



FLORIDA MPOAC STAFF DIRECTORS' ADVISORY COMMITTEE MEETING

January 27, 2022

Orlando, FL

Don Scott, Presiding



CALL TO ORDER & PLEDGE OF ALLEGIANCE





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**APPROVAL OF MINUTES:
OCTOBER 28, 2021 MEETING**



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



EXECUTIVE DIRECTOR'S REPORT

- A. My First 47 Days**
- B. OIG Investigation/Budget Report**
- C. Legislative Update**
- D. MPOAC Meeting Survey Results**
- E. Committee Reports**



First 47 Days

- Hiring an Executive Assistant, Lisa Stone
- Reestablished contact with Partners (AOC, LOC, FBT, FPTA, AMPO, NARC, etc.)
- Filled MPOAC seat on numerous committees/working groups
- Attended webinars
- First trip to Suncoast Transportation Planning Alliance meeting
- Attended numerous meetings
- Got familiar with file system
- Working with OIG on investigation
- Legislature
- UPWP
- Bylaws
- Legal Contract
- Researched options for university contract
- Meeting Preparation



First 47 Days (What I Didn't Accomplish)

- Establishing the MPOAC Financial Policies and Procedures Committee
- A COOP for the MPOAC (may be incorporated in Policies and Procedures Manual)
- MPOAC Strategic Directions Plan update
- Visiting MPOs



OIG Investigation Status

Draft copy of the Investigation Report was shared with FDOT and me. Findings raised more questions than were answered. OIG asked me to hold back the release of the findings and recommendations until further notice.

Draft

MPOAC Budget

- Not ready for Prime Time
- Have not been able to recreate prior budget sheets
- FLAIR Report shows daily balance, but doesn't match our budget
- MPOAC is financially sound through end of year
- Bills are up to date
- Stay tuned



MPOAC Budget Issues

- PGI Account balance is \$3,623.24
- Local Funds Account balance is \$7,500.00
- AMPO dues \$88,772.16 (↑\$17,874.00 in FY 23)
- NARC dues \$80,000.00
- Floridians for Better Transportation dues \$1,000.00
- Florida Public Transportation Association dues \$500.00
- ITS Florida dues \$420.00
- Losing \$7,500.00 in hard match funds with CPG

Current Florida PL Funding Formula

Florida PL Formula		
Year 2003	Year 2006	Year 2013
Off-the-top Allocations \$200,000 base to MPOAC adjusted annually for inflation, not to exceed approved operating budget \$50,000 for consultant services \$300,000 divided equally between air quality maintenance areas \$61,332 AMPO annual dues for MPOAC and the MPOs \$275,000 base for each MPO	Off-the-top Allocations \$270,455 base to MPOAC adjusted annually for inflation, not to exceed approved operating budget \$65,000 for consultant fees \$75,000 for MPOAC Institute \$100,000 AMPO and NARC annual dues for MPOAC and MPOs \$350,000 base for each MPO	Off-the-top Allocations \$332,626 base to MPOAC, not to exceed approved operating budget \$55,000 for consultant fees \$85,000 for MPOAC Institute \$134,826 AMPO and NARC annual dues for MPOAC and MPOs \$350,000 base for each MPO
Remaining Funds Distributed proportionately among MPOs based on urbanized area population	Remaining Funds Distributed proportionately among MPOs based on urbanized area population	Remaining Funds Distributed proportionately among MPOs based on urbanized area population
Other - MPOs that merge, retain base allocation \$275,000 one-time allocation for MPOs extending boundaries to include new urbanized areas - Provisions related to excess PL funds	Other - MPOs that merge, retain base allocation \$350,000 one-time allocation for MPOs extending boundaries to include new urbanized areas - Provisions related to excess PL funds	Other - MPOs that merge, retain base allocation \$350,000 one-time allocation for MPOs extending boundaries to include new urbanized areas - Provisions related to excess PL funds
<i>Note: Of amounts allocated to MPOs, at a minimum, \$600,000 statewide is to be used for regional planning.</i>		<i>Note: Of amounts allocated to MPOs, at a minimum, \$600,000 statewide is to be used for regional planning.</i>

Legislative Update

- Tracking 255 bills of interest of which 35 are related to MPOs or MPOAC Policy Issues.
- HB 1005/SB 728 creates Advanced Air Mobility Task Force. Includes MPO representative.
- HB 6083 by Rep. Learned (D-Hillsborough) - ends the indexing of the state fuel tax.
- HB 157/SB 398 Places cap of 25% of STTF allocated to public transportation. Moving through both chambers.
- HB 1365/SB 1784 Rural Roads Initiative Pilot Program.
- SB 620/HB 569 Sue local governments for business damages. On Senate Floor, 2 more House committees.
- Numerous bills addressing resiliency and safety.
- As of Jan. 20th, member projects: 92 in Senate (\$237,950,682) and 148 in House (\$381,921,303)



MPOAC Meeting Survey

- Poll went to all members of the Staff Directors' Advisory Committee and Governing Board, plus FHWA and FDOT
- Responses from 24 Directors, 18 Governing Board members, 4 others
- No real direction forward as a result of poll



Q: Do you support the current meeting format of holding the Staff Directors Advisory Committee meeting and the Governing Board Meeting on the same day?

- 36 (78.26%) replied “yes”
- 10 (21.74%) replied “no”



Q: Do you support splitting the meetings over a two-day period with the Staff Directors Advisory Committee meeting being held in the afternoon of Day 1 and the Governing Board Meeting in the morning of Day 2?

- 22 (50%) replied “yes”
- 22 (50%) replied “no”



Q: Do you prefer the meetings always being held in Orlando?

- 29 (63.04%) replied “yes”
- 17 (36.96%) replied “no”



Q: Would you be open to holding meetings in Orlando and Tampa?

- 33 (71.74%) replied “yes”
- 14 (30.43%) replied “no”



Q: Would you be amenable to holding meetings occasionally in other locations throughout Florida?

- 33 (71.74%) replied “yes”
- 13 (28.26%) replied “no”



Q: Should we try to collocate our meetings at FDOT facilities as a cost saving measure?

- 34 (77.27%) replied “yes”
- 11 (25.00%) replied “no”



Q: Is holding the meetings close to an airport important to you?

- 8 (18.18%) replied “yes”
- 36 (81.82%) replied “no”

Q: Where do we go from here?

