



**FLORIDA MPOAC GOVERNING BOARD
COMMITTEE MEETING**

April 29, 2021
Orlando, FL

Commissioner Maddox, Presiding



CALL TO ORDER & PLEDGE OF ALLEGIANCE

MPOAC





INTRODUCTIONS





**APPROVAL OF MINUTES:
JANUARY 28, 2020 MEETING**



**PUBLIC COMMENTS
(NON-AGENDA ITEMS)**



EXECUTIVE DIRECTOR'S REPORT

UPWP Report

Legislative Update



MPOAC

UPWP Report

- MPOAC is operating under budget
 - Less travel
 - Lower labor costs
- AMPO/NARC dues were paid in the 3rd Q
 - Big ticket item
- Summary financial table is in the packet

MPOAC Legislative Newsletter



Florida Transportation Legislative
Newsletter

04/25/2021

Overview

Greetings readers! You may have noticed that the newsletter typically is arriving on Monday nights and that has been due to my new work and life schedule since moving to the Tampa Bay area. This newsletter is an exception and for good reason. I don't want you to miss a newsletter and tomorrow I am scheduled to receive my second COVID vaccination shot. Sometimes the second shot makes the recipient sick and I did not want to try and assemble a newsletter while feeling lousy. You deserve a newsletter that has my full attention.

The clock is ticking and there are only 5 days left until the session is scheduled to end. That means this is the second to last newsletter if session ends on time. It is hard to believe we are nearing the end of session. Your question, and everyone else's, will there be an overtime? That primarily depends on the budget, it must be published by Tuesday in order for a vote on the 30th which is scheduled to be the last day of session. One of the many rules the legislature must navigate is that the budget has to be available for 3 days before a final vote. This allows for the budget to be reviewed and of course that means last minute budget turkeys cannot be dropped into a bill and voted upon. Added to that is the simple fact that the budget is a very large document and reviewing it takes a lot of time. So, what happens during those 3 days while we wait for a final budget vote? Typically, bills that are in a good position, in other words the bills that are ready to pass, are voted upon and sent over to the Governor. One of those items that will not be brought up is a gambling bill. The talk in the capitol is suggesting a special session for a gambling compact.

Among the many rules of the legislature one is of interest for us today. Any bill on second reading in the House on Day 55 (today) cannot advance and floor amendments have to be approved for filing at least 2 hours before session is called to order. In past sessions the last minute amendments that came out of left field were difficult to address because you had to be watching everything at once. The requirement that amendments have to be filed early is much easier on those of us watching the process. The second reading on or after day 55 should mean that House Bill 57, the general transportation bill by Andrade, is dead. Senate Bill 1194, which is the companion bill to HB57 has passed the Senate and is in messages at the House. So, we may see a transportation bill pass, let's see what happens with SB1194.

We still have the mid-block crossing bill in play, that is HB 1113 by Representative Fine. This bill will be very difficult to implement and very costly. It also can be argued that the bill which intends to improve traffic safety will have the opposite effect. The bill is on 3rd reading in the House. The Senate

Written almost weekly by Carl Mikyska
FloridaMPOs@gmail.com

- Big Thanks to Carl Mikyska
- Please share
- Call with questions

The MPOAC logo, consisting of the letters "MPOAC" in white, bold, sans-serif font, centered within a dark blue oval shape.

General Overview

- April 30 is last day of regular session
 - Bills that passed were high profile and dominated the attention of the legislature, leaving less time for transportation proposals
- Budget, Budget, Budget
 - General Appropriations Act published on April 27
 - 72-hour “cooling off period”
 - Around \$101.5B (compared to \$92B in FY2020/2021)
 - \$10.4 B for transportation; \$9.47 for the WP
 - \$6.7B budgeted in federal American Rescue Plan (ARP) funds (\$10.2B total for FL)

Key Transportation Bills

- SB 100 – Eliminates M-CORES (US19 north improvements; PD&E on Turnpike extension)
- HB 353 – Permits bikes with no seats
- SB 566 – Motor vehicle rentals and peer-to-peer car-sharing services
- SB 950 – related to passing bicycles and pedestrians; 3 feet of clearance



Key Transportation Bills

- HB 1113 – Mid-Block crossing changes (change yellow lights to red or remove; requires new studies)
- HB 1126 – General transportation bill (moves LOPP due date from MPOs to FDOT to August 1)
- SB 1194 – Transportation “train” (provisions related to TBARTA CCC)
- HB 1289 – Autonomous Vehicles (permits “low-speed autonomous delivery vehicles” (LSADV) to operate on roadways with 35 mph speed limits)

Bills to Keep an Eye on Next Year

- SB 138/140 – Electric Vehicles
- SB 62 – Regional Planning Councils
- SB 426– Seaport regulation preemption
- Hands-free driving



AGENCY REPORTS

**Florida Department of Transportation
and
Federal Highway Administration**



MPOAC

Florida Department of Transportation



Federal Highway Administration



U.S. Department
of Transportation

**Federal Highway
Administration**

MPOAC

Transportation Performance Management (TPM)

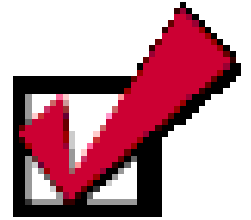
Recent Updates

April 2021



U.S. Department of Transportation
Federal Highway Administration

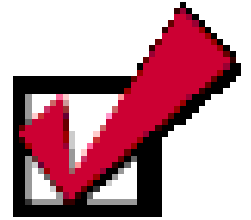
Recent TPM Activities



- 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.





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



Space Shuttle Endeavor at Kennedy Space Center

- 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

Space Shuttle Endeavor at Kennedy Space Center

- 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!



Florida Division Office

Space Shuttle Endeavor at Kennedy Space Center

Division Contacts

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- Stacie Blizzard – Districts 4, 6 - stacie.blizzard@dot.gov
- Jim Martin – District 5 - jim.martin@dot.gov

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





MPOAC STAFF DIRECTORS' BUSINESS ITEMS & PRESENTATIONS



Freight Priorities Program (FPP)

Approval of the 2021 Project List

Presented to MPOAC Executive Committee

April 29, 2021

MPOAC



Agenda

Program Purpose

Summary of 2021 Submittals

2021 Freight Priorities Project List

Request for Approval

Program Purpose

Provide MPOs with opportunity to identify high priority freight projects on an annual basis

Use the MPOAC as a united voice to promote these MPO priorities to FDOT



Summary of Submittals

18 of Florida's 27 MPOs Submitted Projects

(67%)

36 total projects **7** FDOT Districts

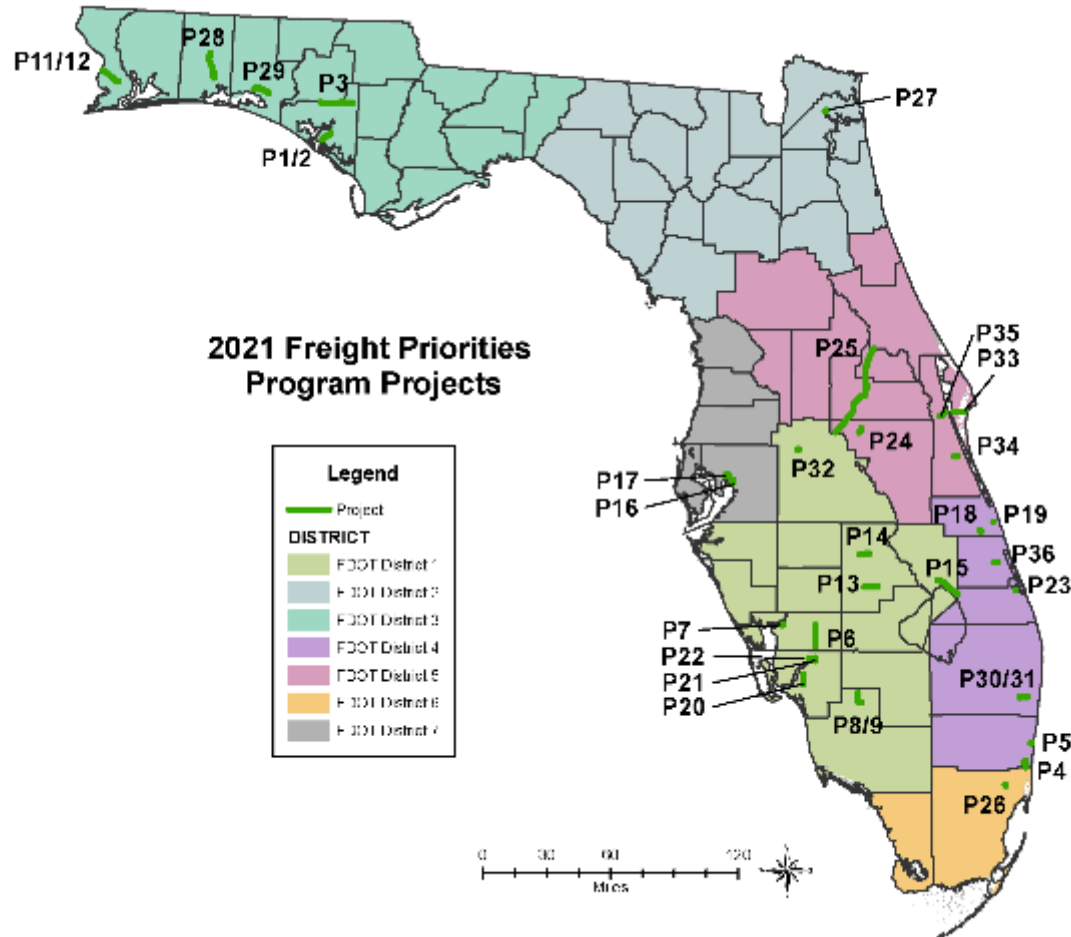
25 Projects are on the SIS | 25 are on a regional freight network | 13 are on the NHFN

All projects support at least three FTP goals

86% of projects are District Freight Coordinator priorities

89% of projects are for roadway capacity | approx. 133 miles

Project requests exceeded \$2.3 billion for phase advancements and new funding



2021 Project Priority List

2021 Project Priority List - FDOT D1 (Freight Coordinator: Keith Robbins)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E Status	Project Cost (millions)	NHFN	SIS	RFN
Charlotte County – Punta Gorda MPO											
6	Road Widening from Cook Brown Rd to CR 74	Charlotte	Other Freight Priority	N/A	Yes	Roadway	Unfunded	\$6.26	No	Yes	No
7	Copley Ave to CR 74 (Bermont Rd)	Charlotte	Other Freight Priority	N/A	Yes	Roadway	Unfunded	\$17.84	No	Yes	No
Collier MPO											
8	SR 29 from CR 846 to N of New Market Road N	Collier	Freight Priority	4175405	Yes	Roadway	Complete	\$56.65	No	Yes	Yes
9	SR 29 from N of New Market Rd to SR 82 N	Collier	Freight Priority	4175406	Yes	Roadway	Complete	\$31.80	No	Yes	Yes
Heartland Regional TPO											
13	SR 70 From Jefferson Ave to CR 29	Highlands	Freight Priority	4145061	Yes	Roadway	On-Going	\$104.43	No	Yes	Yes
14	US 98 from US 27 to East of Airport Road	Highlands	Freight Priority	4145111 4145112	Yes	Roadway	Complete	\$36.12	No	Yes	Yes
15	SR 710 from US 441 to Martin Co/L Add Lanes to SR 710, including new road from SR 70 to US 441	Okeechobee	Freight Priority	4193443 4193444 4193445	Yes	Roadway	Complete	\$203.07	No	Yes	Yes
Lee County MPO											
20	Metro Pkwy Widening from Daniels Pkwy to Winkler Avenue	Lee	Freight Priority	4313341	No	Roadway	Unknown	\$105.32	No	No	Yes
21	SR 31 from SR 80 to SR 78	Lee	Freight Priority	N/A	Yes	Roadway	On-Going	\$103.50	No	Yes	Yes
22	SR 78 Widening from SR 31 to I 75 and SR 78 Interchange Improvements	Lee	Freight Priority	N/A	No	Roadway & Interchange	On-Going	\$63.40	No	No	Yes
Polk TPO											
32	I-4 (SR 400) at SR 33 Interchange Modification	Polk	Freight Priority	4301853 4301855	Yes	Interchange	Complete	\$72.35	No	Yes	Yes

2021 Project Priority List - FDOT D2 (Freight Coordinator: Justin Ryan)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E	Project Cost (millions)	NHFN	SIS	RFN
North Florida TPO											
27	I-295 @ SR115 (Lem Turner) Add Lanes & Reconstruct	Duval	Freight Priority	4475291	Yes	Roadway	Funded	\$3.3	Yes	Yes	No

2021 Project Priority List - FDOT D3 (Freight Coordinator: Holly Cohen)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E	Project Cost (millions)	NHFN	SIS	RFN
Bay County TPO											
1	SR 75 (US 231) from SR 30A (US 98) to SR 368 (23rd St)	Bay	Freight Priority	2179107	Yes	Roadway	Complete	\$10.25	Yes	Yes	Yes
2	SR 75 (US 231) from SR 368 (23rd St) to South of Pipeline Rd.	Bay	Freight Priority	2179108	Yes	Roadway	Complete	\$25.59	Yes	Yes	Yes
3	Widening SR 20 form Washington County Line to SR 75 (US 231)	Bay	Freight Priority	2206356	Yes	Roadway	Funded	\$13.19	Yes	No	Yes
Florida-Alabama TPO											
10	Advanced Traffic Management System (ATMS)	Escambia Santa Rosa	Freight Priority	4280585	Yes	Traffic Management	Complete	\$12.68	No	Yes	Yes
11	I-10 at Beulah Road Interchange Improvement	Escambia	Freight Priority	4331131	Yes	Interchange	Funded	\$22.57	Yes	Yes	Yes
12	SR 8 (I-10) EB Weigh Station to W of SR 95 (US 29)	Escambia	Freight Priority	4379052 4379053	Yes	Roadway	Complete	\$13.20	Yes	Yes	Yes
Okaloosa-Walton TPO											
28	SR 85 Widening from SR 123 to I-10	Okaloosa	Freight Priority	2201714 2201715 2201716	Yes	Roadway	Funded	\$12.43	No	Yes	Yes
29	State Road 20 Widening	Okaloosa	Freight Priority	2206358	Yes	Roadway	Funded	\$92.00	Yes	No	Yes

2021 Project Priority List - FDOT D4 (Freight Coordinator: Autumn Young)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E Status	Project Cost (millions)	NHFN	SIS	RFN
Broward MPO											
4	SR-9/I-95 from S. of SR-858/Hallandale Bch Blvd to N. of Hollywood Blvd	Broward	Freight Priority	4369031	Yes	Roadway	Complete	\$124.22	Yes	Yes	No
5	SR-5/US-1 @ SR-838/Sunrise Boulevard	Broward	Freight Priority	4419551	Yes	Roadway	Funded	\$4.01	No	No	No
Indian River County MPO											
18	I-95 Interchange at Oslo Road	Indian River	Freight Priority	4130482	Yes	Interchange	Funded	\$44.77	Yes	Yes	Yes
19	SR-5/US-1 at Aviation Boulevard (FEC Grade Separation PDE)	Indian River	Freight Priority	4416931	Yes	Grade Separation	Funded	\$20.22	No	No	No
Martin MPO											
23	Grade Separation of SR-714/Monterey Road at FEC Railroad Crossing	Martin	Freight Priority	4416362	Yes	Grade Separation	Funded	\$2.01	No	Yes	No
Palm Beach TPA											
30	Atlantic Ave from Lyons Rd to Jog Rd	Palm Beach	Freight Priority	4405751 4452911	No	Roadway	Complete	\$71.07	No	No	No
31	West of SR-7/US-441 to East of Lyons Road	Palm Beach	Freight Priority	2296584	No	Roadway	Complete	\$27.26	No	No	No
St Lucie TPO											
36	Midway Road Multimodal/Freight Improvements and Florida's Turnpike Connection (M-FITT)	St. Lucie	Freight Priority	2314403 2314404 2314405	Yes	Roadway	Complete	\$50.04	No	No	Yes

2021 Project Priority List - FDOT D5 (Freight Coordinator: Sarah Van Gundy)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E Status	Project Cost (millions)	NHFN	SIS	RFN
Space Coast TPO											
33	SR 528 from East of SR 3 to Port Canaveral Interchange	Brevard	Freight Priority	4074024	Yes	Roadway	Complete	\$149.16	Yes	Yes	Yes
34	St Johns Heritage Pkwy/Ellis Rd from John Rhodes Blvd to W of Wickham	Brevard	Freight Priority	4269054 4269052	Yes	Roadway	Complete	\$45.88	No	Yes	No
35	SR 524 from Friday Road to Industry Road	Brevard	Freight Priority	4379831	Yes	Roadway	Funded	\$491.00	No	No	Yes
MetroPlan Orlando											
25	I-4 Truck Parking Capacity Project	Orange Osceola Seminole	Freight Priority	4464451	Yes	Truck Parking	N/A	\$37.00	Yes	Yes	Yes
24	US 17/92 / SR 600 / John Young Parkway: Widen to 6 Lanes with a Flyover	Osceola	Freight Priority	4184033	Yes	Roadway	Complete	\$6.00	No	No	Yes

2021 Project Priority List - FDOT D6 (Freight Coordinator: Carlos Castro)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E Status	Project Cost (millions)	NHFN	SIS	RFN
Miami-Dade TPO											
26	SR 25/SR 826 Interchange	Miami-Dade	Freight Priority	4365651	Yes	Interchange	On-Going	\$36.50	Yes	Yes	No

2021 Project Priority List - FDOT D7 (Freight Coordinator: Brian Hunter)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E Status	Project Cost (millions)	NHFN	SIS	RFN
Hillsborough MPO											
16	US 41 at CSX Grade Separation	Hillsborough	Freight Priority	440749-1-52-01	Yes	Grade Separation	On-going	\$92.11	Yes	Yes	Yes
17	Downtown Interchange Operational Improvements SECTION 6	Hillsborough	Freight Priority	4450571 4450561 4450562	Yes	Interchange & Traffic Management	Complete (SEIS)	\$135.64	Yes	Yes	Yes

Requested Action & Next Steps

- ✓ MPOAC Freight Committee approved the 2021 Freight Priorities Project List
- ✓ Staff Directors' approval of 2021 Freight Priorities Project List
- MPOAC Executive Committee approval of the 2021 Freight Priorities Project List
- Formal transmittal of 2021 Freight Priorities Project List to FDOT
- Ongoing promotion of projects to FDOT by MPOAC and individual MPOs

MPOAC Executive Director

- MPOAC Executive Director resigned (effective March 5)
- MPOAC has limited experience replacing Executive Director
- MPOAC Executive Committee in a position to develop plan and carry out preliminary steps



Florida MPO Advisory Council Governing Board and Staff Directors

April 29, 2021

Erich Zimmermann
Deputy Director/Transportation Director, NARC



@NARCRegions #RegionsLead

NARC: About Us

- National voice for regions, representing regional councils, councils of governments, and MPOs
- Focus on transportation, economic development, public safety, environmental issues and more
 - Advocacy, webinars, programs, conferences
- Three conferences per year (February - Legislative, June - Annual, and Sept./October – Executive Directors) – Registration is Open for June Virtual Conference
- Thank you to FL MPOs (through MPOAC) for being members of NARC!!



