

**Executive Director Report
February, 2017**

The December Performance Dashboard is attached for your review. As of January 25, 2017, the contractor for the SR 408/SR 417 Interchange project has earned 58.9% of the current allowable contract amount with 71.9% of contract time elapsed; which is 99 days behind schedule. The contractor is seeking additional time for the following items:

- Pile driving impacts at Ramp E over SR 408 – 42 days requested
- Pile driving impacts at SR 417 SB over Econ Trail Pier – 16 days requested
- Hurricane Matthew – 5 days requested
- Earth wall conflicts – CEI anticipates 20 days to be requested

Over \$1.5 million in delinquency retainage has been assessed to date and will continue to accumulate in future estimates until the contractor is 95% complete.

CFX has made great progress installing Wrong Way Driving technology. In December 2016, 32 out of 34 ramps had active Wrong Way Driving (WWD) technology. This deployment has led to an increase in the number of vehicles detected (25) for this month. Our technology was able to document 21 turn arounds. As of February 1st there are 34 ramp WWD installations on the CFX system.

A 180 day termination notice for the interoperability agreement between Florida's Turnpike and CFX was received from Florida's Turnpike Enterprise on January 12, 2017. A new agreement will be negotiated between the two entities. A monthly report on the progress of negotiations will be sent to the Board.

Edward Johnson, CEO of LYNX, invited CFX to attend an emergency response exercise at LYNX on January 19, 2017. The exercise evaluated the response of LYNX staff, City of Orlando Police Department and Fire Department to a mock accident involving a bus and a car with severe injuries. An emergency response exercise may be in CFX's future☺.

Met with Orange County Comptroller Phil Diamond on January 19, 2017.

Met with Tawny O'Lore, Osceola County's new Executive Director of Transportation and Transit on January 20, 2017.

On January 23, 2017, I updated the Orlando City Council on CFX activities.

Attended the Orlando Sentinel's Floridian of the Year Banquet to honor Welton Cadwell as one of five honorees for 2017.

Participated in a panel discussion on the Future of Transportation with Diane Scaccetti, Florida's Turnpike Enterprise; Joe Waggoner, Tampa Hillsborough Expressway

Authority; Javier Rodriguez, Miami Dade Expressway Authority and Nat Ford, Jacksonville Transportation Authority on January 27, 2017.

Met with the tenants of our downtown office building to help coordinate the I-4/SR 408 interchange construction activities.

Took Lake County Commissioner Breeden on a tour of the Wekiva Parkway on January 30, 2017.

Served on the OBJ Business of Transportation Panel on February 3, 2017.

COMMUNITY EVENTS/MEETINGS

CFX staff participated in the following events/meetings:

Valencia College East Campus Resource Fair (E-PASS) - January 18

I-4 Ultimate Communications Team Meeting - January 18

TEAMFL/FTC Joint Annual Meeting - January 26 – 27

Central Floridian of the Year Awards Banquet - January 26

Conference of Minority Transportation Officials - January 24

Seminole County Board of Commissioners (Wekiva Parkway) - January 24

'Connect Osceola' with Commissioner Choudhry (E-PASS) - January 31

I-4 Ultimate Communications Team Meeting – February 1

Mount Dora Art Festival (Wekiva Parkway/E-PASS promotion) – February 4 -5

Collegiate E-PASS Outreach at FSU in Tallahassee – February 5

Florida Nursery Growers & Landscapers Association (Wekiva Parkway) – February 7

Collegiate E-PASS Outreach at FSU in Tallahassee – February 8

Round Lake Elementary School (Wekiva Parkway) – February 8

The Monthly Legislative Update from Southern Strategies and Alcalde and Fay are attached for your information.

