 Yeas, Zero Nays. Now in Appropriations. Passed Appropriations – 19 Yeas, Zero Nays. Next stop is a full Senate floor vote. The House version of this bill has passed the House. Likely to become law. Placed on Calendar, headed to a floor vote.

HB 525: High-Speed Passenger Rail – (Grall; Magar) – Similar bill SB 572. Requires railroad companies operating high-speed passenger rail system to be responsible for certain maintenance, improvement, & upgrade costs; specifies that governmental entity is not responsible for such costs unless it consents in writing. Referred

to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. Will not pass this session.

HB 535: Statewide Alternative Transportation Authority – (Avila) – Companion bill is SB 1200. Please see the 11/17/2017 MPOAC Legislative Update Newsletter Overview for more information on this bill. Renames Florida Rail Enterprise as Statewide Alternative Transportation Authority; revises annual allocations for Transportation Regional Incentive Program; specifies annual allocations to TBARTA & authority for certain purposes; provides requirements for use of funds provided to authority; requires enterprise contracts to remain with authority; provides requirements for funding requests & county matching funds; revises & provides definitions; replaces powers & duties of enterprise re: high-speed rail system with powers & duties of authority re: alternative transportation system; exempts proposed projects funded under authority from certain development requirement. The bill was referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. Bill was amended by Transportation and Infrastructure Subcommittee, passed 13 Yeas, Zero Nays. This bill has two committee stops left to go, Senate version has been advancing. Will not pass this session.

SB 542: Public Financing of Construction Projects – (Rodriguez) – Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Environmental Preservation and Conservation; Governmental Oversight and Accountability; Appropriations Subcommittee on the Environment and Natural Resources; Appropriations. Will not pass this session.

SB 544: Procurement Procedures – (Brandes) – Specifying the applicability of procedures for the resolution of protests arising from the contract solicitation or award process for certain procurements by specified transportation, expressway, and bridge authorities, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Transportation Committee agenda for 11/14/2017. Was Temporarily Postponed. Passed Transportation, now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. This bill has two committee stops left, will not pass this session.

SB 548: Traffic Infraction Detectors – (Campbell) – Companion Bill is HB 6001. Repealing provisions relating to the definitions of "local hearing officer" and "traffic infraction detector," respectively and relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors and that cap fines and provide for the deposit and use of fines, and the distribution of specified penalties, respectively, etc. Referred to Transportation; Community Affairs; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Will not pass this session.

HB 567: Small Business Roadway Construction Mitigation Grant Program – (Richardson) – Similar Bill SB 182. Requires DOT to create Small Business Roadway Construction Mitigation Grant Program; requires disbursement of grants to qualified businesses; limits grant amount; provides application & eligibility requirements; requires assistance by DEO; provides for award prioritization; requires report & rulemaking. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. Bill was amended by Transportation and Infrastructure Subcommittee, passed 12 Yeas, Zero Nays. Will not pass this session, has two committee stops left.

SB 572: High-Speed Passenger Rail – (Mayfield; Co-Introducer: Gainer) – Similar bill HB 525. Designating the "Florida High-Speed Passenger Rail Safety Act"; providing powers and duties of the Florida Department of Transportation; requiring the Florida Division of Emergency Management to offer, under certain circumstances, the local communities and local emergency services located along the rail corridor training specifically designed to

help them respond to an accident involving rail passengers or hazardous materials; requiring a railroad company operating a high-speed passenger rail system to be solely responsible for certain maintenance, improvement, and upgrade costs, etc. Referred to Transportation; Community Affairs; Appropriations. On Transportation Committee agenda for 11/14/2017. Passed Transportation Committee 6 Yeas, Zero Nays. Now in Community Affairs. The bill will be presented in a workshop forum at the Community Affairs Committee on 01/23/2018 at 5:00PM, Room 301, Senate Office Building. Will not pass this session, has two committee stops left and the House companion bill has not advanced.

HB 575: Metropolitan Planning Organizations – (Beshears) – Revises MPO voting membership requirements according to population; prohibits entire county commission from being members of governing board; revises percentage of membership which may be composed of county commissioners; requires adoption of certain bylaws; revises member reappointment provisions; requires compliance with certain provisions by specified date. MPOs with an urbanized population under 500,000 must have a board of between 5 and 11 members, MPOs with an urbanized population over 500,000 must have a board of between 5 and 15 members. The bill does not affect the Miami-Dade TPO. The bill bans weighted voting and places term limits on Governing Board Members. Referred to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; Government Accountability Committee. Passed Transportation and Infrastructure Subcommittee with 13 Yeas, Zero Nays. Now in Local, Federal and Veteran Affairs Subcommittee. The bill passed Local, Federal and Veterans Affairs Subcommittee with a vote of 13 Yeas, 1 Nay. The bill now moves to the Government Accountability Committee. Will not pass this session, the Senate companion bill has not advanced.

HB 633: Florida Smart City Challenge Grant Program – (Fischer; Co-Introducer: Jacobs) – Companion bill is SB 852. Creates Florida Smart City Challenge Grant Program within DOT; provides program goals & grant eligibility requirements; requires DOT to issue request for proposals; provides proposal requirements, grant award requirements, & requirements for use of grant funds; requires reports; requires administrative support by DOT; provides appropriation. Annual amount: $15,000,000.00. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. On the Transportation and Infrastructure Subcommittee agenda, 01/23/2018 at 9:00AM, Reed Hall. The bill passed Transportation and Infrastructure Subcommittee with 13 Yeas and Zero Nays. Now in Transportation and Tourism Appropriations Subcommittee. On Committee Agenda for 02/13/2018 at 12:30PM, Sumner Hall. Passed Transportation and Tourism Appropriations Subcommittee – 13 Yeas, Zero Nays. Has one committee stop left. The Senate companion has two committee stops left and is scheduled on committee agenda for next week. Don't count this bill out yet, this will be a close one as to whether or not it becomes law. Passed Government Accountability Committee with 22 Yeas, Zero Nays. Headed to a full floor vote. Senate companion is headed to it's final committee stop next week.

SB 688: Charter County and Regional Transportation System Surtax – (Garcia) – Companion bill is HB 243. Requiring counties, except under certain circumstances, to use surtax proceeds only for specified purposes; prohibiting the use of such proceeds for non-transit purposes, etc. Referred to Community Affairs; Appropriations Subcommittee on Finance and Tax; Appropriations. Passed Community Affairs with 5 Yeas, Zero Nays. Now in Appropriations Subcommittee on Finance and Tax. On the agenda for Appropriations Subcommittee on Finance and Tax, 01/29/2018 at 1:30PM in Room 401, Senate Office Building. Passed Appropriations Subcommittee on Finance and Tax with 6 Yeas, Zero Nays. Now in Appropriations Committee. One Committee stop left to go, the House version is headed to a Floor vote. This bill is likely to become law. Not on the agenda for the Appropriations Committee meeting (last one). Will require some procedural maneuvering to pass.

SB 712: Autonomous Vehicles – (Brandes) – Related to HB 353. Exempting an autonomous vehicle being operated in autonomous mode from a certain prohibition on the operation of a motor vehicle if the vehicle is actively displaying certain content that is visible from the driver's seat while the vehicle is in motion; authorizing a fully autonomous vehicle to operate in this state regardless of whether a licensed human operator

is physically present in the vehicle; authorizing the Secretary of Transportation to enroll the state in any federal pilot program or project for the collection and study of data for the review of automated driving systems, etc. Referred to Transportation; Banking and Insurance; Rules. Passed Transportation with 7 Yeas and Zero Nays. The next stop is Banking and Insurance. The House version has one committee stop left before heading to a full floor vote. Don't count this bill out yet. This bill and the House companion have not been scheduled for their last committee stops. Not looking likely to pass.

SB 782: Bollards Grant Program – (Rodriguez) - Requiring the Department of Transportation to develop the Bollards Grant Program in order to provide grants to municipalities and counties for the installation of bollards in their jurisdictions; requiring a county or municipality to specify in its application the area, which may include private property, where it intends to install bollards and why the installation is needed, etc. Annual amount: $250,000.00. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Will not pass this session.

HB 807: Metropolitan Planning Organizations – (Diamond) – Companion Bill is SB 984. Allows MPOs designated after July 01, 2018 as the result of a merger of two or more existing MPOs to have at least 5 Governing Board members. The bill does not place an upper limit on the number of Governing Board members for MPOs designated after July 01, 2018 as a result of the merger of two or more existing MPOs. Assigned to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; Government Accountability Committee. On the Transportation and Infrastructure Committee agenda for 01/23/2018 at 9:00AM, Reed Hall. Passed Transportation and Infrastructure Subcommittee with 13 Yeas and Zero Nays. On the Committee Agenda for Local, Federal and Veterans Affairs Subcommittee on 01/29/2018 at 3:00PM in Room 12 of the House Office Building. Passed Local, Federal and Veterans Affairs Subcommittee with 11 Yeas, Zero Nays. Now in Government Accountability. This bill has one committee stop left to go. The Senate companion bill has three committee stops left to go. Will not pass this session.

HB 815: County and Municipal Public Officers and Employees – (Avila; Co-Introducers: La Rosa) - Companion bill is SB 1180. This bill does a number of things, of importance to MPOs are two requirements related to travel in the bill. First, out of state travel for public officials must be approved by the full governing body of the county of municipality at a publicly noticed meeting and must be on the meeting agenda with an itemized list detailing all anticipated travel expenses. The public official travel must be approved by a majority vote of the governing body. This may create problems for MPO board members to attend events/conferences and USDOT led events given that short notice travel would be virtually impossible to be approved in advance. The second issue for MPOs is the cap of lodging expenses in excess of $120 per night. For MPOs that are administratively housed within a County or Municipality, the lodging cap of $120 per night would apply to you. Foreign travel by county or municipal officers cannot be paid by their government body. Travel expenses incurred by public officers and employees may only be paid for if it is incurred 24 hours before, during and after the event necessitating the travel. Travel expenses outside those timeframes cannot be paid for by the government entity. The bill has been referred to Local, Federal and Veterans Affairs Subcommittee; Public Integrity and Ethics Committee; Government Accountability Committee. Passed Local, Federal and Veterans Affairs Subcommittee with 12 Yeas and 2 Nays. Now in Public Integrity and Ethics Committee. Committee Substitute passed Public Integrity and Ethics Committee with 12 Yeas, 6 Nays. The next stop will be Government Accountability Committee. The bill has undergone some changes and is much easier to work with now. The hotel limit of $120 per night has been removed and applies to only elected officials now. This bill has one committee stop left to go, the Senate companion bill has two committee stops left to go and is on the agenda for a committee stop this coming week. Don't count this bill out yet. Passed Government Accountability Committee with 17 Yeas, 4 Nays. Headed to full floor vote. Senate companion has one more committee stop. Placed on 3rd Reading, ready for a full floor vote.

SB 852: Florida Smart City Challenge Grant Program – (Brandes; Co-Introducer: Taddeo) – Companion bill is HB 633. Creates Florida Smart City Challenge Grant Program within DOT; provides program goals &

grant eligibility requirements; requires DOT to issue request for proposals; provides proposal requirements, grant award requirements, & requirements for use of grant funds; requires reports; requires administrative support by DOT; provides appropriation. Annual amount: $15,000,000.00. Referred to Transportation; Transportation, Tourism and Economic Development Appropriations Subcommittee; Appropriations. On the Transportation Committee agenda for 01/18/2018 at 10:00AM in Room 401 of the Senate Office Building. Passed Transportation Committee with 7 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. The House version has one committee stop left. This bill has two committee stops left and is scheduled on the Appropriations Subcommittee on Transportation, Tourism and Economic Development agenda for 02/21/2018 at 1:30PM in room 110, Senate Office Building. Don't count this bill out yet, this will be a close one as to whether or not it becomes law. On the Appropriations Committee agenda for 02/27/2018 at 11:00AM in Room 412, Knott Building. House companion is headed to full floor vote. Passed Appropriations Committee with 17 Yeas, 1 Nay. Headed to the full Senate.

HB 981: Electric Vehicles – (Olszewski) – Companion bill is SB 384. Requiring the Florida Transportation Commission to review all sources of revenue for transportation infrastructure and maintenance projects and prepare a report to the Governor and the Legislature when the commission determines that electric vehicles make up a certain percentage or more of the total number of vehicles registered in this state; requiring a long-range transportation plan to consider infrastructure and technological improvements necessary to accommodate the increased use of autonomous technology and electric vehicles, etc. Bill referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability. Bill passed Transportation and Infrastructure Subcommittee 13 Yeas, Zero Nays. Now in Transportation and Tourism Subcommittee. On Committee agenda-- Transportation and Tourism Appropriations Subcommittee, 01/29/18, 3:00 pm, Reed Hall. Passed Transportation and Tourism Appropriations Subcommittee with 10 Yeas, 1 Nay. Passed Government Accountability Committee with 20 Yeas, Zero Nays. Next stop is a vote of the full House. The Senate companion bill has two stops left, don't count this one out yet. On special order calendar for 02/28/2018, meaning it is going for a full floor vote. Passed the House with 111 Yeas, 2 Nays. Sent to the Senate (messages) and was assigned to Transportation, Appropriations Subcommittee on Transportation, Tourism and Economic Development, and Appropriations Committee.

SB 984: Metropolitan Planning Organizations – (Brandes) – Companion Bill is HB 807. Allows MPOs designated after July 01, 2018 as the result of a merger of two or more existing MPOs to have at least 5 Governing Board members. The bill does not place an upper limit on the number of Governing Board members for MPOs designated after July 01, 2018 as a result of the merger of two or more existing MPOs. The bill has been filed but not yet assigned to committees. Bill assigned to Transportation, Community Affairs, Rules. Will not pass this session.

SB 1012: Alligator Alley Toll Road – (Passidomo) – Requiring fees generated from tolls to be used to reimburse, by interlocal agreement effective for a specified period of time, a county or another local governmental entity for the direct actual costs of operating a specified fire station, which may be used by a county or another local governmental entity to provide fire, rescue, and emergency management services to the public, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism and Economic Development; Appropriations. On Transportation Committee agenda for 01/18/2018 at 10:00AM in room 401 of the Senate Office Building. Passed Transportation Committee with 7 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism and Economic Development with 10 Yeas, Zero Nays. Next stop is Appropriations Committee. There is not a House companion bill. On Appropriations Committee agenda for 02/27/2018 at 11:00AM in Room 412 of the Knott Building. Passed Appropriations Committee with 17 Yeas, Zero Nays. Headed to a full floor vote.

HB 1033: Dockless Bicycle Sharing – (Toledo) – Companion bill is SB 1304 by Young. Providing insurance requirements for a bicycle sharing company; providing requirements for dockless bicycles made available for

reservation by such company, etc. Bill referred to Careers and Competition Subcommittee; Commerce Committee. On the agenda for Careers and Competition Subcommittee for 01/16/2018 at 3:00PM in room 216 in the Capitol Building. Amended version passed Careers and Competition Subcommittee with 13 Yeas, 1 Nay. Now in Commerce Committee. Has one committee stop to go before a full House vote. The Senate companion bill has two committee stops to go. Not likely to pass this session. Passed Commerce Committee with 23 Yeas, Zero Nays. On special order calendar for 02/28/2018 which means it is headed to a full floor vote. Passed the full House with 114 Yeas, Zero Nays. Sent to the Senate and assigned to Banking and Insurance, Community Affairs, and Rules committees.

