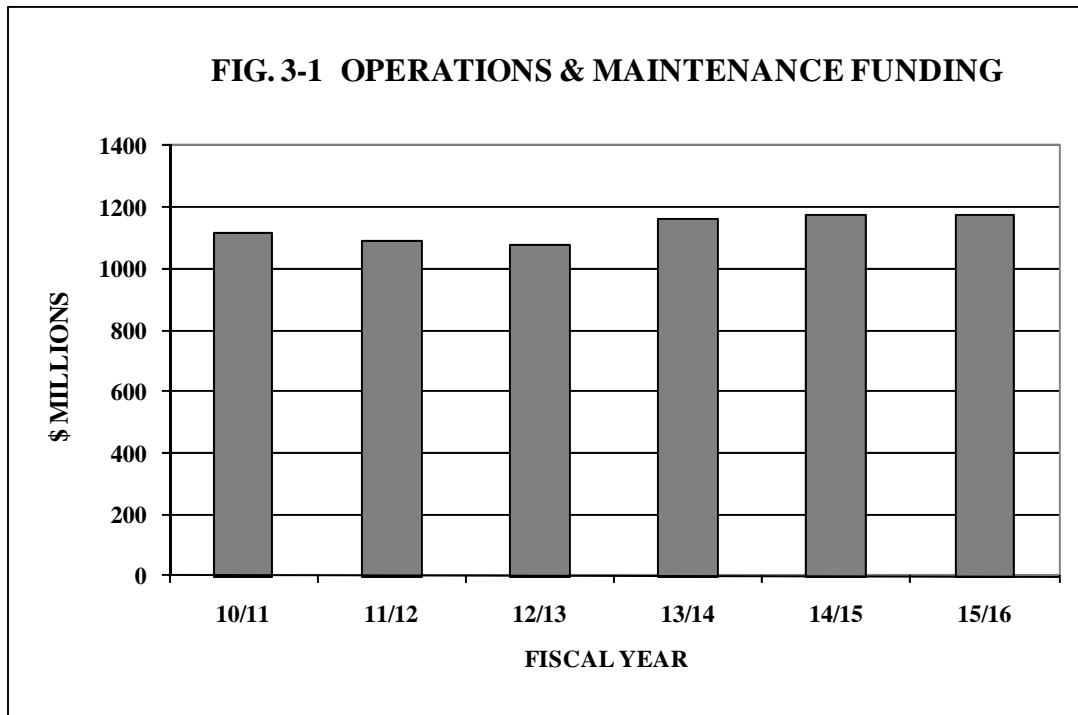


## SECTION III

### OPERATIONS AND MAINTENANCE

Operations and maintenance comprise those activities which support and maintain the transportation infrastructure once it is constructed and in place. It includes the department's personnel that monitor, review, inspect and administer highway and bridge construction projects. These activities include operations and maintenance centers, toll operations, motor carrier compliance, and traffic engineering and operations services. Figure 3-1 depicts the funding level for these functions.



# **OPERATIONS & MAINTENANCE PROGRAM**

## **Program Description**

The Operations and Maintenance Program combines Construction Engineering and Inspection, Maintenance and Central Mobile Equipment (CME) within the Operations and Maintenance component. The Operations and Maintenance Program component exists within the Highway Operations and Turnpike budget entities. Highway maintenance contracts and consultants are represented in the Operations and Maintenance Program. Construction Engineering and Inspection consultants are aligned with the Construction Engineering and Inspection Program.

The department has consolidated various construction resident offices, maintenance yards and mobile equipment (CME) shops into Operations and Maintenance Centers. This consolidation enables them to operate more efficiently. In fact, between FY 2001/02 and FY 2005/06, the department eliminated 169 construction, maintenance and central mobile equipment positions in anticipation of the improved efficiency of having the three functions co-located in various operations centers throughout the state.

In certain areas the department's construction and maintenance employees are now located together in the Operations and Maintenance Centers and perform similar tasks and duties on various projects which include permitting, inspections, contracts and administrative functions. Previously, each unit had staff dedicated to permitting, contracts, etc. One of the ways the department was able to reduce the size of its workforce was through certain efficiency reductions that assumed the consolidation of these functions where, for example, a permit employee would handle permits for both maintenance and construction. Currently, the Operations Centers are managed by either a Maintenance Engineer or a Construction Engineer.

Combining all construction, maintenance and CME employees allows the department to increase flexibility in its workforce. It eliminated the organizational and reporting relationship problems in People First.

The program consists of three areas: Construction Engineering and Inspection (CEI) in-house; Central Mobile Equipment and Warehouse Operations in-house and Routine Maintenance in-house, management and operations contracts and consultants/contracts.

The Construction Engineering and Inspection (CEI) in-house includes the activities and resources required to monitor, review, inspect, and administer highway and bridge construction projects. The program consists of two major parts: monitoring by the State Construction Office (Central Office), through development of specifications and procedures and performing Quality Assurance Reviews; and the CEI project management activities carried out by the District Construction Engineer and staff.

Central Mobile Equipment and Warehouse Operations is an enterprise type of program funded by the State Transportation Trust Fund. The program function involves the acquisition and maintenance of Department motor vehicles, maintenance equipment, and the warehousing of vehicle parts and maintenance supplies in support of the Department's Five Year Work Program.

The program operates a sign shop and a structure shop that manufacture traffic signs and Department specialty items and equipment. Budgeted resources required to accomplish the program's activities include personnel, equipment, and operating expenses.

Central Mobile Equipment (CME) operations acquire, maintain, and dispose of all state owned vehicles (automobiles, trucks) and equipment (tractors, mowers, compressors, generators, trailers and maintenance equipment) used by the Department. The equipment replacement value is approximately \$294 million. CME repair shops and refueling stations are located throughout the state.