The swirl:

COVID

New administration

Flip in Senate control



National Debt

Reconciliation

FAST Act Expiration

“Rock Star” DOT Secretary

Transportation Funding/HTF

Earmarks



@NARCRegions #RegionsLead

Today's Agenda

1. COVID Recovery Bill/American Jobs Plan
2. FAST Act Reauthorization
3. Earmarks
4. Mileage Fee



COVID Recovery Package

- Expected timing: Medium-term? (late summer?)
- Most likely path: reconciliation legislation? split bill?
- Blurred line between infra pkg and reauthorization
- Reconciliation process increases uncertainty
 - Cannot create new policy
 - Must have a budgetary impact (Congressional Budget Office score)
 - Means no reauthorization, no gas tax increase



COVID Recovery: American Jobs Plan

- Biden Administration: American Jobs Plan
 - [NARC Overview](#)
 - \$2.3T, 8 year spend out, 1% per year of GDP
 - Expansive view of “infrastructure”
- Transportation: \$571B
- Manufacturing: \$300B
- Housing: \$213B
- R&D: \$180B
- Schools/colleges/daycare facilities: \$137B
- Water/wastewater: \$111B
- Broadband: \$100B
- Electric grid: \$100B
- Workforce: \$100B
- Resilience: \$50B
- VA hospitals/fed. bldgs.: \$28B



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/Northeast Corridor
 - \$44B: Large Projects
 - Dedicated fund to support ambitious but complex projects that have widespread benefits
 - \$20B: Safety for all users



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
 - \$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?
 - What is the plan to localize these funds?
- Things to consider
 - This is a proposal, a first draft
 - What is the Congressional appetite for another reconciliation, multi-trillion-dollar bill?
 - This is unlikely to be reauthorization



FAST Act Reauthorization

- Expected timing: Longer-term?
 - FAST Act expires September 30, 2021
- Most likely path: Regular order
- Both chambers have indicated a fast process
 - This 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, unclear how much change will occur



FAST Act Reauthorization

- Our priorities
 - Largely same as last session
 - More \$\$\$ to locals through their MPOs
 - Primary focus on STBGP and PL
- Brownley, CA (HR 510) increases STBGP suballocation to 65% (House bill goes to 60%, current law is 55%)



FAST Act Reauthorization

- Unknowns
 - Timing?
 - What process will COVID recovery bill use?
 - Funding?
 - HTF still has a massive shortfall
 - What will the Senate accept?



FAST Act Reauthorization: Earmarks

- Earmarks are back, baby! (probably)
 - Appropriations and reauthorization

Reauthorization earmarks

- 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 GOP voted to reinstate earmarks, Senate GOP voted not to (non-binding, however)



- 35 states have either enacted and implemented VMT programs, are testing VMT pilot projects, or are currently researching VMT options.
- Two regional groups of states, [RUC West](#) and the [I-95 Corridor Coalition](#)/Eastern Transportation Coalition, have coordinated efforts and resources around VMT issues to leverage resources and to focus funding efforts.

Road Usage Charge West States

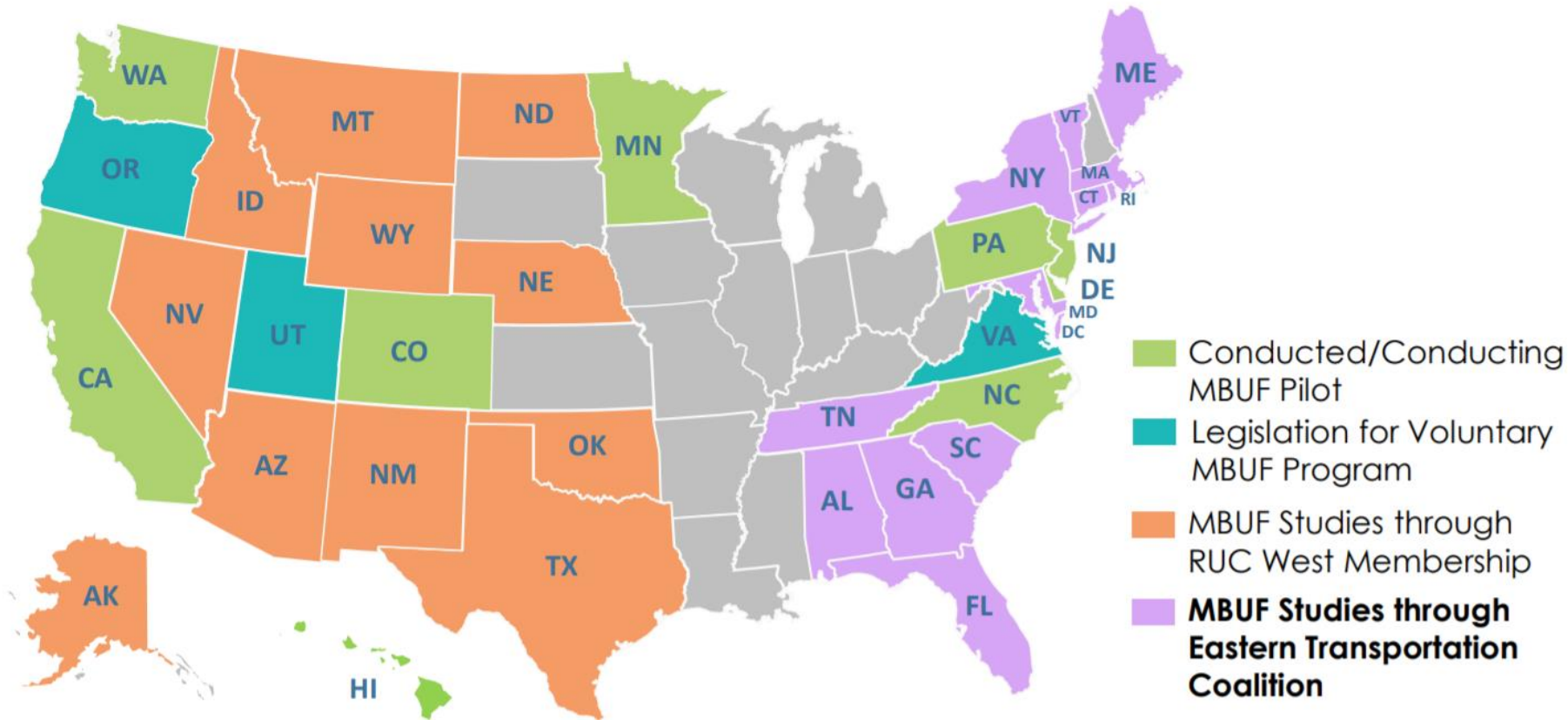
- *Tier 1: States with Policy Enacted to Implement RUC Programs:* Oregon, Utah
- *Tier 2: States Testing RUC Pilot Programs:* California, Colorado, Hawaii, Washington
- *Tier 3: States Researching RUC:* Alaska, Arizona, Idaho, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Texas, Wyoming

I-95 Corridor Coalition/Eastern Transportation Coalition

- [2019 Pilot Study: Results](#), primarily in Delaware, Pennsylvania
- *Studies through The Eastern Transportation Coalition:* South Carolina, Georgia, Florida, Alabama, Tennessee, Maine, Vermont, Massachusetts, Rhode Island, Connecticut, Maryland



2020: A Very Different MBUF Landscape



Source: The Eastern Transportation Coalition



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Surface Transportation System Funding Alternatives

California DOT (Caltrans)	Road Charge Pilots Program: Caltrans will test the viability of current global positioning system technology to determine which roads are part of a public network and may be subject to a fee.	\$2,150,000
Delaware DOT/ Eastern Corridor Coalition	Testing Implementation Paths for Mileage Based User Fees (MBUF): The Coalition will demonstrate and test paths for MBUF in the DC metro area and seven states -- DE, MD, ME, NC, NJ, PA and VA.	\$4,670,00
Hawaii DOT	Digital Mapping Data, Distance-Precision, and Transportation Taxation: Hawaii DOT will investigate the current state and completeness of digital mapping data to determine which roads are part of a public network and may be subject to a fee.	\$250,000
Kansas/Minnesota DOT	RUC Demonstration Project: Kansas DOT will lead a joint effort working with Minnesota DOT to explore the impacts of RUC implementation in the Midwest, with focus on rural and agricultural populations and intrastate and interstate commercial freight and supply chain operators.	\$3,250,000
Ohio DOT	Alternative User Based Revenue Initiative: Ohio DOT will obtain data for a large-scale outreach program geared towards educating the public about RUC.	\$2,000,000
Oregon DOT/ RUC West	Road Usage Charge Summit: RUC West will host a conference that will explore opportunities and barriers to interoperability, expand knowledge about RUC and foster new partnerships.	\$134,875
Texas DOT	Demonstration of Smartphone-Based Alternative to Current Gas Tax Structure: Dallas-Fort Worth will assess the feasibility and technological capability of utilizing smartphone technology to understand travel patterns and the development of an accounting framework.	\$5,000,000
Utah DOT	RUC Customer Service Optimization: Utah DOT will develop and validate RUC-specific customer service improvements designed to enhance public acceptability and attract more voluntary participants.	\$1,250,000



Oregon Road User Charge: OReGO

- Oregon has been at the forefront of road user charge (RUC) developments since 2001
- Oregon's road user charge program, [OReGO](#), started in 2015
- Allows *voluntary* participants to pay 1.8 cents/mi
 - Fuel-powered vehicle drivers: credit for per-gallon fuel tax, remote emissions testing
 - Electric vehicle drivers: reduced registration fees
- Three different service providers, with a mix of amenities and options
 - Pay as you go or quarterly payments
 - GPS and non-GPS options (location is not disclosed to anybody but user; only to establish fee is charged on eligible OR roads)
 - Value added services

Registration fees based on mpg

Most passenger vehicles

Fuel economy	Four years	Two years
0-19 mpg	\$244	\$122
20-39 mpg	\$264	\$132

High-mileage passenger vehicles

Fuel economy	Four years	Two years
40+ mpg NOT in OReGO	\$304	\$152
40+ mpg enrolled in OReGO	\$172	\$86
Electric NOT in OReGO	\$612	\$306 (breakeven is 12,555 miles)
Electric enrolled in OReGO	\$172	\$86



Timeline of OReGO Program

- 2001 Oregon state legislature enacts [HB 3946](#) to study alternative transportation funding sources other than fuel taxes. The statute created an advisory body, the [Road User Fee Task Force \(RUFTF\)](#), to lead the policy development of creating a new source of sustainable revenue to fund roadways.
- 2006 -2012 The RUFTF oversaw the development of [two RUC pilot projects](#) conducted by the Oregon Department of Transportation (ODOT) in 2006 and 2012.
- 2013 In 2013, the legislature passed, and the governor signed, [SB 810](#), directing ODOT to establish the nation's first fully operational RUC program by 2015.
- 2015 The new RUC program, named [OReGO](#), went live in July 2015.
- 2019 Starting in 2019, the state legislature authorized ODOT to allow unlimited OReGO participants (when the pilot began in 2015 there was a cap of 5,000 drivers).
- 2020 Starting in [January](#), those driving fuel-efficient vehicles have a higher registration fee to account for the lower amount of gas taxes they pay. Option to pay a lower registration fee if they sign up for the OReGO program.



Utah Road Usage Charge Program

A ROAD USAGE PROGRAM IS BORN

- 2018 legislative session: Utah state lawmakers instituted an alternative fuel vehicle fee

Utah Annual Registration Flat Fee Schedule		
Alternative Fuel Vehicle Type	2020	2021
Electric	\$90.00	\$120.00
Plug-in Hybrid	\$39.00	\$52.00
Gas Hybrid	\$15.00	\$20.00

- [Utah's Road Usage Charge](#) offers alternative fuel vehicle owners the choice to pay by the mile
 - Electric breakeven: 8,000 miles
- Voluntary for electric and hybrid vehicle owners (only)

NEVER PAY MORE THAN WHAT YOU WOULD PAY AT THE PUMP

- Third-party data collector computes monthly VMT and charges drive 1.5 cents per mile driven
- Charges stop when the amount collected matches the alternative fuel vehicle fee
- Drive can pay less than the fee, but never more

KEEP UTAH MOVING

- As of 2021, electric and hybrid vehicle owners have an option to pay a road usage charge in lieu of the fee
- Road Usage Charge program could also be a potential replacement to the fuel tax for all vehicles in Utah



Virginia: Mileage-based User Fee

- 2020: Virginia General Assembly established ([SB 890](#)) a *voluntary* mileage-based user fee (MBUF) program
- Program is still in development
 - [Request for proposal](#)
- Eligible participants: owners of electric vehicles, alternative fuel vehicles or a fuel-efficient (25mpg+) vehicle subject to a “Highway Use Fee.”
 - Fee: 85% of the amount of taxes paid on fuel used by a vehicle with a combined fuel economy of 23.7 miles per gallon for the average number of miles traveled by a passenger vehicle in VA; otherwise, 85% of difference between this average and the vehicle’s average
- Enrollment in MBUF program avoids payment of fee, using a per-mile fee
 - The per-mile fee will be calculated by dividing the amount of the “highway use fee” by the average number of miles driving by a passenger vehicle in VA
 - Similar to Utah, can pay less but never more



Thank you!

Erich Zimmermann

erich@narc.org

202-618-5697



@NARCRegions #RegionsLead

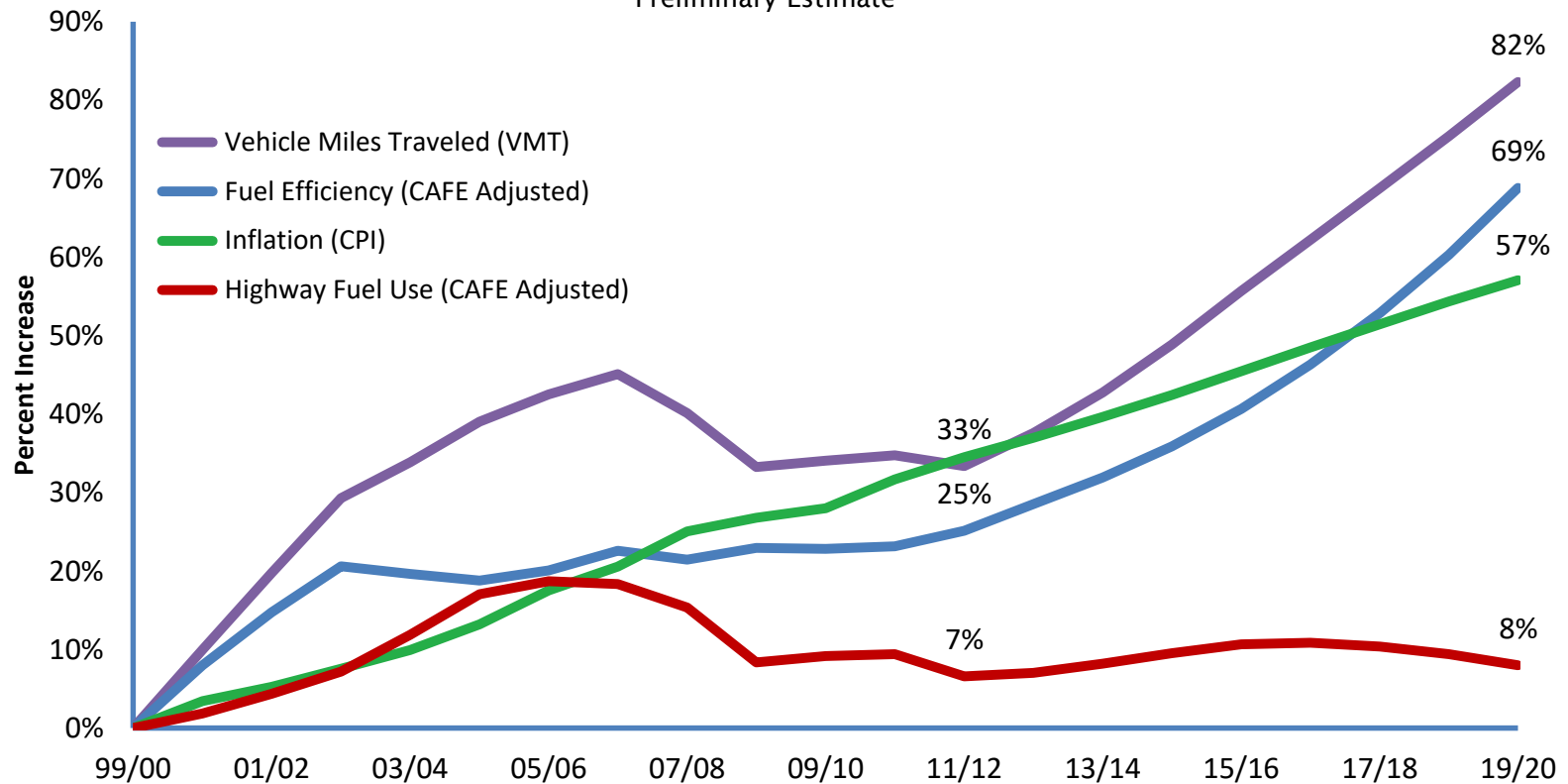
MPOAC Transportation Revenue Study

- 2-Year study concluded in 2012
- Funded by MPOAC; guided by advisory committee
- Purpose – Identify sustainable, innovative, and acceptable measures to address transportation funding needs in Florida and restore STFF purchasing power to 2000 levels