Recommendation for consideration:

- Keep Staff Directors' Advisory Committee and Governing Board meetings on the same day (morning/afternoon)
- Move Freight and Rail Committee and Noteworthy Practices Working Group meetings to prior afternoon

Committee Reports

Freight and Rail Committee – Greg Stuart

Noteworthy Practices Working Group –
Beth Alden



AGENCY REPORTS

- A. Florida Department of Transportation**
- B. Federal Highway Administration**
- C. Federal Transit Administration**



Florida Department of Transportation

Ms. Abra Horne, Administrator for
Metropolitan Planning





FDOT Discussion Points and Timelines

for the MPOAC

January 27, 2022

strategic
development

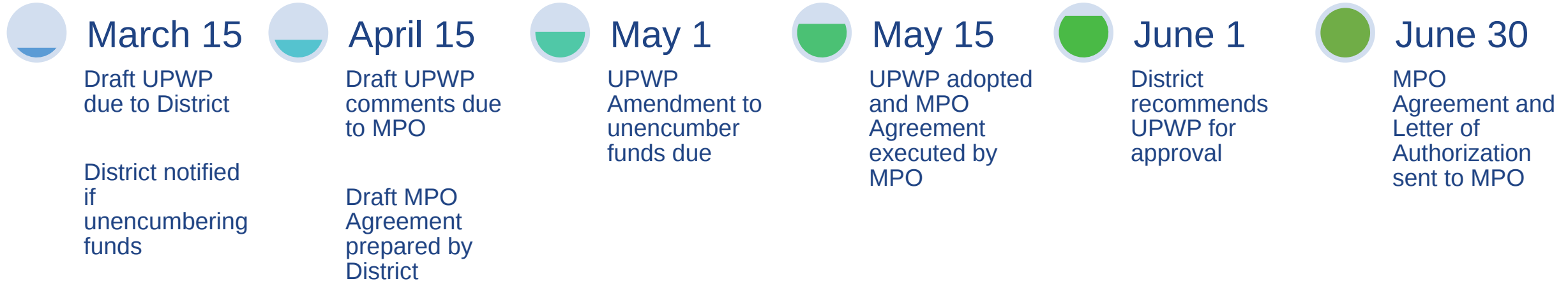
Discussion Points

- UPWP timeline
- Transportation Performance Measures (TPMs)
- CPG timeline
- Census timeline
- Revenue estimation timeline
- Incorporation of PEAs in required documents
- LRTP activities

UPWP Timeline for 2022/2023:

Date	Milestone
Early 2022	Finalize coordination with federal review team, answer questions, address comments, and release Final UPWP Template and Guidelines
January, February, March 2022	OPP and consultant team available to support MPO staff and MPO Liaisons with implementation questions
Summer/Fall 2022	Obtain feedback on UPWP development from MPO Liaisons, MPOs, and federal partners
Late 2022/2023	Add interoperability with invoice tracker tool and discuss Phase 2 improvements

UPWP Development and Approval

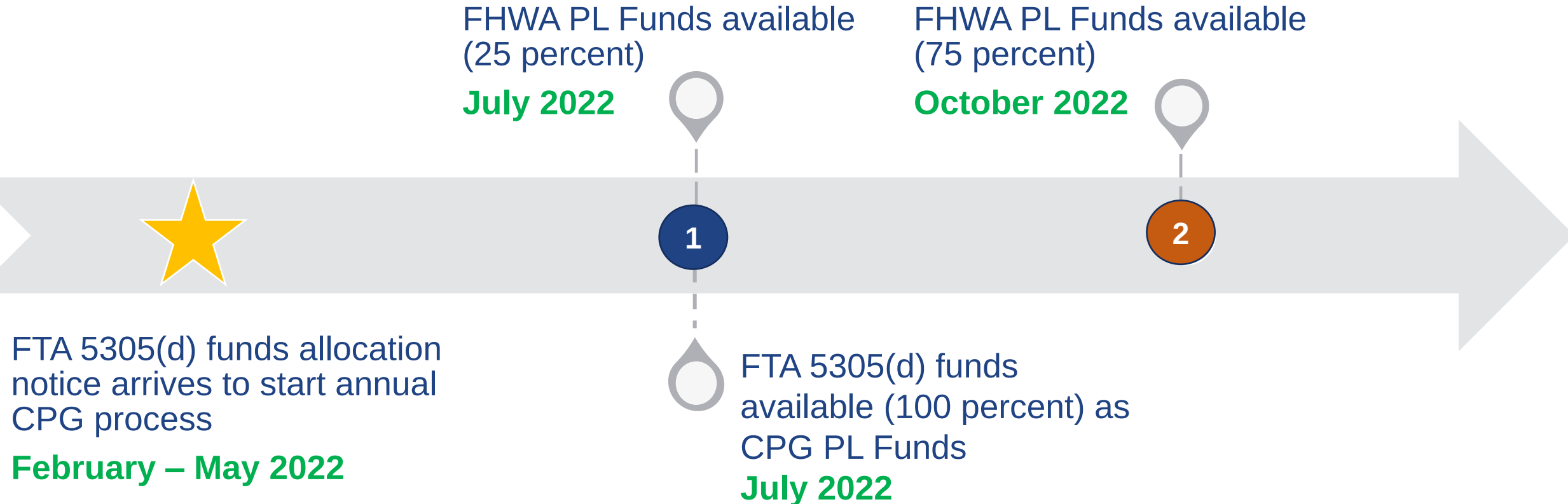


TPM Timeline for 2022/2023:

Key Dates for MPOs

Date	Milestone
February 27, 2022 (on or before)	MPOs establish CY 2022 Highway Safety (PM1) targets
July 20, 2022	Updated Public Transportation Agency Safety Plan; after this date , MPOs should reference updated transit provider targets in TIP update and formally update MPO targets as part of LRTP updates
October 1, 2022	Updated Transit Asset Management Plan; after this date, MPOs should reference updated transit provider targets in TIP update and formally update MPO targets as part of LRTP updates
February 27, 2023 (on or before)	MPOs establish CY 2023 Highway Safety (PM1) targets (not later than 180 days after FDOT action, August 31, 2022)
March 30, 2023 (on or before)	MPOs establish 4-year targets bridge/pavement (PM2) and system performance (PM3) target for the second performance period (not later than 180 days after FDOT action, October 1, 2022).

