



The Florida Metropolitan Planning Organization Advisory Council

*Commissioner Nick Maddox
Chair*

MPOAC Governing Board Meeting

Date: Thursday, April 29, 2021

Time: 3:00 p.m. – 5:30 p.m.

Location: Orlando Airport Marriott Lakeside
7499 Augusta National Drive, Orlando, FL 32822

Zoom Meeting Link:

<https://us02web.zoom.us/j/82575651668?pwd=MIgwalFIZ3FBpDBpcFVwc2crekMrdz09>

Meeting ID: 825 7565 1668; Passcode: 679971

Call In: +1 312 626 6799 US

Commissioner Nick Maddox, Presiding

- 1. Call to Order & Pledge of Allegiance**
- 2. Approval of Minutes: January 28, 2021 Meeting**
- 3. Public Comments (non-agenda items)**
- 4. Executive Director's Report**
 - A. UPWP Report**
 - B. Legislative Update**
- 5. Agency Reports**
 - A. Florida Department of Transportation**
 - B. Federal Highway Administration**
- 6. Business Items & Presentations**
 - A. MPOAC Freight Project Priority List**
 - B. MPOAC Executive Director**
 - C. Presentation by National Association of Regional Councils**
 - D. MPOAC Transportation Revenue Study**
 - E. Highway Safety Improvement Program Implementation Plan**
 - F. Consolidated Planning Grant Implementation Status**

7. Communications

8. Member Comments

9. Adjournment

Any person who desires or decides to appeal any decision made by this Council with respect to any matter considered at this meeting will need a record of the proceedings. For such purposes, such person may need to ensure that a verbatim record of the proceedings is made which record includes testimony and evidence upon which appeal is to be based.

The needs of hearing or visually impaired persons shall be met by contacting the Council sponsoring such meeting at least 48 hours prior to the meeting. Please contact Johnathan Waldron at (850) 414-4037 or by email to John.waldron@dot.state.fl.us.

Item Number 1

Call to Order & Pledge of Allegiance

DISCUSSION:

The Chair will open the meeting and a quorum will be determined. All are asked to rise for the Pledge of Allegiance.

REQUESTED ACTION:

None requested.

ATTACHMENT:

None.

Item Number 2

Approval of Minutes: January 28, 2021

DISCUSSION:

Review and comments from members.

REQUESTED ACTION:

Approval of Meeting Minutes from the January 28, 2021 meeting of the MPOAC Governing Board Meeting.

ATTACHMENT:

January 28, 2021 MPOAC Governing Board Meeting Minutes.

**Florida MPO Advisory Council
Meeting of the Governing Board
January 28, 2021
Orlando, Florida
Draft Meeting Minutes**

Governing Board Members in Attendance:

IN-PERSON (GOVERNING BOARD MEMBERS – A TOTAL OF 12 WITH 9 MAKING AN IN-PERSON QUORUM):

Commissioner Nick Maddox, Capital Region TPA, Chair
Commissioner Robert Weinroth, Palm Beach TPA, Vice Chair
Commissioner Bill Dozier, Bay County TPO
Commissioner Harvey Ward, Gainesville MTPO
Mr. Charles Klug, Hillsborough MPO
Commissioner Susan Adams, Indian River County MPO
Commissioner Craig Corry, Marion County MPO
Commissioner Mayra Uribe, MetroPlan Orlando
Mayor Richard Rynearson, Okaloosa-Walton TPO
Councilmember Stephanie Morgan, Saint Lucie TPO
Commissioner Vanessa Baugh, Sarasota/Manatee MPO
Councilmember Andrea Young, Space Coast TPO

IN-PERSON (OTHERS):

Carl Mikyska, MPOAC
John Waldron, MPOAC
Jeff Kramer, Center for Urban Transportation Research, USF
Alison Stettner, Florida Department of Transportation
Mark Reichert, Florida Department of Transportation
Austin Mount, Florida-Alabama TPO
Brian Freeman, Indian River County MPO
Gary Huttman, MetroPlan Orlando
Nick Uhren, Palm Beach TPA
Tania Gorman, Pasco County MPO
Peter Buchwald, Saint Lucie TPO
Dave Hutchinson, Sarasota-Manatee MPO
Georganna Gillette, Space Coast TPO
Brittany Ellers, Emerald Coast Regional Council
Mary Jo Gustave, Emerald Coast Regional Council

VIRTUAL (GOVERNING BOARD – A TOTAL OF 5, DO NOT CONTRIBUTE TO A QUORUM):

Commissioner Sandy Johnson, Broward MPO
Commission Karen Seel, Forward Pinellas
Councilmember Fred Forbes, Lee County MPO
Mayor Pro Tem Nat Birdsong, Polk TPO
Commissioner Billie Wheeler, River to Sea TPO

VIRTUAL (OTHERS):

Paul Gougelman, MPOAC General Counsel
Karen Brunelle, Federal Highway Administration
Jamie Christian, Federal Highway Administration
Cathy Kendall, Federal Highway Administration
Christine Fasiska, Florida Department of Transportation
Jennifer Fortunas, Florida Department of Transportation
Wayne Gaither, Florida Department of Transportation
Cynthia Lorenzo, Florida Department of Transportation
Victoria Peters, Florida Department of Transportation
Scott Phillips, Florida Department of Transportation
Dana Reiding, Florida Department of Transportation
Huiwei Shen, Florida Department of Transportation
Erika Thompson, Florida Department of Transportation
Mary Beth Washnock, Bay County TPO
Paul Calvaresi, Broward MPO
Anne McLaughlin, Collier MPO
Greg Slay, Capital Region TPA
Whit Blanton, Forward Pinellas
Scott Koons, Gainesville MTPO
Marybeth Soderstom, Heartland Regional TPO
Ron Gogoi, Lee County MPO
Don Scott, Lee MPO
Gary Huttman, MetroPlan Orlando
Virginia Whittington, MetroPlan Orlando
Lisa Colmenares, Miami-Dade TPO
Rob Balmes, Ocala/Marion County MPO
Steven Bostel, Space Coast TPO
Laura Carter, Space Coast TPO
Bill Keyrouze, AMPO
Caitlin Cook, AMPO
Casey Grigsby, Florida Ports Council
Sheri Coven, Cambridge Systematics, Inc.
Juan Flores, Jacobs Engineering

There were an additional 5 people attending virtually who were unlabeled or identified only by a phone number.

CALL TO ORDER

Nick Maddox, Chair, Capital Regional TPA, called the meeting to order at 3:05 p.m. and a quorum was determined. All stood for the Pledge of Allegiance. All in attendance introduced themselves. Those attending online were then given an opportunity to introduce themselves.

Commissioner Robert Weinroth, Palm Beach TPA, made a motion to allow members attending online to participate in the meeting due to the extraordinary circumstances of COVID-19. A second was made by Commissioner Susan Adams, Indian River County MPO. The motion was approved unanimously.

A motion to approve the Agenda as is for the Governing Board Meeting was made by Commissioner Mayra Uribe, MetroPlan Orlando. Commissioner Bill Dozier, Bay County TPO, seconded. The motion was approved unanimously.

APPROVAL OF MINUTES: OCTOBER 29, 2020 MEETING

Commissioner Robert Weinroth, Palm Beach TPA, moved to approve the minutes of the October 29, 2020 MPOAC Governing Board meeting. Commissioner Vanessa Baugh, Sarasota/Manatee MPO, seconded. The motion carried unanimously.

PUBLIC COMMENTS

No public comments were made.

EXECUTIVE DIRECTOR'S REPORT

A. UPWP REPORT

Mr. Carl Mikyska, MPOAC Executive Director, presented the UPWP Report showing expenditures and budget for the first and second quarter of State Fiscal Year 2020/2021. MPOAC is currently operating under budget. Association of Metropolitan Planning Organizations (AMPO) and National Association of Regional Council (NARC) memberships are in the process of being paid during the 3rd quarter of the fiscal year.

B. LEGISLATIVE UPDATE

Mr. Mikyska presented a legislative update of bills that MPOAC and the transportation community are tracking through the 2021 Florida Legislative Session. Mr. Mikyska mentioned that he had started producing the MPOAC Weekly Legislative Newsletter for this legislative session and asked the membership to let him know if they would like to see another bill added to the newsletter or would like more information. He also pointed out that we are only in the 2nd week of 5 pre-weeks for early session, making it difficult to determine if companion bills will be submitted for bills already filed in the House or Senate. Mr. Mikyska also pointed out that revenue estimates indicate that we should expect a cut in the overall state budget this year of between \$2 and \$3 billion.

Bills currently being followed:

- **SB 62 – Regional Planning Council (Bradley)** - Revising a requirement for the Executive Office of the Governor to review and consider certain reports, data, and analyses relating to the revision of the state comprehensive plan; eliminating the advisory role of regional planning councils in state comprehensive plan preparation and revision; repealing provisions relating to the Florida Regional Planning Council Act; authorizing local governments to recommend areas of critical state concern to the state land planning agency, etc. RPCs would be able to host MPOs under the bill as currently written.
- **HB 57 – Transportation (Andrade)** - Revises provisions relating to motor vehicle sales tax, competitive solicitations, vehicles displaying flashing lights, annual cap on project contracts, airport restrictions, arbitration of contracts by & membership of State Arbitration Board, borrow pit operation, and performance standards for certain extraction locations.
- **HB 91 – Use of Wireless Communication Devices (Slosberg)** - Revises short title & legislative intent; prohibits operation of motor vehicle while holding or touching wireless communications device; provides exceptions; revises information that may be admissible as evidence in proceeding to determine whether violation has been committed; revises procedures for collection & reporting by DHSMV of information recorded on citation; conforms provisions relating to use of wireless communications devices in school & work zones.
- **SB 138 – Electric Vehicles (Companion Bill Senate Bill 140) (Brandes)** - Revising the Department of Transportation's goals relating to mobility; requiring the department to establish the Electric Vehicle Infrastructure Grant Program; providing for the distribution of grants to certain entities to install electric vehicle charging infrastructure; specifying that certain rules adopted by the Department of Agriculture and Consumer Services may not require specific methods of sale for electric vehicle charging equipment used in, and services provided in, this state, etc.

- **HB 205 – Requirements for establishing or increasing toll** - Requires increase of current toll or development of new toll collection facility in county with certain population to be approved by board of county commissioners. After July 01, 2022 a toll increase or new toll in a county of over 1 million population will require a two-thirds vote of board of county commissioners at a regularly scheduled meeting.
- **HB 229 – Hazardous Walking Conditions for K-12 Students (Salzman)** - Comparable Bill SB 178 by Cruz. Requires DOT to develop & adopt standards & criteria to identify hazardous walking conditions; Revises provisions relating to the transportation of students subjected to hazardous walking conditions & funding for such students.
- **SB 278 – Traffic Offenses (Vulnerable Road User Act) (Baxley)** - Creating the “Vulnerable Road User Act”; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person who commits the moving violation pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc.
- **SB 566- Motor Vehicle Rentals (Perry)** - Similar to HB365 by Caruso and SB708 by Brandes - Specifying the applicable sales tax rate on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying the applicable rental car surcharge on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying insurance requirements for shared vehicle owners and shared vehicle drivers under peer-to-peer car-sharing programs; providing an exemption from vicarious liability for peer-to-peer car-sharing programs and shared vehicle owners, etc.
- **HB 6009 – Traffic Infraction Detectors (Red Light Cameras) (Sabatini)** - Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act.

Mr. Mikyska addressed the Governing Board, per request from the Staff Directors, about Senate Bill 62, Regional Planning Council (RPCs), introduced by Senator Bradley. The MPOAC Staff Directors had a lengthy discussion on this bill, concluding that the bill would create significant changes in the state that would impact MPOs in general and directly affect three of the five Florida Regional Planning Councils that host an MPO. The Staff Directors recommended that the MPOAC Governing Board oppose SB 62 and inform by letter the bill sponsor, the members of the committees of jurisdiction, and legislative leadership.

Carl Mikyska opened the floor to feedback and questions. Commissioner Robert Weinroth, Palm Beach TPA, stated that SB 62 had been a topic of conversation in Palm Beach County

and that he felt the role of the RPCs was very important, including to MPOs, and that he would support a motion to oppose Senate Bill 62.

Commissioner Bill Dozier, Bay County TPO, asked if Carl Mikyska knew what prompted the introduction of SB 62. Carl Mikyska responded by stating that he had been informed that the bill was a Senate leadership priority and that the rationale was rooted in the fact that state funding for RPCs had been eliminated several years ago along with the RPC responsibility for reviewing Developments of Regional Impact (DRIs) and that the need to formally recognize RPCs in state statute no longer existed, particularly since RPCs could still exist under an interlocal agreement. He stated that the bill would also remove the requirement for a county to be a member of an RPC. Mr. Mikyska concluded by adding that approval of the bill could complicate the ability of RPCs to be recognized as a government entity, interfering with their ability to receive federal economic development grants.

Commissioner Nick Maddox, Capital Region, TPA, asked which RPCs host MPOs and could be impacted by passage of SB 62. Mr. Mikyska responded by listing the five MPOs in the state that are hosted by RPCs: Florida/Alabama TPO, Okaloosa/Walton TPO, Bay County TPO, Gainesville MTPO, and Heartland Regional TPO. He added that the Gainesville MTPO and Heartland TPO would not be directly impacted as they are formed by interlocal agreement and that they would be able to continue operations under that arrangement. The Emerald Coast Regional Council (ECRC) would, however, be more directly impacted.

A motion to accept the Staff Directors recommendation to oppose Senate Bill 62 Regional Planning Councils and other efforts to dispose of Regional Planning Councils and to inform by letter the bill sponsor, the members of the committees of jurisdiction, and legislative leadership of such opposition was made by Commissioner Robert Weinroth, Palm Beach TPA. A second was made by Commissioner Vanessa Baugh, Sarasota/Manatee MPO. The motion was approved unanimously.

Commissioner Mayra Uribe, MetroPlan Orlando, asked a question about SB 566 pertaining to sales tax rates on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs (Senator Perry). She wondered who was supporting the peer-to-peer services in their opposition to being taxed in a manner similar to motor vehicle rental companies. Mr. Mikyska responded that it was his understanding that opposition to a tax on shared-sharing program was that the service is nothing more than a platform for peer-to-peer rentals and that, therefore, should not be responsible for paying state taxes in a manner similar to rental car companies. Instead, they argue that responsibility should lie with the individuals who are using the platform.

AGENCY REPORTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION

Ms. Alison Stettner, Director of the Office of Policy Planning, and Mark Reichert, Administrator for Metropolitan Planning, Florida Department of Transportation (FDOT), updated the members on FDOT activities and brought forward information of importance to the membership.

- Transportation Performance Measures Safety Targets are due from MPOs to FDOT on February 27, 2021, which is a Saturday, thus Safety Targets must be submitted no later than Friday, February 26, 2021.
- Transit Safety Measure Target deadlines have been changed. FTA has extended the deadline date for transit agencies to adopt their Public Transportation Agency Safety Plan (PTASP) to July 20, 2021. Once the PTASP has been adopted (which includes the transit agencies safety performance targets), it will start the 180-day clock for MPO target adoption.
- FDOT did not change their PM2 and PM3 (bridge pavement and system performance) performance measurement targets, which are updated every 4 years.
- Macroeconomic Analysis Report – Florida receives \$4 of economic benefits for every \$1 invested in the Departments Work Program. There is a two-page document summarizing the report and this has been provided to the Staff Directors via email.
- Florida Metropolitan Planning Partnership (FMPP) will be hosted virtually, February 2, 4, and 5, 2021. FDOT, FWHA and the MPO's will be hosting the event and leading the topic discussions. Secretary Thibault will kick off the FMPP meeting and will host a Q&A session with participants.
- The Office of Policy Planning (OPP) created an online MPO Document Portal. MPOs are asked to please use the portal to upload required documents for review (UPWP, TIP, LRTP, and any amendments to those documents). FHWA and FTA are not using the portal currently, however OPP is having discussions with them to adjust the portal for federal use.
- The MPOAC leadership meeting will be hosted in April at FDOT Central Office in the Burns Building Auditorium. Please submit any ideas for the agenda.
- Consolidated Planning Grant Update (CPG) – OPP has received formal approval from FDOT and is currently working with the FDOT Office of Work Program on the details to implement the CPG.
- FTA 5305(d) transit planning funds match update – FDOT has pulled funding from all programming areas due to budget shortfalls related to COVID-19. The decision was made to no longer provide state funds for a 10% cash match to the 5303(d) funds. Instead, a soft match will now be provided using toll development credits for the full

20% non-federal match (in a manner consistent with the soft match provided for federal planning (PL) funds). If an MPO cannot mitigate the loss of state cash funds, please note your need for additional STBGP funds by reaching out to your FDOT District planning liaison and the Office of Policy Planning.

- Revenue Estimates – The FAST Act (federal transportation authorization) was extended to September 30, 2021. Florida did receive \$1.8 billion in obligation authority from the extension and received an additional \$470 million from the COVID Relief Act.
- Fuel Tax Revenues are still moving downward, however tag fees and documentary stamp tax revenue have offset the fuel tax revenue loss for a positive gain of \$260 million. Future estimates are currently down by \$1 billion, according to the FDOT Office of Work Program and the December Revenue Estimating Conference.
- Transportation Improvement Program (TIP) Download files – a snapshot was taken on January 21, 2021 and that information has been made available to the MPOs. The file that was downloaded is not correct. A new file will be distributed and when the TIP file is ready, the files will have to be downloaded from Work Program into the distribution system. FDOT encouraged the MPOs to please wait, if possible, until the March download files are available to ensure receiving the correct data.
- FDOT Legislative priorities - No update was provided, but they are expected to be available soon.
- Comments from Transportation Research Board (TRB) Meeting – Florida was identified for its best practices at forming a partnership between MPOAC and FDOT for the development of the Transportation Performance Management (TPM) Consensus Document, production of the TPM Fact Sheets, and having a well-developed set of guidance and templates for MPO's to use in the implementation of the federal performance-based planning and programming requirements.
- Annual Planning Awards – 2020 Excellence in Transportation Planning Awards nominations can be made for the following categories: Planning Professional of the Year, Planning Innovation of the Year and Planning Organization of the Year. Please submit nominees by Friday, March 19, 2021. Awards will be presented during TransPlex later this year.

B. FLORIDA DIVISION OF FEDERAL HIGHWAY ADMINISTRATION

Ms. Cathy Kendall, Planning Team Leader, and Ms. Karen Brunelle, Director of Program Development, Florida Division, Federal Highway Administration (FHWA, shared the following with the membership:

- General Announcements
 - FHWA is still on a travel ban, they are currently in stage 1 of 3 of the response to the COVID pandemic for resuming normal operations.

- The Alternative Fuel Corridor program is in Round 5 and FHWA has posted a request for nominations that is due February 24th, 2021. There is an Alternative Fuels Data Center that provides information for preparing nominations. Links can be found in the packet.
- The Highway Information Seminar is planned for the mornings of September 20th-24th, 2021. It will be hosted through an interactive virtual workshop. Topics to be discussed will be related to submitting data to FHWA for areas such as: HPMS, Traffic and Modeling, and Highway Tax Evasion.
- FHWA has hired a new Planner; Carlos Gonzalez, from the FHWA New York Division. Mr. Gonzalez is the new point of contact for the MPOs in Districts 1 and 3.
- FHWA conducted a Planning Accountability Review Report and will be issuing it soon; it will be the first report in a series that focuses on non-TMA LRTP fiscal constraint.
- Award Announcement – The Advanced Transportation Congestion Management Technology Deployment Grant Awards selected the Pinellas County Department of Public Works for a \$4.6 Million award. The project is the Pinellas Connected Community Project.
- Transportation Performance Measures Updates
 - In October 2020, FHWA determined the FL Interstate Pavement Condition measure to be in compliance.
 - In October 2020, FHWA accepted the PM1 Highway Safety Improvement Program (HSIP) Implementation Plan submitted by FDOT.
 - On November 16, 2020, FHWA accepted (as complete) the FDOT Mid Performance Period Progress Report (MPPR).
 - On January 12, 2021, FHWA determined that the FDOT had made significant progress in meeting the PM2/PM3 targets based on the Mid Performance Period Progress Reports (MPPR) submitted by FDOT.
- 23 CFR 667 Evaluation of Facilities
 - FDOT will be including a statement in each Statewide Transportation Improvement Program (STIP) amendment request for approval which will address this requirement.
 - FDOT is working on adding a radio button in the Online STIP Amendment Tool which will be the final fix for this requirement.
- FHWA Florida Division updated the PM3 Performance Measures tracking for each MPO based on the FDOT Mid Performance Report. MPOs are asked to contact their FHWA planner for additional information, if desired.
- By February 27, 2021, MPOs are required to set their 2021 Safety Targets (PM1).
- When updating the transportation improvement program (TIP), MPOs were requested to remember to address the HSIP Safety Target Implementation Plan in the document.

BUSINESS ITEMS & PRESENTATIONS

A. APPROVAL OF MPOAC LEGAL SERVICES CONTRACT FOR FISCAL YEAR 2021/2022

Carl Mikyska presented the proposed Legal Services Agreement to the membership. Paul Gougelman serves as the legal counsel to MPOAC and his one-year contract is renewed annually. The contract, if approved by the MPOAC Governing Board, would be effective July 1, 2021. Mr. Gougelman provided a contract which is the same to the current year contract. Mr. Mikyska expressed his support and desire to retain Mr. Gougelman as legal counsel, pointing out that Mr. Gougelman has served as general counsel for the MPOAC since its inception.

Robert Weinroth, Palm Beach TPA, moved to approve the contract for legal services provided by Mr. Paul Gougelman for the coming state fiscal year (FY 2021/2022). Councilmember Stephanie Morgan, Saint Lucie TPO, seconded. The motion carried unanimously.

B. RESOLUTION REQUESTING MPOAC MEMBERSHIP ON THE FLORIDA TRAFFIC RECORDS COORDINATING COMMITTEE

Mr. Carl Mikyska presented this item. He shared that Florida's 27 MPOs work to address the requirements of the federal Transportation Performance Management (TPM) requirements and specifically the safety related measures. The need for good data to inform transportation planning decisions is vital to the success of the individual MPOs and the Florida DOT. Participation in the Florida Traffic Records Coordinating Committee (TRCC) will create a key partnership for Florida's MPOs and enhance the ability of MPOs to ensure fulfillment of their data needs. The resolution presented by Mr. Mikyska requests that Florida MPOAC be added as a member of the Technical Committee for the TRCC and a non-voting, advisory member to the Executive Committee of the TRCC. Mr. Mikyska went on to explain that the TRCC uses data to support roadway safety decisions and places emphasis on safety programs which save lives and prevent injuries. The TRCC provides a statewide forum to facilitate the planning, coordination, and implementation of projects to improve the State's traffic records system. The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations. The TRCC also reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

Mr. Mikyska explained that the TRCC is governed by an Executive Board with representatives from transportation, law enforcement, criminal justice, and the health professions. The Technical Committee meets on a quarterly basis to handle the day-to-day issues related to Florida's Traffic Records System.

Commissioner Susan Adams, Indian River County MPO, moved to approve MPOAC Resolution No. 2021-01 pertaining to membership on the Florida Traffic Records Coordinating Committee (TRCC). Commissioner Robert Weinroth, Palm Beach TPA, seconded. The motion carried unanimously.

Commissioner Robert Weinroth, Palm Beach TPA, then moved to elevate agenda item 6E ahead of 6C in order address the remaining action item. Commissioner Susan Adams, Indian River County MPO, seconded. The motion carried unanimously.

C. ELECTION OF OFFICERS

The MPOAC bylaws require that the MPOAC Governing Board conduct an election of officers (Chair, Vice-Chair and at large member of the MPOAC Executive Committee) at the first meeting of each calendar year. All three elected positions serve a term of one year. MPOAC will be seeking nominations of members to serve in each of these roles for 2021. The MPOAC Staff Directors' Committee Chair and Vice-Chair serve on the MPOAC Executive Committee along the three members of the MPOAC Governing Board.

Commissioner Robert Weinroth, Palm Beach TPA, nominated Commissioner Nick Maddox, Capital Region TPA, to serve as Chair. Commissioner Maddox accepted the nomination. Commissioner Susan Adams, Indian River TPO made a motion to close nominations. Councilmember Stephanie Morgan, Saint Lucie TPO, seconded and the motion was carried by unanimous acclimation.

Commissioner Vanessa Baugh, Sarasota/Manatee County MPO, nominated Commissioner Robert Weinroth, Palm Beach TPA, to serve as Vice-Chair. Commissioner Weinroth accepted the nomination. Commissioner Susan Adams, Indian River MPO, made a motion to close nominations. Commissioner Vanessa Baugh, Sarasota/Manatee MPO, seconded and the motion was carried by unanimous acclimation.

Commissioner Susan Adams, Indian River MPO, nominated Commissioner Vanessa Baugh to serve as the At-Large MPOAC Executive Committee member. Commissioner Baugh accepted the nomination. Commissioner Susan Adams, Indian River TPO, made a motion to close the nominations. Councilmember Stephanie Morgan, Saint Lucie TPO, seconded and the motion was carried by unanimous acclimation.

D. PRESENTATION BY ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS TEAM

Carl Mikyska introduced this item by pointing out that all twenty-seven Florida MPOs are members of the Association of Metropolitan Planning Organizations (AMPO). Mr. Mikyska

then introduced the AMPO Executive. Director, Bill Keyrouze, and the Technical Programs Director, Caitlin Cook, mentioning that they both were relatively new to their positions (under one year). Mr. Keyrouze and Ms. Cook began their comments by outlining the services AMPO provides for their members. They explained that AMPO has 9 total working groups for this year and they are looking for MPO involvement. If anyone would like to participate, they may sign up on the AMPO website. Quarterly webinars and coffee chats will be hosted online, recorded, and can be listened to at any time. AMPO also recently launched “My AMPO,” a centralized online portal to submit any questions and receive answers for working group you may participate in as a member.

Some upcoming AMPO events were detailed, including:

- The 2021 Planning Tools and Training Symposium planned for May 17th- 20th, 2021 in Ft. Lauderdale, FL. Mr. Keyrouze shared that AMPO is currently under negotiations with the hotel and this event could be postponed until May 2022.
- The 2021 AMPO Annual Conference is planned to be held in Scottsdale, Arizona, October 4th-10th, 2021.

AMPO staff shared some USDOT updates with the membership:

- President Biden has nominated Former Mayor of South Bend Indiana Pete Buttigieg to be the Secretary of Transportation. On January 27, 2021, his nomination was advanced by the Senate Transportation Committee.
- For policy priorities, the lens through which grants will be reviewed will include:
 - Safety
 - Reducing the impacts of climate change
 - Reducing GHG
 - Expanding electrification infrastructure
 - Higher investments in transit and passenger rail

Next AMPO staff updated the membership on details of the 117th Congress:

- The Senate is still trying to organize under a 50/50 split of Democrats and Republicans.
 - Republicans want a commitment to protect the minority rights to filibuster.
 - Committees are still in Republican Majority until an operating resolution is passed.
- The House has passed rules for conducting business, members have been assigned to committees and are preparing to organize.
- President Biden has proposed a \$1.9 billion emergency relief package. Details are:
 - It includes vaccination programs, financial relief to families and small businesses, extending unemployment benefits, rental assistance, reopening schools, and raising the minimum wage among many other ideas.

- The package includes \$350 billion to state and local governments to keep front line public workers on the job and paid as well as maintaining other vital services.
- There is also \$20 billion for public transportation.

AMPO staff concluded their prepared remarks by providing a status report on federal surface transportation authorization and related legislation:

- The FAST Act was extended until September 30, 2021.
- Congress passed the 2021 appropriations act which included pandemic relief, details are:
 - \$1 billion in BUILD Grants.
 - Adhered to FAST Act spending - \$46 Billion for Highways and \$10.8 Billion in transit formula funds.
 - Capital Investment Grant (CIG) - \$2 Billion in funding.
 - Additional highway general funds of \$2 Billion.
 - \$1 Billion in funding for bridge programs.
 - \$352 Million in suballocated funds distributed by population.
 - Extra transit general funds in the amount of \$516 Million.
 - \$10 Billion for State DOT Coronavirus relief which are eligible to be spent at 100% federal funding.
- The AMPO Policy Committee will revise and update their recommendations for federal surface transportation reauthorization legislation.
 - AMPO Policy/Tech Committees created joint working groups to address broadband and electrification as part of reauthorization.
 - AMPO is preparing a set of state-by-state legislative briefs to distribute to all 535 congressional offices and is willing to testify at Congressional Hearings.
 - Chairman DeFazio will be submitting a bill like the INVEST ACT and hopes to have it approved by August 2021.

AMPO staff then informed the membership that they would be happy to answer any additional questions the group may have and that they can be contacted at their email addresses (Bill Keyrouze, bkeyrouze@ampo.org and Caitlin Cook, ccook@ampo.org).