Warehouse Operations is responsible for 30 warehouse locations with a total inventory value of approximately \$7.2 million. The inventory of over 10,000 active commodities consists of items such as automotive replacement parts and service items, janitorial supplies, safety items, roadway maintenance materials, signs, horticultural supplies, tools, concrete and other materials.

The routine maintenance area maintains roadways and bridges. The State Highway System Inventory consists of 42,633 lane miles. Of that, 41,984 lane miles are maintained by the Routine Maintenance Program, 441 lane miles are maintained by the Orlando Orange County Expressway Authority and 208 lane miles are maintained by Miami Dade County Expressway Authority.

The State Bridge Inventory consists of 6,617 bridges<sup>1</sup>. Of that number, 6,221 are Florida Department of Transportation bridges (92 of which are moveable bridges and 1 tunnel). The 6,221 department bridges, along with 5,256 local bridges are inspected by the Routine Maintenance Program. The Miami Dade County Expressway Authority inspects 126 bridges and the Orlando Orange County Expressway Authority inspects 270 bridges. Scheduled major repairs or replacements, such as resurfacing, bridge replacement or traffic operations improvements are part of the product programs of Resurfacing, Bridge, SIS/Intrastate Highways and Other Arterial Highways.

### **Program Products**

The quality and effectiveness of the maintenance portion of the Operations and Maintenance Program is monitored by periodic surveys. A Maintenance Rating Program (MRP) has been developed which evaluates and rates actual field conditions in five elements. Those elements

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<sup>1</sup> Data from bridge inventory as of April 2010 reported to the Office of Financial Development from the State Maintenance Office. Pedestrian overpasses are excluded.

that are identified (below) were developed to assess the condition of maintenance items. To preserve the investment in transportation facilities, maintenance must be provided with an adequate level of funding.

By consistently achieving a maintenance rating of 80, the system can be maintained at a desired level and a stable planned cycle of repairs or resurfacing can be programmed. (The Florida Transportation Plan objective is to achieve and maintain an MRP of 80).

A maintenance rating evaluation is conducted every four months by the department. Composite scores are developed for each of the five rating elements. The results are compared to previous surveys and attention is focused to achieve an MRP of 80 on individual and overall ratings. Comparisons between districts are also made. The five rating elements and characteristics are:

1. Roadway - Flexible pothole, flexible edge raveling, flexible shoving, flexible depression/bump, flexible paved shoulder/turnout, rigid pothole, rigid depression/bump, rigid joint/cracking, rigid paved shoulder/turnout.
2. Roadside - Shoulder unpaved, front slope, slope pavement, sidewalk, and fence.
3. Vegetation/Aesthetics - Roadside mowing, slope mowing, landscaping, tree trimming, curb/sidewalk edging, litter removal, turf condition.
4. Traffic Services - Raised pavement markers, striping, pavement symbol, guardrail, attenuator, signs less than and equal to 30 square feet, signs greater than 30 square feet, object markers, delineators and lighting.
5. Drainage Side/cross drain, roadside/median ditch, outfall ditch, inlets, miscellaneous drainage, roadway sweeping.

The statewide maintenance rating for fiscal year 2009/10 is shown in the following table.

**MAINTENANCE RATING**

**(Fiscal Year 2009/10)**

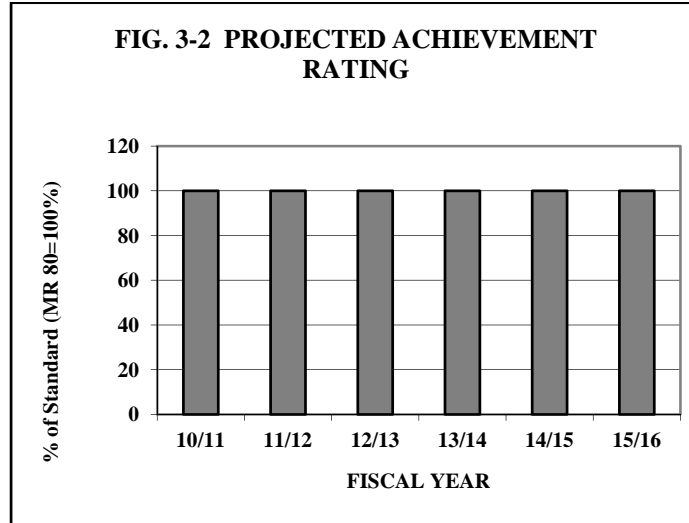
CATEGORY	<u>RURAL LIMITED ACCESS</u>	<u>RURAL ARTERIAL</u>	<u>URBAN LIMITED ACCESS</u>	<u>URBAN ARTERIAL</u>	<u>ALL FACILITIES STATEWIDE</u>
Roadway	97	97	97	93	96
Roadside	85	85	81	84	84
Traffic Services	86	85	80	76	81
Drainage	91	92	89	82	87
Vegetation	87	86	85	78	83
STATEWIDE	89	89	86	82	86

**PRIOR YEAR STATEWIDE RATINGS**

**(By Fiscal Year)**

YEAR	<u>RURAL LIMITED ACCESS</u>	<u>RURAL ARTERIAL</u>	<u>URBAN LIMITED ACCESS</u>	<u>URBAN ARTERIAL</u>	<u>ALL FACILITIES STATEWIDE</u>
FY 2009/10	89	89	86	82	86
FY 2008/09	91	87	90	84	87
FY 2007/08	89	86	89	84	86
FY 2006/07	86	84	86	81	83
FY 2005/06	87	84	84	80	83
FY 2004/05	87	84	86	81	83

Figure 3-2 provides a graphic representation of the projected maintenance rating levels.