CPG Year 1 – Timeline



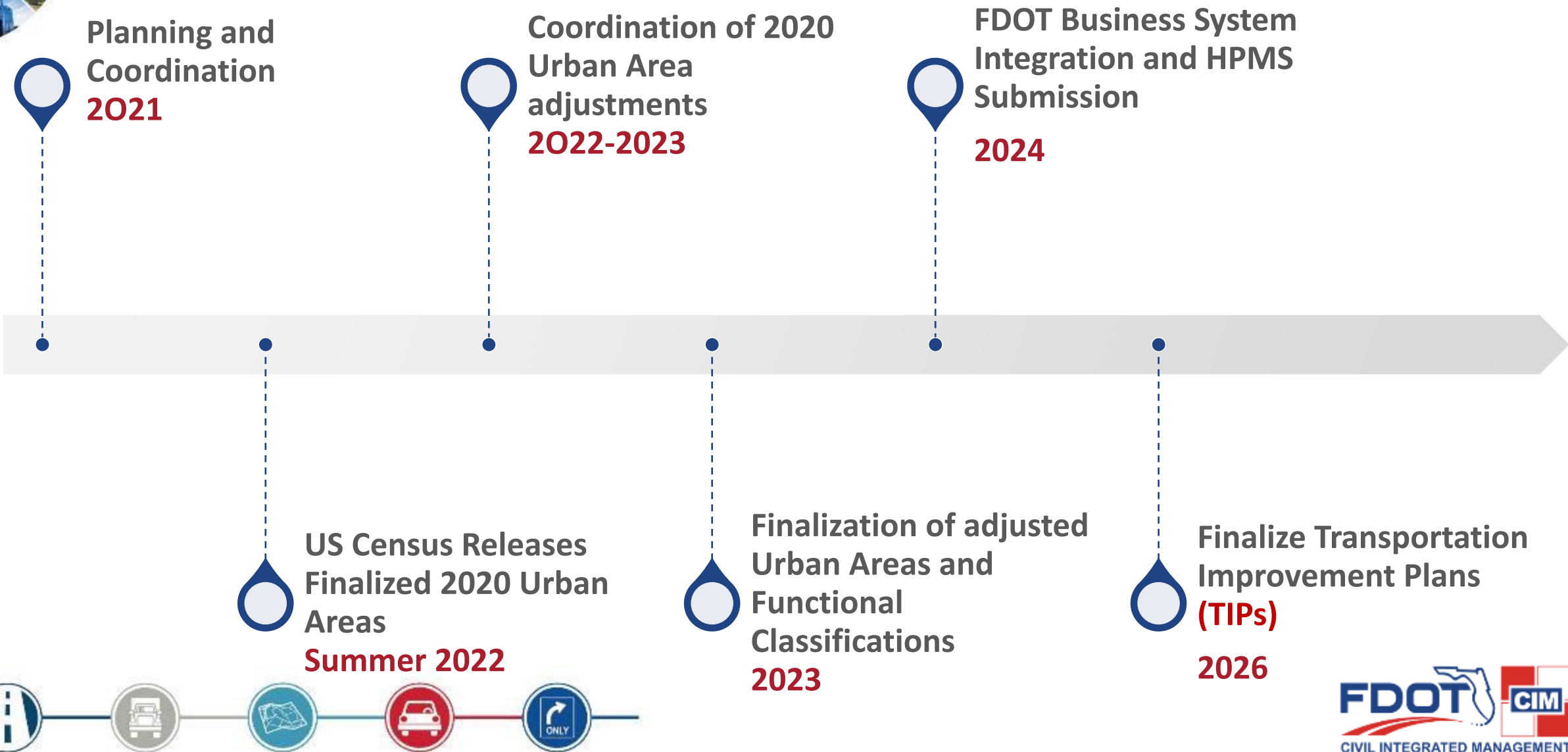
CPG Year 2 – Timeline





Major Milestones Timeline (2021-2026)

*Reference: [FHWA Schedule](#)



Estimated Census Implementation Timeline



February 2021

Census Bureau publishes proposed criteria for urban areas

Fall/Winter 2021

DELAYED

Census Bureau publishes final criteria for urban areas

Spring/Summer 2022

Census Bureau releases list of qualifying urban areas

Spring/Summer 2022

USDOT provides urban area boundaries

Fall 2022

USDOT designates TMAs

Before October 2022

FDOT revisits PL distribution formula

Source: <https://ctpp.transportation.org/wp-content/uploads/sites/57/2021/03/FHWA-Adjusted-Urban-Area-Boundaries-AUAB.pdf>



Estimated Census Implementation Timeline

Before next MTP update, after
October 1, 2022, or within 4
years of new urban area
boundary designation

MPOs adjust MPAs to include new urban area boundaries

Spring/Summer 2023

New MPOs must be designated by Governor

Spring 2024

New TMAs must have a Congestion Management Plan (CMP)

Spring 2024

Governor approves adjusted urban area boundaries

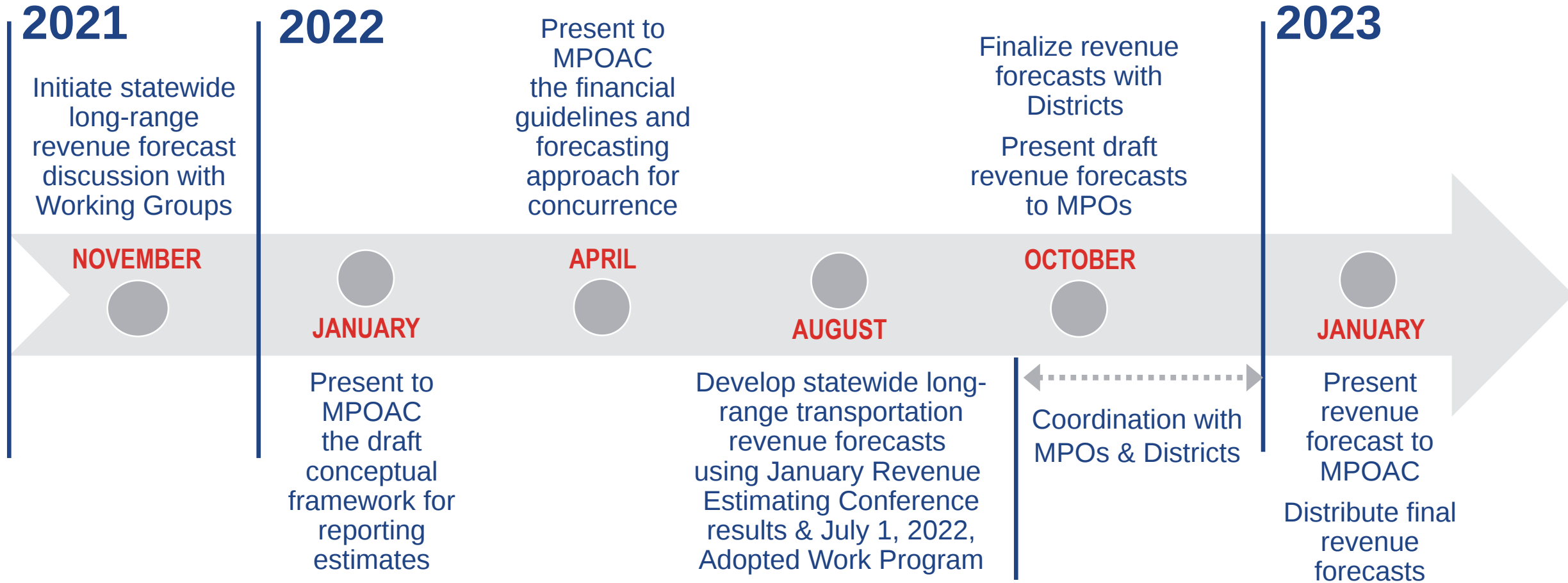
Spring/Summer 2026

New MPOs must have adopted MTPs and TIPs

Source: <https://ctpp.transportation.org/wp-content/uploads/sites/57/2021/03/FHWA-Adjusted-Urban-Area-Boundaries-AUAB.pdf>



Tentative Schedule



FDOT Planning Emphasis Areas

Safety

The FTP and Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries.

