The Florida Senate

COMMITTEE MEETING EXPANDED AGENDA

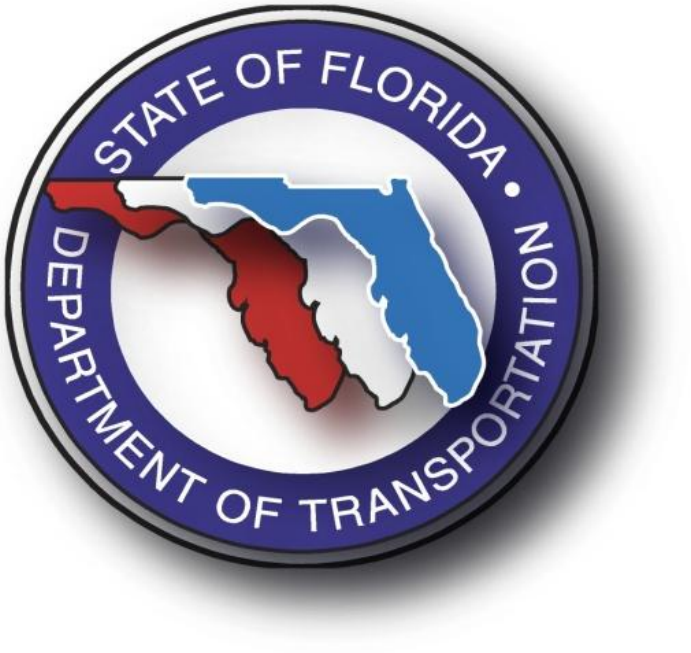
TRANSPORTATION
Senator Latvala, Chair
Senator Evers, Vice Chair

MEETING DATE: Tuesday, January 11, 2011
TIME: 10:45 a.m.—12:45 p.m.
PLACE: *Mallory Horne Committee Room,* 37 Senate Office Building

MEMBERS: Senator Latvala, Chair; Senator Evers, Vice Chair; Senators Benacquisto, Bullard, Garcia, Joyner, and Storms

TAB	BILL NO. and INTRODUCER	BILL DESCRIPTION and SENATE COMMITTEE ACTIONS	COMMITTEE ACTION
1		Presentation by the Florida Department of Transportation regarding departmental organization and mission	
2		Presentation by the Florida Department of Transportation on High Speed Rail and SunRail projects status	
3		Presentation by the Florida Department of Transportation on the I-95 Alternatives Study	
4		Florida Department of Transportation and Committee discussion of specific topics including location of water retention areas - alternatives and outdoor advertising permitting	

AGENCY OVERVIEW



Florida Department of Transportation

MISSION AND VISION

OUR MISSION

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

OUR VISION

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

MAJOR PROGRAM AREAS

1. **Safety**
2. **System Preservation**
3. **Capacity**

Mission, Goals & Objectives
(334.046(4), Florida Statutes)

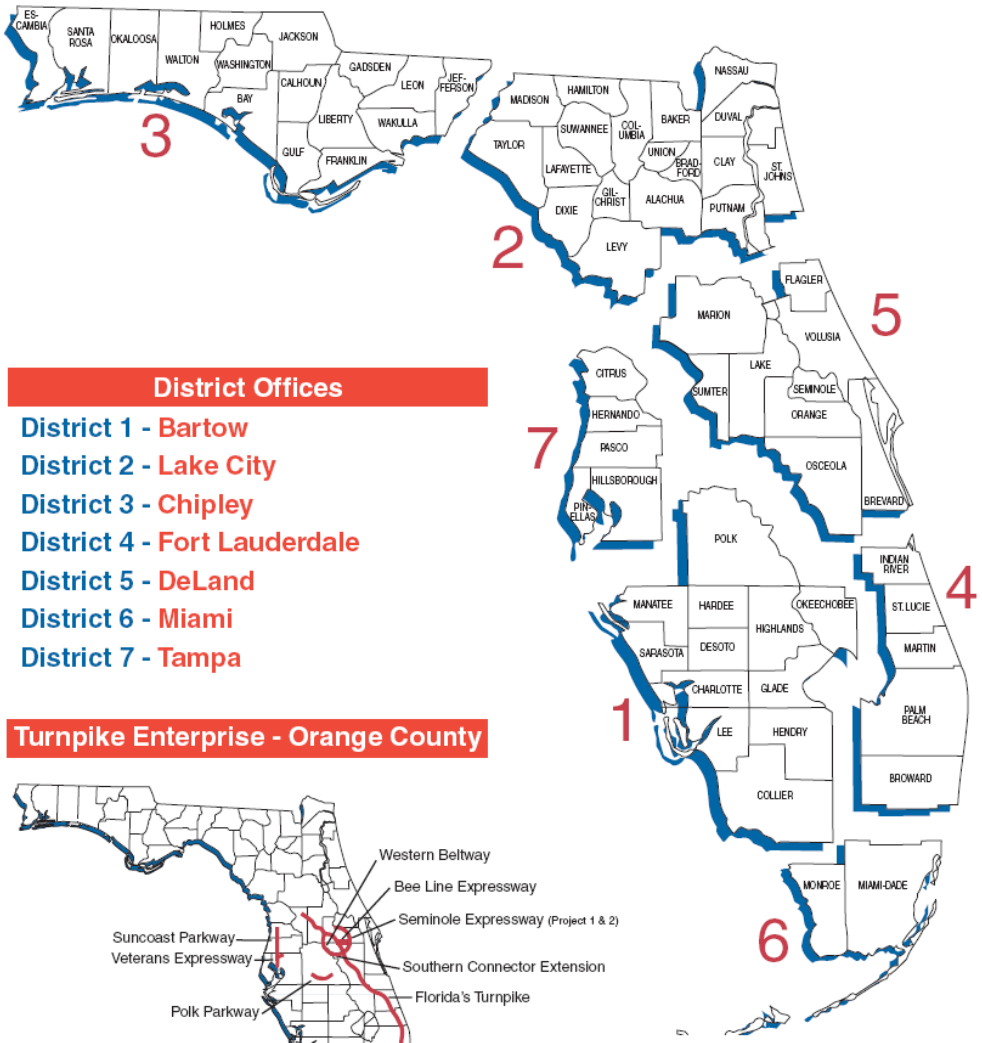
a) ***Preservation.***--Protecting the state's transportation infrastructure investment. Preservation includes:

1. Ensuring that 80% of the pavement on the State Highway System meets department standards;

2. Ensuring that 90% of department-maintained bridges meet department standards; and

3. Ensuring that the department achieves 100% of the acceptable maintenance standard on the state highway system.

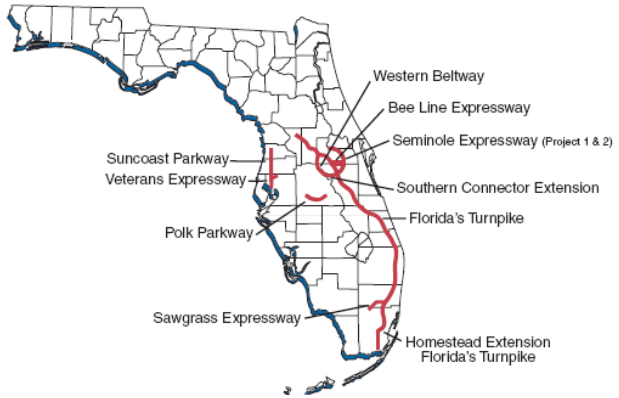
FDOT DISTRICTS

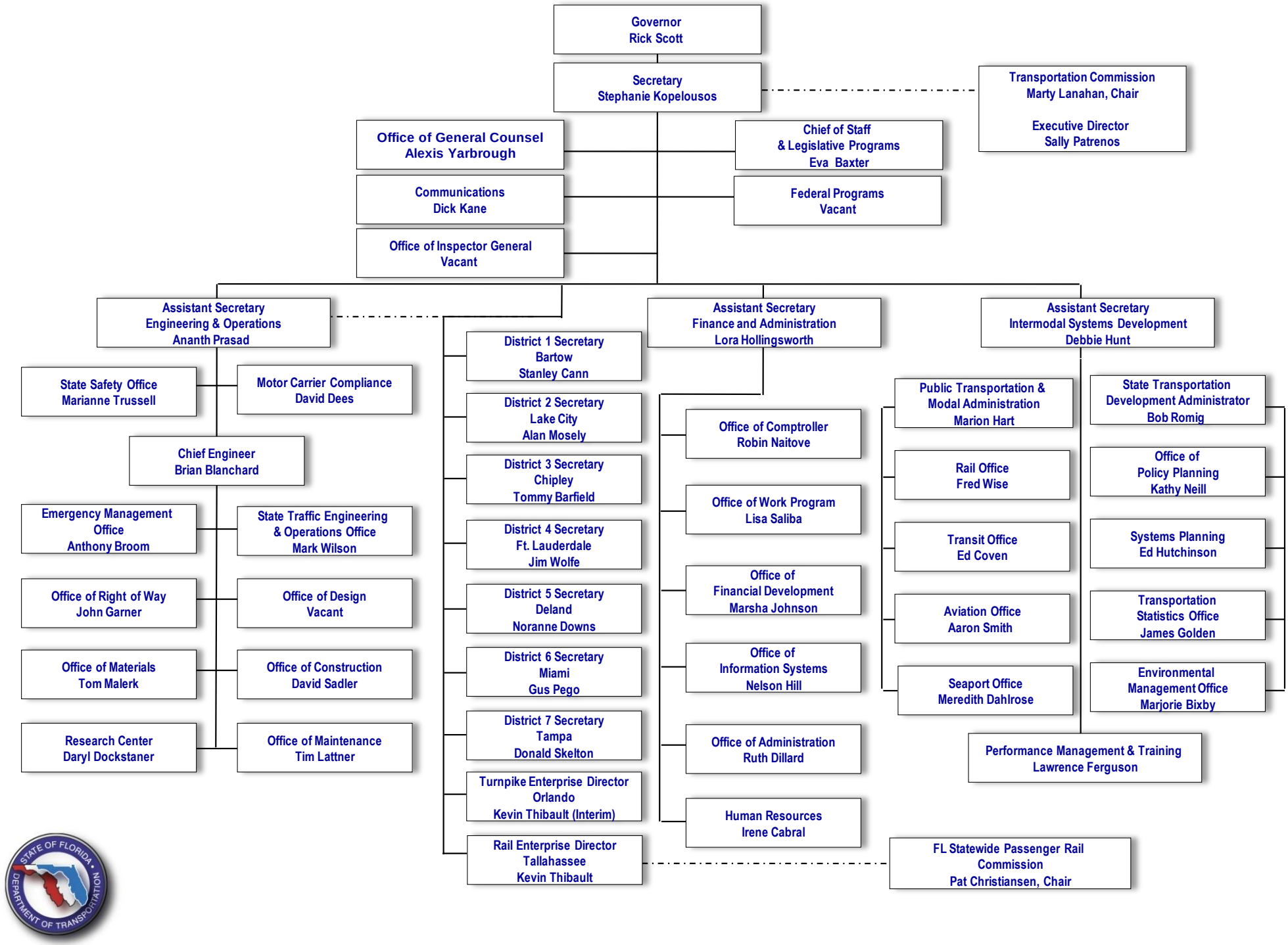


District Offices

- District 1 - Bartow
- District 2 - Lake City
- District 3 - Chipley
- District 4 - Fort Lauderdale
- District 5 - DeLand
- District 6 - Miami
- District 7 - Tampa

