



DATE: Wednesday, March 10, 2021

TIME: 9:00 a.m.

Wireless access available

Network = MpoBoardRoom

Password = mpoaccess

LOCATION: MetroPlan Orlando
250 S. Orange Ave, Suite 200
Orlando, Florida 32801

Parking Garage: 25 W. South Street

PUBLIC ACCESS: To join the meeting from your computer, tablet or smartphone, please use this link:

<https://us02web.zoom.us/j/82394819313?pwd=TI6eDVRQ2w1T3F6dTR1d2NSQ0Qrdz09>

Passcode: 998023

To dial in, please see the calendar item for this meeting:

[MetroPlan Orlando Board Hybrid Meeting](#)

In Person:** The MetroPlan Orlando offices, in response to the COVID-19 pandemic, are following guidelines for group gatherings by limiting access for the board meeting to maintain safe social distancing. Members of the public may access this meeting virtually and participate via the Zoom link above, or by dialing in. A limited number of the public may attend in person space permitting. We strongly encourage virtual participation in order to provide the safest meeting environment for board members, staff and the public. Masks are required and temperature checks will be conducted upon entrance. The agenda packet is available at MetroPlanOrlando.org in the Calendar section. New to Zoom? You can get the app ahead of time and be ready for the meeting. Visit Zoom.com. **For technical support during the meeting, use the Raise Hand function (located in the Participants tab) to be contacted by a meeting moderator.

MetroPlan Orlando offers tips for virtual meeting participation on our website. Tip sheets include:

- [How to get technically set up for the virtual meeting](#)
- [How meeting roles and public participation happen virtually](#)
- [Steps and options for making a public comment at a virtual meeting](#)

This information can be accessed at: MetroPlanOrlando.org/Virtualmeetings

Commissioner Viviana Janer, Board Chairwoman, Presiding

Thank you for silencing your cell phones during the meeting and for those of you attending virtually for keeping microphones muted unless you are recognized to speak.

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|------|--|---------------------|
| I. | CALL TO ORDER AND PLEDGE OF ALLEGIANCE (Boardroom) | Chairwoman Janer |
| II. | CHAIR'S ANNOUNCEMENTS | Chairwoman Janer |
| III. | EXECUTIVE DIRECTOR'S ANNOUNCEMENTS | Mr. Gary Huttman |
| IV. | ROLL CALL AND CONFIRMATION OF QUORUM | Ms. Cynthia Lambert |
| V. | AGENDA REVIEW | Mr. Gary Huttman |
| VI. | COMMITTEE REPORTS | |
| | Municipal Advisory Committee | Mayor Dale McDonald |
| | Community Advisory Committee | Ms. Sarah Elbadri |
| | Technical Advisory Committee | Mr. Nabil Muhaisen |
| | Transportation Systems Management & Operations Committee | Mr. Doug Jamison |

VII. PUBLIC COMMENTS ON ACTION ITEMS

Public comments relating to **Action Items** may be submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org. Emailed comments will be read into the record by a meeting moderator. Public comments may be submitted prior to the meeting by dialing 407-906-2347 to leave a voice message. Voice messages will be summarized and read into the record by the meeting moderator.

Anyone wishing to speak during the hybrid meeting should complete an [electronic speaker card](#). The Chairperson will first recognize online attendees. When called upon, speakers should use the Raise Hand feature on the Zoom platform, and you will then be invited to unmute your microphone to speak. Each speaker should state his/her name and address for the record and is limited to two minutes. In-person speakers will be called next. Again, each speaker is limited to two minutes. People wishing to speak on other items will be acknowledged in the same way, under Agenda Item XII.

VIII. CONSENT AGENDA (Tab 1)

- A. Approval of Minutes from February 10, 2021 Board meeting
- B. Approval of Financial Report for January 2021
- C. TDLCB Membership Certification

D. Approval of Community Advisory Committee (CAC) appointments

IX. OTHER ACTION ITEMS

- | | | | |
|----|---|------------------|---------|
| A. | FDOT Amendment to FY 2020/21 - 2024/25 TIP
Mr. Keith Caskey- MetroPlan Orlando Staff | (Roll Call Vote) | (Tab 2) |
| B. | FTE Amendment to FY 2020/21 – 2024/25 TIP
Mr. Keith Caskey-MetroPlan Orlando Staff | (Roll Call Vote) | (Tab 3) |
| C. | Approval of Board Emphasis Areas
Mr. Nick Lepp – MetroPlan Orlando Staff | | (Tab 4) |