Resiliency

Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption.

Equity

EO 13985 defines equity as the consistent and systematic fair, just, and impartial treatment of individuals.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel.



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strategic
development

Federal Highway Administration

Ms. Karen Brunelle, Director, Office of
Project Development

Ms. Cathy Kendall, Planning Team
Leader



FHWA's Proven Safety Countermeasures Program

MAKING OUR ROADS SAFER

One
Countermeasure
at a Time

*28 Proven Safety Countermeasures that offer significant
and measurable impacts to improving safety*



U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR
GOAL

A SAFE SYSTEM IS HOW WE GET THERE

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

- Program began in 2008
- FHWA promoted widespread use of certain infrastructure-oriented safety treatments.



- Updated countermeasures in
 - 2012
 - 2017
 - 2021
- 28 current countermeasure
s

Proven Safety Countermeasures

These strategies are designed to enhance safety on all kinds of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between.



The cumulative list is diverse and broad to successfully address:

- ✓ speed management
- ✓ intersections
- ✓ roadway departures
- ✓ pedestrians/ bicyclists
- ✓ crosscutting strategies

Speed Management

SPEED MANAGEMENT



Speed Safety
Cameras



Variable Speed Limits



Appropriate Speed
Limits for All Road
Users

Intersections

INTERSECTIONS



Backplates with
Reflective Borders



Corridor Access
Management



Left- and Right-Turn
Lanes at Two-Way
Stop-Controlled
Intersections



Reduced Left-Turn
Conflict Intersections



Roundabouts



Systemic Application
of Multiple Low Cost
Countermeasures at
Stop-Controlled
Intersections



Yellow Change
Intervals

Pedestrians/ Bicyclists

PEDESTRIAN/BICYCLIST



Crosswalk Visibility Enhancements



Bicycle Lanes



Rectangular Rapid Flashing Beacons



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Road Diets (Roadway Reconfiguration)



Walkways

Roadway Departures

ROADWAY DEPARTURE



Wider Edge Lines



Enhanced Delineation
for Horizontal Curves



Longitudinal Rumble
Strips and Stripes



SafetyEdgeSM



Roadside Design
Improvements at
Curves



Median Barriers

Crosscutting Strategies

CROSSCUTTING



Pavement Friction
Management



Lighting



Local Road Safety
Plans



Road Safety Audits

Proven Safety Countermeasures Tool

PROVEN SAFETY COUNTERMEASURES (PSC) TOOLS NEW



[FILTER TOOL »](#)

Filter countermeasures by focus area, crash type, problem identified, and area type.



SEARCH PSCs

What is the functional classification of the roadway?

- ☐ Freeway
- ☐ Highway
- ☐ Arterial
- ☐ Collector
- ☐ Local

Which focus area is being addressed?

- ☐ Roadway Departure
- ☐ Intersection
- ☐ Pedestrian
- ☐ Bicyclist
- ☐ Speed Management

What is vehicular volume in Average Annual Daily Traffic (AADT) along the major roadway?

- ☐ Low (<2,000)
- ☐ Medium (2,000-15,000)
- ☐ High (>15,000)

What problem is being addressed?

- ☐ Inadequate Visibility, Conspicuity, or Sight Distance
- ☐ Excessive Vehicular Conflicts
- ☐ Congestion
- ☐ Excessive Speeds
- ☐ Non-Compliance (yielding right-of-way)
- ☐ No Separation of Users
- ☐ Vulnerable Users not Considered
- ☐ Driver Inattention (distracted/drowsy)
- ☐ Driver Impairment (alcohol/drugs)

What specific crash types are being targeted at the location?

- ☐ Angle
- ☐ Left-Turn
- ☐ Right-Turn
- ☐ Rear End
- ☐ Pedestrian/Bicyclist
- ☐ Head On
- ☐ Run-Off-Road/Single Vehicle
- ☐ Sideswipe, same direction
- ☐ Sideswipe, opposite direction
- ☐ Wet
- ☐ Nighttime
- ☐ Speed-related
- ☐ Rollover
- ☐ Fixed-Object

For More Information See FHWA's Proven Safety Countermeasures Homepage:

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

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U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR GOAL

A SAFE SYSTEM IS HOW WE GET THERE

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

Transportation Performance Management (TPM)

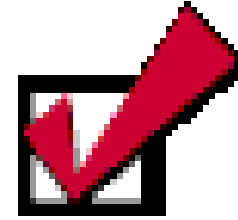
Recent Updates

January 2022



U.S. Department of Transportation
Federal Highway Administration

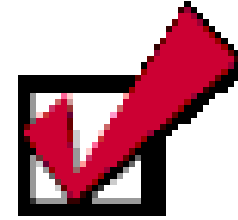
Recent TPM Activities



- November
 - FDOT Satisfied the 2021 Planning Finding Corrective Action on Transit TPM in the STIP
 - Unmanned Aircraft System (UAS) Interactive Workshop
 - MPO Target Setting Study Peer Exchange



Recent TPM Activities



- December
 - MPO TAMP Training with Representation from FDOT, MPO, and FHWA (and January)
 - Pavement Management Peer Exchange



What's New in Guidance?

- Revised TPM Timeline Posted:
<https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>
 - Covers all TPM activities from 2021 through 2026
 - » Last year of the 1st performance period;
 - » The 4 years of the 2nd performance period; and
 - » The first year of 3rd performance period
 - Location name is the same – bookmarks should still work



Upcoming TPM Activities



- Feb 27: MPOs set 2021 Safety Targets
- When Updating TIPs, remember to address the HSIP Safety Target Implementation Plan
- Timber Bridge Inspection Training Under Development
 - High number – mostly D2, D3
 - Maintained by Local Agencies



Upcoming TPM Activities



- CMAQ performance measures
 - 2nd performance period measures now in effect
 - Still does not apply to FL
- Oct 1, 2022 – Full performance cycle for PM2, PM3 Complete - Baseline report due
 - Targets due to be set by FDOT for next 4 years.
 - Coordination needed with the MPOs to set targets.
 - Suggest not waiting too long for that coordination to begin.



*Whether you are a driver, passenger, or pedestrian...
highway safety depends on YOU.*

Be observant and be adaptable to be safe.