Turnpike Enterprise - Orange County




Governor
Rick Scott
Secretary
Stephanie Kopelousos
Transportation Commission
Marty Lanahan, Chair
Executive Director
Sally Patrenos
Office of General Counsel
Alexis Yarbrough
Chief of Staff
& Legislative Programs
Eva Baxter
Communications
Dick Kane
Federal Programs
Vacant
Office of Inspector General
Vacant
Assistant Secretary
Engineering & Operations
Ananth Prasad
Assistant Secretary
Finance and Administration
Lora Hollingsworth
Assistant Secretary
Intermodal Systems Development
Debbie Hunt
State Safety Office
Marianne Trussell
Motor Carrier Compliance
David Dees
Chief Engineer
Brian Blanchard
Emergency Management
Office
Anthony Broom
State Traffic Engineering
& Operations Office
Mark Wilson
Office of Right of Way
John Garner
Office of Design
Vacant
Office of Materials
Tom Malerk
Office of Construction
David Sadler
Research Center
Daryl Dockstaner
Office of Maintenance
Tim Lattner
District 1 Secretary
Bartow
Stanley Cann
District 2 Secretary
Lake City
Alan Mosely
District 3 Secretary
Chipley
Tommy Barfield
District 4 Secretary
Ft. Lauderdale
Jim Wolfe
District 5 Secretary
Deland
Noranne Downs
District 6 Secretary
Miami
Gus Pego
District 7 Secretary
Tampa
Donald Skelton
Turnpike Enterprise Director
Orlando
Kevin Thibault (Interim)
Rail Enterprise Director
Tallahassee
Kevin Thibault
Office of Comptroller
Robin Naitove
Office of Work Program
Lisa Saliba
Office of
Financial Development
Marsha Johnson
Office of
Information Systems
Nelson Hill
Office of Administration
Ruth Dillard
Human Resources
Irene Cabral
FL Statewide Passenger Rail
Commission
Pat Christiansen, Chair
Public Transportation &
Modal Administration
Marion Hart
Rail Office
Fred Wise
Transit Office
Ed Coven
Aviation Office
Aaron Smith
Seaport Office
Meredith Dahlrose
State Transportation
Development Administrator
Bob Romig
Office of
Policy Planning
Kathy Neill
Systems Planning
Ed Hutchinson
Transportation
Statistics Office
James Golden
Environmental
Management Office
Marjorie Bixby
Performance Management & Training
Lawrence Ferguson

FLORIDA TRANSPORTATION COMMISSION

Citizen oversight board for the FDOT and is composed of nine commissioners appointed by the Governor and confirmed by Senate for four-year terms

Primary statutory functions:

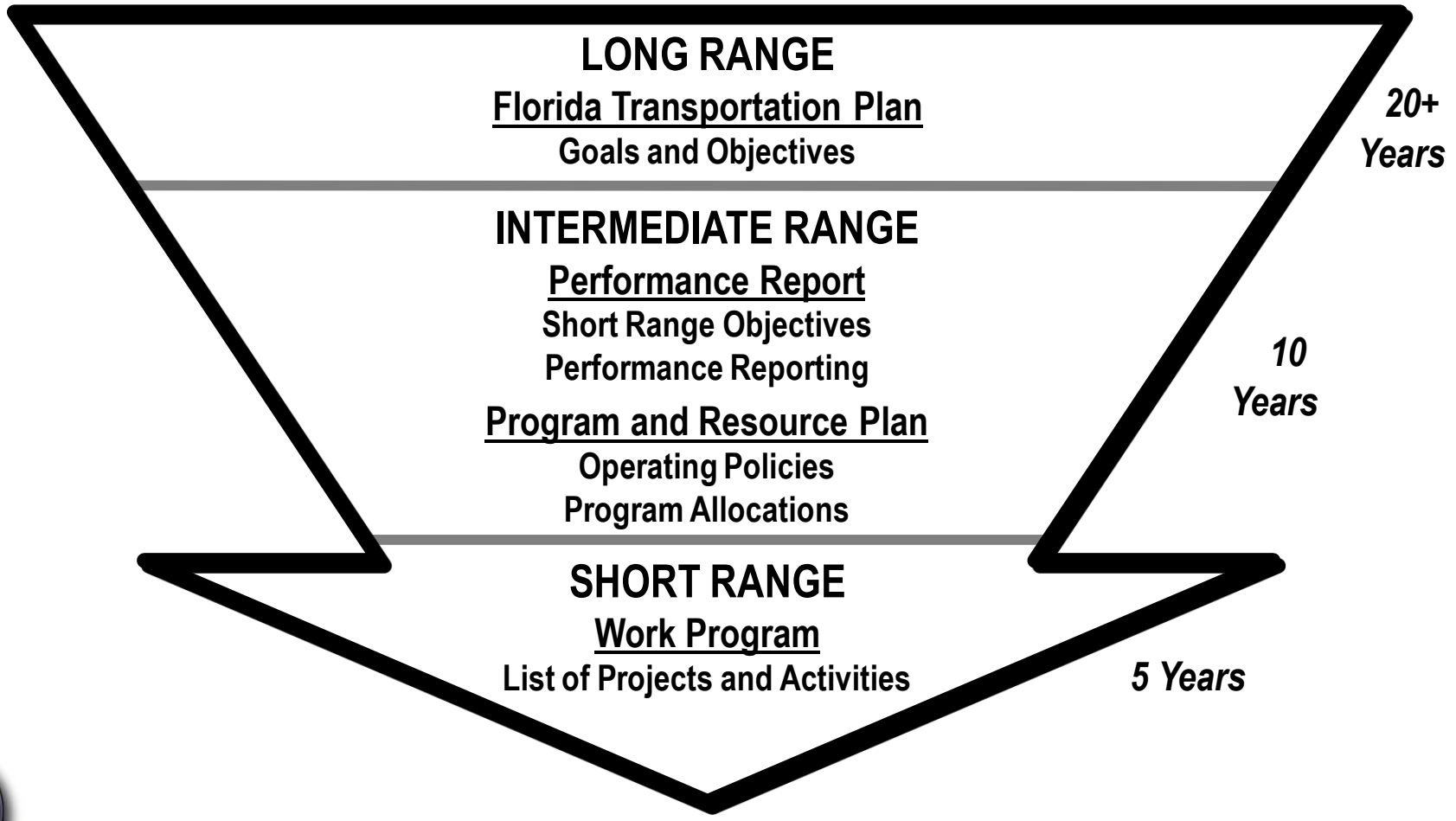
- Reviews major transportation policy initiatives or revisions and makes recommendations on major transportation policies to Governor & Legislature
- Serves as an oversight body for the department
- Serves as a nominating committee in the selection of the Secretary of Transportation

KEY FACTS

- Decentralized Agency – Seven Districts, Turnpike and Florida Rail Enterprises
- $7.2 Billion Average Annual Funding (FY 2011-15)
- 7,443 Positions (10,354 in 2001)
- Adopted Work Program (FY 2010-11)
  - Number of Projects 9,244
  - Number of Project Phases 16,263
- Highly Privatized
  - Construction 100%
  - Toll Collections 99%
  - Design 83%
  - Maintenance 80%
  - Planning 74%

LINKAGE: GOALS TO PROGRAM FUNDING

Funding Directed by Policy and Program Objectives Directed by Law and Guided by FDOT Plans



Florida Transportation Plan – Policy Direction – 2060 FTP Goals

How transportation supports Florida's future

- Invest in transportation systems to support a prosperous, globally competitive economy
- Make transportation decisions to support and enhance livable communities
- Make transportation decisions to promote responsible environmental stewardship

Performance of the transportation system

- Provide a safe and secure transportation system for all users
- Maintain and operate Florida's transportation system proactively
- Improve mobility and connectivity for people and freight

CUSTOMERS AND PARTNERS

- Traveling Public – residents, visitors and freight shippers
- 26 Metropolitan Planning Organizations, Local Governments
- USDOT, State/Federal Regulatory Agencies
- Industry
- Modal Partners (aviation, seaports, rail, public transit operators, spaceports, waterways)
- Community, environment, economic interests; military
- Regional Entities
- Transportation, Expressway and Bridge Authorities

TRANSPORTATION SYSTEM COMPONENTS

State Highways	**12,088 Centerline Miles** **6,222 Bridges**
Local Roads	**107,249 Centerline miles** **4,987 Bridges**
Public Transit	**29 Urban fixed-route systems**
Rail	**2,786 Miles**
Seaports	**14 Seaports**
Aviation	**136 Airports**

TRANSPORTATION SYSTEM OWNERS/OPERATORS

State Highways	State of Florida
Local Roads	Local Governments
Public Transit	Local Agencies
Freight & Intercity Rail	Private Sector
Regional & Passenger Rail	Public Sector
Seaports	Local Agencies
Aviation	Local Agencies

TRANSPORTATION SYSTEM SETTING PRIORITIES

State Highways	**FDOT (in coordination with local partners)**
Local Roads	**Local Governments ***
Public Transit	**Local Agencies ***
Rail	**Private Sector ***
Seaports	**Local Agencies ***
	Florida Seaport Transportation and Economic Development Council (FSTED) for State Funds
Aviation	**Local Agencies ***