**MR (MAINTENANCE RATING) OBJECTIVE = 100%**

**Program Funding**

The following funding table represents the overall funding level for the Operations & Maintenance Centers Program

**OPERATIONS AND MAINTENANCE CENTERS PROGRAM FUNDING**  
(Dollars in Millions)  
Fiscal Years

<b>SUB-PROGRAM</b>	<b>Current Year</b>						<b>FY 12-16</b>
	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14</b>	<b>14/15</b>	<b>15/16</b>	<b>5 Year Total</b>
TOTAL \$	701.9	708.7	731.4	769.2	786.7	807.9	3,803.9
In-House \$	248.4	248.8	258.7	269.1	279.8	291.0	1,347.4
% Total	35.4	35.1	35.4	35.0	35.6	36.0	35.4
M. & O. Contracts \$ *	420.7	436.8	449.0	474.7	482.2	492.8	2,335.4
% Total	59.9	61.6	61.4	61.7	61.3	61.0	61.4
Consult./Contracts \$ *	32.8	23.1	23.7	25.5	24.7	24.2	121.1
% Total	4.7	3.3	3.2	3.3	3.1	3.0	3.2

\* The Maintenance and Operations Contracts and the Consultants/Contracts are fully identified in the Work Program Administration system.

Note: FY 2010/11 includes roll forward from the previous fiscal year (\$25.2 million in M. & O. Contracts and \$7.2 million in Consultants/Contracts).

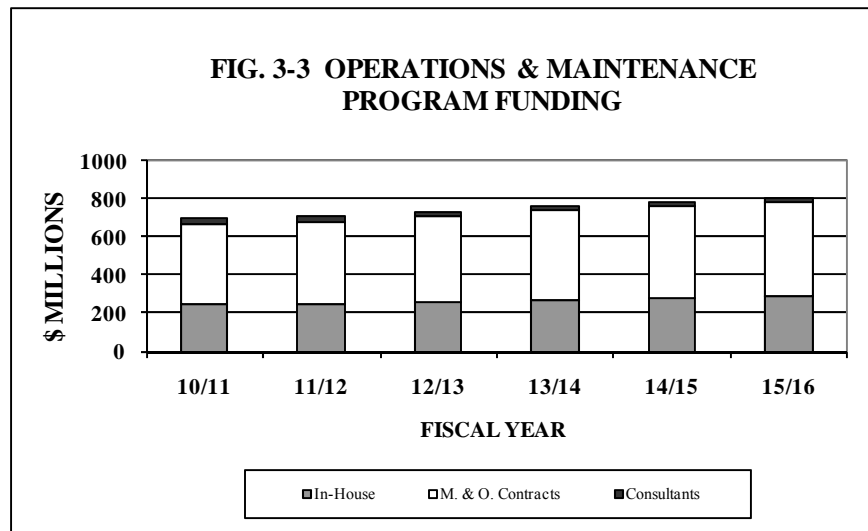
The following table identifies the Operations and Maintenance Centers Program in the 2011/12 Legislative Budget Request. An estimate for administered funds is included in the table. Reference is made to the budget entity, program component and specific appropriation categories where funds are recommended for this program.

OPERATIONS & MAINTENANCE PROGRAM

<b>BUDGET ENTITY/ APPROPRIATION CATEGORY</b>	<b>FY 2010/11 (Dollars)</b>
<b>HIGHWAY OPERATIONS</b>	
<u>Operating Budget</u>	
Salaries	170,585,028
Other Personal Services	287,906
Expenses	14,854,609
Operating Capital Outlay	1,322,180
Acquisition/Motor Vehicles	6,286,489
Fairbanks Hazardous Waste **	180,600
Consultant Fees	694,239
Contracted Services	4,121,012
Human Resource Development	907,862
Overtime	1,989,981
Transportation Materials and Equipment	<u>34,228,335</u>
 SUBTOTAL	 235,458,241
<u>Work Program Budget</u>	
National Pollutant Discharge Elimination System * (1)	12,942,000
Highway Maintenance Contracts * (1)	378,443,185
Management Consultant/Contracts * (2)	3,064,673
Contract Maintenance with DOC * (1)	19,146,000
Bridge Inspection * (2)	<u>11,119,999</u>
 SUBTOTAL	 424,715,857
 <b>FLORIDA'S TURNPIKE ENTERPRISE</b>	
<u>Operating Budget</u>	
Salaries	2,582,529
Other Personal Services	47,875
Expenses	1,013,182
Operating Capital Outlay	51,030
Contracted Services	398,489
Human Resources Development	32,499
Consultant Fees	68,500

<b>BUDGET ENTITY/ APPROPRIATION CATEGORY</b>	<b>FY 2010/11 (Dollars)</b>
Transportation Materials & Equipment	<u>5,533,409</u>
<b>SUBTOTAL</b>	<b>9,727,513</b>
<b>Work Program Budget</b>	
National Pollutant Discharge Elimination System * (1)	333,829
Highway Maintenance Contracts * (1)	40,929,384
Management Consultant/Contracts * (2)	5,327,837
Bridge Inspection * (2)	<u>3,620,000</u>
<b>SUBTOTAL</b>	<b>50,211,050</b>
<b>SUBTOTAL OPERATIONS &amp; MAINTENANCE PROGRAM</b>	<b>720,112,661</b>
Allowance/Estimated Administered Funds	<u>3,576,129</u>
<b>TOTAL OPERATIONS &amp; MAINTENANCE PROGRAM</b>	<b>723,688,790</b>
* These categories are fully identified in the Work Program Administration system.	
** This category is not Work Program driven, and is in operating budget, not program component Work Program.	
<i>Note (1): Identifies Maintenance &amp; Operations Contracts sub-program item.</i>	
<i>Note (2): Identifies Consultants/Contracts sub-program item.</i>	

Figure 3-3 represents the funding level for the Operations & Maintenance Centers Program.



Note: FY 2010/11 includes roll forward from the previous fiscal year (\$25.2 million in M. & O. Contracts and \$7.2 million in Consultants/Contracts).

