



Transportation & Infrastructure Subcommittee

January 11, 2017
1:00 PM – 3:00 PM
Reed Hall

Meeting Packet



The Florida House of Representatives
Government Accountability Committee
Transportation & Infrastructure Subcommittee

Richard Corcoran
Speaker

Brad Drake
Chair

January 11, 2017

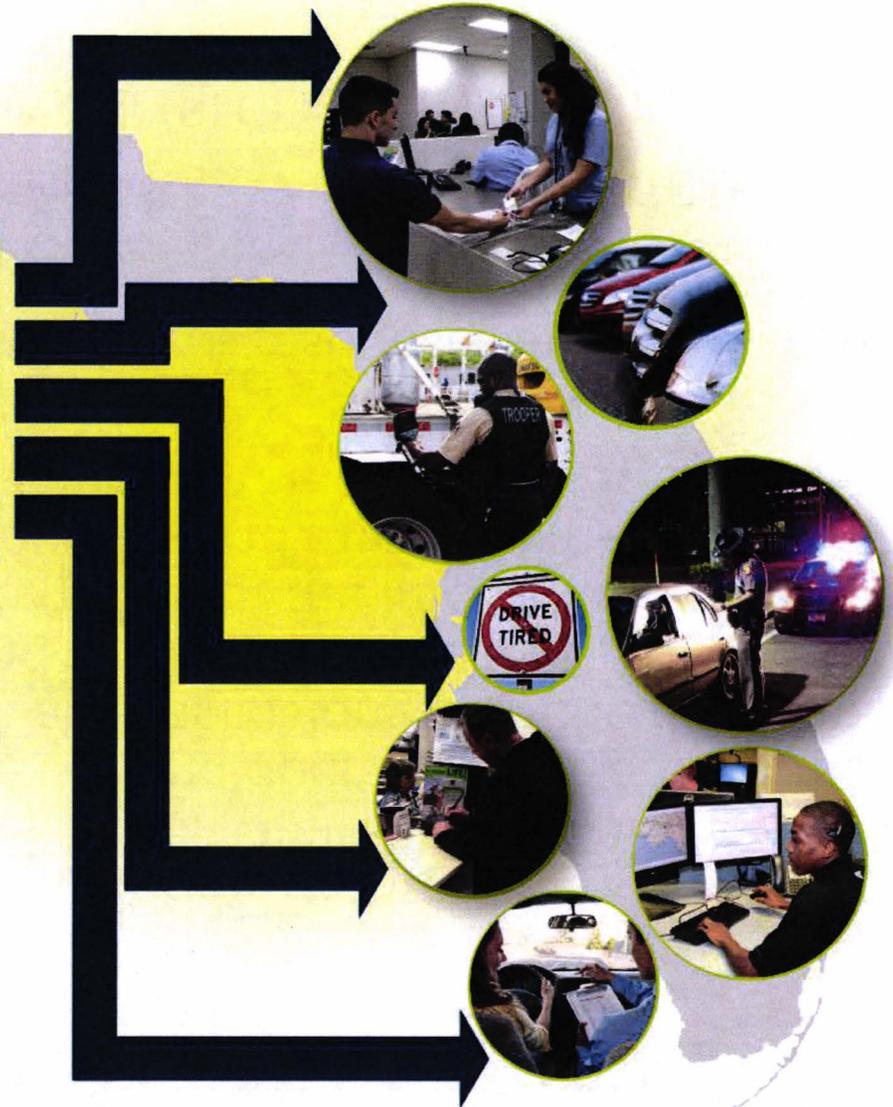
AGENDA
1:00 PM – 3:00 PM
Reed Hall

- I. Call to Order / Roll Call
- II. Overview of the 2015-2016 Red Light Camera Summary Report
Mr. Larry Gowen, Chief Performance Officer
- III. Overview of the transportation project lifecycle
Secretary Jim Boxold
- IV. Closing / Adjourn



A SAFER
FLORIDA
HIGHWAY SAFETY AND MOTOR VEHICLES

Fiscal Year 2015-2016 Red Light Camera Summary Report



Report methodology

- Section 316.0083(4)(b), Florida Statutes, directs the Department of Highway Safety and Motor Vehicles to: “...provide a summary report...regarding the use and operation of traffic infraction detectors [Red Light Cameras]...along with the department’s recommendations and any necessary legislation. The summary report must include a review of the information submitted to the department by the counties and municipalities and must describe the enhancement of the traffic safety and enforcement programs.”
- Report contains a summary of responses and a crash analysis
- 29 question online survey
- Deadline for survey responses was October 1, 2016.
- Covered Red Light Camera (RLC) activity from July 1, 2015 through June 30, 2016.

