EXHIBIT 2

Creating a S.M.A.R.T. County

Collecting, integrating and analyzing data (IoT video)

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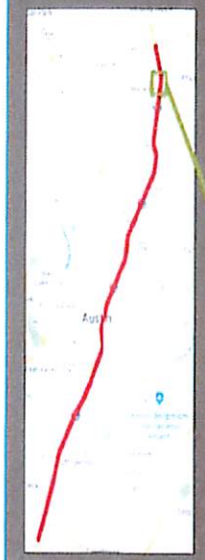
How data drives better decisions

https://vimeo.com/304923679

I-35 at Wells Branch Parkway Project

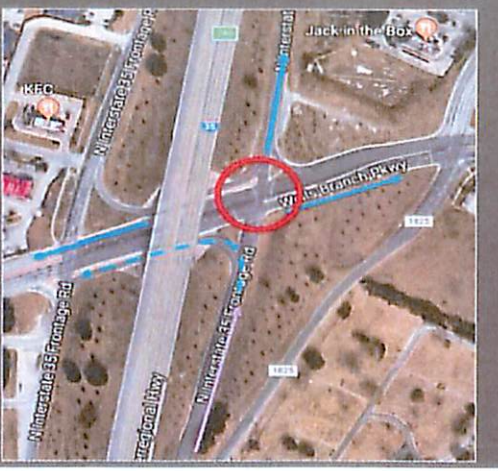


- Improve intersections, including adding bypass lane
- Reconstruct 4 entrance & exit ramps on I-35
- Improve bicycle and pedestrian accommodations

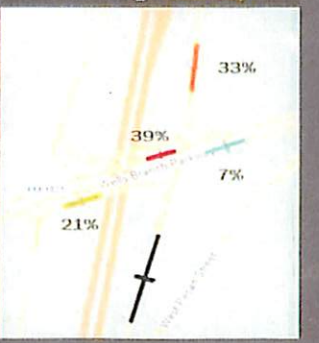
Top Origin Zip Codes during AM Peak hours on an Average Weekday

Top Destination Zip Codes during AM Peak hours on an Average Weekday

Will a frontage bypass help?

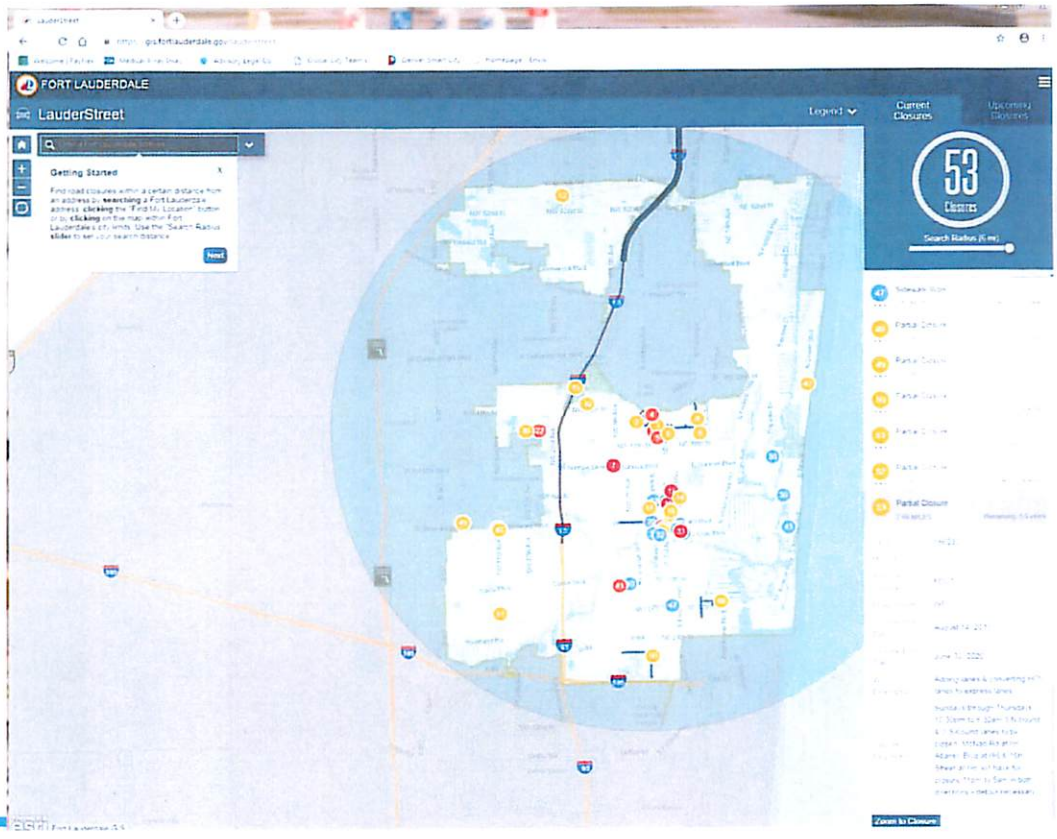


Destinations routes during AM Peak on Average Weekday



Communicating with Data

> building on "transparency"
> changing public interface with local government
> using engaging, accessible data-driven solutions
> improving quality of life