SB 1180: County and Municipal Public Officers and Employees – (Steube) – Companion bill is HB 815. This bill does a number of things, of importance to MPOs are two requirements related to travel in the bill. First, out of state travel for public officials must be approved by the full governing body of the county of municipality at a publicly noticed meeting and must be on the meeting agenda with an itemized list detailing all anticipated travel expenses. The public official travel must be approved by a majority vote of the governing body. This may create problems for MPO board members to attend events/conferences and USDOT led events given that short notice travel would be virtually impossible to be approved in advance. The second issue for MPOs is the cap of lodging expenses in excess of $120 per night. For MPOs that are administratively housed within a County or Municipality, the lodging cap of $120 per night would apply to you. Foreign travel by county or municipal officers cannot be paid by their government body. Travel expenses incurred by public officers and employees may only be paid for if it is incurred 24 hours before, during and after the event necessitating the travel. Travel expenses outside those timeframes cannot be paid for by the government entity. This bill has undergone several changes, the hotel amount cap of $120 has been removed. The bill has been referred to Ethics and Elections; Community Affairs; Rules. On the Ethics and Elections Committee Agenda for 02/13/2018 at 2:00PM in Room 412, Knott Building. Passed Ethics and Elections Committee – 5 Yeas, 3 Nays. On the Community Affairs Committee Agenda for 02/20/2018 at 1:30PM in Room 301, Senate Office Building. The House version has one committee stop left to go, don't count this bill out yet. House version passed last committee stop and is headed to a full floor vote. Senate version (this bill) passed Community Affairs Committee with 7 Yeas, Zero Nays. Now headed to Rules Committee which meets on 02/26/2018 – this bill is not on the agenda. No change.

SB 1188: Strategic Intermodal System – (Rouson) – Companion Bill is HB 1277. Specifies that the Strategic Intermodal System and the Emerging SIS shall include existing or planned corridors that are managed lanes of transit. Referred to Transportation; Community Affairs; Rules. On the Transportation Committee Agenda for 02/13/2018 at 2:00PM in Room 401 of the Senate Office Building. Passed Transportation Committee – 6 Yeas, Zero Nays. Now in Community Affairs. The House version is not advancing, will not pass this session.

SB 1200: Statewide Alternative Transportation Authority – (Young; Co-Introducer: Galvano) – Companion bill is HB 535. Please see the 11/17/2017 MPOAC Legislative Update Newsletter Overview for more information on this bill. Renames Florida Rail Enterprise as Statewide Alternative Transportation Authority; revises annual allocations for Transportation Regional Incentive Program; specifies annual allocations to TBARTA & authority for certain purposes; provides requirements for use of funds provided to authority; requires enterprise contracts to remain with authority; provides requirements for funding requests & county matching funds; revises & provides definitions; replaces powers & duties of enterprise re: high-speed rail system with powers & duties of authority re: alternative transportation system; exempts proposed projects funded under authority from certain development requirement. The bill was referred to Transportation; Transportation, Tourism and Economic Development Appropriations Subcommittee; Appropriations. On Transportation Committee agenda for 02/06/2018 at 2:00PM in Room 401 of the Senate Office Building. Passed Transportation Committee with 6 Yeas, 1 Nay. On the Appropriations Subcommittee on Transportation, Tourism and Economic Development Agenda for 02/14/2018 at 1:30PM in Room 110, Senate Office Building. Passed Appropriations Subcommittee on Transportation, Tourism and Economic Development – 7 Yeas, 3

Nays. Now in Appropriations Committee. House companion bill has two committee stops left to go, will not pass this session.

HB 1277: Strategic Intermodal System – (Willhite) – Companion Bill is HB 1188. Specifies that the Strategic Intermodal System and the Emerging SIS shall include existing or planned corridors that are managed lanes of transit. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability. Will not pass this session.

HB 1299: Public School Transportation – (Raburn) – Companion bill is HB 188. Requiring district school boards to provide transportation to certain students; revising the speed and road conditions that meet the requirements for a hazardous walking condition; requiring a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student, etc. Referred to PreK-12 Innovation Subcommittee; PreK-12 Appropriations Subcommittee; Education. Passed PreK-12 Innovation Subcommittee with 10 Yeas and Zero Nays. Now in PreK-12 Appropriations Subcommittee. This bill has two committee stops left to go, will not pass this session.

SB 1304: Dockless Bicycle Sharing – (Young) – Companion bill is HB 1033 by Toledo. Providing insurance requirements for a bicycle sharing company; providing requirements for dockless bicycles made available for reservation by such company, etc. Bill referred to Banking and Insurance; Community Affairs; Rules. On the Banking and Insurance Committee Agenda for 02/06/2018 at 11:00AM in Room 110 of the Senate Office Building. Passed Banking and Insurance Committee with 8 Yeas, 2 Nays. On the Community Affairs Committee Agenda for 02/13/2018 at 10:00AM in Room 301 of the Senate Office Building. Was not considered at last committee stop. Has two committee stops to go, the House version has one committee stop to go. Not likely to pass this session.

SB 1350: Airports – (Perry) – Increasing eligibility for certain funding by the DOT to include airports that have fewer than a specified number of commercial passenger enplanements annually. Bill referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Will not pass this session.

SB 1516: Metropolitan Planning Organizations – (Perry) – This is a companion bill to HB 575, at this time the two bills are identical – HB 575 is likely to undergo revisions. Revises MPO voting membership requirements according to population; prohibits entire county commission from being members of governing board; revises percentage of membership which may be composed of county commissioners; requires adoption of certain bylaws; revises member reappointment provisions; requires compliance with certain provisions by specified date. MPOs with an urbanized population under 500,000 must have a board of between 5 and 11 members, MPOs with an urbanized population over 500,000 must have a board of between 5 and 15 members. The bill does not affect the Miami-Dade TPO. The bill bans weighted voting and places term limits on Governing Board Members. The bill was filed on 01/04/2018, on 01/12/2018 it was referred to Transportation, Community Affairs and Rules. Will not pass this session.

HB 6001: Traffic Infraction Detectors – (Avila; Ingoglia) – Similar to SB 176. Companion Bill is SB 548. Repeals provisions relating to installation & use of traffic infraction detectors to enforce specified provisions when driver fails to stop at traffic signal, provisions that authorize DHSMV, county, or municipality to use such detectors, & provisions for distribution of penalties collected for specified violations. Referred to Appropriations Committee, on the Committee agenda for 10/10/2017. Bill passed Appropriations Committee (Yeas 16, Nays 10). Bill has been placed on Calendar for Full House Vote. The Bill passed the full House on a vote of 83 Yeas, 18 Nays. This bill has been sent to the Senate. Senate version has not advanced, will not pass this session.

Legislative Outline for Rebuilding Infrastructure in America

THE WHITE HOUSE

TO THE CONGRESS OF THE UNITED STATES:

I have enclosed with this message my Administration's framework for rebuilding infrastructure in America. Our Nation's infrastructure is in an unacceptable state of disrepair, which damages our country's competitiveness and our citizens' quality of life. For too long, lawmakers have invested in infrastructure inefficiently, ignored critical needs, and allowed it to deteriorate. As a result, the United States has fallen further and further behind other countries. It is time to give Americans the working, modern infrastructure they deserve.

To help build a better future for all Americans, I ask the Congress to act soon on an infrastructure bill that will: stimulate at least $1.5 trillion in new investment over the next 10 years, shorten the process for approving projects to 2 years or less, address unmet rural infrastructure needs, empower State and local authorities, and train the American workforce of the future.

To develop the infrastructure framework I am transmitting today, my Administration engaged with Governors, mayors, Federal agencies, State and local agencies, Members of Congress, industry, and most importantly, the American people who depend on upgraded infrastructure. The product of these efforts is a roadmap for the Congress to draft and pass the most comprehensive infrastructure bill in our Nation's history. My Administration's plan addresses more than traditional infrastructure -- like roads, bridges, and airports -- but addresses other needs like drinking and wastewater systems, waterways, water resources, energy, rural infrastructure, public lands, veterans' hospitals, and Brownfield and Superfund sites. The reforms set forth in my plan will strengthen the economy, make our country more competitive, reduce the costs of goods and services for American families, and enable Americans to build their lives on top of the best infrastructure in the world.

My Administration is committed to working with the Congress to enact a law that will enable America's builders to construct new, modern, and efficient infrastructure throughout our beautiful land.

THE WHITE HOUSE,

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PART 1—FUNDING AND FINANCING INFRASTRUCTURE IMPROVEMENTS

I. INFRASTRUCTURE INCENTIVES PROGRAM

States and localities are best equipped to understand the infrastructure investments needs of their communities. The infrastructure incentives program, described below, would encourage increased State, local, and private investment in infrastructure. This program would provide for targeted Federal investments, encourage innovation, streamline project delivery, and help transform the way infrastructure is designed, built, and maintained.

Under this program, States and localities would receive incentives in the form of grants. Project sponsors selected for award would execute an agreement with express progress milestones. Federal incentive funds would be conditioned upon achieving the milestones within identified time frames.

A. Establishment of the Incentives Program

This provision would establish the Incentives Program to maximize investment in infrastructure. The purposes of this program would include—

- attracting significant new, non-Federal revenue streams dedicated to infrastructure investments;
- creating significant leverage of Federal infrastructure investments;
- assuring long-term performance of capital infrastructure investments;
- modernizing infrastructure project delivery practices;
- increasing economic growth;
- spurring the development and use of new and rapidly evolving infrastructure technology to improve cost and improve performance; and
- ensuring Federal grant recipients are accountable for achieving specific, measurable milestones.

B. Applicability

The Incentives Program would provide support to wide-ranging classes of assets, including the following governmental infrastructure: surface transportation and airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water facilities, wastewater facilities, stormwater facilities, and Brownfield and Superfund sites.

C. Funding

- $100 billion would be made available for the Incentives Program. The funds would be divided in specific amounts to be administered by the United States Department of Transportation (DOT), United States Army Corps of Engineers (USACE), and Environmental Protection Agency (EPA).

- Other Federal agencies seeking to incentivize eligible projects within their areas of jurisdiction could petition DOT, USACE, or EPA to transfer Incentives Program funds to be used consistent with the requirements under the program.
- A percentage of the Incentives Program funds would be set aside for temporary administrative expenses necessary to administer the program.

D. Applications and Evaluation Criteria

- Each lead Federal agency would solicit applications as soon as practicable after enactment of the Incentives Program and every six months thereafter.
- Each lead Federal agency would determine the content, format, and timing of applications and would make incentive awards. Applications also would include information on each of the evaluation criteria.
- The evaluation criteria would be—
  - the dollar value of the project or program of projects (weighted at 10 percent);
  - evidence supporting how the applicant will secure and commit new, non-Federal revenue to create sustainable, long-term funding for infrastructure investments (weighted at 50 percent);
  - evidence supporting how the applicant will secure and commit new, non-Federal revenue for operations, maintenance and rehabilitation (weighted at 20 percent);
  - updates to procurement policies and project delivery approaches to improve efficiency in project delivery and operations (weighted at 10 percent);
  - plans to incorporate new and evolving technologies (weighted at 5 percent); and
  - evidence supporting how the project will spur economic and social returns on investment (weighted at 5 percent).
- Each lead Federal agency would calculate each application score by multiplying the weighted score from the evaluation criteria by the percentage of non-Federal revenues (out of total revenues) that would be used to fund the project or program of projects.
- To ensure that applicants could receive credit for actions that occurred prior to the enactment of the Incentives Program that align with the desired outcomes of the program, the Incentives Program would include a look-back period. The look-back period would be defined as the time preceding the project sponsor's completed application during which the new revenue generation was implemented. Subsequent applications in later years would add such additional time to the time after enactment of the program. The look-back period would be three years before the date of application to the program, and the determination would be made based on the implementation date (or take effect date) of the new revenue source. In evaluating applications, the project sponsor's new revenue application score would be multiplied by a relevant multiplier to determine scoring as illustrated below:

Years Passed	New Revenue Credit Score Multiplier
>3	X percent
2-3	X percent
1-2	X percent
0-1	X percent
After February 2018	100 percent

- The lead Federal agency would have sole discretion to provide credit for previous revenue generation. The agency could request additional information from a project sponsor to clarify how the revenue source has met expectations and revise forecasts to reflect actual performance. The amount of funds dedicated to the look-back would not exceed 5 percent of the total amount for the Incentives Program.

E. Incentive Grant Awards

- An incentive grant could not exceed 20 percent of new revenue.
- Any individual State could not receive more than 10 percent of the total amount available under the Incentives Program.
- The lead Federal agency and the grant recipient would enter into an infrastructure incentives agreement setting forth progress milestones toward obtaining increased revenue that the recipient would achieve prior to receiving the grant award, which could include advance grant disbursements.
- Any agreement with incomplete milestones after two years would be voided, except upon determination by the lead Federal agency that good cause exists to renew the agreement for an additional period not to exceed one year. Any funds available from a voided agreement could be re-allocated through a new application process.

II. RURAL INFRASTRUCTURE PROGRAM

The Rural Infrastructure Program, described, below would provide for significant investment in rural infrastructure to address long-unmet needs. This investment is needed to spur prosperous rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and enhance health and safety for residents and businesses. Under this program, States would be incentivized to partner with local and private investments for completion and operation of rural infrastructure projects.

A. Establishment of Rural Infrastructure Program

This provision would establish a Rural Infrastructure Program to—

- improve the condition and capability of rural infrastructure through capital improvements and outcomes-driven planning efforts that enhance private

sector productivity, modernize existing infrastructure systems, and prioritize projects essential for efficiency and safety;
- expand access to markets, customers, and employment opportunities with projects that sustain and grow business revenue and personal income for rural Americans;
- enhance regional connectivity through public and private interregional and interstate rural projects and initiatives that reduce costs for sustaining safe, quality rural communities; and
- increase rural economic growth and competitiveness by closing local infrastructure gaps in development-ready areas to attract manufacturing and economic growth to rural America.

B. Applicability

- Eligible asset classes under the Rural Infrastructure Program would include:
  - Transportation: roads, bridges, public transit, rail, airports, and maritime and inland waterway ports.
  - Broadband (and other high-speed data and communication conduits).
  - Water and Waste: drinking water, wastewater, stormwater, land revitalization and Brownfields.
  - Power and Electric: governmental generation, transmission and distribution facilities.
  - Water Resources: flood risk management, water supply, and waterways.
- This program only would apply to the specified asset classes and to other infrastructure assets directly attributable to, and essential to, the operation of those assets.

C. Funding

- $50 billion would be made available to the Rural Infrastructure Program for capital investments in rural infrastructure investments.
- 80 percent of the funds under the Rural Infrastructure Program would be provided to the governor of each State via formula distribution. The governors, in consultation with a designated Federal agency and State directors of rural development, would have discretion to choose individual investments to respond to the unique rural needs of their States.
- 20 percent of the funds under the Rural Infrastructure Program would be reserved for rural performance grants within eligible asset classes and according to specified criteria.
- Funds made available to States under this program would be distributed as block grants to be used for infrastructure projects in rural areas with populations of less than 50,000.
- A portion of the Rural Infrastructure Program funds would be set aside for Tribal infrastructure and territorial infrastructure, with the remainder available for States.

D. Distribution of Rural Infrastructure Program Formula Funds

- The statute would create a "rural formula," calculated based on rural lane miles and rural population adjusted to reflect policy objectives. Each State would receive no less than a specified statutory minimum and no more than a specified statutory maximum of the Rural Infrastructure Program formula funds, automatically.

E. Applications and Evaluation Criteria for Rural Performance Grants

- In addition to receiving formula funds under the Rural Infrastructure Program, States also could apply for rural performance grants and would be encouraged to do so within two years after enactment. Rural performance grants would be available for up to ten years after enactment or until funds were expended. In order to qualify for rural performance grants, a State would be required to:
  - Publish a comprehensive rural infrastructure investment plan (RIIP) within 180 days of receiving rural formula funds. The RIIP would demonstrate how the State's intended rural projects align with the evaluation criteria in the infrastructure incentives program, including State, local and private sector investment in eligible projects.
  - Demonstrate the quality of any investments planned with rural performance funds.
  - Demonstrate performance in leveraging formula distributions with Federal credit programs and rewarding rural interstate projects through the infrastructure incentives program.
  - Demonstrate the State's performance in utilization of Rural Infrastructure Program formula funds, consistent with the RIIP based on stated general criteria.
- For specific sectors, a State also would demonstrate other criteria the administering agency determines appropriate consistent with this program, including increased broadband availability and investment.

F. Tribal Infrastructure

- The Rural Infrastructure Program also would ensure investment in Tribal infrastructure by providing dedicated funding to the Secretary of Transportation for distribution through the Tribal Transportation Program and to the Secretary of Interior for distribution through grants or awards to Tribes determined by a process created in consultation with Tribes.