E. FLORIDA DOT ELECTRIC VEHICLE INFRASTRUCTURE MASTERPLAN

Ms. Jennifer Fortunas, Forecasting and Trends Office, Florida Department of Transportation (FDOT), shared the efforts of the department in creating a master plan for the development of a network of facilities to serve electric vehicles. Florida Statute, section 339.287, requires FDOT to coordinate, develop, and recommend a Master Plan for the development of electric vehicle charging station infrastructure along the State Highway System (SHS).

The goals of the master plan are to support both short-range and long-range electric vehicle travel. Plug-In Hybrid Electric Vehicle (PHEV) and Battery Electric Vehicles (BEV) have a range of 40 - 300 miles, depending on the make and model of the vehicle. Some barriers involved with moving toward this production include electric vehicle parity with internal combustion engine (ICE) vehicles, range anxiety for longer trips, and a lack of a variety of vehicle models available on the market. For example, current registered vehicles in Florida show that approximately 50% are trucks and SUVs. The electric vehicle market seems focused on four door sedans and hatchbacks. The last barrier for adoption is the lack of dealership knowledge and a willingness to make these vehicles available for purchase at Florida dealerships. Other barriers are on the charging side of the equation which include charging speed at home and on the road, the perception that gas is cheap, and the lack of charging sites/stations.

The state would like to encourage the expansion of electric vehicles. The FDOT Forecasting and Trends Office ran an analysis for EV market adoption projections by 2040 and potential revenue loss due to rising EV adoption. They are currently predicting it will be between a 5% - 35% rise in the use of EVs and that on the conservative side the state could potentially lose 8.4% in fuel tax transportation revenues or on an aggressive growth scenario, the state could lose as much as 30% in revenues. The analysis does not include other revenue streams which are assumed to remain unchanged and/or align with revenue estimating conference projections. The status report was submitted to the Governor's Office, President of the Senate and to the Speaker of the House on December 1, 2020. It has been made available at <https://www.fdot.gov/planning/fto/ev/default>.

Ms. Fortunas then asked if the membership had any questions and the floor was opened for discussion.

Commissioner Maddox, Capital Region TPA, showed support for Ms. Fortunas and her efforts for finding valuable ways to gain revenue to support the growing electric vehicle market instead of relying on a motor fuels gas tax. That said, he expressed his opinion that there will be some complexities explaining the issue with the public, particularly if proposals include tracking location services and tracking mileage driven. Commissioner Maddox then asked Mr. Mikyska if he was aware if any pilot programs have taken place in Florida looking at replacement strategies for the gas tax. Mr. Mikyska stated Florida has not contributed to a pilot program yet, but that other states have. He indicated that the average amount of collected State Fuel Tax from Florida citizens amounts to \$296 per driver per year. He suggested that this number could be used to determine the level of revenue that would need to be generated from the growing number of electric vehicles to replace the motor fuels tax that they are not currently paying.

Commissioner Mayra Uribe, MetroPlan Orlando stated that Orange County had to pull funding from the reserves to deal with the shortage of fuel tax during the COVID-19 Pandemic and showed support for the idea of considering sustainable replacement for the motor fuels tax.

Commissioner Robert Weinroth, Palm Beach TPA, also indicated support for this concept. He mentioned this is a forthcoming adventure for Florida and understands that there will be challenges. Commissioner Weinroth also mentioned that a sales tax tends to be regressive, so he cautioned that we should all be careful when trying to move the state forward with transportation networks, while not over-burdening residents who can least afford it.

Commissioner Maddox stated he would like for MPOAC and partners to be proactive in this area and to work with the state to find other alternatives to the gas tax. He also expressed interest in what work has been done by other states and that perhaps Florida should be considering their own pilot program once there was a better understanding of what other states had attempted in this area. Mr. Mikyska added that the MPOAC could reach out to the Association of MPOs (AMPO) or the National Association of Regional Councils (NARC) to see they can speak with the MPOAC on this subject. Mr. Maddox indicated that he would like to see a more in-depth discussion on the subject of a replacement for the gas tax as a source of transportation revenue at a future MPOAC meeting. He authorized Mr. Mikyska to work with MPOAC partners to host a discussion on alternative revenue sources for Florida.

Commissioner Bill Dozer, Bay County TPO, asked if Mr. Mikyska if he knew which states had started pilot programs. Mr. Mikyska stated that he knew that Oregon and California had done so, but that he will investigate other states as well. Commissioner Susan Adams, Indian River County MPO, expressed interest in better understanding the cost associated with charging electric vehicles, because monies paid to the electric company do not support roadways or other transportation infrastructure.

Jeff Kramer, Center for Urban Transportation Research (CUTR), suggested looking to a study previously presented to the MPOAC by Sisinnio Concas, Ph.D. of CUTR for additional information on this subject. He also mentioned that this was not the first time the MPOAC had considered this issue and encouraged the membership to look at the suggestions made as part of the MPOAC Transportation Revenue Study conducted by CUTR in 2012. He indicated that the MPOAC website contains an archive of products from the MPOAC Transportation Revenue Study at <https://www.mpoac.org/committees/special-use-committees/revenue-study-advisory-committee/>

Commissioner Mayra Uribe, MetroPlan Orlando, made a motion to direct the MPOAC Executive Director to work with transportation partners to hold a discussion on alternative transportation revenue mechanisms as part of a future MPOAC meeting agenda item.

Commissioner Harvey Ward, Gainesville MTPO seconded the motion. The motion was approved unanimously.

MEMBER COMMENTS

Carl Mikyska thanked the staff of the Emerald Coast Regional Council for their help with audio visual assistance for this meeting.

ADJOURNMENT

The next meeting of the MPOAC Governing Board meeting will be held at 3:00 p.m. on April 29, 2021 at the Orlando Airport Marriott Lakeside Hotel, 7499 Augusta National Drive, Orlando, FL 32822. A meeting notice will be sent out prior to the meeting date.

The Chair adjourned the meeting at 5:00 p.m.

Item Number 3

Public Comments (non-agenda items)

DISCUSSION:

Recommendations or comments by the public.

REQUESTED ACTION:

As may be desired.

ATTACHMENT:

None.

Item Number 4

Executive Director's Report

DISCUSSION:

Mr. Jeff Kramer, Interim MPOAC Executive Director, will be presenting the UPWP Report showing expenditures and budget for the third quarter of state fiscal year 2021 (January-March 2021). Also presented in this section is a legislative update of bills that MPOAC and the transportation community are tracking through the 2021 Florida Legislative Session.

REQUESTED ACTION:

As may be desired.

ATTACHMENTS:

Budget Table for State Fiscal Year 2021 to date.
Florida Legislative Newsletter from April 19, 2021.

Florida Metropolitan Planning Organization Advisory Council
FY 2020/2021 Budget
July 1, 2020 to June 30, 2021

Category	Annual Allocation	1st Qtr Expenditures 7/1/20-9/30/20	2nd Qtr Expenditures 10/1/20-12/31/20	3rd Qtr Expenditures 1/1/21-3/31/21	4th Quarter Expenditures 4/1/21-6/30/21	Expenditures to Date	Remaining Balance
Salaries/Benefits	\$ 182,310	\$ 39,882	\$ 43,687	\$ 46,481	\$ -	\$ 130,050	\$ 52,260
Expense	\$ 55,661						
Travel	\$ 25,000	\$ 242	\$ 1,850	\$ 1,567	\$ -	\$ 3,659	\$ 21,341
Meetings	\$ 23,274	\$ -	\$ 6,582	\$ 5,168	\$ -	\$ 11,750	\$ 11,524
Administrative	\$ 5,887	\$ 506	\$ 399	\$ 191	\$ -	\$ 1,096	\$ 4,791
Membership Dues *	\$ 171,826	\$ -	\$ -	\$ 169,272	\$ -	\$ 169,272	\$ 2,554
							\$ -
Contracted Services							\$ -
General Counsel	\$ 22,000	\$ 1,914	\$ 4,422	\$ 1,943	\$ -	\$ 8,279	\$ 13,721
							\$ -
Transportation Planning							\$ -
Univ. South FL (CUTR)	\$ 92,500	\$ 13,750	\$ 13,750	\$ 13,750	\$ -	\$ 41,250	\$ 51,250
MPOAC Institute	\$ 85,000	\$ 21,250	\$ 21,250	\$ 21,250		\$ 63,750	\$ 21,250
							\$ -
Strategic Plan							\$ -
Florida State University	\$ 5,000	\$ -	\$ -	\$ -	\$ -	0	\$ 5,000
							\$ -
Total Federal Funds	\$ 612,797	\$ 77,544	\$ 70,690	\$ 238,372.37		\$ 386,606	\$ 226,191
							\$ -
Advocacy Activities							
Local Funds	\$ 10,500	0	\$ -			0	\$ 10,500
							\$ -
Total Budget	\$ 623,297	\$ 77,544	\$ 70,690	\$ 238,372		\$ 386,606	\$ 236,691

* FBT, FPTA, NARC & AMPO



Florida Transportation Legislative Newsletter

04/19/2021

Overview

Greetings readers! Welcome to the newest edition of the Florida Transportation Legislative Newsletter. Session ends in 11 days and tomorrow is officially the last day for committee meetings! The budget is being produced and members of both chambers are meeting to hammer out those final details. The budget has to be published for 72 hours before a final vote can be taken on it so there is about one week left to finish the budget. This 72 hour “cooling off” period allows the members and the public the opportunity to see what is in the budget before a vote is taken. Some details that are out there so far related to the spending priorities are a pause on the effort by Florida DOT to update their software system they use to develop the work program. The work program is the 5-year list of projects and all of the funding that goes on each project. There is a lot of money that goes through FDOT and the current system is, well rather old, not that I am criticizing being old. I am older than their system so who am I to speak loudly? In terms of software though, their system is in need of an update. With the new system envisioned by the Florida DOT, staff will be able to do more analysis with a new system and more easily meet the requirements of the federal government that have come about since the current system was designed. We will see how that goes.

In other financial news, we reported that Florida was due to receive about \$10B in federal aid a few weeks ago and some of that money could/should come to transportation. We received word over the weekend that we should not expect to see a list of projects coming from that funding until next week.

Noteable events in the past week that are newsworthy include House Bill 1 was signed by the Governor. This is called the anti-riot bill and it has been very controversial. The repeal of M-CORES has passed it's one and only House Committee after passing through the Senate and is awaiting a full House Floor vote. The ports pre-emption bill passed the House and a bill prohibiting businesses from requiring customers to show proof of vaccination passed. This last bill attached a \$5K fine for requiring a “vaccine passport”. I sure hope this doesn't send the cruise industry over to Alabama to load their passengers onto their boats when cruises resume. Money has been set aside for the replacement of the windows in the capitol building and it comes with the removal of the metal grates that cover the windows. The grates help keep out the sun so the building doesn't heat up but they also make the building look like it could be a prison facility. It will be a good look to lose the grates. Other improvements to the capitol grounds are planned as well. To wrap this up, it looks like the unemployment benefits will not change this year. A proposal to increase from \$275 a week to \$375 a week and to extend benefits by another two weeks was suggested. The answer is no.

Key dates for the 2021 Florida Legislative Session are shown immediately below. All updates to bills shown in the last section of the newsletter are in **RED** so you can quickly distinguish between updates and old news. Your MPOAC Legislative Update will keep you apprised of changes to existing bills.

Grab a cup of coffee and enjoy this edition of the Florida MPOs Legislative Update.

Important Dates for the 2021 Legislative Session

- August 1, 2020 - Deadline for filing claim bills (Rule 4.81(2))
- January 29, 2021 5:00 p.m. - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.
- February 26, 2021 5:00 p.m. - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.
- March 2, 2021 - Regular Session convenes (Article III, section 3(b), State Constitution) 12:00 noon, deadline for filing bills for introduction (Rule 3.7(1))
- April 17, 2021 - Motion to reconsider made and considered the same day (Rule 6.4.(4)) All bills are immediately certified (Rule 6.8)
- April 20, 2021 50th day – last day for regularly scheduled committee meetings (Rule 2.9(2))
- April 30, 2021 60th day – last day of Regular Session (Article III, section 3(d), State Constitution)

Legislation of interest

This is a summary of transportation related bills filed and published on the legislature's website as of April 19, 2021. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any bill you are tracking. All new bills and any updates to bills shown below are in **RED** so you can quickly distinguish between updates and old news.

HB 35: Legal Notices – (Fine; Co-Introducer: Grieco) – Comparable bill SB 402 by Rodrigues. Provides for website publication of legal notices; provides criteria for such publication; authorizes fiscally constrained county to use publicly accessible website to publish legally required advertisements & public notices; requires government agency to provide specified notice to residents concerning alternative methods of receiving legal notices. Filed in the House. Referred to Civil Justice and Property Rights Subcommittee; Judiciary Committee. On Committee agenda-- Civil Justice and Property Rights Subcommittee, 02/03/21, 4:30 pm, Webster Hall. Passed Civil Justice and Property Rights Subcommittee, now in Judiciary Committee. Passed Judiciary, Now on House Floor, 1st Reading. Passed the House YEAS 85, NAYS 34. Sent to the Senate.

HB 53: Public Works Projects – (DiCeglie) – Revises definition of term "public works project"; prohibits state or any political subdivision that contracts for public works project from requiring specified acts by certain persons engaged in such project or prohibiting certain persons from receiving information about public works opportunities. Referred to Government Operations Subcommittee; Public Integrity and Elections Committee; State Affairs Committee. Added to Government Operations Subcommittee agenda. Passed Government Operations Subcommittee. Laid on the table and Committee Substitute filed. Referred to Public Integrity & Elections; State Affairs. Now in Public Integrity & Elections. Passed Public Integrity & Elections. Laid on the table, Amended version filed and referred to State Affairs Committee. **Passed State Affairs Committee. This was the final committee so it can head to a full floor vote.**

SB 54: Motor Vehicle Insurance – (Burgess; Co-Introducers: Rouson) – Related Bill HB 273 by Plakon, SB 420 by Hooper and HB 719 by Grall. Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; providing an exception to the circumstances under which a person who is damaged may bring a civil action against an insurer; revising coverages subject to premium discounts for specified motor vehicle equipment; specifying persons whom medical payments coverage must protect, etc. APPROPRIATION: \$83,651. Referred to Banking and Insurance; Judiciary; Rules. Passed Banking and Insurance; YEAS 10 NAYS 2. Now in Judiciary. On Committee agenda-- Judiciary, 02/15/21, 2:30 pm, 412 Knott Building. Passed Judiciary; 7 YEAS, 2 NAYS. Now in Rules. Passed Rules, 12 YEAS, 3 NAYS. On the full Senate Floor, on 2nd reading. On Special Order Calendar. Seems stuck on Special Order.

HB 57: Transportation – (Andrade) – Similar Bill SB 1194 by Hooper. Similar to SB 1500 by Harrell (this bill seems to be moving). Revises provisions relating to motor vehicle sales tax, competitive solicitations, vehicles displaying flashing lights, annual cap on project contracts, airport restrictions, arbitration of contracts by & membership of State Arbitration Board, borrow pit operation, & performance standards for certain extraction locations. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Ways and Means Committee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Original reference to Ways and Means Committee; Infrastructure and Tourism Appropriations Subcommittee removed. Now in Commerce Committee. **Passed Commerce Committee.**

HB 59: Growth Management – (McClain; Co-Introducer Sabatini) – Similar Bill SB 496 by Perry. Requires local governments to include property rights element in their comprehensive plans; provides statement of rights that local government may use; requires local government to adopt property rights element by specified date; prohibits local government's property rights element from conflicting with statutorily provided statement of rights; provides that certain property owners are not required to consent to development agreement changes; prohibits municipality from annexing specified areas; requires DOT to afford right of first refusal to certain individuals; provides requirements & procedures for right of first refusal; authorizes certain developments of regional impact agreements to be amended. Filed in the House. Referred to Local Administration and Veterans Affairs Subcommittee; Civil Justice and Property Rights Subcommittee; State Affairs Committee. On Committee agenda-- Local Administration and

Veterans Affairs Subcommittee, 02/04/21, 12:00 pm, Sumner Hall. Passed Local Administration and Veterans Affairs Subcommittee 12 YEAS, 6 NAYS. Added to Civil Justice & Property Rights Subcommittee agenda. Passed Civil Justice & Property Rights Subcommittee. Passed out of State Affairs. Now on the House Floor for a full House vote, on 1st reading. On 2nd reading. Passed the House, YEAS 82, NAYS 32. Passed the Senate 38 YEAS, Zero Nays.

SB 62: Regional Planning Councils – (Bradley) – Revising a requirement for the Executive Office of the Governor to review and consider certain reports, data, and analyses relating to the revision of the state comprehensive plan; eliminating the advisory role of regional planning councils in state comprehensive plan preparation and revision; repealing provisions relating to the Florida Regional Planning Council Act; authorizing local governments to recommend areas of critical state concern to the state land planning agency, etc. RPCs would be able to host MPOs under the bill as currently written. Referred to Community Affairs; Judiciary; Rules. On Committee agenda-- Community Affairs, 01/26/21, 3:30 pm, 37 Senate Building. CS by Community Affairs; YEAS 6 NAYS 3. Now in Judiciary. Watch this bill to see if it becomes the subject of an amendment to a bill that is moving while on the Senate and/or House Floor.

SB 100: Highway Projects – (General Bill by Appropriations - Harrell) – Repealing provisions relating to applications for funding for technical assistance relating to areas in and around a proposed multiuse corridor interchange; requiring that \$35 million transferred to Florida's Turnpike Enterprise be used for a specified purpose beginning in a specified fiscal year and annually for up to 30 years thereafter; requiring that certain increased revenues be used to fund specified projects beginning in a specified fiscal year and annually thereafter; requiring the department, in coordination with the Florida Turnpike Enterprise, to evaluate certain roadways for development of specific controlled access facilities and to include such projects in the work program, etc. Referred to Transportation; Appropriations. Favorable by Transportation; YEAS 5 NAYS 3, Now in Appropriations. CS by- Appropriations; YEAS 17 NAYS 2. Passed the full Senate; YEAS 39 NAYS 1. To be sent to the House. **In the House the bill was referred to Appropriations Committee, passed Appropriations Committee and is now on 2nd reading on the House Floor.**

SB 138: Electric Vehicles – (Brandes) – Related Bill SB 140 by Brandes. Identical Bill HB817 by Toledo. Revising the Department of Transportation's goals relating to mobility; requiring the department to establish the Electric Vehicle Infrastructure Grant Program; providing for the distribution of grants to certain entities to install electric vehicle charging infrastructure; specifying that certain rules adopted by the Department of Agriculture and Consumer Services may not require specific methods of sale for electric vehicle charging equipment used in, and services provided in, this state, etc. APPROPRIATION: \$5,000,000. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation, 8 YEAS, Zero NAYS. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/23/21, 8:30 am, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 11 NAYS 0. Now in Appropriations.

SB 140: Fees/Electric Vehicles – (Brandes) – Related Bill SB 138 by Brandes. Identical Bill HB819 by Learned. Creating additional fees for electric vehicles; creating a license tax and an additional fee for plug-in hybrid electric vehicles; requiring, on specified dates, the Department of Highway Safety and Motor Vehicles to increase the additional fees, subject to certain requirements; providing that certain vehicles are exempt from specified fees, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation, 7 YEAS, 1 NAYS. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/23/21, 8:30 am, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 11 NAYS 0. Now in Appropriations.

HB 139: Electronic Transactions for Title Certificates and Registrations – (Fernandez-Barquin) – Authorizes tax collectors to accept applications for motor vehicle & vessel certificates of title by electronic or telephonic means, to collect electronic mail addresses for use as method of notification, & to contract with vendors to provide electronic & telephonic transactions; provides that electronic signature that meets certain requirements satisfies signature required for application for certificate of title; specifies tax collection systems for which certain fees may be used for integration with Florida Real Time Vehicle Information System; requires DHSMV to provide tax collectors & approved vendors with certain data access & interface functionality; specifies authorized uses; requires DHSMV to ensure approved vendors protect customer privacy & data collection. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Laid on the table, Committee Substitute filed. Referred to Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Infrastructure & Tourism Appropriations Subcommittee. Added to Infrastructure & Tourism Appropriations Subcommittee agenda. Passed Infrastructure & Tourism Appropriations Subcommittee. Added to Commerce agenda. **Passed Commerce and completed 2nd reading on House Floor. Set for full House Floor vote on 04/20/2021.**

HB 229: Hazardous Walking Conditions for K-12 Students – (Salzman) – Comparable Bill SB 178 by Cruz. Requires DOT to develop & adopt standards & criteria to identify hazardous walking conditions; Revises provisions relating to the transportation of students subjected to hazardous walking conditions & funding for such students. Filed in the House. Referred to Early Learning and Elementary Education Subcommittee; Tourism, Infrastructure and Energy Subcommittee; Appropriations Committee; Education and Employment Committee. Passed Early Learning & Elementary Education Subcommittee and was amended. Amended version was laid on the table and a substitute version was sent forward. **Referred to Education & Employment Committee, passed Education & Employment Committee and sent to the House Floor. On 2nd reading.**

HB 267: State Preemption of Seaport Regulations – (Roach; Sirois) – Identical Bill SB 426 by Boyd. Preempts to state regulation of commerce in state seaports; provides exceptions; provides construction. Referred to Tourism, Infrastructure & Energy Subcommittee; Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Tourism,

Infrastructure & Energy Subcommittee. Passed Tourism, Infrastructure & Energy Subcommittee, Laid on Table and Committee Substitute taken up. Referred to Referred to Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Local Administration & Veterans Affairs Subcommittee. Passed Local Administration & Veterans Affairs Subcommittee with an amendment. **Passed Commerce Committee, headed to House Floor for a full House vote.**

HB 273: Motor Vehicle Insurance Coverage Exclusions – (Plakon) – Similar to SB54 by Burgess, SB 420 by Hooper and HB 719 by Grall. Provides private passenger motor vehicle policies may exclude identified individuals from specified coverages; provides exceptions. Filed in the House. Referred to Insurance & Banking Subcommittee; Commerce Committee. Now in Insurance & Banking Subcommittee. Favorable by Insurance & Banking Subcommittee. Added to Commerce Committee agenda. **Passed Commerce Committee, headed to House Floor for a full House vote.**

HB 337: Impact Fees – (DeCeglie) – Identical to S750 by Gruters - Specifying instances when a local government or special district may collect an impact fee; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities; providing annual limitations on impact fee rate increases; requiring school districts to report specified items regarding impact fees, etc. Referred to Local Administration & Veterans Affairs Subcommittee; Referred to Ways & Means Committee; Referred to State Affairs Committee. On committee agenda of Local Administration & Veterans Affairs Subcommittee. Passed Local Administration & Veterans Affairs Subcommittee. Now in Ways & Means Committee. Added to Ways & Means Committee agenda. Passed Ways & Means Committee with an amendment. **Passed State Affairs Committee, now on House Floor and has been amended on the floor.**

SB 342: Vehicle and Vessel Registration – (Diaz) – Requiring tax collectors to determine service charges collected by privately owned license plate agents for motor vehicle titles; requiring that additional service charges be itemized and disclosed to the person paying them; requiring a license plate agent to enter into a contract with the tax collector for a certain purpose; requiring tax collectors and approved license plate agents to enter into a memorandum of understanding with the department for a certain purpose, etc. Filed in the Senate. Referred to Transportation; Finance and Tax; Rules. Passed Transportation 7 YEAS, Zero NAYS. Passed Finance and Tax; YEAS 8 NAYS 0. Now in Rules. On Committee agenda-- Rules, 04/06/21, 9:30 am, 412 Knott Building. Passed Rules 16 YEAS, Zero NAYS. Next stop is a full Floor vote, placed on Special Order. **Passed the Senate on a floor vote of 40 YEAS, Zero NAYS. Sent to the House.**

HB 353: Bicycle Operations Regulations – (Hage) – Identical to SB738 by Baxley - Providing an exception to the requirement that a person operating a bicycle ride upon or astride a seat attached thereto, etc. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Commerce Committee. Passed Commerce Committee. On the House Floor for a full House vote, on 2nd reading. Passed the House; YEAS 115, NAYS 0. Sent to the Senate, substituted for SB 738. Passed Senate 39 YEAS, Zero NAYS.

HB 357: Photographic Enforcement of School Zone Speed Limits – (Duran and Rodriguez) – Authorizes county or municipality to contract with vendor to install cameras in school speed zones to enforce speed limits; provides civil penalty for violation found through recording of photographic images; provides for disposition & use of funds; provides for determination of liability; provides nonapplication of violation to driver license points assessment, conviction, driving record, or provision of motor vehicle insurance coverage; requires referral to DHSMV resulting in prohibition of motor vehicle registration renewal & transfer of title; provides for removal of penalties. Filed in the House. Referred to Criminal Justice & Public Safety Subcommittee; Tourism, Infrastructure & Energy Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee. Now in Criminal Justice & Public Safety Subcommittee. Passed Criminal Justice & Public Safety Subcommittee. Now in Tourism, Infrastructure & Energy Subcommittee.

HB 365: Motor Vehicle Rentals – (Caruso) – Similar to SB 566 by Perry and S 708 By Brandes - Provides requirements for sales taxes & surcharges on motor vehicle leases & rentals by motor vehicle rental companies & peer-to-peer car-sharing programs; specifies insurance requirements for shared vehicle owners & shared vehicle drivers; provides for liability; provides for exclusions; provides right of contribution to shared vehicle owner's insurer for certain claims; requires provision of certain information regarding liens; specifies recordkeeping, record-sharing, disclosure, & driver license verification & data retention requirements; provides for consumer protections Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Ways & Means Committee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. On the agenda for Tourism, Infrastructure & Energy Subcommittee. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Ways and Means. Passed Ways and Means with an amendment. **Passed Commerce Committee, now on House Floor and on 2nd reading.**

SB 376: Jacksonville Transportation Authority Leases – (Gibson) – Related Bill HB 6015 by Duggan. Removing a limitation on the term of a lease into which the authority may enter, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules. Favorable by Transportation; YEAS 8 NAYS 0. Now in Community Affairs. Passed Community Affairs, now in Rules.

SB 380: Child Restraint Requirements – (Perry) – Identical Bill HB297 by Hinson - Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Transportation; Rules. On Committee agenda - Children, Families, and Elder Affairs, 02/03/21, 9:00 am, 37 Senate Building. Favorable by Children, Families, and Elder Affairs; YEAS 8 NAYS 0. Now in Transportation. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Now in Rules. Passed Rules, next stop is a full Senate Floor vote. Passed Senate YEAS 38 NAYS 0. Now being sent to the House.

HB 389: Tampa Bay Area Regional Transit Authority – (Mariano) – Identical to SB 422 By Rouson - Renames Tampa Bay Area Regional Transit Authority Metropolitan Planning Organization Chairs Coordinating Committee as Chairs Coordinating Committee; removes requirement that authority provide administrative support & direction; authorizes mayor's

designated alternate to be member of governing board of authority; requires that alternate be elected member of & approved by city council; requires alternate to attend meetings in mayor's absence & have full voting rights; revises quorum requirements; requires simple majority of members present for action to be taken; deletes requirements for authority to present regional transit development plan & updates to TBARTA Metropolitan Planning Organization Chairs Coordinating Committee, coordinate plans & projects with committee, & participate in regional M.P.O. planning process. Referred to Tourism, Infrastructure & Energy Subcommittee; Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Local Administration & Veterans Affairs Subcommittee.

SB 420: Motor Vehicle Insurance Coverage Exclusions – (Hooper) – Similar to SB54 by Burgess, HB273 by Plakon and HB 719 by Grall - Providing that private passenger motor vehicle policies may exclude certain identified individuals from specified coverages under certain circumstances; providing that such policies may not exclude coverage under certain circumstances, etc. Referred to Banking and Insurance; Judiciary; Rules. Passed Banking and Insurance. Passed Judiciary. Now in Rules. **Passed Rules and will be on a full Senate Floor vote on 04/21/2021.**

SB 422: Tampa Bay Area Regional Transit Authority – (Rouson) – Identical to HB 389 by Mariano - Renaming the Tampa Bay Area Regional Transit Authority Metropolitan Planning Organization Chairs Coordinating Committee as the Chairs Coordinating Committee; providing that a mayor's designated alternate may be a member of the governing board of the authority; revising a provision requiring the authority to present the regional transit development plan and updates to specified entities, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Now in Community Affairs.