## **Primary Directives**

### **Statutory Paraphrase: Duties and Powers (Section 334.046, F.S.)**

*Plan an integrated, balanced statewide transportation system based on the prevailing principles: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. Preservation includes...Ensuring that the Department achieves 100 percent of the acceptable maintenance standard on the State Highway System (SHS).*

### **Statutory Paraphrase: Duties and Powers (Section 334.044, F.S.)**

*Develop and adopt uniform minimum standards and criteria for design, construction, maintenance, and operation of public roads.*

*Designate existing and plan proposed State Highway System transportation facilities and construct, maintain and operate them.*

*Designate limited access facilities on the SHS and turnpike projects; plan, construct, maintain and operate service roads in connection with such facilities.*

*Conserve natural roadside growth and scenery and implement and maintain roadside beautification programs.*

### **Statutory Paraphrase: Duties and Powers (Section 334.044, F.S.)**

*To purchase, lease, or otherwise acquire property, materials, equipment, and supplies and to sell, exchange, or otherwise dispose of any property which is no longer needed by the Department.*

### **Florida Transportation Plan Long Range Objective:**

*Maximize Florida's position as a strategic hub for international and domestic trade, visitors, and investment by developing, enhancing, and funding Florida's Strategic Intermodal System (SIS).*

*Eliminate fatalities and minimize injuries on the transportation system.*

*Achieve and maintain a state of good repair for transportation assets for all modes.*

*Minimize damage to infrastructure from transportation vehicles.*

*Optimize the efficiency of the transportation system for all modes.*

*Increase the efficiency and reliability of travel for people and freight.*

*Integrate modal infrastructure, technologies, and payment systems to provide seamless connectivity for passenger and freight trips from origin to destination.*

**Short Range Objective:**

*Through 2015, achieve 100 percent of the acceptable maintenance standard on the State Highway System.*

*Through 2015, reduce by 5 percent annually, the highway fatality and serious injury rate per 100 million vehicle miles traveled.*

*Through 2015, ensure that 90 percent of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe.*

# **TRAFFIC ENGINEERING AND OPERATIONS**

## **Program Description**

The objective of this program is to develop and apply solutions to traffic engineering problems that do not require major structural alterations of existing or planned roadways. The Traffic Engineering and Operations program applies to the Tallahassee Central Office Traffic Engineering and Operations staff and, in the district offices, the District Traffic Operations.

Central Office Traffic Engineering and Operations is responsible for monitoring and evaluating District Traffic Operations office performance in several program areas (Operations, Traffic Engineering Studies, Signing, and Traffic Signals). In addition, Central Office Traffic Engineering and Operations is responsible for the certification of all traffic control signal devices purchased and installed in the state. Other key programs are the Intelligent Transportation Systems Program (ITS), the Statewide Incident Management Program and the Safe Mobility for Life Program.

Central Office Traffic Engineering and Operations establishes standards, specifications, policies and procedures for traffic operations applications. This office is also responsible for developing special statewide operations projects.

District Traffic Operations staff collect and analyze data, carry out access management strategies, review and comment on various construction and maintenance design plans, and complete operational and safety studies. The districts also implement the department's standard traffic signal operation strategies, and oversee a system of uniform traffic control devices.

The implementation of the statewide Intelligent Transportation System plan is done by the District Traffic Operations staff. The resources required to perform these activities include personnel, equipment, operating expenses and external consultants.

**Program Funding**

**TRAFFIC ENGINEERING AND OPERATIONS PROGRAM FUNDING**

(Dollars in Millions)

Fiscal Years

<b><u>SUB-PROGRAM</u></b>	<b><u>Current Year 10/11</u></b>	<b><u>11/12</u></b>	<b><u>12/13</u></b>	<b><u>13/14</u></b>	<b><u>14/15</u></b>	<b><u>15/16</u></b>	<b><u>FY 12-16 5 Year Total</u></b>
TOTAL \$	86.1	86.6	93.6	96.8	113.9	108.1	498.9
In-House \$	24.9	25.1	26.1	27.2	28.3	29.4	136.2
% Total	28.9	29.0	27.9	28.1	24.8	27.2	27.3
Consults./Grants \$ *	61.2	61.4	67.4	69.6	85.6	78.7	362.7
% Total	71.1	71.0	72.1	71.9	75.2	72.8	72.7

\* The consultant/grants category is fully identified in the Work Program Administration system.

The following table identifies the Traffic Engineering and Operations Program in the 2011/12 Legislative Budget Request. An estimate for administered funds is included in the table. Reference is made to the budget entity, program component, and specific appropriation categories where funds are recommended for this program.

**TRAFFIC ENGINEERING AND OPERATIONS PROGRAM**

<b><u>BUDGET ENTITY/ APPROPRIATION CATEGORY</u></b>	<b><u>FY 2011/12 (Dollars)</u></b>
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**HIGHWAY OPERATIONS**

**Operating Budget**

Salaries	16,817,466
Other Personal Services	61,495
Expenses	2,576,818
Operating Capital Outlay	103,257
Consultant Fees	1,633,827
Human Resource Development	206,532
Contracted Services	1,331,859
Overtime	900
Transportation Materials and Equipment	<u>654,272</u>

SUBTOTAL 23,386,426

**Work Program Budget**

Traffic Operations Consultants \* 61,421,493

SUBTOTAL 61,421,493

<b>BUDGET ENTITY/ APPROPRIATION CATEGORY</b>	<b>FY 2011/12 (Dollars)</b>
--	---------------------------------

FLORIDA'S TURNPIKE ENTERPRISE

Operating Budget

Salaries	1,111,982
Expenses	147,875
Operating Capital Outlay	1,932
Human Resources Development	6,877
Transportation Materials & Equipment	<u>135,000</u>
 SUBTOTAL	 1,403,666
 SUBTOTAL TRAFFIC ENGINEERING & OPERATIONS PROGRAM	 86,211,585
Allowance/Estimated Administered Funds	<u>352,560</u>
 TOTAL TRAFFIC ENGINEERING & OPERATIONS PROGRAM	 86,564,145

\* The consultant/grants category is fully identified in the Work Program Administration system.