State Trust Fund Purchasing Power

Variables Affecting The Purchasing Power of Transportation Revenues

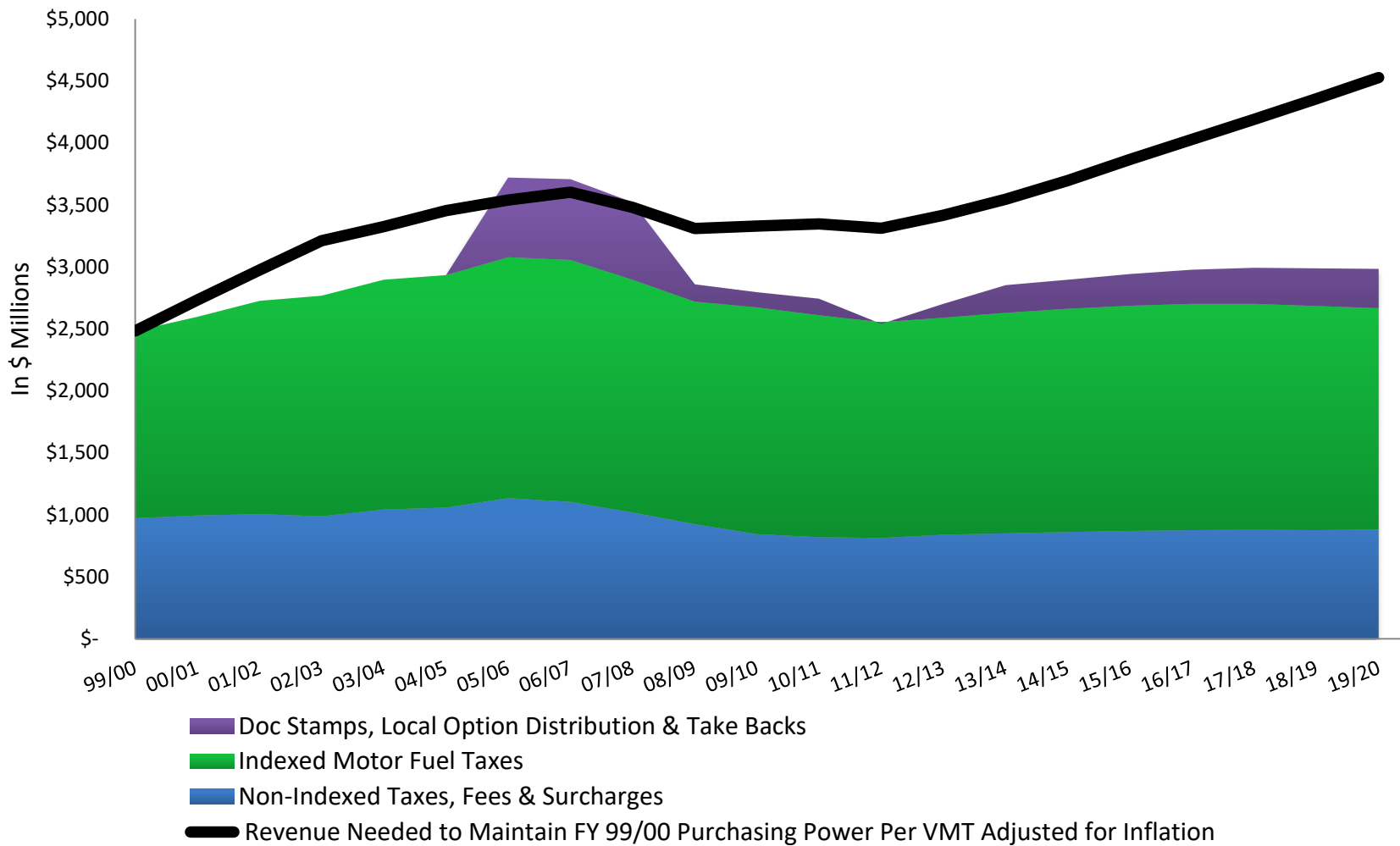
Sources: FDOT 2009 Source Book of Florida Highway Data, Oct 2011 REC & 2012-2025 CAFE Preliminary Estimate



State Transportation Taxes & Fees

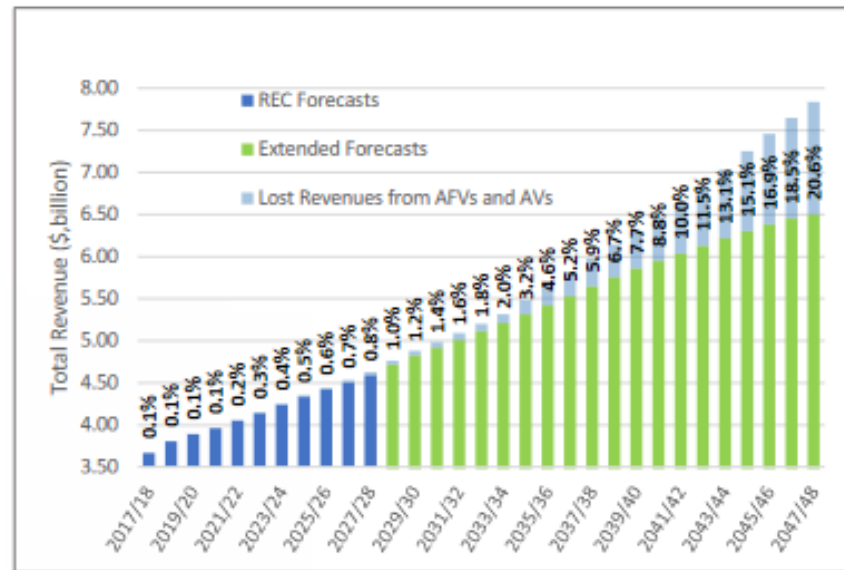
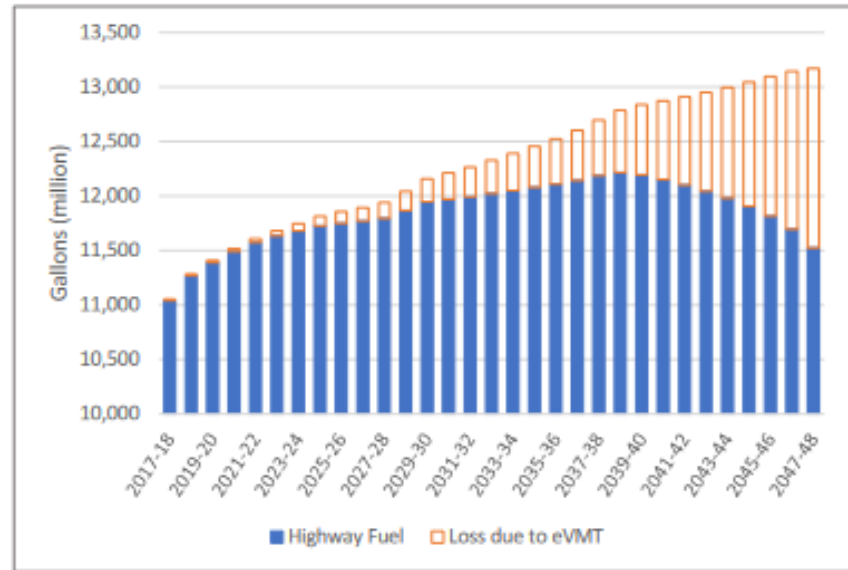
\$12.1 Billion In Lost Purchasing Power

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



Impact of eVMT/AV on Motor Fuel Consumption and Revenue

- Fuel Consumption decreases after 2039
- By 2048, AVs reduce fuel demand by 1.7B gallons/yr
- By 2048, annual revenue losses are \$2.4B/year, 21% of total revenue



MPOAC Endorsed 14 Options

Revenue Option	8 yr Total (\$millions)	Annual Average (\$millions)
Index All Fuel Taxes not Currently Indexed - Local	918	115
1 Cent Municipal Optional Sales Tax- Local	6,637	830
2 Cent Fuel Tax Increase per Year – 5 Years (10 cents) Indexed - State	6,424	803
VMT Study	–	–
5 Cent Local Diesel Tax - Local	576	72
Return MVL, Reg., Title increases to STTF (From GR to STTF)	3,301	413
State Sales Tax@ 6% in Lieu of Fuel Taxes, w/ floor State	1,087	136
Toll Rate Making	–	–
Regional Trans Financing Authority @ \$100mill/ yr	3,200	400
Sales Tax on Motor Vehicle Parts & Services (From GR to STTF)	5,331	666
Sales Tax BEV to STTF (From GR to STTF)	73	9
County \$10 Reg. Fee - Local	1,242	155
Alt. Fuel Decal Expansion - State	204	26
\$100 mill in New Toll Projects	2,450	306



Top Revenue Options

- Index all fuel taxes not currently indexed
- Broaden eligibility for Charter County and Regional Transportation System surtax
- Two cent fuel tax increase per year for 5 years
- Vehicle miles traveled study (VMT)
- Five cent local diesel tax
- Return a variety of fees to the State Transportation Trust Fund

Remaining Revenue Options

State Sales Tax@ 6% in Lieu of Both State Fuel Taxes, with a “Floor”

Toll Rates – Transfer toll setting to Florida Transportation Commission

Regional Transportation Financing Authorities

Sales Tax on Motor Vehicle Parts & Services – Shift from General Revenue Fund

Shift Sales Tax on Battery Electric Vehicles to the State Transportation Trust Fund

\$10 County Vehicle Registration Fee

Alternative Fuel Decal Expansion

Invest \$100 million of Incremental Revenue in New Toll Projects



MPOAC Policy Position #1

THE MPOAC SUPPORTS STATE LEGISLATION THAT:

1. Expands transportation revenue sources and stabilizes transportation funding levels.

Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.
- Charge alternatively fueled vehicles a fee equal to the fuel tax paid by gasoline or diesel fueled vehicles.
- Use the existing MPO and local planning processes to select individual transportation projects rather than legislative appropriations (commonly referred to as earmarks). Ensure that all legislative appropriations that are passed come from non-transportation funding sources (i.e. general revenue funds).
- Fund the Transportation Regional Incentive Program (TRIP) at a predictable level of \$250 Million per year.






Partnership to Achieve Florida's Safety Vision



Brenda Young, P.E., CPM
State Safety Engineer



Our Mission to Achieve Our Vision

- 
1. Strategic Highway Safety Plan
 2. Highway Safety Improvement Program
 3. Safety Resources & Initiatives



2021
Strategic
Highway Safety
Plan

TARGET
ZERO
FATALITIES & SERIOUS INJURIES

MARCH 2021

Strategic Highway Safety Plan

4E's



Engineering



Education




Enforcement

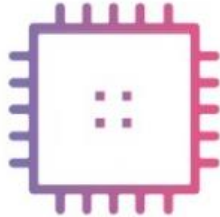


Emergency Response


4I's




Information Intelligence



Innovation

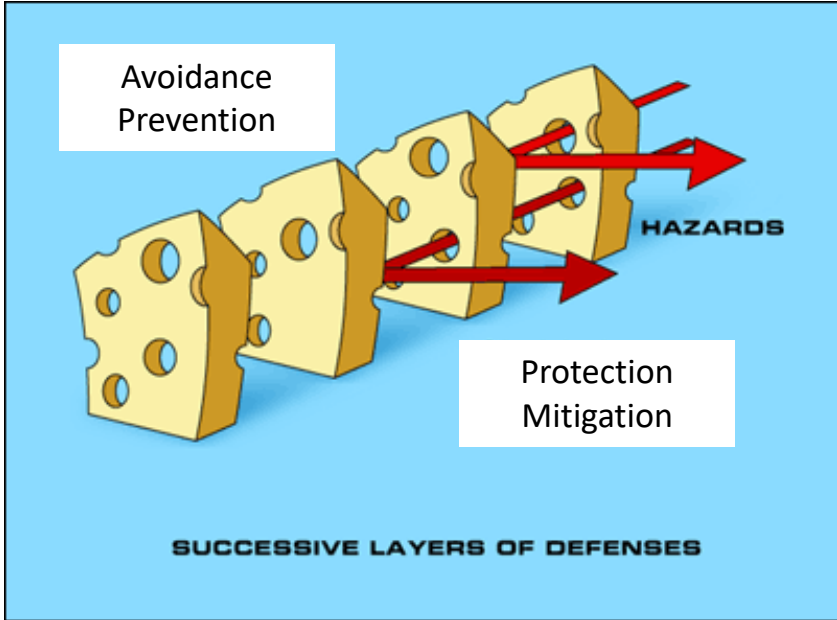


Insight into Communities



Investments and Policies

Strategic Highway Safety Plan

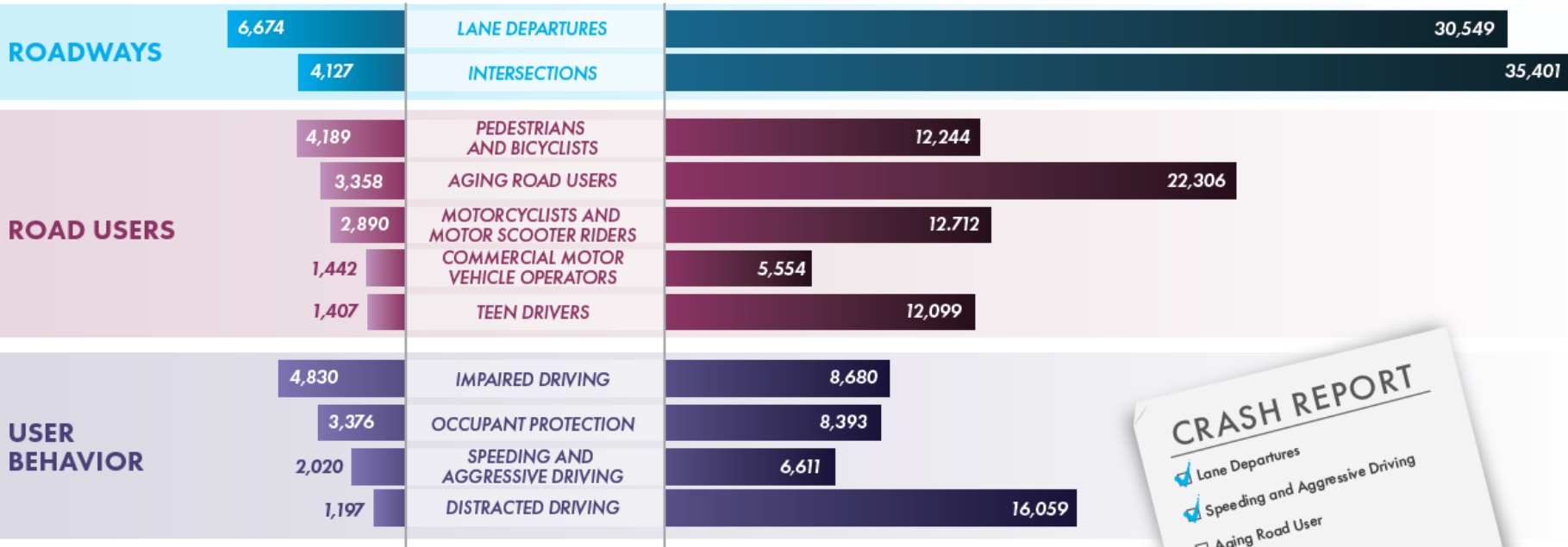


EMPHASIS AREAS

FATALITIES

2015-2019

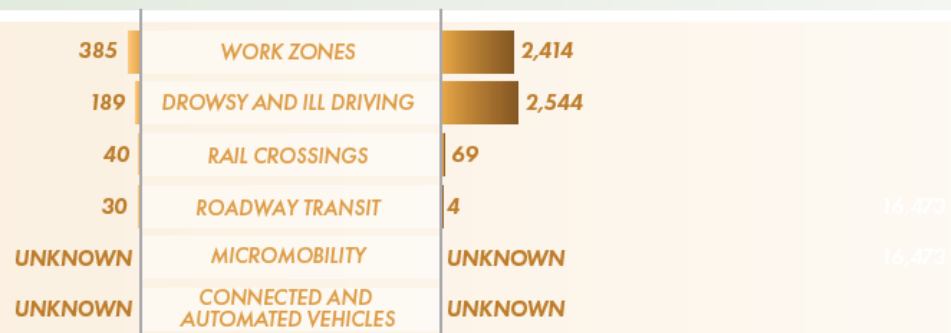
SERIOUS INJURIES



TRAFFIC RECORDS AND INFORMATION SYSTEMS

THE FOUNDATION FOR DATA-DRIVEN DECISIONS

EVOLVING EMPHASIS AREAS



FDOT's Statewide Internal Team



VITAL FEW



LANE DEPARTURES



PEDESTRIANS
AND BICYCLISTS

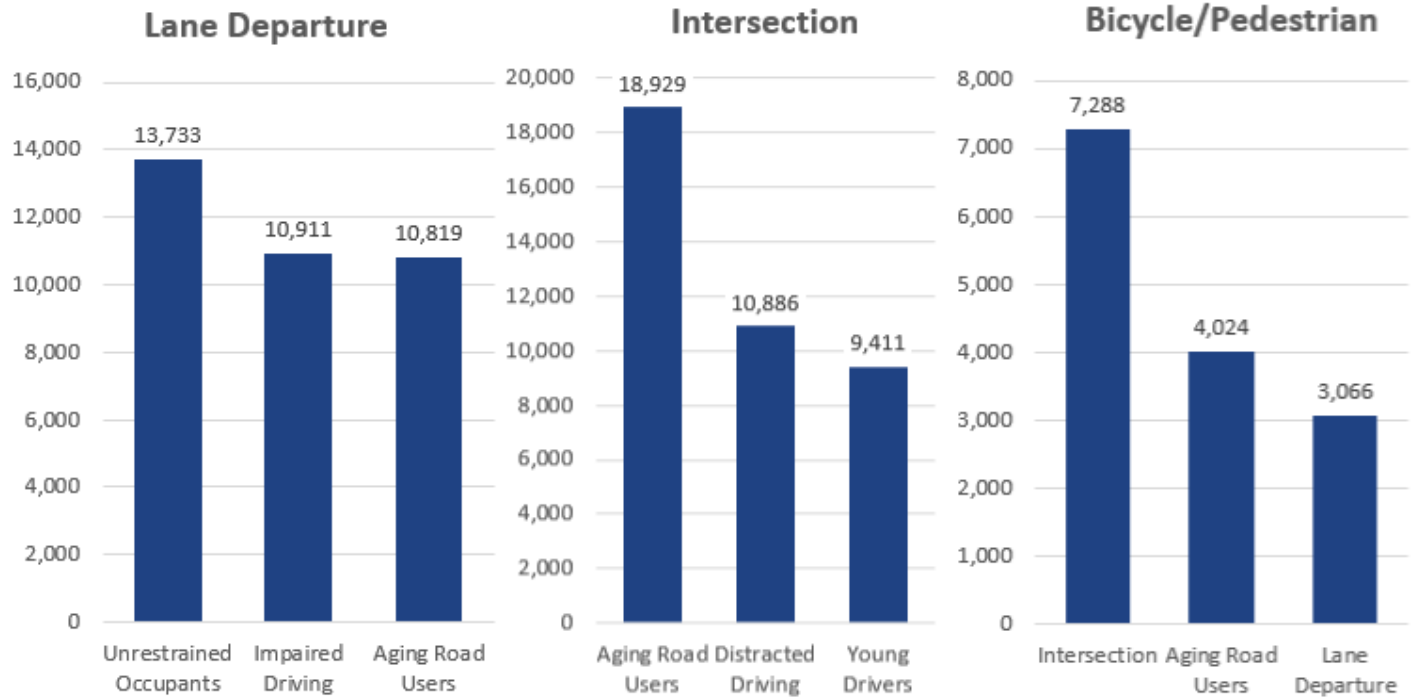


INTERSECTIONS


9 OUT OF **10** **FATAL**
CRASHES **&** **3** OUT OF **4** **INJURY**
CRASHES
involves a VITAL FEW emphasis area.



Top 3 Contributing Factors 2011-2019 (as reported)