SB 426: State Preemption of Seaport Regulations – (Boyd) – Identical Bill HB 267 by Roach. Preempting to the state the regulation of commerce in state seaports; providing exceptions, etc. Referred to Transportation; Community Affairs; Rules. Passed Transportation, Now in Community Affairs. On Committee agenda-- Community Affairs, 03/24/21, 8:30 am, 37 Senate Building. Passed Community Affairs; YEAS 5 NAYS 3. Now in Rules. On Committee agenda-- Rules, 04/14/21, 9:00 am, 412 Knott Building. **Passed Rules and will be on a full Senate Floor vote on 04/21/2021.**

SB 496: Growth Management – (Perry) - Similar to HB 59 by McClain. Specifying requirements for certain comprehensive plans effective, rather than adopted, after a specified date and for associated land development regulations; requiring local governments to include a property rights element in their comprehensive plans; prohibiting a local government's property rights element from conflicting with the statement of rights contained in the act; providing that the consent of certain property owners is not required for development agreement changes under certain circumstances; requiring the Department of Transportation to afford a right of first refusal to certain individuals under specified circumstances, etc. Filed in the Senate. Referred to Community Affairs; Judiciary; Rules. Passed Community Affairs, On Committee agenda-- Judiciary, 03/15/21, 3:30 pm, 412 Knott Building. Passed Judiciary; YEAS 11 NAYS 0. Now in Rules. Passed Rules; YEAS 17 NAYS 0. On the Senate Floor, on 2nd reading. HB 59 was substituted for SB 496 on the Senate Floor.

SB 566: Motor Vehicle Rentals – (Perry) – Similar to HB365 by Caruso and SB708 by Brandes - Specifying the applicable sales tax rate on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying the applicable rental car surcharge on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying insurance requirements for shared vehicle owners and shared vehicle drivers under peer-to-peer car-sharing programs; providing an exemption from vicarious liability for peer-to-peer car-sharing programs and shared vehicle owners, etc. Filed in the Senate. Referred to Banking and Insurance; Transportation; Appropriations. On Committee agenda-- Banking and Insurance, 03/16/21, 9:30 am, 412 Knott Building. On Committee agenda-- Banking and Insurance, 03/24/21, 8:30 am, 412 Knott Building. Passed Banking and Insurance; YEAS 11 NAYS 1. Now in Transportation. On Committee agenda-- Transportation, 03/30/21, 3:30 pm, 110 Senate Building. Passed Transportation, 8 YEAS Zero NAYS. Now in Appropriations. **Passed Appropriations, will see a full Senate Floor vote on 04/22/2021.**

HB 605: Bicycle and Pedestrian Safety – (Hunschofsky) – Identical to SB950 by Book - Revising and providing requirements for the driver of a motor vehicle overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; requiring the Department of Highway Safety and Motor Vehicles to provide an awareness campaign, and include information in certain educational materials, regarding certain safety precautions; exempting a motor vehicle driver from certain provisions relating to no-passing zones when overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; revising requirements for vehicles turning at intersections; prohibiting persons riding bicycles in a bicycle lane from riding more than two abreast, etc. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee, Infrastructure & Tourism Appropriations Subcommittee, Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Laid on the table and Committee Substitute adopted. Referred to Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Infrastructure & Tourism Appropriations Subcommittee. Added to Infrastructure & Tourism Appropriations Subcommittee agenda. Passed Infrastructure & Tourism Appropriations Subcommittee. Now in Commerce Committee. **Passed Commerce Committee.**

SB 684: Department of Transportation – (Brandes) – Identical to HB 707 by Chaney - Requiring the Department of Transportation to allow persons to purchase certain commuter passes for their motor vehicles; requiring that funds collected from the sale of the commuter passes be deposited in specified trust funds and used for the operation and maintenance of the Pinellas Bayway System; requiring the department or the enterprise, as appropriate, to use a specified portion of funds collected from the sale of commuter passes during a specified period of time for landscaping and beautification, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

HB 719: Motor Vehicle Insurance – (Grall) – Similar to SB54 by Burgess, HB 273 by Plakon and SB 420 by Hooper - Repeals provisions relating Florida Motor Vehicle No-Fault Law; revises garage liability insurance requirements; revises minimum coverage requirements for proof of financial responsibility for motor vehicles; revises amount of certificate of deposit

required to elect certain method of proof of financial responsibility; revises excess liability coverage requirements; revises financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; revises coverages of motor vehicle policy which are subject to stacking prohibition; revises insurance requirements for transportation network companies or TNC drivers or vehicle owners. APPROPRIATION: \$83,651. Filed in the House. Referred to Civil Justice & Property Rights Subcommittee, Insurance & Banking Subcommittee, Judiciary Committee. Now in Civil Justice & Property Rights Subcommittee. Passed Civil Justice & Property Rights Subcommittee. **Original reference removed: Insurance & Banking Subcommittee. Referred to Judiciary Committee, Passed Judiciary Committee. Headed to a full House Floor vote.**

SB 738: Bicycle Operations Regulations – (Baxley) – Identical to HB353 by Hage - Providing an exception to the requirement that a person operating a bicycle ride upon or astride a seat attached thereto, etc. Referred to Transportation; Community Affairs; Rules. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Now in Community Affairs. Passed Community Affairs. Now in Rules. On Committee agenda-- Rules, 03/18/21, 9:00 am, 412 Knott Building --Not Considered (Note: This usually means that the committee ran out of time before this bill could be considered). Passed Rules; YEAS 17 NAYS 0. On the Senate Floor for a full vote, Placed on Special Order Calendar, 04/01/21. Laid on the table, refer to HB 353. HB 353 Passed both chambers.

SB 750: Impact Fees – (Gruters) – Identical to HB337 by DiCeglie - Specifying instances when a local government or special district may collect an impact fee; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities; providing annual limitations on impact fee rate increases; requiring school districts to report specified items regarding impact fees, etc. Referred to Community Affairs; Finance and Tax; Appropriations. On Committee agenda-- Community Affairs, 03/24/21, 8:30 am, 37 Senate Building. Passed Community Affairs; YEAS 5 NAYS 3. On Committee agenda-- Finance and Tax, 03/31/21, 11:00 am, 110 Senate Building. Passed Finance and Tax; 6 YEAS, 2 NAYS. Now in Appropriations. On Committee agenda-- Appropriations, 04/15/21, 9:00 am, 412 Knott Building. **Passed Appropriations Committee. Headed to a full Senate Floor vote on 04/21/2021.**

SB 950: Bicycle and Pedestrian Safety – (Book) – Identical to HB605 by Hunschofsky - Revising and providing requirements for the driver of a motor vehicle overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; requiring the Department of Highway Safety and Motor Vehicles to provide an awareness campaign, and include information in certain educational materials, regarding certain safety precautions; exempting a motor vehicle driver from certain provisions relating to no-passing zones when overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; revising requirements for vehicles turning at intersections; prohibiting persons riding bicycles in a bicycle lane from riding more than two abreast, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Transportation, 03/30/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Original reference(s) removed: Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

Remaining references corrected to Rules. Now in Rules. **Passed Rules. Headed to a full Senate Floor vote on 04/21/2021.**

HB 1113: Traffic and Pedestrian Safety – (Fine) – Similar to SB 1412 by Perry - Requires study to be conducted which recommends installation of specified pedestrian crosswalk before installation occurs; requires pedestrian crosswalk on public highway, street, or road which is located at point other than at intersection with another public highway, street, or road to conform to specified requirements; provides coordination requirements for such devices & signals; requires entity with jurisdiction over public highway, street, or road with certain pedestrian crosswalk to ensure that crosswalk conforms to specified requirements or authorizes entity to remove any such crosswalk; requires DOT to submit certain request for authorization to Federal Government; requires applicable entities to replace or remove specified traffic control devices within specified timeframe after date of federal authorization or denial, as applicable; authorizes retrofitting. Filed in the House. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Infrastructure & Tourism Appropriations Subcommittee. Added to Infrastructure & Tourism Appropriations Subcommittee agenda. Passed Infrastructure & Tourism Appropriations Subcommittee. Now in Commerce Committee. Added to Commerce Committee agenda. **Passed Commerce Committee. Headed to a full House Floor vote, on 2nd reading.**

SB 1126: Department of Transportation – (Harrell) – Clarifying that the Department of Revenue is responsible for a certain transfer from the State Treasury to the General Revenue Fund of a portion of documentary stamp tax distributions credited to the State Transportation Trust Fund; deleting a requirement that the department provide space and video conference capability at each of the department's district offices as an alternative to physical appearance by a person requesting a hearing before the Commercial Motor Vehicle Review Board within the department; requiring the department, when proposing any project on the State Highway System which will close or modify an existing access to an abutting property owner, to provide notice to affected property owners, municipalities, and counties at least 180 days before the design phase of the project is completed, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/24/21, 2:30 pm, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 10 NAYS 0 with a committee substitute (meaning amended). Now in Appropriations. On Committee agenda-- Appropriations, 04/15/21, 9:00 am, 412 Knott Building. **Passed Appropriations Committee. Headed to a full Senate Floor vote on 04/21/2021.**

SB 1194: Transportation – (Hooper) – This bill is becoming the catch-all bill, the train. Similar to HB57 by Andrade - Providing that certain governmental entities may not prohibit certain vendors from responding to competitive solicitations of certain contractual services; requiring contractors wishing to bid on certain contracts to first be certified by the Department of Transportation as qualified; exempting airports from certain restrictions regarding entities performing engineering and inspection services; revising and providing definitions; revising requirements for arbitration of certain contracts by the State Arbitration Board, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Transportation, 03/24/21,

8:30 am, 110 Senate Building. Passed Transportation; YEAS 7 NAYS 0. Original reference(s) removed: Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Remaining references corrected to Appropriations. Now in Appropriations. On Committee agenda-- Appropriations, 04/15/21, 9:00 am, 412 Knott Building. **Passed Appropriations. On Committee agenda-- Rules, 04/20/21, 8:30 am, 412 Knott Building.**

SB 1412: Traffic and Pedestrian Safety – (Perry) – Similar Bill HB 1113 by Fine. Citing this act as the "Sophia Nelson Pedestrian Safety Act"; requiring a traffic engineering study to be conducted which recommends installation of a specified pedestrian crosswalk before such installation occurs; requiring a pedestrian crosswalk on a public highway, street, or road which is located at any point other than at an intersection with another public highway, street, or road to conform to specified requirements; providing coordination requirements for certain devices and signals; requiring that traffic control signal devices at adjacent intersections be taken into consideration, etc. Filed in the Senate. On Committee agenda-- Transportation, 03/24/21, 8:30 am, 110 Senate Building. Favorable by Transportation; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 04/08/21, 9:00 am, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development 8 YEAS, 3 NAYS. Now in Appropriations.

SB 1500: General Bill by Transportation – (Harrell) – Requiring drivers to change lanes when approaching a road and bridge maintenance or construction vehicle displaying warning lights on the roadside; authorizing the Department of Highway Safety and Motor Vehicles to conduct compliance reviews for a specified purpose; authorizing the department to conduct investigations and examinations relating to violations of provisions relating to title certificates; prohibiting the Central Florida Expressway Authority from constructing any extensions, additions, or improvements to the Central Florida Expressway System in Lake County without prior consultation with, rather than consent of, the Secretary of Transportation, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

Item Number 5A

Agency Reports – Florida Department of Transportation

DISCUSSION:

Mr. Brad Thoburn, Assistant Secretary for Strategic Development, Ms. Alison Stettner, Director of the Office of Policy Planning, and Mr. Mark Reichert, Administrator for Metropolitan Planning, will update the members on the activities of Florida DOT and bring forward information of importance to the membership about Florida DOT efforts. Topics include the following, but are subject to change:

- Comments by Assistant Secretary Brad Thoburn
- Federal stimulus funds
- FDOT planning awards
- MPOAC Executive Leadership meeting
- Legislative update
- PTASP deadlines
- Florida Metropolitan Planning Partnership quarterly meeting
- UPWP invoice tracker
- UPWP amendment thresholds
- UPWP template
- Spending down FTA planning funds for CPG implementation
- FHWA Florida Planning Finding meeting in July
- Equity Task Work Order
- Announcing new FDOT Metropolitan Planning Administrator

REQUESTED ACTION:

None requested. For discussion and action as may be desired.

ATTACHMENT:

None.

Item Number 5B

Agency Reports – Florida Division of Federal Highway Administration

DISCUSSION:

Ms. Cathy Kendall, Team Leader of the Planning Team and Ms. Karen Brunelle, Director of Program Development, will update the members on the activities of the Florida Division Office of FHWA and bring forward information of importance to the membership including:

- General announcements
- Transportation Performance Management updates
- CRRSAA guidance

REQUESTED ACTION:

None requested. For discussion and action as may be desired.

ATTACHMENTS:

FHWA web links.

Transportation Performance Management (TPM) updates presentation.

MPO – NHS Bridge (PM2) performance data.

NHS-Interstate Travel Time Reliability (PM3) performance period measures.

Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA) presentation.

HIP-CRRSAA Implementation Guidance.

FHWA Announcement Web Links

- Rebuilding American Infrastructures with Sustainability and Equity (RAISE)

<https://www.transportation.gov/RAISEgrants>

- Census Bureau proposed 2020 census urban area criteria

<https://www.federalregister.gov/documents/2021/02/19/2021-03412/urban-areas-for-the-2020-census-proposed-criteria>



Transportation Performance Management (TPM)

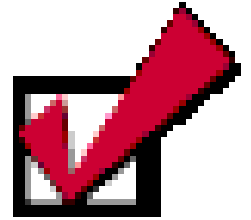
Recent Updates

April 2021



U.S. Department of Transportation
Federal Highway Administration

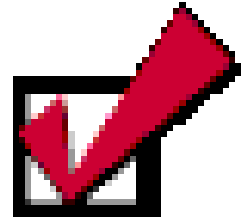
Recent TPM Activities



- Feb 27: MPOs set 2020 Safety Targets
- March 25: FHWA determination regarding FDOT progress toward 2019 Safety Targets
 - » No targets met for the 5 measures
 - » 3 of 5 measures better than baseline
 - » Conclusion: FDOT did not make significant progress toward target achievement
 - » Implementation Plan required
 - » All State Safety Target Determinations Posted at:
https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/



Recent TPM Activities



For Each FL MPO:

- PM2 NHS Bridge Data
- PM3 NHS Interstate Travel Time Reliability
- PM3 NHS non-Interstate Travel Time Reliability
- PM3 Interstate Truck Travel Time Reliability

Included in the
Agenda Packets



Upcoming FL TPM Training



- Summer 2021: Unmanned Aircraft System (UAS) Workshop
- Summer 2021: Advancing TPM and Decision Making Seminar - How to Use Data to Tell the TPM Story and Establish Targets



Upcoming TPM Activities



- June 30: FDOT Submits Safety (PM1) Implementation Plan
- June 30: FDOT Submits Transportation Asset Management Plan (TAMP) Implementation Plan
- July 31: TAMP Consistency Determination by FHWA
- Aug 31: FDOT sets 2021 Safety Targets



***Whether you are a driver, passenger, or
pedestrian...***

highway safety depends on YOU.

Be observant and be adaptable to be safe.



MPO - NHS BRIDGE PERFORMANCE DATA PM2- MEARURES (2021)					
ADMIN AREA	DESCRIPTION	TOTAL BRIDGES	% of Deck Area		
			GOOD	FAIR	POOR
01	Lee County (MPO)	95	84.17	15.83	0
02	Sarasota/Manatee (MPO)	191	47.97	52.03	0
03	North Florida (TPO)	636	51.24	47.9	0.86
04	Florida-Alabama (TPO)	81	45.44	54.23	0.33
05	Broward (MPO)	394	75.89	23.82	0.29
06	Palm Beach (MPO)	255	82.33	16.74	1.03
07	River to Sea (TPO)	120	55.12	44.63	0.24
08	Space Coast (TPO)	164	43.43	56.57	0
09	METROPLAN Orlando	759	81.31	18.69	0
10	Miami-Dade (MPO)	689	58.81	41.23	0.06
12	Capital Region (TPA)	138	30.61	69.39	0
13	Charlotte County-Punta Gorda (MPO)	48	68.65	31.35	0
14	Polk (MPO)	142	78.43	20.57	0
15	Hernando/Citrus (MPO)	47	73.75	26.25	0
16	Collier County (MPO)	206	91.56	8.44	0
17	Gainesville (MTPO)	27	80.25	19.75	0
18	Pasco County (MPO)	74	93.72	6.28	0
19	St. Lucie (TPO)	80	83.43	16.57	0
20	Martin (MPO)	55	54.93	30.56	14.52
21	Indian River County (MPO)	44	74.82	25.18	0
22	Ocala/Marion County (TPO)	28	59.12	40.88	0
23	Okaloosa-Walton (TPO)	86	46.71	49.79	3.5
24	Bay County (TPO)	37	52.12	38.12	9.76
25	Hillsborough County (MPO)	491	76.53	23.47	0
26	Pinellas County (MPO)	164	72.66	27.34	0
27	Lake-Sumter (MPO)	76	43.83	56.17	0
28	Heartland Regional (MPO)	160	78.94	21.06	0
TOTAL		5287			

Source: FHWA National Bridge Inventory and FDOT State Maintenance Office

TPM PM3 Performance Period Measures for Florida Geographic Locations
NHS-Interstate Travel Time Reliability (% of Person-Miles Traveled that is Reliable)

Metropolitan Planning Area (MPA)	Main City	Baseline	Actual Performance		Target	Actual Performance		Target	Target
		2017	2018	2019	Midpoint	2020	2021	Full	Adjusted
Bay County TPO	Panama City	N/A	N/A	N/A	75.0	N/A	N/A	N/A	N/A
Broward MPO	Fort Lauderdale	67.0	72.5	76.8				70.0*	N/A**
Capital Region TPA	Tallahassee	100.0	100.0	100.0				70.0*	N/A**
Charlotte County-Punta Gorda MPO	Port Charlotte	100.0	100.0	100.0				70.0*	N/A**
Collier MPO	Naples	100.0	100.0	100.0				70.0*	N/A**
Florida-Alabama TPO	Pensacola	100.0	100.0	100.0				70.0*	N/A**
Gainesville MTPO	Gainesville	100.0	100.0	100.0				70.0*	N/A**
Heartland Regional TPO	Sebring	N/A	N/A	N/A		N/A	N/A	N/A	N/A
Hernando/Citrus MPO	Brooksville	100.0	100.0	100.0				70.0*	N/A**
Hillsborough MPO	Tampa	72.8	74.5	74.6				70.0*	N/A**
Indian River County MPO	Vero Beach	100.0	100.0	100.0				70.0*	N/A**
Lake-Sumter MPO	Leesburg/Lady Lake	100.0	100.0	100.0				70.0*	N/A**
Lee County MPO	Fort Myers/Cape Coral	100.0	99.0	99.3				70.0*	N/A**
Martin MPO	Stuart	100.0	100.0	100.0				70.0*	N/A**
MetroPlan Orlando	Orlando	53.4	50.5	54.6				70.0*	N/A**
Miami-Dade TPO	Miami	58.8	61.0	56.7				70.0*	N/A**
North Florida TPO	Jacksonville	79.5	82.8	84.6				70.0*	N/A**
Ocala/Marion County TPO	Ocala	100.0	100.0	99.9				70.0*	N/A**
Okaloosa-Walton TPO	Fort Walton	100.0	100.0	100.0				70.0*	N/A**
Palm Beach TPA	West Palm Beach	85.4	85.4	78.0				70.0*	N/A**
Pasco County MPO	New Port Richey	100.0	100.0	100.0				70.0*	N/A**
Pinellas County MPO/Forward Pinellas	Clearwater	86.4	86.6	86.7				70.0*	N/A**
Polk TPO	Bartow	93.5	84.0	82.8				70.0*	N/A**
River to Sea TPO	Daytona Beach	100.0	100.0	99.7				70.0*	N/A**
Sarasota/Manatee MPO	Sarasota	93.1	93.1	92.3				70.0*	N/A**
Space Coast TPO	Melbourne	100.0	100.0	100.0				70.0*	N/A**
St. Lucie TPO	Fort Pierce/Port St. Lucie	100.0	100.0	100.0				70.0*	N/A**
STATEWIDE	Florida	82.2	83.3	83.4		75.0		70.0	

*Agrees to plan and program projects so that they contribute toward the accomplishment of the respective FDOT target.

** FDOT did not adjust the Full Period Performance Target; MPOs supporting FDOT Target must hold to this Value

Source: National Performance Management Research Data Set (NPMRDS)

TPM PM3 Performance Period Measures for Florida Geographic Locations
NHS Non-Interstate Travel Time Reliability (% of Person-Miles Travel that is Reliable)

Metropolitan Planning Area (MPA)	Main City	Baseline	Actual Performance		Target	Actual Performance		Target	Target
		2017	2018	2019	Midpoint	2020	2021	Full	Adjusted
Bay County TPO	Panama City	96.5	91.4	98.4				50.0*	N/A**
Broward MPO	Fort Lauderdale	81.9	83.4	86.4				50.0*	N/A**
Capital Region TPA	Tallahassee	88.8	89.2	93.2				50.0*	N/A**
Charlotte County-Punta Gorda MPO	Port Charlotte	96.7	96.8	98.9				50.0*	N/A**
Collier MPO	Naples	97.0	98.0	98.5				50.0*	N/A**
Florida-Alabama TPO	Pensacola	93.2	91.1	91.0				50.0*	N/A**
Gainesville MTPO	Gainesville	81.9	85.6	85.0				50.0*	N/A**
Heartland Regional TPO	Sebring	99.5	99.5	99.7				50.0*	N/A**
Hernando/Citrus MPO	Brooksville	96.7	96.0	99.1				50.0*	N/A**
Hillsborough MPO	Tampa	82.7	80.7	81.0				50.0*	N/A**
Indian River County MPO	Vero Beach	95.5	95.2	94.1				50.0*	N/A**
Lake-Sumter MPO	Leesburg/Lady Lake	98.7	98.1	97.1				50.0*	N/A**
Lee County MPO	Fort Myers/Cape Coral	90.0	90.2	89.8				50.0*	N/A**
Martin MPO	Stuart	97.9	97.6	96.6				50.0*	N/A**
MetroPlan Orlando	Orlando	85.8	85.5	86.0				50.0*	N/A**
Miami-Dade TPO	Miami	60.2	64.5	62.5				50.0*	N/A**
North Florida TPO	Jacksonville	86.5	86.2	86.7				50.0*	N/A**
Ocala/Marion County TPO	Ocala	96.4	95.7	96.2				50.0*	N/A**
Okaloosa-Walton TPO	Fort Walton	92.7	82.4	86.1				50.0*	N/A**
Palm Beach TPA	West Palm Beach	91.0	93.1	94.0				50.0*	N/A**
Pasco County MPO	New Port Richey	91.8	92.2	90.7				50.0*	N/A**
Pinellas County MPO/Forward Pinellas	Clearwater	84.5	89.6	77.9				50.0*	N/A**
Polk TPO	Bartow	98.3	98.4	97.2				50.0*	N/A**
River to Sea TPO	Daytona Beach	88.0	90.8	90.5				50.0*	N/A**
Sarasota/Manatee MPO	Sarasota	92.5	92.6	91.7				50.0*	N/A**
Space Coast TPO	Melbourne	92.2	91.1	89.5				50.0*	N/A**
St. Lucie TPO	Fort Pierce/Port St. Lucie	96.5	94.0	96.4				50.0*	N/A**
STATEWIDE	Florida	85.6	86.2	87.0	N/A			50.0	N/A

*Agrees to plan and program projects so that they contribute toward the accomplishment of the respective FDOT target.

** FDOT did not adjust the Full Period Performance Target; MPOs supporting FDOT Target must hold to this Value

Source: National Performance Management Research Data Set (NPMRDS)

TPM PM3 Performance Period Measures for Florida Geographic Locations
Interstate Truck Travel Time Reliability (Travel Time Index where 1.00 < x < 1.50 is Reliable)

Metropolitan Planning Area (MPA)	Main City	Baseline	Actual Performance		Target	Actual Performance		Target	Target	
		2017	2018	2019	Midpoint	2020	2021	Full	Adjusted	
Bay County TPO	Panama City	N/A	N/A	N/A	1.75	N/A	N/A	N/A	N/A	
Broward MPO	Fort Lauderdale	1.64	1.60	1.74				2.00*	N/A**	
Capital Region TPA	Tallahassee	1.08	1.08	1.08				2.00*	N/A**	
Charlotte County-Punta Gorda MPO	Port Charlotte	1.13	1.15	1.13				2.00*	N/A**	
Collier MPO	Naples	1.12	1.15	1.16				2.00*	N/A**	
Florida-Alabama TPO	Pensacola	1.18	1.16	1.13				2.00*	N/A**	
Gainesville MTPO	Gainesville	1.08	1.07	1.05				2.00*	N/A**	
Heartland Regional TPO	Sebring	N/A	N/A	N/A		N/A	N/A	N/A	N/A	
Hernando/Citrus MPO	Brooksville	1.10	1.09	1.08				2.00*	N/A**	
Hillsborough MPO	Tampa	1.85	1.88	1.89				2.00*	N/A**	
Indian River County MPO	Vero Beach	1.07	1.07	1.06				2.00*	N/A**	
Lake-Sumter MPO	Leesburg/Lady Lake	1.25	1.23	1.32				2.00*	N/A**	
Lee County MPO	Fort Myers/Cape Coral	1.25	1.36	1.40				2.00*	N/A**	
Martin MPO	Stuart	1.12	1.15	1.18				2.00*	N/A**	
MetroPlan Orlando	Orlando	2.54	2.56	2.62				2.00*	N/A**	
Miami-Dade TPO	Miami	2.97	2.83	3.08				2.00*	N/A**	
North Florida TPO	Jacksonville	1.62	1.59	1.64				2.00*	N/A**	
Ocala/Marion County TPO	Ocala	1.28	1.31	1.42				2.00*	N/A**	
Okaloosa-Walton TPO	Fort Walton	1.08	1.07	1.17				2.00*	N/A**	
Palm Beach TPA	West Palm Beach	1.63	1.77	1.86				2.00*	N/A**	
Pasco County MPO	New Port Richey	1.17	1.07	1.08				2.00*	N/A**	
Pinellas County MPO/Forward Pinellas	Clearwater	1.80	1.87	2.06				2.00*	N/A**	
Polk TPO	Bartow	1.51	1.58	1.62				2.00*	N/A**	
River to Sea TPO	Daytona Beach	1.20	1.18	1.17				2.00*	N/A**	
Sarasota/Manatee MPO	Sarasota	1.39	1.39	1.41				2.00*	N/A**	
Space Coast TPO	Melbourne	1.07	1.11	1.14				2.00*	N/A**	
St. Lucie TPO	Fort Pierce/Port St. Lucie	1.11	1.12	1.28				2.00*	N/A**	
STATEWIDE	Florida	1.43	1.43	1.45		1.75			2.00	

*Agrees to plan and program projects so that they contribute toward the accomplishment of the respective FDOT target.

** FDOT did not adjust the Full Period Performance Target; MPOs supporting FDOT Target must hold to this Value

Source: National Performance Management Research Data Set (NPMRDS)



Space Shuttle Endeavor at Kennedy Space Center

Florida Division Office

2021 Coronavirus Response and Relief
Supplemental Appropriations Act
(HIP-CRRSAA)
April 2021



Overview



Florida Division Office



- February 24, 2021 FHWA Memorandum
- Funds are from the General Fund
- \$10B Nationally; \$469.6M for Florida
- Non-traditional eligibilities
- Not subject to obligation limitation
- Obligate by Sept 30, 2023
- Expend by Sept 30, 2029



Overview



Florida Division Office



- Projects can be 100% CRRSAA funds
- Can not be used as the non-Federal match
- Funds flow through FDOT
- Traditional method to suballocate funds to urban areas over 200,000
- Can flex funds to FTA
- Can be used for Advanced Construction (AC)



Overview



Florida Division Office



Space Shuttle Endeavor at Kennedy Space Center

- CRRSAA funds should not be used to swap funds on existing projects
- National Environmental Policy Act applies
- Buy America applies
- Disadvantaged Business Enterprises (DBE) applies



Three Types of Eligibilities



Florida Division Office

Space Shuttle Endeavor at Kennedy Space Center

- Surface Transportation Block Grant Activities (STBG or SU in Florida)
- Special Authority
- Public Tolling Agencies or Ferry System with public transportation benefit



STBG Eligibilities

Florida Division Office

- Cannot be used on local roads or rural minor collectors unless bridge/tunnel or a couple of other exceptions
- Must be consistent with the LRTP and included in the S/TIP
- Can be used on project increases (i.e. change orders)
- Cannot be used on prior costs except as allowed by 23 CFR 1.9(b)



Special Authority Eligibilities

Florida Division Office

- Non-traditional costs eligible: preventive maintenance, routine maintenance, operations, personnel, and revenue losses
- Can be used on any public road
- Recommend recipient keep documentation to support eligibility



Special Authority Eligibilities

Florida Division Office

- Optional to be included in S/TIP
- TMA MPO is responsible for selection projects in consultation with FDOT
- State selects projects on National Highway System (NHS) in cooperation with the TMA MPO
- All other areas, State selects projects in cooperation with MPO or local officials in non-MPO areas



Public Tolling/Ferry System Eligibilities

Florida Division Office

Space Shuttle Endeavor at Kennedy Space Center

- Funds can be transferred to:
 - Tolling agencies that own/operate public road, bridge or tunnel
 - Ferry system that provides public transportation benefit
 - In operation in FY2020
- Transfer via subrecipient agreement through FDOT recommended
- Non-traditional costs eligible



Public Tolling/Ferry System Eligibilities



Florida Division Office

Space Shuttle Endeavor at Kennedy Space Center

- Optional to be included in S/TIP
- TMA MPO is responsible for selection projects in consultation with FDOT
- State selects projects on National Highway System (NHS) in cooperation with the TMA MPO
- All other areas, State selects projects in cooperation with MPO or local officials in non-MPO areas



Please Share Your Project Ideas and Thoughts with Us!