CUSTOMER SERVICE

	Activity		Wait Time	
	Actual	Avg	Actual	Target
Service Center: East	9,652	9,514	2:16	<5m
Service Center: West	2,709	2,823	2:36	<5m

SERVICE CENTER: MINUTE INTERVALS <5 5-6 6-7 7-8 8-9 9+

	<5	5-6	6-7	7-8	8-9	9+
Call Center	63,470	63,991	0:56	<1m		

CALL CENTER: % MINUTE INTERVALS <1 1-2 2-3 3-4 4-5 5+

%	<1	1-2	2-3	3-4	4-5	5+
	73%	8%	6%	5%	4%	4%

AVERAGE SPEED: PEAK DIRECTION

		mph	AM Peak (6-9) Avg mph	PM Peak (4-7) Avg mph
SR 408	W. SR 50 to E. SR 50	55-65	56	53
SR 417	Int'l Dr. to Seminole Co. Line	55-70	66	63
SR 528	Sand Lake Rd. to SR 520	70	65	65
SR 429	Seidel Rd. to SR 414	70	67	66
SR 451	SR 429 to US 441	65	61	65
SR 414	US 441 to US 441	65	64	63

LEGEND: <10 11-20 >= 21

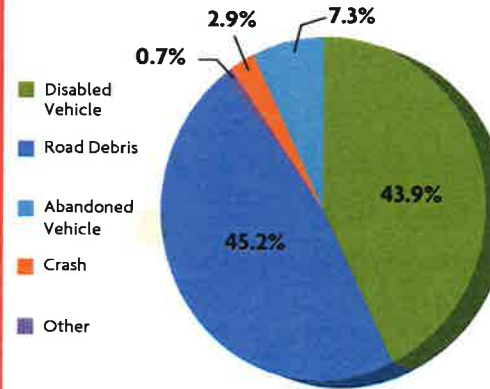
MAJOR CONSTRUCTION PROJECTS

	Contract (millions)	Spent	% Spent	% Time	VAR
SR 408/SR 417 Interchange	\$36.0	\$18.7	52%	66%	
SR 429 Systems Interchange	\$80.7	\$35.4	44%	49%	
SR 429, US 441 to North of Ponkan Rd.	\$56.3	\$41.6	74%	81%	
SR 429, North of Ponkan Rd. to North of Kelly Park Rd.	\$46.5	\$40.0	86%	85%	
SR 453, Lake County Line to SR 46	\$49.2	\$17.6	36%	40%	
SR 528/Innovation Way Interchange	\$61.3	\$21.1	34%	28%	
SR 429 Systems Interchange to Mt. Plymouth Rd.	\$38.6	\$5.9	15%	25%	

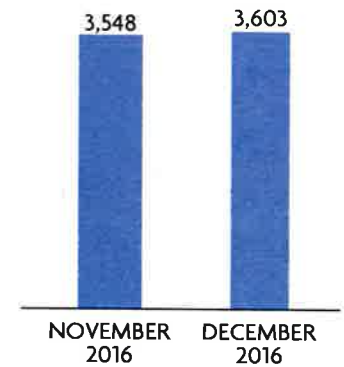
LEGEND: Spent vs. Time <10 11-20 >= 21

SAFETY

ROAD RANGER: CATEGORY OF ASSISTS ON CFX ROADS



ROAD RANGER: NUMBER OF ASSISTS ON CFX ROADS



2014 FATALITIES

1.07	Nationwide: Arterials, Limited Access, Toll Roads
0.26	FDOT: Urban Toll Roads
0.20	CFX: Toll Roads Urban Only

Per 100 Million Vehicles Miles Traveled
2010-2014 - 5 Year Average

WRONG WAY DRIVING (WWD)

	Vehicles Detected	Documented Turn Arounds
32 Locations	25	21

FINANCIALS

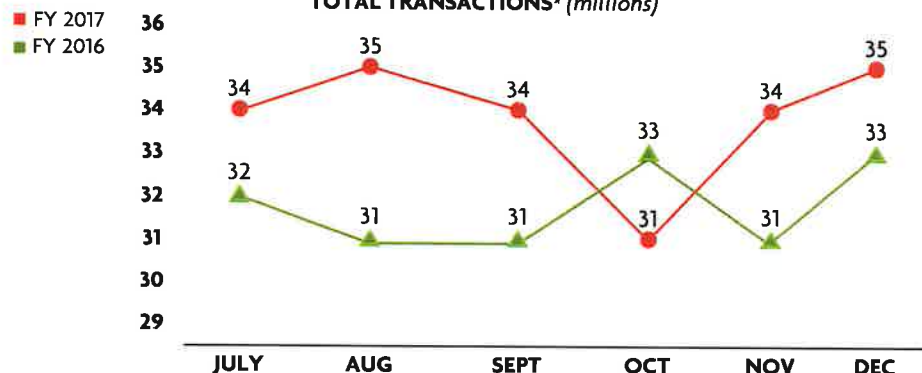
FINANCIALS

FY to Date	Actual	Budget	VAR
Total Revenue	\$208.7	\$195.2	7%
OM&A Expenses	\$27.9	\$31.5	12%
Net Revenue	\$95.0	\$77.3	23%