G. Territorial Infrastructure

- The Rural Infrastructure Program also would provide dedicated funding to address infrastructure needs of U.S. Territories.

III. TRANSFORMATIVE PROJECTS PROGRAM

The Transformative Projects Program, described below, would provide Federal funding and technical assistance for bold, innovative, and transformative infrastructure projects that could dramatically improve infrastructure. Funding under this program would be awarded on a competitive basis to projects that are likely to be commercially viable, but that possess unique technical and risk characteristics that otherwise deter private sector investment. The Transformative Projects Program would support projects that, with Federal support, are capable of generating revenue, would provide net public benefits, and would have a significant positive impact on the Nation, a region, State, or metropolitan area.

A. Establishment of Transformative Projects Program

This provision would establish a program to advance transformative projects. The purposes of the Transformative Projects Program would include—

- significantly improving performance, from the perspective of availability, safety, reliability, frequency, and service speed;
- substantially reducing user costs for services;
- introducing new types of services; and
- improving services based on other related metrics.

B. Applicability

- The Transformative Projects Program would fundamentally transform the way infrastructure is delivered or operated. They would be ambitious, exploratory, and ground-breaking project ideas that have significantly more risk than standard infrastructure projects, but offer a much larger reward profile.
- Infrastructure sectors covered by this program could include, but would not be limited to, the transportation, clean water, drinking water, energy, commercial space, and broadband sectors.

C. Funding

- $20 billion would be made available for the Transformative Projects Program.
- The Department of Commerce (DOC) would serve as the Chair for the purposes of program administration and could request other relevant Federal agency employees to serve on a temporary assignment to assist in the administration of this program.
- A percentage of the Transformative Projects Program funds would be set aside for temporary administrative expenses necessary to administer the program, including technical assistance.

D. Funding Tracks

- Funding under this program would be available under three tracks, each of which would be designed to support a distinct phase of the project life cycle:

demonstration, project planning, and capital construction. Applicants could apply for funding under all three tracks or under individual tracks.

- To optimize the return on taxpayer investment, funding under this program could be used for—
  - up to 30 percent of eligible costs under the demonstration track;
  - up to 50 percent of eligible costs under the project planning track; and
  - up to 80 percent of eligible costs under the capital construction track.

E. Technical Assistance

- An applicant could seek technical assistance from the Federal Government in addition to the funding tracks, or could seek technical assistance alone under the Transformative Projects Program.

F. Applications and Evaluation Criteria

- The DOC would administer the Transformative Projects Program with an interagency selection committee composed of representatives of relevant Federal agencies. The Secretary of Commerce would serve as the chair of the committee. Given the multidisciplinary nature of the Transformative Projects Program, interagency evaluation panels comprised of individuals from the applicable Federal agencies would review and evaluate all applications.

G. Partnership Agreement and Project Milestones

- Applicants selected for award under the Transformative Projects Program would enter into a partnership agreement with the Federal Government, which would specify the terms and conditions of the award, major milestones, and other key metrics to assess performance.

H. Value Sharing Structure for Capital Construction Track

- As a condition of receiving any financial assistance for a construction project under the capital construction track, an applicant would be required to include in its partnership agreement a value share agreement with the Federal Government. The terms of the value share agreement would vary by project based on the characteristics of the specific project and its projected revenue profile. Each agreement would provide the terms for the Federal Government to share in any project value.

I. Performance Monitoring and Oversight

- Given the innovation and substantial Federal support projects would receive under this program, the recipients would be required to publish performance information upon achieving milestones and upon project completion. The lead

Federal agencies also would conduct regular audits to ensure that funds were used for eligible costs.

IV. INFRASTRUCTURE FINANCING PROGRAMS

The below infrastructure financing proposals would dedicate $20 billion of the overall amount to advance major, complex infrastructure projects by increasing the capacity of existing Federal credit programs to fund investments and by broadening the use of Private Activity Bonds (PABs).

Of the appropriated funds, $14 billion would be made available for the expansion of existing credit programs to address a broader range of infrastructure needs, giving State and local governments increased opportunity to finance large-scale infrastructure projects under terms that are more advantageous than in the financial market. All funds remaining in credit programs ten years after enactment would be diverted to the Federal capital financing fund, to allow for efficient acquisition of real property.

The budgetary cost for the expansion of PABs would be $6 billion. These provisions would provide tools and mechanisms for market participants to invest in public infrastructure.

A. Expand Transportation Infrastructure Finance and Innovation Act (TIFIA) Funding and Broaden Program Eligibility

- Additional budget authority would be made available to DOT for subsidy costs under TIFIA. Specific funds set aside from the appropriated subsidy would be appropriated to DOT, notwithstanding Section 2001 of the Fixing America's Surface Transportation Act of 2015, and would remain available until end of Fiscal Year 2028.
- ***Support airport and non-Federal waterways and ports financing options.*** TIFIA currently limits project eligibility to those that are eligible for Federal assistance through existing surface transportation programs (highway projects and transit capital projects). Port and airport infrastructure enhancement and expansion projects across the United States do not have access to the credit assistance that is available via TIFIA for other types of transportation infrastructure projects, making it more difficult for project sponsors to pursue alternative project delivery for airports and to implement critical airport infrastructure improvements. Amending the project eligibility in the TIFIA statute to enable TIFIA to offer loans and other credit assistance to non-Federal waterways and ports and airport projects (such as renovated or new passenger terminals, runways, and related facilities) would incentivize project delivery for airports and ports and would accelerate overall improvements in airport and seaport infrastructure.

B. Expand Railroad Rehabilitation and Improvement Financing (RRIF) and Broaden Program Eligibility

- Additional budget authority would be made available to DOT for subsidy costs under RRIF. Specific funds set aside from the appropriated subsidy would be appropriated to DOT, notwithstanding Section 2001 of the Fixing America's Surface Transportation Act of 2015, and would remain available until end of Fiscal Year 2028.
- ***Subsidize RRIF for short-line freight and passenger rail.*** The current RRIF law does not provide specific subsidies or incentives for either short-line freight rail or passenger rail projects. A subsidy is not currently provided to cover the cost of the RRIF credit risk premium, so the project sponsor is always required to pay that amount at the time of the loan disbursement. The cost of the credit risk premium is often cited as one of the reasons that project sponsors, including those in the short-line freight rail and passenger rail sectors, are reluctant to pursue RRIF financing. Amending the law (45 U.S.C. 822) to provide a subsidy to cover the RRIF credit risk premium for short-line freight and passenger rail project sponsors would incentivize more project sponsors to pursue RRIF credit assistance for projects. This, in turn, would leverage more State and local funds for rail infrastructure development.

C. Expand Water Infrastructure Finance and Innovation Act (WIFIA) Funding and Broaden Program Eligibility

- Additional budget authority would be made available to EPA for subsidy costs under WIFIA, and the current lending limit of $3.2 billion would be removed. Specific funds set aside from the appropriated subsidy would be appropriated to the EPA, notwithstanding Section 5033 of the Water Infrastructure Finance and Innovation Act of 2014, and would remain available until end of Fiscal Year 2028.
- This proposal includes the following additional reforms to WIFIA:
  - ***Expand EPA's WIFIA authorization to include non-Federal flood mitigation, navigation and water supply.*** Currently, WIFIA is authorized for almost all types of water projects. While EPA has drought mitigation and stormwater mitigation authorities, it lacks authority for flood mitigation, hurricane and storm damage reduction, navigation, environmental restoration, and restoration of aquatic ecosystems (which has principally been within USACE's jurisdiction). This creates an unnecessary and arbitrary carve-out of integrated water projects to which EPA is unable to provide loans because those types of projects are not authorized by EPA, only by USACE. Amending the law (33 U.S.C. 3905) to include flood mitigation, navigation and water supply would allow EPA to service the full water cycle and provide one streamlined and integrated lending process to project sponsors.
  - ***Eliminate requirement under WIFIA for borrowers to be community water systems.*** Currently, a public authority that sells water directly to another water provider is not a community water system and is not eligible for WIFIA funding unless specific statutory authority is provided. Without explicit statutory eligibility, this type of public authority (e.g., a desalination

plant) is unable to receive WIFIA funding. Removing the restriction that requires borrowers to be "community water systems" instead of just "water systems" (33 U.S.C. 3905) would allow drinking water providers and other public authorities to participate in WIFIA and the Drinking Water State Revolving Fund (DWSRF) programs.

- ***Authorize Brownfield rehabilitation and cleanup of Superfund sites under WIFIA.*** Currently, only specific water sector projects are authorized under WIFIA. Brownfield and Superfund programs do not have access to a Federal lending program that requires large upfront funding and repayment based on later development. Broadening eligibility under WIFIA (33 U.S.C. 3905) to include remediation of water quality contamination by non-liable parties at Brownfield and Superfund sites would enable greater use of the program to address water quality issues. A separate account would be appropriate for individual eligibilities and ranking metrics because new revenues would be more speculative and would lower the leveragability ratio for all WIFIA loans.
- ***Reduce rating agency opinions from two to one for all borrowers.*** Current law requires borrowers to provide two opinion letters from rating agencies for WIFIA loans. Opinion letters can be expensive and time intensive for borrowers to obtain. Reducing from the number of required rating agency final opinions for borrowers (33 U.S.C. 3907) to allow for one opinion letter instead of two would reduce WIFIA borrowing costs for borrowers. At the same time, retaining agency authority to request two letters from a borrower under WIFIA would ensure continued protection of Federal interests and would minimize default risk when a project warrants a second letter.
- ***Provide EPA authority to waive the springing lien in certain lending situations.*** Currently, loans under WIFIA must have a springing lien in place. This is a problem when a project sponsor has outstanding senior debt obligations. Without a waiver to the springing lien requirement, the sponsor has to use more expensive debt, and WIFIA has less security in the special purpose vehicle. Amending the law (33 U.S.C. 3908(b)) to allow for a waiver of the WIFIA springing lien in certain instances similar to the TIFIA statute (23 U.S.C. 603(b)) (i.e., where a project has an A category rating, where the pledge is not dependent on project revenue, or where the borrower is a public sector borrower) would allow for the most efficient capital structure for agencies with existing senior debt.
- ***Increase the base level of administrative funding authorized to ensure EPA has sufficient funding to operate the WIFIA program.*** The current authorized administrative funds level for EPA was determined when WIFIA was a pilot program and may not be sufficient to cover both administrative costs and the fronting of underwriting costs, especially with our proposed expansion of WIFIA. Authorizing an administrative set-aside (33 U.S.C. 3912(b)) to an amount in line with similar programs would more accurately reflect the costs required to administer the WIFIA program and would allow for hiring appropriate staff for the oversight efforts associated with a larger portfolio.

- ***Remove the restriction on the ability to reimburse costs incurred prior to loan closing under WIFIA.*** A recent amendment to WIFIA restricts the WIFIA program's ability to reimburse costs incurred prior to loan closing. This amendment, part of the Water Infrastructure Improvements for the Nation Act (WIIN Act), attempts to ensure that costs incurred prior to loan closing may be considered eligible project costs. However, the WIIN amendment only allows non-WIFIA funds to reimburse the costs. Revising the law (33 U.S.C. 3908(b)) to provide that costs incurred prior to loan closing are eligible costs that can be covered by the WIFIA loan would prevent the borrower from having to raise significant sums of money prior to loan closing.
- ***Expand the WIFIA program to authorize eligibility for credit assistance for water system acquisitions and restructurings.*** Currently, projects only are allowed to access WIFIA for acquisitions of water systems prior to substantial completion, similar to TIFIA. This prevents WIFIA funds from being used for acquisition of water systems after they are completed, or substantially completed. Expanding WIFIA authorization (33 U.S.C. 3905) to allow for acquisitions and restructurings would enable WIFIA as a mechanism for consolidation in the water industry.
- ***Expand WIFIA authorization to include Federal deauthorized water resource projects.*** Currently, WIFIA is authorized for non-Federal water resource projects unless they are deemed Federal projects. Once deemed Federal, a project is no longer eligible for WIFIA borrowing, even if no Federal funding is used. This hinders the ability to incentivize non-Federal involvement for USACE projects. Authorizing USACE to defederalize water resource projects upon transfer of title and ownership from the Federal Government to a willing and capable non-Federal entity would enable WIFIA to be used for these projects.

D. Expand Department of Agriculture Rural Utilities Service (RUS) Lending Programs Funding

- Additional budget authority would be made available to the USDA for loan subsidy costs under RUS lending programs. Specific funds set aside from the appropriated subsidy would be made available to the USDA, notwithstanding applicable sections of the Agriculture Act of 2014, and would remain available until end of Fiscal Year 2028.

E. Create Flexibility and Broaden Eligibility to Facilitate use of Private Activity Bonds (PABs)

- These provisions would create flexibility and broaden eligibility to facilitate use of PABs to leverage financing for public-purpose infrastructure projects. These provisions also would allow for greater Federal leverage and therefore more efficient infrastructure improvements.

- ***Require public attributes for public infrastructure projects.*** In extending tax exemptions to private enterprises, tax benefits could go to purely private enterprises, which would not be beneficial to the public or a sound use of public tax benefits. Requiring public infrastructure projects to have the following public attributes would ensure the public nature of eligible infrastructure—
  - either State or local governmental ownership or private ownership under arrangements in which rates charged for services or use of projects are subject to State or local governmental regulatory or contractual control or approval; and
  - availability of projects for general public use (e.g., public roads) or provision of services to the general public (e.g., water service).

  For purposes of the governmental ownership alternative under the public attributes requirement, a new safe harbor would treat a project as governmentally owned when a State or local governmental unit leases the project to a private business provided that—
  - the term of the private lease is no longer than 95 percent (rather than 80 percent under the existing safe harbor) of the reasonably expected economic life of the project;
  - the private lessee irrevocably agrees not to take depreciation or investment tax credit with respect to the project; and
  - the private lessee has no option to purchase the project other than at fair market value.
- ***Broaden eligibility of PABs.*** Current law includes a limited list of exempt facilities eligible to be financed with tax-exempt bonds. Additionally, different categories of exempt facilities are subject to varying requirements, which restricts the usefulness of PABs. This limits the potential financing tools that can be used to facilitate performance-based infrastructure, both for a wide variety of transportation projects and other public-purpose infrastructure projects. The revised parameters would allow longer-term private leases and concession arrangements for projects financed with PABs. Amending the law (26 U.S.C. 142) to allow broader categories of public-purpose infrastructure, including reconstruction projects, to take advantage of PABs would encourage more private investment in projects that benefit the public. Allowing privately financed infrastructure projects to benefit from similar tax-exempt financing as publicly financed infrastructure projects would increase infrastructure investment. This proposal would expand and modify eligible exempt facilities for PABs to include the following public infrastructure projects.
  - Existing categories:
    - airports (existing category);
    - docks, wharves, maritime and inland waterway ports, and waterway infrastructure, including dredging and navigation improvements (expanded existing category);
    - mass commuting facilities (existing category);
    - facilities for the furnishing of water (existing category);
    - sewage facilities (existing category);
    - solid waste disposal facilities (existing category);

- Modified categories:
    - qualified surface transportation facilities, including roads, bridges, tunnels, passenger railroads, surface freight transfer facilities, and other facilities that are eligible for Federal credit assistance under title 23 or 49 (i.e., qualified projects under TIFIA) (existing category with modified description);
    - hydroelectric power generating facilities (expanded existing category beyond environmental enhancements to include new construction);
    - flood control and stormwater facilities (new category);
    - rural broadband service facilities (new category); and
    - environmental remediation costs on Brownfield and Superfund sites (new category).