TRANSPORTATION SYSTEM FUNDING

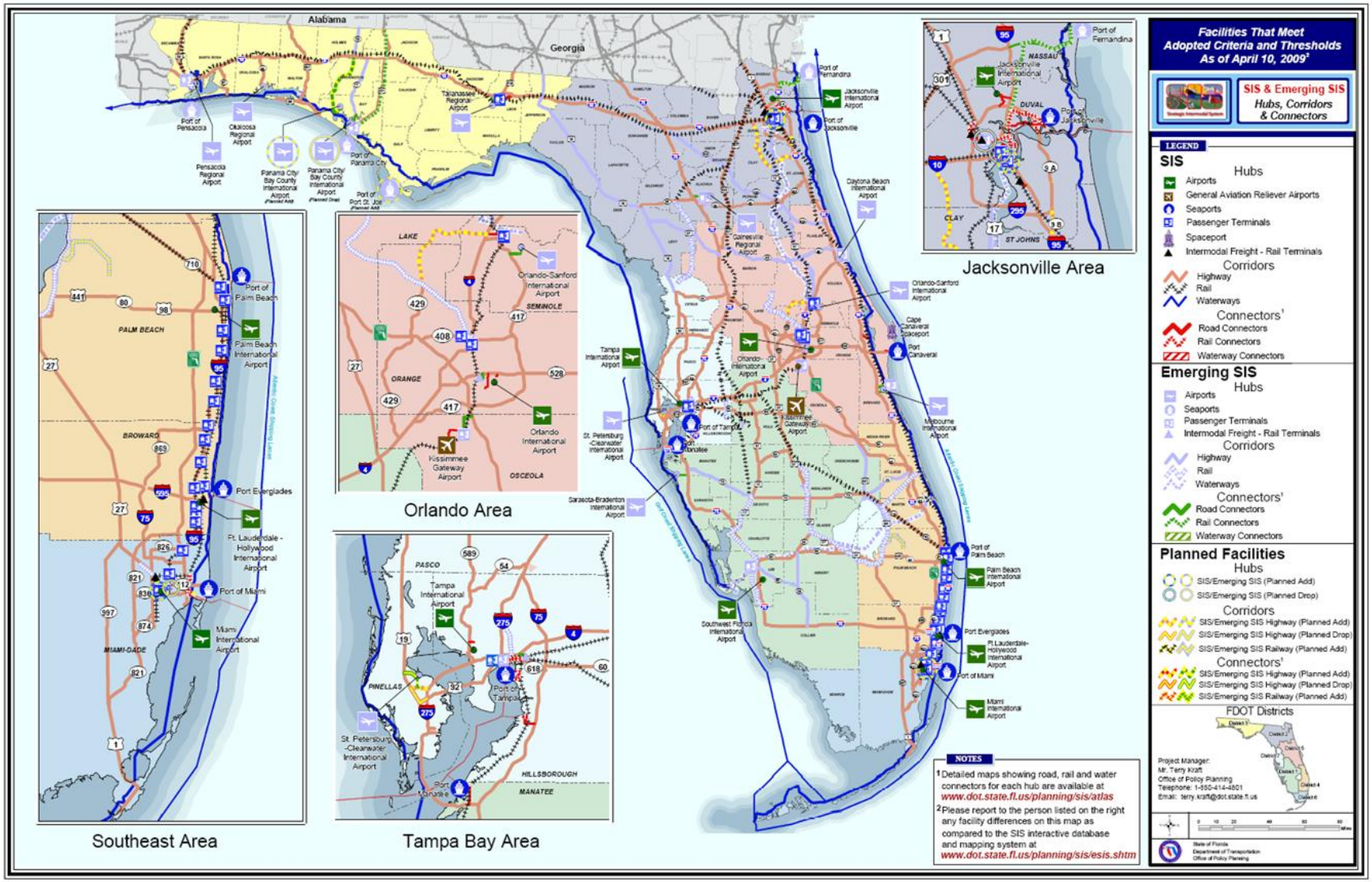
State Highways	**State & Federal, Tolls, Local & Private Matching**
Local Roads	**Local Sources, State & Federal for certain programs**
Public Transit	**Local Sources, State & Federal Assistance**
Rail	**Private Sector, State Strategic Intermodal System (SIS) Funds**
Seaports	**Local Sources, State Assistance, State SIS Funds**
Aviation	**Local Sources, State & Federal Assistance, State SIS Funds**

STRATEGIC INTERMODAL SYSTEM (SIS)

Development of the SIS focuses on complete end-to-end trips, rather than individual modes or facilities, and includes existing and planned facilities.

- **Highways** - All of the Interstate System and other "expressways," along with major inter-regional arterial highways carrying a high level of both auto and freight traffic.
- **Aviation** - Major commercial airports, specific general aviation relievers to SIS airports, and Spaceports capable of handling commercial or military payloads.
- **Rail** - All passenger and major commercial freight rail corridors, and regional fixed guideway corridors.
- **Water** - Major deepwater seaports and major waterway corridors.
- **Passenger and Freight Terminals** - All major hubs of activities for passengers and/or freight that are transfer points between two or more travel modes.
- **Connectors** - Facilities that link a SIS hub/terminal or a strategic military installation with a SIS corridor. These may be roadways on the State Highway System or a local system, rail lines, or waterways.

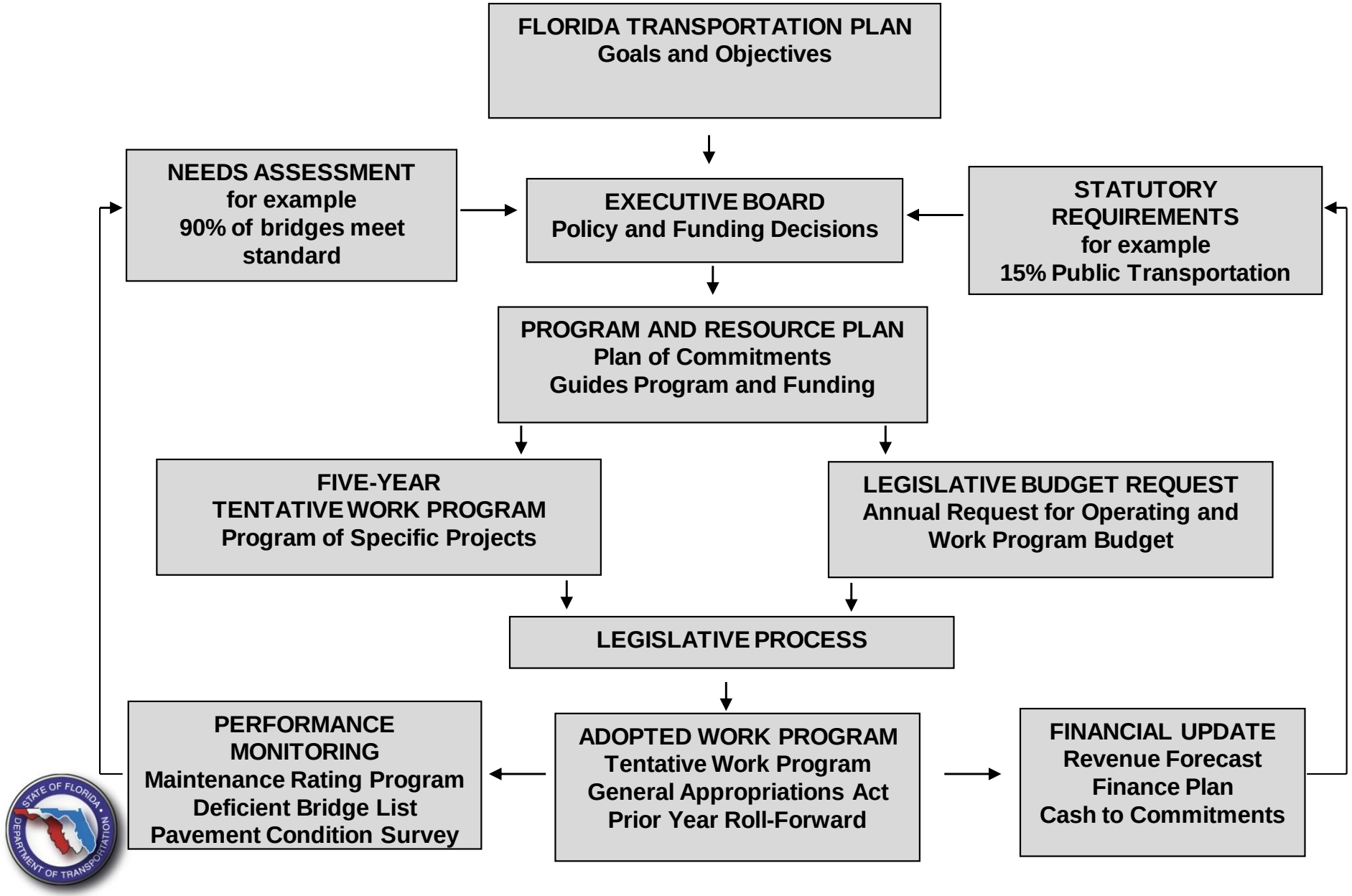
STRATEGIC INTERMODAL SYSTEM (SIS)



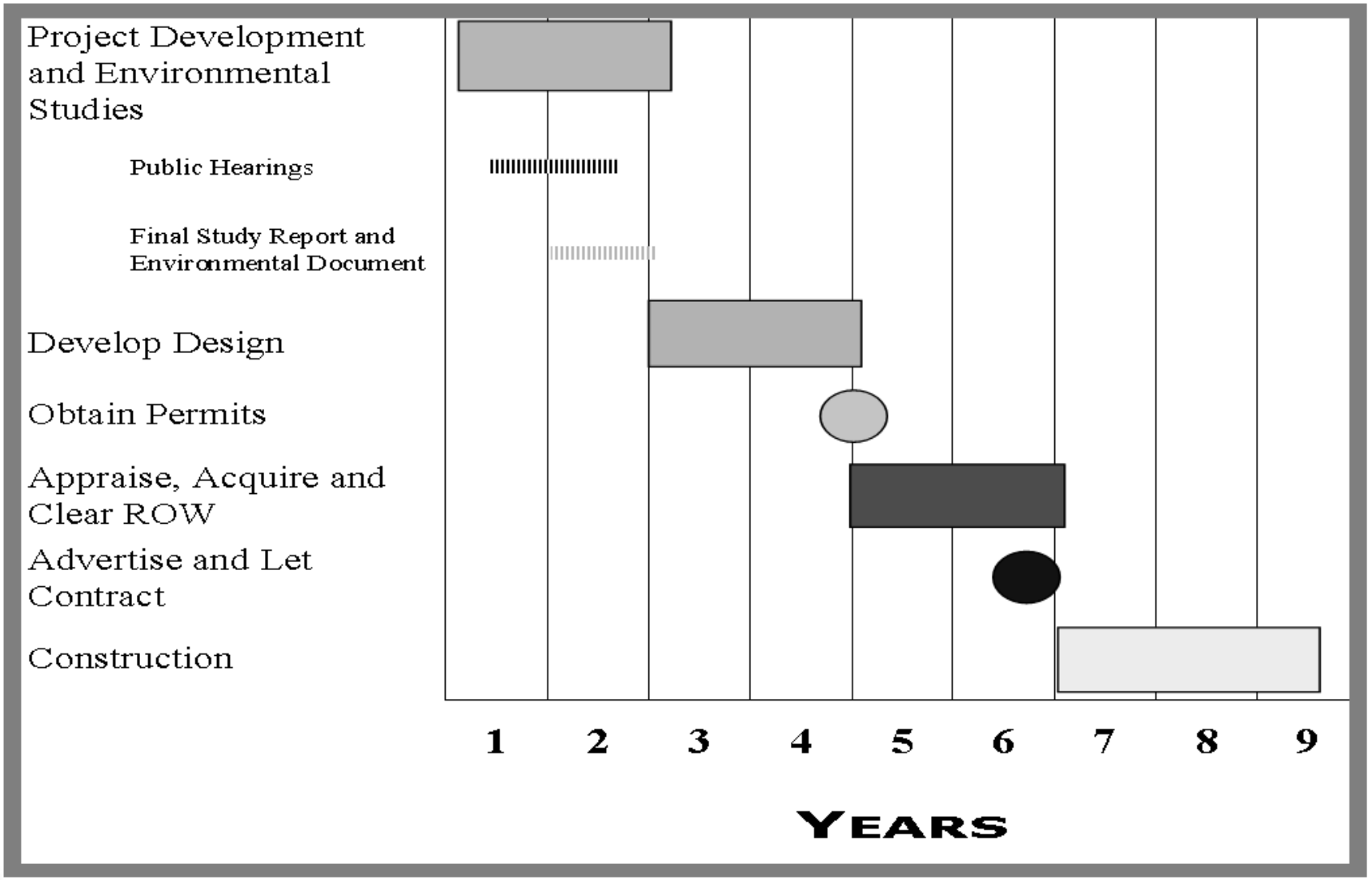
NON-SIS FACILITIES

- **State Highway System** - Includes highways on the State Highway System that are not part of the SIS which are primarily arterial highways of a regional or local nature
- **Transit** - Provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems
- **Airports** - Grant funding for public general aviation airports
- **Rail** - Freight rail improvements of a regional or local nature not part of the SIS
- **Seaports** - Seaports of a very local nature that serve needs other than major commercial shipping
- **City and County Transportation Systems** - Several grant programs are provided that include funding for local county/city roads of a regional nature or that fit certain criteria for funding