Source: 2020 FDOT Vital Few Safety Presentation, Executive Workshop



Gearing Up for Implementation

Initiatives

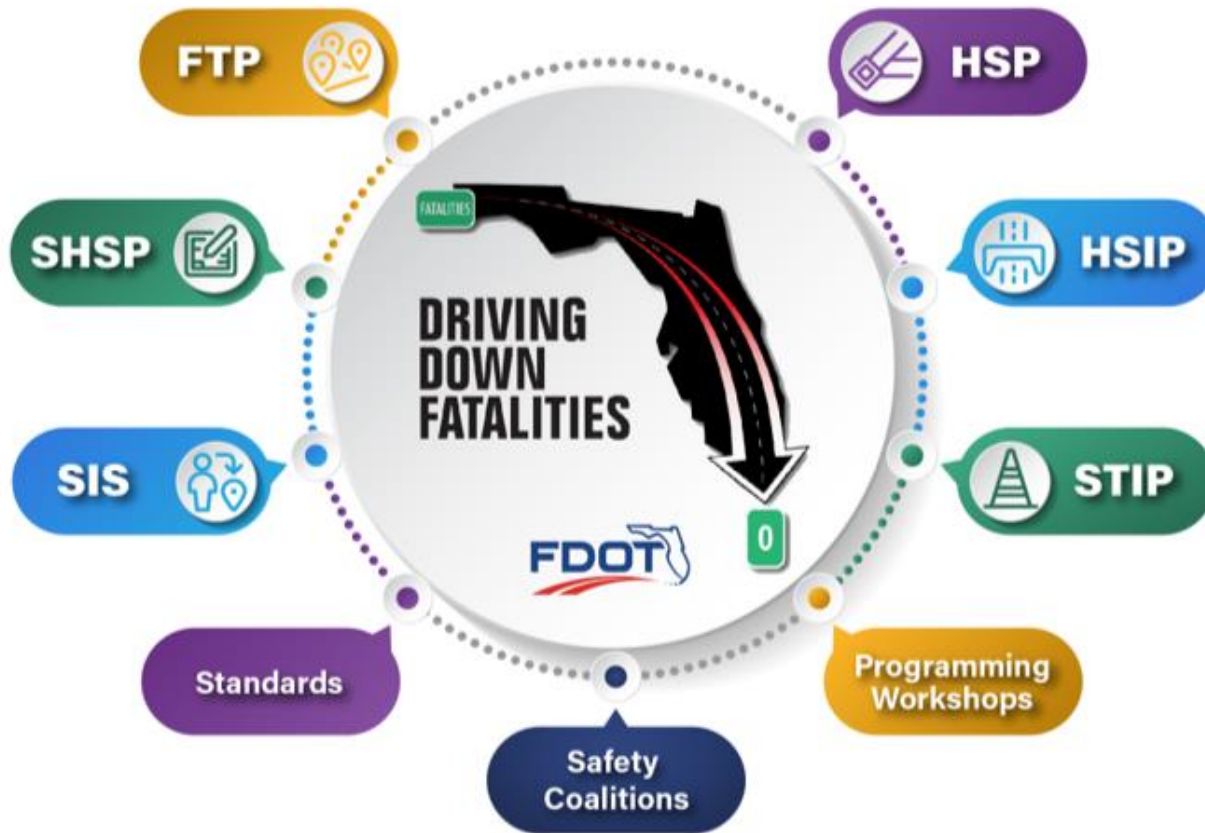


Figure 4. Plans and Processes Supporting Zero Fatalities

Source: 2020 FDOT HSIP Implementation Plan



Source: 2020 FDOT HSIP Implementation Plan

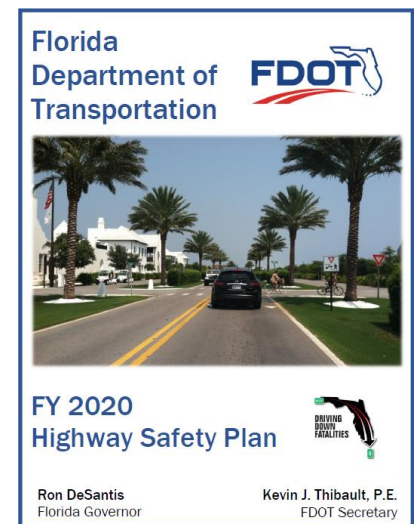
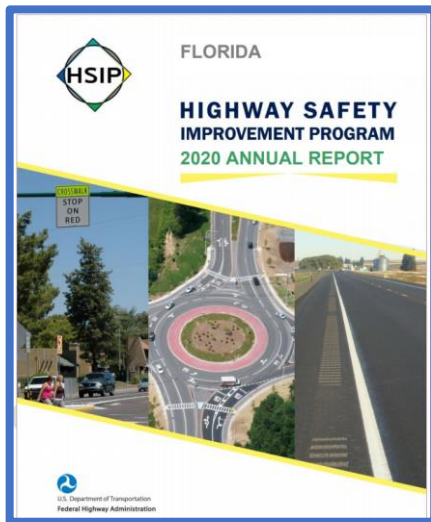
Strategic Highway Safety Plan

Federal Highway Administration (FHWA)

- Highway Safety Improvement Program (Engineering Countermeasures)
 - Approximately \$125M Annually

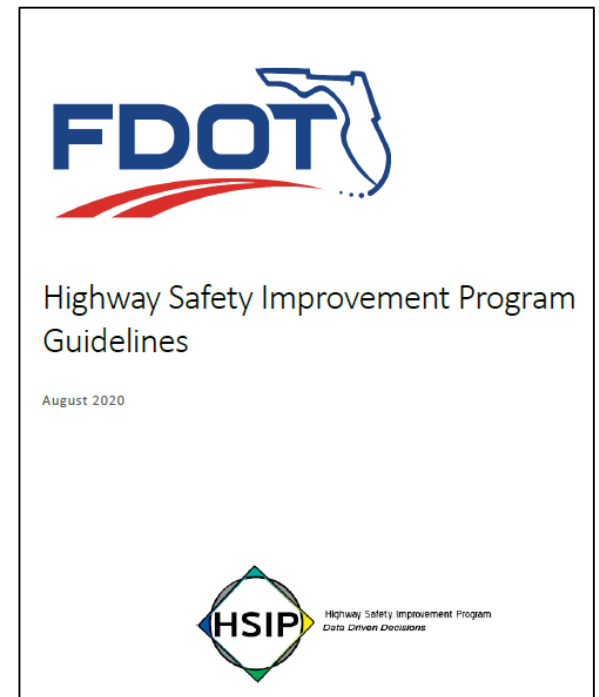
National Highway Traffic Safety Administration (NHTSA)

- Highway Safety Plan (Education and Enforcement Countermeasures)
 - Approximately \$25M Annually



Highway Safety Improvement Program (HSIP)

- Core Federal-aid program
- The Federal Highway Administration (FHWA) administers the HSIP
- **The objective is to significantly reduce fatal or serious injuries on roadways**
- FHWA requires all states to submit a report by August 31st each year



HSIP Eligibility: All Public Roadways

- Implements safety infrastructure countermeasures or improves safety data collection, integration, and analysis such that HSIP stakeholders can better plan, implement, and evaluate highway safety improvement projects in the future
- Consistent with an emphasis area, strategy, or activity identified in the Florida SHSP
- Estimated benefit-cost ratio (BCR) of 1.0 or greater
- Addresses a serious crash risk or safety problem identified through a data-driven process



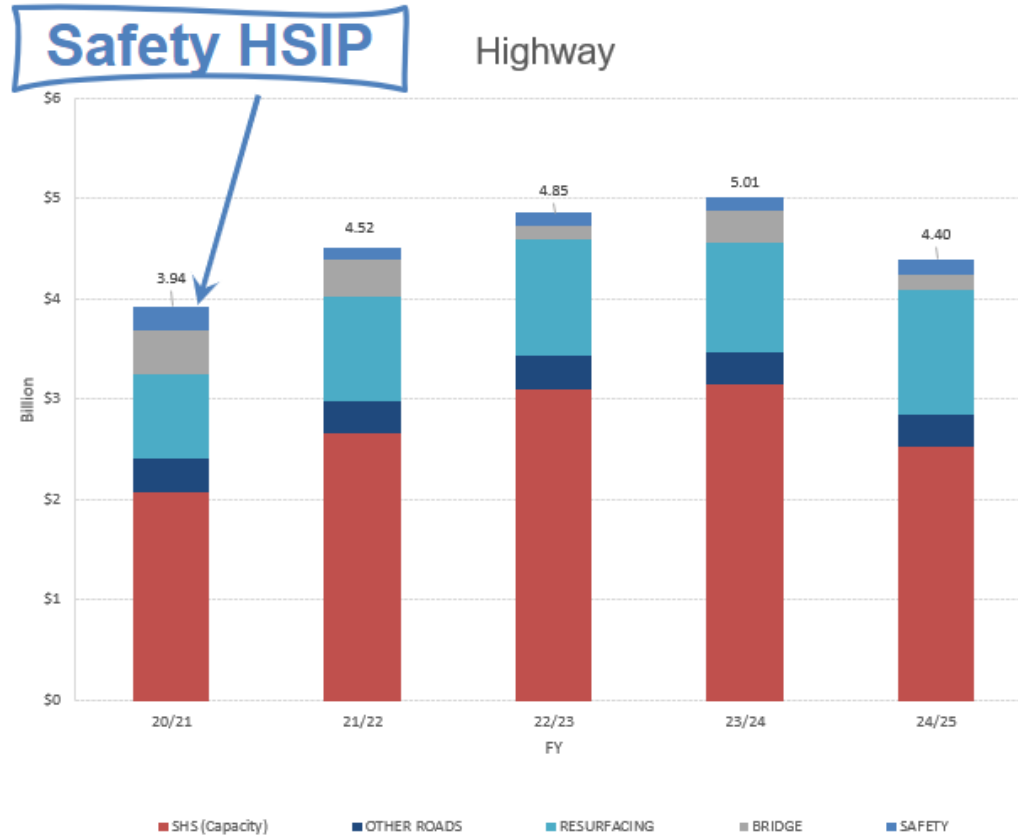
- ***Likely to result in a reduction of fatalities and serious injuries***

Partnership to Achieve Florida's Safety Target



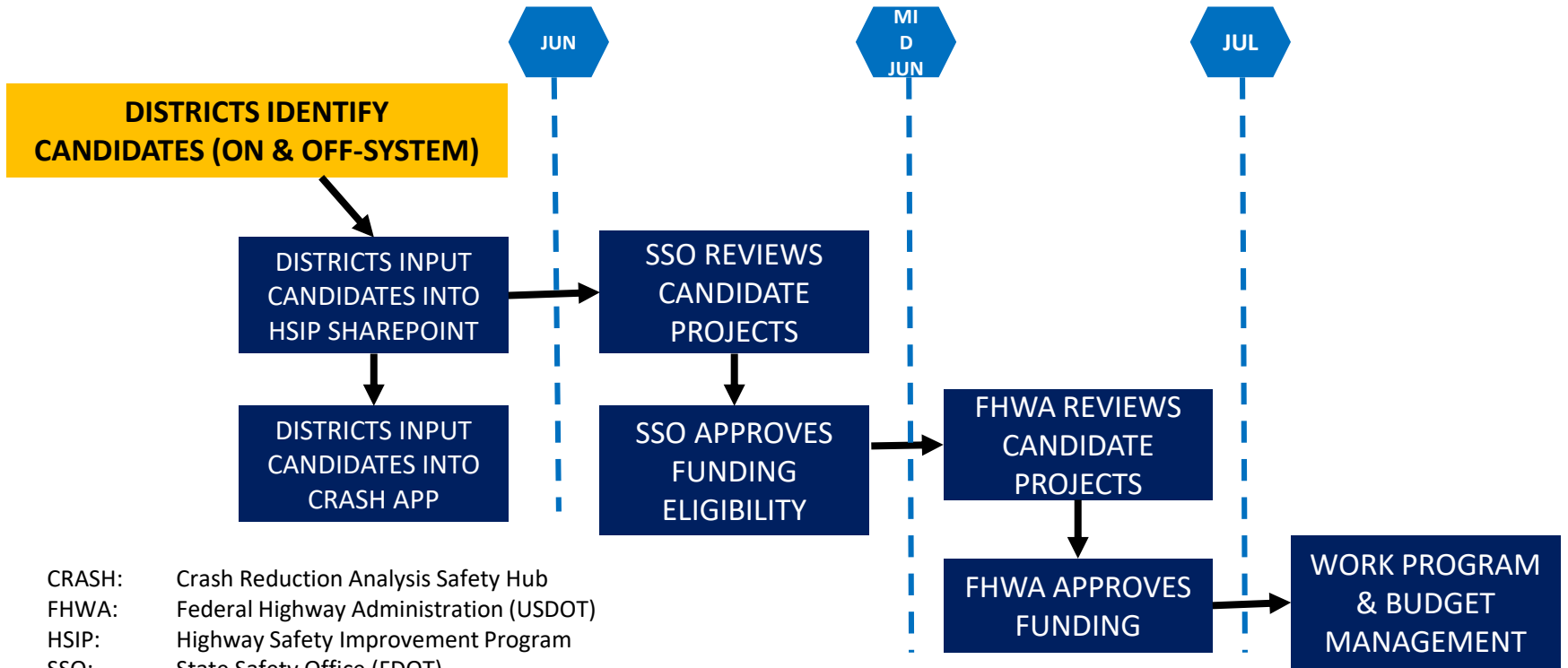
Source: 2020 FDOT HSIP Implementation Plan

Partnership to Achieve Florida's Safety Vision



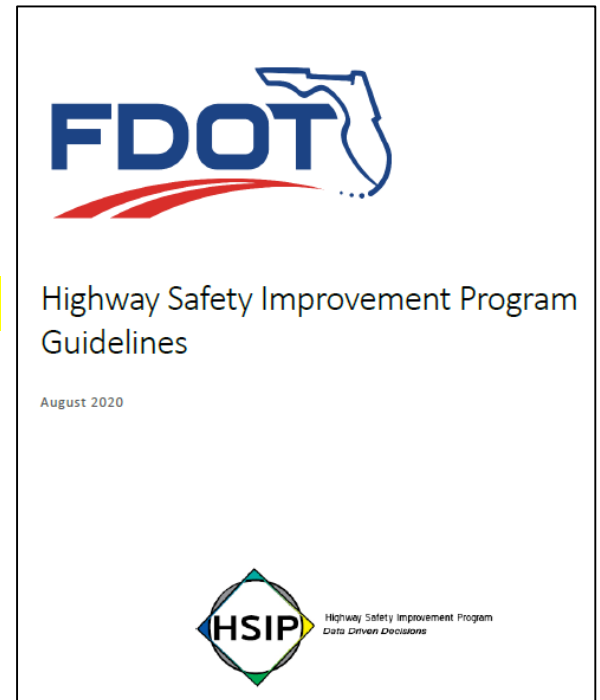
Source: 2020 FDOT Vital Few Safety Presentation, Executive Workshop

HSIP Timeline



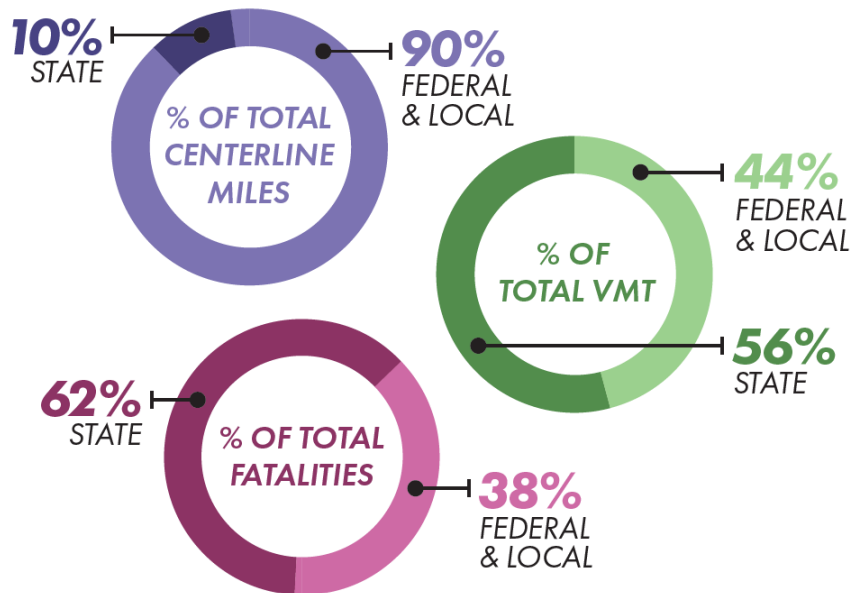
HSIP – Project Identification

- Network Screening for Locations with Potential for Safety Improvement
- Systemic Safety Analysis for Countermeasure Deployment
- Local Road Safety Plans, Local Agency Requests, and Citizen Requests Community Traffic Safety Teams
- Investigations into Fatality Locations
- Supplement Other Planned Projects
- Other Safety-Related Studies