Federal Transit Administration

Ms. Holly Liles, Community Planner





MPOAC STAFF DIRECTORS' BUSINESS ITEMS & PRESENTATIONS



Joint Presentation of the Federal Infrastructure Bill (FDOT/FHWA)

Mr. Brad Thoburn, Assistant Secretary
for Strategic Development, FDOT

Ms. Karen Brunelle, Director, Office of
Project Development, FHWA





2021 Bipartisan Infrastructure Law Summary

[BIL Overview](#)[Formula
Funding](#)[Competitive
Funding](#)[Policy
Overview](#)[Modal
Overview](#)[Implementation](#)[More
Information](#)

What is the Bipartisan Infrastructure Law?

BIL OVERVIEW

BIL Investments

- Reauthorization of the federal surface transportation act
- Extends and increases formula funding for transportation
- More federal funds available through competitive applications



BIL
OVERVIEW

Formula
Funding

Competitive
Funding

Policy
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BIL Investments

BIL Overview

BIL INVESTMENTS

**\$500
BILLION**
FOR NEW
INVESTMENTS

Transportation

Water

Environment

Public Lands

Power and
Energy

Broadband

Resiliency



BIL
OVERVIEW

Formula
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Competitive
Funding

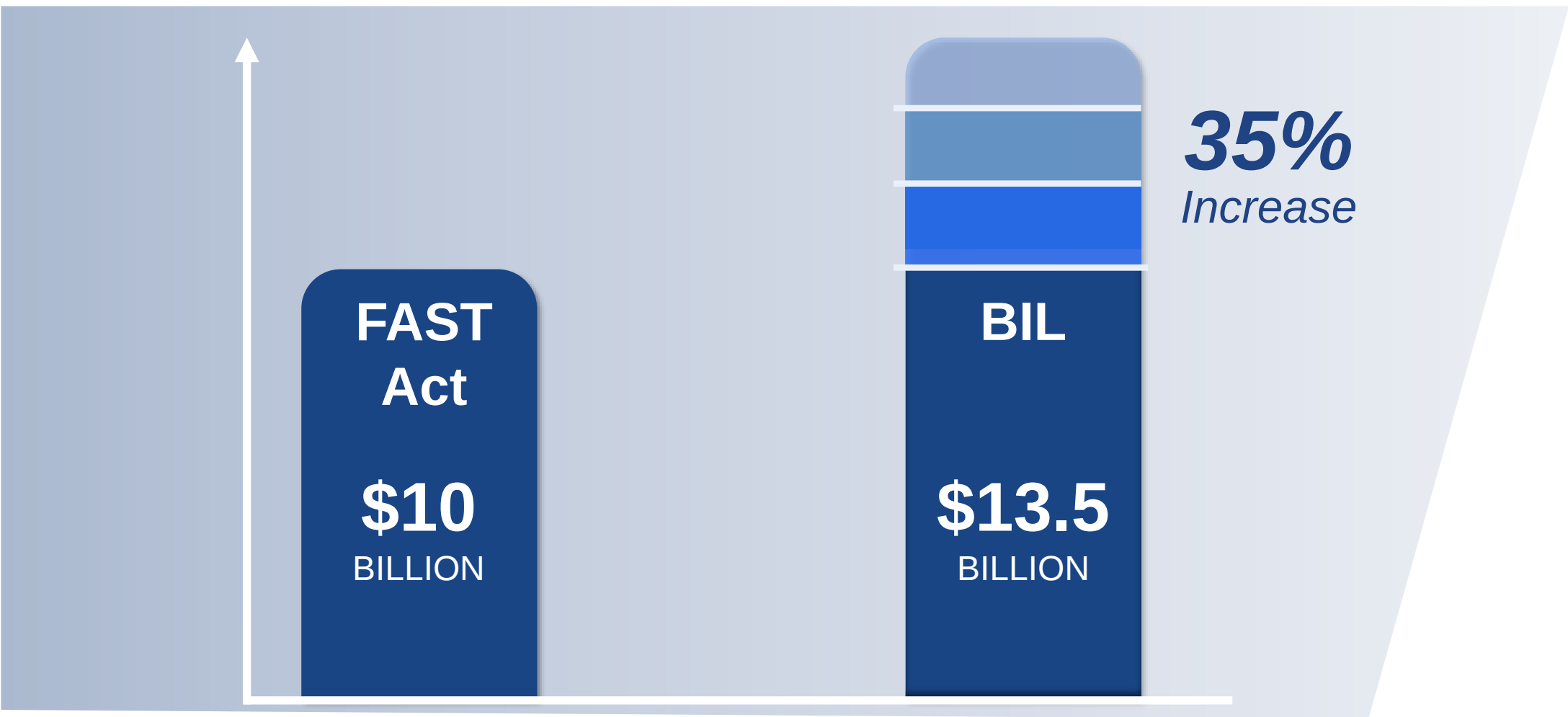
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FDOT Total Share of Formula Funding



FDOT FORMULA SHARE

Federal-Aid Highway Program Funds

New Formula Programs

Formula Funding



BIL Overview

FORMULA FUNDING

Competitive Funding

Policy Overview

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Implementation

More Information

Federal-Aid Highway Program Formula Funds

PROGRAM	FL FAST ACT SHARE	FL BIL SHARE	INCREASE IN FUNDING
National Highway Performance Program	\$5.9B	\$7.4B	\$1.4B
Surface Transportation Block Grant	\$3.0B	\$3.6B	\$631.3M
Highway Safety Improvement Program	\$606.3M	\$788.9M	\$182.7M
Railroad Crossing Program	\$45.2M	\$48.6M	\$3.4M
Congestion Mitigation and Air Quality Improvement Program	\$70.5M	\$77.1M	\$6.6M
Metropolitan Planning	\$107.5M	\$142.1M	\$34.6M
National Highway Freight Program	\$301.4M	\$341.9M	\$40.5M
Carbon Reduction Program (NEW)	N/A	\$320.4M	\$320.4M
PROTECT Formula Program (NEW)	N/A	\$364.3M	\$364.3M

FDOT Formula Share

FEDERAL-AID HIGHWAY PROGRAM FUNDS

New Formula Programs

Formula Funding



BIL Overview

FORMULA FUNDING

Competitive Funding

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Additional New Formula Funds

BRIDGE FORMULA PROGRAM



\$244.9 Million

NATIONAL ELECTRIC VEHICLE FORMULA PROGRAM



\$198.1 Million

FDOT Formula Share

Federal-Aid Highway Program Funds

NEW FORMULA PROGRAMS

Formula Funding



BIL Overview

FORMULA FUNDING

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More Information

What is Formula Funding?