PROGRAM ALLOCATION PROCESS



PROJECT CONCEPT TO COMPLETION



TRANSPORTATION FINANCING

- Transportation projects usually take several years to complete and pay out. FDOT has statutory authority to commit funds based on projected cash needs and estimated cash receipts.
- FDOT's ability to design and construct highways, airports, and transit facilities depends entirely on the amount of funds raised by these user fees/taxes.
- Continuously look for short and long term funding options

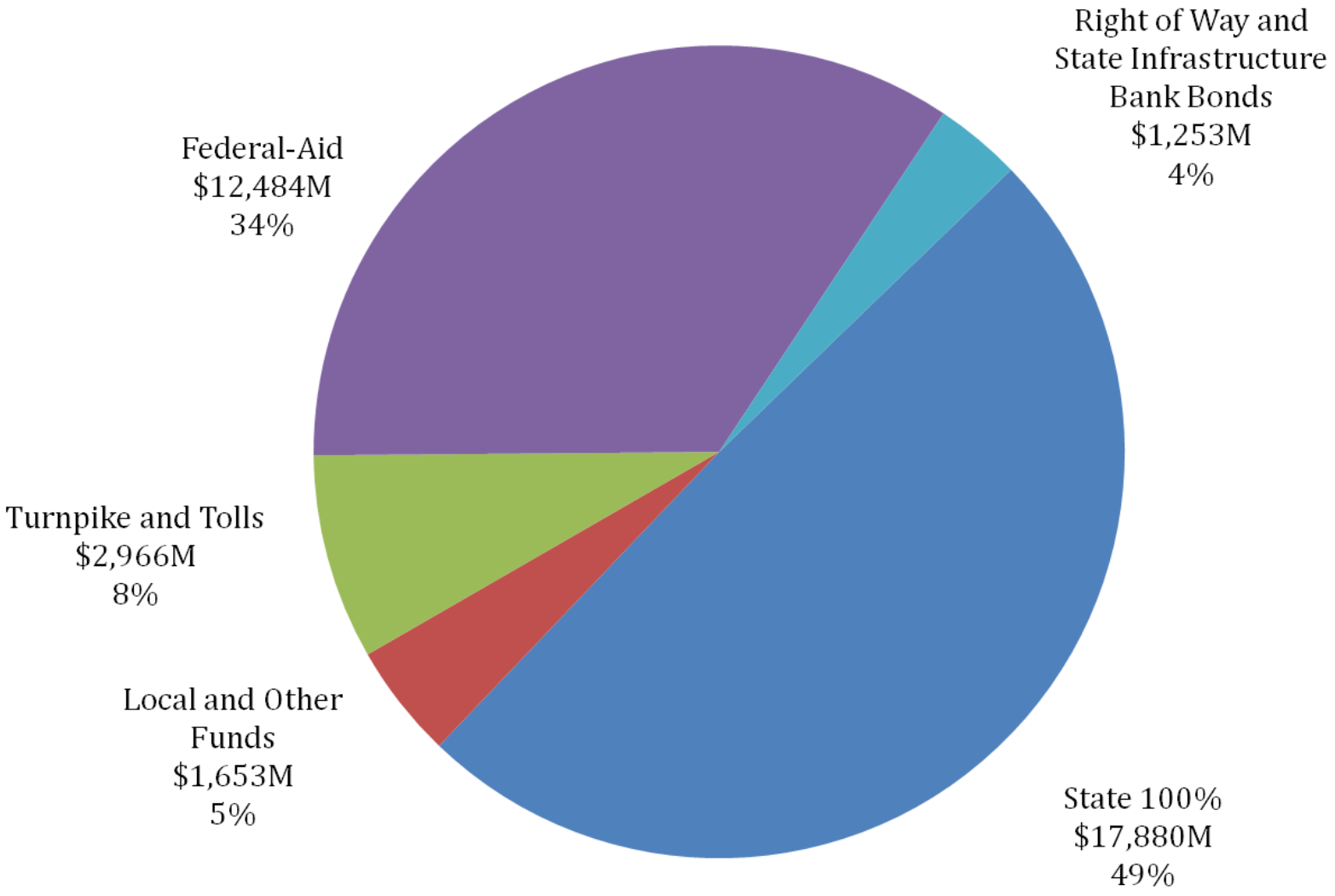
STATE TRANSPORTATION TRUST FUND FISCAL YEAR 2009-10 RECEIPTS		
SOURCE	AMOUNT (Millions)	PERCENT
Fuel Tax	$1,788	33.44%
Aviation Fuel Tax	$43	0.80%
Motor Vehicle Fees	$670	12.52%
Rental Car Surcharge	$92	1.72%
Documentary Stamps	$76	1.42%
Miscellaneous Revenue	$82	1.54%
Reimbursements/Participations*	$740	13.84%
Interest	$11	0.21%
Federal Aid	$1,845	34.51%
Total	**$5,346**	**100.00%**

*Note: Reimbursements from the Turnpike are paid from the revenues shown in the Turnpike chart below.

FLORIDA'S TURNPIKE ENTERPRISE FISCAL YEAR 2009-10 REVENUES & BONDS		
SOURCE	AMOUNT (Millions)	PERCENT
Tolls and Concessions	$608	52.58%
Bond Proceeds	$548	47.42%
Total	**$1,155**	**100.00%**

FIVE YEAR WORK PROGRAM FY 2011-15

FUNDING SOURCES FOR COMMITMENTS

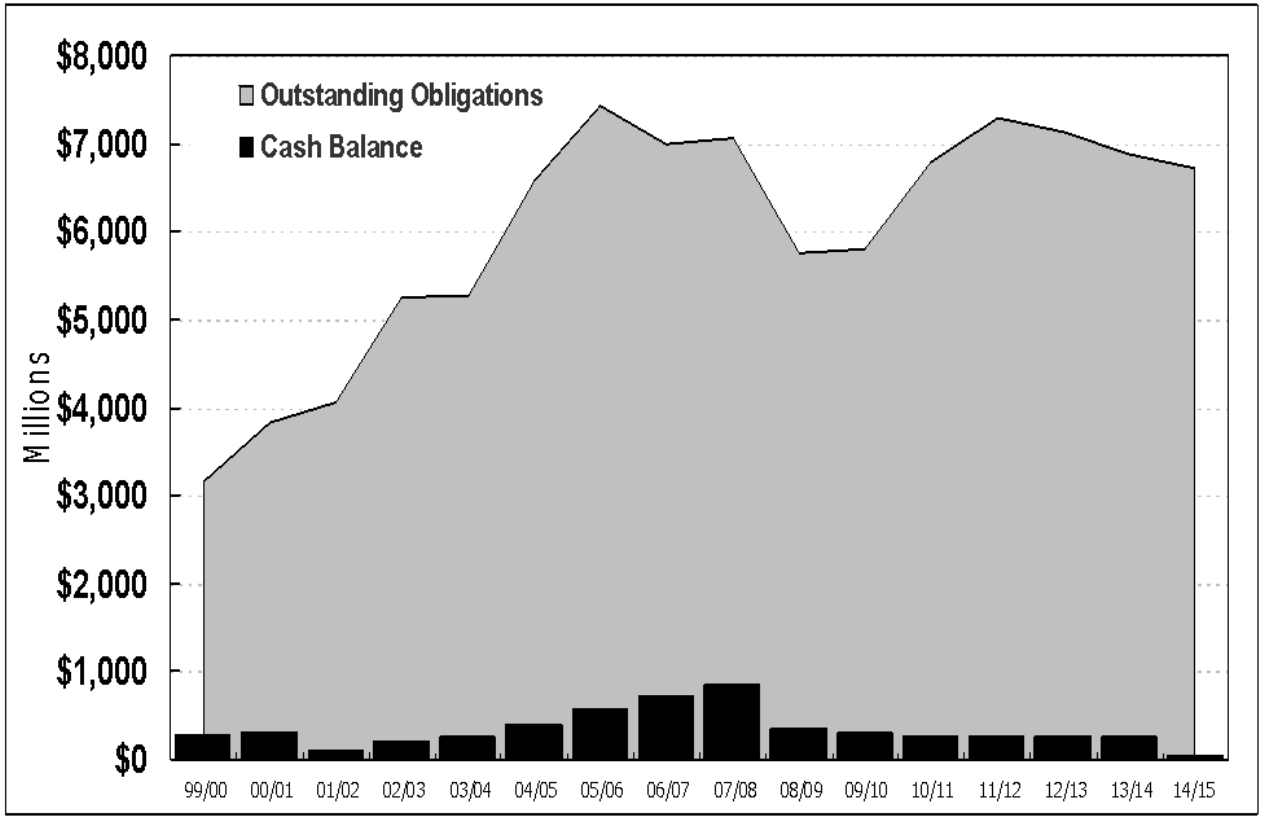


CASH FLOW VS. COMMITMENT

State Transportation Trust Fund Annual Low Point Cash Balance and Contractual Obligations

- In order to improve Florida's transportation systems in the future, there is an average of $6.9 billion planned project commitments per year for the next five years.
- At any one time, FDOT carries approximately $6 billion of outstanding commitments to transportation contractors while working with a projected cash balance between $250 and $300 million.
- Over the next three years, the cash balance low point is expected to be less than 2% of commitments.