Summary of responses

- 59 jurisdictions reported that RLCs were operational during the reporting period
 - 796 RLCs were active as of 7/1/2015
 - 688 RLCs were active as of 6/30/2016
- 4 reported an increase in the number of RLCs
- 15 reported a decrease in the number of RLCs
- 40 reported no change in the number of RLCs
- 48 jurisdictions reported that they are continuing the program for FY2016/2017

Source: 2015 – 2016 Red light camera survey responses

Reference appendix E for jurisdiction responses

Summary of responses (continued)

- 1,227,927 notices of violation (NOV) issued
 - 761,103 paid
 - 37,520 contested and pending
 - 46,323 contested and dismissed
 - 21,530 contested and upheld
 - 150,659 NOVs issued to repeat offenders

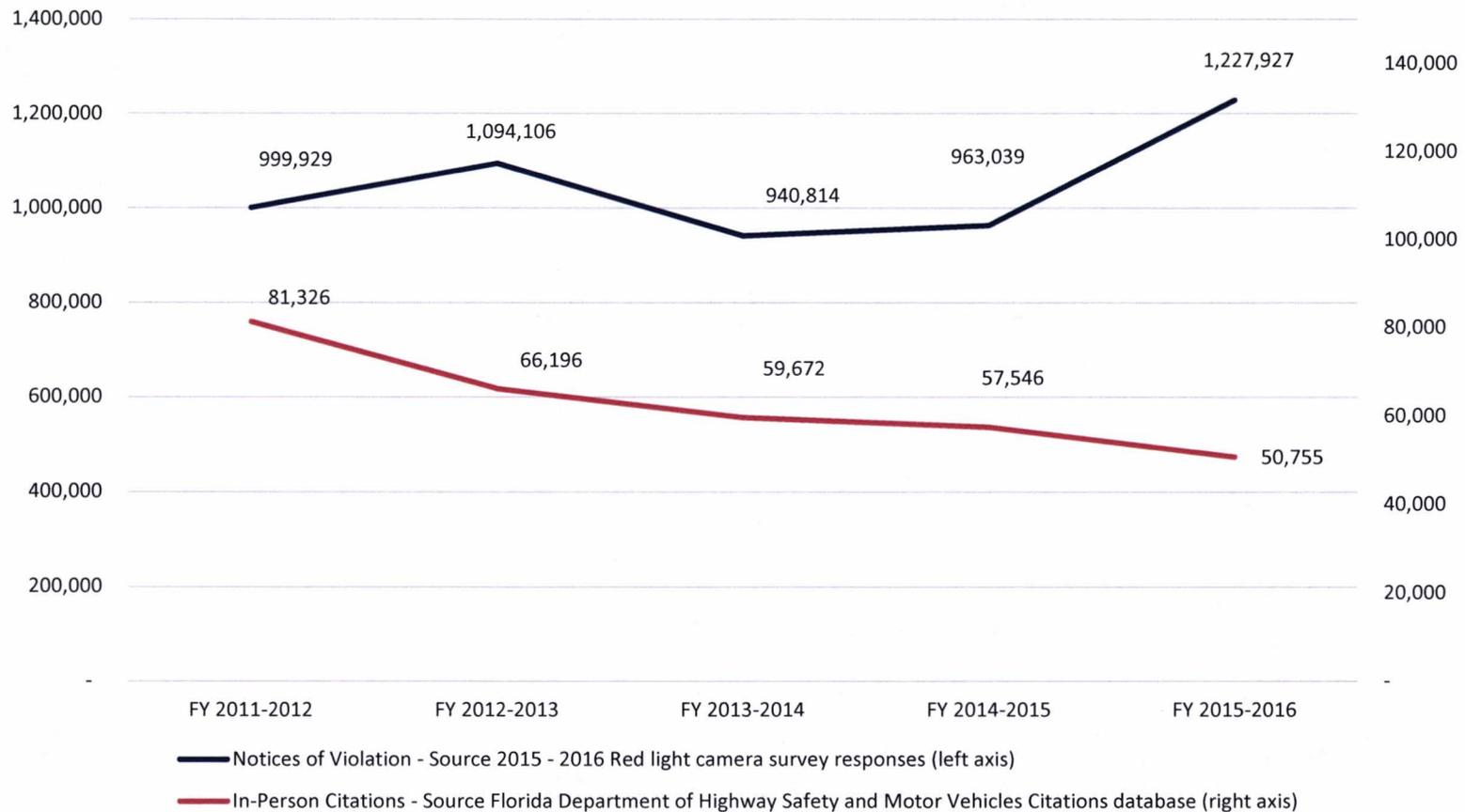
Source: 2015 – 2016 Red light camera survey responses