FDOT Formula
Share

Federal-Aid
Highway Program
Funds

New Formula
Programs

**FORMULA
FUNDING**

- Noncompetitive funding programs

- Congress determines the recipients

- Congress sets the formulas



BIL Overview

**FORMULA
FUNDING**

Competitive
Funding

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Competitive Program Overview

13
Existing

21
New

\$187
BILLION
in Total Potential
Funding

PROGRAM
OVERVIEW

Competitive
Funding

Example
Competitive
Programs



BIL Overview

Formula
Funding

COMPETITIVE
FUNDING

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What is Competitive Funding?

Program Overview

**COMPETITIVE
FUNDING**

Example
Competitive
Programs

- Discretionary funds to address specific program purposes

- New focus areas

 - Safety

 - Equity

 - Multimodal

 - Resiliency



BIL Overview

Formula
Funding

**COMPETITIVE
FUNDING**

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Example Competitive Programs

PROGRAMS	AMOUNTS
Bridge Investment Program (NEW)	\$12.5 Billion
Infrastructure for Rebuilding America (INFRA)	\$8 Billion
Rebuilding American Infrastructure With Sustainability and Equity (RAISE)	\$7.5 Billion
National Infrastructure Project Assistance Program (NEW)	\$5 Billion
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	\$5 Billion

Program Overview

Competitive
Funding

EXAMPLE
COMPETITIVE
PROGRAMS



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Formula
Funding

COMPETITIVE
FUNDING

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Overview

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Example Competitive Programs

PROGRAMS	AMOUNTS
Capital Investment Grants	\$8 Billion
Low and No Emission Bus Program	\$5.6 Billion
Safe Streets and Roads for All Program (NEW)	\$5 Billion
Culvert Removal, Replacement, and Restoration Program (NEW)	\$4 Billion
EV and Alternative Fuel Infrastructure (NEW)	\$2.5 Billion
Rural Surface Transportation Grant Program (NEW)	\$2 Billion

Program Overview

Competitive
Funding

EXAMPLE
COMPETITIVE
PROGRAMS



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Funding

COMPETITIVE
FUNDING

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Policy Overview



Safety



Equity



Resilience



Modernization & Emerging Mobility



Other Policy

POLICY
OVERVIEW

Safety

Equity

Resilience

Modernization &
Emerging
Mobility

Other Policy



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Competitive
Funding

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Elevates safety, reinforcing Florida’s safety initiatives

- *Strengthens HSIP*
- *Embraces Vision Zero and Safe Systems*
- *Provides new funding for local road safety improvements*
- *Requires planning funds be used to increase safe and accessible travel options*
- *Creates Safe Streets and Roads for All Grant Program*



Creates competitive programs for rail safety, healthy streets, pedestrian safety

Policy Overview

SAFETY

Equity

Resilience

Modernization &
Emerging
Mobility

Other Policy



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Increases emphasis on equity throughout BIL

- *Integral to new and continued programs*
- *Key criteria for discretionary awards*
- *Justice40 Initiative created via EO 14008 will be implemented through BIL*



New competitive Reconnecting Communities Pilot Program

- *Mitigation of transportation facilities that create barriers to community connectivity*
- *Priority consideration to economically disadvantaged communities*

Resilience



New PROTECT Program

- *\$7.3 B formula/\$1.4 B in competitive grants for resilience planning and improvements*



Resilience projects eligible under Surface Transportation Block Grant Program



Allows portion of NHS funds to be used for resilience features on Federal-aid facilities off the NHS



Requires asset management and project plans to consider resilience

Policy Overview

Safety

Equity

RESILIENCE

Modernization & Emerging Mobility

Other Policy



BIL Overview

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**POLICY
OVERVIEW**

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Modernization and Emerging Mobility



Increases commitment to modernization

- *Adds eligibility for modernization/emerging technologies to existing programs*
- *Increases Transportation Alternatives Program funding to \$7.2B*
- *Creates several programs focused on building an interconnected EV network*
- *New Congestion Relief Program for large urban areas*



Creates Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

Policy Overview

Safety

Equity

Resilience

**MODERNIZATION
& EMERGING
MOBILITY**

Other Policy



BIL Overview

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Funding

**POLICY
OVERVIEW**

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Other Policy Issues



Additional FHWA/FTA Planning Emphasis Areas

- Public Involvement
- Strategic Highway Network (STRAHNET)/
U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA)
Coordination
- Planning and Environment
Linkages (PEL)
- Data in Transportation Planning



FHWA Policy Framework to prioritize BIL resources

Policy Overview

Safety

Equity

Resilience

Modernization &
Emerging
Mobility

OTHER POLICY



BIL Overview

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Modal Overview

NEW programs and significant amount funds

More emphasis on multimodal projects

Some funds will go directly to agencies

MODAL
OVERVIEW

Highway Summary

Transit Summary

Multimodal and
Freight Summary

Rail Summary

Aviation Summary

Seaport Summary



BIL Overview

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Highway Summary (\$432.4 Billion)



Significantly increases funding and expands eligibility

- Safety and Healthy Streets
- Bridges
- Enhancing resiliency
- Restoring community connectivity
- Carbon reduction, EV charging and alternative fueling
- Wildlife crossings



More opportunity for local governments to access new funding

Modal Overview

HIGHWAY
SUMMARY

Transit Summary

Multimodal and
Freight Summary

Rail Summary

Aviation Summary

Seaport Summary



BIL Overview

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Highway Summary (\$432.4 Billion)

MAJOR NEW PROGRAMS	TYPE	FUNDED AMOUNT
PROTECT Program	Formula and Competitive	\$8.7 Billion
Carbon Reduction Program	Formula	\$6.4 Billion
National Electric Vehicle Program	Formula	\$5 Billion
National Infrastructure Project Assistance Program	Competitive	\$5 Billion
Safe Streets and Roads for All Program	Competitive	\$5 Billion
Rural Surface Transportation Grant Program	Competitive	\$2 Billion
Reconnecting Communities Pilot Program	Competitive	\$1 Billion
Healthy Streets Program	Competitive	\$500 Million
SMART Technology Grants	Competitive	\$500 Million

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Transit Summary (\$91 Billion)

BASED ON FORMULA FUNDING, FLORIDA’S SHARE IS EXPECTED TO INCREASE BY 33% COMPARED TO THE FAST ACT



Makes significant investments in state of good repair projects



New All Stations Accessibility Program (\$1.75 billion)



Raises rural set-aside for buses and bus facilities to 15%



Over \$5 billion for low or no emission buses and facilities

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Transit Summary (\$91 Billion)

PROGRAMS	TYPE	FUNDED AMOUNT
Existing Formula Programs	Formula	> \$68 Billion
Capital Investment Grants	Competitive	\$8 Billion
Low/No Emissions Bus Programs	Competitive	\$5.6 Billion
State of Good Repair Grants (NEW)	Competitive	\$4.75 Billion
All Stations Accessibility Program (ASAP) (NEW)	Competitive	\$1.75 Billion
Rural Ferry Grant Program (NEW)	Competitive	\$1 Billion