Lowest cash balance in each fiscal year and the Outstanding commitments at that point in time



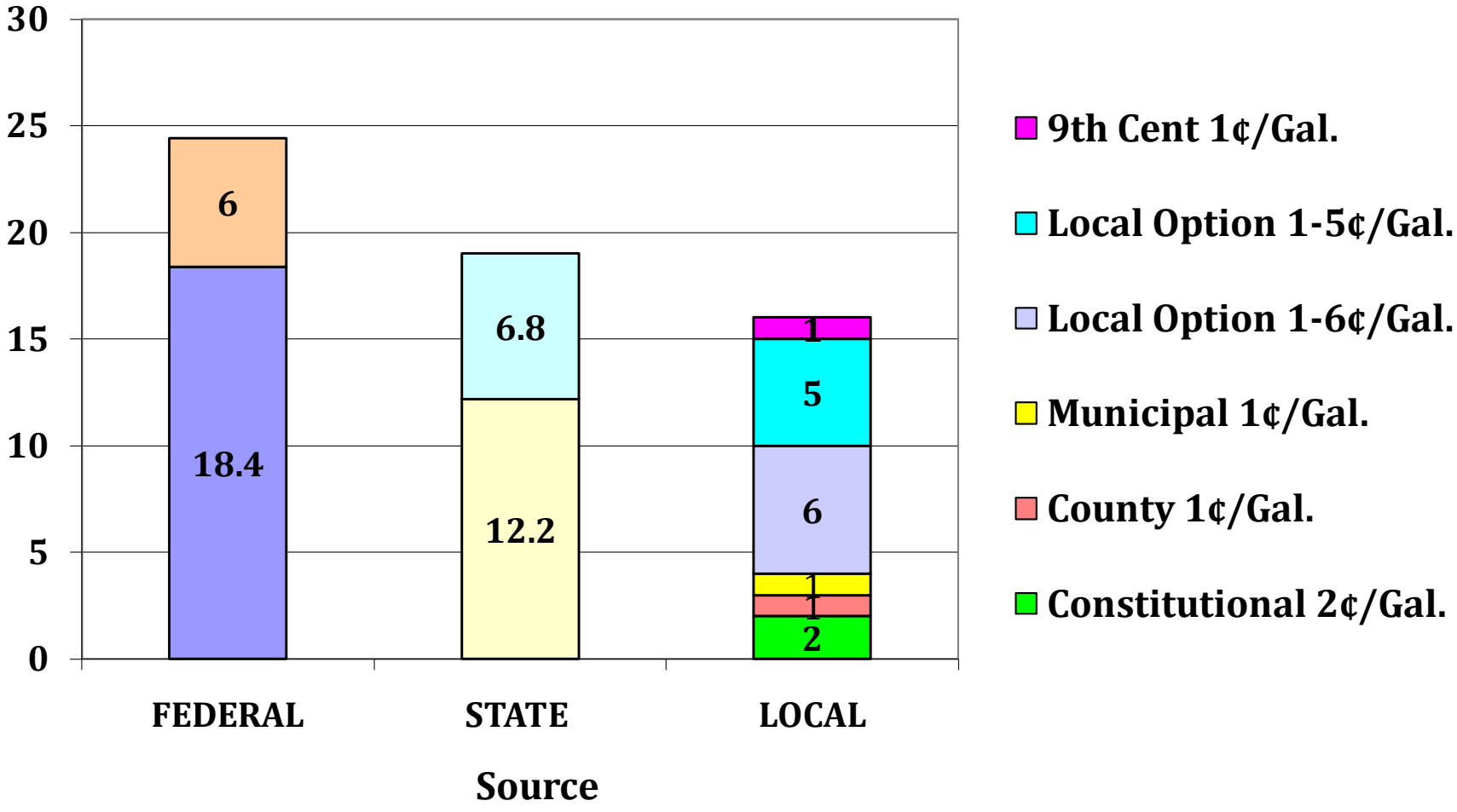
2010-11 FDOT Budget

2010/11 FDOT Budget	Amount (Millions)
Salaries and Benefits	475.7
Other Personal Services	3.8
Expenses	73.0
Contracted Services	45.8
Transportation Materials/Equipment	40.6
Operating Capital Outlay	7.6
Vehicle Acquisition	9.4
Toll Contracts/Expressway Payments	88.5
Transportation Disadvantaged	103.9
Other Special Categories	51.6
Transfers to Other Agencies	19.6
Subtotal Operating	919.5
Fixed Capital Outlay	9.4
FDOT Work Program	5,999.9
Department Total	**6,928.8**

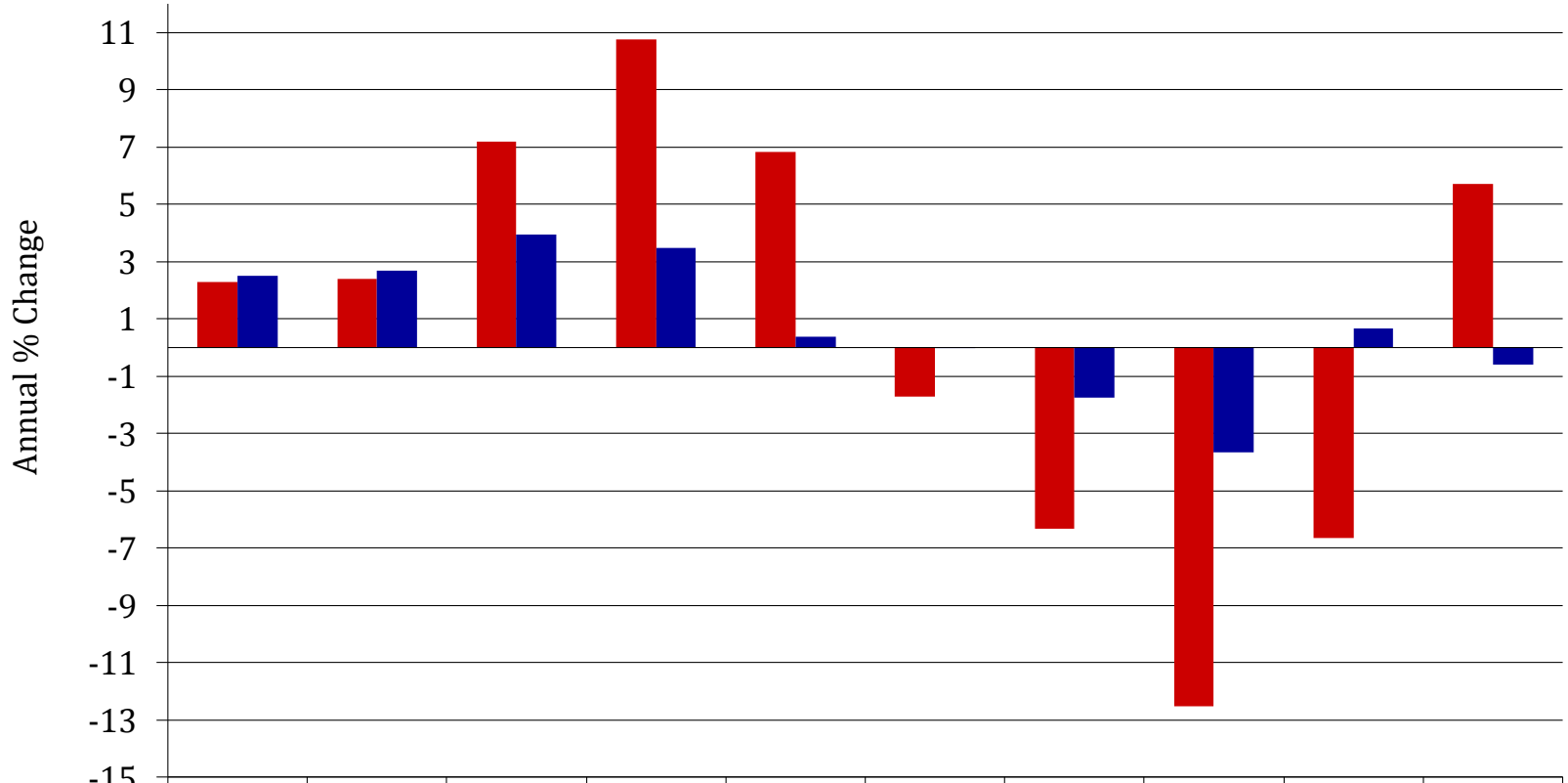
Unlike most other state agencies which can submit unconstrained budget requests, FDOT must submit a budget request that is balanced to State Transportation Trust Fund available resources.

Total 2010/11 FDOT Budget by Budget Entity	Positions	Amount (Millions)
Transportation Systems Development	1,786	1,980.5
Highway Operations	4,123	4,121.0
Executive Direction	798	100.1
Information Technology	267	41.4
Turnpike Enterprise	468	480.9
Rail Enterprise	1	204.9
Department Total	**7443**	**6,928.8**

2011 Fuel Tax Rates
(Cents per Gallon)



Fuel Consumption History



	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11*
Diesel	2.28	2.38	7.20	10.77	6.82	-1.70	-6.33	-12.54	-6.66	5.71
Motor Fuel	2.52	2.67	3.96	3.47	0.39	-0.02	-1.73	-3.66	0.65	-0.61

Year-to-Date (NOV.)

AVERAGE CASH PAYOUT RATES

(subject to change - Example as of January 2011)

Program Area	1st Year	2nd Year	3rd Year	4th Year	5th Year	6th Year	Total
In-House Support	100%	0%	0%	0%	0%	0%	100%
Consultant Support	19.1%	41.0%	30.8%	9.0%	0.1%	0%	100%
Construction	9.7%	51.0%	28.2%	10.0%	1.1%	0%	100%
Public Transportation	15.2%	44.1%	25.9%	11.9%	2.9%	0%	100%
Right of Way	11.4%	21.0%	21.0%	21.0%	18.2%	7.4%	100%

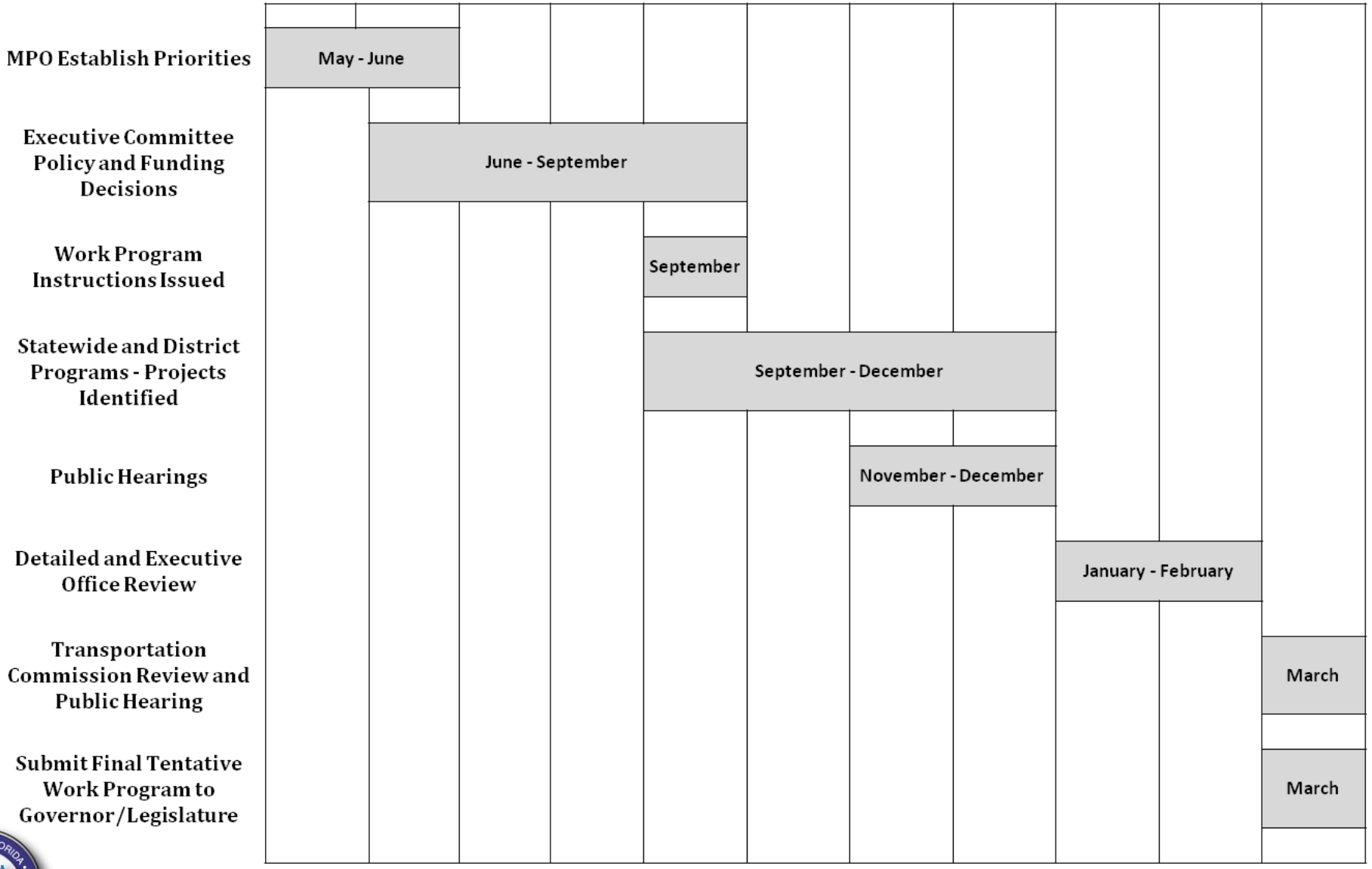
Work Program FY 2010

(dollars in millions)