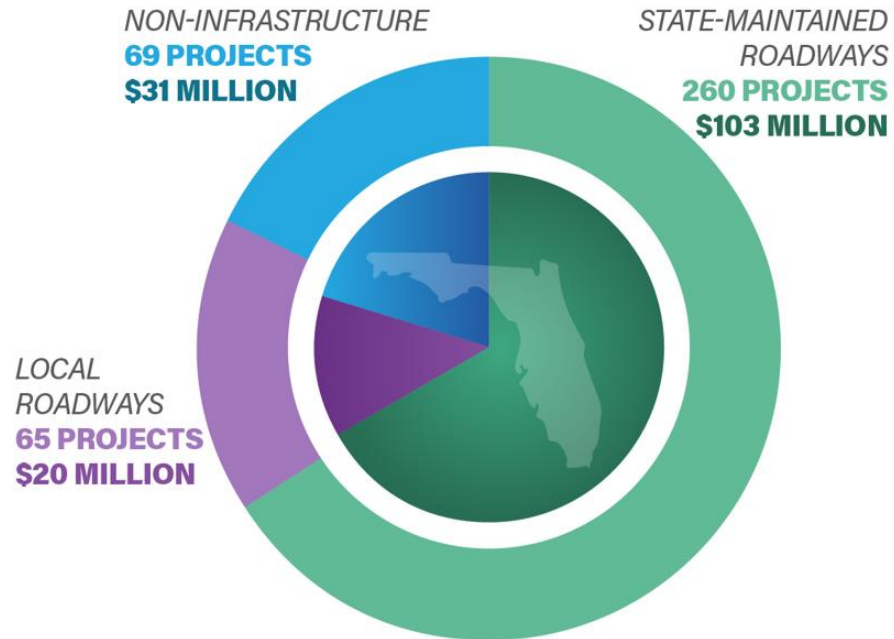


HSIP – Investments On & Off-System

CENTERLINE MILES, VMT, AND FATALITIES BY ROAD TYPE (2019)



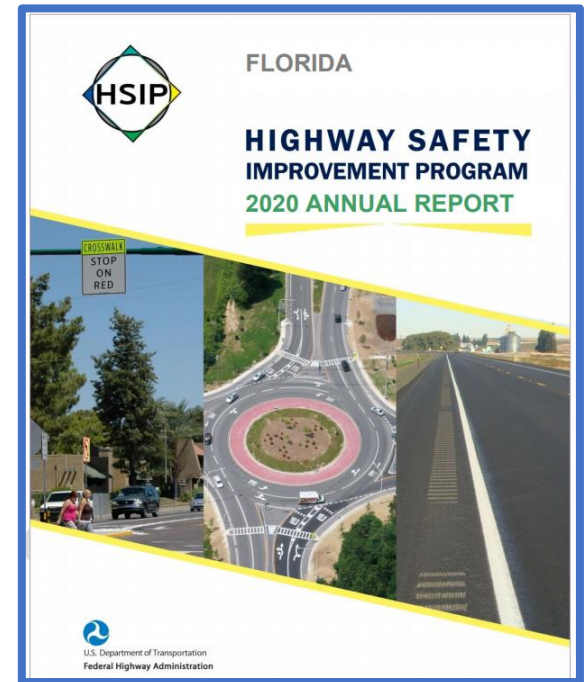
Source: 2021 Florida Strategic Highway Safety Plan



Source: 2020 FDOT HSIP Implementation Plan

HSIP Annual Reporting

- FHWA uses the HSIP Online Reporting Tool to collect report information from each state for the HSIP
- The HSIP ORT compiles reported information and creates the annual reports published by FHWA



HSIP Annual Report – 50 Questions

- Program Structure
 - Program Administration
 - Program Methodology
- Progress in Implementing Projects
 - Funds Programmed
 - General Listing of Projects
- Progress in Achieving Safety Performance Targets
 - General Highway Safety Trends
 - Safety Performance Targets
 - Applicability of Special Rules
- Assessment of the Effectiveness of the Improvements (Program Evaluation)
 - Program Effectiveness
 - Effectiveness of Groupings or Similar Types of Improvements
 - Project Effectiveness
- Compliance Assessment

HSIP – Program Evaluation of Effectiveness

FHWA 6 Safety Performance Metrics

- Fatalities
- Serious injuries
- Fatality rate (per HMVMT)
- Serious injury rate (per HMVMT)
- Non-motorized fatalities
- Non-motorized serious injuries

Safety Performance Metrics

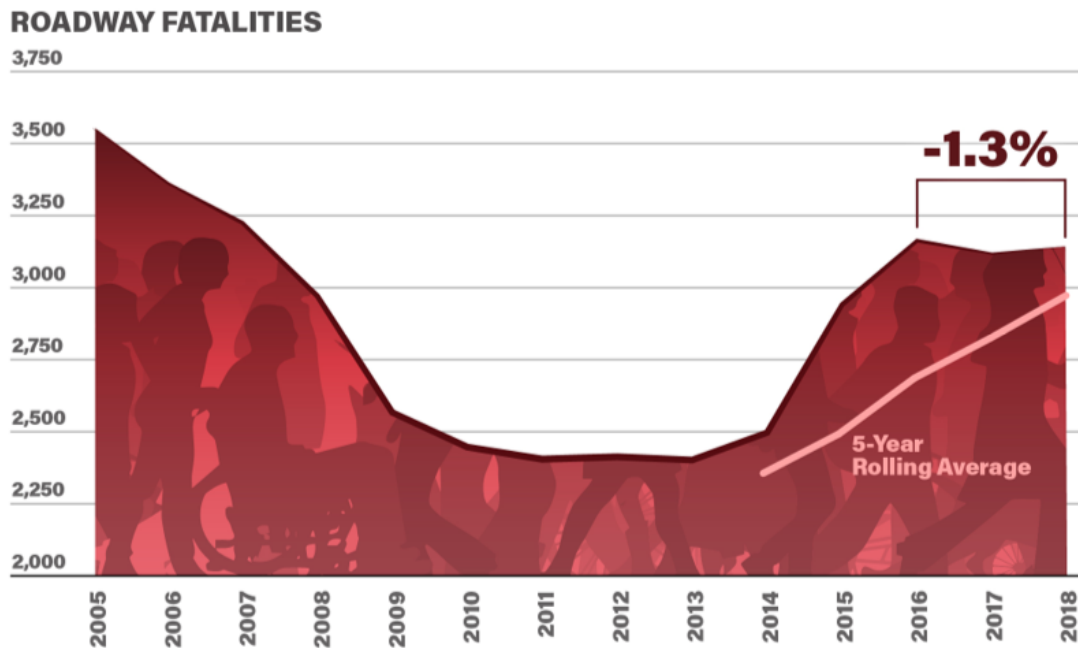


Figure 8. Roadway Fatalities, 2005-2018

Source: 2020 FDOT HSIP Implementation Plan

Safety Performance Metrics

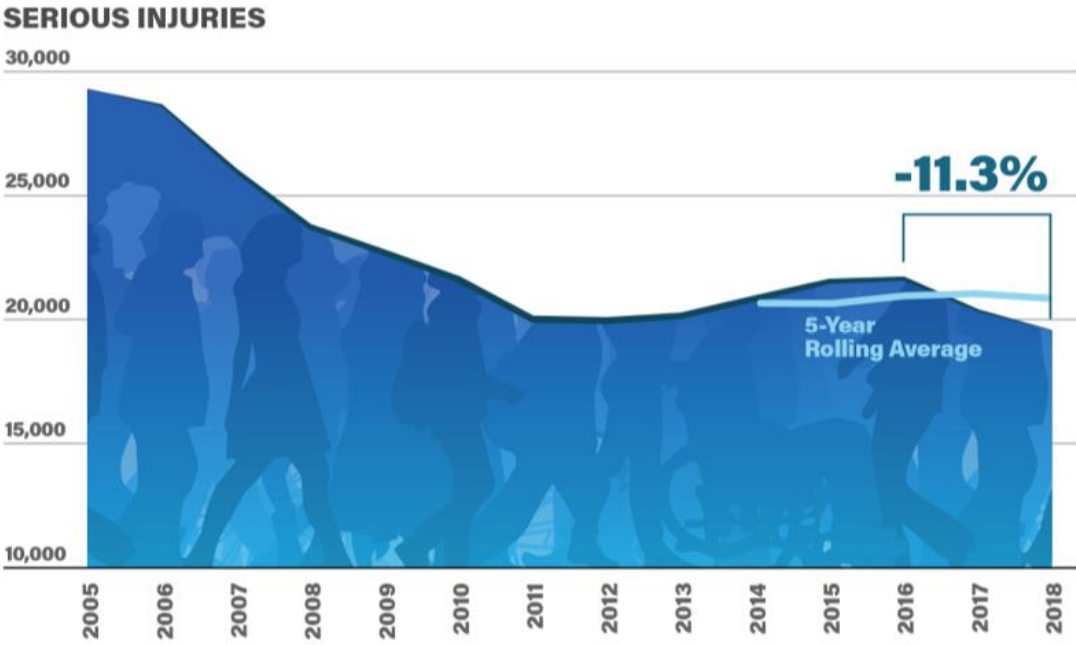


Figure 9. Roadway Serious Injuries, 2005-2018

Source: 2020 FDOT HSIP Implementation Plan

Safety Performance Metrics

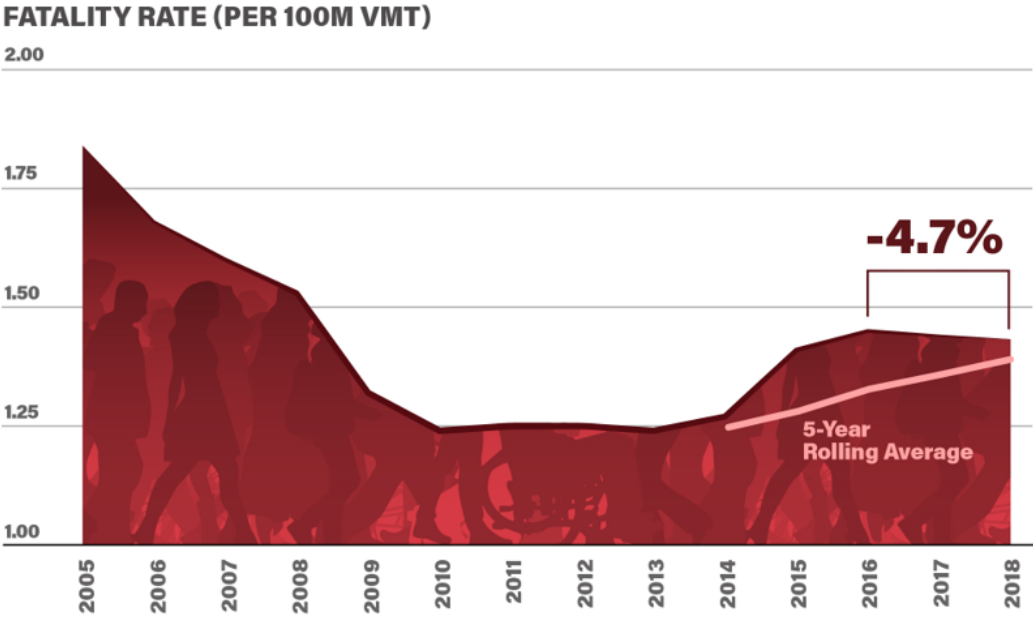


Figure 10. Roadway Fatality Rate per 100M VMT, 2005-2018

Source: 2020 FDOT HSIP Implementation Plan

Safety Performance Metrics

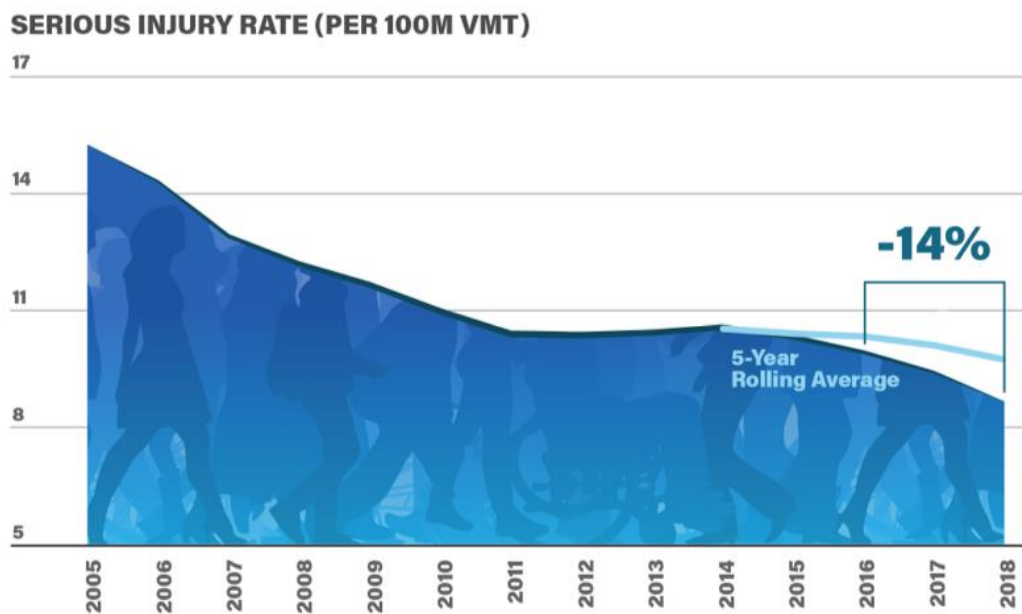


Figure 11. Roadway Serious Injury Rate per 100M VMT, 2005-2018

Source: 2020 FDOT HSIP Implementation Plan

Safety Performance Metrics

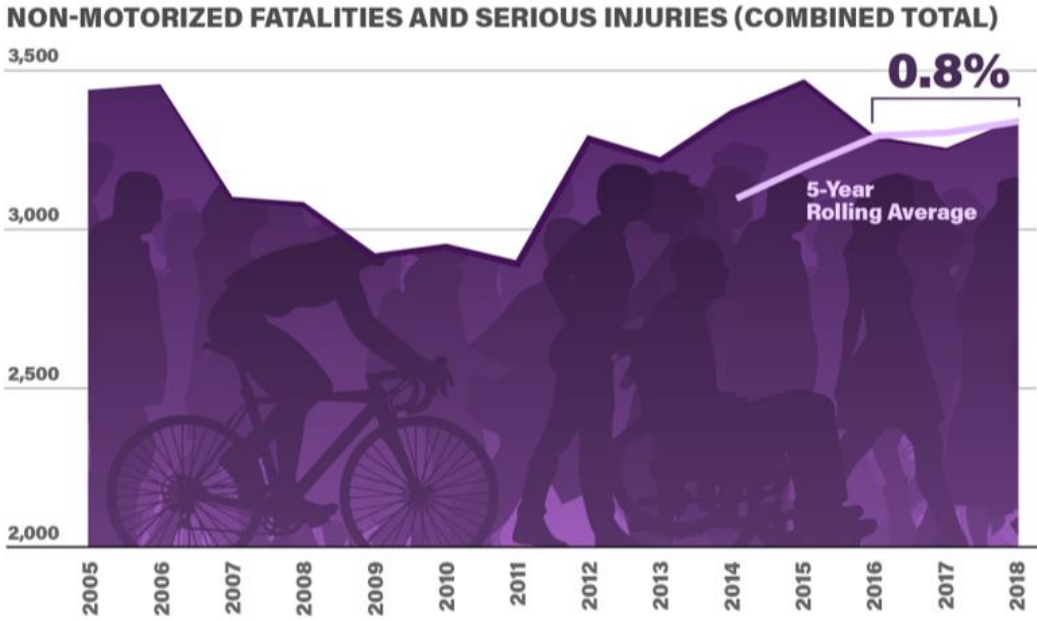
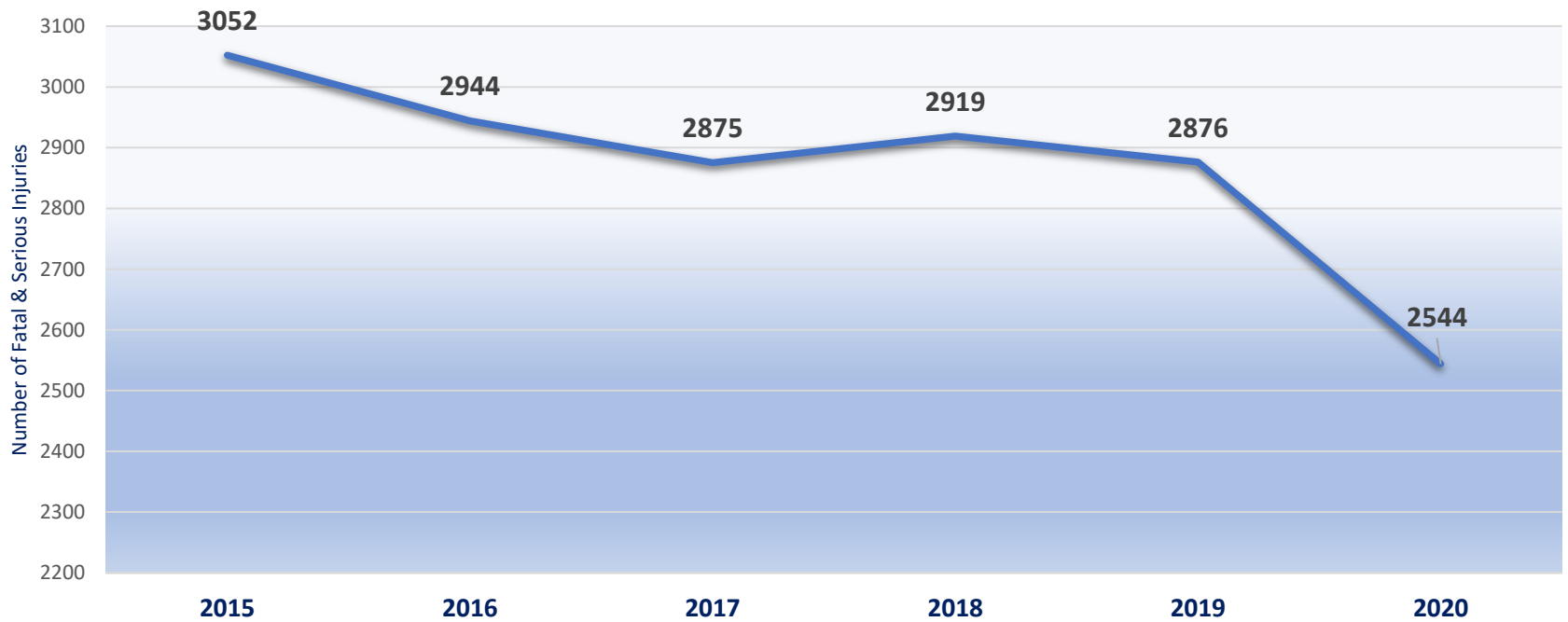


Figure 12. Non-motorized Fatalities and Serious Injuries, 2005-2018

Source: 2020 FDOT HSIP Implementation Plan

Pedestrian and Bicyclist Fatal & Serious Injuries 25 Priority Counties 2015 -2020



Source: 2021 Florida Pedestrian and Bicycle Focused Safety Initiative, FDOT CAR Database

FHWA: Monitoring Progress Toward Target



U.S. Department
of Transportation
**Federal Highway
Administration**

Florida Division

March 25, 2021

3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312
Phone: (850) 553-2200
Fax: (850) 942-9691
www.fhwa.dot.gov/fldiv

In Reply Refer To:
HDA-FL

Florida Division

Mr. Kevin J. Thibault
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

Subject: Florida CY 2019 Safety Performance Target Assessment

Dear Secretary Thibault:

The Federal Highway Administration (FHWA) has completed the assessment for the Calendar Year (CY) 2019 safety performance targets, based on the 5-year averages for CY 2015 to CY 2019. Pursuant to 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target. For this year's CY 2019 assessment, the baseline performance is the 5-year average from CY 2013 to CY 2017.