Numbers as reported by local jurisdictions. Availability of NOV status varied by jurisdiction. Thus, numbers do not add to total.

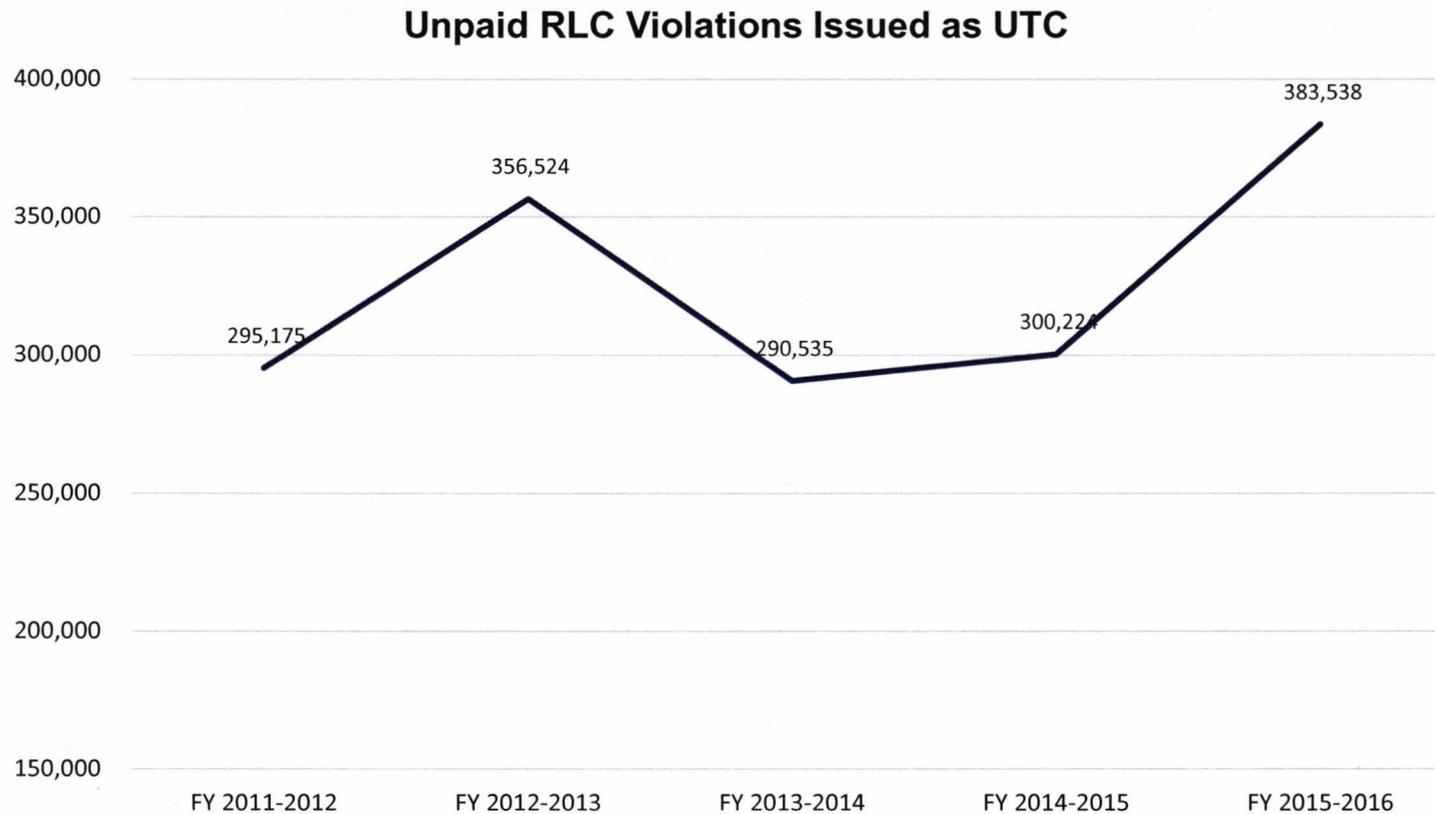
Reference appendix E for jurisdiction responses