Construction Project Cash Flow

COMMITMENT	1st Year	2nd Year	3rd Year	4th Year	5th Year	6th Year	Total
$100	$9.7	$51.0	$28.2	$10.0	$1.1	$0.0	$100

WORK PROGRAM DEVELOPMENT CYCLE



TRANSPORTATION IS VITAL TO FLORIDA'S ECONOMIC RECOVERY

Jobs

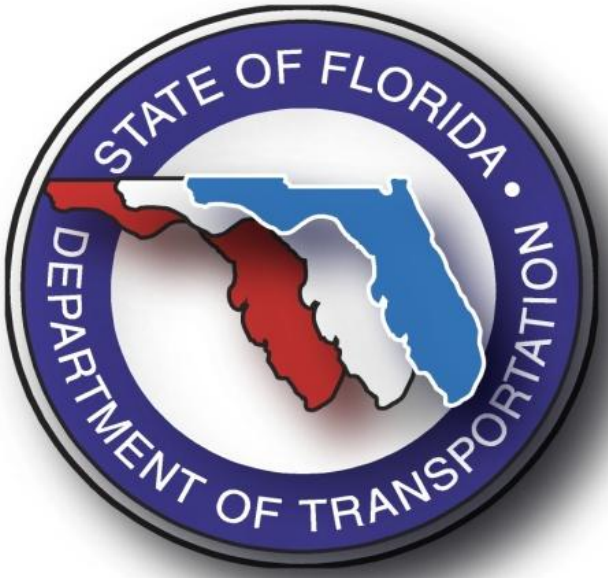
Every $1 billion spent on highways supports 28,000 jobs and one-third of those are in construction-related employment. Overall, employment in the transportation, trade, and utilities sectors comprises 20% of total employment in Florida.

Economy

Sustaining the performance of Florida's transportation system enables a strong competitive Florida economy. Over the next five years, the FDOT work program will increase Florida's Gross State Product by over $11 billion in increased productivity.

Return on Investment

Every dollar invested in transportation is estimated to result in a return of nearly $5 in user and economic benefits to Florida's residents and businesses.


STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FLORIDA HIGH SPEED RAIL AND SUNRAIL PROJECT UPDATE

SENATE TRANSPORTATION COMMITTEE MEETING
JANUARY 11, 2011

Vision for HSR

- Florid… States
- Ideal d…
- Friend…
- Demo… popul…

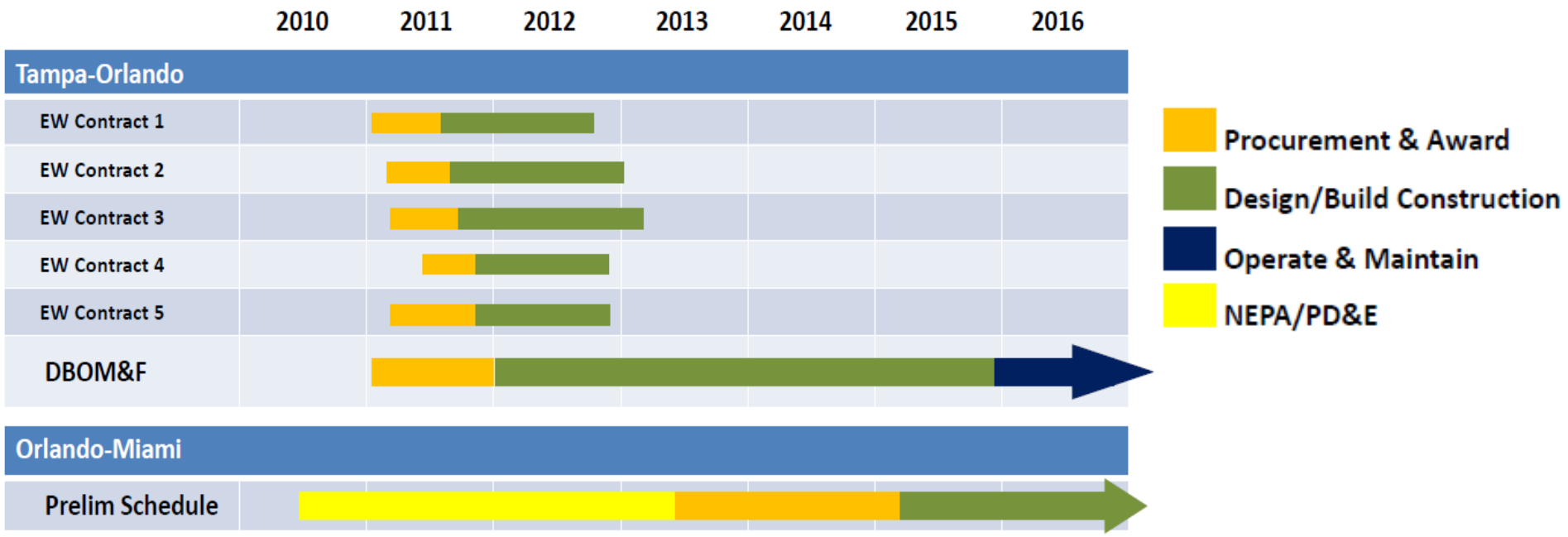
…ce

…p

… of jobs …anent

- Technology and manufacturing investments in Florida

Florida HSR - Funding and Schedule



TAMPA-ORLANDO

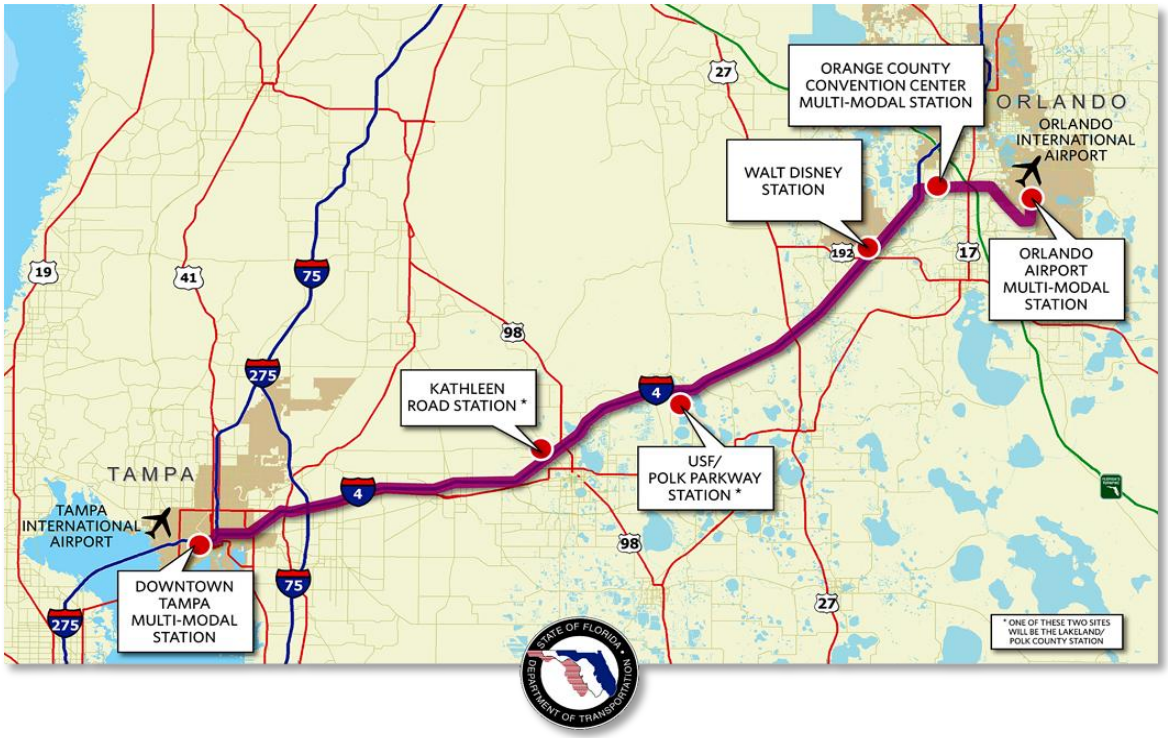
- **PROGRAM BUDGET: $2.67 BILLION**
  - ✓ **Jan 2010: $1.25 billion 100% Federal**
  - ✓ **Oct 2010: $800 million Federal + *State/Private match up to $280 million***
  - ✓ **Dec 2010: $342 million 100% Federal**

TOTAL FUNDING AVAILABLE TAMPA-ORLANDO: $2.67 BILLION

MIAMI-ORLANDO

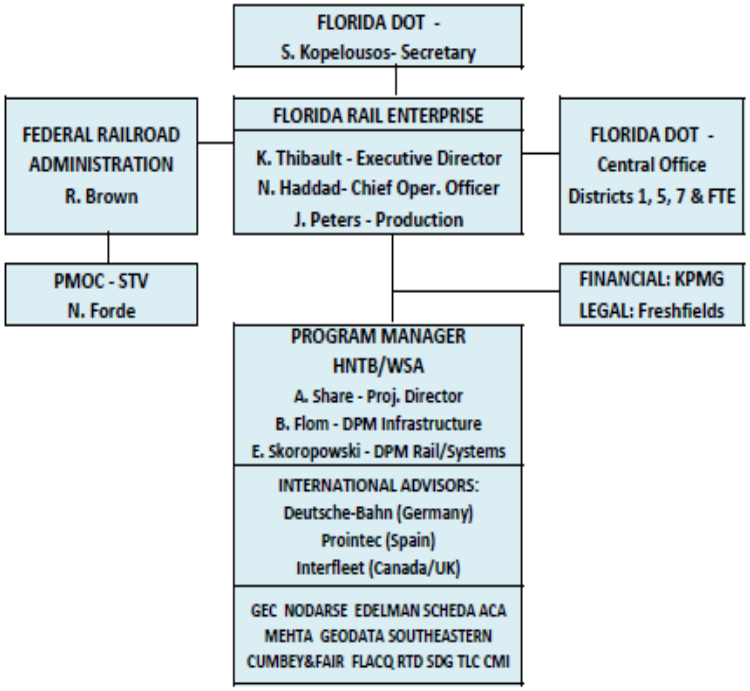
- **Three phased-approach, $30 million total**
- **Oct 2010: $8 million Federal**
- **First of three phases funded**