Space Shuttle Endeavor at Kennedy Space Center

Florida Division Office

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FHWA FL Division Website: www.fhwa.dot.gov/fldiv/





Memorandum

Subject: **INFORMATION:** Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA) Implementation Guidance Date: February 24, 2021

From: Hari Kalla
Associate Administrator
Office of Infrastructure
Reply to Attn. of:
HISM-10

Brian R. Bezio
Chief Financial Officer

To: Division Administrators
Directors of Field Services

The attached implementation guidance provides information to Federal-aid Division Offices, State transportation agencies, local governments, and grantee recipients, on Highway Infrastructure Program funding appropriated by title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021, division M, Public Law 116-260, as it relates to funding, Federal share, eligibility, and other requirements.

If there are questions, please contact David Bartz at (512) 417-5191 or by e-mail at David.Bartz@dot.gov, or contact Christopher Newman at (202) 366-4652 or Christopher.Newman@dot.gov, of the Office of Stewardship, Oversight and Management (HISM-10).

If there are questions concerning financial management and Fiscal Management Information System project agreements, please contact Tony DeSimone at (317) 226-5307 or by e-mail at Anthony.DeSimone@dot.gov, of the Office of Financial and Management Programs (HCFB-31).

Attachment

Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA)

Implementation Guidance (February 24, 2021)

Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), division M, Public Law (Pub. L. No. 116-260), enacted on December 27, 2020, appropriated an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP). Of such amount, \$9,840,057,332 shall be set aside and apportioned for activities eligible under section 133(b) of title 23, United States Code (U.S.C.) (Section III.A.). Such funds may also be used for Special Authority purposes (referred to in this document as “Special Authority”) (Section III.B.) or may be transferred to public tolling agencies or a ferry system that provides a public transportation benefit (Section III.C.), as described in this guidance. This guidance addresses only the funding provided to the States and refers to these funds as HIP-CRRSAA funds. The purpose of this guidance is to provide information on the HIP-CRRSAA as it relates to funding, Federal share, eligibility, and other requirements.

The remainder of the funding is set aside for other activities that are not the subject of this guidance. This includes \$114,568,862 set aside for activities eligible under the Tribal Transportation Program as described in 23 U.S.C. 202; \$35,845,307 set aside for activities eligible under the Puerto Rico Highway Program as described in 23 U.S.C. 165(b)(2)(C)(iii); and \$9,528,499 set aside for activities eligible under the Territorial Highway Program as described in 23 U.S.C. 165(c)(6).

I. General

- A. Program Purpose:** The purpose of the HIP-CRRSAA is to provide funding to address coronavirus disease 2019 (COVID-19) impacts related to Highway Infrastructure Programs. The non-traditional cost categories eligible under the HIP-CRRSAA appropriation and discussed below (Sections III.B. and III.C.) are statutorily eligible cost objectives authorized by Congress (see 2 CFR 200.1, defining cost objective).
- B. Appropriation of Funds:** The HIP heading in the CRRSAA appropriates \$10,000,000,000 from the General Fund of the Treasury for fiscal year (FY) 2021. Of this funding, \$9,840,057,332 is available for activities eligible under 23 U.S.C. 133(b), and other eligible uses described in that heading and discussed in detail below. As allowed under the HIP-CRRSAA, FHWA proportionally applied an administrative takedown to fund the oversight of activities carried out with these funds. After the \$9,840,057 administrative takedown, a total of \$9,830,217,275 was apportioned to the States on January 15, 2021 by Federal Highway Administration (FHWA) Notice N4510.851. These HIP-CRRSAA funds are in addition to any other funds, including contract authority, provided in FY 2021.
- C. Obligation Authority:** As a general fund appropriation, HIP-CRRSAA funding is not subject to any obligation limitation that applies to Federal-aid contract authority.

Specifically, the amounts made available shall not be subject to any limitations on obligations for Federal-aid highways or highway safety construction programs set forth in any Act.

- D. Period of Availability for Obligation and Expenditure:** HIP-CRRSAA funds remain available for obligation through September 30, 2024. Any such amounts not obligated on or before September 30, 2024, shall lapse. Once the period for obligation has expired, these funds will only remain available for adjusting and liquidating obligations as authorized in accordance with 31 U.S.C. 1553. Obligated HIP-CRRSAA balances are available for expenses properly charged to the account and incurred until September 30, 2029. After that date, any unexpended balances of obligated HIP-CRRSAA funds shall be cancelled in accordance with 31 U.S.C. 1552 and shall no longer be available for obligation or expenditure.
- E. Federal Share:** The Federal share payable with HIP-CRRSAA funds shall be, at the option of the State, up to 100%. HIP-CRRSAA funds may not be used as the non-Federal match for other Federal programs unless there is specific statutory authority (2 CFR 200.306(b)(5)). HIP-CRRSAA does not provide authority for use of HIP-CRRSAA funds as a non-Federal match for other Federal programs, including Federal-aid programs under title 23, United States Code. In general, financing proposals that result in only minimal amounts of HIP-CRRSAA funds in projects should be avoided unless they are based on sound project management decisions (23 CFR 630.106(g)).
- F. Applicability of Title 23 and Other Statutory Requirements:** Except as otherwise provided, the applicable statutory provisions contained in title 23, U.S.C. are applicable to projects and activities carried out with HIP-CRRSAA funds. Specific requirements that apply to all HIP-CRRSAA apportioned funds include Buy America (23 U.S.C. 313) and the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.).
- G. Fund Administration:** Except as otherwise provided, HIP-CRRSAA funds shall be administered as if apportioned under chapter 1 of title 23, U.S.C. The State, through its Department of Transportation (DOT) in accordance with 23 U.S.C. 302, is the direct recipient of HIP-CRRSAA funds apportioned pursuant to the HIP heading in the CRRSAA and is responsible for administration of these funds. If the State DOT acts as a pass-through entity of Federal assistance, the State DOT maintains the pass-through responsibilities specified in 2 CFR 200.332.
- H. Project Agreement:** Specific Improvement Type Codes are provided for use in the Fiscal Management Information System (FMIS) for the obligation of HIP-CRRSAA funds for Special Authority purposes. See Section III.B. of this guidance.
- I. Disadvantaged Business Enterprises:** Section 1101(b) of Public Law 114-94 (FAST Act), Disadvantaged Business Enterprises, applies to all HIP-CRRSAA apportioned funds.

- J. Deobligations of Other Title 23 Obligated Funds:** Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute. (23 CFR 630.110(a)).
- K. Advance Construction:** HIP-CRRSAA funds are available for Advance Construction (AC) “conversion” (obligation and outlay) (23 U.S.C. 115(b)). For expenses to be recognized and eligible for AC “conversion,” the activity / project must have been authorized prior to incurrence of costs, as per 23 CFR 1.9(a) and general grant administration requirements. AC projects must be included in the Statewide Transportation Improvement Program (STIP) (23 U.S.C. 115(c)), except as otherwise provided.
- L. Real Property Rights:** If HIP-CRRSAA funds are used on a facility, the sale, lease, or other disposition of real property rights in the facility must be in accordance with 23 CFR Part 710. If HIP-CRRSAA funds are used to acquire real property, proceeds from the disposition of any interest in the property shall be used for purposes eligible under title 23, U.S.C.

II. Funding Distribution and Transfers

- A. Apportionment to States:** HIP-CRRSAA funds have been apportioned to the States in the same ratio as the distribution of obligation authority under section 120(a)(5) of the Department of Transportation Appropriations Act, 2021, tit. I, div. L., Pub. L. 116-260.
- B. Suballocation to Urbanized Areas with Population Over 200,000:** HIP-CRRSAA funds are suballocated to urbanized areas with a population over 200,000 as described in 23 U.S.C. 133(d)(1)(A)(i) in the ratio that the funds suballocated to such area in FY 2021 bears to the combined amount of funds apportioned to the State under 23 U.S.C. 104(b)(2) for FY 2020 and FY 2021.
- C. Set-Asides:** The CRRSAA makes no further set-aside or suballocations of these HIP-CRRSAA funds.
- D. Transfers:** For those projects more suitably administered by another Federal agency (including flex funding transfers to the Federal Transit Administration), transfers may be made in accordance with FHWA Order 4551.1, dated August 12, 2013, Fund Transfers to Other Agencies and Among Title 23 Programs (<https://www.fhwa.dot.gov/legsregs/directives/orders/45511.cfm>).
- E. HIP-CRRSAA Program Codes:** The FMIS Program Codes for these HIP-CRRSAA funds are:

Program Code	Program Description	CFDA Number
Z970 (Parent)	Highway Infrastructure - COVID Supplemental - 23 U.S.C. 133(b) activities in any area of the State	20.205
Z971 (Child)	Highway Infrastructure - COVID Special Authority - special eligibilities in any area of the State	20.205
Z972 (Parent)	Highway Infrastructure - COVID Supplemental - 23 U.S.C. 133(b) activities in urbanized areas with a population over 200,000	20.205
Z973 (Child)	Highway Infrastructure - COVID Special Authority - special eligibilities in urbanized areas with a population over 200,000	20.205

III. Eligible Activities and Requirements: HIP-CRRSAA funds may be obligated for activities eligible under 23 U.S.C. 133(b). At the discretion of the State, such funds may also be used for HIP-CRRSAA Special Authority purposes (Section III.B.) or may be transferred to public tolling agencies or a ferry system that provides a public transportation benefit (Section III.C.) as provided in HIP-CRRSAA.

Due to the differing application of certain title 23 provisions and planning requirements, it is not anticipated States will pursue obligation of funds under the HIP-CRRSAA Special Authority purposes on projects that could otherwise be funded under the HIP-CRRSAA 23 U.S.C. 133(b) authority or with Federal-aid apportioned funds. If a State is contemplating such an obligation, this should be discussed with the FHWA Division Office, HISM-10, and HCFB-31, so funds management and sound internal controls can be determined.

A. Activities Eligible Under 23 U.S.C. 133(b): This section applies to HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b).

- 1. FMIS Program Codes:** HIP-CRRSAA funds obligated for activities eligible under 23 U.S.C. 133(b) should be obligated with Program Code Z970 (activities in any area of the State) or Z972 (activities in urbanized areas with a population over 200,000).
- 2. Eligible Activities - 23 U.S.C. 133(b):** Additional information on 23 U.S.C. 133(b) eligible activities is located in Section D.1.b. of the Surface Transportation Block Grant Program (STBG) Implementation Guidance (Revised by the FAST Act) issued March 7, 2016 (<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>).

- 3. Location of Projects:** HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b) are subject to 23 U.S.C. 133(c), which specifies that projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except: (1) for a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location); (2) for a project described in paragraphs (4) through (11) of 23 U.S.C. 133(b); (3) for a project described in 23 U.S.C. 101(a)(29), as in effect on the day before the date of enactment of the FAST Act (December 4, 2015); and (4) as approved by the Secretary. Further, 23 U.S.C. 133(g)(1), allowing a portion of Surface Transportation Block Grant funds to be obligated on roads functionally classified as minor collectors, does not apply to HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b).
- 4. Applicability of Planning Requirements:** HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b) are subject to 23 U.S.C. 133(d)(5), which requires programming and expenditure of funds for projects to be consistent with sections 134 and 135 of title 23, U.S.C. Such HIP-CRRSAA-funded projects must be identified in the Statewide Transportation Improvement Program/Transportation Improvement Program (STIP/TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s), as applicable.
- 5. Treatment of Projects:** As required under HIP-CRRSAA, projects for activities eligible under 23 U.S.C. 133(b) shall be subject to the requirements of 23 U.S.C. 133(i) (shall be treated as projects on a Federal-aid highway under chapter 1 of title 23, U.S.C.). Additional information on Treatment of Projects is provided in section J of the STBG Implementation Guidance (Revised by the FAST Act) issued March 7, 2016 (<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>).
- 6. Increased Costs on Existing Federal-aid Projects:** For an existing project that has increased costs and exceeds the estimate in the current project authorization using other apportioned Federal-aid funding, where a State seeks authorization for a modification to obligate HIP-CRRSAA funds under the authority for activities eligible under 23 U.S.C. 133(b) for changes to the authorized project, HIP-CRRSAA funds may be obligated under such authority provided the modification results in additional costs that are above the already committed State/Federal funds for the project (23 CFR 630.110(a)). The added activity must otherwise meet the HIP-CRRSAA requirements, and Federal funds shall not be paid on account of any cost incurred prior to authorization (23 CFR 1.9(a)).
- 7. Cost Incurred Prior to Obligation:** HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b) shall not participate in costs incurred prior to the date of project agreement, except as provided by 23 CFR 1.9(b). (23 CFR 630.106(b)).
- 8. Documentation:** An obligation is a definite commitment of the Federal government that creates a legal liability for payment based upon a documented

and binding agreement between a Federal agency and an authorized grant recipient or other legal entity (including another Federal agency). This documentation must support that the obligation is for purposes authorized by law. Section 1501 of title 31, U.S.C., defines the documentary evidence requirements for Federal government obligations. Additional discussion, including record retention, is provided in the Project Funds Management Guide for State Grants Update memo issued May 23, 2018 (<https://www.fhwa.dot.gov/cfo/projfundsmgt.cfm>).

- B. Activities Eligible Under Special Authority:** This section applies to HIP-CRRSAA funds obligated under the Special Authority eligibility for costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments and coverage for other revenue losses.
- 1. FMIS Program Codes:** HIP-CRRSAA funds obligated under the HIP-CRRSAA Special Authority eligibility should be obligated with Program Code Z971 (special eligibilities in any area of the State) or Z973 (special eligibilities in urbanized areas with a population over 200,000).
 - 2. Eligible Costs - Special Authority:** The non-traditional cost categories noted above under the HIP-CRRSAA appropriation are statutorily eligible cost objectives authorized by Congress (see 2 CFR 200.1, defining cost objective). Except for States, Tribal governments, Puerto Rico, or territorial governments seeking to use HIP-CRRSAA funds for “coverage for other revenue losses,” or public tolling agencies or a ferry system that provides a public transportation benefit seeking reimbursement for “coverage for other revenue losses of a tolled facility or ferry system” (see Section III.C.), Congress did not require that a State or other non-Federal entity demonstrate (document) a revenue loss to seek reimbursement for the non-traditional cost objectives Congress made eligible under the appropriation. Consistent with 2 CFR 200.405, Special Authority costs statutorily eligible for reimbursement under the HIP-CRRSAA, other than “coverage for other revenue losses,” are eligible for reimbursement whether or not the State or other non-Federal entity experienced a revenue loss. Provided the State or other non-Federal eligible entity incurred a cost for these other identified “Special Authority” cost objective(s) and the State or other non-Federal entity demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s), the cost is an allowable cost under the HIP-CRRSAA appropriation and 2 CFR 200.403 of the Cost Principles (pertaining to factors affecting allowability of costs under a Federal award). These factors include that costs must be necessary, reasonable, and allocable to the performance of the Federal award, except where otherwise authorized by statute (2 CFR 200.403(a)).
 - 3. Location of Projects:** The location requirements specified in 23 U.S.C. 133(c), do not apply to HIP-CRRSAA Special Authority projects.

- 4. Applicability of Planning Requirements:** HIP-CRRSAA Special Authority projects are not required to be included in a metropolitan transportation plan, a long-range statewide transportation plan, a transportation improvement program or a statewide transportation improvement program under sections 134 or 135 of title 23, U.S.C., or chapter 53 of title 49, U.S.C., as applicable. Consistent with this provision, programming and expenditure of HIP-CRRSAA funds for Special Authority purposes are not subject to planning requirements in 23 U.S.C. 134-135 or 23 CFR Part 450 that relate to the development of STIPs and TIPs. When a metropolitan planning organization (MPO) for a transportation management area (TMA) is responsible for selecting projects for HIP-CRRSAA funding in the TMA, the selection is done in consultation with the State and any affected public transportation operator (23 U.S.C. 134(k)(4)(A)). When the State selects National Highway System (NHS) projects for HIP-CRRSAA funding in a TMA, the selection is done in cooperation with the MPO for the TMA (23 U.S.C. 134(k)(4)(B)). When the State selects projects for HIP-CRRSAA funding in any other area of the State, the selection is done in cooperation with the MPO, nonmetropolitan local officials with responsibility for transportation, or Regional Transportation Planning Organization, as applicable (23 U.S.C. 134(j)(5) and 135(g)(6)).
- 5. Treatment of Projects:** The treatment of projects requirements, under 23 U.S.C. 133(i), do not apply to HIP-CRRSAA funds if the funds are used for an activity not eligible under 23 U.S.C. 133(b).
- 6. Construction:** Construction, as defined in 23 U.S.C. 101(a)(4), completed with HIP-CRRSAA funds is subject to: (1) the maintenance requirements in 23 U.S.C. 116(b); (2) the letting of contracts requirements in 23 U.S.C. 112; and (3) the prevailing rate of wage requirements in 23 U.S.C. 113. Preventive maintenance projects funded with HIP-CRRSAA funds are construction projects because: (a) preventive maintenance is made eligible for Federal assistance under 23 U.S.C. 116(e); (b) preventive maintenance is defined to include pavement preservation programs and activities in 23 U.S.C. 116(a); and (c) the title 23 definition of construction includes preservation (23 U.S.C. 101(a)(4)(B)). Additionally, operations projects funded with HIP-CRRSAA funds are construction projects if they meet the definition of construction in 23 U.S.C. 101(a)(4).
- 7. Non-Construction:** Non-construction activities carried out with HIP-CRRSAA funds are not subject to: (1) the maintenance requirements in 23 U.S.C. 116(b), (2) the letting of contracts requirements in 23 U.S.C. 112; or (3) the prevailing rate of wage requirements in 23 U.S.C. 113. Non-construction activities include “non-construction” operations (Section III.B.8.c.), routine maintenance, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments and coverage for other revenue losses.
- 8. Eligible Activities:** Examples of the scopes of projects that may be funded under the HIP-CRRSAA Special Authority include, but are not limited to: preventive maintenance on non-Federal-aid highways, routine maintenance on any public

road, State DOT operations costs (not otherwise Federal-aid reimbursed, such as indirect costs), State DOT personnel costs (not otherwise Federal-aid reimbursed, such as indirect costs), debt service payments for highway surface transportation facilities (not otherwise Federal-aid reimbursed), and transit operating costs for local public agencies. Specific eligible activities are listed below.

- a. Preventive Maintenance:** Preventive Maintenance is discussed in 23 U.S.C. 116(e). Consistent with 23 U.S.C. 116(e), preventive maintenance activities may also be eligible under the HIP-CRRSAA eligibility for activities eligible under 23 U.S.C. 133(b) (discussed in Section III.A.), if the activities meet the requirements discussed in Section III.A. If obligating under the 133(b) authority, as discussed in Section III.A., then obligations should be made using the applicable 23 U.S.C. 133(b) eligibility program codes (Section III.A.1.). HIP-CRRSAA funds obligated for preventive maintenance shall not participate in costs incurred prior to the date of project agreement, except as provided by 23 CFR 1.9(b). (23 CFR 630.106(b)). *Improvement Type Codes: 60-Highway Infrastructure Preventive Maintenance, 47-Bridge Preservation, or 53-Tunnel Preventive Maintenance (as applicable).*
- b. Routine Maintenance:** Routine Maintenance is described in the February 25, 2016 memo, Guidance on Highway Preservation and Maintenance (<https://www.fhwa.dot.gov/preservation/memos/160225.cfm>). Routine maintenance is the responsibility of the State under 23 U.S.C. 116(b), is not included in the 23 U.S.C. 101(a)(4) definition of construction, and is, therefore, not subject to title 23 construction requirements. Routine maintenance is an eligible use of funds under the HIP-CRRSAA Special Authority. However, if the routine maintenance activity is performed by contract, States and subrecipients are required to follow 2 CFR 200.317 and 1201.317, respectively. Routine maintenance may also be performed by State or local forces through normal operations. HIP-CRRSAA Special Authority provides for Federal participation in routine maintenance costs incurred prior to the date of project agreement. *Improvement Type Code: 61-Routine Maintenance.*
- c. Operations:** The HIP-CRRSAA Special Authority provides for direct funding of operations costs. Operations costs may include, but are not limited to, labor costs, administrative costs, costs of utilities, and rent, for the highway surface transportation operations of State DOTs or local governments. Except where otherwise authorized by statute, costs must: 1) be consistent with policies and procedures that apply uniformly to both federally financed and other activities of the non-Federal entity, and 2) be accorded consistent treatment. A cost may not be assigned to a Federal award as a direct cost if any other cost incurred for the same purpose in like circumstances has been allocated to the Federal award as an indirect cost (2 CFR 200.403). Therefore, it is essential that each item of cost incurred for the same purpose be treated consistently in like circumstances, either as a direct or an indirect cost, in order to avoid possible double-charging of Federal awards (2 CFR 200.412).

HIP-CRRSAA Special Authority provides for Federal participation in non-construction operations costs incurred prior to the date of project agreement. HIP-CRRSAA funds obligated for operation projects that meet the definition of construction in 23 U.S.C. 101(a)(4), shall not participate in costs incurred prior to the date of project agreement, except as provided by 23 CFR 1.9(b). (23 CFR 630.106(b)). *Improvement Type Code: 62-Operations. To facilitate proper tracking, personnel costs should be coded under the Personnel Improvement Type Code (Section III.B.8.d.).*

- d. **Personnel:** This item includes salaries of employees (including those employees who have been placed on administrative leave) or contractors. Also consult the direct / indirect discussion under Operations (Section III.B.8.c). HIP-CRRSAA Special Authority provides for Federal participation in personnel costs incurred prior to the date of project agreement. *Improvement Type Code: 27-Administration.*

- e. **Debt Service Payments:** Section 122 of title 23, U.S.C., makes bond-related costs eligible for Federal reimbursement on any Federal-aid project eligible under title 23, U.S.C. The definition of “construction” in 23 U.S.C. 101 also includes a reference to bond-related costs. The HIP-CRRSAA provides that debt service may be reimbursed notwithstanding any other provision of law. Thus, whether or not the projects financed complied with title 23 or are being reimbursed under 23 U.S.C. 122, such debt service is eligible for reimbursement for highway surface transportation projects. Use of HIP-CRRSAA funds for debt service payments for projects other than highway surface transportation projects would be inconsistent with the purpose of the appropriation, which provides funds for “Highway Infrastructure Programs.” See 31 U.S.C. 1301(a). Where a State bond issuance funds both highway surface transportation and non-highway surface transportation projects, HIP-CRRSAA funds may only participate in the debt service costs allocable to the highway surface transportation projects associated with the bond issuance. HIP-CRRSAA Special Authority provides for Federal participation in debt service payment costs incurred prior to the date of project agreement. *Improvement Type Code: 45-Debt Service.*

- f. **Availability Payments:** HIP-CRRSAA funds are available for availability payments under the HIP-CRRSAA Special Authority. For example, to the extent a State is in default on, or needs funds for availability payments related to highway surface transportation, such availability payments are eligible for reimbursement with HIP-CRRSAA funds. HIP-CRRSAA Special Authority provides for Federal participation in availability payment costs incurred prior to the date of project agreement. *Improvement Type Code: 44-Other.*

- g. **Coverage for Other Revenue Losses:** This eligibility is for costs/expenses related to highway surface transportation, beyond those specifically listed above, that cannot be met due to revenue losses. In order to use HIP-CRRSAA funds for “coverage for other revenue losses,” States, Tribal governments, Puerto Rico, or territorial governments need to demonstrate

(document) a revenue loss to seek reimbursement for the “coverage for other revenue losses” non-traditional cost objective (see similar discussion in Section III.C.2). HIP-CRRSAA Special Authority provides for Federal participation in coverage for other revenue loss costs incurred prior to the date of project agreement. Revenue losses do not include reduced collection of Federal taxes and fees, such as Federal motor fuel taxes, not directly available to the non-Federal entity as revenue. *Improvement Type Code: 44-Other.*

9. Routine Police Service and Other General Costs of Government: The cost of routine police service is not eligible for HIP-CRRSAA funding. Selected items of cost are discussed in 2 CFR 200.420 of the Cost Principles, and general costs of government are discussed in 2 CFR 200.444. Unallowable costs include costs of other general types of government services normally provided to the general public, such as fire and police, unless provided for as a direct cost under a program statute or regulation (2 CFR 200.444(a)(5)). Therefore, routine police services are not eligible activities with HIP-CRRSAA funds.

10. Documentation: An obligation is a definite commitment of the Federal government that creates a legal liability for payment based upon a documented and binding agreement between a Federal agency and an authorized grant recipient or other legal entity (including another Federal agency). This documentation must support that the obligation is for purposes authorized by law. Section 1501 of title 31, U.S.C., defines the documentary evidence requirements for Federal government obligations. As discussed in Section III.B.2., above, provided the State incurred a cost for the identified “Special Authority” cost objective(s) and the State demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s), the cost is an allowable cost under the HIP-CRRSAA appropriation and 2 CFR 200.403. Documentation must be adequate to demonstrate that the costs incurred are eligible under the Special Authority eligibility. Additional discussion, including record retention, is provided in the Project Funds Management Guide for State Grants Update memo issued May 23, 2018 (<https://www.fhwa.dot.gov/cfo/projfundsmgt.cfm>).

C. Public Tolling Agencies and Ferry Systems that Provide a Public Transportation Benefit: A State may transfer HIP-CRRSAA funds to:

- State, multi-State, international, or local public tolling agencies that own or operate a tolled facility that is a public road, bridge, or tunnel; or
- a ferry system that provides a public transportation benefit.

Such public tolling agency or ferry system must have been in operation within their State in FY 2020.

Funds transferred in this manner may be used to cover costs related to operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses of a tolled facility or ferry system.

- 1. FMIS Program Codes:** HIP-CRRSAA funds transferred to public tolling agencies or a ferry system that provides a public transportation benefit should be obligated with Program Code Z971 (special eligibilities in any area of the State) or Z973 (special eligibilities in urbanized areas with a population over 200,000).
- 2. Eligible Costs - Tolling Agencies and Ferry Systems:** The non-traditional cost categories noted above under the HIP-CRRSAA appropriation are statutorily eligible cost objectives authorized by Congress (see 2 CFR 200.1, defining cost objective). In order to use HIP-CRRSSAA funds for “coverage for other revenue losses of a tolled facility or ferry system,” a public tolling agency or a ferry system providing a public transportation benefit needs to demonstrate (document) a revenue loss to seek reimbursement for such non-traditional cost objective that Congress made eligible under the appropriation. However, Congress did not require that a public tolling agency or a ferry system providing a public transportation benefit demonstrate (document) a revenue loss to seek reimbursement for the other non-traditional cost objectives Congress made eligible under the appropriation. Consistent with 2 CFR 200.405, those other costs statutorily eligible for reimbursement under the HIP-CRRSAA are eligible for reimbursement whether or not the tolling agency or ferry system experienced a revenue loss. Therefore, provided the tolling agency or ferry system incurred a cost for the identified “Special Authority” cost objective(s), other than revenue losses for a tolled facility or ferry system, and the tolling agency or ferry system demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s), the cost is an allowable cost under the HIP-CRRSAA appropriation and 2 CFR 200.403. Consistent with the HIP-CRRSAA provision, transfers of HIP-CRRSAA funding are limited to: (1) public tolling agencies, or (2) a ferry system that provides a public transportation benefit, for the eligible cost objectives as described in Section III.B.8., items: c. Operations, d. Personnel, e. Debt Service Payments, f. Availability Payments, and g. Coverage for Other Revenue Losses. The specified Improvement Type Codes provided in Section III.B.8. should be used in FMIS for the obligation of HIP-CRRSAA funds to be transferred to a tolling agency or ferry system.
- 3. Applicability of Certain Title 23 Requirements:** The applicability of certain title 23 requirements, is provided in Section III.B. items: 3. Location of Projects, 4. Applicability of Planning Requirements, 5. Treatment of Projects, 6. Construction, 7. Non-Construction, 9. Routine Police Service and Other General Costs of Government, and 10. Documentation. Tolling agencies and ferry systems not currently subject to title 23, U.S.C., requirements should discuss the impacts of accepting HIP-CRRSAA funds with their State and FHWA Division Office, HISM-10, HCFB-31, and HOTM-1.
- 4. Limitation on the Use of Revenues:** The limitations on the use of revenues in subsections (a)(3) and (c)(4) of 23 U.S.C. 129 shall not apply with respect to HIP-CRRSAA funds transferred for a tolled facility or ferry system, even if such tolled facility or ferry system is already subject to such provisions due to the use of prior Federal-aid highway funds. However, because the exception in the HIP-

CRRSAA heading is “for funds made available under this heading in this Act,” use of HIP-CRRSAA funds on a tolled facility or ferry system does not remove current limitations on the use of revenues under 23 U.S.C. 129(a)(3) and (c)(4) associated with prior use of Federal-aid highway funds.