Summary of responses (continued)

RLC Violations by Fiscal Year



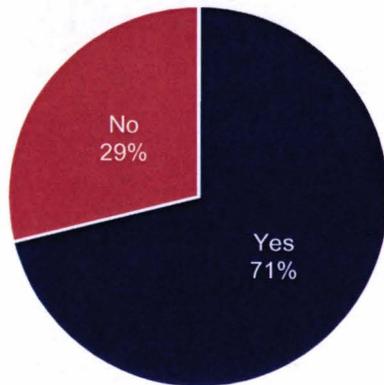
Summary of responses (continued)



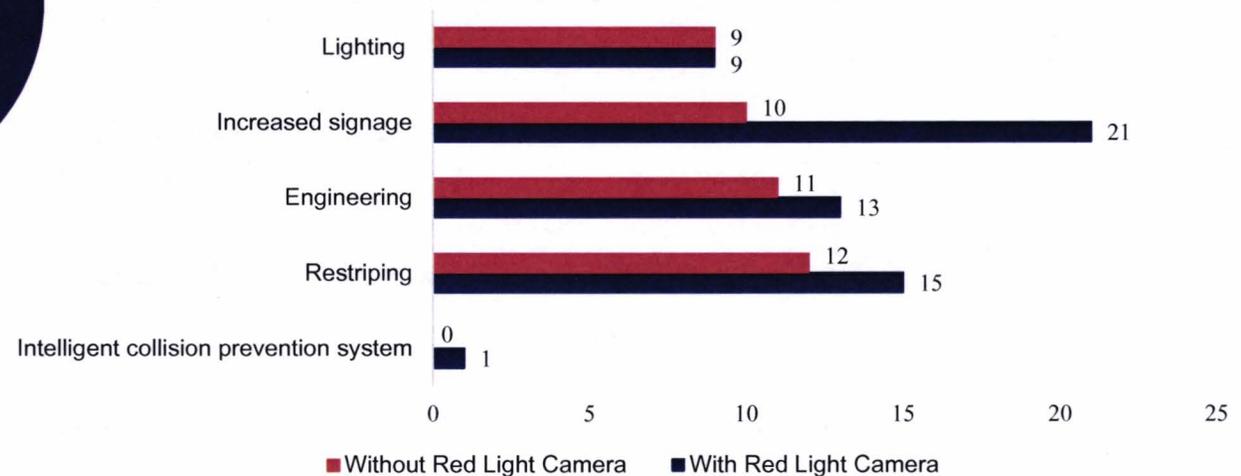
Source: Florida Department of Highway Safety and Motor Vehicle Citations database

Summary of responses (continued)