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Multimodal and Freight Summary (\$28 Billion)



Increases investment in multimodal freight infrastructure

- *More formula dollars*
- *New and enhanced competitive programs*



Strengthens policy and programming that guide investments

- *Expanded eligibility*
- *Increases critical freight corridors*



Establishes Office of Multimodal Freight Infrastructure and Policy within USDOT

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Multimodal and Freight Summary (\$28 Billion)

PROGRAMS	TYPE	FUNDED AMOUNT
National Highway Freight Program	Formula	\$7.2 Billion
National Infrastructure Project Assistance Program (“Mega-projects”) (NEW)	Competitive	\$5 Billion
INFRA Program	Competitive	\$8 Billion
RAISE (formerly BUILD, TIGER)	Competitive	\$7.5 Billion
Reduction of Truck Emissions at Port Facilities Program (NEW)	Competitive	\$400 Million

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Rail Summary (\$66 Billion)



Significantly increases funding for intercity passenger rail



Creates new eligibility for CRISI grants:

- Trespassing prevention*
- Advancing innovative rail technologies*
- Improving emergency response plans*
- Locomotive improvements to reduce emissions*



Establishes new funding for eliminating railroad crossings

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Rail Summary (\$66 Billion)

PROGRAMS	TYPE	FUNDED AMOUNT
Federal-State Partnership Grants (NEW)	Competitive	\$36 Billion
Amtrak Projects (NEW) (\$12B for non-NE Corridor projects)	Formula	\$22 Billion
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	Competitive	\$5 Billion
Railroad Crossing Elimination Grants (NEW)	Competitive	\$3 Billion
Restoration and Enhancement Grants	Competitive	\$250 Million

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Aviation Summary (\$25 Billion)



Provides \$25B for investments in airport infrastructure



Allows airports to use new Local and Regional Project Assistance Program (\$7.5 B, competitive) for surface transportation components



Allows use of TIFIA loans for airport projects

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Aviation Summary (\$25 Billion)

PROGRAMS	TYPE	FUNDED AMOUNT
Airport Improvement Program	Formula	\$15 Billion
Air Traffic Control Infrastructure	Formula	\$5 Billion
Airport Terminal Program (NEW)	Competitive	\$5 Billion

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Seaport Summary (\$2.5B)



Allows use of RRIF loans for seaport projects



Promotes advancement of port electrification to reduce emissions

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Seaport Summary (\$2.5B)

PROGRAMS	TYPE	FUNDED AMOUNT
Port Infrastructure Development Program	Competitive	\$2.25 Billion
Reduction of Emissions at Port Facilities (NEW)	Competitive	\$250 Million

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Issues

- Monitor new developments from USDOT as they create public guidance

- Start identifying and prioritizing projects that may be applicable

- Engage MPOs, local governments and community members



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Census Urban Area Designations and MPO Changes



Federal Transportation Performance Measures



Buy America



Workforce Provisions



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U.S. DOT

transportation.gov/bipartisan-infrastructure-law

FHWA

fhwa.dot.gov/bipartisan-infrastructure-law

FDOT

fdot.gov/planning/policy/legislation



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CLEARING THE PATH FOR A SAFER JOURNEY.

Dynamic Envelopes are pavement markings used to decrease unsafe stopping behavior for motorists, bicyclists, and pedestrians near railroad crossings. These white markings, coated with reflective glass powder, indicate the clearance needed for trains to safely pass.

**Dynamic Envelopes
reduce vehicles stopped
on or too close to the
tracks by at least 15%.***

*According to FDOT Pilot Program



Policy Planning Office

 850-414-4800

 Planning@dot.state.fl.us

*Safety is Everyone's
Responsibility*



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L RTP Revenue Forecast

Ms. Jennifer Fortunas, Manager,
Forecasting and Trends Office, FDOT





2050 Statewide Revenue Forecast



Presented to:
Metropolitan Planning Organization Advisory
Council (MPOAC)

January 27, 2022



strategic
development

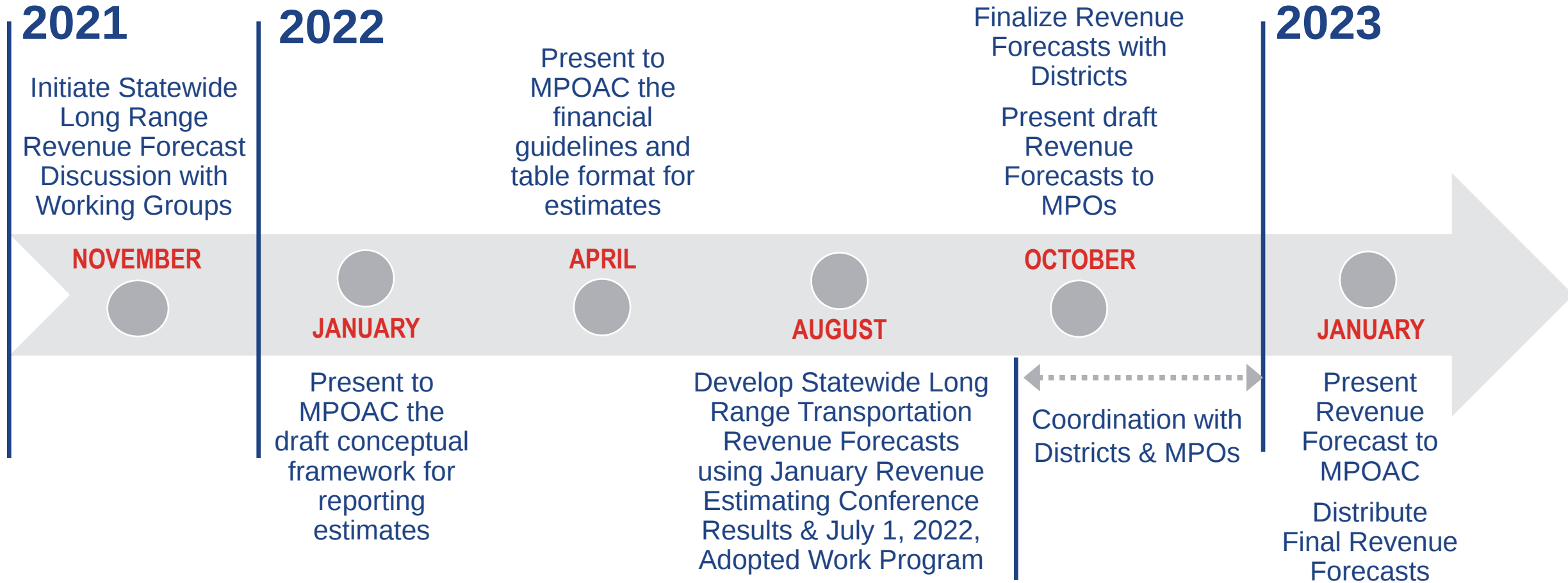
Agenda

- Brief update on process
- Review draft sections of the financial guidelines
- Present revised concept