- 5. Recommended Method to Carry Out Projects:** The recommended method to carry out projects with the public tolling agency or ferry system is through a subrecipient / subaward type grant agreement between the entity and the State.

Except for the statutes and regulations cited herein, the contents of this guidance do not have the force and effect of law and are not meant to bind the States or the public in any way. This guidance is intended only to provide information and clarity regarding existing requirements under the law or Federal agency policies.

Item Number 6A

Business Items & Presentations MPOAC Freight Project Priorities List

DISCUSSION:

The MPOAC Freight Committee identifies high priority freight projects on an annual basis to provide MPOs from across the state with an opportunity to collectively promote and endorse these projects for funding under the National Highway Freight program and other federal and state sources. The Freight Committee worked with the 27 Florida MPOs to develop the statewide MPOAC freight project priority list which will be shared with FDOT for consideration during the upcoming 5-Year Work Program development cycle. All projects have been screened by the Freight Committee to insure that the projects support the agreed upon intent of the program. Each project listed in the document has the same priority.

REQUESTED ACTIONS:

Motion to approve the list of 2021 MPOAC Freight Priority Projects to be transmitted to Florida DOT.

ATTACHMENT:

Draft 2021 MPOAC Freight Project Priority List.



Florida MPO Advisory Council
Freight Subcommittee
Freight Priorities Program Interim List

Project Name	FM Number	FDOT District Freight Coordinator	FDOT District	DFC Priority Project	MPO Name	Other MPOs Involved	County	Facility Name	Extent (From)	Extent (To)
Road Widening from Cook Brown Rd to CR 74	N/A	Keith Robbins	1	Yes	Charlotte County – Punta Gorda MPO	No	Charlotte	SR 31	Cook Brown Rd	CR 74
Copley Ave to CR 74 (Bermont Rd)	N/A	Keith Robbins	1	Yes	Charlotte County – Punta Gorda MPO	No	Charlotte	US 17	Copley Ave	CR 74
SR 29 from CR 846 to N of new Market Road N	4175405	Keith Robbins	1	Yes	Collier MPO	No	Collier	SR 29 (Immokalee Bypass)	CR 846 (Immokalee Rd)	New Market Rd
SR29 from N of New Market Rd to SR 82 N	4175406	Keith Robbins	1	Yes	Collier MPO	No	Collier	SR 29 (Immokalee Rd)	New Market Road North	SR 82
SR 70 FROM JEFFERSON AVE TO CR 29	4145061	Keith Robbins	1	Yes	Heartland Regional TPO	No	Highlands	SR 70	Jefferson Ave	CR 29

US 98 from US 27 to East of Airport Road	4145111; 4145112	Keith Robbins	1	Yes	Heartland Regional TPO	No	Highlands	US 98	4.6 miles from US 27	East of Airport Road (now Haywood Taylor Boulevard) in Highlands County
SR 710 FROM US 441 TO MARTIN CO/L add lanes to SR 710, including new road from SR 70 to US 441	4193443; 4193444; 4193445	Keith Robbins	1	Yes	Heartland Regional TPO	No	Okeechobee	SR 710	US 441	Martin County Line
Metro Pkwy Widening from Daniels Pkwy to Winkler Avenue	4313341	Keith Robbins	1	No	Lee County MPO	No	Lee	SR 739 (Metro Parkway)	Daniels Pkwy (CR 876)	Winkler Avenue
SR 31 from SR 80 to SR 78	N/A	Keith Robbins	1	Yes	Lee County MPO	Charlotte County-Punta Gorda MPO	Lee	SR 31	SR 80	SR 78
SR 78 widening from SR 31 to I 75 and SR 78 interchange improvements	N/A	Keith Robbins	1	No	Lee County MPO	No	Lee	SR 78	SR 31	I 75
I-4 (SR 400) at SR 33 Interchange Modification	4301853; 4301855	Keith Robbins	1	Yes	Polk TPO	No	Polk	I-4 (SR 400) at SR 33	SR 33	SR 33
I-295 @ SR115 (Lem Turner) Add lanes & reconstruct	4475291	Justin Ryan	2	Yes	North Florida TPO	No	Duval	I-295 (SR9A)	E. of SR115 (Lem Turner)	W. of SR115 (Lem Turner)

SR 75 (US 231) from SR 30A (US 98) to SR 368 (23rd St)	2179107	Holly Cohen	3	Yes	Bay County TPO	No	Bay	SR 75 (US 231)	SR 30A	SR 368 (23rd St.)
SR 75 (US 231) from SR 368 (23rd St) to South of Pipeline Rd.	2179108	Holly Cohen	3	Yes	Bay County TPO	No	Bay	SR 75 (US 231)	SR 368 (23rd St.)	South of Pipeline Rd.
Widening SR 20 from Washington County Line to SR 75 (US 231)	2206356	Holly Cohen	3	Yes	Bay County TPO	No	Bay	SR 20	Washington County Line	US 231
Advanced Traffic Management System (ATMS)	4280585	Holly Cohen	3	Yes	Florida-Alabama TPO	No	Escambia; Santa Rosa	Advanced Traffic Management System (ATMS)	N/A	N/A
I-10 at Beulah Road Interchange Improvement	4331131	Holly Cohen	3	Yes	Florida-Alabama TPO	No	Escambia	SR 8 (I-10)	I-10 and Beulah Rd	I-10 and Beulah Rd
SR 8 (I-10) EB Weigh Station to W of SR 95 (US 29)	4379052; 4379053	Rickey Fitzgerald	3	Yes	Florida-Alabama TPO	No	Escambia	SR 8 (I-10)	SR 8 (I-10) EB Weigh Station	W of SR 95 (US 29)
SR 85 Widening from SR 123 to I-10	2201714; 2201715; 2201716	Holly Cohen	3	Yes	Okaloosa-Walton TPO	No	Okaloosa	SR 85	SR 123	I 10
State Road 20 Widening	2206358	Holly Cohen	3	Yes	Okaloosa-Walton TPO	No	Okaloosa	SR 20	W of Freeport City Hall	Black Creek Blvd

SR-9/I-95 FROM S. OF SR-858/HALLANDALE BCH BLVD TO N. OF HOLLYWOOD BLVD	4369031	Autumn Young	4	Yes	Broward MPO	No	Broward	SR9/I-95	S of Hallandale Beach Blvd	N of Hollywood Blvd
SR-5/US-1 @ SR-838/SUNRISE BOULEVARD	4419551	Autumn Young	4	Unknown	Broward MPO	No	Broward	SR-5/US-1@ SR-838	E of SR-838	N of SR-5/US-1
I-95 Interchange at Oslo Road	4130482	Autumn Young	4	N/A	Indian River County MPO	No	Indian River	SR9/I-95		
SR-5/US-1 AT AVIATION BOULEVARD (FEC Grade Separation PDE)	4416931	Autumn Young	4	N/A	Indian River County MPO	No	Indian River	SR-5/US-1 @ Aviation Blvd / FEC Railway	Aviation Blvd	Aviation Blvd
Grade Separation of SR-714/Monterey Road at FEC Railroad Crossing	4416362	Autumn Young	4	Yes	Martin MPO	No	Martin	SR-714/Monterey Road		
Atlantic Ave from Lyons Rd to Jog Rd	4405751; 4452911	Autumn Young	4	No	Palm Beach TPA	No	Palm Beach	SR-806 / Atlantic Ave	Lyons Rd	Jog Rd
West of SR-7/US-441 to East of Lyons Road	2296584	Autumn Young	4	No	Palm Beach TPA	No	Palm Beach	SR-806 / Atlantic Ave	SR 7/US-441	Lyons Rd

Midway Road Multimodal/Freight Improvements and Florida's Turnpike Connection (M-FITT)	2314403; 2314404; 2314405	Autumn Young	4	N/A	St Lucie TPO	No	St. Lucie	Midway Road	Glades Cut Off Road	Selvtiz Road
US 17/92 / SR 600 / John Young Parkway: Widen to 6 Lanes with a Flyover	4184033	Sarah Van Gundy	5	Yes	MetroPlan Orlando	No	Osceola	US 17/92 / SR 600 / John Young Parkway	Pleasant Hill Road	Portage Street
I-4 Truck Parking Capacity Project	4464451	Sarah Van Gundy	5	Yes	MetroPlan Orlando	No	Orange; Osceola; Seminole	I-4 Truck Parking	Osceola / Polk County Line	Seminole / Volusia County Line
SR 528 from east of SR 3 to Port Canaveral Interchange	4074024	Sarah Van Gundy	5	Yes	Space Coast TPO	No	Brevard	SR 528	East of SR3	
ST JOHNS HERITAGE PKWY/ELLIS RD FROM JOHN RHODES BLVD TO W OF WICKHAM	4269054; 4269052	Sarah Van Gundy	5	Yes	Space Coast TPO	No	Brevard	St. Johns Heritage Pkwy/Ellis Rd	West of John Rhodes Blvd	West of Wickham Rd
SR 524 FROM FRIDAY ROAD TO INDUSTRY ROAD	4379831	Sarah Van Gundy	5	Yes	Space Coast TPO	No	Brevard	SR 524	Friday Rd (South)	Industry Rd

SR 25/SR 826 Interchange	4365651	Carlos Castro	6	Yes	Miami-Dade TPO	No	Miami-Dade	SR 25/SR 826 Interchange	SR 25: Interchange with SR 826 SR 826: Interchange with SR 25	SR 25: Interchange with SR 826 SR 826: Interchange with SR 25
US 41 at CSX Grade Separation	440749-1-52-01	Brian Hunter	7	Yes	Hillsborough MPO	No	Hillsborough	US 41/SR 45/South 50th Street @ CSX Grade Separation S of Causeway	Austin Street	21st Ave
Downtown Interchange Operational Improvements SECTION 6	4450571; 4450561; 4450562	Brian Hunter	7	Yes	Hillsborough MPO	No	Hillsborough	I-275/I-4 Downtown Interchange	I-275/SR 93 off ramp to I-4 from N of Floribaska to W of 21 Street I-4/SR 400 WB to I-275/SR 93 NB from W of 14th Street to	I-275/SR 93 off ramp to I-4 from N of Floribraska to W of 21 Street I-4/SR 400 WB to I-275/SR 93 NB from W of 14th Street to Floribraska Ave

										Florib ska Ave	I-275/SR 93 SB/I- 4/SR 400 WB from N of Morgan St to W of N 12th St
										I-275/SR 93 SB/I- 4/SR 400 WB from N of Morgan St to W of N 12th St	

Item Number 6B

Business Items & Presentations MPOAC Executive Director

DISCUSSION:

In February 2021, the MPOAC Executive Director announced his resignation, effective March 5, 2021. The MPOAC has limited experience filling the position of Executive Director (there have only been 2 Executive Directors in the history of the organization) and requires time to consider how to approach filling the position. At the request of the MPOAC Executive Committee, Mr. Jeff Kramer with the Center for Urban Transportation Research (CUTR) at the University of South Florida (USF) has agreed to act as the Interim MPOAC Executive Director, providing the MPOAC with time to develop and execute a plan for filling the position of MPOAC Executive Director. The MPOAC Executive Committee is in a position to develop such a plan and to begin taking steps in executing the plan (preparing a job description, soliciting resumes, conducting an initial screening of candidate resumes, conducting initial interviews, recommending a candidate to the Governing Board, etc.), subject to approval by the MPOAC Governing Board.

REQUESTED ACTIONS:

Motion to delegate authority to the MPOAC Executive Committee to develop a plan for filling the position of MPOAC Executive Director and for taking steps to execute that plan.

ATTACHMENTS:

None.

Item Number 6C

Business Items & Presentations Presentation by National Association of Regional Councils

DISCUSSION:

NARC serves as the national voice for regions by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues, including in the area of transportation. Hundreds of MPOs across the country are NARC members, including all twenty-seven Florida MPOs. Erich Zimmermann is the Deputy Director of NARC and also the Director of Transportation Programs where he oversees NARC's efforts on behalf of MPOs. Mr. Zimmermann will discuss NARC services for its MPO members and provide an overview on current federal legislative and administrative issues, including the status of efforts to reauthorize the federal transportation law (FAST Act). He will also summarize national and state level efforts to identify a sustainable replacement for the motor fuels tax. This is in response to direction from the MPOAC Governing Board at their January 2021 meeting to work with transportation partners to hold a discussion on alternative transportation revenue mechanisms as part of a future MPOAC meeting agenda item.

REQUESTED ACTIONS:

None. For review and discussion.

ATTACHMENTS:

NARC Annual Conference notice.
Draft NARC presentation (subject to change).



NARC

Building Regional Communities



55th Annual Conference & Exhibition | June 14-17, 2021 | Conference Will be Held Virtually

THE NEXT NORMAL:

Response, Recovery, Resilience

Co-hosted by the



Atlanta Regional Commission

Florida MPO Advisory Council Governing Board and Staff Directors

April 29, 2021

Erich Zimmermann
Deputy Director/Transportation Director, NARC



@NARCRegions #RegionsLead

The swirl:

COVID

New administration

Flip in Senate control



National Debt

Reconciliation

FAST Act Expiration

“Rock Star” DOT Secretary

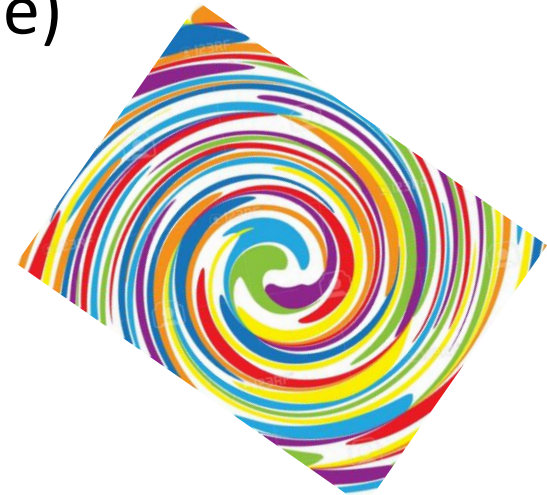
Transportation Funding/HTF

Earmarks



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1. Overarching Biden administration principles
2. COVID Response Bill – DONE
3. COVID Recovery Bill – medium term?
4. FAST Act Reauthorization – medium term?
longer term? never? (kidding, I hope)



Four Overarching Principles

1. COVID
2. Economy
3. Equity
4. Climate



COVID Response Package

- Short-term (goal is to have signed by March 14) – **did it!**
- Reconciliation legislation – **yep**
 - Advantage: simple majority to pass – **see filibuster, U.S. Senate**
 - Disadvantage: narrow, complicated – **still holds**
- Reconciliation provisions *must* alter “current revenue, direct spending, or debt limit laws” or be subject to challenge (Byrd Rule) – **reason the minimum wage provisions were stripped**



COVID Recovery Package

- Medium-term? (late summer?)
- Most likely path: reconciliation legislation? split bill?
- Blurred line between infra pkg and reauthorization
- Reconciliation process makes it tricky to know what the bill will contain
 - Cannot create new policy
 - Must have a budgetary impact (CBO score)
 - Means no reauthorization, no gas tax increase



COVID Recovery Package

- Pres. Biden introduced administration outline on Wed.
 - American Jobs Plan
 - [NARC Overview](#)
 - \$2.3T, 8 year spend out, 1% per year of GDP
 - Expansive view of “infrastructure”
 - Roads, bridges, transit, rail
 - Ports, inland waterways, land ports
 - EVs/charging system/school buses
 - Schools/colleges/childcare facilities
 - Resilience
 - Workforce
 - Affordable housing



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COVID Recovery: American Jobs Plan

- Transportation: \$571B
- Drinking water and wastewater: \$111B
- Broadband: \$100B
- Electric grid: \$100B
- Resilience: \$50B
- Affordable housing: \$213B
- Schools/colleges/daycare facilities: \$137B
- VA hospitals/federal buildings: \$28B
- R&D: \$180B
- Manufacturing: \$300B
- Workforce: \$100B



COVID Recovery: American Jobs Plan

- Transportation: \$571B + \$50B for resilience
 - Modernize 20,000 miles of highways, roads, and main-streets.
 - Fix the ten most economically significant bridges in the country in need of reconstruction.
 - Repair the worst 10,000 smaller bridges.
 - Replace thousands of buses and rail cars, repair hundreds of stations, renew airports, and expand transit and rail into new communities.



COVID Recovery: American Jobs Plan

- Transportation: \$571B
 - \$115B: Bridges, highways, roads and main streets
 - In addition to FAST Act
 - \$85B: Transit
 - Expansion projects
 - \$80B: Amtrak/Passenger Rail
 - Repair backlog/NEC
 - \$25-\$44B: Large Projects
 - Dedicated fund to support ambitious but complex projects that have widespread benefits
 - PAB increase?
 - \$20B: Safety for all users



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COVID Recovery: American Jobs Plan

- Transportation: \$571B
 - \$160B: Electric Vehicles (direct spending)
 - For manufacturers, consumers, and state and local governments; 50,000 chargers;
 - Including \$25B for electric school buses
 - Plus \$14B in tax incentives
 - \$20-\$25B: Equity and Access
 - Reconnect neighborhoods, ensure new projects increase opportunity, equity, justice
 - \$25B: Airports
 - \$17B: Inland waterways, ports, ferries
 - Healthy Ports program



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COVID Recovery: American Jobs Plan

- Pay for
 - 15 years of corporate tax increases
- Unknowns
 - Local match
 - Timing
- Things to consider
 - This is a proposal, a first draft
 - What is the Congressional appetite for another reconciliation, multi-trillion-dollar bill?
 - This is NOT reauthorization



FAST Act Reauthorization

- Longer-term?
- Most likely path: Regular order
- Deadline: FAST Act expires September 30, 2021
- Both chambers have indicated a fast process
 - That doesn't guarantee a fast outcome
- House bill: likely to stay largely the same
 - DeFazio reinstating earmarks
- Senate bill: will now be written by the Democrats, but wholesale changes are unlikely



FAST Act Reauthorization

- Our priorities
 - Largely same as last session
 - More \$\$\$ to locals through their MPOs
 - Primary focus on STBGP and PL
- Local Officials in Transportation (LOT) Coalition: 100% STBGP suballocation
- Brownley, CA (HR 510) increases STBGP to 65% (House bill goes to 60%, current law is 55%)
- Tell Congress how you would use these funds; especially important in Senate



FAST Act Reauthorization: Earmarks

- Earmarks are back, baby! (probably)
- Agreement between the Dem Approps leaders
- Reauthorization also
- To be eligible for earmarked funding:
 - **Must be on TIP/STIP**
 - ID Sources of funding for the full cost of project
 - Letter(s) of support
 - Public comment process; **project phase**; NEPA category of action; status of environmental review
 - Previous federal funding, if any
 - Certification of no financial interest
- \$15-20M per member, on top of current funding
- House Republicans are in
 - Senate?



Thank you!

Erich Zimmermann

erich@narc.org

202-618-5697



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Item Number 6D

Business Items & Presentations MPOAC Transportation Revenue Study

DISCUSSION:

Mr. Jeff Kramer, MPOAC/CUTR, will provide an overview of the MPOAC Transportation Revenue Study published by the MPOAC in 2012. Recognizing that current funding sources were declining and unsustainable over the long term, the MPOAC funded a 2-year study with the goal of developing recommendations to deal with the future transportation funding needs of Florida's metropolitan areas and state. The MPOAC developed a set of 14 transportation revenue options that were both sustainable and innovative, including draft legislative language for 6 of the options. The study effort was guided by an advisory committee made up of diverse transportation interests representing business organizations, local governments, environmental groups, and freight shippers.

Since 2012, the MPOAC has advocated for implementation of strategies to expand transportation revenue sources and stabilize transportation funding levels that are directly based on the revenue options identified in the MPOAC Transportation Revenue Study. This presentation is in response to direction from the MPOAC Governing Board at their January 2021 meeting to work with transportation partners to hold a discussion on alternative transportation revenue mechanisms as part of a future MPOAC meeting agenda item.

REQUESTED ACTIONS:

None. For review and discussion.

ATTACHMENTS:

MPOAC Transportation Revenue Study brochure.



2013

Funding Florida's Future Transportation System:

MPOAC Transportation Revenue Study

605 Suwannee Street • MS 28B • Tallahassee, FL 32399-0450
(850) 414-4037 • (850) 414-4895 fax
www.mpoac.org



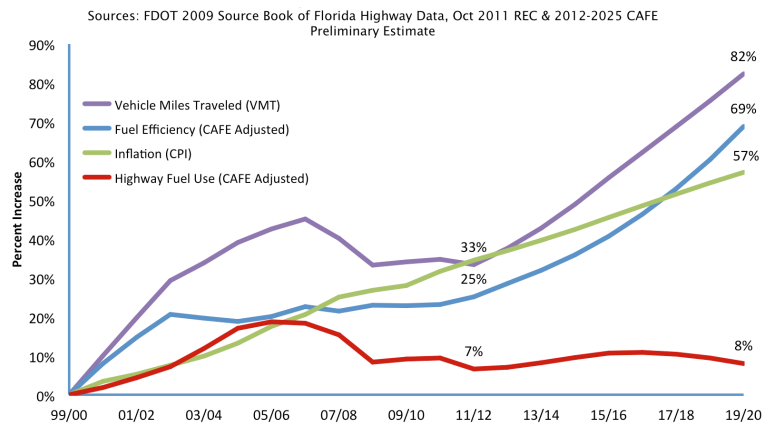
THE ISSUE: The Gas Tax is a Declining Source of Funding for Meeting our Transportation Needs

- Good transportation systems are closely linked with economic health. When transportation systems are efficient, they provide accessibility to markets, employment and additional investments. When they are deficient, they can have economic costs, such as reduced or missed opportunities.
- Most of the money to pay for transportation projects in Florida comes from the gas tax. But the gas tax is a declining and unsustainable source of transportation funding and we are falling behind in meeting our transportation needs.
- In 2008, the MPOAC estimated that the shortfall between the cost of needed transportation projects and reasonably expected revenues in Florida's metropolitan areas to be more than \$74 billion, more than doubling the estimated statewide shortfall in under a decade.

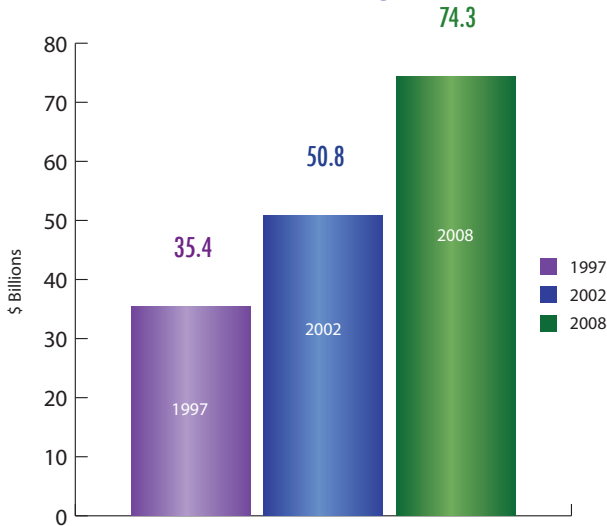
- In fact, our transportation needs are continuing to grow in absolute terms as vehicle miles of travel (VMT) on our roads is expected to grow substantially between now and the year 2020. Meanwhile, vehicles continue to get better gas mileage with the fleet becoming 69% more efficient by the year 2020 as compared to 2000 due to new Corporate Average Fuel Efficiency standards. These factors, combined with inflation eroding other transportation revenue sources, will result in a flattening of fuel use and a stagnation in transportation purchasing power.

State Transportation Trust Fund Purchasing Power

Variables Affecting Fuel Consumption and Transportation Revenues



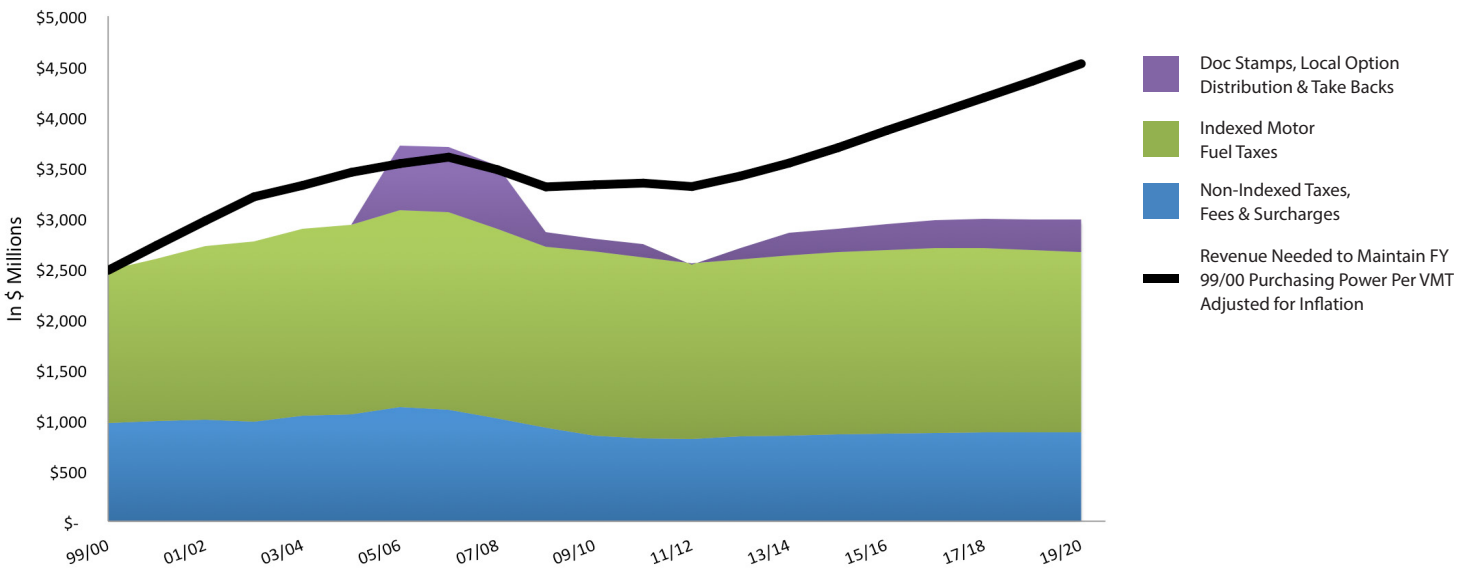
Florida Metro Area Funding Shortfall Estimates



State Transportation Revenues

\$12.1 Billion in Lost Purchasing Power

In Current \$ - Adjusted for Growth in Vehicle Miles Traveled



The bottom line is Florida needs a sustainable transportation funding source for the future.

THE GOAL

The Florida MPO Advisory Council (MPOAC), in cooperation with the Center for Urban Transportation Research (CUTR) at the University of South Florida, completed a 2 year study on the level of funding for transportation investments in Florida. Recognizing that current funding sources are declining and unsustainable over the long term, the MPOAC developed recommendations to deal with the future transportation funding needs of our metropolitan areas and state.

The transportation revenue study was guided by an advisory committee made up of diverse transportation interests representing business organizations, local governments, environmental groups and freight shippers. The MPOAC set a goal of ensuring that the purchasing power of today's transportation dollar is equivalent to what it could purchase in the year 2000.

THE RECOMMENDATION: Identifying Strategies to Meet our Transportation Needs

The MPOAC developed a set of options that are sustainable, innovative and that deal with the on-going transportation funding needs of our state.

Top six options that were considered most feasible...