Jurisdictions that issue violations for right-hand turn



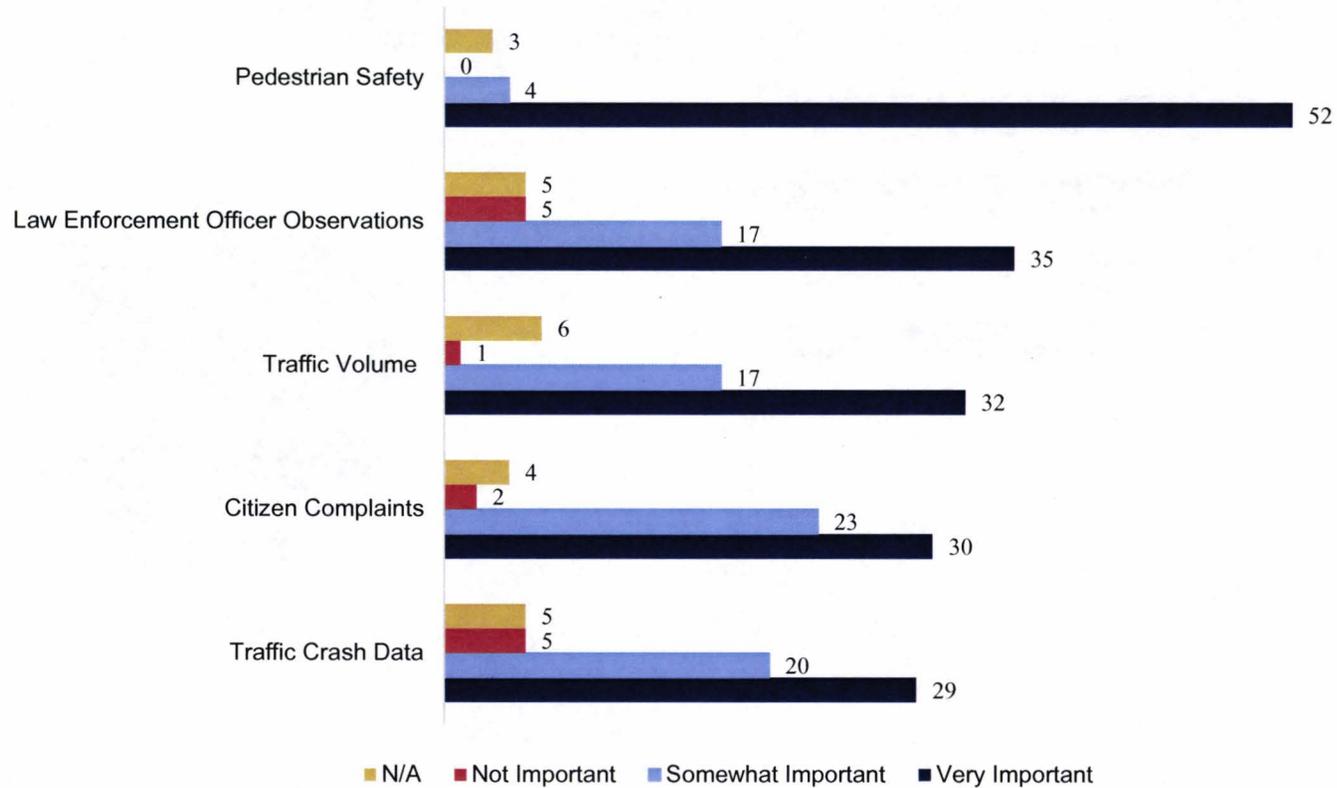
Alternative safety measures taken by jurisdictions



Source: 2015 – 2016 Red light camera survey responses
Reference appendix F for jurisdiction responses on right-hand turn definitions
Reference appendix E for jurisdiction responses to alternative safety measures

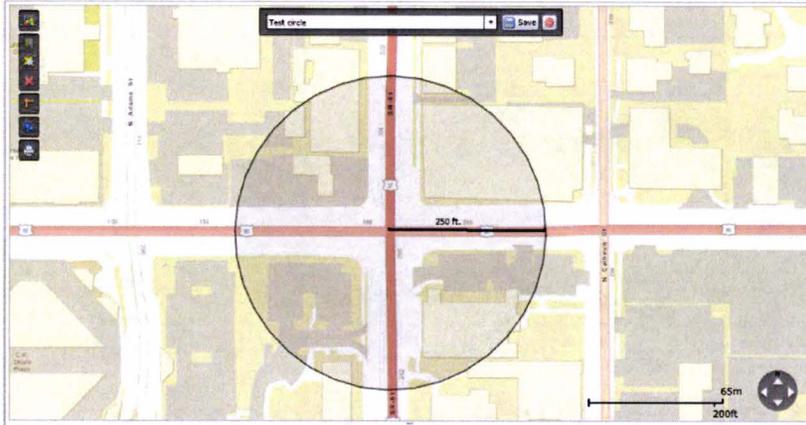
Summary of responses (continued)