DEBT SERVICE

Year to Date	Actual	Budget
Senior Lien	2.03	1.96
Subordinate Lien	1.74	1.68

TOTAL TRANSACTIONS* (millions)



*All plazas had tolls suspended in FY17 due to Hurricane Matthew from 10/5/16 until early on 10/10/16.

Laura Kelley

From: Chris Dudley <dudley@sostrategy.com>
Sent: Monday, February 06, 2017 2:36 PM
To: Laura Kelley; Michelle Maikisch
Cc: Oscar Anderson
Subject: Legislative Update: February 6, 2017

Laura and Michelle, in preparation for your CFX Board meeting on Thursday, February 9th, I wanted to provide you an updated legislative report:

Friday, February 3rd marked the final day in office for former FDOT Secretary Jim Boxold. Governor Scott has named Rachel Cone as the Interim Secretary. Secretary Cone most recently served as the Assistant Secretary for Finance and Administration. It is expected that Secretary Cone will serve as Secretary through the 2017 regular legislative session and that the Florida Transportation Commission will forward their names for a permanent replacement after the session ends in May.

Arnold Palmer Expressway

HB 225 (Miller) and SB 480 (Simmons). HB 225, which will formally designate a portion of SR 408 in honor of Arnold Palmer, is scheduled to be heard on Wednesday, February 8th in the House Transportation and Infrastructure Committee. The Senate bill has not yet been assigned to committees in the Senate as of today.

Miami-Dade Expressway

SB 308 (Artiles) - No House companion yet filed. SB 308 would abolish the Miami-Dade Expressway Authority and transfer all title and functions to the Florida Turnpike Enterprise.

Express Lanes

SB 250 (Artiles) - No House companion yet filed. SB 250 would 1) abolish the authority of the FDOT to create Express Lanes and 2) require all existing Express Lanes to be eliminated once any bond proceeds levied to pay for the lanes are satisfied.

Central Florida Expressway – Brevard County

HB 299 (Goodson) - No Senate companion yet filed. HB 299 would add one additional seat to the Central Florida Expressway Authority. The new seat, which would change the total Authority membership to ten, would add one member of the Brevard County Commission to the Authority.

FDOT 2017 Legislative Package

The 2017 FDOT legislative package includes several issues of interest for CFX:

- **FHWA Risk Based Bridge Inspection Schedule**: Currently, Florida law mandates inspection of all highway bridges, regardless of age or condition, every two years (24 months). The Federal Highway Administration (FHWA) allows a state to vary the time between bridge inspections depending on the condition of the bridge. Based on approved criteria, a bridge in poor condition will be inspected more frequently while a bridge in good condition may be inspected less frequently. This proposal aligns statute with federal law, and subject to FHWA approval, FDOT would then adopt a risk-based

inspection program, as other 16 states have done. Based on the Department's tentative criteria, the Department expects to reduce the number of yearly bridge inspections by an average of 400 per year.

- Optional Bond Validation for Turnpike Bonds: Currently, Turnpike bonds are required to be validated pursuant to s. 215.82, F.S. When the remaining bond validation amount is insufficient to cover the anticipated bond sales that will be needed in any given fiscal year, the Division of Bond Finance must file a suit to validate a bond amount approved earlier in the year. With this change the Department and the Division, at the discretion of the Division, will not need to seek an increase in the Turnpike bond validation amount by way of the courts, making it unnecessary to obtain a judgment in order for the Turnpike to continue to issue bonds to fund its capital improvement program. This proposal will provide for consistency with other similar bond programs administered by the Division, such as Education PECO Bonds, Florida Forever Bonds and State University System Bonds. • Emergency Repair Work Program Amendments for LBC Review. Currently, as passed by the 2016 Legislature, any project or phase of a project over \$3 million added to the adopted work program must be approved by the LBC. This proposal excludes emergency actions from the paragraph (h) requirement which directs that all projects or phases added to the work program in excess of \$3 million are subject to approval by the Legislative Budget Commission (LBC). Including paragraph (h) ensures the department can expeditiously respond to an emergency event, safeguards the safety of the public and is consistent with procedures used during natural disasters. This would ensure that emergencies that are not covered by a Governor's Executive Emergency Order, such as a direct bridge hit, could be addressed in a timely manner to protect public safety.