Collecting, Integrating and Analyzing Data

- Create "County Brain" (General Fund initiative)
- Integrate with Surtax/MAP technology (inward and publicly-facing) and mobility-specific innovation initiatives
- Invest in resources to effectively mine and analyze data
  - Partner with WAZE in their Connected Citizens Program
  - Partner with Magic Leap
  - Partner with M.I.T.
- Place sensors on traffic lights, stop signs, speed limit signs, crosswalks, vehicles (including transit, shuttles, cars, etc.) to collect anonymized data, which will feed the "County Brain"

Data Does What?

Allows us to:

- provide convenient and centralized access to multiple transportation options and information throughout the County via a centralized portal (tested, branded, accessible app)
- deploy Intelligent Transportation Systems to manage traffic congestion on a macro-scale
- Create innovation zones using a SMART County approach
- *CONNECT*
  - *Freight*
  - *Fleet*
  - *Citizens*

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Data Does What?

Allows us to:

- understand origins and destinations across various modes
- measure travel times, count pedestrians, measure length of time to cross street, measure frequency of crosswalk use
- analyze patterns of use and detect unusual slowdowns
- implement predictive modeling to detect vehicle crashes and breakdowns to speed response and ensure maintenance of traffic flow and communicate with vehicles to provide speed limit and length of red light
- define the appropriate type of transportation solution (context)

Data Does What?

Allows us to:

- Instantaneously view performance across systems
- Offer transparency and accuracy of reporting
- Understand impacts of improvements and make adjustments, nimbly
- Justify investments
- Improve competitiveness of grant applications
- *Move more people faster*

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Breaking down long-standing silos

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Breaking Down Internal Silos

- Internal silos will be the first to be addressed
  - As the County is presently configured, elements of MAP would function out of multiple agencies, buildings, and with varying processes, support, managers, etc.
- Bringing multiple functions into a single location improves communication, workflow/productivity, and reduces inefficiencies. FY 2019 planned co-location consists of:
  - Compliance, Communications, Legal, Purchasing, Finance, Program Analytics (7 positions)
  - MAP Staff will be representative of the community we serve, dedicated to engaging stakeholders, and oriented as part of a single transformative Program

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Why Corridor Delivery is Key

- Attracts experienced firms and teams
- Efficient. All feasible, contemplated projects in a corridor are bundled and delivered in a coordinated, phased manner, assuring limited disruption to businesses, residents, and other users of the corridor
- Offers broad geographic distribution of benefits
- Assist in coordinating MOT (maintenance of traffic)
- Visually understandable when communicating with diverse groups

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Corridor Delivery Organizational Structure

Co-location of multi-faceted teams, generally in a temporary field office:

- Project Management Team (each corridor team will have different team members based on project elements)
- Contracted prime and subs
- Municipal, FDOT and MPO reps, wherever appropriate
- County staff
- Communications/Outreach representatives

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Corridor Demonstration

https://bcgis.maps.arcgis.com/home/signin.html?returnUrl=https%3A//bcgis.maps.arcgis.com/apps/MapJournal/index.html%3Fappid%3D73c580fb65064eee861aeda22686b641

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Developing 5-year MAP plan

Benefits:

- Higher-level of certainty for County, State, MPO, and Municipalities around projects and revenues, allowing for long-term, efficient, collaborative planning
- Corresponds with timing and frequency of major updates of the MPO's long-range transportation plan (MTP)
- Reduces annual levels of effort for new project application and submissions (municipalities and MPO), as well as review and approval (BoCC and Oversight Board)
- Improves opportunities for grant funding acquisition and public engagement around large-scale projects

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Developing 5-year MAP plan

- Inclusive of all surtax-funded projects, but also complementary projects (FDOT, MPO, housing projects, TOD, etc.)
- Layered to enhance the user-experience and visual accessibility of the Plans (looking at virtual reality tools, as well)
- 3-D imagery and videography will bring elements of the Plans to life (using innovation staff and external Communication Team)
- Delivering mobility to the people > *where they are and where they want to be* (ensuring impact and demand)

The future is data-driven "live" plans developed using advanced technologies and analysis methods; adaptive to trends… ***flexible***

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Comprehensive Rail Planning

- Rail corridor development is far more suited for 5-year planning horizons: public engagement, environmental reviews, advocacy and grant pursuit
- Rail corridors will be driven by data collection and analyses, but must be included in MPO's MTP to acquire federal funding
- Data-driven studies of N/S and E/W options (with FDOT)
- Likely that the first rail line will be the CVB>Port>Airport connector (FDOT lead; on hold, but has advanced NEPA)
- Brightline/Virgin discussions continue; CRISI grant submitted, awaiting outcome for airport stop
- Commuter service along FEC (project remains designated in **non**-cost-feasible status by MPO)

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