Based on the review of your State's safety performance targets and data, Florida *has not* met or made significant progress toward achieving its safety performance targets. The attached table provides a summary of the safety performance target assessment.

If you believe this assessment was made in error, additional compelling information may be submitted by **Monday, April 12, 2021**, to the FHWA Division Office for reconsideration.

As a result of not meeting or making significant progress toward your State's safety performance targets, Florida must comply with the following actions as per 23 U.S.C. 148(i):

1. Develop and submit an HSIP Implementation Plan for FY 2022 to the FHWA Division Office by June 30, 2021, that meets the applicable statutory requirements as described in the [HSIP Implementation Plan Guidance](#).



HSIP Implementation Plan

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

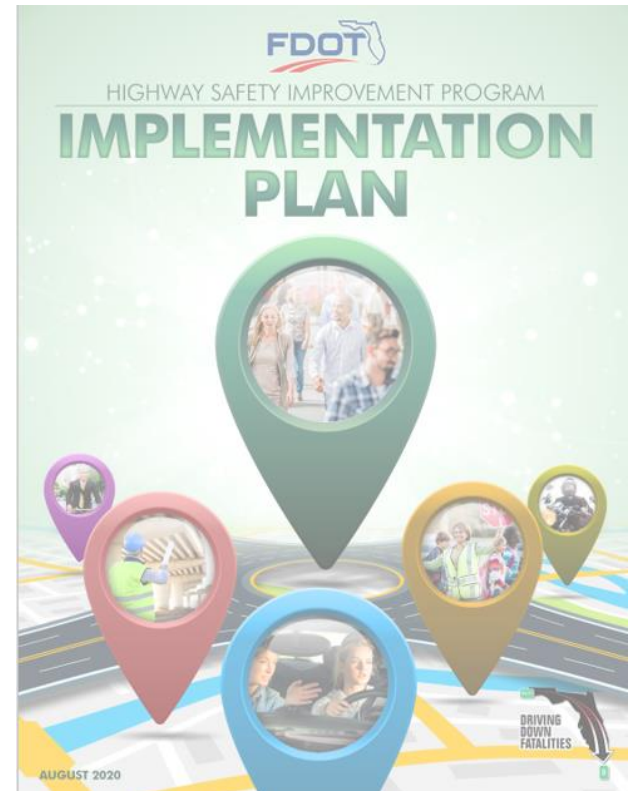


Table 1. Florida Safety Performance Target Achievement Determination Summary

PERFORMANCE MEASURE	2014-2018 TARGET	2014-2018 OUTCOME	2012-2016 BASELINE	MET TARGET?	BETTER THAN BASELINE?	MET OR MADE SIGNIFICANT PROGRESS?
Number of Fatalities	0.1	2,971.4	2,688.4	No	No	No
Rate of Fatalities	0.100	1.392	1.330	No	No	
Number of Serious Injuries	0.1	20,736.8	20,872.4	No	Yes	
Rate of Serious Injuries	0.100	9.762	10.364	No	Yes	
Number of Non-Motorized Fatalities & Serious Injuries	0.1	3,308.2	3,291.2	No	No	

- Annual fatalities in Florida were on an increasing trend from 2014-2016, and the **curve is flattening since 2016**.
- Since 2016, the annual fatality rate (fatalities per million vehicle miles traveled) **decreased by 8.8%**.
- Since 2016, the annual serious injuries **declined by 16.8%**.
- The annual serious injury rate (serious injuries per million VMT) is declining, and the **average rate of decline is 4.7%**.
- Since 2016, the annual non-motorized fatalities and serious injuries **decreased by 4.4%**.
- The annual non-motorized fatalities and serious injuries per million VMT is declining, and the **average rate of decline is 3.0%**.

Source: 2020 FDOT HSIP Implementation Plan

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.

Source: 2020 FDOT HSIP Implementation Plan

Coming Soon –
District Allocations FY 24,
By Statutory Formula

District	Statutory Formula
1	14.23%
2	11.31%
3	7.39%
4	18.33%
5	21.44%
6	12.49%
7	14.83%

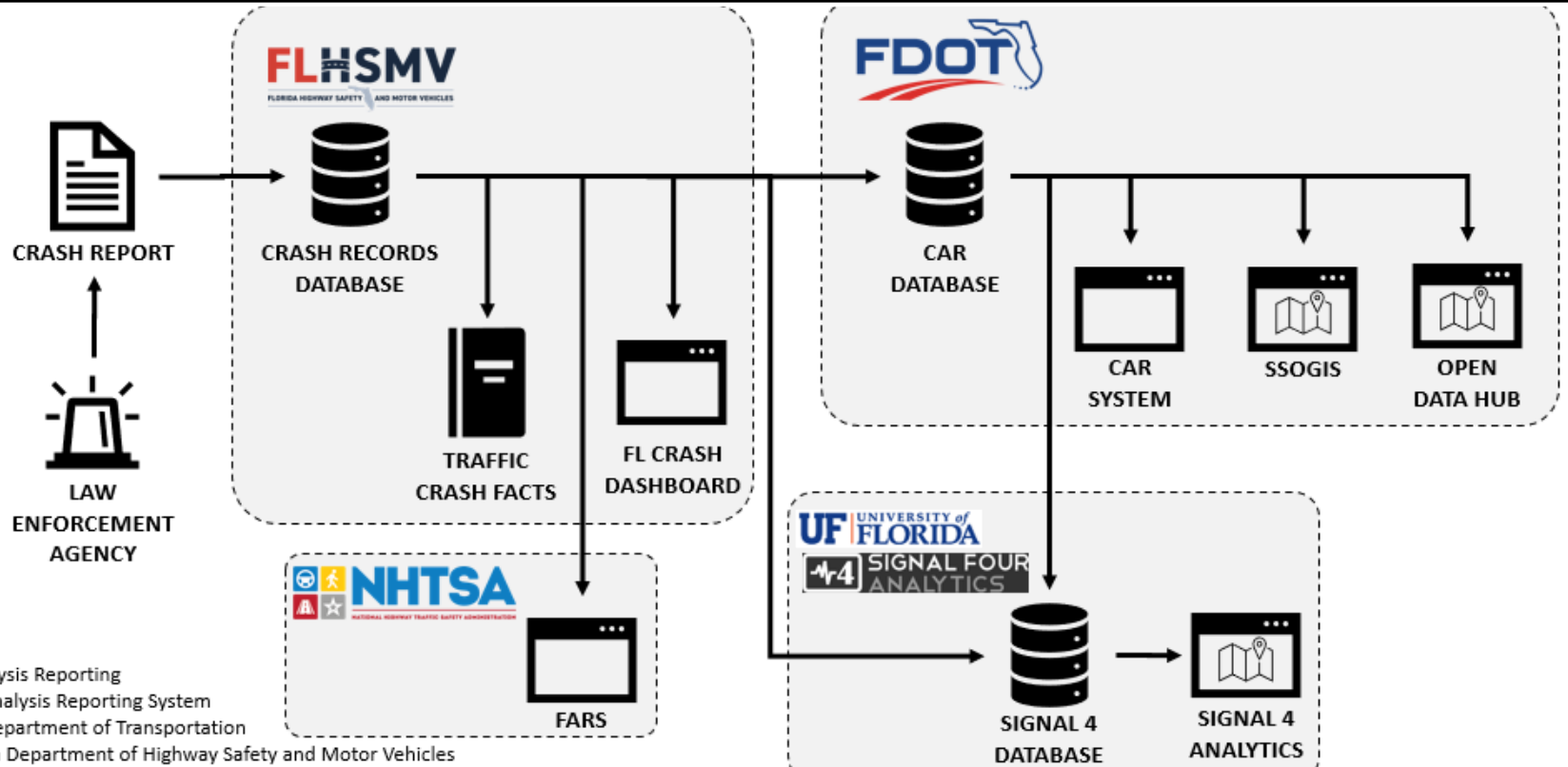


Work Program Instructions

FY 21/22 – 25/26

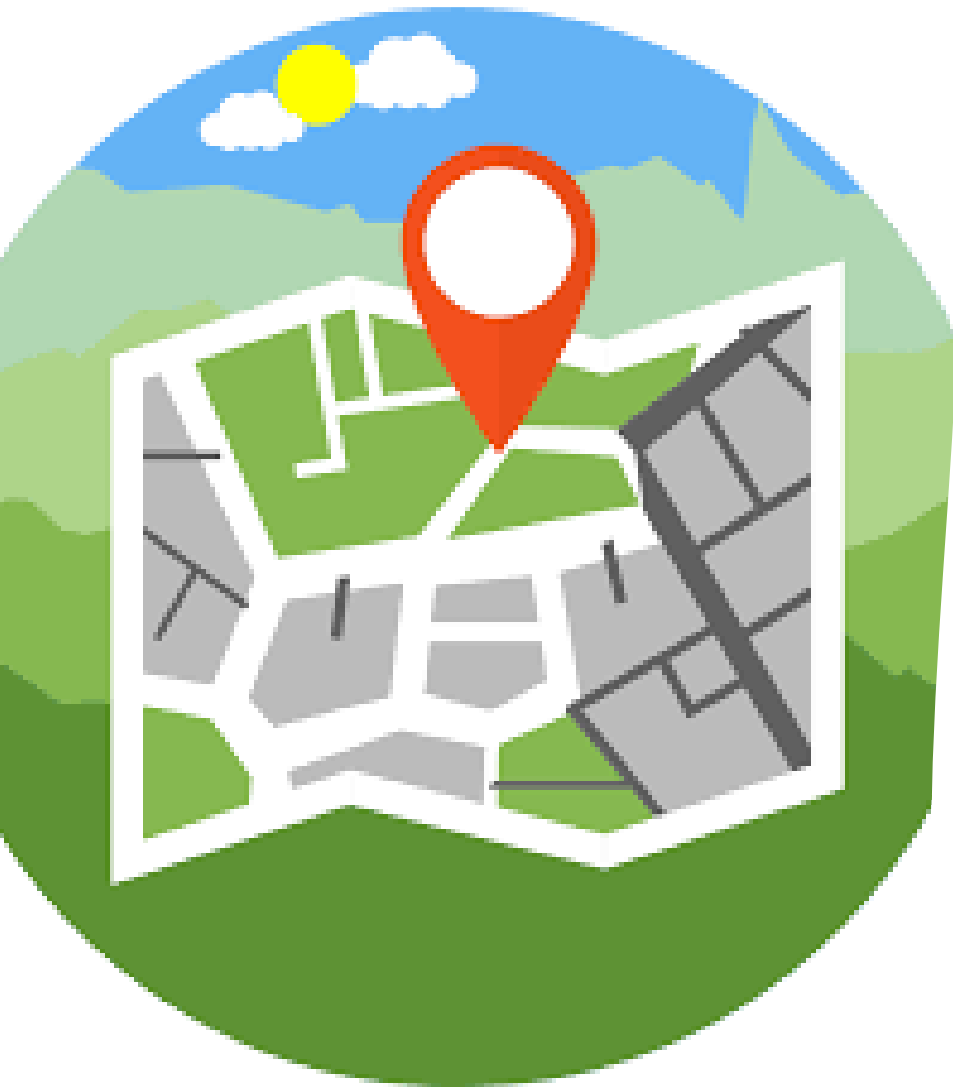
September 18, 2020

Improving our Data, Processes, & Analysis Tools



DATA ANALYSIS





Safety Analysis Methods – Location Specific

Specific location safety analysis determined by:

- Where there is a high number of crashes
- Where there are high crash rates
- Where there are fatalities/serious injuries
- Where systemic analysis has identified as a location of focus

Safety Analysis Methods – Systemic

Broader network analysis of data to determine where safety improvements are needed:

- Identifies characteristics that frequently contribute to certain crash types
- Focuses on countermeasures that can be deployed widely across the system
- Identifies and prioritizes locations across the network for implementation





Safety Analysis Methods – Predictive

Risk-based approach to systemically analyze safety performance of roadways:

- Uses risk factors to identify locations to implement safety improvements to *prevent* crashes
- Safety Performance Functions (SPFs) are developed from crash data from similar sites, all adjusted to presumed “base” conditions
- Crash Modification Factors (CMFs) are then applied to convert from the base conditions to the conditions at the location being studied
- A local calibration factor is also applied based on local crash experience on similar roadway sites
- Empirical methods may also be applied if both a SPF and actual crash data are available



Expedited Crash
Processing

Fatal and Serious
Injuries

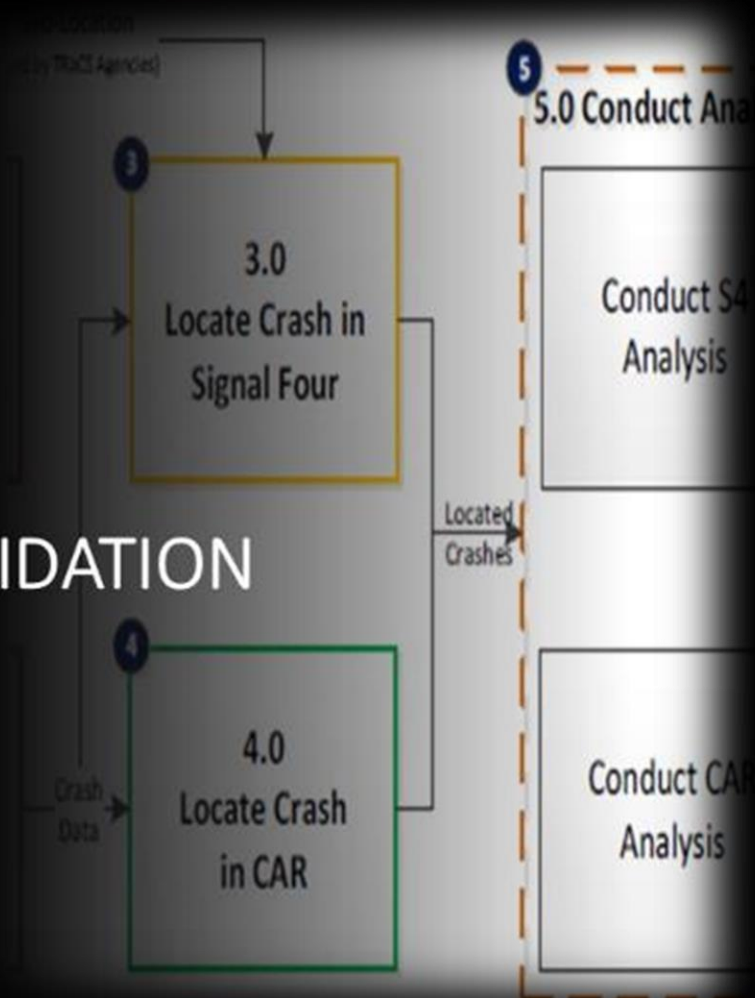




SAFETY PROJECT HIGHLIGHT

CRASH RECORDS LOCATION CONSOLIDATION

*Significant system and process improvement
to merge crash records location processing
with Signal Four Analytics*

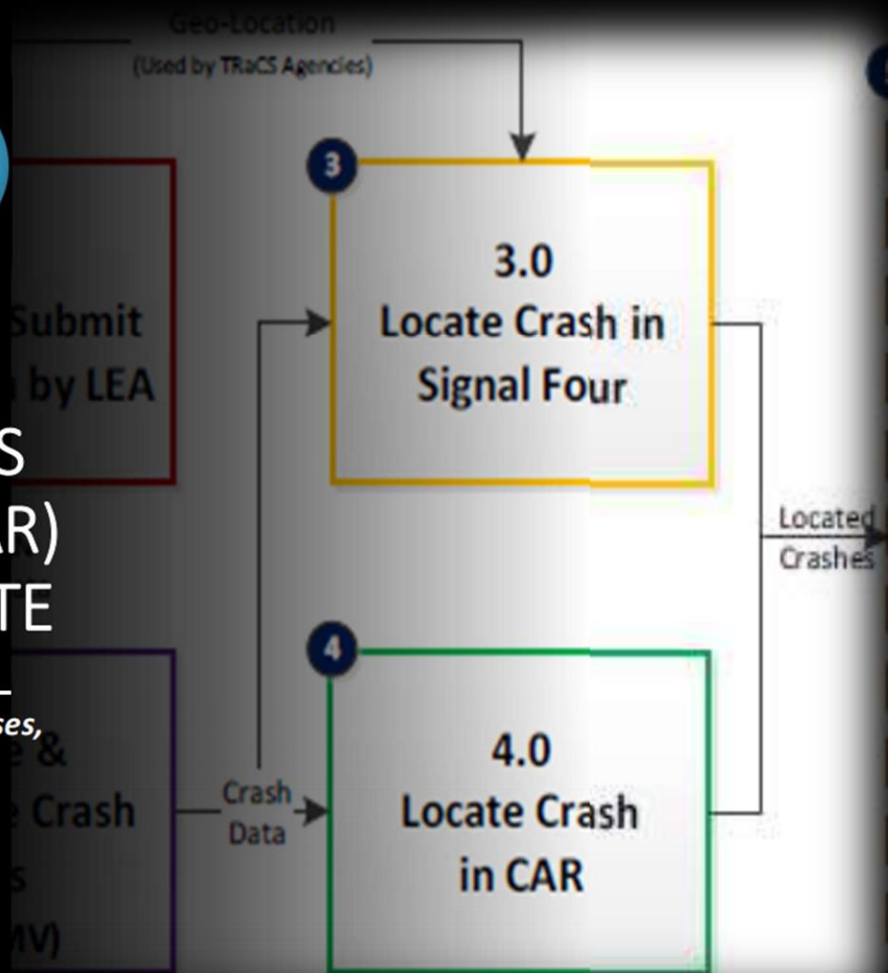




SAFETY PROJECT HIGHLIGHT

CRASH ANALYSIS REPORTING (CAR) SYSTEM REWRITE

*Upgrades crash analysis processes,
provides synchronization with
Signal Four Analytics*