- ***Eliminate the Alternative Minimum Tax preference on PABs.*** One reason why PABs have been underutilized is due to the punitive market interest rate effect of the Alternative Minimum Tax (AMT) tax preference on PABs, which adds an estimated 30-40 basis points (0.30-0.40 percent) yield premium to the borrowing rate for PABs compared to traditional governmental municipal bonds due to the more limited demand. This creates inconsistent premiums for service providers and disincentives for borrowers to use this financing mechanisms. Eliminating the AMT preference on PABs would lower borrowing costs and increase the utilization of PABs.
- ***Remove State volume caps and transportation volume caps on PABs for public purpose infrastructure projects and expand eligibility to ports and airports.*** Clean water and drinking water projects currently are subject to State volume caps for PABs, based on population. In recent years, as little as 1-1.5 percent of all exempt bonds were issued to water and wastewater projects. Exceptions from the volume cap currently are provided for other governmentally owned facilities such as airports, ports, housing, high-speed intercity rail, and solid waste disposal sites. Additionally, many performance-based infrastructure projects for transportation facilities described in 26 U.S.C. 142(m) have taken advantage of PABs, which allow private sector developers to benefit from similar tax-exempt subsidies provided to public sector borrowers. The law establishes a nationwide volume cap of $15 billion for these projects, to be allocated by the Secretary of Transportation.
    - These caps create uncertainty as to the availability of PABs in the future, as projects require long lead times for development, and no additional PABs may be issued for this type of facility once the cap has been exhausted.
    - Amending 26 U.S.C. 146 to remove the population-based volume cap applicable to PABs for public purpose infrastructure projects of the types covered by this proposal that have the requisite public attributes would level the playing field between public and private service providers.
    - Amending 26 U.S.C. 142(m) to eliminate the nationwide cap would provide certainty that PABs would be available to a project sponsor as it developed and evaluated a project's financial strategy. This provision would apply only if a State volume cap did not already apply.

- ***Provide change-of-use provisions to preserve the tax-exempt status of governmental bonds.*** Currently, when a public project is purchased by a private service provider, the tax-exempt status is eliminated when the private use limits on government bonds are exceeded. This creates a structural barrier to the private sector acquiring projects because that cost premium must be funded at closing. Adding change-of-use curative provisions (26 U.S.C. 150) to protect the tax-exempt status of governmental bonds in transactions involving private business use of projects financed with governmental bonds that otherwise would violate private business use limits on those bonds (e.g., private leases) would eliminate this private sector barrier. One curative action would allow alternative business use of the public project in a manner that would qualify as an infrastructure project eligible for a new issuance of PABs under the proposal. Another curative action would allow recycling of an amount equal to the total present value of a private lease of any project financed with governmental bonds into expenditures for governmental use within two years of the lease.
- ***Provide change-of-use cures for private leasing of projects to ensure preservation of tax exemption for infrastructure projects.*** Currently, Treasury regulations allow certain change-of-use remedial actions to preserve the tax exemption for the tax-exempt governmental bonds upon a violation of private business use restrictions. Existing remedial actions include: defeasance of the outstanding bonds, "recycling" amounts received to qualifying government uses within two years, or alternative use of a project in a way that would qualify for tax-exempt bonds (including PABs) if retested at the time of use. These change-of-use cures do not include private leasing as a remedial action that would preserve tax-exempt status of the bonds. Therefore, the private sector market participants are not able to access the tax-exempt debt market for public infrastructure. Providing for tailored change-of-use remedial actions that preserve the tax exemption status upon private leasing of projects subject to outstanding tax-exempt government bonds or allowing "recycling" the total present value of the private lease payments into public and governmental uses within two years would ensure the assets retain the tax-exempt status of the associated debt obligations.

V. PUBLIC LANDS INFRASTRUCTURE

The below public lands provisions would enable the additional revenues generated from energy development on public lands to pay for capital and maintenance needs of public lands infrastructure. The Department of the Interior (DOI) manages an extensive infrastructure asset portfolio. The infrastructure managed by the DOI includes approximately 100,000 miles of roads as well as dams, bridges, and irrigation and power infrastructure. Taking care of this significant asset portfolio is a persistent challenge. The National Park Service (NPS) has a deferred maintenance backlog of $11.3 billion, half of which is for roads, bridges and tunnels, and the U.S. Fish and Wildlife Service also has a deferred maintenance backlog of $1.2 billion. To address this infrastructure need, this provision would establish a new infrastructure fund in the U.S. Treasury entitled the Interior Maintenance Fund (Fund) comprised of

additional revenues from the amounts due and payable to the United States from mineral and energy development on Federal lands and waters.

A. Establish Interior Maintenance Fund

- Currently, receipts generated from mineral and energy development on public lands are not available for capital and maintenance of public infrastructure.
- This limitation perpetuates the deferred maintenance backlog for public lands infrastructure.
- Allowing half of additional receipts generated by expanded Federal energy development to be deposited into the Fund would help the DOI address this backlog. Such receipts would be deposited into the Fund until the cumulative amount deposited had reached $18 billion.
- The receipts deposited in the Fund would be made available to the Secretary of the Interior, without fiscal year limitation, to address the deferred maintenance and capital needs for infrastructure in national parks and wildlife refuges.
- The DOI would use its capital asset management systems to prioritize projects, monitor implementation, and measure results.

VI. DISPOSITION OF FEDERAL REAL PROPERTY

The below provisions would establish authority to allow for the disposal of Federal assets to improve the allocation of economic resources in infrastructure investment.

A. Codify Accelerated Depreciation for the Disposition of Non-Federal Assets with a Federal Interest Due to Grant Receipt

- Currently, it is unclear which disposition actions utilities and municipalities may have undertaken with assets funded by Federal construction grants and earmarks. Prior to Executive Order 12803—Infrastructure Privatization (1992) —the federally funded share of any disposed asset was to be returned to Treasury.
- This lack of clarity results in project sponsors not understanding their responsibilities and benefits when disposing of federally funded assets and some sponsors choosing not to dispose of assets due to incorrect assumptions.
- Codifying Executive Order 12803 would allow accelerated depreciation for the disposition of non-Federal assets and application of those rules to any dispositions undertaken since issuance of the Executive Order. Directing the agencies to provide guidance on implementation also would provide clarity for utilities and municipalities when divesting or privatizing assets.

B. Streamline and Improve the Federal Real Property Disposal Process

- The current statutory disposal process for real property is governed primarily by title 40 of the United States Code, with many requirements that are burdensome and delay sale or disposal of federally owned assets.

- The Federal real property civilian inventory is comprised of facilities with an average age of 47 years, many of which are inefficient and outdated. Today, agencies require more flexible work environments; however, the Government largely is unable to tap into the value of the portfolio due to the current statutory limitations.
- Amending the statute to allow agencies to move property to market more quickly and retain the gross proceeds of sale would allow the Government to be more nimble and lower costs.
  - ***Allow the Government to take assets no longer needed by any Federal agency directly to market.*** Currently, title 40 of the United States Code requires agencies to screen a potential disposal for at least 12 public benefit conveyance requirements. State and local governments and certain non-profit institutions may acquire surplus real property at discounts of up to 100 percent for various types of public use. This process can take years to complete. Allowing the Government to take assets no longer needed by any Federal agency directly to market would allow any interested party to purchase assets at fair market value without any preferences or right of first refusal.
  - ***Retain proceeds for reinvestment in agency real property requirements.*** Under current law, most agencies lack retention of proceeds authority, and nearly all agencies with retention authority require an appropriation to access the funds. This creates a disincentive to agency disposition action and prevents reinvestment in mission-critical Federal facilities. Amending the statute to allow retention of proceeds and expenditure without future authorization or appropriation would allow agencies to take immediate action reinvesting in critical real property assets, reconfiguring space to improve utilization and lower costs, and disposing of additional unneeded assets. This provision also would allow proceeds to be retained without fiscal year limitation.
  - ***Expand the allowable uses of the General Services Administration (GSA) Disposal Fund.*** Current authority limits GSA assistance to other Federal agencies for those activities that occur after a report of excess (which highlights unneeded real property). GSA does not have authority to help agencies on activities that prepare for the report of excess, which inhibits the agencies' ability to dispose of assets. Additionally, agencies do not always complete these activities because agencies must fund them from their limited resources. Expanding authority to allow GSA to support activities that occur prior to the report of excess, including identifying, preparing, and divesting properties prior to the report of excess, would reduce the Federal footprint and allow more efficient asset management. Under this provision, the same account properties would remain, allowing GSA to recover costs from the gross proceeds prior to agency retention.
  - ***Eliminate the requirement to transfer funds above the identified threshold to the Land and Water Conservation Fund.*** Current non-GSA property disposal under title 40 requires a transfer to the Land and Water Conservation Fund. Eliminating the requirement to transfer funds above the identified

threshold to the Land and Water Conservation Fund would maximize the funds available to support disposition actions.

C. Authorize Federal Divestiture of Assets that Would Be Better Managed by State, Local, or Private Entities

- The Federal Government owns and operates certain infrastructure that would be more appropriately owned by State, local, or private entities.
- For example, the vast majority of the Nation's electricity needs are met through for-profit investor-owned utilities. Federal ownership of these assets can result in sub-optimal investment decisions and create risk for taxpayers.
- Providing Federal agencies authority to divest of Federal assets where the agencies can demonstrate an increase in value from the sale would optimize the taxpayer value for Federal assets. To utilize this authority, an agency would delineate how proceeds would be spent and identify appropriate conditions under which sales would be made. An agency also would conduct a study or analysis to show the increase in value from divestiture. Examples of assets for potential divestiture include—
  - Southwestern Power Administration's transmission assets;
  - Western Area Power Administration's transmission assets;
  - Ronald Reagan Washington National and Dulles International Airports;
  - George Washington and Baltimore Washington Parkways;
  - Tennessee Valley Authority transmission assets;
  - Bonneville Power Administration's transmission assets; and
  - Washington Aqueduct.

VII. FEDERAL CAPITAL FINANCING FUND

Before an agency can purchase real property, it must receive an appropriation for the full purchase price. The full appropriation scores in that year against the discretionary caps and against the maximum funding (the 302(b) allocation) that the Appropriations Subcommittee can provide. This is problematic for large-dollar, irregular acquisitions because they must compete with agency operating and programmatic expenses for the limited resources available. The below provisions would create a funding mechanism to address this issue.

A. Create Federal Capital Financing Fund

- Too often, tight spending limits mean that purchases are not funded, and agencies must resort to signing long-term leases. These are always more expensive to taxpayers over the long run because Treasury can always borrow at the lowest rate. Because rent is obligated one year at a time, the lease payments can fit within an agency's budget without disrupting other needs. In contrast, private firms and State and local governments budget for purchases of real property in separate capital budgets so that real property purchases do not compete with annual operating needs. Their system allows proposed purchases

to be compared to each other and ranked such that the ones with the highest return on investment are funded within the total capital budget.

- This provision would create a funding mechanism that is similar to a capital budget but operates within the traditional rules used for the Federal budget by establishing a mandatory revolving fund to finance purchases of federally owned civilian real property. Of the total appropriation, $10 billion would be made available to capitalize the revolving fund. Upon approval in an Appropriations Act, the revolving fund would transfer money to agencies to finance large-dollar real property purchases. Purchasing agencies would then be required to repay the fund in 15 equal annual amounts using discretionary appropriations.
- As a result, purchases of real property assets would no longer compete with annual operating and programmatic expenses for the limited funding available under tight discretionary caps. Instead, agencies would pay for real property over time as the property were utilized. The repayments would be made from future appropriations, which would provide an incentive to select projects with the highest return on investment, including future cost avoidance. The repayments also would replenish the revolving fund so that real property could continually be replaced as needed.

PART 2—ADDITIONAL PROVISIONS FOR INFRASTRUCTURE IMPROVEMENTS

I. TRANSPORTATION

These provisions would incentivize and remove barriers to the development and improvement of transportation infrastructure in our Nation. These provisions would encourage and incentivize alternative project delivery, including State, tribal, local and private investment, in transportation; streamline Federal procedures for delivering transportation projects; and decrease barriers and reduce unnecessary Federal oversight to facilitate timely delivery of projects. This renewed investment in transportation would strengthen our economy, enhance our competitiveness in world trade, create jobs and increase wages for our workers, and reduce the costs of goods and services for our families.

A. Financing

1. *Provide States Tolling Flexibility*

- ***Provide States flexibility to toll on Interstates and reinvest toll revenues in infrastructure.*** Currently, Federal law allows tolling Interstates in limited circumstances. Tolling restrictions foreclose what might otherwise serve as a major source of revenue for infrastructure investment. Providing States flexibility to toll existing Interstates would generate additional revenues for States to invest in surface transportation infrastructure. Current requirements that States must reinvest toll revenues in infrastructure would continue to apply.

- ***Reconcile the grandfathered restrictions on use of highway toll revenues with current law.*** Toll facilities that received Federal approval under the Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURRA) may use toll revenues only for the construction, reconstruction, operation, and debt service of the toll facility itself. Current law, however, allows other toll facilities to use toll revenues (in addition to the costs noted above) on other title 23 projects. The tighter restrictions, specific to the STURRA toll facilities, prevent some States from devoting existing toll revenues to other critical highway projects. Adjusting the STURRA "use of revenues" provisions to align with current toll authorities would free these resources and allow other critical highway projects to go forward.

2. *Extend Streamlined Passenger Facility Charge Process from Non-hub Airports to Small Hub Airports*

- Current law (49 U.S.C. 40117) outlines the application process to impose passenger facility charges (PFCs), as well as the approval process and pilot program for alternative procedures. Small, medium, and large hub airports must provide extensive documentation in PFC applications to demonstrate the eligibility, justification, objective, project costs, significant contribution (large and medium hubs) and other requirements. The streamlined non-hub process requires reduced information, primarily relating to project descriptions and costs.
- Current law creates an unreasonable burden on small hub airports filing PFC applications.
- Extending the streamlined PFC process to small hub airports would allow these airports to more readily fund needed development as well as reduce delays and unnecessary requirements in the PFC process.

3. *Provide States Flexibility to Commercialize Interstate Rest Areas*

- Federal law prohibits most commercial activity within the Interstate right-of-way, including at Interstate rest areas.
- This limits infrastructure investment opportunities and the ability to generate revenues to operate and maintain Interstates.
- Amending the law (23 U.S.C. 111) to provide States flexibility to commercialize Interstate rest areas, and requiring the revenues to be reinvested in the corridor in which they are generated, would support new infrastructure investment. States would not be permitted to charge fees for essential services such as water or access to restrooms.

4. *Provide New Flexibility for Transportation Projects with De Minimis Federal Share*

- Under current law, even when a State or private sector entity provides the majority of the funding for a project, it still must seek review and approval under the laws of any Federal agency with jurisdiction.

- The additional procedures, costs and time delays associated with Federal requirements discourage infrastructure investments by State and local entities and private investors. Federal requirements also contribute to unnecessary delays in delivering needed projects even when the Federal interest is small.
- Amending titles 23 and 49 to provide targeted flexibility pertaining to the application of Federal requirements where the project funding is primarily non-Federal and the Federal share is minimal would increase investments in infrastructure and reduce project delays and costs.

5. *Expand Qualified Credit Assistance and Other Capabilities for State Infrastructure Banks*

- State infrastructure banks (SIBs) currently are underutilized.
- This underutilization can inhibit State and local governments from best directing Federal funds to infrastructure projects.
- Providing incentives to use SIBs, such as reducing federalization requirements on funds lent to SIBs that are deployed locally, could encourage the use of SIBs. Expanding the legal capabilities of SIBs, in addition to direct appropriations, would allow SIBs to take responsibility for infrastructure funding in an effective manner that may not be possible for the Federal Government, particularly for rural projects or projects of smaller total cost.

B. Highways

1. *Authorize Federal Land Management Agencies to Use Contracting Methods Available to States*

- Current law authorizes State departments of transportation (State DOTs) and local governments to use a range of commonly used project delivery methods (e.g., electronic bidding, bridge bundling, project bundling, construction manager-general contractor), but does not authorize Federal Land Management Agencies (FLMAs) to use these same methods—even when the FLMAs are delivering projects with title 23 funds.
- This constrains FLMAs' procurement options, which in some cases increases the cost or timeline for delivering Federal lands highway projects.
- Expanding to FLMAs all title 23 contracting methods (for projects funded with title 23 funds) would enable more efficient delivery of these projects.