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item) (Tab 5)

- A. Executive Director’s Report page
- B. FDOT Monthly Construction Status Report
- C. 2021 Approved Legislative Priorities
- D. Signal Retiming Crash Impact Assessment – Fact Sheet
- E. CS-SB62
- F. ECFRPC SB62 Fact Sheet
- G. FDOT D5 Work Program Presentation
- H. FDOT FTE Work Program Presentation
- I. MetroPlan MTP Submittal Package to FHWA
- J. Featured Research and Articles:
 - American Planning Association Planning Advisory Service: Quick Notes, Urban Air Mobility
 - The Washington Post: From Mayor Pete to Secretary Buttigieg: Appearances hint at expansive role for next transportation chief, by Michael Laris & Ian Duncan, February 2, 2021

XI. OTHER BUSINESS/PRESENTATIONS

- A. Presentation on the Signal Retiming Crash Impact Assessment**
Ms. Lara Bouck, MetroPlan Orlando Staff
- B. Presentation on Best Foot Forward Program**
Ms. Emily Hanna, Executive Director Bike Walk Central Florida

XII. PUBLIC COMMENTS (GENERAL)

Comments from the public, of a general nature, will be heard during this comment period. Public comments submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org or phone to 407-906-2347, will be read into the record by a meeting moderator. People wishing to speak during the hybrid meeting should complete an [electronic speaker card](#). The Chairperson will first recognize online attendees. When called upon, speakers should use the Raise Hand feature on the Zoom platform, and you will then be invited to unmute your microphone to speak. Each speaker should state his/her name and address for the record and is limited to two minutes. In-person speakers will be called next. Again, each speaker will have two minutes to speak.

XIII. NEXT MEETING: Wednesday, May 12, 2021

XIV. ADJOURNMENT

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at info@metroplanorlando.org at least three business days prior to the event.

La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico info@metroplanorlando.org por lo menos tres días antes del evento.

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

TAB 1





MetroPlan Orlando Board

MEETING MINUTES

DATE: Wednesday, February 10, 2021
TIME: 9:00 a.m.
LOCATION: MetroPlan Orlando – Hybrid Virtual
Park Building
250 S. Orange Ave, Suite 200
Orlando, FL 32801

Commissioner Viviana Janer, Board Chair, Presided

Members: In-person Attendance:

Hon. Bob Dallari, Seminole County
Hon. Jerry L. Demings, Orange County
Hon. Buddy Dyer, City of Orlando
Hon. Jim Fisher, City of Kissimmee
Mr. M. Carson Good, GOAA
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Hon. Dale McDonald, Municipal Advisory Committee
Hon. Christine Moore, Orange County
Hon. Bryan Nelson, City of Apopka
Mr. Stephen Smith, Sanford Airport Authority
Hon. Mayra Uribe, Orange County
Hon. Jay Zembower, Seminole County

Members: Zoom attendance:

Hon. Brandon Arrington, Central Florida Expressway Authority
Hon. Pat Bates, City of Altamonte Springs

Hon. Ricky Booth, Osceola County
Hon. Maribel Gomez Cordero, Orange County
Hon. Tony Ortiz, City of Orlando
Hon. Art Woodruff, City of Sanford
Hon. Victoria Siplin, Orange County
Ms. Sarah Elbadri, Community Advisory Committee (non-voting)
Mr. Doug Jamison, Transportation Systems Management & Operations Committee (non-voting)
Mr. Thomas Kapp, Kissimmee Gateway Airport (non-voting)
Mr. Nabil Muhaisen, Technical Advisory Committee (non-voting)

Advisor(s): In-person Attendance:

FDOT Secretary Jared Perdue, District 5

Members/Advisors not in Attendance:

Hon. Emily Bonilla, Orange County

Staff and Others in Attendance :