Phase I: Tampa-Orlando Project



- **84 miles**
- **Five stations**
- **Hourly trains plus local service**
- **Max speed over 168 mph**

Program Organization



TAMPA-ORLANDO: TWO PROCUREMENTS READY TO GO

EARLY WORKS

- ✓ Clear corridor for later HSR construction
- ✓ Discover unforeseen conditions on smaller contract
- ✓ Create jobs soon – no HSR experience
- ✓ Complete work in advance of HSR construction
- ✓ Approximately $200 mill

EARLY WORKS = 2,000 JOBS
DBOM&F = 5,500 JOBS
700-1,000 PERMANENT JOBS
Significant DBE/MBE opportunities

HSR DBOM&F

Concessionaire will Design-Build, Operate, Maintain & Finance for 30 years

- Public sector role:
  - Fund major infrastructure component
  - Protect public interests
- Private sector role:
  - Assumption of ridership revenue risk
  - Construction cost over-run risk
  - Long term operations and maintenance

Competitive Environment – International Competition

Siemens – Germany Velaro
Chinese variation also

Alstom - France
TGV POS

Bombardier/Talgo
RENFE S102 - Spain

Rotem – S. Korea
KTX II

Hitachi - Japan
N 700 JRC
Chinese variation also

LIKELY TEAMS COMPETING (lead entities shown)

- Team 1 - Cintra (Spain) Soares De Costa (Portugal); Ferrovial Agroman (Spain) Talgo, Inc. (Spain)
- Team 2 - Bechtel (United States); SNCF America (France); Amtrak
- Team 3 - Samsung (S Korea); Parsons (United States); Hyundai Rotem (S Korea)
- Team 4 - Siemens (German); Veolia (France); Global Via USA (Spain); FCC (Spain); Skanska (Sweden)
- Team 5 - Central Japan Railway Company (Japan); Fluor Corp. (US) Balfour Beatty Rail (United Kingdom);
- Team 6 - CSR SF (China); ACS/Dragados USA (Spain); G.E. Transportation (United States); Odebrecht (Brazil)
- Team 7 - Alstom (France); Virgin Group (United Kingdom); Vinci Concessions (USA/France); OHL USA (Spain);

NOTE: ALL TEAMS WILL RELY HEAVILY ON LOCAL CONTRACTORS FOR CONSTRUCTION

SunRail system map

- Phase I – DeBary to Sand Lake Road
  - Operations begin 2013
- Phase II – DeBary to Deland; Sand Lake Road to Poinciana
  - Operations begin 2015
- FDOT will own and control rail corridor

- 30-minute peak service in each direction from:
  - 5:30 a.m. – 8:30 a.m.
  - 3:30 p.m. – 6:30 p.m .
- 2-hour off-peak service in each direction

Project Update

- **Project is a Partnership between FDOT; Volusia, Seminole, Orange, Osceola counties and city of Orlando**
- **All Interlocal Agreements in Place**
- **FDOT will own and control rail corridor**
- **Full Funding Grant Agreement Phase I submitted to FTA on Dec. 30, 2010**
- **Expect to Receive FFGA in June 2011**
- **Begin construction on Phase I within two months of receiving FFGA**

Sun Rail Economic Benefits

- **SunRail construction means jobs**
  - ✓ **Potential includes 13,508 new direct and indirect jobs statewide with $1.55 billion in economic benefit**
- **Transit Oriented Development means jobs**
  - ✓ **Potential includes 245,855 new jobs and nearly $7.1 billion in economic benefit**


STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

I-95 Corridor Transportation Alternatives Study

SECTION 26, CHAPTER 2009-85, LAWS OF FLORIDA

"The Department of Transportation, in consultation with the Department of Law Enforcement, the Department of Environmental Protection, the Division of Emergency Management of the Department of Community Affairs, the Office of Tourism, Trade, and Economic Development, affected metropolitan planning organizations, and regional planning councils within whose jurisdictional area the I-95 corridor lies, shall complete a study of transportation alternatives for the travel corridor parallel to Interstate 95 which takes into account the transportation, emergency management, homeland security, and economic development needs of the state. The report must include identification of cost-effective measures that may be implemented to alleviate congestion on Interstate 95, facilitate emergency and security responses, and foster economic development. The Department of Transportation shall send the report to the Governor, the President of the Senate, the Speaker of the House of Representatives, and each affected metropolitan planning organization by June 30, 2010."

STUDY PURPOSE

- Assess travel demand and freight movement along the I-95 corridor against four measures:
  - ✓Transportation
  - ✓Emergency management
  - ✓Homeland security
  - ✓Economic development
- Identify alternatives and strategies to alleviate congestion, facilitate emergency and security response, and foster economic development in the state of Florida.

AGENCY COORDINATION

Coordination and consultation with the following agencies and organizations:

- ✓ Department of Law Enforcement
- ✓ Department of Environmental Protection
- ✓ Division of Emergency Management
- ✓ Office of Tourism, Trade, and Economic Development
- ✓ FDOT Office of Policy Planning and FDOT Traffic Operations
- ✓ FDOT Districts Two, Four, Five, and Six
- ✓ Florida Metropolitan Planning Organizations Advisory Council
- ✓ Four Regional Planning Councils
- ✓ Nine Metropolitan Planning Organizations
- ✓ Flagler County

Identification of Corridor Needs

Corridor needs summarized by:

- ✓ Physical Elements
- ✓ Demographic Elements
- ✓ Mobility and Traffic Needs
- ✓ Emergency & Security Response Needs
- ✓ Economic Development
- ✓ Tourism

Corridor Alternative Options

General Relief

- Add Capacity to Parallel Corridors
- New Location Corridors

Balancing Transportation Options

- Short Sea Shipping (Marine Highways)
- Parallel Freight Rail Corridors
- Passenger Rail Services
- Intra-Regional Transit

Tourism

- Tourist Oriented Directional Signing

Corridor Alternative Options

Economic Development

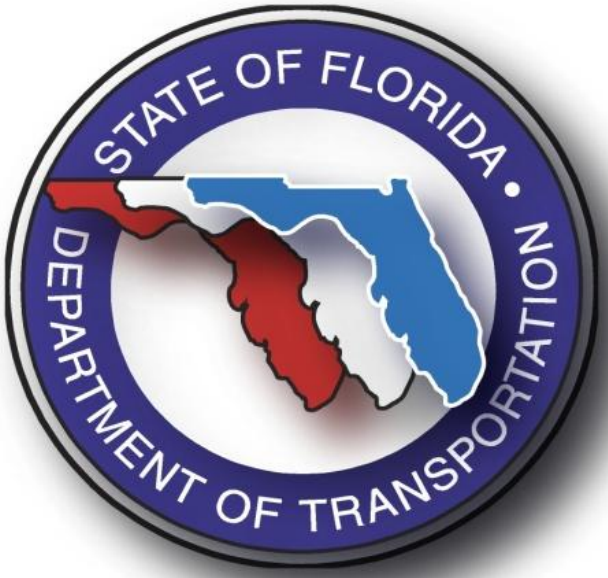
- Integrated Logistic Centers
- Inland Ports

I-95 Improvements

- Transportation Systems Management and Operations
- Special Use Lanes
- Add Capacity to I-95

POLICY IMPLICATIONS

- Land Use Decisions
- Transportation Options
- Safety Considerations
- Inter-Regional Coordination
- Funding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STORMWATER PERMITTING FOR HIGHWAY CONSTRUCTION

CURRENT PERMITTING PRACTICE

- **DOT treated no different than any developer**
  - ✓ WMDs regulatory, pass/fail mindset
  - ✓ 3rd party lawsuits disincentivize WMD flexibility
- **DOT works to partner with DEP/WMDs**
  - ✓ Monthly meetings on upcoming construction projects
- **DOT works w/Developers**
  - ✓ Joint Use Ponds

COSTS OF STORMWATER TREATMENT

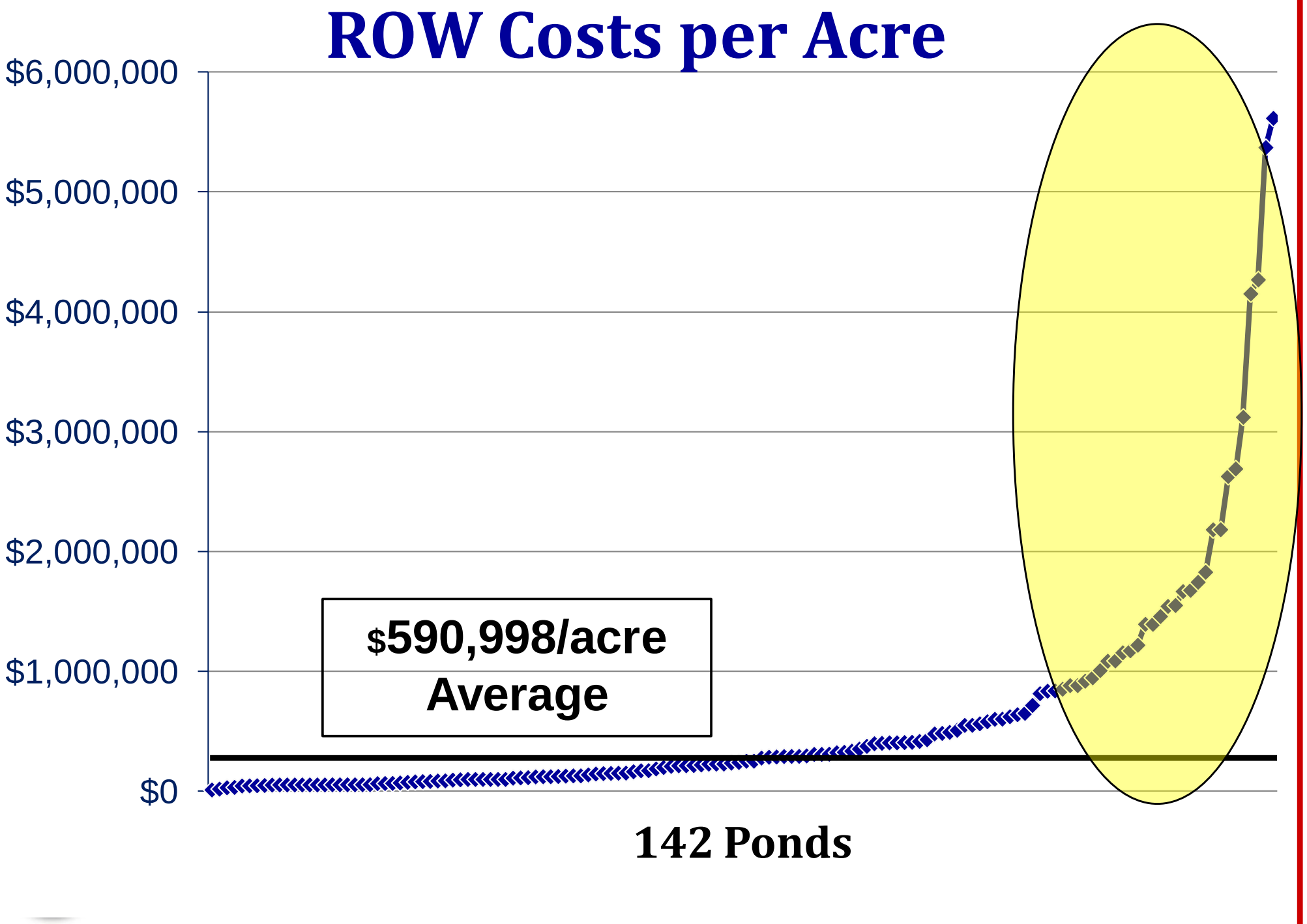
- **Wet detention ponds**
  - ✓ Most common treatment requirement (4 out of 5 WMDs)
  - ✓ Land acquisition costs
    - Avg. $350k/1000 ft. of roadway
    - In extreme cases, can be $1 to $5M/1000 ft. of roadway
- **Dry detention ponds**
  - ✓ Only used by the SFWMD