2. *Raise the Cost Threshold for Major Project Requirements to $1 Billion*

- Current law (23 U.S.C. 106(h)) defines a major project as any project that receives Federal financial assistance and has an estimated total project cost of $500 million or more. Financial plans and project management plans must be submitted to the Federal Highway Administration (FHWA) for all major projects.

- For projects that are routinely managed by FHWA and State DOTs, these requirements do very little to ensure the success of the project. Instead, the requirements create an administrative burden that wastes resources and delays project delivery.
- Amending the law to raise the threshold for major projects from $500 million to $1 billion would remove unnecessary oversight requirements from smaller, less complex projects that are routinely managed by FHWA and State DOTs.

3. *Authorize Utility Relocation to Take Place Prior to NEPA Completion*

- Current law requires any utility relocation to occur after completion of the NEPA review process. Utility relocation is similarly restricted for transit projects.
- Most projects with pre-construction activities include utility relocation, which typically is a long lead item that cannot start until NEPA is completed. This contributes to construction delays and cost escalation.
- Amending the law to allow utility relocation to take place prior to NEPA completion would streamline the building process, reduce overall construction time, and lower costs. Under this proposal, appropriate limitations would be included to ensure the integrity of the NEPA process, such as making the reimbursement of costs incurred dependent on the selection of an alternative that requires the utilities to be relocated. Relocation costs only would be reimbursed if a project were completed.

4. *Authorize Repayment of Federal Investment to Eliminate Perpetual Application of Federal Requirements*

- Projects that use of Federal-aid highway funds for the construction of a highway or bridge are constrained by Federal requirements. Many of these requirements continue to apply to the facility after the project is complete. These requirements include restrictions on tolling; requirements pertaining to the location of a commercial plaza within the right-of-way of an Interstate highway; restrictions on Interstate access; and compliance with size and weight standards, highway beautification standards, and high occupancy vehicle lane operation standards.
- These perpetual Federal requirements can inhibit a State's ability to obtain value from the facility and have flexibility with respect to its future operations and maintenance. In the past, whenever a State wished to be released from the application of these requirements, Congress enacted a specific statutory provision that permitted the State to refund the Federal investment in that facility. Upon repayment of Federal funds, the State was relieved of compliance with the Federal requirements that attached to the facility.
- Amending the law to provide general authority for States to repay the Federal investment in a facility would provide States with the ability to obtain value from their assets and flexibility in how their highways and bridges are operated and maintained. The repayment of Federal funds invested in a facility would be

the actual amount of Federal investment, unadjusted for inflation. Any funds repaid in this manner would be credited to the Highway Trust Fund, and the State would receive an equal amount of funding (available for obligation) under the Surface Transportation Block Grant Program.

5. *Provide Small Highway Projects with Relief for the Same Federal Requirements as Major Projects*

- Currently, some smaller scale projects (e.g., those typically eligible for transportation alternatives) funded under the Surface Transportation Block Grant Program must be treated as major highway projects, even if they are not located within the right-of-way of a Federal-aid highway (23 U.S.C. 133).
- This means that smaller, simpler projects that could be implemented and open to the public quickly often are delayed by lengthy procurement procedures and Federal requirements that are more appropriate for larger, more complex projects.
- Amending this requirement for smaller projects that predominantly are outside the Federal-aid highway right-of-way would eliminate Federal procurement requirements for these infrastructure projects. This would allow States to use their own procedures to implement these projects.

C. Transit

1. *Require Value Capture Financing as Condition of Receipt of Transit Funds for Capital Investment Grants*

- Federal programs for transit capital projects do not require value capture financing. Current law includes a broad definition of "value capture" to mean "recovering the increased property value to property located near public transportation resulting from investments in public transportation." (49 U.S.C. 5302(24)). Value capture can include joint development, land value taxes, tax increment financing, special assessment districts, transportation utility fees, development impact fees, negotiated extractions, transit oriented development, and air rights.
- Failure of transit authorities to use value capture financing reduces funds available for transit capital projects.
- Amending the law to include value capture financing as a prerequisite for Section 5309 Capital Investment (Discretionary) Grants, excluding Small Starts projects, would increase resources available for transit capital projects and decrease dependence on Federal grant programs for continued development.

2. *Eliminate Constraints on Use of Public-Private and Public-Public Partnerships in Transit*

- Current law (49 U.S.C. Chapter 53 and its implementing regulations) impedes the greater use of public-private and public-public partnerships in transit capital projects.
- These constraints reduce the funds available for transit capital projects.
- Eliminating these constraints would encourage greater investment in transit capital projects.

3. *Codify Expedited Project Delivery for Capital Investment Grants Pilot Program*

- Currently, **the Federal Transit Administration's (FTA)** framework for public-private partnerships is a non-codified pilot program limiting the number of projects eligible to participate and capping the Federal share at 25 percent (Section 3005(b) of the FAST Act). The program also requires participants to utilize existing union staff.
- The current pilot program is structured to offer participants a more streamlined approach to the full-funding grant agreement approval process and broader authority to proceed with construction. These attributes are appealing to potential concessionaires and State and local jurisdictions. However, the constraints placed on the program undermine the goals of expediting project delivery.
- Codifying the pilot program, ensuring it is allowable for all Capital Investment Grant projects and not just on a pilot basis, and increasing the Federal share to 50 percent would attract increased private investment and further expedite project delivery.

D. Rail

1. *Apply FAST Act Streamlining Provisions to Rail Projects and Shorten the Statute of Limitations*

- The FAST Act directed DOT to review all previously enacted highway permit reforms and project streamlining procedures under title 23 and to apply them to railroad projects under jurisdiction of the DOT.
- This created a discrepancy between a two-year statute of limitations for rail projects and a 150-day statute of limitations for transit and highway projects. In addition, this created a discrepancy between railroad projects administered by DOT and many large railroad projects administered by agencies other than the DOT (e.g., USACE and the United States Coast Guard) which are not subject to the FAST Act streamlining provisions under title 23.
- Amending the law to clarify that all rail projects, regardless of lead Federal agency, can take advantage of FAST Act streamlining provisions would help expedite rail project delivery. Amending the statute of limitations from two years to 150 days for rail projects would make the time frame for legal challenges on rail projects consistent with those for transit and highway projects.

E. Airports

1. *Create More Efficient Federal Aviation Administration Oversight of Non-aviation Development Activities at Airports*

- The Federal Aviation Administration (FAA) has conducted long-standing reviews of projects other than critical airfield infrastructure (including terminals, access and service roads, hangars, and other types of facilities) (based on statutory requirements set forth in 49 U.S.C. Chapter 471, particularly Sections 47102-47113 and Section 50101).
- This burdens FAA to review projects other than critical airfield infrastructure, and as a result, slows project delivery.
- Amending the law (49 U.S.C. 47107) to limit FAA approval and oversight of non-aviation development activities at airports would create more efficient FAA oversight of critical airfield infrastructure.

2. *Reduce Barriers to Alternative Project Delivery for Airports*

- Current law (49 U.S.C. 47134) provides that, under an existing pilot program, 65 percent of carriers at an airport must approve privatization to privatize an airport. The current pilot program is limited to only 10 airports, including only one large hub airport.
- The pilot program allows individual air carriers to overturn an airport's desire to privatize, blocking private investments in airports.
- Removing the limitation on the number and size of airports that can participate in the pilot program and decreasing the percentage of airlines needed to approve privatization from 65 percent to a majority vote would reduce barriers to alternative project delivery for airports and provide more flexibility for carriers to approve privatization.

3. *Clarify Authority for Incentive Payments under the Airport Improvement Program*

- Currently, the Airport Improvement Program (AIP) does not allow incentive payments for accelerated construction.
- This adds time to AIP projects, since they cannot pay for accelerated completion.
- Clarifying the authority under the AIP (49 U.S.C. 47110) to permit additional financial incentives, along with profit margin, for contractors would increase work efficiency and reduce project completion times.

4. *Move Oversight of AIP Funds to Post-expenditure Audits*

- Current law (49 U.S.C. 47104-47106) requires FAA to review and approve grant applications under the AIP.

- This oversight sometimes causes delays in sponsors receiving funds assigned to their airports.
- Revising the statutory requirements for AIP to shift FAA oversight from grant applications to post-expenditure audits would expedite conveyance of funds to sponsors.

II. WATER INFRASTRUCTURE

The below water infrastructure provisions would incentivize the development of effective and efficient water infrastructure, outcome-based procurement, and full life-cycle asset management to improve water infrastructure. These changes would provide greater flexibilities for USACE and its non-Federal partners to use available Federal and non-Federal funds, generate new revenues and retain certain revenues in support of project requirements, make greater use of contributed funds, and allow for innovative use of contracting tools.

A. Financing

1. *Authorize Clean Water Revolving Fund for Privately Owned Public-purpose Treatment Works*

- Current law allows the DWSRF to lend to private owners. However, the Clean Water State Revolving Fund (CWSRF) is generally restricted to publicly owned wastewater projects.
- Privately owned public-purpose treatment works are not eligible for CWSRF funding at the Federal level.
- Authorizing the CWSRF (33 U.S.C. 1383) to provide financial assistance to publicly owned and privately owned public-purpose treatment works would make more funding available for treatment works.

2. *Provide New Flexibility for Water Projects with De Minimis Federal Share*

- Under current law, even when a State or private sector entity provides the majority of the funding for a project, a project must still obtain review and approval under the laws of any Federal agency with jurisdiction.
- The additional procedures, costs, and time delays associated with Federal requirements discourage infrastructure investments by State and local entities and private investors. These legal restrictions also contribute to delays in delivering needed projects even when the Federal interest is small.
- Amending the law to provide targeted flexibility pertaining to the application of Federal requirements where the project funding is primarily non-Federal and the Federal share is minimal would increase investments in water infrastructure and reduce project delays and costs.

B. Water Programs

1. *Provide EPA Infrastructure Programs with "SEP-15" Authorizing Language*

- Currently, the EPA Administrator has limited authority to test and experiment within its programs.
- This limits the EPA's ability to explore new approaches that might increase project management flexibility, increase innovation, improve efficiency, assure timely project implementation, and develop new revenue streams.
- Providing the EPA Administrator authority (similar to 23 U.S.C. 502) to encourage tests and experimentation in the water projects development process to permit the Administrator to explore alternative and innovative approaches to the overall project development process and to develop more effective approaches to project planning, project development, finance, design, construction, maintenance, and operations.

2. *Apply Identical Regulatory Requirements to Privately Owned Public-purpose Treatment Works and Publicly Owned Treatment Works*

- Currently, different requirements may apply to privately versus publicly owned treatment works.
- This creates an unnecessary market distortion that puts private treatment works under more stringent and costly regulatory requirements than public sector equivalents, despite both serving public communities.
- Modifying the Clean Water Act to ensure identical requirements apply to privately owned public-purpose treatment works and privately owned treatment works would provide a level playing field for all service providers.

C. Inland Waterways

1. *Expand Authority Related to Non-Federal Construction and Operation of Inland Waterways Projects*

- Currently, Congress individually authorizes inland waterways projects to be constructed, maintained and operated by USACE. Only USACE is authorized to use funds appropriated from the Inland Waterways Trust Fund (IWTF) or from the General Fund (GF) of the Treasury for construction, repair, rehabilitation, maintenance, and operation of inland waterways projects. Fuel taxes paid by commercial users of the inland waterway system contribute to the IWTF, which pays for 50 percent of construction and major rehabilitation on the system, with the rest coming from the General Fund; once completed, project maintenance and operations are entirely paid for from the General Fund.
- This means that only USACE can perform construction and operations, even if there is a less costly alternative. In addition, this constrains projects to USACE operational capacity limits, which has resulted in a backlog of projects and deferred maintenance, lower operational effectiveness, and increased down time of waterway assets.

- Authorizing the Secretary of the Army to execute agreements with non-Federal public or private entities to use IWTF and GF funds for construction, repair, rehabilitation, maintenance and operation activities, and the ability to enter into third party contracts, concessions, and operating agreements, would enable greater innovation and efficiency by allowing non-Federal entities a greater role in performing work on these projects.

D. Water Infrastructure Resources

1. *Authorize User Fee Collection and Retention under the WRRDA Section 5014 Pilot Program and Recreation User Fees for Operation and Maintenance of Public Facilities*

- Currently, neither the Federal Government nor non-Federal service providers have authority to impose user fees under the water infrastructure pilot program authorized under Section 5014 of the Water Resources Reform and Development Act (WRRDA) of 2014. When user fees are permitted, they are sent to Treasury once collected, not returned to operate and maintain the site from which they were generated.
- Without a dedicated revenue source, innovative partnerships are nearly impossible to execute because third parties would be subject to appropriation risk. This risk makes transactions uneconomical and highly unlikely to close. Aging infrastructure at USACE-managed recreation sites is in need of significant repair and rehabilitation, and annual USACE appropriations have not been sufficient to address long-term operation and maintenance needs and safety concerns.
- Authorizing the Federal Government and third party service providers to impose and retain fees under WRRDA to use or defray costs associated with carrying out a project would enable effective infrastructure partnerships. This proposal would limit application to no more than ten projects and would specify that the respective non-Federal interests indemnify and hold the Federal Government harmless as a result of non-Federal actions, including that the Federal Government assumes no responsibility for costs of said non-Federal actions. Amending the law (16 U.S.C. 460d-3) to provide USACE the authority to retain recreation user fees generated at USACE-managed recreation sites and facilities would enable USACE to address the backlog of infrastructure, public safety and visitor use management needs at sites where user fees are collected.

2. *Expand U.S. Army Corps of Engineers' Authority to Engage in Long-term Contracts*

- Current law generally restricts the award of multi-year contracts to a period of no more than five years.
- Infrastructure asset contracts typically are much longer than five years, and therefore the cost and risk associated with five-year contracts creates a cost and resource prohibitive barrier to successful transactions.

- Extending the contract period to allow the Secretary of the Army to enter into contracts for a period up to 50 years would enable USACE to enter into long-term contracts that encompass the full life-cycle management of infrastructure assets in the program (Section 5014 of WRRDA). This amendment would specify that the respective non-Federal interests indemnify and hold the Federal Government harmless as a result of non-Federal actions, including that the Federal Government assumes no responsibility for costs of said non-Federal actions.

3. *Authorize Commercial Operation and Maintenance Activities at Hydropower Facilities*

- Current law defines operation and maintenance activities at hydropower facilities undertaken by Civil Works personnel as of the date of enactment of the Water Resources Development Act of 1990 as inherently governmental and not commercial activities. (Section 314 of the Water Resources Development Act of 1990; 33 U.S.C. 2321).
- This designation creates unnecessary bureaucracy and restricts open competition that leads to excess costs for operations that can easily be done at a lower cost and more efficiently.
- Amending the law to restore the authority of the Secretary of the Army to determine whether operation and maintenance functions at hydropower facilities on USACE projects are commercial activities and appropriate for performance by non-Federal entities would increase the opportunity for open competition and lead to more efficient operations and maintenance.

4. *Deauthorize Certain Federal Civil Works Projects*

- Currently, all USACE projects remain authorized in perpetuity. This includes completed projects that are under USACE control but are approaching the end of their service life, as well as projects that were built by USACE but are operated and maintained by non-Federal entities. Extensive regulatory and statutory compliance provisions apply to non-Federal sponsors associated with USACE projects, including Section 14 of the Rivers and Harbors Act of 1899, as amended (33 U.S.C. 408, commonly referred to as "Section 408").
- These provisions can make local alterations to federally constructed projects expensive and difficult, as even simple modifications to a Federal project by an applicant trigger a Section 408 review, which increases the costs to both the Government and the applicant.
- Amending the law to establish a streamlined deauthorization process that allows for those USACE projects approaching the end of their service life and for those projects operated and maintained by non-Federal interests that do not require Federal oversight would release Federal and non-Federal resources to be used for other purposes.