Chris Dudley
Southern Strategy Group

ALCALDE & FAY

GOVERNMENT & PUBLIC AFFAIRS CONSULTANTS

February 6, 2017

MEMORANDUM

TO: Michelle Maikisch, Chief of Staff, Public Affairs

FROM: Skip Bafalis
Jim Davenport

Subject: Federal Legislative Update

FISCAL YEAR 2017 APPROPRIATIONS

Currently, the Federal government is operating under a continuing resolution (CR) that extends 2016 funding levels for most federal agencies through the end of April. House GOP Appropriators announced last month that they are “weighing out the different possibilities” to get their bills approved. As you may recall, leadership in both parties last year had been pushing to finish work on the remaining FY 2017 appropriations bills during the lame duck, either via a catchall Omnibus bill or several smaller Minibuses, but that plan was abandoned in lieu of a CR, as the President Trump’s transition team reportedly wanted to give the incoming president an opportunity to fully weigh in on spending decisions. Committee have been reluctant to rely on another CR for the remainder of the year and instead were working on options for passing each of the remaining appropriations bills “in one form or another, whether a single omnibus measure, or a series of minibuses.”

INFRASTRUCTURE PROPOSALS

Last month, Senate Democrats announced a proposal for \$1 trillion in direct federal spending on infrastructure over 10 years, which they said stood in stark contrast to the President’s own proposal that relies heavily on private investment. Led by Senate Minority Leader Chuck Schumer (D-NY), Ranking Democrats from several committees outlined 16 separate funding areas which they said would create 15 million new jobs.

- Reconstruct Roads & Bridges: \$100B
- Improve Airports: \$30B
- Revitalize Main Street: \$100B
- Address Ports & Waterways: \$10B
- Expand TIGER: \$10B
- Build Resilient Communities: \$25B
- Rehabilitate Water and Sewer: \$110B
- 21st Century Energy Infrastructure: \$100B
- Modernize Rail Infrastructure: \$50B
- Expand Broadband: \$20B
- Repair & Expand Transit: \$130B
- Invest in Public Lands & Tribal Infrastructure: \$20B
- Vital Infrastructure Program: \$200B

- Modernize VA Hospitals: \$10B
- Rebuild Public Schools: \$75B
- Provide Innovative Financing Tools: \$10B

While Minority Leader Schumer acknowledged that the proposal had not been crafted into legislation yet, he said that those details along with details on the funding mechanism would be worked out with the President and Republican majority; however, Schumer did reiterate the proposal's call to fully fund its initiatives by "closing tax loopholes used by corporations and super-wealthy individuals to offset associated costs."

On the House side, the Transportation and Infrastructure (T&I) Committee held its first full hearing of the 115th Congress to explore the importance of infrastructure to America's job creators, and what sort of infrastructure investments must be made to prepare the Nation to take on the challenges of the 21st century. During the hearing, entitled "Building a 21st Century Infrastructure for America," T&I Chairman Bill Shuster (R-PA) said that President Donald Trump's ambitions to spend heavily on infrastructure offers a "unique opportunity on wide-ranging investments." Despite the acknowledgement, he gave no indication on how congressional lawmakers would plan to pay for improvements or to set funding priorities.

Congressional tax writers are working on legislation that would overhaul the tax code, and Republicans, including Shuster, have said their best chance of enticing Democrats to back the tax changes is to include infrastructure spending. Details of both the tax package and any infrastructure package are far from resolved, however congressional Republicans seem likely to sideline any real package until a tax overhaul deal can be struck. Shuster echoed these sentiments saying (any infrastructure plan) is "going to be driven by tax reform" and that House Speaker Paul Ryan "laid out the game plan. He looks for us to do something late spring, early summer" on an infrastructure package.

Please contact us with any questions.