Importance of Factors When Selecting Intersections for RLCs

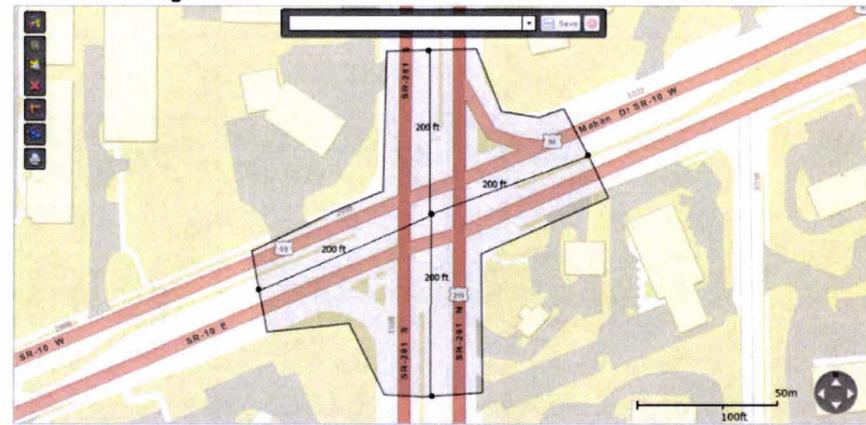


Source: 2015 – 2016 Red light camera survey responses
Reference appendix E for jurisdiction responses

Crash analysis

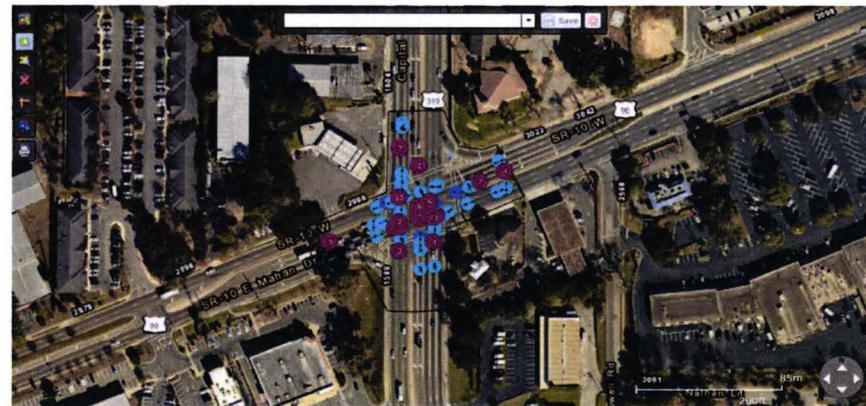


Fiscal year 2014 – 2015 methodology



Fiscal year 2015 – 2016 methodology

- Refined process based on feedback from stakeholders
- Increased accuracy to only include crashes on the roadway



Fiscal year 2015 – 2016 methodology satellite picture

Crash analysis (continued)

	Before RLC Installed	After RLC Installed	Percent Change
Total Crashes	5,107	5,625	10.14%
Angle Crashes	1,383	1,476	6.72%
Rear-End Crashes	3,724	4,149	11.41%
Crashes Involving Non-Motorists	56	45	-19.64%
Crashes Involving Running a Red Light	191	185	-3.14%
Possible Injury Crashes	964	1,054	9.34%
Non-Incapacitating Injury Crashes	399	392	-1.75%
Incapacitating Injury Crashes	153	194	26.80%
Fatal Crashes	5	10	

Source: 2015 – 2016 Red light camera survey responses, Florida Department of Highway Safety and Motor Vehicles official crash database. Includes crash data from July 2012 through September 2016. Reference appendix A and B for breakdown by jurisdiction

Recommendations

1. Require jurisdictions to track camera information including location (GPS coordinates) and dates of operation.
2. Require jurisdictions to track issuance of NOVs, including the status of those violations (paid, contested, issued as UTC).
3. Require jurisdictions to track the issuance of NOVs for right-hand turns.
4. Require jurisdictions to report safety countermeasures taken prior to and after the installation of RLC (examples: infrastructure changes, type and layout of signage, pedestrian cross walks, bike lanes, intelligent transportation systems [ITS]).
5. In accordance with statute, the department will continue to review and report on the status and trends of the use and operation of RLCs. In order to determine the enhancement of traffic safety, the department recommends a more thorough analysis be conducted by an independent organization using appropriate local and state agency resources.
6. The department, upon request, will collaborate with any local jurisdiction operating RLC programs to improve the data collection and reporting methodology associated with the evaluation of the active programs across the state.
7. Create a standard for administering violations for right-hand turns on red signals, enforced by RLC.



Florida Department of
TRANSPORTATION

TRANSPORTATION PROJECT LIFE CYCLE

Presenter:
Jim Boxold, Secretary
Florida Department of Transportation



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.