5. *Expand Authority for Acceptance of Contributed and Advanced Funds*

- A non-Federal sponsor can provide non-Federal funds to the Federal Government through contributed and advanced funds, to advance investments in infrastructure. However, under current law, the process to accept contributed and advanced funds is protracted and limited by several factors.
- Projects therefore suffer years of delay, unable to take full benefit of a willing sponsor to provide non-Federal funds.
- Amending the law (33 U.S.C. 701h) to expand authority for the acceptance of contributed funds even if no Federal funds have been appropriated for the authorized project, changing individual notifications to an annual reporting requirement, and expanding applicability of advanced funds authority to all authorized water resources development studies and projects would increase non-Federal spending and expedite project execution.

6. *Amend Water Resources Development Act to Allow for Waiver of Cost Limits*

- Current law provides a maximum total cost for congressionally authorized projects.
- Projects that exceed the cost limitation (Section 902 of the Water Resources Development Act of 1986) require authorization by Congress to raise the maximum total project cost, which can add significant delays in delivering infrastructure projects.
- Amending the law to allow the maximum total cost limitation to be waived upon the recommendation of the Secretary of the Army would provide flexibility to avoid delays in delivering infrastructure projects.

III. VETERANS AFFAIRS

The following provisions would provide flexibility to the Department of Veterans Affairs (VA) to use the value of its existing assets to provide our Nation's veterans the state-of-the-art facilities they deserve. The VA has a nationwide physical footprint that includes aging facilities. While the physical assets owned by the VA are growing outdated, the underlying property values continue to increase.

A. Provide VA Real Property Flexibilities

- ***Authorize VA to retain proceeds from sales of properties and exchange existing facilities for construction of new facilities.*** Under current law, the VA cannot retain the proceeds from sales of its properties, nor can the VA exchange its existing facilities for the construction of new facilities. This hinders the VA's ability to make needed capital improvements, including new construction and renovations. Authorizing the VA to retain proceeds from sales of its properties and exchange its existing facilities or land for new construction would provide the VA flexibility to better fulfill its mission, including making capital improvements for new construction and renovations and for funding lease or service costs in a facility.

- ***Authorize pilot program for VA to exchange land or facilities for lease of space in multi-tenant facilities.*** Congress should create a pilot program, for up to five projects, to allow the VA to exchange existing VA land or facilities for a lease of space in a resulting private facility built on the former VA land. The VA-occupied space would be built to the same commercial standards as the remainder of the facility and could be in a stand-alone building or part of another building. The private sector financing could not be based on the full faith and credit of the U.S. Government or guaranteed U.S. Government tenancy. The lease term after credits would be a maximum of seven years, and any future lease or extension after the initial term also would be limited to seven years. The lease and service rates during the credit timeframe and any subsequent lease term would be at market or less. The explicit dollar amount of termination (e.g., one year of rent payments) would be required to be included in the agreement, and VA would budget rent and termination in accordance with OMB Circular A-11. The lease would be structured to assure that VA had exit privileges, and that VA would have an exclusive right, but not the obligation, to renew or extend the term of the lease.
- ***Increase the threshold above which VA is require to obtain congressional authorization for leases.*** Current law requires VA to obtain congressional authorization for any lease above $1 million in annual costs. This differs from the GSA prospectus threshold established under title 40 of the United States Code. The GSA prospectus currently carries a threshold of $3.095 million and is reevaluated periodically. These differing thresholds require the VA to seek authorization for more leases. Increasing the authorization threshold for VA major medical leases (38 U.S.C. 8104) from the current threshold of $1 million in annual costs to the current GSA prospectus threshold which is $3.095 million and updated periodically would reduce the number of VA authorizations and align the authorization levels across the two programs.

IV. LAND REVITALIZATION (BROWNFIELD/SUPERFUND REFORM)

The below provisions would expand funding eligibility for revitalization projects and establish tools to manage and address legal and financial risks. These provisions would incentivize the development and dissemination of strong infrastructure risk mitigation and asset management standards to accelerate the desired transformational shifts for the public good—increases in revenue generation, risk allocation to the parties best equipped to mitigate concerns, and greater attention to maintenance and innovative design.

A. Create a Superfund Revolving Loan Fund and Grant Program and Authorize National Priorities List Sites to be Eligible for Brownfield Grants

- Currently, the Brownfield program has a revolving loan/grant fund, but under CERCLA Sections 101(39)(B) and 101(41)(C), Superfund sites are not eligible for the program. National Priorities List (NPL) sites currently are not eligible for Brownfield grants.

- Therefore, low interest loan funds are not available to clean up Superfund sites and because NPL sites cannot access Brownfield grants, they cannot fund any development unrelated to the response action.
- Amending the Small Business Liability Relief and Brownfields Revitalization Act to include a Superfund revolving fund would facilitate new investment into Superfund cleanup and reuse and would provide non-liable third parties a low interest source of funds to perform removals, remedial design, remedial action and long-term stewardship. Amending the law (CERCLA Section 101(40)) to allow NPL sites or portions thereof to be eligible for Brownfield grants at EPA's discretion would make funds available to eligible entities to conduct assessments, complete cleanups, and implement remedy enhancements to accommodate development and perform long-term stewardship. This proposal would include areas of the NPL site that are not related to the response action; areas that can be parceled out from the NPL response action; areas where the NPL response action is complete but the site has not been delisted yet; or areas where the NPL response action is complete but the facility is still subject to orders or consent decrees under CERCLA. This would be a new Brownfields grant program targeted to Superfund sites.

B. Provide Liability Relief for States and Municipalities Acquiring Contaminated Property through Actions as Sovereign Governments

- Currently, State and local governments may be exempt from CERCLA liability as an "owner or operator" if they acquire ownership or control of contaminated property involuntarily through bankruptcy, tax delinquency, abandonment, or other circumstances under which the State or local government involuntarily acquires title by virtue of its function as a sovereign government.
- However, confusion exists regarding the meaning of "a unit of State or local government," "involuntary acquisition," and "acquires title by virtue of its function as sovereign," which inhibits State and local governments from becoming full partners in the cleanup and reuse of Superfund sites.
- Clarifying and expanding the current liability exemption (CERCLA Section 101(20)(D)) to afford State and local governments an exemption from liability for all property acquisitions undertaken by virtue of their sovereign function would encourage these entities to become full partners in the cleanup and reuse of Superfund sites. Additionally, these changes would allow more State and local governments to be eligible for grants and to acquire property without fear of liability. Such relief from liability would be conditioned upon State and local governments not contributing to the contamination and meeting the obligations imposed on Bona Fide Prospective Purchasers (BFPPs) in Section 101(40)(C)-(G), including exercising appropriate care with respect to releases of hazardous substances at the facility.

C. Provide EPA Express Settlement Authority to Enter into Administrative Agreements

- Currently, CERCLA does not provide express authority for EPA to enter into certain administrative settlement agreements to clean up and reuse sites. EPA does not have express authority to settle with BFPPs or other third parties who may be subject to a statutory defense or exemption or to settle administratively with a potentially responsible party who is willing to perform remedial action. CERCLA (Section 122(a)) provides the President with authority to enter into an agreement with any person to perform a response action when the President determines the action will be done properly. CERCLA further requires that when EPA enters into a settlement for a remedial action with a potentially responsible party, the settlement must be approved by the Attorney General and entered into the United States District Court as a consent decree.
- CERCLA limitations hinder the cleanup and reuse of Superfund sites and contribute to delays in cleanups due to negotiations.
- Amending the law to provide EPA with express settlement authority to enter into administrative agreements with BFPPs and other statutorily protected parties and to enter into administrative agreements with any party to perform remedial action in appropriate circumstances (e.g., partial, early remedial action) would promote and expedite the cleanup and reuse of Superfund sites.

D. Integrate Cleanup, Infrastructure and Long-term Stewardship Needs by Creating Flexibility in Funding and Execution Requirements

- CERCLA and appropriations laws restrict EPA's ability to creatively integrate cleanup, rebuilding infrastructure, and long-term stewardship. Additionally, EPA is subject to a number of restrictions on its ability incorporate infrastructure needs into cleanup design and implementation, particularly with respect to coordinating funding of such activities.
- These restrictions prevent EPA from incorporating infrastructure needs into cleanup design and implementation.
- Removing these restrictions for infrastructure projects that could easily be integrated with the cleanup work and funded by a third party, would enable EPA to better incorporate infrastructure needs (e.g., pipelines, power lines) into cleanup design and implementation and would promote site reuse.

PART 3—INFRASTRUCTURE PERMITTING IMPROVEMENT

I. FEDERAL ROLE

The below provisions would protect the environment while at the same time delivering projects in a less costly and more time effective manner by:

- creating a new, expedited structure for environmental reviews;
- delegating more decision-making to States and enhancing coordination between State and Federal reviews; and
- authorizing pilot programs through which agencies may experiment with innovative approaches to environmental reviews while enhancing environmental protections.

A. Establishing a "One Agency, One Decision" Environmental Review Structure

1. *Protect the Environment through a Structure that Establishes Firm Deadlines to Complete Environmental Reviews and Permits*

- Under current law, project sponsors of infrastructure projects must navigate environmental reviews under the National Environmental Policy Act (NEPA) and permitting processes with multiple Federal agencies with separate decision-making authority and often counter-viewpoints. These many hoops affect the ability of project sponsors to construct projects in a timely and cost effective manner.
- This creates inefficiencies in project environmental protection, review and permitting decisions, which delays infrastructure investments, increases project costs, generates uncertainty, and prevents the American people from receiving the benefits of improved infrastructure and environmental protections in a timely manner.
- This proposal would establish a firm deadline of 21 months for lead agencies to complete their environmental reviews through the issuance of a Finding of No Significant Impact (FONSI) or Record of Decision (ROD), as appropriate.
- Additionally, the proposal would establish a firm deadline of 3 months after the lead agency's FONSI or ROD for Federal agencies to make decisions with respect to the necessary permits. (This 3-month deadline also would apply to any permits issued by State agencies under Federal law pursuant to delegations of authority from a Federal oversight agency where such permits are a prerequisite to the completion of a Federal agency's ability to issue a permit.) Appropriate enforcement mechanisms would be established to ensure that permit decisions are issued.

B. Reducing Inefficiencies in Environmental Reviews

1. *Require a Single Environmental Review Document and a Single Record of Decision Coordinated by the Lead Agency*

- Currently, Federal NEPA reviews are conducted by the Federal agencies with jurisdiction over the same project. Agencies are encouraged, but not required, to prepare joint analyses. Requiring joint analyses can reduce the potential for delay caused by separate analyses.
- When not coordinated, these reviews can be duplicative and difficult for a project sponsor to navigate. Decisions are not issued in the same time frame and frequently are spread out over long periods of time. This additional time can add months, or even years, to the environmental review process, with little benefit to the environment.
- Requiring the lead Federal agency under NEPA to develop a single Federal environmental review document to be utilized by all agencies, and a single ROD to be signed by the lead Federal agency and all cooperating agencies, would reduce duplication and create a more efficient, timely review process.

2. *Clarify that Alternatives Outside of the Scope of an Agency's Authority or Applicant's Capability Are Not Feasible Alternatives*

- The heart of the NEPA process is the evaluation of alternatives. The development, analysis, and weighing of alternatives serves to ensure that Federal officials make informed decisions.
- However, an agency should not be required to consider alternatives that are outside its authority or outside the capability of the applicant. Such alternatives are not feasible and do not need to be considered in an environmental review.
- Clarifying that alternatives outside the scope of an agency's authority or an applicant's capability are not feasible alternatives for purposes of NEPA would allow agencies and applicants to focus their resources and analyses on those alternatives that are actually legally, technically, and economically feasible.

3. *Direct the Council on Environmental Quality to Issue Regulations to Streamline the NEPA Process*

- Council on Environmental Quality (CEQ) regulations and guidance provide an important basis for the implementation of NEPA. The environmental review process under NEPA as it exists today is lengthy, inefficient, and costly.
- CEQ's regulations were issued in 1978, before the advent of the Internet, and have been subject to only one revision since then.
- Requiring CEQ to revise its regulations to streamline NEPA would reduce the time and costs associated with the NEPA process and would increase efficiency, predictability, and transparency in environmental reviews.

4. *Eliminate Redundancy in EPA Reviews of Environmental Impact Statements under Section 309 of the Clean Air Act*

- Currently, Section 309 of the Clean Air Act requires that EPA review and publish comments on most Environmental Impact Statements (EISs) (42 U.S.C. 4332).

Under this authority, EPA publishes comments on draft and final EISs. EPA also provides a rating for EISs. In addition to its responsibility under Section 309, EPA has a separate regulatory responsibility to review and comment on EISs on matters within its jurisdiction and typically would be included as a cooperating agency for areas within its technical expertise.

- The extra review under Section 309 adds a step to the environmental review process that can cause delays without increasing protection to the environment. Issues are sometimes raised late in the process or go beyond the bounds of EPA's subject matter expertise. Lead Federal agencies must take time to respond to EPA's additional comments in the Section 309 review, even if the comments are outside of EPA's special expertise. This review is no longer necessary, given that Federal agencies have gained significant NEPA experience since this law was enacted and because EPA has other authority to review and comment on matters within its jurisdiction.
- Eliminating EPA's additional review and assessment of EISs would remove duplication and make the environmental review process more efficient. This change would not eliminate EPA's regulatory responsibilities to comment during the development of EISs on matters within EPA's jurisdiction or EPA's responsibilities to collect and publish EISs. It also would not prevent EPA from providing technical assistance to the lead or other cooperating agencies upon request.

5. *Focus the Scope of Federal Resource Agency NEPA Analysis on Areas of Special Expertise or Jurisdiction*

- Currently, disagreements often occur regarding the proper scope of NEPA review, particularly a resource agency's review for a large or complex project. Federal agencies sometimes provide comments or raise objections to issues beyond the scope of their areas of special expertise or jurisdiction.
- These objections and comments create confusion for the public and result in untimely decisions and additional workload.
- Focusing Federal resource agencies' authority to comment on portions of the NEPA analysis that are relevant to their areas of special expertise or jurisdiction would maximize the effectiveness of agency reviews and streamline project delivery.

6. *Reduce Duplication and Increase Flexibility in Establishing and Using Categorical Exclusions*

- Currently, each Federal agency establishes its own categorical exclusions (CEs) by developing a record to substantiate that an activity would not result in significant environmental impacts. All categorical exclusions that a Federal agency proposes to establish or change are reviewed and approved by CEQ.
- Even when a CE has been substantiated by a Federal agency and approved by CEQ, it may not be used by another Federal agency without a separate substantiation and approval process to incorporate the CE into the other

Federal agency's NEPA procedures. A Federal agency also may not change its internal documentation requirements related to CEs, such as moving a "documented" CE to the "undocumented" list, even if experience shows that documentation is no longer needed.

- Authorizing any Federal agency to use a CE that has been established by another Federal agency and identifying documented CEs that can be moved to an agency's undocumented CE list without undergoing the CE substantiation and approval process would reduce duplication and unnecessary environmental analysis for actions that do not create a significant environmental impact. Each agency would track and catalogue its use of another agency's CEs under this provision.

7. *More Effectively Address Environmental Impacts by Allowing Design-Build Contractors for Highway Projects to Conduct Final Design Activities before NEPA Is Complete*

- Under current law, a design-build contractor for a Federal-aid highway project is not authorized to commence final design activities until after the conclusion of the NEPA process (23 U.S.C. 112(b)(3)).
- This restriction diminishes the flexibility afforded with the design-build procurement method, because States are not permitted to allow designers to proceed with final design activities with their own funds under the traditional design-bid-build method.
- Allowing design-build contractors to conduct final design activities would facilitate better environmental reviews in conjunction with the design of projects and would facilitate more efficient and more effective efforts to address environmental impacts. The lead Federal agency would continue to conduct an independent review of the environmental documents and prohibit the agency from taking any action that would prevent the objective consideration of alternatives.