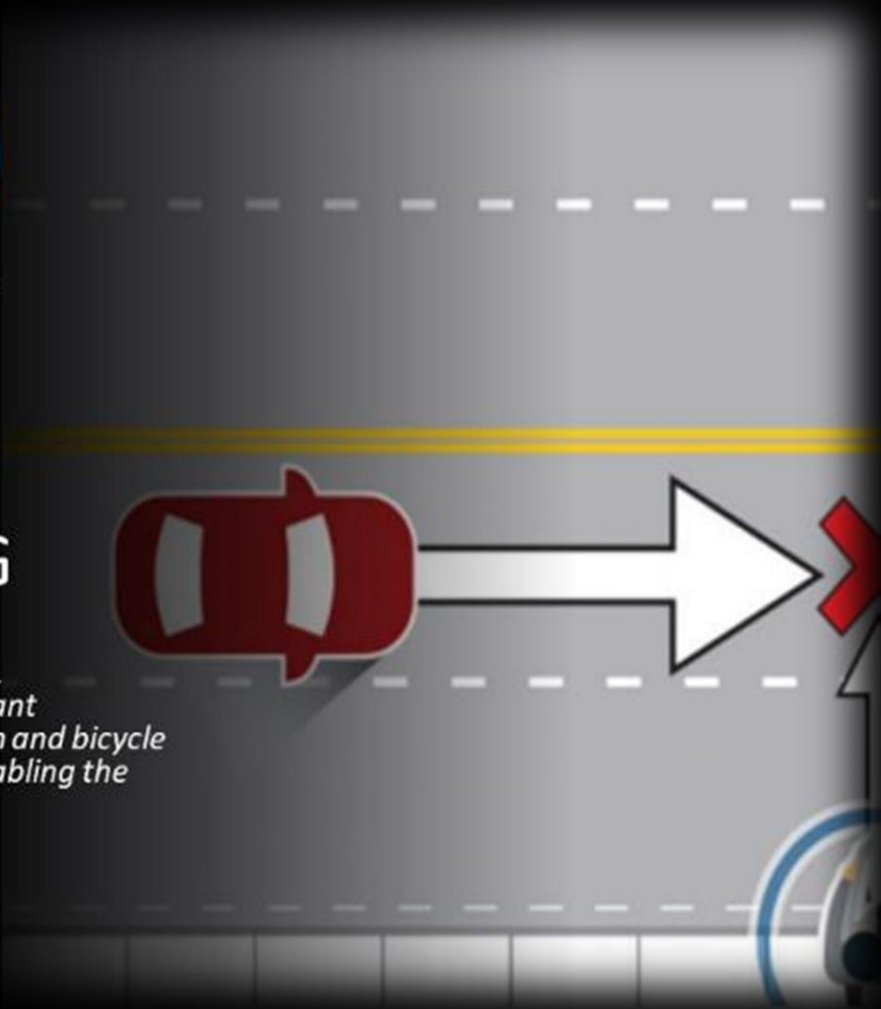




SAFETY PROJECT HIGHLIGHT

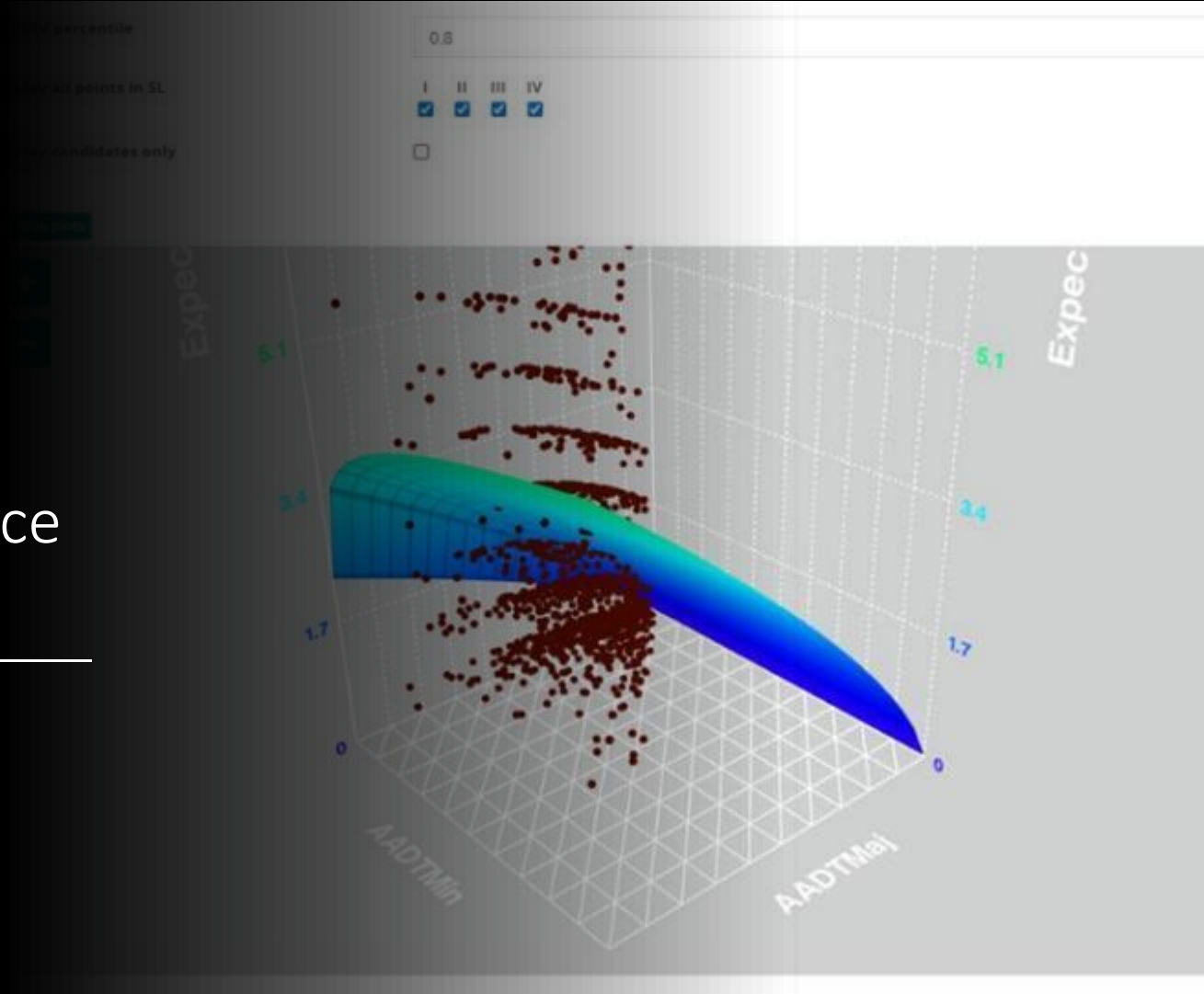
BICYCLIST & PEDESTRIAN CRASH TYPING

Statewide assessment of significant contributing causes of pedestrian and bicycle fatalities and serious injuries, enabling the effective identification of safety countermeasures!



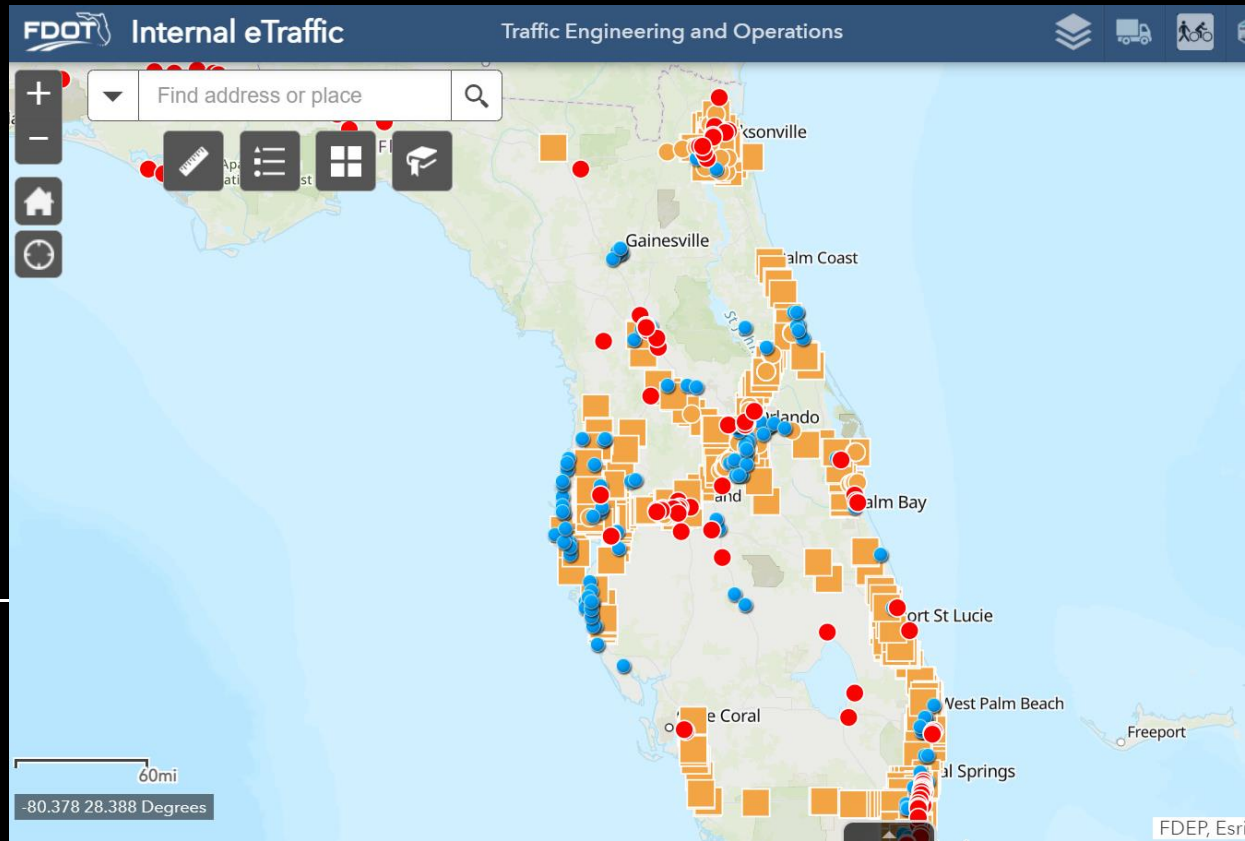
Florida Specific Safety Performance Functions

& SPF Tool



Coordinating
Safety Analysis
and Needs:

Central Office
and Districts





SAFETY PROJECT HIGHLIGHT

LOCAL ROAD SAFETY PLANS

Technical assistance to local governments to develop Local Road Safety Plans to help our agency partners achieve our mutual goal of zero fatalities!



Identifying Safety Needs & Monitoring Our Performance:

FDOT's Internal Safety Data Integration Space



Applications

Apps provide simple access to information and tools for you to collect data and help your users understand your data. We recommend exploring the apps below for helping engage around specific goals and initiatives.



Transportation Safety View

Safety Views focused on Emphasis Areas and Crashes on the SHS.

[Details](#)[View](#)

Wrong Way Driving Safety Countermeasures Dashboard

WWD Dashboard

[Details](#)[View](#)

Railroad Crossing Safety Countermeasures Dashboard

Railroad Crossing Dashboard

[Details](#)[View](#)

Highway Truck Crash Application

Highway Truck Crashes

[Details](#)[View](#)

SSOGIS

State Safety Office GIS

[Details](#)[View](#)

Crash Analysis Reporting (CAR) System on-line

Reports and Database

[Details](#)[View](#)

Signal 4 Public Application

Signal 4 Analytics

[Details](#)[View](#)

Signal 4 Internal Application

Signal 4 Analytics

[Details](#)[View](#)

Public



Internal



Safety Data Integration Space - Transportation Safety View

- All
- Lane Departure
- Impaired Driving
- Pedestrians
- Bicyclists
- Intersections
- Unrestrained Occupants
- Motorcyclists
- Aging Road Users
- Speeding & Aggressive Driving
- Commercial Vehicles
- Teen Drivers

All Emphasis Areas

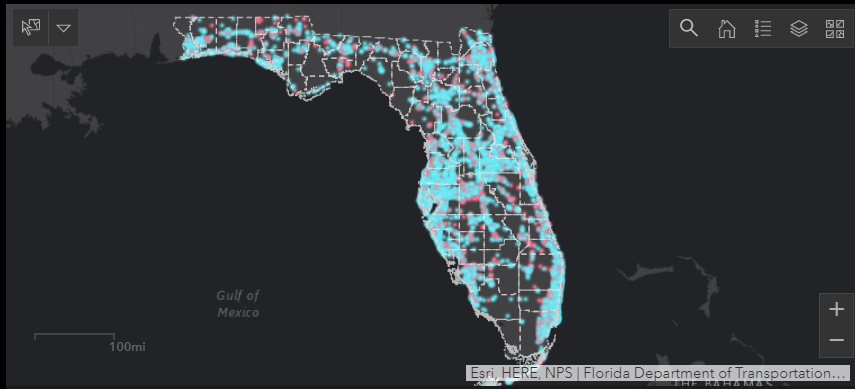
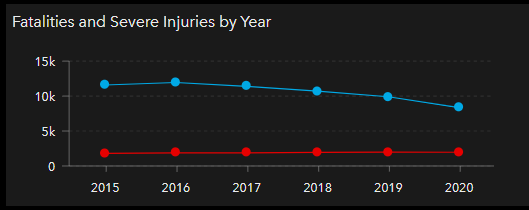
State Highway System Only - Fatalities and Severe Injuries Only

Year: ALL YEARS | District: ALL | MPO/TPO: All MPO/TPO | County: ALL | Filter: CLEAR RESET

Expand for More

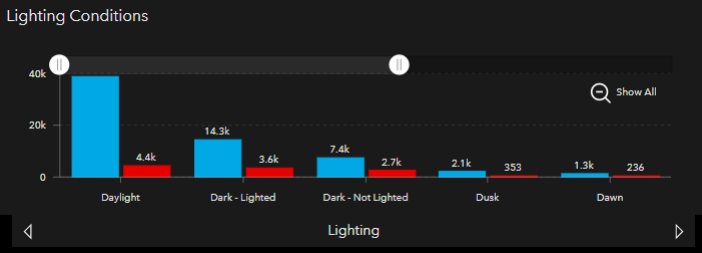
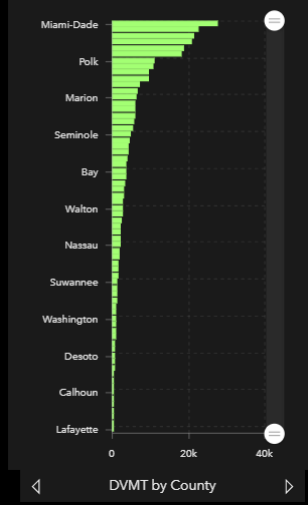
11,452
Fatalities

63,882
Severe Injuries

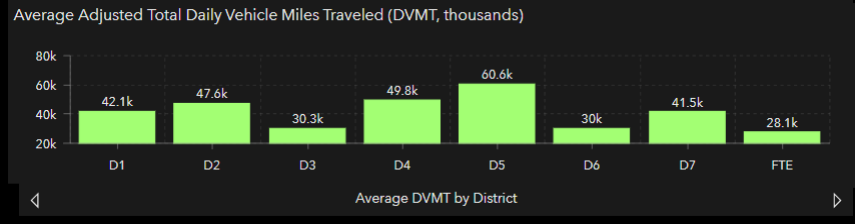
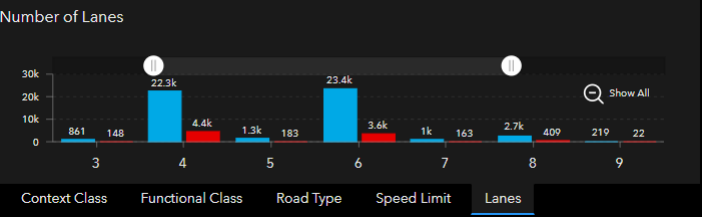


Fatalities (Red) | Severe Injuries (Blue)

Adjusted Daily Vehicle Miles Traveled (DVMT, Thousands), by County



Notes: (1) To apply one or more filters to the map, click on a graph. To reset all filters, press CLEAR and RESET on the top bar. (2) Points on the map reflects fatalities and severe injuries, not crashes. For example, one crash may have both fatalities and severe injuries, in which case it will be shown with an overlapping blue and red point on the map.



Event: Scheduled SSO Data Sync
Time: 3/8/2021, 9:46 AM
Status: Sync Successful

In Development/Testing

SDIS: Work Program View

Fatal and Serious Injury Crashes Only

Focus Area All Areas Year 2017 District All Districts County All Counties Reset Filters CLEAR RESET

Mappable Construction

321

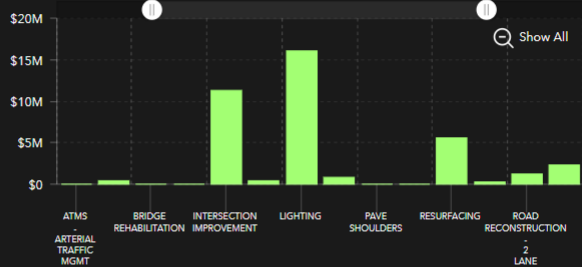
Projects

Selected

83

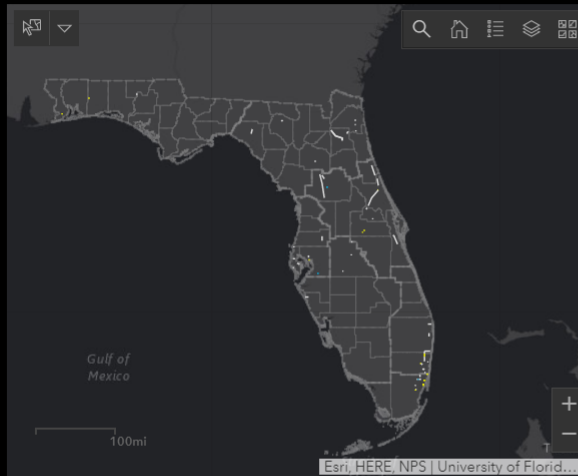
Construction Projects

Committed Funding by Work Mix Types

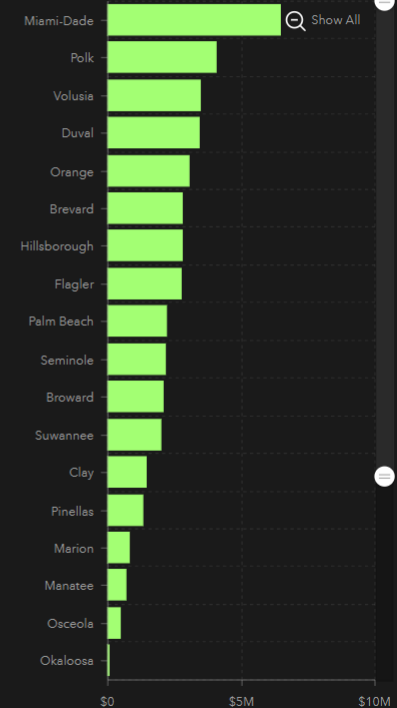


Cost Both Fatal Serious Injury

Click the icon at the top right corner of this box to expand info and help.