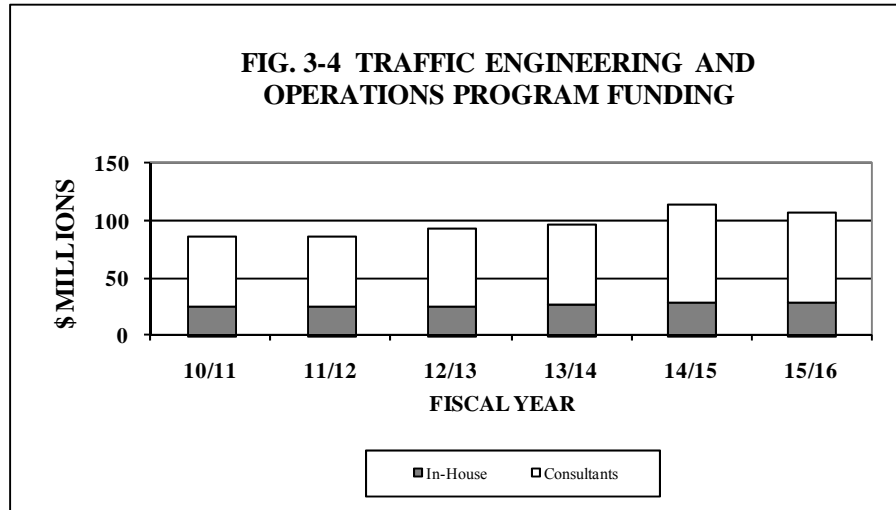
**Program Notes**

The ITS projects are programmed in accordance with criteria that depend on the following concepts:

- Capital Projects – These projects consist of the installation of ITS infrastructure, transportation management centers (TMC's), communication systems, ITS field devices or software acquisitions.
- Periodic Maintenance – These projects consist of major ITS upgrades or scheduled maintenance.
- Operations Contract – These are contracts written to operate TMC's and any contracts for services needed for incident management, providing traveler services or general services for ITS program management.

The Traffic Engineering and Operations program's operating budget is shown in the Program and Resource Plan as the in-house sub-program. The remaining portion of Traffic Engineering and Operations program is shown as the consultants and grants sub-program. Over the five-year Tentative Work Program, the Traffic Engineering and Operations program statewide utilizes approximately 73 percent of its budget for consultants and grants.

The funding levels for the Traffic Engineering and Operations program are represented in Figure 3-4.



**Primary Directives**

**Statutory Paraphrase: Program Objectives (Section 334.046, F.S.)**

*Plan an integrated, balanced statewide transportation system based on the prevailing principles: preserving the existing transportation infrastructure; enhancing Florida’s economic competitiveness; and improving travel choices to ensure mobility.*

**Florida Transportation Plan  
Long Range Objective:**

*Maximize Florida’s position as a strategic hub for international and domestic trade, visitors, and investment by developing, enhancing, and funding Florida’s Strategic Intermodal System (SIS).*

*Be a worldwide leader in development and implementation of innovative transportation technologies and systems.*

*Eliminate fatalities and minimize injuries on the transportation system.*

*Minimize damage to infrastructure from transportation vehicles.*

*Optimize the efficiency of the transportation system for all modes.*

*Increase the efficiency and reliability of travel for people and freight.*

**Short Range Objective:**

*Through 2015, improve system efficiency by deploying Intelligent Transportation Systems (ITS) technology on critical state corridors.*

# **TOLL OPERATIONS**

## **Program Description**

Toll Operations includes the administration of the toll collection activities on bonded road projects throughout the State including the Florida's Turnpike. Revenue road projects are comprised of various toll expressways, bridges, and the Florida's Turnpike.

Toll collection activities include receipt and deposit of revenues; automatic vehicle identification operation; financial accounting; security; quality review; toll equipment acquisition and toll equipment maintenance. The activities also include personnel training; data processing; traffic and revenue projections; and strategic planning. Resources required to perform these activities include personnel, consultants, service contracts, equipment and operating budget.

This program includes in-house payments for toll operators, payments to the Florida Highway Patrol for their law enforcement support on the Turnpike with Troop K, payments to expressway authorities and payments to contractors for services related to collection of tolls and operations of the SunPass Customer Service Centers.

## **Program Funding**

The following table represents the overall funding level for the Toll Operations Program.

### **TOLL OPERATIONS PROGRAM FUNDING**

(Dollars in Millions)  
Fiscal Years

<u><b>SUB-PROGRAM</b></u>	<u><b>Current Year</b></u>	<u><b>10/11</b></u>	<u><b>11/12</b></u>	<u><b>12/13</b></u>	<u><b>13/14</b></u>	<u><b>14/15</b></u>	<u><b>15/16</b></u>	<u><b>FY 12-16 5 Year Total</b></u>
TOTAL \$		289.1	248.0	209.7	251.0	224.0	207.8	1,140.5
In-House \$		43.4	43.5	45.3	47.1	49.0	50.9	235.8
% Total		15.0	17.6	21.6	18.8	21.9	24.5	20.7
Ops. Contracts/Tr. \$		131.2	131.2	131.2	131.2	131.2	131.2	655.8
% Total		45.4	52.9	62.5	52.3	58.5	63.1	57.5
Consult./Contracts \$ *		114.5	73.3	33.3	72.7	43.9	25.7	248.9
% Total		39.6	29.5	15.9	29.0	19.6	12.4	21.8

\* The consultants/contracts category is fully identified in the Work Program Administration system.

The following table identifies the Toll Operations Program in the 2011/12 Legislative Budget Request. An estimate for administered funds is included in the table. Reference is made to the budget entity, program component, and specific appropriation categories where funds are recommended for this program.

