



FLORIDA DEPARTMENT OF TRANSPORTATION  
**EXECUTIVE WORKSHOP MINUTES**  
Tallahassee, FL

**October 17, 2012**

The Workshop began at 1:00 p.m.

**1. Opening Remarks**

Assistant Secretary Brian Blanchard opened the meeting and welcomed attendees.

District One Secretary, Billy Hattaway, introduced Zachary Burch as the Government Affairs Liaison for District One.

**2. Review and Approval of Workshop Minutes**

The September Workshop minutes were approved as submitted.

**3. Right of Way Graduates**

*Jim Spalla, Right of Way Office*

The following individuals were awarded their Certificate of Completion from the Right of Way Level II Training Course:

Hal Edwards, *District Two*  
Vicky Williams, *District Three*  
Pat Berg, *District Seven*  
Jim Beverly, *District Seven*

Congratulations to each graduate!

**4. Motorist Aid Call Box Program**

*Elizabeth Birriel, Traffic Engineering and Operations*

Ms. Birriel presented on the topic of Motorist Aid Call Boxes. The presentation, which included a "hands on" demonstration of the workings of a real call box, also mentioned call volume statistics and general call box facts. Florida is only one of three states that have call boxes and the system received 9,001 calls in 2011, from a high of 22,051 calls in 2004. A very high level calculation pointed to savings of approximately \$780,000 if procedurally required call box inspections were no longer needed. Two removal options were considered, the first being total call box removal while the second option called for removal of call boxes only in urban areas that have good service patrol coverage.

Secretary Prasad recommended additional research and calculations be conducted in quantifying the total cost saving realized by removing the call boxes. The cost involved in removing the signs will also be evaluated in addition to breaking out call box usage by county. This updated analysis will be scheduled for discussion at the November Executive Workshop.

**5. Connected Vehicle Update / Safety Pilot and FDOT Activities**  
*Elizabeth Birriel, Traffic Engineering and Operations*

Ms. Birriel presented on the progress and status of the Connected Vehicle Program in other states, as well as in Florida. After a brief introduction of the objectives the program seeks to achieve, the presentation focused on a description of the Safety Pilot Model Deployment currently being conducted in Ann Arbor, Michigan. The presentation also mentioned the Florida Department of Transportation's Connected Vehicle test bed in Orlando Florida and future initiatives planned for the program.

**6. Tolling – Managed Lanes Development Strategy / Phase 1**  
*Jennifer Fortunas, Systems Planning*

Ms. Fortunas gave a briefing to the Executive Team on the Managed Lanes Development Strategy, specifically tolling as it relates to priced managed lanes. Ms. Fortunas started with an overview of what the team had learned to date from district visits. This was followed by a discussion of policy type issues needing executive leadership and direction. The following decisions regarding policy of tolled express lanes (one type of managed lane) were made by the Secretary and other Executive Team members:

- The policy objective is to manage demand while simultaneously generating revenue, creating an optimization of revenue generation and congestion management;
- The lanes will be dynamically priced;
- No trucks in the express lanes (I-595 is an exception);
- Tolls will be collected using SUNPASS transponder only, no toll by plate;
- The Turnpike Enterprise will be the administrator of all toll collection activities;
- Everyone pays;
  - No exemptions for all projects involving new capacity;
  - HOV conversion projects have federal restrictions which may require some vehicle exemptions;
- Signing will follow MUTCD and standards used for I-4 Ultimate 60% design master signing plan;
- Minimum toll charge the user pays will be the same statewide, currently set at \$0.25 (not to be confused with the assumed minimum toll rate per mile);
- The Turnpike Enterprise will conduct all Toll and Revenue Feasibility studies<sup>1</sup>, allowing for consistency in assumptions and agency consideration of project feasibility;
- Branding will consist of the “flying e” with the route number in front of the word “express”; and
- After discharge of any bond indebtedness, a revenue producing project will apply all tolls collected first to annual cost of operation, maintenance, and improvement of the toll project, then any remaining toll revenue shall

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<sup>1</sup> The Turnpike Enterprise has a scope of services to procure a team of consultants to assist the Districts in conducting Toll and Revenue Feasibility studies in a timely manner

be used for construction, maintenance, or improvement of any road on the state highway system within the county in which the revenue producing project is located.

The typical section's buffer separation of the express lanes from the general purpose lanes is a project specific decision made in the context of any regional network under consideration.

Following Secretary Prasad's approval, a draft revision to Rule 14-100 has been developed will be submitted for rule making to make a case for a market driven toll rate per mile in the express lanes, no minimum or maximum rate per mile.

**7. Import, Export and Transport: Finding the Common Bonds**  
*Lenny Feldman of Sandler, Travis & Rosenberg, P.A.*

Mr. Feldman gave an overview of the issues challenging imports and exports for Florida's seaports. He outlined the bonds between FDOT and federal agencies relating to international trade and logistics. He stressed how imperative it is that the state and federal agencies work together to resolve issues and attract potential customers for Florida's seaports. Resolution to these issues must address the reasonableness of regulatory requirements and the transportation network and infrastructure which must be able to accommodate increased trade volumes. Mr. Feldman appealed to FDOT to think globally and to build relationships with federal agencies. During this process, FDOT must address all barriers to trade and to be an advocate for common sense laws.