Total Cost by County



Total Project Cost

\$42M

Average Rate Change

-35%

Fatal and Serious Injury Crashes

Total Benefit

\$67.56M

Average Rate Change

-37%

Fatal Crashes

Average Benefit/Cost Ratio

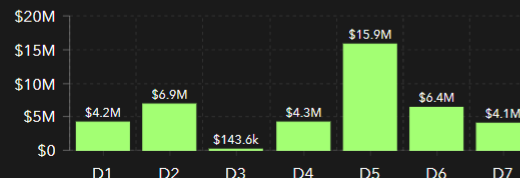
1.6

Average Rate Change

-34%

Serious Injury Crashes

Total Project Cost by District



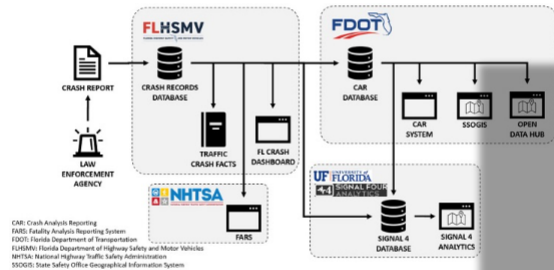
Cost Both Fatal Serious Injury

Cost Both Fatal Serious Injury

State Safety Office

State Safety Office / Safety Engineering/ Crash Records, Data, and Mapping

Crash Data Systems and Mapping



Fatality Analysis Reporting System (FARS)

<https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>

- Access: Publicly available
- Purpose/contents:
 - National high-level overview of historical and trend data
 - Provides comparisons between states
 - Types of crashes: Fatal traffic crash data only (excludes crashes due to illness, suicide, or on private property)
 - Roadway types: All public roadways
- Mapping and/or analytics capabilities: None. Can download tables and charts.
- Latest date of information: It takes 2 years for NHTSA to collect data finalized by states



Signal 4 Analytics Dashboard

S4Analytics (signal4analytics.com)

- Access: Publicly available, additional queries available with Signal 4 system login access
- Purpose/contents: Provides general crash statistics in Florida from data contained in Signal 4 in visual format with graphs and charts.
- Types of crashes: Fatal and serious injury
- Roadway types: All public roadways
- Mapping and/or analytics capabilities:
 - Public version provides ability to sort general statistics by reporting agency, injury level, and Florida's Strategic Highway Safety Plan emphasis area
 - With login, additional queries may be performed: records search, filters based crash form fields, and standard reports supporting the traffic safety challenge for crashes and citations
- Latest date of information: Refreshes data daily (it takes agencies up to 90 days to report crashes)
- Data source: FLHSMV crash records
- Maintained by: GeoPlan Center at the University of Florida
- Advantages: Publicly available and contains dashboard with a visual display of statistics from all reported traffic crashes on all roadways, including both long and short form crashes, which is updated nightly from FLHSMV.



Data available from January 1, 2011 to April 18, 2021. Last updated April 19, 2021

Disclaimer

2021

State of Florida

All LE Agencies

All Emphasis Areas

Fatalities & Serious Injuries

Refresh

4,800

Serious Injuries

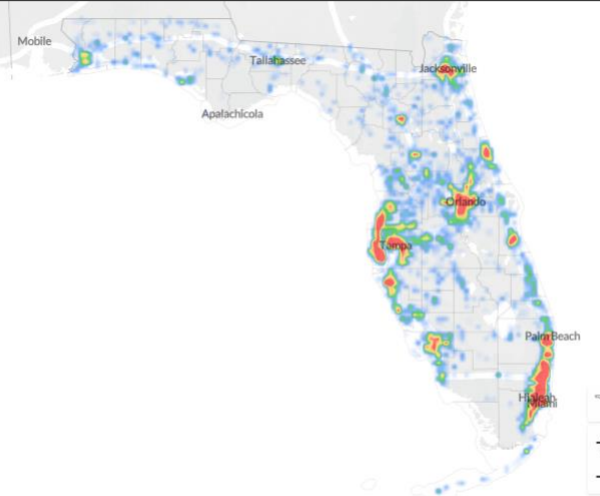
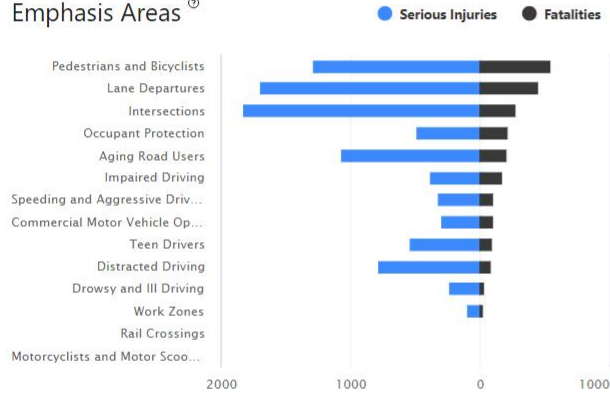
180,253

Total Crashes

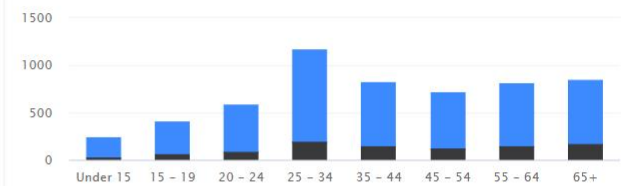
970

Fatalities

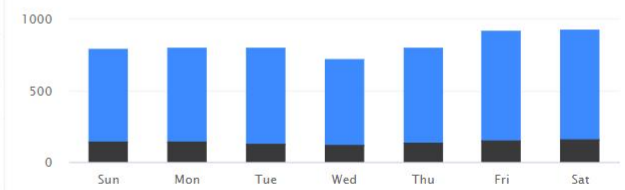
Emphasis Areas



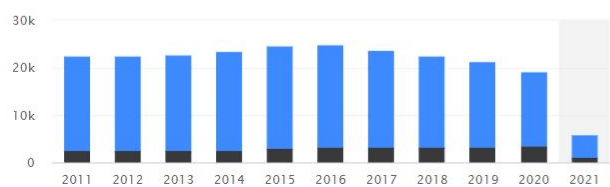
Age Groups



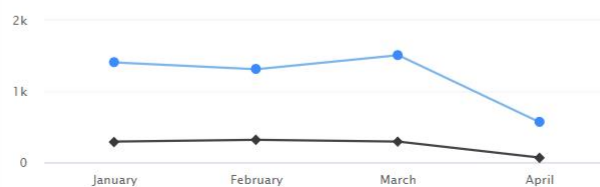
Day of Week



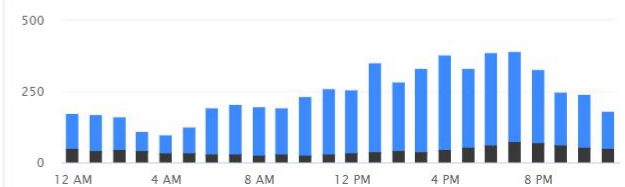
Annual



Monthly



Hour of Day



Website Update

IMPROVED!

- Public Crash Records
- Crash Data Systems and Mapping
- Safety Analysis Methods and Tools
- Training
- FAQs
- Statewide Contacts
- **Safety Countermeasures**
- **Publications/Manuals**
- **Projects & Initiatives**

NEW!

The screenshot displays the FDOT website header with the logo and navigation menu. The main content area features the 'State Safety Office' and 'Safety Engineering' sections. A 'TARGET ZERO' logo is visible in the top right corner of the content area. Below the main navigation, there is a list of links for various safety-related projects and initiatives.

FDOT Florida Department of **TRANSPORTATION**
Improve Safety, Enhance Mobility, Inspire Innovation

E-Updates | FL511 | Site Map | Translate
Search FDOT...

Home About FDOT **Careers** Contact Us Maps & Data Offices Performance Projects

State Safety Office

State Safety Office / Programs / Safety Engineering
Safety Engineering

TARGET **ZERO**
FATALITIES & SERIOUS INJURIES

LOCAL ROAD SAFETY PLANS
Technical assistance to local governments to develop Local Road Safety Plans to help our agency partners achieve our mutual goal of zero fatalities!

FDOT

- Statewide Intersection Lighting Retrofit
- Business Intelligence / Data Warehouse
- Bicyclist & Pedestrian Crash Typing
- Crash Analysis Reporting (CAR) System Rewrite
- Local Road Safety Plans
- Crash Records Location Consolidation
- Safe Strides To Zero

Website Update

IMPROVED!

- Public Crash Records
- Crash Data Systems and Mapping
- Safety Analysis Methods and Tools
- **Training**
- FAQs
- Statewide Contacts
- Safety Countermeasures
- Publications/Manuals
- Projects & Initiatives

NEW!

Florida Department of Transportation
FDOT District 7 Safety Academy

State

- Road Safety Fundamentals
- Highway Safety Manual
- High Friction Surfaces
- Context Sensitive Design
- TSM&O What Why
- Highway Safety Manual
- Key Messages for Update to FHWA Policy
- Safe Transportation Policies Tools and Biking Facilities
- Reducing Crashes
- General Traffic Calming
- Signal Timing and
- FDOT Design Manual
- Mitigating Midblock
- Toward Zero Deaths
- Modern Roundabouts
- Safe Transportation
- Florida Greenbook
- Intersections
- Reducing Head On
- Orlando's Pedestrian Intersections
- Safe Mobility
- Reducing Left Turn
- Pedestrian Safety at
- Intersection Contr

FDO1

- Florida Traffic
- Florida Roadway
- The National
- Vulnerable Roadway
- Vulnerable Roadway
- Vulnerable Roadway
- Highway Safety
- Crash Investigation
- Crash Reconstruction
- SSOGIS
- GIS Data
- CAR Online

Florida Local

- STEP: Safe Transportation
- FDOT District 7 and
- Safety Education Campaign
- Driving For Rural Roadway
- Road Safety Audit
- Developing Divers
- The Use and Misuse
- Road Safety Fundamentals
- 2020 Virtual Pedestrian
- Improving Intersection

Pedestrian and Bicycle Information Center

- Course Introduction and General Planning Principals
- Stakeholders
- Data Collection and Analysis
- Pedestrian Safety Education
- Safety Enforcement
- Engineering Strategic
- Funding Issues
- Developing and Delivering
- Enhancing Mobility, A
- Enhancing Mobility, A
- Considerations for Safety
- Improving Pedestrian
- Improving Intersection
- Planning for Pedestrian
- Funding and Evaluation
- Designing for Bicyclist
- Rectangular Rapid Flashing
- Preventing Left-Turn

FHWA Every Day Counts

- Reliability of Safety Management Methods
- The New Interactive Highway Safety Design Model (IHSDM) 2016 Release
- Using Advanced Safety Analysis Techniques for Network Screening
- Data Driven Safety Analysis Office Hours
- Systemic Safety Analysis Approaches with Limited Roadway Data
- Safety Analysis of Freeways and Interchanges
- Integrating Safety Performance into All Projects
- Determining the Appropriate Level of Safety Analysis for a Project
- Incorporating the Highway Safety Manual into Your Policies and Procedures
- SPF Calibration and Evaluation
- Crash Costs for Highway Safety Analysis Guide
- IHSDM 2018 - New Enhancements Support Data-Driven Safety Analysis
- Introduction to DDSA
- SPF Calibration and Development
- Incorporating Safety Data in the Planning Process at the Rural Level

National Highway Institute

- Safety Data and Analysis Fundamentals Training for Data Analysts
- Safety Data and Analysis Fundamentals Training for Data Collectors/Stewards
- Safety Data and Analysis Fundamentals Training for Project and Program Managers
- Safety Data and Analysis Fundamentals Training for Senior Managers and Safety Advocates

AASHTO

- HSM Introduction and Overview
- Application to Two-Lane Rural Roadway Segments
- Application to Urban/Suburban Intersections
- Project Identification Using the HSM
- Application to Rural Two-Lane Intersections
- Application to Rural Multilane Highways
- Applications to Urban/Suburban Streets
- Applications to Pedestrian Safety
- Applications to Rural Multilane Intersections
- Applications to Horizontal Curves
- Applications to Roadway Departure Crashes

FHWA Pedestrian

- Pedestrian Safety Education
- Designing for Older Roadway
- Developing and Delivering
- STEP UP Campaign for
- Enhancing Mobility, A
- Improving Pedestrian
- Improving Intersection

National Center for Rural Road Safety Center

- Application of Systemic Safety to a Non-Engineering Concern

Website Update

- Public Crash Records
- Crash Data Systems and Mapping
- Safety Analysis Methods and Tools
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- FAQs
- Statewide Contacts
- **Safety Countermeasures**
- **Publications/Manuals**
- **Projects & Initiatives**

Proven Safety Countermeasures | Roadway Departure

4. Roadside Design Improvements at Curves



Shoulder is provided along roadway curve.

Source: Alaska DOT

Roadside design improvement at curves is a strategy encompassing several treatments that target the high-risk roadside environment along the outside of horizontal curves. These treatments prevent roadway departure fatalities by giving vehicles the opportunity to recover safely and by reducing crash severity.

Roadside design improvements can be implemented alone or in combination and are particularly recommended at horizontal curves where data indicates a higher-risk for roadway departure fatalities and where cost effectiveness can be maximized.

Roadside Design Improvements to Provide for a Safe Recovery

In cases where a vehicle leaves the roadway, strategic roadside design elements, including clear zone addition or widening, slope flattening, and shoulder addition or widening, can provide drivers with an opportunity to regain control and re-enter the roadway.

- A **clear zone** is an unobstructed, traversable area beyond the edge of the through traveled way for the recovery of errant vehicles. Clear zones are free of rigid fixed objects such as trees and utility cabinets or poles. AASHTO's Roadside Design Guide details the clear zone width adjustment factors to be applied at horizontal curves.
- **Slope flattening** reduces the steepness of the sideslope to increase drivers' ability to keep the vehicle stable, regain control of the vehicle, and avoid obstacles.
- **Adding or widening shoulders** gives drivers more recovery area to regain control in the event of a roadway departure.

Roadside Design Improvements to Reduce Crash Severity

Since not all roadside hazards can be removed at curves, installing roadside barriers to shield unmovable objects or embankments may be an appropriate treatment. Roadside barriers come in three forms:

- **Cable barrier** is a flexible barrier made from wire rope supported between frangible posts.
- **Guardrail** is a semi-rigid barrier, usually either a steel box beam or W-beam. These deflect less than flexible barriers, so they can be located closer to objects where space is limited.
- **Concrete barrier** is a rigid barrier that does not deflect. These are typically reserved for use on divided roadways.

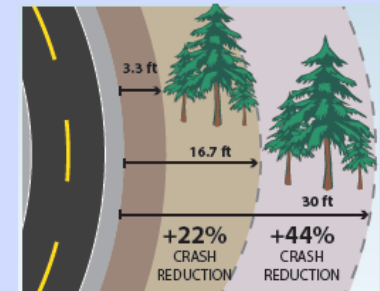


<https://safety.fhwa.dot.gov/provencountermeasures>



Roadside Design Improvements at Curves

Increasing the Clear Zone prevents crashes



27%
of all fatal crashes occur at curves

80%
of all fatal crashes at curves are roadway departure crashes

Source: Fatality Analysis Reporting System (FARS)

Partnership to Achieve Florida's Safety Vision



Important Links

[Highway Safety Improvement Program Guidelines](#)

[Florida's Strategic Highway Safety Plan](#)

[2020 Florida's Highway Safety Improvement Program Annual Report](#)

[2020 Florida's Highway Safety Improvement Program Implementation Plan](#)




April is
Distracted Driving
Awareness Month

<https://www.fdot.gov/safety/campaigns.shtm>

THE FIGHT TO END
DISTRACTED DRIVING
STARTS WITH YOU!

KNOW THE FACTS:



Texting is considered the most dangerous form of distraction because it involves all three types (cognitive, visual, and physical).



Thank You!

Brenda Young, P.E., CPM
State Safety Engineer
Florida Department of Transportation
Email: brenda.young@dot.state.fl.us

Public Website and Resources:

<https://www.fdot.gov/safety/safetyengineering/safetyengineering.shtm>





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 Publish Plan/like	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	
Strategic & District Programs Identify Projects				By 12/31											
Request second authorization of PL funds					By 09/30										
Public Hearings						By 12/31									
Receive FHWA 800566 order of apportionment								By 02/28							
Issues request to transfer funds to TFW for CPG								By 02/28							
Prepare MPO allocations								By 02/28							
Notify MPOs and distribute allocations								By 02/28							
Hold a UFWF Advisory meeting/Develop dual UFWF								By 01/31							
Control and Executive Review								By 02/20							
FW transfer subject to FWA										By 06/1					
Transportation Committee Review and Public Hearing								By 01/31							
MPO reviews TIP development files								By 03/31							
MPO submit to Dept. of WFP for review every other year										By 03/10					
Deadline to Approve UFWF amendment that adds PL funds to current year										By 02/31					
Submit Tentative Work Program to Governor & Legislature								By 06/31							
Deadline to transmit to the District a UFWF amendment to increase the PL budget										By 06/1					
Deadline to approve a UFWF amendment that de-obligates funds from the current year										By 02/20					
Deadline to transmit to the District a UFWF amendment that de-obligates funds												By 05/1			
Approve UFWF												By 06/30			
Approve Budget												By 5/31			
Adopt Work Program															By 07/31

Key: Bi-annual Planning Item 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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Scott.Philips@dot.state.fl.us



Strategic
development

APRIL IS

**National
Distracted
Driving
Awareness
Month**



www.floridadot.com





MEMBER COMMENTS



ADJOURNMENT

Next Meeting – July 29, 2021



MPOAC