**TOLL OPERATIONS PROGRAM**

<b>BUDGET ENTITY/ APPROPRIATION CATEGORY</b>	<b>FY 2011/12 (Dollars)</b>
<b>FLORIDA'S TURNPIKE ENTERPRISE</b>	
<u>Operating Budget</u>	
Salaries	19,516,288
Other Personal Services	770,227
Expenses	22,104,853
Operating Capital Outlay	200,041
Human Resource Development	96,429
Overtime	349,850
Acquisition/Motor Vehicles	89,800
Payment to Expressway Authority (OOCEA and THEA) (1)	10,652,281
Toll Operations Contracts (1)	77,774,257
Consultant Fees (1)	338,447
Contracted Services (1)	21,085,631
Florida Highway Patrol Services (1)	<u>19,311,625</u>
 SUBTOTAL	 172,289,729
<u>Work Program Budget</u>	
Turnpike and Tolls System Equipment & Development * (2)	<u>73,270,585</u>
 SUBTOTAL	 73,270,585
<b>EXECUTIVE DIRECTION/SUPPORT SERVICES</b>	
<u>Operating Budget</u>	
Transfer/ S. FL. Water Management District/ Everglades Restoration (1)	<u>2,000,000</u>
 SUBTOTAL	 2,000,000
 SUBTOTAL TOLL OPERATIONS PROGRAM	 247,560,314
Allowance/Estimated Administered Funds	<u>409,138</u>
 TOTAL TOLL OPERATIONS PROGRAM	 247,969,452

\* These categories are fully identified in the Work Program Administration system.

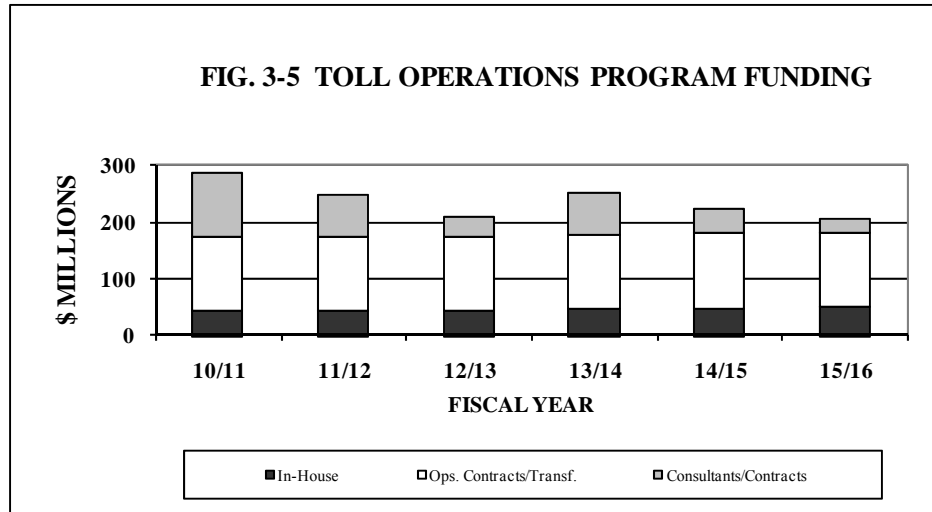
Note (1): Identifies Operations Contracts/Transfers sub-program item.

Note (2): Identifies Consultants/Contracts sub-program item.

## Program Notes

The Toll Operations funding levels for Fiscal Year 2010/11 provide resources to continue the operation of 797 existing toll collection traffic lanes. Funding is also included for maintenance and repair of toll plazas, personnel training, consultant support for the toll collection system, installation, maintenance and repair of toll collection systems and the installation, repair, maintenance and operation of the SunPass Electronic Toll Collection system.

Figure 3-5 represents the funding level for the Toll Operations Program.



Toll Operations funding levels for the five years of the program plan consist of approximately 4 percent of the total for all programs statewide. The operations contracts/transfers funding is the largest user of dollars in the program. Toll Operations utilizes 79 percent of its funding for operations contracts/transfers and consultants/contracts sub-programs.

## Primary Directives

### **Statutory Paraphrase: Duties and Powers (Section 334.044, F.S.)**

*To plan, acquire, lease, construct, maintain and operate toll facilities; to authorize the issuance and refunding of bonds; and to fix and collect tolls or other charges for travel on any such facilities.*

### **Statutory Paraphrase: Program Objectives (Section 334.046, F.S.)**

*Plan an integrated, balanced statewide transportation system based on the prevailing principles: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility.*

**Florida Transportation Plan**  
**Long Range Objective:**

*Maximize Florida's position as a strategic hub for international and domestic trade, visitors, and investment by developing, enhancing, and funding Florida's Strategic Intermodal System (SIS).*

*Improve transportation connectivity for people and freight to established and emerging regional employment centers in rural and urban areas.*

*Plan and develop transportation systems to provide adequate connectivity to economically productive rural lands.*

*Invest in transportation capacity improvements to meet future demand for moving people and freight.*

*Be a worldwide leader in development and implementation of innovative transportation technologies and systems.*

*Develop transportation plans and make investments to support the goals of the FTP and other statewide plans, as well as regional and community visions and plans.*

*Plan and develop transportation systems and facilities in a manner which protects and, where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts.*

*Eliminate fatalities and minimize injuries on the transportation system.*

*Improve Florida's ability to use the transportation system to respond to emergencies and security risks.*

*Achieve and maintain a state of good repair for transportation assets for all modes.*

*Minimize damage to infrastructure from transportation vehicles.*

*Optimize the efficiency of the transportation system for all modes.*

*Increase the efficiency and reliability of travel for people and freight.*

*Integrate modal infrastructure, technologies, and payment systems to provide seamless connectivity for passenger and freight trips from origin to destination.*

**Short Range Objective:**

*Through 2015, improve system efficiency by deploying Intelligent Transportation Systems (ITS) technology on critical state corridors.*

*Through 2015, maintain the average growth rate in person-hours of delay on the Florida Strategic Intermodal System (SIS) highways at or below 5 percent.*

# MOTOR CARRIER COMPLIANCE

## Program Description

This program, under the Office of Motor Carrier Compliance (OMCC), provides enforcement of laws and agency rules that regulate the weight, size, safety, traffic, contraband interdiction and registration requirements of commercial vehicles operating on the highway system. Through the use of a statewide network of weigh station facilities and sworn law enforcement personnel on patrol utilizing portable scales, commercial vehicle traffic, including drivers and vehicles, is monitored for compliance with legislatively established requirements.