	Revenue Option	8 year Total (\$millions)	Annual Average (\$millions)
1	1 Cent Municipal Optional Sales Tax - <i>Local</i>	6,637	830
2	Index All Fuel Taxes not Currently Indexed - <i>Local</i>	918	115
3	Return Motor Vehicle License, Initial Vehicle Registration and Titling Fee Increases to the State Transportation Trust Fund - <i>State</i>	3,301	413
4	2 Cent Fuel Tax Increase per Year for 5 Years (10 cents) Indexed - <i>State</i>	6,424	803
5	5 Cent Diesel Tax - <i>Local</i>	576	72
6	Mileage Based User Fee Study	-	-

INTERIM RECOMMENDATIONS: Filling the Revenue Gap

The MPOAC identified 5 solutions the legislature could enact to raise \$12.1 billion and restore the purchasing power of our transportation dollar to what it could purchase in 2000

- Expand charter county surtax to allow all counties in MPO areas (adds 12 counties) and municipalities over 150,000 in population to go to local referendum for up to a 1% sales tax
- Index local option fuel taxes in a manner similar to how state fuel taxes are indexed
- Return tag and title fee increase to STTF that were enacted by the State in 2009
- Increase the state gas tax by 2 cents per year for the next 5 years
- Increase diesel fuel tax by 5 cents with proceeds directed to commercial freight and trucking related projects

LONG TERM RECOMMENDATION: Making the Revenue Source Sustainable

Develop a plan to implement a Mileage Based User Fee in Florida that does not rely on GPS technology as a tracking device.

THE MPOAC

The Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida's 26 MPOs, and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process.

MPOAC Transportation Revenue Study Options

Top Options

	Revenue Option	8 year Total (\$millions)	Annual Average (\$millions)
1	1 Cent Municipal Optional Sales Tax - <i>Local</i>	6,637	830
2	Index All Fuel Taxes not Currently Indexed - <i>Local</i>	918	115
3	Return Motor Vehicle License, Initial Vehicle Registration and Titling Fee Increases to the State Transportation Trust Fund - <i>State</i>	3,301	413
4	2 Cent Fuel Tax Increase per Year for 5 Years (10 cents) Indexed - <i>State</i>	6,424	803
5	5 Cent Diesel Tax - <i>Local</i>	576	72
6	Mileage Based User Fee Study	-	-
7	State Sales Tax @ 6% in Lieu of Fuel Taxes, with a floor - <i>State</i>	1,087	136
8	Create an Independent Toll Rate Setting Commission - <i>State</i>	-	-
9	Regional Trans Financing Authority @ \$100 million per year	3,200	400
10	Sales Tax on Motor Vehicle Parts & Services	5,331	666
11	Redirect Sales Tax on Battery Electric Vehicles to State Transportation Trust Fund	73	9
12	County \$10 Registration Fee - <i>Local</i>	1,242	155
13	Alternative Fuel Decal Expansion - <i>State</i>	204	26
14	\$100 million in New Toll Projects	2,450	306

For more information, please go to <http://www.mpoac.org/revenuestudy/>

Item Number 6E

Business Items & Presentations Highway Safety Improvement Program Implementation Plan

DISCUSSION:

In 2020, FHWA determined that Florida did not meet or make significant progress towards achieving its safety performance targets of zero serious injuries and fatalities. FDOT was therefore required to develop and follow a Highway Safety Improvement Program (HSIP) Implementation Plan that describes the actions the State would take to meet or make significant progress toward meeting its subsequent target. The FHWA has notified MPOs of the expectations for MPO Transportation Improvement Programs (TIPs) specific to safety targets. For this year, MPOs are required to reference the HSIP Implementation Plan in their TIPs. For next year, MPOs are required to connect projects funded by HSIP to projects in their TIPs. Brenda Young, FDOT Safety Office, FDOT State Safety Engineer will share details on the HSIP, how projects are selected for funding, and resources available to support a data-driven approach to foster our partnership toward Florida's target of zero serious injuries and fatalities.

REQUESTED ACTIONS:

None. For review and discussion.

ATTACHMENTS:

2020 Highway Safety Improvement Program Implementation Plan.



HIGHWAY SAFETY IMPROVEMENT PROGRAM

IMPLEMENTATION PLAN



AUGUST 2020



HSIP Implementation Plan Guidance

Date Issued

October 13, 2017
FHWA Office of Safety

Background

The Highway Safety Improvement Program (HSIP) is a core Federal-aid highway program, the purpose of which is to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP is a federally-funded, State-administered program under 23 U.S.C. 148, 23 U.S.C. 150, and 23 U.S.C. 130 and regulated by 23 CFR Parts 924 and 490. Under 23 CFR Part 490, each State is required to establish annual safety performance targets for five measures: 1) number of fatalities, 2) number of serious injuries, 3) fatality rate (per hundred million vehicle miles traveled (HMVMT)), 4) serious injury rate (per HMVMT), and 5) number of non-motorized fatalities and serious injuries.

If the State does not meet or make significant progress towards meeting its annual safety performance targets, the State must comply with the provisions set forth in 23 U.S.C. 148(i) for the subsequent fiscal year. The State must: 1) use obligation authority equal to the HSIP apportionment for the year prior to the year for which the targets were not met or significant progress was not made, only for HSIP projects; and 2) submit an annual HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its subsequent targets. Under 23 U.S.C. 148(i), the HSIP Implementation Plan must:

- Identify roadway features that constitute a hazard to road users;
- Identify highway safety improvement projects on the basis of crash experience, crash potential, or other data-supported means;
- Describe how HSIP funds will be allocated, including projects, activities, and strategies to be implemented;
- Describe how the proposed projects, activities, and strategies funded under the State HSIP will allow the State to make progress toward achieving the safety performance targets; and
- Describe the actions the State will undertake to achieve the performance targets.

While the HSIP Implementation Plan has specific requirements as listed above, the State also must meet all HSIP planning requirements [23 U.S.C. 148(c)(2)(B) & (E) and 23 CFR Part 924.9] and consider those requirements as part of its HSIP Implementation Plan development efforts.

Purpose

The purpose of this guidance is to clarify the requirements of 23 U.S.C. 148(i). Specifically, this guidance addresses the requirements for the HSIP Implementation Plan. The guidance also addresses the requirements for the HSIP Implementation Plan. The guidance also addresses the requirements for the HSIP Implementation Plan.

The HSIP Implementation Plan demonstrates Florida's progress toward meeting its annual safety performance targets as required by the Federal Highway Administration (FHWA) under 23 U.S.C. 148(i). The HSIP Implementation Plan will help the state continue to focus limited resources on reducing the number of fatalities and serious injuries on the transportation system with the understanding that no death is acceptable on Florida's transportation system.

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Florida's Focus on Getting to Zero

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted its own version, "Driving Down Fatalities," in 2012. The Florida Department of Transportation (FDOT) and its traffic safety partners are committed to eliminating fatalities and serious injuries with the understanding that the death of any person is unacceptable, and therefore, zero deaths is the state's safety performance target. This target is consistent throughout Florida's Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), and Highway Safety Plan (HSP). Florida's toward zero deaths vision is documented as the statewide performance measure in the Florida HSIP annual report. Starting in the 2017 HSIP annual report, FDOT established statewide 2018 safety targets, which set the target at "0" for each safety performance measure to reflect the department's vision of zero deaths. This target was reaffirmed in 2019 and in 2020 continues to reflect Florida's commitment to zero fatalities and serious injuries.

Florida is federally required to track and report performance on five safety factors, including:

- ▼ Number of fatalities;
- ▼ Rate of fatalities;
- ▼ Number of serious injuries;
- ▼ Rate of serious injuries; and
- ▼ Number of non-motorized fatalities and number of non-motorized serious injuries.

Between 2015 and 2018, FDOT worked with Florida's 27 metropolitan planning organizations (MPO) to establish both the state and MPO safety targets. For the first time, FDOT had a conversation specifically with the MPOs about safety targets, and as a result, 21 of Florida's 27 MPOs support the zero performance target. The projects in the HSIP and the Statewide Transportation Improvement Program (STIP) reflect the collaboration between the MPOs, FDOT Districts, and FDOT Central Office in recognizing those targets and jointly implementing strategies to achieve them.

On April, 24, 2020, Florida received a letter from the Federal Highway Administration (FHWA) evaluating the progress made toward achieving safety targets. FHWA determined that Florida did not meet or make significant progress toward meeting its targets of zero for each of the five federal performance measures.

The State of Traffic Safety

Achieving zero fatalities will take:



Commitment



Energy



Focus

FDOT and its safety partners recognize achieving zero fatalities and serious injuries will not be easy. That is why FDOT assembled 260 safety stakeholders from across the state in Jacksonville on May 6 and 7, 2019 to determine who else needed to be involved in the drive to zero and what more could be done individually and collectively to reduce fatalities and serious injuries. During this Florida Vision Zero Workshop, participants discussed trends on fatalities and serious injuries and other trends that impact traffic safety. The many external factors that can impact traffic related fatalities and serious injuries were noted, including those in the figure below:

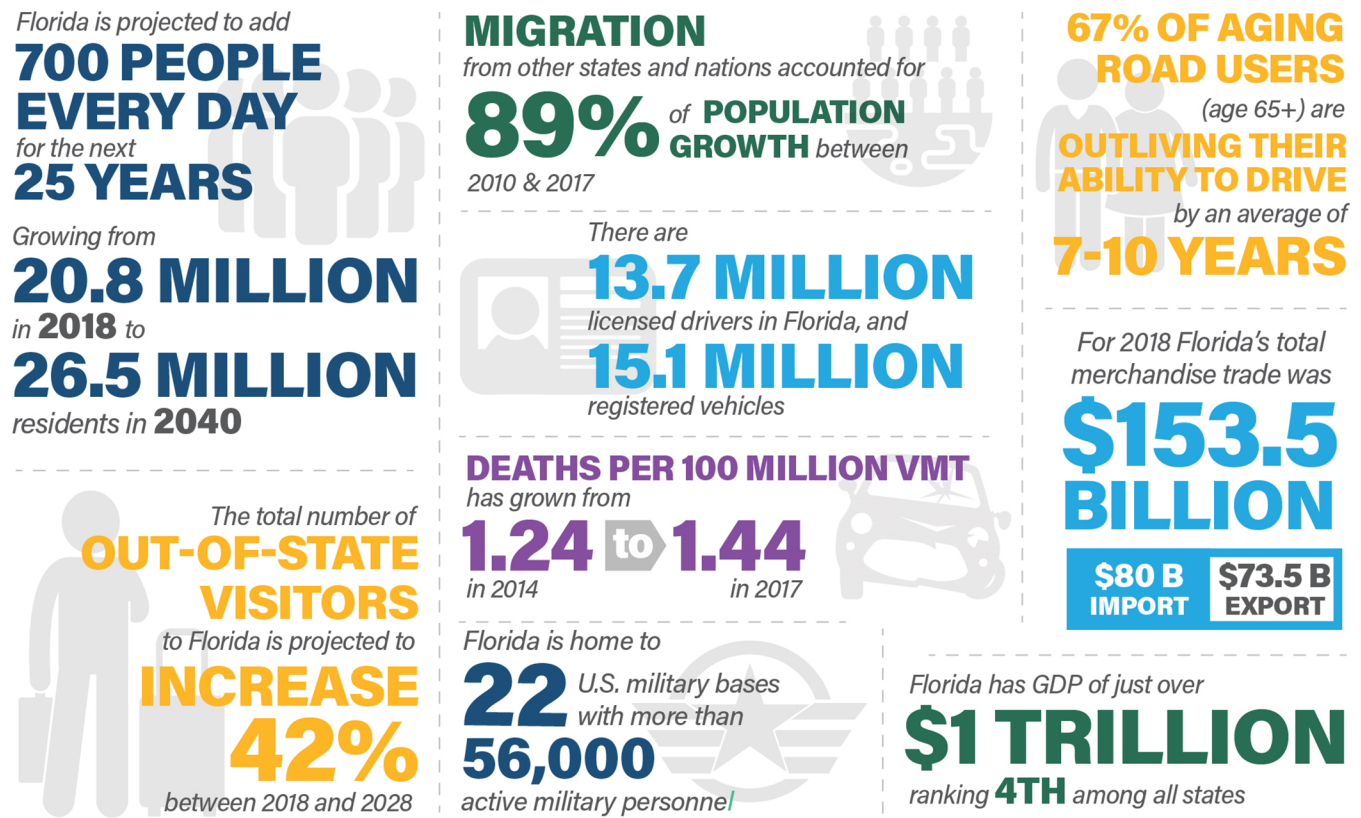


Figure 1: Selected External Factors Influencing Fatalities and Serious Injuries

Despite the impacts of external factors, Florida's fatalities remain flat while serious injuries have begun to slowly decline. Over the previous two years, traffic related fatalities decreased from 3,176 in 2016 to 3,116 in 2017. In 2018, fatalities increased slightly to 3,135 but did not reach the 2016 peak. Preliminary data for 2019 suggest total fatalities have increased again, reaching 3,218 (Figure 2).

ROADWAY FATALITIES

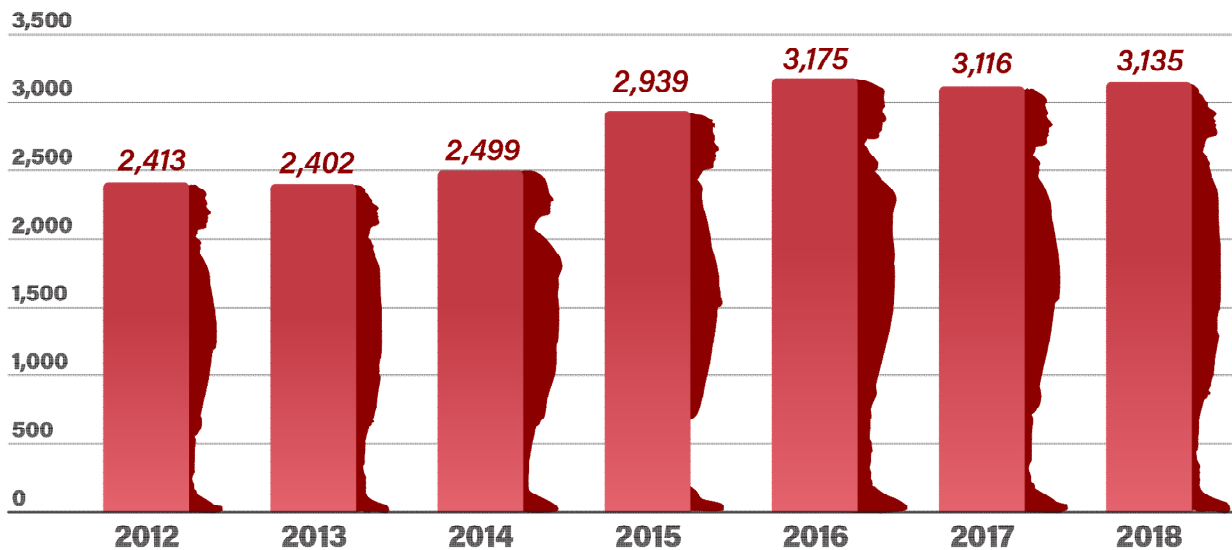


Figure 2. Roadway Fatalities 2012-2018

Workshop participants learned about Vision Zero principles and how Vision Zero is implemented in Florida. Following presentations on *Connecting Effective Strategies*, attendees participated in group table discussions and were asked to provide their ideas on other effective strategies to improve safety on all of Florida's roadways, how they could use the strategies in their own jurisdictions, and how they could be adapted to other applications. The process was replicated following presentations on *Identifying New and Innovative Strategies*, with participants asked to comment on what new strategies should be considered, if they were near-term or long-term strategies, and what level of impact would be expected from each strategy. The strategies identified during this meeting have informed the update of the SHSP and actions of Florida's strategic safety coalitions. Participants were also encouraged to apply these concepts in their communities, where applicable, to improve traffic safety and advance Florida's safety vision. The following themes emerged from the discussion and will be incorporated into Florida's safety planning efforts:

- ▼ Focus on moving people and goods instead of moving vehicles
- ▼ Improve coordination among Florida's safety partners at state, regional, and local levels
- ▼ Embrace technology and data as an effective safety solution/tool

HSIP Implementation Plan Objective

This HSIP Implementation Plan documents Florida's HSIP funding and project decisions for the upcoming fiscal year to meet or make significant progress toward meeting its safety performance targets in subsequent years.

The HSIP Implementation Plan is an opportunity for FDOT and its partners to:

- ▼ Re-evaluate HSIP investment decisions;
- ▼ Ensure that projects identified, prioritized, and programmed in the state have the best potential for reducing serious injuries and fatalities;
- ▼ Identify roadway features that constitute the greatest hazard to road users;
- ▼ Determine available funding;
- ▼ Determine funding allocation goals;
- ▼ Provide an overview of HSIP programs, strategies, and activities; and
- ▼ Summarize actions that are anticipated to achieve safety performance targets.

FDOT and Safety in Florida

FDOT's mission is to "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." The following figure highlights the relationship of core FDOT functions and the zero deaths vision.

To achieve its mission of a safe transportation system, FDOT coordinates with MPOs and local governments to align safety priorities at the regional and local levels. Transportation projects are identified and prioritized with Florida's 27 MPOs as well as local governments in non-metropolitan areas. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. MPOs and local governments consider safety data analyses when determining project priorities.

Florida's transportation decisions are guided by several documents including the Florida Transportation Plan (FTP), the Strategic Intermodal System (SIS), the Statewide Transportation Improvement Program (STIP), the Strategic Highway Safety Plan (SHSP), the Highway Safety Improvement Program (HSIP), and the Highway Safety Plan (HSP). Other programs that help the state achieve the safety target include the Program Planning Workshops and the Development, Design, and Construction Standards.

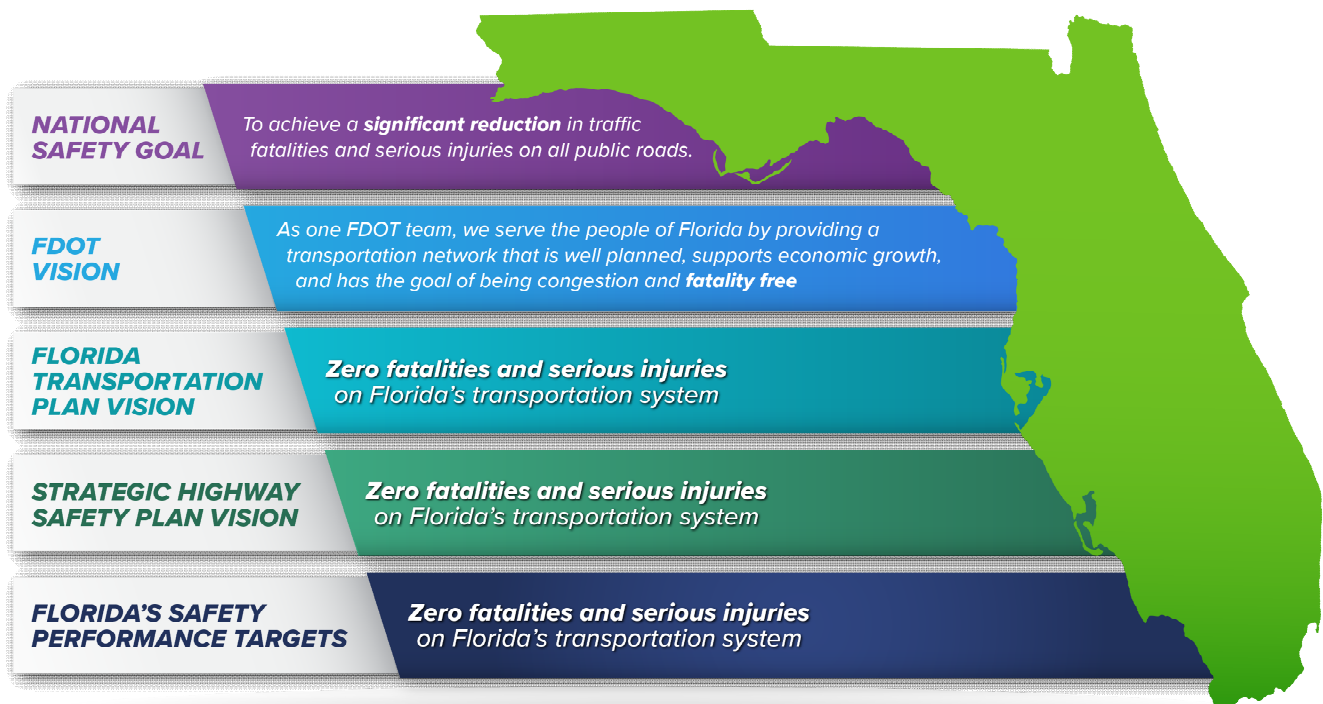


Figure 3: Florida's Alignment with the National Safety Goal

Florida Transportation Plan (FTP)

The FTP is the single overarching statewide plan that guides Florida's transportation future. Safety is the first goal identified in the FTP. The core component of the FTP is the Policy Element, which defines the goals, objectives, and strategies for Florida's transportation future over the next 25 years and provides guidance in making transportation decisions. The number of transportation related fatalities is one of the progress indicators identified in the plan. The FTP update is scheduled to be completed by December 2020. The updated plan remains focused on safety as a priority and reaffirms the state's vision of zero transportation fatalities and serious injuries.



FTP Goal: Safety & Security for Residents, Visitors, and Businesses

FTP Objective: Prevent transportation related fatalities and serious injuries.

FTP Objective: Reduce the number of crashes on the transportation system.

Strategic Highway Safety Plan (SHSP)



The SHSP is the statewide plan focusing on how to reduce fatalities and serious injuries on all public roads. The SHSP is updated at least every five years by FDOT in coordination with statewide, regional, and local safety partners. The 2016-2020 SHSP embraces Vision Zero (Driving Down Fatalities) and identifies potential strategies to achieve zero traffic deaths on all public roads. The SHSP update is underway and scheduled to be completed in early 2021. The updated plan remains focused on countermeasures that advance Florida's vision of zero transportation

fatalities and serious injuries.

Strategic Intermodal System (SIS) Policy Plan

The SIS is Florida's high priority network of transportation facilities important to the state's economy and mobility. The SIS focuses the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS program considers the potential reduction of traffic fatalities and serious injuries as a factor for ranking potential projects. The SIS Policy Plan update is scheduled to begin in early 2021.



Statewide Transportation Improvement Plan (STIP)

The STIP is a federally mandated document which must include a listing of projects planned with federal participation in the next four fiscal years. All projects in the STIP support progress towards achieving the performance targets. The STIP prioritization process continues to use a data-driven method and stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes.

Highway Safety Improvement Program (HSIP)

The Florida HSIP is a core federal-aid program that funds safety projects and programs, oversees and helps implement strategies from the SHSP, and achieves a significant reduction in traffic fatalities and serious injuries on all public roads leading to zero deaths. A list of HSIP projects can be found in the [HSIP 2019 Annual Report](#).

Highway Safety Plan (HSP)

Florida's HSP is the data-driven planning document that guides the implementation of the National Highway Traffic Safety Administration's (NHTSA) Section 402 Highway Safety Program and Section 405 National Priority Safety Programs in Florida, which assist the state in designing traffic safety programs to reduce traffic crashes, deaths, and injuries. The funding is used for behavioral program areas such as impaired driving, occupant protection, motorcycle safety, distracted driving, speed/aggressive driving, teen driver, pedestrian/bicycle, and aging road user countermeasures, police traffic services, work zone safety, and community traffic safety, in addition to traffic records improvements. The performance targets for fatalities, fatality rate, and serious injuries in the HSP are identical to those in the HSIP.

Program Planning Workshops

The FDOT Work Program Office holds Program Planning Workshops annually to determine the level of funding to be allocated over the next five to 10 years to preserve and provide for a safe transportation system. After projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts, certain funding types are then further analyzed and prioritized by FDOT Central Office.

Florida Project Development, Design, and Construction Standards

Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. These safety measures are implemented as part of the total project and are funded using a combination of state and/or federal funds beyond allocated federal safety dollars. The Florida Project Development and Environment (PD&E) Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factors and safety performance factors, as part of the analysis of alternatives.

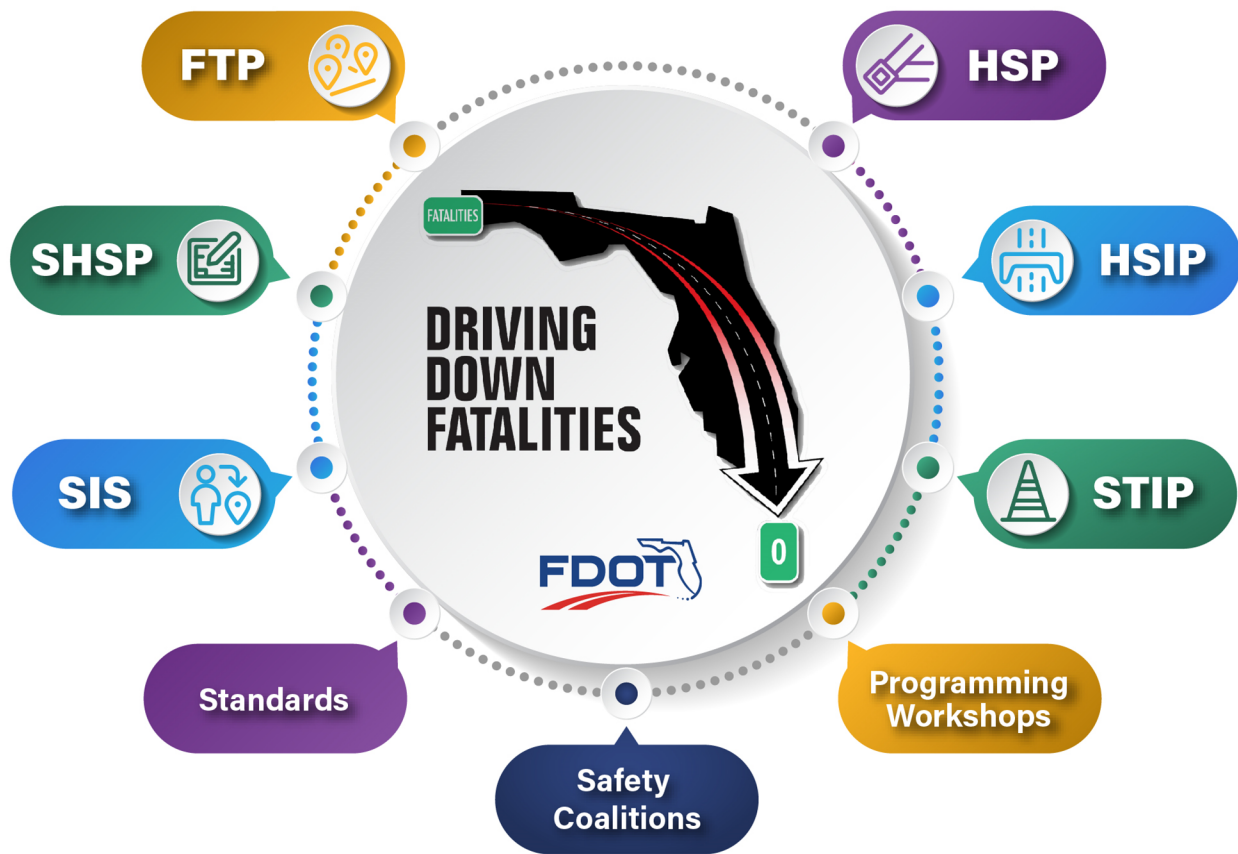


Figure 4. Plans and Processes Supporting Zero Fatalities

Highway Safety Improvement Program Funding

The HSIP is a state-administered, federal-aid highway program with the purpose of reducing traffic fatalities and serious injuries on all public roads. Funding is apportioned to Florida per Fixing America’s Surface Transportation (FAST) Act formulas explained on the [FHWA website](#). In recent years, Florida received over \$100 million annually for the HSIP.

A prioritized list of safety needs is maintained by each District. Proposed HSIP projects are authorized and funded based assessments of District-level and statewide needs.

Florida received an allocation of approximately \$155 million in HSIP funds during the 2018 state fiscal year from July 1, 2018 through June 30, 2019, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete 391 projects, which address the safety categories of intersections, lane departure mitigation, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas.

Table 1 summarizes the estimated number of projects and funding goals by program, strategy, or activity.

Table 1. HSIP Summary Table

Program, Strategy or Activity	Estimated # Projects	Estimated Funding (million)
Data	63	\$23.01
Intersection	71	\$32.40
Lane Departure	74	\$43.01
Pedestrian and Bicycle Safety	182	\$50.02
Multiple	3	\$0.17
Speeding and Aggressive Driving	1	\$6.58
Total	394	\$155.1

Regarding roadway ownership, state-maintained roadways were addressed by 260 projects using about \$103 million in HSIP funds. Local roadways were addressed by 65 projects using about \$20 million. Non-infrastructure such as preliminary engineering, public information or education, traffic engineering studies, and transportation statistics were supported with 69 projects using about \$31 million.