8. *Curtail Costs by Allowing for Advance Acquisition and Preservation of Rail Rights-of-Way before NEPA Is Complete*

- Currently, real property generally cannot be acquired for rail rights-of-way prior to the completion of the NEPA environmental review process.
- While project sponsors might have an opportunity to purchase better and less expensive rights-of-way in advance, the lack of clear statutory direction impedes preservation of rail rights-of-way in advance of project approval.
- Allowing the advance property acquisition and preservation of rail corridors for rail projects would help control costs and improve project delivery. Right-of-way purchase still would be eligible for Federal funding only if used for a project selected through the NEPA process. The risk of bias in the evaluation of alternatives under these circumstances would be minimal, because project sponsors would be able to recoup the value of property if a different alternative ultimately was selected.

9. *Enhance Integration of Transportation Planning and NEPA by Removing an Unneeded Concurrence Point for Using Transportation Planning Documents and Decisions in NEPA*

- Under current law, lead Federal agencies have been encouraged to adopt or incorporate by reference relevant documents and decisions into their NEPA documents. This includes documents from the transportation planning process. The transportation planning process includes robust study and public engagement to develop transportation plans for metropolitan areas. In the Moving Ahead for Progress in the 21st Century Act (MAP-21), Congress formalized the practice of incorporating transportation planning documents but added a new requirement that cooperating agencies had to concur (23 U.S.C. 168(d)).
- Concurrence for incorporating transportation planning documents and decisions was not previously required and is not required for the adoption of other documentation. The transportation planning documents already undergo review and consideration by agencies and the public during plan development. The additional concurrence point adds an unnecessary step that impedes efficient environmental review and the integration of the planning and environmental review process. It also can result in substantial duplication of work, if a cooperating agency does not concur in the incorporation of documentation from planning.
- Eliminating the requirement for concurrence by a cooperating agency would reduce duplication and delay, and would facilitate the integration of the NEPA process with the transportation planning process.

10. *Remove Duplication in the Review Process for Mitigation Banking by Eliminating the Interagency Review Team*

- The 2008 Mitigation Rule that USACE and EPA jointly promulgated includes specified timelines for various tasks associated with the approval and oversight of mitigation banks. The Mitigation Rule provides an opportunity for public and agency review and comment on mitigation banks during the approval process. In addition to this review, the Mitigation Rule requires a second review by an interagency review team, consisting of reviewing agencies, Tribal nations, and the mitigation banking sponsor.
- Approval timelines often are extended beyond those specified in the Mitigation Rule, due to protracted consultation among the interagency review team. The final approval of a mitigation bank often is delayed because of the time it takes to resolve disagreements among the entities participating in the second review.
- Removing the second review would enhance the efficiency of the mitigation bank approval time frames. The members of the interagency review team would still have an opportunity to review and comment through the public participation process required in the Mitigation Rule.

11. *Authorize All Lead Federal Agencies for Infrastructure Projects to Opt into Highway and Transit Streamlining Procedures*

- Highway and transit projects currently have specific statutory authority that promotes efficiencies in the environmental review process for their projects (23 U.S.C. 139). This authority promotes efficiency without changing any substantive environmental laws.
- However, these benefits are limited because they do not apply to other types of infrastructure projects.
- Amending the current law to allow other lead Federal agencies to opt into these provisions could make environmental reviews on other infrastructure projects more efficient. This option would not apply to projects that are eligible under FAST 41 because they already have separate streamlining provisions.

12. *Increase Efficiency by Expediting Certain Small Telecommunications Equipment in NEPA and the National Historic Preservation Act*

- Current law requires that wireless deployers comply with both NEPA and the National Historic Preservation Act (NHPA) for small cells and Wi-Fi attachments in the same way that they obtain permits for large towers.
- Small cells and Wi-Fi attachments do not have an environmental footprint, nor do they disturb the environment or historic property. However, despite this lack of impact, small cells and Wi-Fi attachments typically go through the same level of analysis and review under NEPA and the NHPA, which needlessly adds both delays and costs to the process.
- Amending the law to expedite small cells and Wi-Fi attachments in NEPA and the NHPA would eliminate unnecessary reviews without adversely affecting the environment.

13. *Create Incentives for Enhanced Mitigation*

- Current environmental laws focus primarily on adverse environmental impacts of infrastructure projects, without also recognizing their potential environmental benefits.
- Opportunities for enhancing mitigation or environmentally friendly designs often are lost, because they delay project development without providing any benefit to the project sponsor.
- Establishing procedures that expedite environmental or permitting reviews for projects that enhance the environment through mitigation, design, or other means would provide incentives for project sponsors to propose more environmentally beneficial projects. This would streamline the environmental and permitting review process for those projects that demonstrate an improvement to the environment.

14. *Modify the Federal Power Act and Other Laws to Prohibit the Ability of Federal Agencies to Intervene in FERC Proceedings*

- Under current FERC policy and regulations, agencies that participate as cooperating agencies in FERC's preparation of NEPA documents cannot also intervene in the FERC licensing proceeding. The rationale for FERC's policy is that cooperating agency staff will necessarily engage in off-the-record communications with FERC staff concerning the merits of issues in the proceeding. If the agency is subsequently allowed to become an intervenor in the licensing proceeding, the agency would then have access to information that is not available to other parties, in violation of the prohibition on ex parte communications in both FERC's rules and in the Administrative Procedure Act.
- FERC's rules force Federal agencies to choose either to waive their right to intervene in the proceeding or their right to participate, upon request, as a cooperating agency in FERC's preparation of an environmental document. By choosing not to participate as a cooperating agency, FERC loses the benefit of the agency's technical expertise on important environmental issues, thus inhibiting the identification and resolution of key issues early in the NEPA process.
- Modifying the Federal Power Act and other laws to require Federal agencies, upon request, to participate as a cooperating agency to a FERC NEPA review would ensure that agencies fully participate in the preparation of FERC NEPA documents. Agency participation as a cooperating agency, however, would not impede that agency's ability to file comments to the FERC docket for the relevant proceeding nor impede the agency's ability to defend any requested conditions in court.

15. *Authorize Federal Agencies to Accept Funding from Non-Federal Entities to Support Environmental and Permitting Reviews*

- Currently, some legal authority exists for project proponents to contribute funds to Federal agencies to support such reviews and decisions. This includes authority for public entities to support Federal agencies, State agencies, and Indian tribes participating in environmental planning and review processes for transportation projects (49 U.S.C. 307), as well as authority for USACE to accept funds from non-Federal public entities to provide priority review of permit applications (33 U.S.C. 2352). However, there is no universal authority to accept funding from non-Federal entities for infrastructure projects.
- This limits the ability of Federal agencies to obtain additional resources to help with the permitting and review process, thus causing further delays in project development.
- Amending the law to provide broader authority for Federal agencies to accept funds from non-Federal entities to support review of permit applications and other environmental documents would provide additional resources to streamline project delivery and would help defray the costs of the environmental review. This provision would include appropriate controls for potential conflicts of interest and would maintain the Federal agency's responsibility to conduct its review independently.

C. Protecting Clean Water with Greater Efficiency

1. *Eliminate Redundancy, Duplication, and Inconsistency in the Application of Clean Water Provisions*

These provisions would make the following reforms to create greater efficiencies in the application of clean water provisions:

a. Authorize Federal agencies to select and use nationwide permits without additional USACE review. Currently, Federal agencies are required to submit permit applications to USACE for some projects that meet nationwide permit (NWP) requirements, including general and regional conditions. Federal agencies employ staff who are environmental experts and review these projects before submitting the application to determine whether they meet the criteria for the applicable NWP. Eliminating the additional USACE review and allowing Federal agencies to move forward on NWP projects, subject to permit conditions, would streamline the process and allow USACE to focus on projects that do not qualify for NWPs, which have greater environmental impacts. USACE would retain the right to reinitiate its review for any agency that it finds has incorrectly determined that NWP criteria were met.

b. Consolidate authority to make jurisdictional determinations for 404 permits. Under current interpretation of the Clean Water Act, the EPA Administrator, not the Secretary of the Army, has final authority to construe the jurisdictional term "navigable waters" under Section 404 of the Clean Water Act. USACE has decades of experience and expertise in jurisdictional matters, providing the public approximately 59,000 written jurisdictional determinations per year. Establishing the Secretary of the Army's authority to make jurisdictional determinations under the Clean Water Act would eliminate duplication of work and streamline permit decisions. EPA and USACE would continue to coordinate on rulemaking to ensure consistency in the definition of "waters of the U.S." under the Clean Water Act and to reconcile differences in determinations under other sections of the Clean Water Act.

c. Eliminate duplicative oversight by removing EPA's authority to veto a 404 permit under Section 404(c). The Secretary of the Army, acting through the Chief of Engineers, has authority to grant permits for the discharge of dredged or fill material under Section 404 of the Clean Water Act. EPA can exercise veto authority prior to, during, and after permit decisions. The threat of the veto creates significant uncertainty and delays permit decisions, because project proponents and USACE address perceived concerns to avoid elevation or veto. Removing EPA's authority to veto a 404 permit would make the permitting process more efficient and predictable.

d. Allow use of one NEPA document for both Section 404 and Section 408 actions. Section 408 authorizes the Secretary of the Army to grant permission for the

alteration, occupation, or use of a USACE civil works project if the activity will not be injurious to the public interest and will not impair the usefulness of the project (33 U.S.C. 408). To make this determination, Section 408 requires a very similar environmental review to the review required for a Section 404 permit. For actions where both Sections 404 and 408 apply, two independent environmental reviews are required, creating unnecessary duplication of work and delays in issuing permitting decisions.

e. Eliminate duplication in environmental documentation for authorized USACE projects pursued by non-Federal interests. Under current law, if a non-Federal entity intends to implement an authorized USACE civil works project without an executed project partnership agreement, the non-Federal entity would need a permit from the Department of the Army prior to construction (33 U.S.C. 403 and 33 U.S.C. 1344). To authorize the same civil works project, the USACE also would prepare an environmental review and compliance document. Allowing the non-Federal interest to use the completed USACE environmental compliance documentation and decision (e.g., ROD or FONSI) as the environmental review for the Federal permit decision would reduce duplication without removing environmental protections.

2. *Clarify Time Frames and Reduce Delays for Section 401 Certification Decisions*

- Current law requires receipt of a State Water Quality Certification (Section 401 Certification) prior to USACE issuing a Department of the Army (DA) permit (Section 404 and Section 10) decision. Under current law, a State is given a period not to exceed one year to issue its Water Quality Certification, or the requirement is waived.
- In spite of the statutory time frame, States increasingly do not issue permits within the applicable time frames, or they require applicants to re-file prior to the one-year lapse, which produces a loop of repeated lack of issuance and re-filing.
- Amending the Clean Water Act to change the time period for issuance of a State 401 Certification by addressing the time periods for making a completeness determination and the time for a State decision would reduce this delay.

3. *Stabilize Utility Investments by Lengthening the Term of a National Pollutant Discharge Elimination System Permit and Providing for Automatic Renewals*

- Currently, the Clean Water Act places a five-year limitation on the term of permits granted.
- This limitation serves as a disincentive to public and private investments in investor-owned and publicly owned utilities when major investments typically are financed over 20 to 30 years. Moreover, administrative resources in granting permit renewals can significantly impact the timeliness of permit renewal requests.

- Lengthening the permit time limit from five years to fifteen years and providing for automatic renewals of such permits, if the water quality needs do not require more stringent permit limits, would bring more stability to such investments.

D. Reducing Inefficiencies in the Magnuson Stevens Act

1. *Require Timelines to be Met under the Magnuson Stevens Act or Allow Agency to Proceed with Action*

- The Magnuson Stevens Act allows for both an abbreviated consultation process (National Marine Fisheries Service (NMFS) must respond within 30 days) and an expanded consultation process (NMFS must respond within 60 days) when evaluating effects to Essential Fish Habitat.
- Even with these relatively short time frames, consultations tend to take much longer to complete, and thus impact the delivery of infrastructure projects.
- Requiring NMFS to respond to all consultations within 30 days in all cases (unless a 30-day request for extension is received from NMFS and approved by the action agency) would improve time frames and eliminate delays. If no response were received from NMFS within the required time frame, the action agency could then move to final agency action.

E. Reducing Inefficiencies in Protecting Clean Air

1. *Eliminate Confusion by Clarifying that Metropolitan Planning Organizations Need only Conform to the Most Recent National Ambient Air Quality Standard*

- Currently, the Clean Air Act requires EPA to establish National Ambient Air Quality Standards (NAAQS) for certain pollutants. It also requires EPA to periodically review and, if necessary, update these standards.
- This creates a problem every time EPA promulgates newly updated NAAQS before prior standards are revoked. State DOTs and metropolitan planning organizations (MPOs) may be required to demonstrate conformity to both the old and new standards for the same pollutant, creating redundancy and uncertainty, and causing State DOTs and MPOs to spend their limited resources unnecessarily.
- Amending the Clean Air Act to clarify that conformity requirements apply only to the latest NAAQS for the same pollutant would avoid this confusion and reduce legal challenges.

2. *Reduce Uncertainty by Establishing Motor Vehicle Emissions Budgets before Requiring Initial Transportation Conformity Determinations for Newly Designated Areas*

- Currently, the Clean Air Act requires a newly designated area to comply with conformity requirements one year after the effective date of the final

nonattainment designation (42 U.S.C. 7506(c)). Conformity typically is demonstrated by showing that an area's transportation plans will not exceed the motor vehicle emissions budget established for that area.

- This creates a problem for newly designated areas because the emissions budget usually takes longer than a year to establish and for EPA to approve. Therefore, in order to demonstrate conformity, MPOs in newly designated areas have to use other less suitable tests, such as "an interim emissions test" or a test based on emissions budgets developed for a previous standard for the same pollutant. These requirements have created confusion and uncertainty.
- Allowing transportation conformity to apply one year after EPA approves or finds the emissions budgets adequate for conformity purposes would eliminate confusion and give MPOs certainty in meeting Federal requirements.

F. Reducing Inefficiencies in Preserving Publicly Owned Land and Historic Properties

1. *Remove Overlapping DOI, USDA, and HUD Reviews from Individual Section 4(f) Evaluations*

- Under current law, DOT is prohibited from using parklands or historic sites unless it determines that there is no other prudent and feasible alternative. Current law requires consultation with DOI, USDA, and the Department of Housing and Urban Development (HUD) in making these determinations. The FHWA/FTA implementing regulations for Section 4(f) of the DOT Act (23 CFR 774.5) require Section 4(f) determinations to be sent to DOI, USDA, and HUD for review and provide a minimum of 45 days for the agencies to comment. Current law also provides for an additional 15-day period after the comment deadline for DOI, USDA, and HUD to transmit comments before FHWA may assume no objection (49 U.S.C. 303 and 23 U.S.C. 138).
- The DOI, USDA, and HUD reviews can delay project delivery even though the review generally does not produce any changes in the determinations, because the agencies have had little direct involvement in a project.
- Removing DOI, USDA, and HUD responsibilities to review individual Section 4(f) determinations would reduce delays in the project development process while not reducing protections to parklands and historic sites.

2. *Eliminate Duplicative Reviews of Historic Property Impacts for Transportation Projects*

- Under current law, potential impacts of transportation projects on historic sites must undergo a review under both Section 106 of the NHPA and Section 4(f). These two laws are different in approach (Section 4(f) results in a substantive determination and Section 106 is a process resulting in an agreement), but both are designed to protect the same historic resources. The FAST Act added an optional process for historic preservation reviews to address this issue, but it

added new steps and concurrence points that do not exist in the current regulatory process.

- Conducting two reviews to protect historic properties is redundant and creates substantial additional work. It is also inconsistent with requirements for other infrastructure projects, which only need to comply with Section 106. Because of the additional concurrence points, the optional process included in the FAST Act is a more cumbersome process and has not been used.
- Specifying that an action taken pursuant to a Section 106 agreement does not constitute a "use" under Section 4(f), and therefore would not require a different analysis, would reduce duplication and delay, without reducing protections for the historic properties.