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

Safety

**System
Preservation**

Capacity

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.



TRANSPORTATION WORK PROGRAM

PURPOSE

A five-year plan of transportation projects as defined in section s.339.135, F.S.

- Developed in partnership with communities, metropolitan planning organizations, local governments, state and federal agencies, modal partners, and regional entities
- Projects must be consistent with laws, policies, program objectives and priorities

- Multi-year transportation projects start before the total amount of cash is available to fund the entire project
- Future revenues are used to pay for a project as actual expenditures occur
- The finance plan and cash forecast are used to measure and evaluate the anticipated future revenues against total and planned project commitments

FDOT is the only state agency in Florida that operates this way



FIVE-YEAR WORK PROGRAM

PLANNING FOR THE FUTURE

Steps

1. Vision

- Vision of future growth of the state or a region

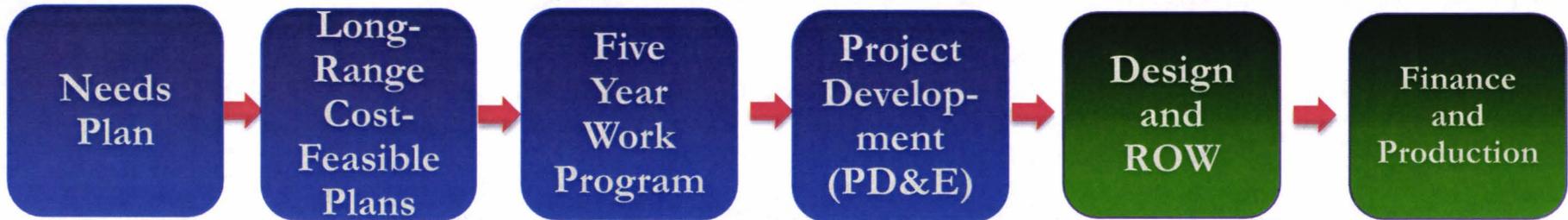
2. Principles

- Ensure safety and security of the public
- Maintain existing infrastructure
- Plan to address future growth

3. Planning Process

- Identify needs and potential strategies
- Evaluate alternatives (increase efficiency, expand choices, add capacity, build new, ...)
- Implement (design, obtain permits, right of way, financing, ...)

Planning



- Needs established and priorities set through multiple plans
 - Statewide (FDOT)
 - Regional/local (metropolitan planning organizations, transit operators, transportation authorities, etc.)
- Project Development and Environment process focuses on applicable state and federal laws
- Partner and public involvement throughout the process



MPO PRIORITY PROCESS

- Transportation Planning begins at the local level through a priority setting process with a Metropolitan Planning Organization (MPO) or Local Government in a Non-MPO area.
 - Comprised of local leaders who submit local and regional priorities to the Department for funding consideration.
 - There are Currently 27 MPO's in Florida
- Takes into account local and regional mobility, economic condition and impacts to the area.
- Priorities are then submitted to the Department for inclusion into the Work Program.