Mr. Jay Small, Mateer & Harbert
Mr. Gary Huttman
Mr. Jason Loschiavo
Mr. Keith Caskey
Mr. Nick Lepp
Mr. Eric Hill
Mr. Joe Davenport
Ms. Lisa Smith
Ms. Cathy Goldfarb
Ms. Mary Ann Horne
Ms. Sally Morris
Mr. Alex Trauger
Ms. Virginia Whittington
Mr. Mighk Wilson
Ms. Leilani Vaiaoga
Ms. Lara Bouck
Mr. Mighk Wilson
Ms. Sarah Larsen
Ms. Jasmine Blais
Ms. Katherine Alexander, FDOT, District 5
Ms. Loreen Bobo, FDOT, District 5
Ms. Anna Taylor, FDOT, District 5
Mr. Siaosi Fine, Florida's Turnpike Enterprise
Mr. Renzo Nastasi, Orange County

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Commissioner Viviana Janer called the meeting to order at 9:00 a.m. and welcomed everyone. Commissioner Mayra Uribe led the Pledge of Allegiance.

II. CHAIRPERSON'S ANNOUNCEMENTS

Chairwoman Janer reviewed the virtual meeting procedures, including guidance for making public comments. She officially welcomed new board members: Commissioner Ricky Booth (Osceola County) and newly appointed members, Commissioners Jim Fisher (City of Kissimmee) and Maribel Gomez-Cordero (Orange County). Chairwoman Janer welcomed Representative Fred Hawkins (former Osceola County BCC member) and thanked him for his service on the MetroPlan Orlando Board. Representative Hawkins addressed the MetroPlan Board about the 2021 Legislative Session. Commissioner Mayra Uribe reported on the January 28th Metropolitan Planning Organization Advisory Council (MPOAC) meeting. She reported that a great deal of discussion took place regarding Senate Bill 62 which would significantly impact Regional Planning Councils around the state. The MPOAC Executive Committee ultimately voted unanimously to have the Executive Director draft a letter in opposition. Additionally, she added that she feels that the proposed legislation is very concerning and should be watched very closely by the MetroPlan Orlando Board. Commissioner Dallari gave a report from the February 4th Commuter Rail Commission (CRC) meeting.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Gary Huttman thanked the board members attending the meeting in person for helping to ensure a quorum for the hybrid meeting. Mr. Huttman noted that there were 12 voting board members present in the boardroom. He stated there were no alternates in attendance. He restated the virtual meeting procedures. Mr. Huttman reported on the FY 2021 Omnibus Funding Bill which ensures that MPOs grant funding continues through next October. He also reported that the COVID-19 Relief Bill includes approximately \$10 billion for state DOTs which is intended to offset the funding losses due to the pandemic. He reported that the National Association of Regional Councils (NARC) conference was underway and both he and Commissioner Dallari were registered to attend. Mr. Huttman reported on his meetings with FDOT leadership on December 30th and January 15th. He thanked Secretary Perdue for his continued commitment to coordinate with MPOs and local governments. Mr. Huttman mentioned that the MPOAC institute was being offered as two live virtual events this year. The first is scheduled for March 19-20, and the second session is scheduled for April 23-24. He reported on the BFF program, Brightline, legislative items, and the strategic plan survey. He announced MetroPlan Orlando's new hire, Transportation Planner, Taylor Laurent.

IV. CONFIRMATION OF QUORUM

Ms. Cynthia Lambert conducted the roll call and confirmed that a quorum of 12 voting members was physically present. 11 board members and advisors joined the meeting via Zoom.

V. AGENDA REVIEW

Mr. Huttman stated that there were no changes to the agenda.

VI. COMMITTEE REPORTS

Mayor Dale McDonald reported that The Municipal Advisory Committee met February 4, 2021 in a virtual workshop format. He noted that items presented for review and discussion included the December meeting minutes, an FDOT Amendment to the FY 2020/21-2024/25 TIP, the FDOT Performance Measures and Targets and for LYNX Transit Asset Management (TAM) targets, and the draft 2021 Board Legislative priorities and positions. MAC members received three presentations: a presentation on the FY 2021/22-2025/26 FDOT and FTE tentative five-year work programs; an update on the CFX SR 414 PD&E Study; and a Florida Sunshine Law Refresher. The next MAC meeting is scheduled for March 4th and will be in the virtual workshop format.