3. *Eliminate Redundancy in Conversion Requirements When Land Purchased with Land and Water Conservation Fund Money Is Impacted*

- Currently, parks and other sites that have been the subject of Land and Water grants of any type cannot be converted to other than public outdoor recreation uses without approval of the NPS. This includes approval of equivalent property to substitute for the converted area. This requirement applies to infrastructure projects that might use parks or other recreational facilities that were funded by Land and Water grants.
- Consulting with the NPS and obtaining its approval for equivalent substitution property can be a lengthy process leading to delayed project delivery. The work of the NPS often duplicates the work of the lead Federal agency in identifying equivalent substitute property.
- Eliminating the requirement for the NPS approval in identifying and procuring replacement property would eliminate duplicative work and speed project delivery (including where authority has been delegated to States).

4. *Reduce Uncertainty by Establishing Reclamation Title Transfer Authorization*

- Currently, there is no blanket authorization for Bureau of Reclamation to transfer title to certain federally owned facilities currently operated by non-Federal partners, who are the primary beneficiaries. Congress provides title transfer authority with respect to individual facilities.
- Obtaining authority from Congress to transfer title for each facility individually is arduous and very time consuming, often taking several years. Delays in obtaining title negatively impact the ability of non-Federal partners to obtain private financing to perform required major rehabilitation and replacement needs. As a result, entities may need to request funding from the Federal Government to perform required work.
- Establishing new transfer authority in the Bureau of Reclamation would streamline the process and reduce delays for executing title transfers. This also would facilitate non-Federal partners' ability to seek private financing for major rehabilitation and replacement needs. Additionally, this would give non-Federal partners greater flexibility in setting operating criteria.

5. *Reduce Uncertainty by Authorizing the Secretary of the Interior to Review and Approve Permits for Pipelines Crossing Lands Administered by the National Parks Service*

- Current law delegates to the Secretary of the Interior authority to review and approve rights-of-way across lands administered by the NPS, but only for electric, water and communications facilities. For pipelines (natural gas and oil) and facilities necessary for the production of energy, specific congressional authorization is needed for each proposed project crossing one of these lands.
- Obtaining congressional approval for each pipeline crossing and facilities necessary for the production of energy is time consuming and delays construction of needed natural gas pipeline facilities. It also is inconsistent with the process adopted for other types of facilities.
- Authorizing the Secretary of the Interior to approve rights-of-way for pipelines and facilities necessary for the production of energy across NPS-administered land in a manner identical to that for other facilities would reduce the delays and uncertainties caused by requiring congressional approval.

II. DELEGATION TO STATES

These provisions will streamline and expand existing procedures to entrust environmental review and permitting decisions to States. These provisions also would help avoid duplication by facilitating reliance on State and local reviews and documentation.

A. Expand Department of Transportation NEPA Assignment Program to Other Agencies

- Using current authority, DOT has successfully assigned its NEPA responsibilities to six States under certain conditions and contingent upon the States signing a memorandum of understanding with the DOT.
- However, this authorization to assign responsibility is limited to FHWA and FTA.
- Authorizing other agencies to assign NEPA responsibilities to States would extend the benefit of this program to other types of infrastructure agencies and projects, under requirements similar to those in the DOT NEPA assignment program.

B. Allow States to Assume FHWA Responsibilities for Approval of Right-of-Way Acquisitions

- Currently, there is no specific authorization for States to assume FHWA's responsibilities for approving right-of-way acquisition transactions. In addition, FHWA regulations require States to obtain authorization before proceeding with any real property acquisition using Federal-aid highway funds.

- Waiting for FHWA can delay the project delivery process for Federal review of what has become a routine activity for States.
- Providing States with authority to assume some, or all, of FHWA's responsibilities for approval of right-of-way acquisitions (subject to the same legal protections that currently apply to the right-of-way acquisition process) would eliminate these delays. DOT would retain the right to terminate a delegation if a State improperly carries out its responsibilities for approving right-of-way acquisitions.

C. Broaden NEPA Assignment Program to Include Other Determinations

- Currently, the Surface Transportation Project Delivery Program ("NEPA assignment program") allows States to fully assume Federal responsibilities under NEPA for highway and transit projects. However, it prohibits DOT from assigning, and States from assuming responsibility for, any project-level conformity determination required under the Clean Air Act for the same projects (42 U.S.C. 7506). It also does not authorize States to assume responsibilities for determinations regarding flood plain protection and noise policies, which would affect determinations made by States during the environmental review process (23 U.S.C. 109 and 327).
- This inconsistent treatment diminishes the effect of the NEPA assignment program. It causes the environmental review process assumed by a State to be interrupted or impacted by Federal approvals or determinations during an environmental review that otherwise has been fully assumed by the State.
- Allowing DOT to assign, and States to assume, project-level transportation conformity determinations and determinations regarding flood plain protections and noise policies as part of the NEPA assignment program would create a more efficient NEPA assignment program. It also would provide an incentive for additional States to participate in the NEPA assignment program. Consistent with the requirements of the NEPA assignment program, States would need to demonstrate the technical capacity to make these determinations. This provision would not change EPA's responsibilities under the Clean Air Act.

III. PILOT PROGRAMS

These provisions would create pilot programs to experiment with new ways to address environmental impacts while delivering projects in a more timely and predictable way.

A. Performance-Based Pilot

- This pilot program would experiment with using environmental performance measures instead of an environmental review process to address environmental impacts of an infrastructure project. Up to 10 projects would be

selected to participate in the pilot based on project size, national or regional significance, and opportunities for environmental enhancements.

- The project sponsor for a selected project would agree to design its project to meet performance standards and permitting parameters established by the lead Federal agency. The lead Federal agency would develop these standards with public input and in coordination with other cooperating Federal agencies. The project sponsor's agreement to meet the performance standards and permitting parameters would be in lieu of complying with NEPA and relevant permits or other authorizations.
- The performance standards would result in design elements and enhanced mitigation that address the impacts of the project and meet permit requirements. The pilot would support the goals and objectives of NEPA and meet permit obligations without being constrained by its procedural requirements. It would focus on good environmental outcomes rather than a lengthy environmental review process.

B. Negotiated Mitigation Pilot

- This pilot program would experiment with negotiation of mitigation to address environmental impacts of transportation projects.
- This pilot would authorize the Secretary of Transportation (or other infrastructure agencies) to establish an alternative decision-making process in lieu of NEPA, based on negotiated mitigation agreements and supporting mitigation markets that address anticipated project impacts for a specific set of projects.
- Negotiated mitigation strategies could include purchase of offsets, avoidance of anticipated impacts, and in-lieu-fee dedicated to an advanced mitigation fund.
- This pilot also would establish conditions and limitations for the DOT authority under this pilot.

IV. JUDICIAL REFORM

These provisions would reform judicial review standards for environmental reviews to avoid protracted litigation and to make court decisions more consistent. These provisions also would narrow the scope of judicial review by exempting certain actions or issues from challenge.

A. Limit Injunctive Relief to Exceptional Circumstances

- Currently, a legal challenge to a project under NEPA can delay the start of a project, due to the uncertainty it creates about whether the project will be able to proceed.
- This creates unpredictability regarding time frames for projects, which at the outset can discourage potential investors, and in the end can postpone the public benefits of needed infrastructure projects.

- Limiting injunctive relief to exceptional circumstances would allow for environmental concerns to be addressed without unduly delaying needed infrastructure projects.

B. Revise Statute of Limitations for Federal Infrastructure Permits or Decisions to 150 Days

- Currently, for many infrastructure projects, the statute of limitations allows plaintiffs to file legal challenges to Federal permitting and authorization decisions for up to six years after the decisions have been issued. In addition, under the program in which States can substitute comparable State laws for NEPA ("NEPA substitution program"), the statute of limitations is two years (23 U.S.C. 330).
- Infrastructure projects require significant investment in time and resources. Delays and uncertainty caused by legal challenges to environmental and permitting decisions inhibit investment in projects and impede the delivery of public benefits from improved infrastructure. These delays and uncertainties are exacerbated by long statutes of limitations, creating uncertainty well after decisions have been made.
- Establishing a uniform statute of limitations of 150 days for decisions and permits on infrastructure projects would reduce uncertainty and prevent substantial delays in project delivery, while still affording affected parties an adequate opportunity to initiate legal challenges. A 150-day statute of limitations would be consistent with the statute of limitations Congress already has enacted for surface transportation projects. In addition, revising the statute of limitations for the NEPA substitution program to 150 days would remove a barrier to States using this program.

C. Provide Certainty in Claims on Currentness of Data in Environmental Reviews and Permits

- Environmental reviews and permitting decisions require in-depth studies and data. These reviews can be costly and time consuming. Project sponsors and Federal agencies are expected to use current data in conducting their environmental and permitting reviews.
- With projects spanning several years, a project sponsor may need to conduct multiple studies to generate data on the same issue. While using complete and up-to-date data is necessary to make an informed decision, litigation risk should not be the primary driver in deciding whether to conduct a new study.
- Directing Federal agencies to establish guidelines regarding when new studies and data are required would clarify requirements and create more certainty in the NEPA process. Courts would be precluded from reviewing any claims based on the currentness of data, so long as agencies were in compliance with their established guidelines. In a case where agencies' guidelines for the same data conflict, the guidance for the lead agency would prevail.

PART 4—WORKFORCE DEVELOPMENT

These provisions are dedicated to the American workforce and to policies that will help Americans secure stable, well-paying jobs. The American workforce is an important national asset, and thus should be included in legislation aiming to strengthen and invest in our country's infrastructure.

Currently, there are almost seven million individuals looking for work and roughly six million unfilled jobs. Past Federal policies have left too many Americans behind. This Administration is committed to helping more individuals access affordable, relevant, quality education and skills-development that leads to full-time work and long-term careers. These provisions also will have the important benefit of helping more companies find skilled workers to fill open jobs.

An infrastructure bill will generate new projects that directly increase employment in the construction industry, as well as boost the demand for labor more broadly as additional infrastructure investment spurs economic growth. The provisions outlined below will ensure our country has enough skilled workers to perform not only existing work but also fill the new jobs created by the bill.

I. ACCESS TO EDUCATION AND WORKFORCE DEVELOPMENT PROGRAMS

A. Expand Pell Grant Eligibility to High-Quality, Short-Term Programs

- The Federal Government spends tens of billions of dollars each year in grants for postsecondary education. However, the vast majority of these funds are available only to help pay for courses that meet certain time and/or length requirements. This model is becoming outdated given the expansion of short-term education and workforce development programs that teach relevant skills and help individuals secure well-paying jobs. For example, Pell Grants are generally available only to students who do not yet have a bachelor's degree and who are enrolled in institutions of higher education offering degree programs of at least 600 clock hours or 15 weeks in length.
- Pell Grants are not available for individuals pursuing shorter-term certifications, including persons who are in skilled trades and who are achieving certifications as part of an apprenticeship program. The Workforce Innovation and Opportunity Act (WIOA) can fund some of these types of education, but its funding is broadly distributed across a variety of workforce development efforts.
- Expanding Pell Grant eligibility to high-quality, short-term programs would allow individuals to use Pell Grants to pay for short-term programs that lead to a credential or certification in an in-demand field. There is no "one size fits all" approach to postsecondary education. Rather, there are multiple pathways to success for students, and Federal law should enable students to explore and access these pathways. It is of utmost importance that, as Pell recipients are given greater flexibility in spending grant dollars, measures are undertaken to

ensure students receive quality education. Additionally, efforts should be taken to ensure high-quality, short-term courses and programs are available in fields where there are shortages of qualified workers.

B. Reform Career and Technical Education

- Equipping Americans with the education needed to do the jobs available in our modern economy does not just require changes to our postsecondary education and workforce development policies; it requires changes to our secondary education policies as well. One Federal program related to skills-development and career readiness – the Carl D. Perkins Career and Technical Education (CTE) program – is in dire need of reform. CTE funds are spread thinly and support a broad, fragmented range of activities, many of which are unlikely to improve student outcomes and are often not aligned to local workforce needs.
- Too often, CTE programs do not successfully prepare students for jobs in high-demand fields or local industries. In the 2015-2016 school year, the most common CTE field for secondary CTE concentrators – those who specialize in a single CTE field – was arts and design, followed by business and health.
- Enacting a modified version of the Perkins CTE reauthorization bill passed by the House in June 2017 (H.R. 2353) would ensure that more students in America's secondary and postsecondary institutions have access to high-quality technical education that teaches them practical knowledge and skills needed in today's technology-driven economy. There are several important opportunities to amend H.R. 2353 to improve the legislation and advance the Administration's goals. Needed amendments include:
  - Directing the majority of funding to high schools to promote strategies such as apprenticeship, work-based learning, and dual-enrollment.
  - Authorizing activities to promote and expand apprenticeships.
  - Increasing high-quality CTE programs in high schools by promoting STEM CTE offerings and other offerings related to in-demand industry sectors (determined using the WIOA definition as a starting point and expanded based on input from the private sector) and requiring that they are evidenced-based (as defined by the Every Student Succeeds Act).
  - Allowing States to pool funds to support regional centers and consortia that support multiple districts in partnership with local businesses and other community stakeholders.
  - Strengthening the bill's emphasis on the use of evidence-based research.
  - Authorizing funding for fast-track programs that prepare high school graduates for jobs rebuilding America's infrastructure.

C. Strengthen Ties to the Workforce for College Students

- The Federal Work Study program (FWS) currently is not well-suited or targeted to support students pursuing career and technical education, especially for low-income and low-skilled students seeking to enter or return to the workforce quickly.

- FWS funds are disproportionately distributed to four-year non-profit and flagship public institutions, leaving out quality two-year programs, many of which have a uniquely strong focus on workplace readiness.
- Enacting FWS reforms to better distribute the aid to schools and students who can most benefit would ensure that more participants obtain relevant workplace experience, including by participating in an apprenticeship. This could include:
  - Revamping the funding formula to send funds to schools with a strong record in enrolling Pell students and putting them on a pathway to success.
  - Limiting eligibility to undergraduates.
  - Using program dollars to fund career-related internships or expanding apprenticeship and career pathway programs.

II. EMPOWERING WORKERS

A. Reform Licensing Requirements for Individuals Seeking a Job on an Infrastructure Project

- In many cases, States accepting Federal funding to support infrastructure projects do not allow workers with out-of-State skilled trade licenses to work on those projects.
- Preventing out-of-State professionals from working on infrastructure projects can: (1) reduce the speed of these projects, delaying the effect of the economic benefit they provide; and (2) increase the cost of the projects by artificially limiting the supply of professionals available to work on those projects. These provisions also put Americans who live in rural States or other areas at a disadvantage since they frequently need to relocate (often temporarily) in order to secure work.
- Requiring that States accepting Federal funds for infrastructure projects accept workers with out-of-State licenses to work on those projects would speed project delivery, reduce project costs, and provide flexibility to workers with out-of-State skilled trade licenses.

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March 1, 2018

To: Board Members

From: Gary Huttmann, Deputy Executive Director

Subject: Board Priorities Follow-up

This is follow-up from the February 14 Board Meeting and the Board's adopted priorities.

There were some questions about the priorities listed in the presentation, primarily the priority of SunRail. The intent of this priority goes beyond SunRail itself but rather includes connections to SunRail whether by transit, bicycle, or as a pedestrian. I agreed to provide clarification and have changed the priority to refer to SunRail Connectivity. The intent of this priority is to support projects that enhance connections to SunRail, whether they are sidewalks, trails, transit or other improvements that would add to the SunRail experience. In addition to the capital projects that may be completed we are initiating a study of a select number of SunRail Station areas to understand who is attracted to these new developments and whether they are SunRail riders. If they are not we want to understand why and what then attracts them to the development.

The Board has approved a Transportation Improvement Program that allocates:

Over $37M for enhancements to SunRail Connectivity
Over $59M for Trail projects
Over $18M for Complete Streets projects

In addition we are using public engagement techniques that we believe attract a younger crowd to the transportation process. Crowd sourcing and social media are used for current complete streets projects. We have the INVEST Grant work underway. As part of that work we held a "Transportation Think-In" that was an invitation only event targeting a non-traditional audience to the world of transportation. Many of the attendees were young, some UCF students, that do not typically engage in the work we do. This was a successful event that helped to advance the Board's priorities.

The Board's priorities have become part of the internal discussion among MetroPlan staff and we continually ask ourselves whether the work we are doing advances them.