BUILDING THE WORK PROGRAM

PHASES OF PROJECT DEVELOPMENT

Project Development and Environmental Studies

Public Hearings

Final Study Reports and Environmental Document

Community Involvement/Awareness

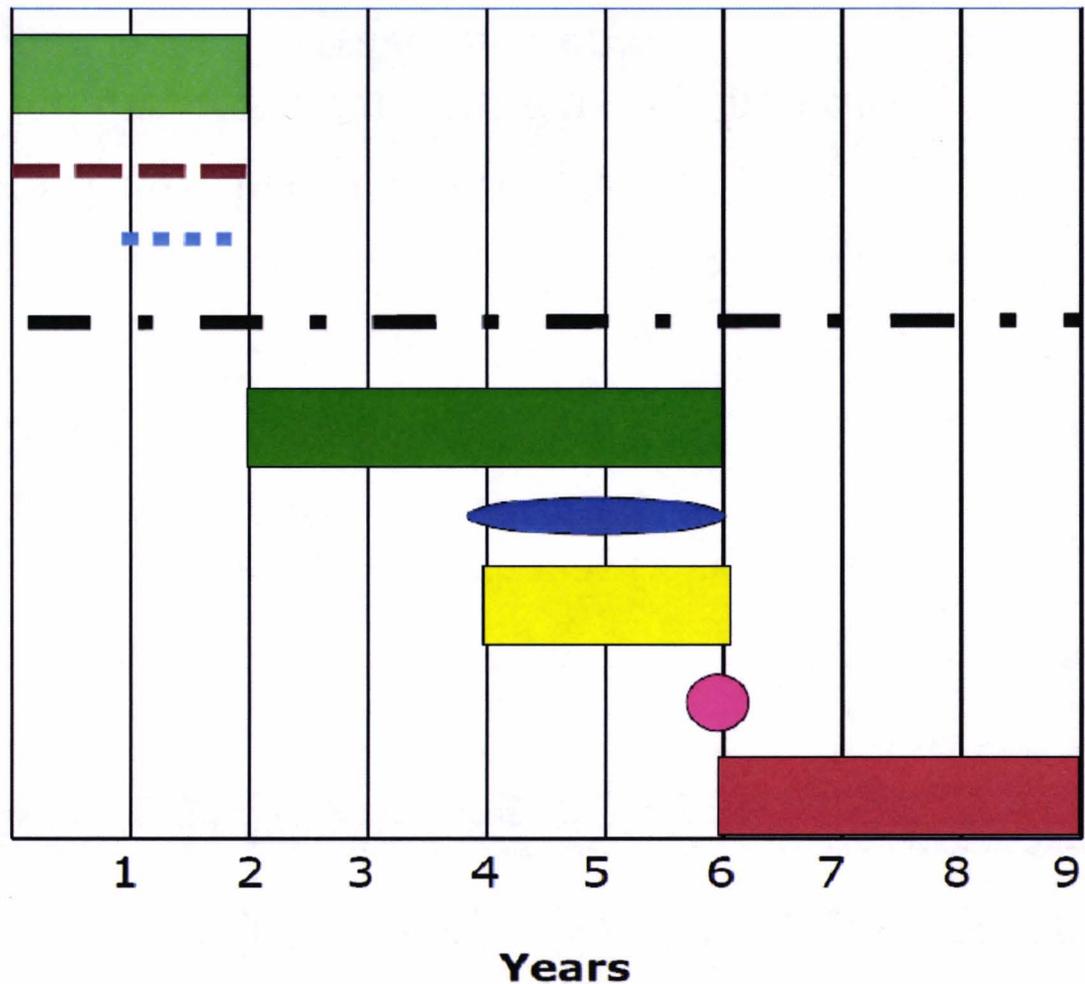
Develop Design

Obtain Permits

Appraise, Acquire and Clear ROW

Advertise and Let Contract

Construction





CONSTRUCTION AND MAINTENANCE

BUILDING AND MAINTAINING OUR INVESTMENTS

Construction

- Construction begins after project development phases have been completed and after funding is identified.
- Typical Project Construction will last between 1 ½ and 3 ½ years.

Maintenance

- Maintaining our investments is a top priority of the Department.
- System Preservation is funded first to ensure our existing facilities meet our maintenance standards for the traveling public.



NEPA OVERVIEW

NATIONAL ENVIRONMENTAL POLICY ACT ASSIGNMENT

- The Department becomes the lead federal agency for all NEPA actions for all federally funded highway projects in Florida.
- Under Assignment, the Department would be deemed to be FHWA on all highway projects for environmental matters.
- No reduction in environmental considerations and requirements under state or federal laws.
- Eliminates one layer of governmental review.
- Anticipated to accelerate project delivery by 25% and save approximately \$22 million per year.
- More efficient use of Department staff and consultant resources.
- Effective December 14, 2016



DEPARTMENT RESPONSIBILITIES

NATIONAL ENVIRONMENTAL POLICY ACT ASSIGNMENT

- The Department will review, approve and be legally responsible for all NEPA environmental technical reports and documents previously handled by FHWA for all highway classes of action.
- Classes of Action for highway projects are:
 - Class I: Environmental Impact Statement (EIS) projects
 - Class II: Categorically Excluded (CE) projects
 - Class III: Environmental Assessment (EA) projects
 - Local Agency Program (LAP) projects
- Report all NEPA Decisions to FHWA
- Conduct Legal Sufficiency Reviews of NEPA Actions
- Provide Quality Assurance / Quality Control processes for NEPA Actions
- Provide training for staff assuming these responsibilities
- Participate in annual compliance audits conducted by FHWA

Questions?