Program goals are to protect system pavements and structures from excessive wear due to overweight and oversize vehicles and to reduce the number and severity of crashes involving commercial motor vehicles. Resource requirements include personnel, equipment and facilities.

## Program Funding

### MOTOR CARRIER COMPLIANCE PROGRAM FUNDING

(Dollars in Millions)  
Fiscal Years

<u>PROGRAM</u>	<u>Current Year 10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>FY 12-16 5 Year Total</u>
TOTAL \$	41.3	44.4	46.2	48.0	49.9	51.9	240.5

The following table identifies the Motor Carrier Compliance Program in the 2011/12 Legislative Budget Request. An estimate for administered funds is included in the table. Reference is made to the budget entity, program component, and specific appropriation categories where funds are recommended for this program.

**MOTOR CARRIER COMPLIANCE PROGRAM**

<b>BUDGET ENTITY/ APPROPRIATION CATEGORY</b>	<b>FY 2011/12 (Dollars)</b>
<b>HIGHWAY OPERATIONS</b>	
<u>Operating Budget</u>	
Salaries	26,748,774
Other Personal Services	47,546
Expenses	4,195,348
Operating Capital Outlay	3,263,871
Acquisition/Motor Vehicles	1,411,640
Contracted Services	2,212,319
Human Resource Development	1,009,914
Overtime	3,498,173
Salary Incentive Payments	233,840
Transfer/Contracted Dispatch Services	818,831
Transfer/DMS/Human Resource Services/Statewide Contract	4,174
Data Processing Services Northwood SRC (NSRC)	<u>395,534</u>
<b>SUBTOTAL MOTOR CARRIER COMPLIANCE PROGRAM</b>	<b>43,839,964</b>
Allowance/Estimated Administered Funds	<u>560,759</u>
<b>TOTAL MOTOR CARRIER COMPLIANCE PROGRAM</b>	<b>44,400,723</b>

**Program Notes**

All Office of Motor Carrier Compliance (OMCC) sworn law enforcement personnel engage in activities to enforce all commercial motor vehicle (CMV) laws and regulations pertaining to weight, size, traffic, safety, registration and licensing, fuel use taxes, hazardous materials and CMV contraband interdiction. Civilian weight inspectors continue to work the thirty-two fixed scale weigh stations on the interstate highways and the State Highway System. They enforce weight and size limits, fuel tax requirements and commercial vehicle registration and licensing laws.

All patrol officers are equipped with portable scales and with the necessary equipment for performing safety inspections. They inspect commercial vehicles for weight violations on fixed-scale bypass routes and in other geographic areas where the routing of such traffic does not include any fixed-scale sites. They inspect commercial vehicles and drivers for safety and hazardous materials violations in all geographic areas including weigh stations and bypass routes. Officers conduct compliance reviews of motor carrier records to determine a carrier's degree of compliance with safety and hazardous materials regulations.

Commercial vehicles are weighed by two methods. First, weight inspectors operating weigh stations provide a "screening" service for the enforcement program, weighing about 99 percent of the total trucks weighed and accounting for about 55 percent of the dollar amount of overweight penalties (fines) collected.

Second, patrol officers, working bypasses and other routes without fixed scales, may apprehend those operators who do not necessarily expect to be weighed. Thus the remaining 1 percent of total weighings result in the other 45 percent (approximately) of penalty dollars collected. These two methods of weighing vehicles complement one another and weight enforcement would be ineffective without both of them functioning. For fiscal year 2009/10, OMCC officers and inspectors weighed over 19 million vehicles both at fixed scales and portable enforcement.

Safety and hazardous materials enforcement activities consist of: (a) comprehensive inspections of trucks and drivers on the road; (b) inspections of buses and drivers at selected sites (because of inherent hazards in bus inspections); (c) compliance reviews at motor carrier office facilities, and (d) responding to fatal vehicle crash scenes involving commercial motor vehicles to conduct post crash inspections. Constraints on available manpower resources require a careful selection of vehicles for roadside inspections and motor carriers for a compliance review. Since 911 and enhanced statutory responsibility for homeland security, officers are conducting domestic security contact reviews of motor carriers as part of the compliance review program.