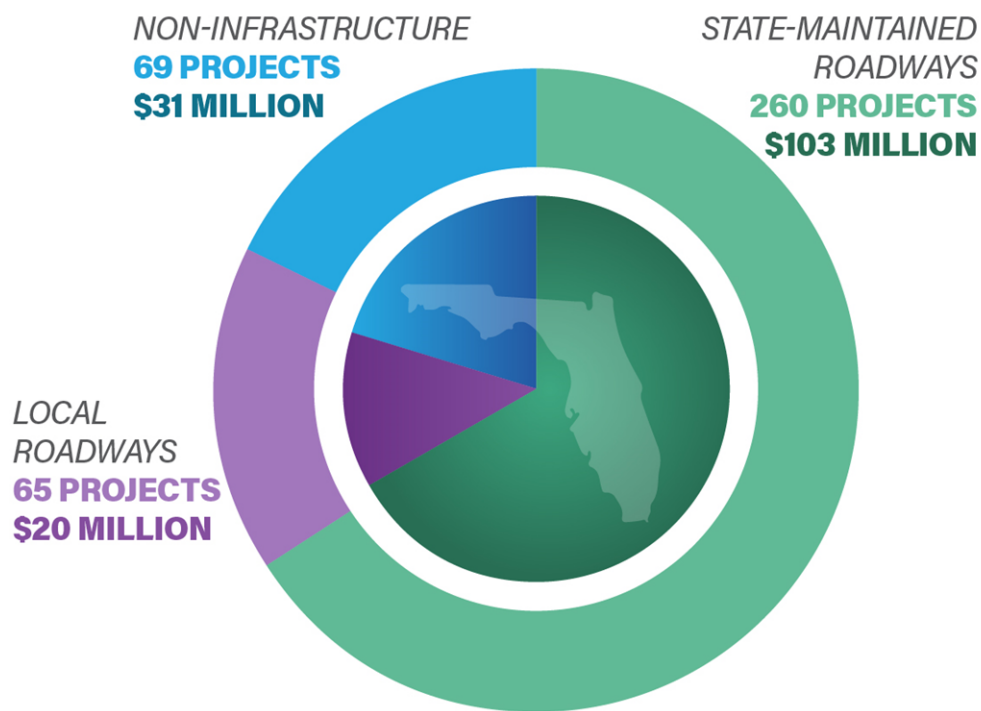
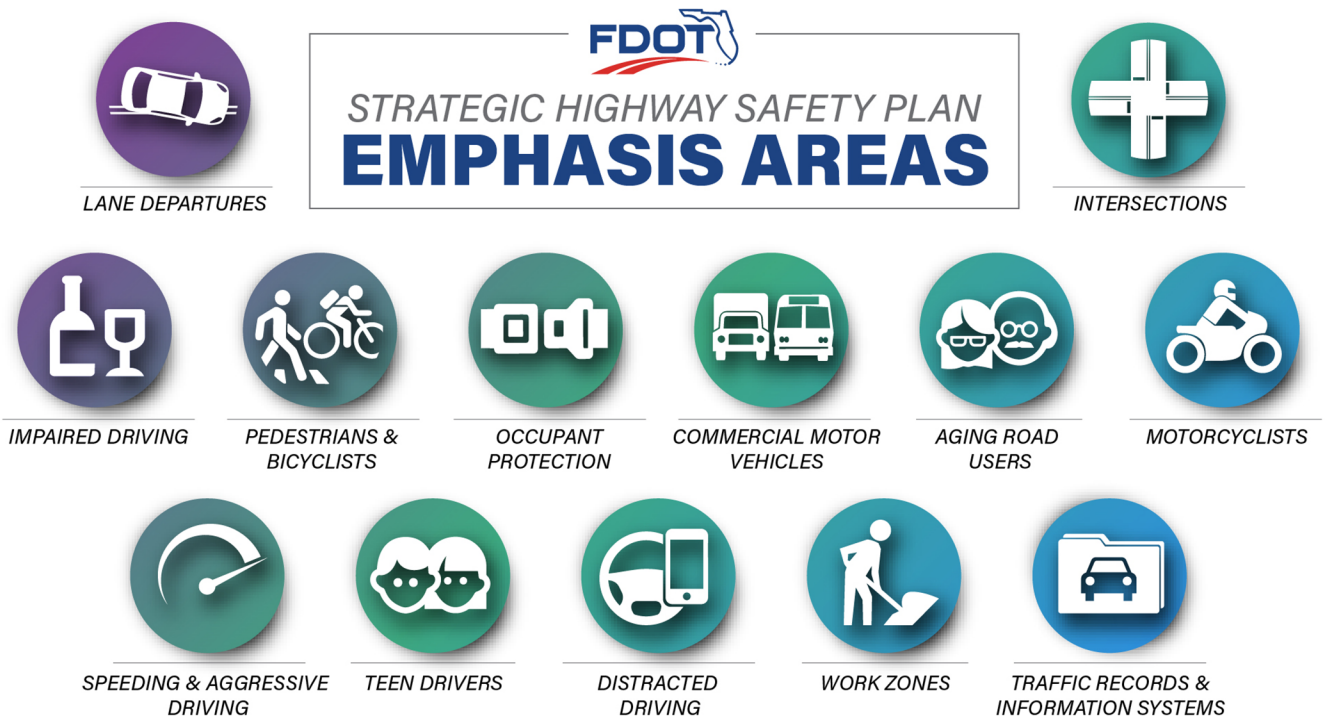


Figure 5. HSIP Funding Summary

Highway Safety Improvement Program Allocation Practices

FDOT is responsible for managing the HSIP, as well as providing strategy guidance, policies, and tools to the Districts, Turnpike Enterprise, and local agencies responsible for administration and delivery of highway safety improvement projects. 23 USC 148(c) indicates a focused, data-driven approach should be used for safety problem identification, countermeasure analysis, and resource allocation. Safety funds should be used on the most effective countermeasures at the locations with the greatest needs. FDOT actively uses the American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM) and other proven data-driven approaches to reduce fatalities and serious injuries.

To be eligible for Florida HSIP funds, all safety improvement projects must address at least one of the 13 SHSP emphasis areas and provide an expected reduction in fatalities and serious injuries. Also considered are roadway ownership (e.g., state vs. local roads), improvement type (e.g., spot vs. systemic safety improvements), and other relevant categories. The 13 emphasis areas in the 2016-2020 Florida SHSP, which were selected by analyzing fatality and serious injury data, are:



Florida addresses funding needs primarily by SHSP emphasis areas (e.g., lane departure, intersections), and roadway features are examined in the process. As defined in the FDOT HSIP Guideline Manual (1991), “a hazardous location is defined as having an abnormal amount of crashes or a high potential for severe crashes, and for which a remedial action is not immediately possible.” A safety engineer is employed in each of the seven Districts to investigate hazardous locations, perform analyses, and make recommendations for improvements.



Figure 6. Factors Supporting Zero Fatalities

FDOT updates the HSIP annually, working closely with FDOT districts and other traffic safety partners to analyze crash data and identify projects that apply proven countermeasures to locations with a high frequency or high rate of crashes specific to one of the 13 Emphasis Areas identified in the SHSP. The annual update process requires an evaluation of trends and contributing factors related to traffic crashes, fatalities, and serious injuries resulting in an evolving list of projects prioritized in coordination with regional and local partners. FDOT closely monitors emerging safety trends and challenges, working with regional and local safety partners to amend the HSIP project list when necessary. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing specific safety challenges. Florida continues to allocate all available HSIP funding to these projects.



Figure 7. Overview of Project Development Cycle and Phases

HSIP Programs, Strategies, and Activities

The HSIP programs, strategies, and activities are informed by Florida’s SHSP and research conducted as part of the HSIP development process. These efforts address roadway features that constitute a hazard to road users, as well as highway safety improvement projects that were identified through a data-driven process of crash experience, crash potential, or other data-supported means. A list of HSIP projects can be found in the [HSIP 2019 Annual Report](#).

Hazardous locations may come to the attention of the District Safety Engineer from

- ▼ Citizen complaints
- ▼ Florida Highway Patrol troopers
- ▼ Incident reports
- ▼ Pavement skid tests
- ▼ District personnel

Highway Safety Plan Program Funding

For Federal Fiscal Year (FFY) 2020, FDOT has allocated \$10,452,316 in Section 402 State and Community Highway Safety Grant Program funds and \$13,324,700 in Section 405 National Priority Safety Program funds. Projects included in the Safety program will address multiple SHSP emphasis areas.

Table 2. Federal Fiscal Year 2020 HSP Allocations

Safety Category	Funding
Aging Road Users	\$555,219
Community Traffic Safety Outreach	\$504,500
Distracted Driving	\$89,500
Impaired Driving	\$2,407,564
Motorcycle Safety	\$1,561,870
Occupant Protection and Child Passenger Safety	\$1,225,350
Paid Media	\$6,314,084
Pedestrian and Bicycle Safety	\$2,700,560
Planning and Administration	\$475,000
Police Traffic Services – Law Enforcement Liaison (LEL)	\$1,300,000
Public Traffic Safety Professionals Training	\$1,611,650
Speed/Aggressive Driving	\$1,331,000
Teen Driver Safety	\$474,852
Traffic Records	\$3,152,867
Work Zone Safety	\$73,000
Total	\$23,777,016

FDOT awards subgrants to traffic safety partners who undertake priority area programs, initiatives, and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Subgrants may be awarded for addressing traffic safety deficiencies, expansion of an ongoing activity, or development of a new program.

Entities apply for funding through FDOT by submitting concept papers which describe their proposed efforts. Project funding decisions are based on:

- ▼ How well the proposed effort meets the goals of the SHSP and the goals of the coalitions and stakeholders;
- ▼ Where the project's location ranks within the Florida Highway Safety Matrix;
- ▼ NHTSA assessment recommendations; and
- ▼ Whether evidence of a problem is supported by state and local traffic safety data and/or citation data.

FDOT developed objective, data-driven tools to identify traffic safety problems and the geographic areas of the state that represent the highest number of crashes, fatalities, and serious injuries. The Florida Highway Safety Matrix ranks combined fatality and serious injury data in county- and city-level matrices, which provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the State.

Specific measures in the matrix are as follows:

- ▼ Distracted Driving;
- ▼ Drivers 65+;
- ▼ Impaired Driving;
- ▼ Motorcycle Related;
- ▼ Occupant Protection;
- ▼ Pedestrian or Bicyclist Related;
- ▼ Speed or Aggressive Driving Related;
- ▼ Teen Drivers; and
- ▼ Work Zones.

Eligible for Funding

- ▼ Government agencies,
- ▼ Political subdivisions of state, local, city and county government agencies,
- ▼ Law enforcement agencies
- ▼ State colleges and state universities
- ▼ School districts
- ▼ Fire departments
- ▼ Public emergency service providers
- ▼ Qualified non-profit organizations (e.g., MADD, SADD, etc.).

Florida's Annual Report, submitted to NHTSA each December 31, describes how funded projects helped Florida meet its behavioral-related highway safety performance targets, an assessment of the state's progress in achieving performance targets, and how the state will adjust its next HSP to meet performance targets that were not met. Starting in FFY 2018 HSP, Florida's performance targets were set at "0" for each performance measure, with the exception of the seat belt use rate which was set to 100 percent, to reflect FDOT zero deaths vision. More detail can be found in Florida's FFY2019 [HSP Annual Report](#).

Florida's Strategic Safety Coalitions

Florida manages implementation of much of its safety program through statewide coalitions that are organized based on the SHSP emphasis areas. This structure helped institutionalize safety throughout the state and ensure that all aspects of safety are addressed by a broad group of safety stakeholders at quarterly coalition meetings. The coalitions are:

Florida Lane Departure and Intersection Coalition



Florida Impaired Driving Coalition



*Alert Today, Alive Tomorrow:
Florida's Pedestrian and
Bicycle Safety Coalition*



*Florida Occupant Protection
Coalition*



Motorcycle Safety Coalition



*Safe Mobility for Life Coalition
(Aging Road Users)*



*Florida Teen Safe Driving
Coalition*



*Traffic Records Coordinating
Committee*

This section provides the following information for each of Florida's Strategic Safety Coalitions:

- ▼ Purpose - Describes the purpose of this program, strategy, or activity (i.e., what problem does it address), and how it relates back to the SHSP
- ▼ Coalition Mission – Describes the focus of the representative coalition
- ▼ Countermeasures - Lists the types of countermeasures or improvements that will be implemented as part of these projects
- ▼ Benefits - How the program, strategy, or activity will contribute to a reduction in fatalities and serious injuries and help the state make progress toward achieving the safety performance targets

The following information is also included for coalitions supported through the HSIP

- ▼ Program Funding - Estimated cost for the program, strategy, or activity
- ▼ Methodology and Implementation Plan – Describes the methodology that was used to identify projects under this program, strategy, or activity

Florida's eight Safety Coalitions bring together multiple traffic safety partners, technical stakeholders, and subject matter experts from various disciplines who review available data; develop and prioritize strategies; and implement and monitor progress of programs and initiatives to reduce fatalities and serious injuries associated with their Coalition's area of focus. Input on safety priorities and activities comes from traffic safety coalitions, advocates, FDOT District Traffic Safety Engineers, law enforcement officers and their leadership, emergency responders, judges, Mothers Against Drunk Driving (MADD), Students Against Destructive Decisions (SADD), and many other state and local agencies.

Lane Departure and Intersection Coalition

Purpose

More people are killed in lane departure crashes than any other type of crash, both in Florida and nationally. According to the SHSP, lane departures represent 30 percent of all crashes but account for 47 percent of all deaths. Both driver behavior and roadway design play a role in the number and severity of lane departure crashes. A driver who is speeding, distracted, drowsy, or impaired is likely to have difficulty staying in the lane. A roadway that is slick and wet, an object that is too close to the road, or a shoulder or curve that does not allow for any error can also contribute to a lane departure crash.

An intersection is a potential point of conflict that relies on signage, traffic control devices, roadway design, lighting, the good behavior of users, and other factors to ensure everyone navigates through safely. The traffic safety focus at intersections is motivated by the 24 percent increase in fatalities and the three percent increase in serious injuries between 2015 and 2018.

Intersections present a wide range of safety challenges for different users and modes. According to the Florida SHSP, pedestrians and bicyclists are involved in less than five percent of all intersection crashes, yet account for more than 17 percent of the fatalities. Intersections also create risks for aging road users because as people age, there are declines in visual, cognitive, and physical abilities. This creates additional difficulties for aging road users in some situations such as making left turns, changing lanes, and navigating through intersections. Sixty percent of aging driver fatal crashes involved a failure to yield the right of way.

Coalition Mission

The mission of the Lane Departure and Intersection Coalition is to analyze data, develop strategies, and implement improvements to eliminate fatal and serious injury crashes for both intersections and lane departures. With assistance from the Federal Highway Administration, the Coalition is working on developing a plan for intersections. In putting the plan together, the Coalition relied on the progress made by other statewide coalitions such as the Safe Mobility for Life Coalition and the Florida Impaired Driving Coalition.

Cost

The HSIP identified 71 projects for a total of approximately \$32 million to maximize safety benefits at intersections and 74 projects for a total of approximately \$43 million to continue to reduce lane departures.

Methodology and Implementation Plan

- ▼ Limit conflicts through geometric, traffic control, and lighting improvements.
- ▼ Institute and promote Highway Safety Manual analyses and road safety audits/assessments using multi-disciplinary teams to review the operations and safety for all intersection users.
- ▼ Identify locations using crash frequency and crash rate to inform the HSIP.

Countermeasures

INTERSECTION

- ▼ Use traditional and alternative designs and technologies to reduce conflict risks such as innovative interchange designs, access management, and roundabouts.
- ▼ Improve the awareness and visibility of traffic control devices so all users can safely navigate an intersection.

LANE DEPARTURE

- ▼ Install rumble strips.
- ▼ Widen pavement/shoulder.
- ▼ Install/improve signage.
- ▼ Install/improve pavement marking and/or delineation.
- ▼ Install/improve lighting.
- ▼ Add/upgrade/modify/remove traffic signal(s).

Benefits

This program will help keep vehicles on the roadway in their appropriate directional lane; reduce the potential for crashes when vehicles do leave the roadway or cross into opposing traffic lanes; and minimize the severity of crashes that do occur. It will also reduce the frequency and severity of crashes at intersections.

Alert Today, Alive Tomorrow

Purpose

Florida seeks to be a quality place for people to live, learn, work, and play, and is working to ensure everyone has convenient and safe choices for transportation, including walking, biking, and transit. Approximately two-thirds of pedestrian and bicyclist-related fatal crashes occur outside of a marked crosswalk or bicycle lane.

Coalition Mission

Florida's pedestrian and bicycle safety coalition – Alert Today, Alive Tomorrow – is comprised of a diverse group of national, state, and local partners and safety advocates that prioritizes and implements the strategies identified in the statewide Pedestrian and Bicycle Strategic Safety Plan (PBSSP) to reduce pedestrian and bicycle related fatalities and serious injuries resulting from traffic crash involvement on Florida's roadways. The goal of the Coalition, which meets regularly to discuss and update the progress of PBSSP implementation is to:

- ▼ Advance data collection, analysis, and evaluation;
- ▼ Establish clear priorities that guide the implementation of safety strategies towards areas with the highest representation of traffic crashes resulting in fatalities or serious injuries to pedestrians and bicyclists; and
- ▼ Eliminate pedestrian and bicyclist fatalities and serious injuries resulting from traffic crashes on public roads by decreasing the number of non-motorized fatalities and non-motorized serious injuries based on the five-year rolling average as established in the HSIP and/or SHSP.

Cost

The HSIP identified 182 projects for approximately \$50 million focused on reducing the frequency and severity of pedestrian and bicyclist related crashes.

Methodology and Implementation Plan

- ▼ Bicycle crash and exposure data are used to identify locations using crash frequency and crash rate to inform the HSIP.
- ▼ Locations with a high proportion of wet weather crashes are included in the screening process for skid hazard project locations.
- ▼ Pedestrians crash and population data are used to identify locations using crash frequency and rate, as well as contributing factors such as time of day, to inform the HSIP.
- ▼ Projects are identified using GIS analysis of crash locations and frequency.

Countermeasures

- ▼ Install sidewalks to avoid walking along roadways.
- ▼ Install pedestrian refuge islands.
- ▼ Install raised median and crosswalk.
- ▼ Improve lighting at intersections.
- ▼ Provide bike lanes.
- ▼ Provide a bicycle box (advance stop bar to leave space for cyclists).
- ▼ Add exclusive pedestrian phasing to signalized intersection.
- ▼ Restrict parking near intersections.

- ▼ Convert unsignalized intersection to roundabout.
- ▼ Improve/install pedestrian crossing.
- ▼ Install pedestrian countdown signal heads.

Benefits

Infrastructure for walking and bicycling can help reduce crashes and injuries or fatalities by contributing to traffic calming measures. Installing bicycle lanes, sidewalks, or other improvements can help reduce vehicle travel lane width and make pedestrians and bicyclists more visible to drivers. These changes to accommodate pedestrians and bicyclists are often effective at slowing traffic to a people-friendly speed and help ensure speed limit compliance by matching the physical design of the road to the posted speed limit.

Florida Impaired Driving Coalition

Purpose

Despite impressive efforts to reduce traffic-related fatalities and serious injuries in Florida over the past several years, the number of alcohol and/or drug involved crashes, fatalities, and injuries continues to be a challenge in Florida's goal to reach zero fatalities. As a percent of all crash fatalities, alcohol and/or drug impaired driving fatalities in Florida slowly declined from 29 percent in 2011 to 27 percent in 2015, according to NHTSA. During that same time period, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) reported 7,252 serious injuries and 4,030 fatalities due to alcohol and/or drug impaired driving. Despite implementation of many proven countermeasures, the number of alcohol and/or drug impaired driving crashes, fatalities, and injuries continue to be unacceptable. Florida is dedicated to continuing to reduce the number of alcohol and/or drug impaired driving fatalities and serious injuries.

Coalition Mission

In 2009, FDOT established the Florida Impaired Driving Coalition (FIDC). The FIDC was formed to identify and prioritize the state's most pressing alcohol and/or drug impaired driving issues, review proven strategies, develop and approve a strategic plan that maximizes the state's ability to impact these crashes, and oversee implementation of the strategic plan. Agencies and organizations responsible for components of Florida's impaired driving system, or those agencies working to impact the effects of impaired driving, participate in the FIDC.

Countermeasures

- ▼ Combine high visibility enforcement with increased public awareness of the dangers, costs, and consequences of impaired driving, with emphasis on high-risk populations and locations.
- ▼ Reduce repeat impaired driving behavior through targeted enforcement, effective and efficient prosecution, enhanced penalties for subsequent offenses, and improved evaluation, intervention, and treatment of substance abuse.

- ▼ Identify opportunities to prevent or counteract impaired driving through training of law enforcement, court, and substance abuse treatment personnel, recognition of emerging trends and new best practices, use of tools such as ignition interlock devices, and revision of laws and rules.

Benefits

Increased education and high visibility enforcement paired with stronger legislation can help reduce the number of impaired drivers on Florida's roadways.

Florida Occupant Protection Coalition

Purpose

Florida reached a historic record for statewide safety belt usage of 90.6 percent in 2018. Observed safety belt usage in Florida rose 30 percentage points in the last 17 years and increased approximately eight percentage points in ten years' time, from 81.7 percent in 2008 to 89.6 percent in 2019. Florida's primary safety belt law became effective in 2009. The law requires that all drivers, all front seat passengers, and all passengers under the age of 18 wear safety belts. Children under age four must be in a safety seat, and children ages four and five must be in either a safety seat or a booster seat; some exemptions apply to cars manufactured prior to 1968 and trucks prior to 1972.

Despite these impressive gains in safety belt usage and the implementation of many proven countermeasures, efforts to reduce the number of traffic-related fatalities and serious injuries involving unrestrained vehicle occupants in Florida over the past few years continues to be a challenge in the state's goal to reach zero fatalities. As a percent of all crash fatalities, occupant protection related fatalities in Florida have slowly declined from 25.7 percent in 2011 to 23.2 percent in 2016 (NHTSA). During that same period, the FLHSMV reported 3,671 fatalities and 11,309 serious injuries due to lack of or improper occupant restraint use. Florida's occupant protection program involves enforcement, communication, and the education necessary to achieve significant, lasting increases in safety belt and child safety seat usage. Florida is dedicated to continuing to reduce the number of fatalities and serious injuries related to unrestrained vehicle occupants.

Coalition Mission

FDOT conducted a NHTSA technical assessment of Florida's occupant protection countermeasures program in March 2016. Following a key recommendation from the assessment, in 2017 FDOT established the Florida Occupant Protection Coalition (FOPC). The FOPC was formed to identify and prioritize the state's most pressing occupant protection issues, review proven strategies, develop and approve a strategic plan that maximizes the state's ability to impact crashes involving unrestrained vehicle occupants, and oversee implementation of the strategic plan.

Countermeasures

- ▼ Improve occupant protection-related education, communication, and outreach.

- ▼ Encourage enforcement of occupant protection laws and increase occupant protection awareness among law enforcement.
- ▼ Improve and expand occupant protection for children.
- ▼ Identify and share model laws that would increase use of occupant protection devices.

Benefits

Increased education and high visibility enforcement paired with stronger legislation can increase the number of drivers and passengers choosing to wear proper safety restraints and reduce the number of fatalities and serious injuries related to unrestrained or improperly restrained drivers and passengers.

Ride Smart Florida

Purpose

Motorcycles are a mode of transportation that is more vulnerable to serious injuries and fatalities as compared to other motor vehicles such as cars and trucks. Florida's sunny weather, beautiful beaches, and scenic highways make it a popular place for motorcycle enthusiasts, and the state is host to popular motorcycle rallies such as Biketoberfest and Daytona Bike Week. During the past decade, Florida observed an unusual increase in serious motorcycle injuries and fatalities as well as a continued increase in motorcycle registrations.

Coalition Mission

The mission of Ride Smart Florida is to focus funding and resources on the areas with the greatest opportunity to reduce motorcycle fatalities, serious injuries, and crashes. Ride Smart Florida is responsible for the development of Florida's Motorcycle Strategic Safety plan or MSSP. The MSSP is designed to provide a comprehensive strategy to address motorcycle safety issues by identifying goals, strategies, action steps, and performance measures for key program areas. The five-year plan provides guidance to the FDOT Motorcycle Safety Program and key stakeholders concerned with improving motorcycle safety.

Countermeasures

- ▼ Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs and reduce duplication of effort.
- ▼ Collect and analyze data on motorcycle crashes, injuries, and fatalities and provide local and state agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida.
- ▼ Ensure quality and consistency in the rider training program so students will receive the level of information and experience necessary to properly prepare them for real-world riding situations.

- ▼ Increase the number of law enforcement agencies, emergency medical service agencies, and trauma centers that have policies, goals, and outreach efforts with regard to motorcycle safety.
- ▼ Manage motorcycle safety through engineering practices as a part of a comprehensive plan that includes centralized program coordination, planning, design, implementation, and evaluation to maximize the effectiveness of programs and practices.
- ▼ Support legislative and judicial initiatives that promote motorcycle-related laws and regulations that improve motorcycle rider safety.
- ▼ Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs.

Benefits

Streamlining motorcycle safety activities and providing accurate data helps provide efficient and effective data-driven decision making related to motorcycle safety. Quality training programs create better motorcycle riders and better engineering and education helps reduce conflicts between riders and drivers, reducing the number of motorcycle crashes.

Safe Mobility for Life Coalition

Purpose

The growth of the aging population will have a profound impact on Florida's economy and way of life particularly when it comes to transportation. Today's older adults are not only living longer, they are driving longer than any other generation in history. Research indicates these individuals can expect to outlive their ability to drive safely by seven to ten years. All of this means more cars on the road, which inevitably increases the exposure and risk for all road users.

Coalition Mission

It is the coalition's mission to reduce crashes by improving the safety, access, and mobility of Florida's aging road users. The coalition oversees the development and implementation of Florida's Aging Road User Strategic Plan that includes six focus areas – program management, data, and evaluation; outreach and advocacy; aging in place; licensing and enforcement; prevention and assessment; and transitioning from driving. The purpose of the strategic plan is to improve the safety, access, and mobility of Florida's aging population by addressing areas critical to the needs and concerns of the target population.

Countermeasures

- ▼ Promote and educate drivers on comprehensive driving evaluations and safety strategies to prevent crashes.

- ▼ Expand transportation choices and promote community design features to meet the mobility needs of an aging population.
- ▼ Develop and distribute resources and tools to support safe driving skills and encourage early planning to safely transition from driving.

Benefits

Increased education paired with increased transportation choices and accessibility can help .increase the number of aging road users who choose to transition from driving when they are no longer comfortable behind the wheel, reducing the number of crashes involving aging road users.

Florida Teen Safe Driving Coalition

Purpose

Teen drivers do not have years of experience in recognizing and avoiding dangerous situations. According to the Centers for Disease Control and Prevention (CDC) motor vehicle crashes are the leading cause of death for U.S. teens. Six teens ages 16 to 19 die every day from motor vehicle injuries. Per mile driven, teen drivers ages 16 to 19 are nearly three times more likely than drivers aged 20 and older to be in a fatal crash. Fortunately, teen motor vehicle crashes are preventable and proven strategies can improve the safety of young drivers on the road.

Coalition Mission

The Florida Teen Safe Driving Coalition (FTSDC) was created in 2011 by the National Safety Council (NSC), in partnership with FDOT, to address the issue of teen traffic safety. Florida has one of 10 teen safe driving coalitions across the country formed by the NSC and the Allstate Foundation to establish a culture of teen safe driving based on the proven principles of Graduated Driver Licensing (GDL). In Florida, the role of the FTSDC is to identify the state's most pressing teen safe driving issues and maximize the ability to reduce teen driver crashes, serious injuries, and fatalities.

Countermeasures

- ▼ Educate teens, parents, and caregivers about safe driving behaviors and Florida's teen licensing law(s).
- ▼ Draft model language that aligns Florida's graduated driver licensing requirements with the national model.

Benefits

Increased education paired with stronger graduated driver licensing requirements can provide additional time for inexperienced teen drivers to become comfortable behind the wheel and encourage teen drivers to make safe decisions, reducing the number of crashes involving teen drivers.

Traffic Records Coordinating Committee

Purpose

The improvements Florida makes to its transportation system are all data driven, many times with a specific focus on improving the safety of an existing or planned facility. It is critical that the data used to make these decisions is readily available, accurate, and consistent across all data sources. Multiple agencies are responsible for managing Florida's safety data, and the Traffic Records Coordinating Committee (TRCC) provides a forum for these agencies to better align their data systems and improve their accessibility, completeness, timeliness, accuracy, and uniformity.

Coalition Mission

Florida's Traffic Records Coordinating Committee (TRCC) is a statewide stakeholder forum created to facilitate the planning, coordinating, and implementation of projects to improve the state's traffic records information systems. Through the coordinated efforts of its member organizations, the TRCC provides a forum for the creation, implementation, and management of a traffic safety information system that provides accessible, accurate, complete, consistent, integrated, and timely traffic safety data to the state of Florida

Countermeasures

- ▼ Provide ongoing coordination in support of multiagency initiatives and projects which improve traffic records information systems.
- ▼ Develop and maintain complete, accurate, uniform, and timely traffic records data.
- ▼ Provide the ability to link traffic records data.
- ▼ Facilitate access to traffic records data.
- ▼ Promote the use of traffic records data.