Update on Process – Immediate Next Steps

- FDOT Revenue Team – February/March
 - Work with Office of Work Program and Budget (OWPB) to receive and review January Revenue Estimating Conference (REC) results
 - Incorporate MPOAC comments & revise draft of financial guidelines
 - Meet with MPO stakeholder working group to review draft financial guidelines
- MPOAC Quarterly meeting – April 28
 - Present draft financial guidelines
 - Template illustration of table format for estimates

Tentative Schedule



Purpose of Financial Guidelines

- Provide uniformity in financial reporting
- Cooperatively formulate approach for preparing a long-range revenue forecast
- 23 CFR 450.324(f)(11) and Section 339.175, Florida Statutes

General Assumptions

- Recommended time frame (for financial reporting only)
 - 2022/2023 as the Base Year
 - 2049/2050 as Horizon Year
- Recommended aggregate time bands
 - 2023-2025 (2 years to cover time between current budget and first-time band)
 - 2026-2030 (5 years)
 - 2031-2035 (5 years)
 - 2036-2040 (5 years)
 - 2041-2050 (10 years)

General Assumptions

- The revenue forecast will be based on:
 - January 2022 State REC
 - July 1, 2022, Adopted Work Program for state fiscal years 2023–2027
 - 2022-2023 Program and Resource Plan (PRP)
 - Includes 2023-2027 Adopted Work Program and planned funding for SFY 2028-2031
 - Department's Federal Aid Forecast for FFY 2023-2032
 - 2010 Urban Boundaries with 2020 population count (Updated FHWA boundaries not available until 2024)

Guidelines for LRTP

Needs Plan and Cost Feasible Plan

- Prepared consistent with Federal and State law
- Project cost estimates used in LRTP presented in present day costs (PDC) and converted to year of expenditure (YOE)
 - FDOT will provide estimates of inflation factors through 2050 via the Revenue Forecast Guidebook
 - If alternative inflation factors are used, MPO should justify methodology and assumptions

Key changes to Revenue Concept

- Bipartisan Infrastructure Law
 - Analyzing details of new federal programs (formula and discretionary) and how they will impact the revenue forecast
 - Will adjust the forecast to include as appropriate
- SIS Policy Plan
 - Incorporating changes as a result of the draft SIS Policy Plan (i.e., flexibility for funding off-SIS)
- Restructuring 'Other Roads'
 - Itemizing components of 'Other Roads' category to provide more detail

Revenue Forecast Reporting Concept

Table 5

County Level Capacity Program Estimates

State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Estimates for the Capital Region Transportation Planning Agency

Capacity Programs*	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction & ROW	12.93	104.37	133.94	142.88	208.71	603.81
Transit	6.94	38.59	48.66	53.28	111.01	258.48
Total - Main Programs	19.93	142.95	179.59	196.09	409.72	948.29

* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).

^ Transit estimates do not include projected funding for the Florida New Starts program.

Improvement Programs

Level

SHS – non-SIS not in TMA

District

SA (Federal)

District

SHS non-SIS in TMA (Federal/SU)

MPO

SHS non-SIS in TMA (State)

MPO

Other Roads- non-SIS not on SHS

MPO

Revenue Forecast Reporting Concept

Statewide Estimates

- Strategic Intermodal System – all modes (SIS)
- Non-highway modes (non-SIS)
- Non-capacity programs
 - Safety (HSP)
 - Bridge
 - Resurfacing

Districtwide Estimates

- TRIP (State)
- SHS – not SIS/not in TMA
- SA (Federal)
- TA (Federal)
 - TALT, TALN, and TALL
- Non-capacity programs
 - Safety (HSIP)
 - O&M

MPO Estimates

- SHS- not SIS/in TMA (State)
- TMA/SU (Federal)
- TA/TALU (Federal)
- Other Roads- not SIS/not on SHS
- Transit by formula (excluding Florida New Starts)

Defined in statute

Statewide- Informational

- SIS estimates:
 - In consultation between MPOs and SIS Coordinators
 - Available forecasts provided for development of the SIS Cost Feasible Plan
- Aviation, Rail, Intermodal Access, Seaport Development, SUN Trail (Not SIS)
- Florida New Starts
- Non-capacity programs:
 - Safety (HSP), resurfacing, bridge, product support, O&M, and administration

Districtwide

- Transportation Regional Incentive Program (TRIP)
 - Districts, in consultation with MPO, identify potentially eligible projects
- SHS – not SIS/not in TMA
- SA (Federal)
- TA (Federal)
 - TALT, TALN, and TALL

Districtwide

- Non-capacity programs:
 - Safety – Highway Safety Improvement Program (HSIP)
 - Starting FY 24, HSIP funding levels to be distributed by District
 - Resurfacing, bridge, and O&M

MPO (Estimates delineated by MPO)

- SHS – not SIS-State (in a TMA)
- TMA/SU (Federal):
 - Distributed based on current statutory formula of 50% population and 50% motor fuel tax collections
- TA/TALU (Federal):
 - Distributed based on TMA status and population

MPO (All estimates delineated by MPO)

- Other Roads – not SIS/not on SHS:
 - Generally distributed based on statutory formula
- Transit by formula (excluding Florida New Starts):
 - Distributed between districts and counties by formula



PUT IT DOWN

FOCUS ON DRIVING



Questions?

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jennifer.fortunas@dot.state.fl.us

strategic
development

MPOAC Document Reviews/Other Actions

- MPOAC General Counsel Contract
- Draft MPOAC UPWP
- MPOAC Bylaws Review
- Mileage-Based User Fee Alliance Discussion
- MPOAC Future Direction
- Election of Officers





COMMUNICATIONS



MEMBER COMMENTS

MPOAC WEEKEND INSTITUTE

Pick a place and save the date

2022

Two event locations:

APRIL 22-24, 2022

FLC University Training Center
Orlando, Florida

MAY 20-22, 2022

Renaissance Hotel International Plaza
Tampa, Florida

Visit www.institute.mpoac.org for more information.

The Institute Will Cover:

- Laws and Regulations Affecting MPOs
- MPO Board Responsibilities & Authority
- MPO Products and Processes
- Critical Funding Issues
- Transportation Jargon & Acronyms

SPACE IS LIMITED
Register Online Now
www.institute.mpoac.org

Coordinate with your colleagues and staff director to determine which MPO board members will attend each MPOAC Institute. Space is limited to a total of 25 participants per Institute. Florida MPOs may send up to three board members to each event on a first-come, first-served basis. A registration fee of \$300 will be required to attend.

Visit www.institute.mpoac.org for more information.





ADJOURNMENT

Next Meeting – April 28, 2022

TBD

Orlando, FL