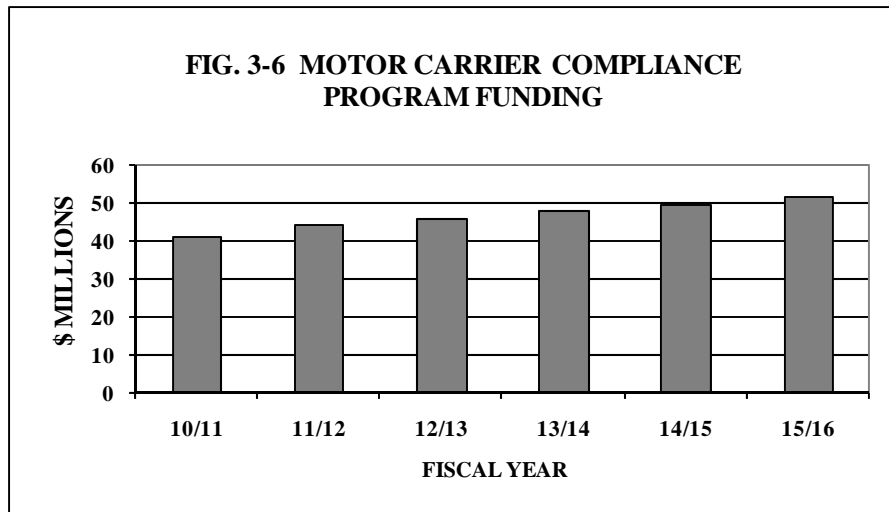
Vehicles, found to be imminently hazardous, and drivers, determined to be unqualified, are removed from service immediately. Vehicles remain out of service until equipment defects are corrected; drivers remain out of service until they become qualified. Traffic enforcement targets violations relating to excessive speed, following too closely, impaired drivers, and other violations that could cause accidents on our roadways. Due to passenger cars causing a majority of the crashes involving commercial vehicles, non-CMV traffic enforcement efforts have increased, i.e. speed details in work zones, high crash corridors, and aggressive driving violations.

OMCC (including local agents) has conducted 107,086 safety inspections on commercial motor vehicles and/or drivers during fiscal year 2009/10. During these inspections 14,902 vehicles and 7,595 drivers were placed out of service. Incidental to roadside inspections, officers are trained to be observant of CMVs being used to transport contraband or CMV drivers who use or possess illegal drugs. Officers take appropriate law enforcement action for violations detected.

Officers also respond to fatal crashes involving a CMV or school bus. Officers are trained in how to conduct post crash CMV inspections to assist the Florida Highway Patrol (FHP) in detecting potential contributing causes to crashes, improve data collection for the Federal Motor Carrier Safety Administration and the state, and determine needs for follow up compliance reviews of the involved carrier.

Civil penalties collected pursuant to citations issued by OMCC officers and inspectors are deposited in the State Transportation Trust Fund. Overweight vehicle penalties (fines) have historically contributed a substantial portion toward the operating costs for the OMCC. Penalties plus a five dollar surcharge on commercial vehicle licenses generate revenues that help offset the costs of the safety enforcement portion of OMCC.

The six-year funding levels for the Motor Carrier Compliance Program are shown in Figure 3-6.



In the early part of fiscal year 2006/07, the OMCC became eligible for a 100% allocation of federal Motor Carrier Safety Assistance Program (MCSAP) grant funding. The office currently will receive approximately \$12 million annually to support safety enforcement.

The Legislative Budget Request has a total of 502 OMCC positions, consisting of weight inspectors, law enforcement officers and support personnel for fiscal year 2011/12. The planned weigh station rehabilitation is expected to result in a very substantial increase in all enforcement activity. It includes weigh-in-motion scales along with safety inspection pits. This should provide enhanced protection of roads, bridge structures and increase highway safety for the general motoring public.

## **Primary Directives**

### **Statutory Paraphrase: Duties and Powers (Section 316.545, F.S.)**

*Any weight and safety officer of the Department of Transportation having reason to believe that the weight of a vehicle and load is unlawful, is authorized to require the driver to stop and submit to a weighing of the same by means of either portable or fixed scales and may require that such vehicle be driven to the nearest weigh station or public scales, provided such a facility is within five miles.*

*Weight inspectors on duty at a fixed scale facility are authorized to enforce the laws governing motor vehicle weight, registration, size, and load and to assess and collect civil penalties for violations of said laws.*

### **Statutory Paraphrase: Duties and Powers (Section 335.10, F.S.)**

*The department shall prescribe regulations for vehicles operating on the State Highway System. At least 14 days prior to implementation of such regulations, notice of such regulations shall be provided in writing by certified mail, return receipt requested, to each local governmental entity where such regulations will be applicable.*

*The department shall prohibit any use of, and any traffic on, the State Highway System that might damage or destroy the same.*

### **Statutory Paraphrase: Duties and Powers (Section 334.044(31), F.S.)**

*In order to fulfill the department's mission to provide safe and efficient transportation, the Office of Motor Carrier Compliance may employ sworn law enforcement officers in accordance with Chapter 943. Such officers shall have full law enforcement powers granted other peace officers of this state, including making arrests, carrying firearms, and seizing vehicles defined as contraband under statute §. 319.33.*

*The officers have the primary responsibility for enforcing laws relating to size and weight of commercial motor vehicles; safety, traffic, tax, and registration of commercial vehicles; interdiction of vehicles defined as contraband under §. 319.33, illegal drugs, and stolen property; and violations that threaten the security and safety of Florida's transportation infrastructure and motoring public.*

### **Statutory Paraphrase: Duties and Powers (Section 316.302, F.S.)**

*Weight and safety officers of the Department of Transportation may inspect shipping documents and cargo of any vehicle known or suspected to be a transporter of hazardous materials.*

**Statutory Paraphrase: Duties and Powers (Section 316.640, F.S.)**

*The Division of the Florida Highway Patrol, the Division of Law Enforcement of the Fish and Wildlife Conservation Commission, the Division of Law Enforcement of the Department of Environmental Protection, and law enforcement officers of the Department of Transportation each have the authority to enforce all the traffic laws of this state on all streets and highways thereof and elsewhere wherever the public has the right to travel by motor vehicle.*

**Florida Transportation Plan  
Long Range Objective:**

*Eliminate fatalities and minimize injuries on the transportation system.*

*Improve the security of Florida's transportation system.*

*Improve Florida's ability to use the transportation system to respond to emergencies and security risks.*

*Minimize damage to infrastructure from transportation vehicles.*

*Optimize the efficiency of the transportation system for all modes.*

**Short Range Objective:**

*Through 2015, reduce by 5 percent annually, the highway fatality and serious injury rate per 100 million vehicle miles traveled.*