Benefits

Increasing quality, consistency, timeliness, and accessibility of traffic records data helps the state identify potential safety solutions using data-driven processes to continue to reduce traffic crashes, fatalities, and serious injuries.

Additional Actions to Achieve Safety Performance Targets

Florida's Vital Few

As an agency, FDOT has elected to focus limited resources on initiatives that advance four areas identified as Florida's Vital Few – Improving Safety, Enhancing Mobility, Inspiring a Culture of Innovation, and Fostering a Talented Workforce. Florida's vital few builds on the state's vision of zero transportation fatalities and serious injuries.

The Vital Few Safety Team is organized into three groups focusing on fatalities and serious injuries involving lane departures, intersections, and bicyclists and pedestrians. Each Vital Few Safety Team involves a multidisciplinary team representing design, safety, public information, construction, planning, traffic operations, maintenance, and multiple modes of transportation from all regions of the state.

Each of the three groups that make up the Vital Few Safety Team identified countermeasures that have already been implemented or new countermeasures that could be implemented to reduce the number of fatalities and/or serious injuries within their focus area.

Vital Few Safety Team	Countermeasures Implemented
Lane Departures	<ul style="list-style-type: none">• 23 Countermeasures Implemented since 2013
Intersections	<ul style="list-style-type: none">• 20 Countermeasures Implemented since 2013• 1 Countermeasure In Development• 4 New Countermeasures Identified for Fiscal Year 2021
Bicyclists and Pedestrians	<ul style="list-style-type: none">• 23 Countermeasures Implemented since 2013• 2 Countermeasure In Development• 3 New Countermeasures Identified for Fiscal Year 2021

New Initiatives

In addition to the HSIP and HSP, FDOT initiated new policies and programs to further support the achievement of zero traffic fatalities.

SAFE STRIDES 2 Zero: The System Analysis and Forecast Evaluation (SAFE) State Traffic Roadway and Intersection Evaluation System 2020 (STRIDES) 2 Zero program applies FDOT data to evaluate safety and mobility at intersections and roadway segments. The program focuses on enhancing the highway safety management network screening method thorough quantitative evaluation of intersections and roadway segments, application of predictive crash tools, and safety performance monitoring before and after engineering countermeasures are implemented.

Complete Streets: FDOT adopted its Complete Streets policy in 2014 and provided implementation guidance in its Context Classification Handbook in 2017. The publication of the Florida Design Manual (FDM) in 2018 kicked off implementation of Complete Streets for all state road projects. FDOT is currently implementing four speed

management projects that will apply new best practices to state roadways where traffic speeds have been found detrimental to pedestrian safety. Lessons learned from these projects are being fed back into the Florida Design Manual and Traffic Engineering Manual, as well as other manuals, to be implemented systemically on other state roads. The HSIP includes the first projects designed using the updated FDM.

Manual on Intersection Control Evaluation (ICE): This manual was revised in November 2017. Intersections play an essential role in the roadway network and account for a high percentage of all crashes, especially severe crashes producing fatalities and serious injuries. This manual update incorporates changes to reflect the FDOT Complete Streets policy, building in flexibility and innovation to ensure roads are developed based on context. The manual includes guidance for alternative intersections, using roundabouts, cross-over-based designs, and U-turn-based designs. The Manual on ICE was used to design the HSIP.

Connected and Automated Vehicles: In 2018, FDOT increased its efforts to research and deliver connected vehicle technology to reduce traffic crashes and published its first [Connected and Automated Vehicles Business Plan](#) in January 2019. FDOT has already implemented several pilot projects focused on transportation system management and operations TSM&O to test emerging technologies that could improve safety and efficiency and documented those efforts in this plan.

Highway Safety Manual (HSM): FDOT recognizes the importance of the national HSM. Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of FDOT project development and design. The HSM was used for HSIP projects.

Florida Safe Routes to School (SRTS): Florida SRTS is a statewide program that is funded by FDOT. Its goal is to make it safer for more children to walk and bicycle to school. Florida SRTS funds projects that address unsafe or lack of infrastructure, as well as programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community. FDOT transferred HSIP funds during the state fiscal year 2019/2020 to enhance safety for school crossing zones through the SRTS program and to enhance pedestrian and bicycle safety through Florida's Pedestrian and Bicycle Safety Coalition.

Safe Transportation for Every Pedestrian (STEP): The STEP training workshop from FHWA is focused on the systemic application of cost-effective countermeasures with known safety benefits to reduce pedestrian fatalities at both uncontrolled and signalized crossing locations. In addition, the training workshop includes a crosswalk of laws including the 2018 Florida Statutes Title XXIII Chapter 316 and countermeasures to improve pedestrian safety. The STEP training workshop also includes case studies and group exercises related to the countermeasures and their application. By focusing on pedestrian crossing locations, agencies can address a significant national safety problem and boost the quality of life for pedestrians of all ages and abilities.

Florida Community Traffic Safety Teams

Florida's Community Traffic Safety Teams (CTSTs) also provide consistent input into the highway safety planning process. CTSTs are locally based groups of highway safety advocates that are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. Community

boundaries are determined by the organizations comprising a CTST: a city, an entire county, a portion of a county, multiple counties, or some other jurisdictional arrangement may be the basis for a CTST.

Tracking Progress

Under 23 CFR Part 490, each state is required to establish annual safety performance targets for five measures:

- ▼ number of fatalities;
- ▼ number of serious injuries;
- ▼ fatality rate (per hundred million vehicle miles traveled (100M VMT));
- ▼ serious injury rate (per 100M VMT); and
- ▼ number of non-motorized fatalities and serious injuries.

Figures 7 through 11 show Florida data for 2005 through 2018 for each of these five measures. Florida made progress in 2017 in reducing the numbers or the rate associated with ALL FIVE safety performance targets and while there was a slight increase in fatalities in 2018, numbers remain below the 2016 peak.

Florida develops safety data forecasts for each of the five safety performance measures annually and uses these forecasts to project and monitor the state's progress toward achieving the goal of zero transportation fatalities and serious injuries. These forecasts included an exploratory analysis, a pre-forecast validation process, and forecasts for 2020 and 2021. Initial findings of this forecasting indicate that fatalities (5-year rolling average) and non-motorized fatalities and serious injuries (5-year rolling average) will increase while fatality rate (5-year rolling average) will remain constant. The forecast suggests serious injuries (5-year rolling average) and serious injury rate (5-year rolling average) will decrease in 2020 and 2021.

As shown in Figure 7, Florida reversed a trend of over 3,000 fatalities annually from 2008 to 2015 but climbed to 3,163 in 2016. Due to recent efforts by FDOT and its many partners, fatalities in 2017 dropped to 3,116 and saw only a slight increase to 3,135 in 2018 despite substantial increases in VMT and population. Serious injuries have fallen dramatically to 19,196 in 2018 which is the lowest number of serious injuries since 2005 when 29,310 serious injuries were reported (Figure 8).

FHWA asks that states analyze safety performance targets using five-year rolling averages to support the forecasting of long-term trends. This methodology calculates the average number of fatalities occurring over a five-year period, considering data from 2010-2014 to report the performance metric for 2014, for example. Because of Florida's lower number of fatalities between 2010 and 2014, the five-year rolling average indicates an upward trend while the actual number of fatalities reflect a plateau between 3,100 and 3,200 fatalities beginning in 2016. Florida's serious injuries, however, demonstrate a slow and steady decline using both the actual numbers and five-year rolling averages.

ROADWAY FATALITIES

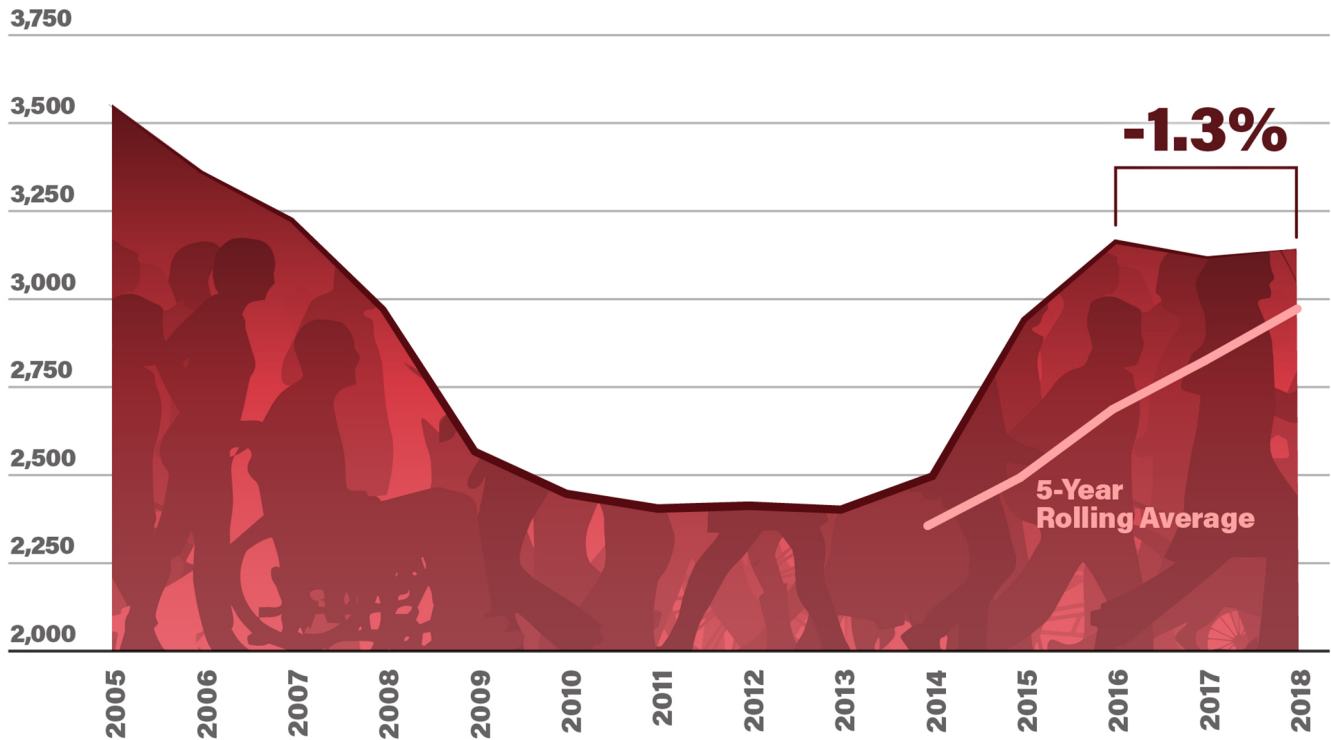


Figure 8. Roadway Fatalities, 2005-2018

SERIOUS INJURIES

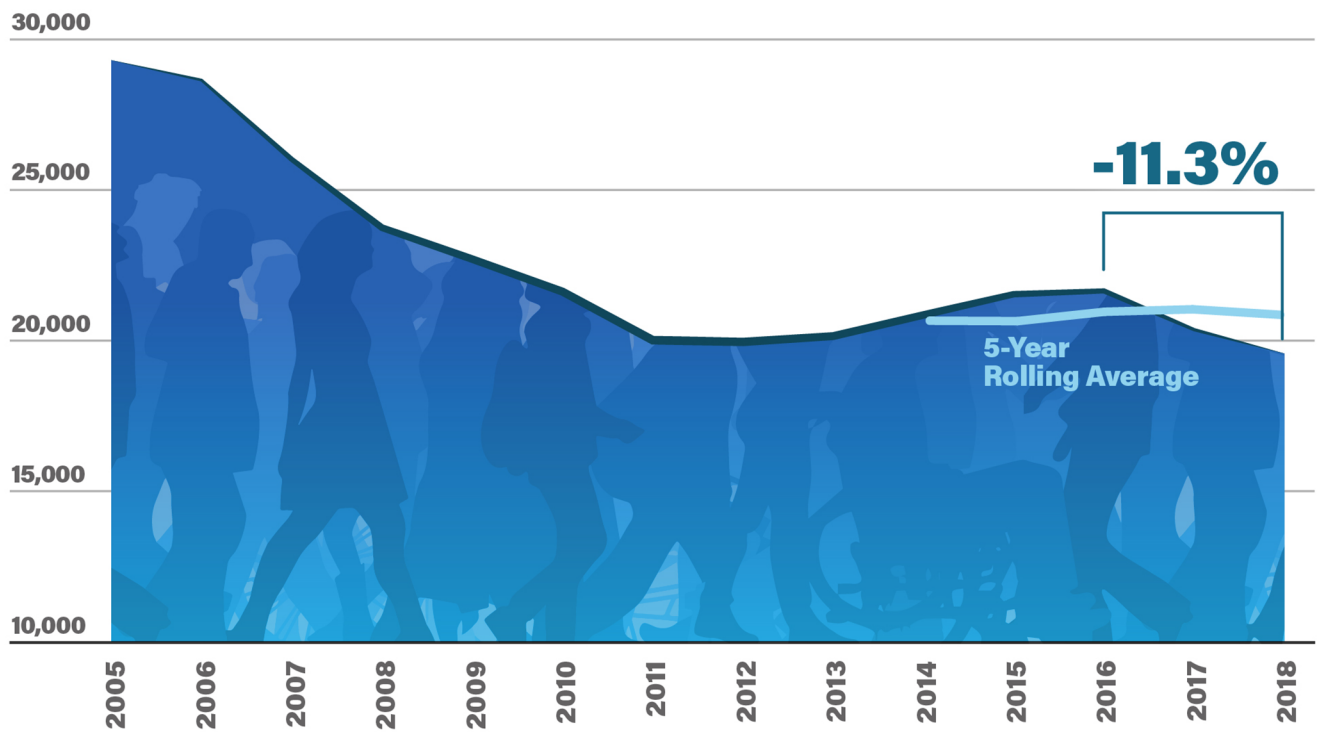


Figure 9. Roadway Serious Injuries, 2005-2018

Fatality rate and serious injury rate are calculated by dividing the total number of fatalities or serious injuries that occur in a given year by the total VMT. Florida's fatality rate declined from 1.48 people killed on the state's roadways per 100 million VMT in 2016 to 1.41 people killed per 100 million VMT in 2018 (Figure 9). Florida's serious injury rate also declined from 10.06 people seriously injured per 100 million VMT in 2016 to 8.65 people seriously injured in 2018 (Figure 10).

Florida's non-motorized users are among the state's most vulnerable road users. In 2016, there were 3,292 non-motorized fatalities and serious injuries (combined). Since then, the number of non-motorized fatalities and serious injuries (combined) increased to 3,319 in 2018 (Figure 11).

FATALITY RATE (PER 100M VMT)

2.00

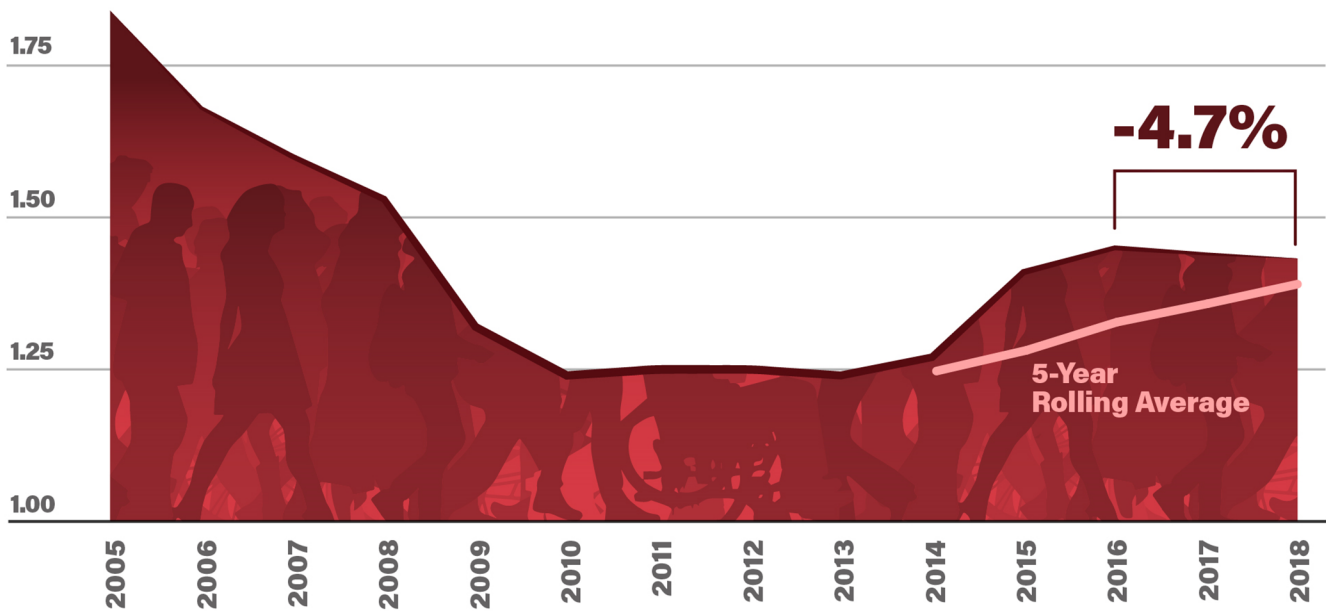


Figure 10. Roadway Fatality Rate per 100M VMT, 2005-2018

SERIOUS INJURY RATE (PER 100M VMT)

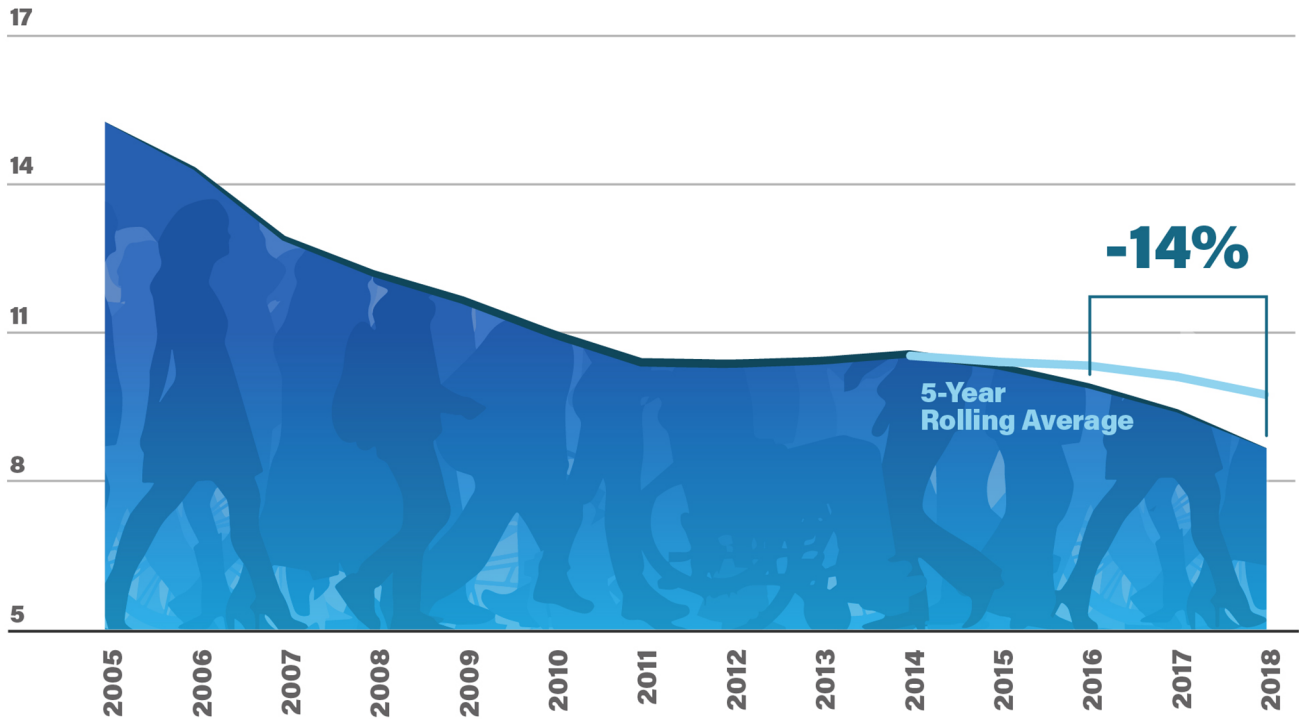


Figure 11. Roadway Serious Injury Rate per 100M VMT, 2005-2018

NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (COMBINED TOTAL)

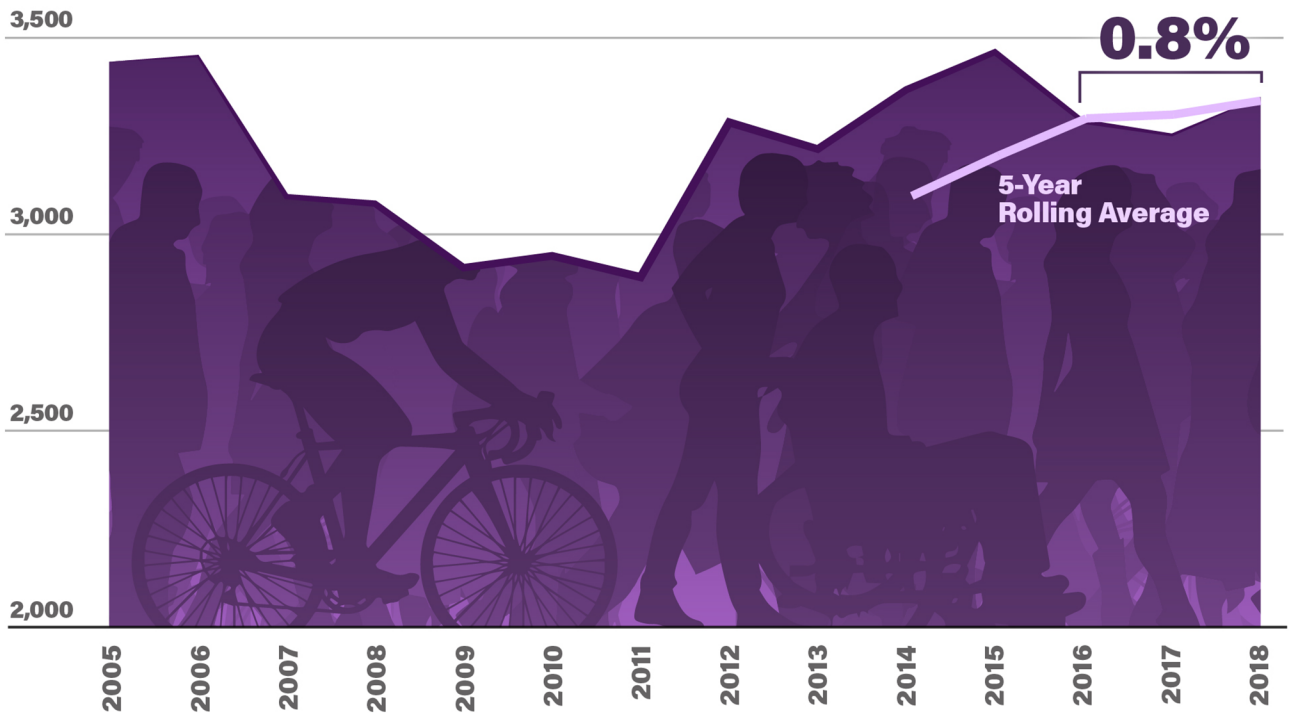


Figure 12. Non-motorized Fatalities and Serious Injuries, 2005-2018

FDOT administers programs for lane departure, intersections, and non-motorists (i.e. bicyclists and pedestrians) under the HSIP. These programs are tracked and reported in the annual HSIP report to FHWA. FDOT also administers programs for impaired driving, occupant protection, motorcycle safety, distracted driving, speed/aggressive driving, teen drivers, pedestrians/bicyclists, aging road users, work zone safety, and traffic records and data management through the HSP. The HSP Annual Report to NHTSA provides details on how the state will adjust its upcoming HSP to make significant progress toward achieving safety targets required under section 2e 23 U.S.C. 1300.35(a). These two programs, along with the additional actions identified above, are designed to continue to drive down fatalities with an ultimate goal of zero fatalities and serious injuries on Florida's roadways. FDOT will conduct an analysis of the various strategic safety coalition action plan outcomes and HSIP annual report to determine progress.

Item Number 6F

Business Items & Presentations Consolidated Planning Grant Implementation Status

DISCUSSION:

In early 2021, the FDOT Office of Policy Planning received approval from FDOT upper management to move forward with the plan to implement a Consolidated Planning Grant (CPG) in Florida. The CPG will consolidate the currently separate federal planning funding programs (FHWA PL funds and FTA 5305(d) funds) used to fund planning work by Florida's MPOs. Combining the federal planning funds into a single grant through the CPG would streamline contracting, improve fund tracking, simplify invoicing, provide MPOs with greater flexibility to use their planning funds, and make federal funding immediately available to MPOs at the start of the Federal Fiscal Year. The FDOT Office of Policy Planning worked with the FDOT Office of Work Program and Budget on the details of how to implement the CPG. Mr. Mark Reichert will present an update on CPG implementation.

REQUESTED ACTIONS:

None. For review and discussion.

ATTACHMENTS:

Consolidated Planning Grant presentation.



CONSOLIDATED PLANNING GRANT UPDATE

Metropolitan Planning Organization Advisory Committee
Staff Director's & Governing Board Meeting



April 29, 2021



Strategic
development

CPG Work Program Development Schedule- DRAFT

Activity	May	June	July FY22	August	September	October	November	December	January	February	March	April	May	June	July FY23
MPO Establish Priorities	Cycle Starts												Cycle Start Over		
Executive Team Policy and Funding Decisions		By 08/31												By 07/31	
Request initial authorization of PL Funds		By 06/15												By 06/30	
Statewide & District Programs Identify Projects				By 12/31											
Request second authorization of PL funds					By 09/30										
Public Hearings						By 12/31									
Receive FTA 5305(d) notice of apportionment								By 02/28							
Issue request to transfer funds to FHWA for CPG								By 03/31							
Prepare MPO allocations								By 02/28							
Notify MPOs and districts of allocations								By 02/28							
Initiate a UPWP kickoff meeting/Develop draft UPWP									By 01/31						
Compliance and Executive Review								By 02/28							
FTA Transfer 5305(d) to FHWA											By 06/1				
Transportation Commission Review And Public Hearing								By 01/31							
MPO receives TIP development files								By 03/31							
MPO submits Draft UPWP for review (every other year)											By 03/15				
Deadline to Approve UPWP amendment that adds PL funds to current year											By 03/31				
Submit Tentative Work Program to Governor & Legislature								By 01/31							
Deadline to transmit to the District a UPWP amendment to increase the PL budget												By 04/1			
Deadline to approve a UPWP amendment that de-obligates funds from the current year												By 04/15			
Deadline to transmit to the district a UPWP amendment that de-obligates funds													By 05/1		
Approve UPWP													By 06/30		
Approve Budget													By 5/31		
Adopt Work Program															By 07/31

Key: Consolidated Planning Grant Office of Work Program Development schedule Metropolitan Planning Program timeline



Critical Activities



- Update Work Program Instructions
- Revise the MPO Agreement
- Close out existing PTGAs
- FTA transfer 5305(d) funds to FHWA
- Develop new UPWPs with the CPG

Funding Scenarios

Scenario 1

Use Existing Formulas for PL
Formula Funds & 5305(d)
Formula Funds

- Maintain funding formulas
- Maintain MPOs federal revenues
- Reduced learning curve
- Toll credits savings (~ \$261k)

Scenario 2

PL + 5305(d) Calculated Using PL
Formula

- Alters funding formulas
- Requires federal approval
- Alters MPOs federal revenues
(Miami-Dade MPO: - \$537k)

Recommended CPG MPO Allocation Plan



Scenario 1

- PL Funds
 - Use existing PL allocation formula
 - PL funds matched with TDCs*
- FTA 5305(d) funds
 - Use existing 5305(d) allocation formula
 - 5305(d) funds matched with TDCs*

**Toll Development Credits*

FTA 5305(d) Closeout

- 60 Open Agreements (PTGAs) = **\$12.52M**
- Open agreements extend back to 2017
 - 2017/18: 6 open agreements totaling **\$98K**
 - Low is \$ 0.19
 - High is \$60K
 - 2018/19 - 10 Open agreements totaling **\$430K**
 - Low is \$0.00
 - High is \$98K





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Strategic
development

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Awareness
Month



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Item Number 7
Member Comments

DISCUSSION:

Comments or recommendations by MPOAC members.

REQUESTED ACTION:

As may be desired.

ATTACHMENT:

None.

Item Number 8

Adjournment

The next meeting of the MPOAC Governing Board will be July 29, 2021. A meeting notice will be sent out at least one month prior to the meeting date.