Typical Wet Detention Pond

Typical Dry Detention Pond

SR-20 in the Panhandle

ROW Costs per Acre



CONCEPTS TO CONSIDER

Hardship Cases

- **Flexibility to Consider Benefit/Cost**
  - ✓ Regional permitting, not project-by-project
  - ✓ Mandate rule language to require flexibility for highway construction
- **Roadway Swales Used as Dry Detention Ponds**
  - ✓ Allow use in hardships
  - ✓ Cite wet pond costs as criteria for hardship

CONCEPTS TO CONSIDER

Regional Treatment

- **Regional Stormwater Treatment Facilities**
  - ✓ Create regional stormwater banking
  - ✓ Create criteria for downstream regional treatment

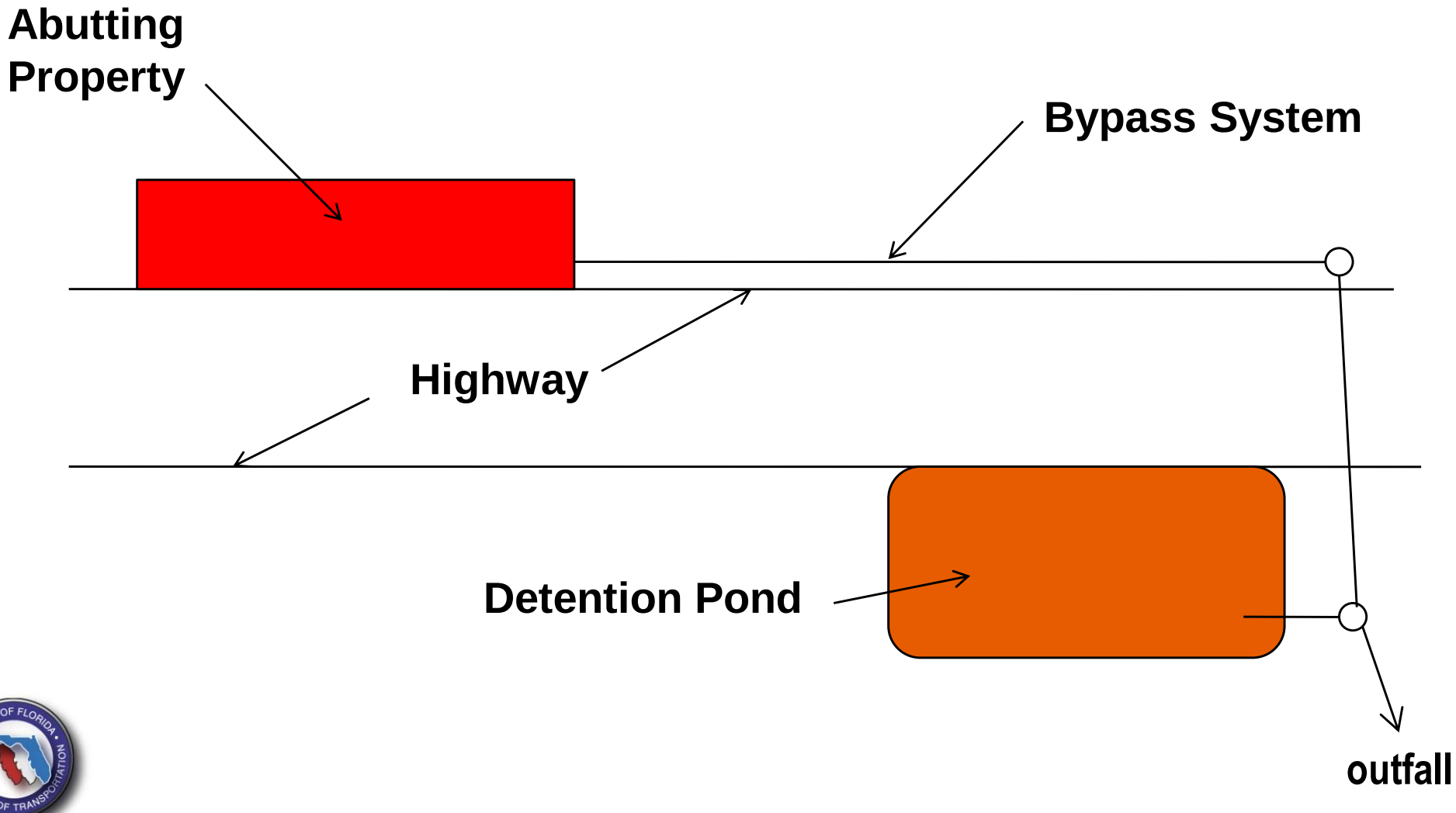
- **Reclassification of Receiving Waterways**
  - ✓ Meaningfully re-classify manmade, low value ditches and canals

CONCEPTS TO CONSIDER

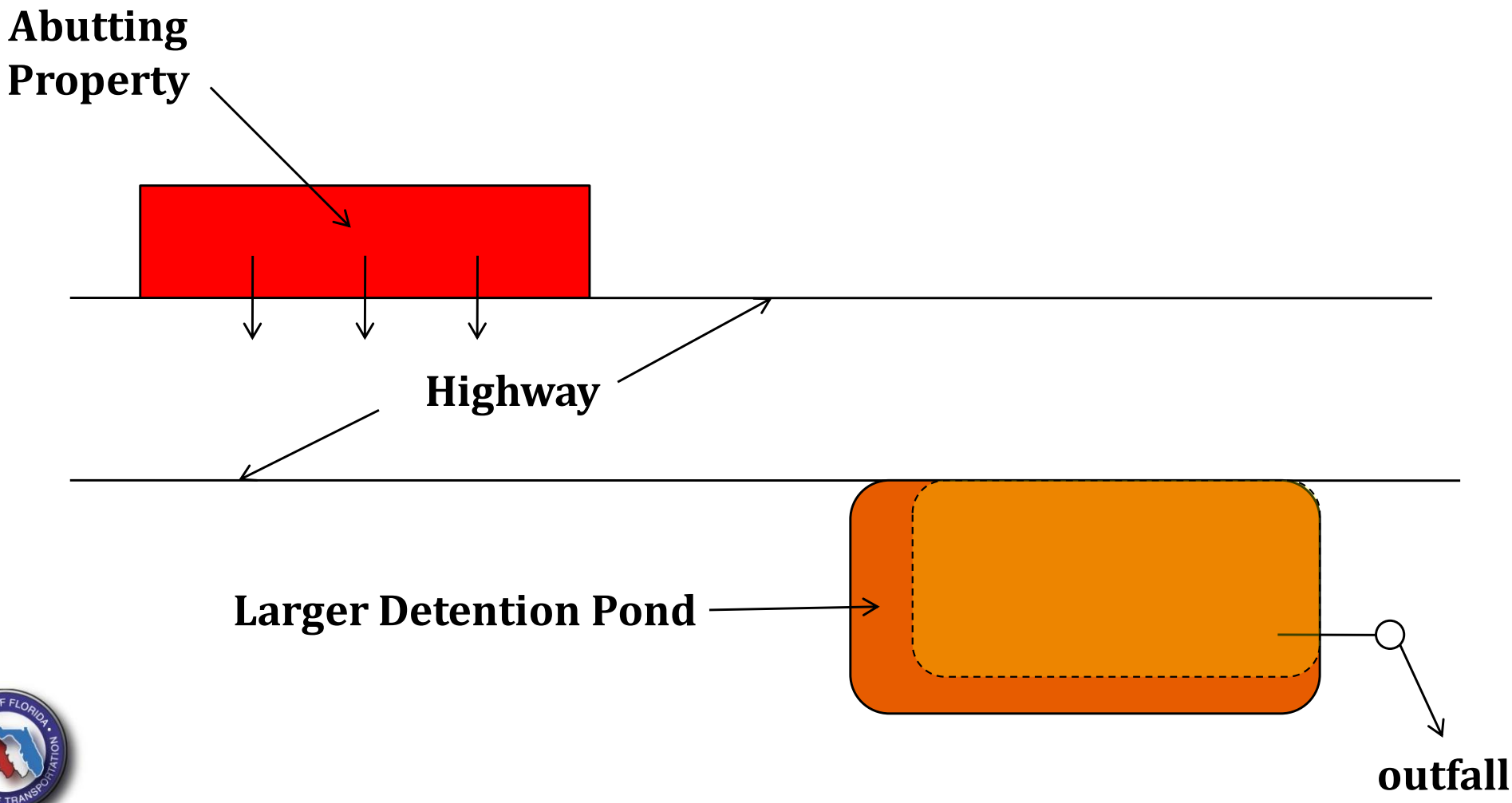
Policy on Offsite Inflows to Highways

- **DOT required to bypass or treat offsite stormwater inflows**
  - ✓ Bypass systems and larger ponds are expensive
- **Allow DOT to accept inflows without upsizing detention ponds**
  - ✓ Improved environmental benefit
  - ✓ Lower construction cost

Offsite Area Bypassed

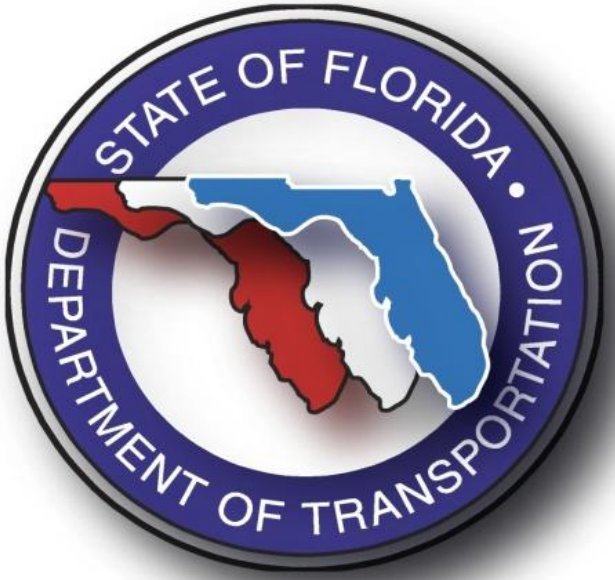


OFFSITE AREA ACCEPTED



University of Central Florida
Stormwater Management ACADEMY
"Managed Stormwater is Good Water"

- **Partnership Between DEP, WMDs, UCF, and DOT**
- **Develop Responsible, Cost Effective Stormwater Treatment Policy and Practices**
  - ✓ **Need to reach out to developers**
- **Results Implemented as Best Practices for Stormwater Treatment**
- **Facilitates Needed Dialog Between DEP, WMDs, and DOT**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