Ms. Sarah Elbadri reported that Community Advisory Committee members met on January 27th in a virtual workshop format. Ms. Elbadri reported that while no votes were taken, CAC committee members engaged in discussions with MetroPlan Orlando staff and FDOT on several topics. Regarding the FDOT Amendment to the TIP, CAC members expressed concern about the request for additional funding for interchange improvements at I-4 and Sand Lake Road. Several members felt the utility costs and other increased costs were very large and were dismayed at such an oversight by the department. Regarding FDOT Performance Measures & Targets and LYNX Transit Asset Management Targets, members questioned LYNX's goals for converting to electric automated buses as well as its shelter safety goals. They also asked about bridge/pavement condition measures, infrastructure funding, and overall transportation safety performance trends. Regarding the Board's Legislative Priorities, members expressed particular interest in supporting bicycle safety, transit funding, and pedestrian safety. There also was a request for more information on red light camera legislation. CAC members also received presentations on the FY 2021/22-2025/26 FDOT and FTE tentative five-year work programs and a Florida Sunshine Law Refresher. Ms. Elbadri noted that the next CAC meeting will also be in the virtual workshop format and will be held on February 24th.

Mr. Nabil Muhaisen reported that the TAC met on January 22nd in the virtual workshop format. He noted that items presented for review and discussion included the December meeting minutes, an FDOT Amendment to the FY 2020/21-2024/25 TIP, the FDOT Performance Measures and Targets and for LYNX Transit Asset Management (TAM) targets, and the draft 2021 Board Legislative priorities and positions. The next TAC meeting is scheduled for February 26th as a virtual workshop.

Mr. Doug Jamison reported that the TSMO Committee met on January 22nd in a virtual workshop format. He noted that items presented for review and discussion included the December meeting minutes, an FDOT Amendment to the FY 2020/21-2024/25 TIP to include additional funding for the interchange improvement at I-4 and Sand Lake Road; and re-support of FDOT's targets for Safety, Travel Time Reliability, Bridge and Pavement Condition, as well as the targets established in the LYNX Transit Asset Management (TAM) plan; and the list of Board

legislative priorities for 2021. The next TSMO meeting is scheduled for February 26th as a virtual workshop.

VII. PUBLIC COMMENTS ON ACTION ITEMS

None.

VIII. CONSENT AGENDA

- A. Approval of Minutes from December 9, 2020 Board meeting**
- B. Approval of Financial Report for November & December 2020**
- C. Ratification of Emergency Budget Amendment #4**
- D. Approval of Budget Amendment #5**
- E. Approval of MetroPlan Orlando Board Committee Appointments**
- F. Approval of two-year contract extension with Mateer & Harbert**
- G. Approval of FDOT Joint Certification Report**

MOTION: Commissioner Jay Zembower moved approval of the consent agenda, items A-G. Commissioner Mayra Uribe seconded the motion, which passed unanimously.

IX. OTHER ACTION ITEMS

A. FDOT Amendment to FY 2020/21 - 2024/25 TIP (Roll Call Vote)

Mr. Keith Caskey, MetroPlan Orlando staff, presented an overview of the amendment request. FDOT requested the FY 2020/21 - 2024/25 TIP be amended to include additional funding for the interchange improvement at I-4 and Sand Lake Road. Board members were provided a letter from FDOT explaining the amendment request, a fact sheet prepared by MetroPlan Orlando staff, and the draft resolution. Mr. Caskey alerted Board members that MetroPlan Orlando was notified prior to the meeting, by FDOT staff, that Orange County had requested the removal of \$356,225 of local funds for hardscaping since the funds were not committed. He stated that FDOT determined that the hardscape was not needed. Mr. Caskey noted that FDOT staff wanted to ensure the Board that they are addressing their internal processes so that last minute changes can be avoided in the future. In response to a question by Commissioner Dallari, Mr. Renzo Nastasi, Orange County staff, explained that Orange County had been in negotiations with FDOT concerning the interchange and that the funds being removed from the TIP are related to some aesthetic features that Orange County may address in the future, but were not prepared to commit those funds at this time. Mr. Nastasi stated that Orange County is fully aware of the importance of the interchange to International Drive and the tourist industry.

MOTION: Mayor McDonald moved approval of the FDOT Amendment to FY 2020/21 - 2024/25 TIP. Mayor Demings seconded the motion. A roll call vote was conducted. Motion carried with a 15-3 vote. (Dallari, Smith and Zembower opposed.)

B. Approval to Support Performance Measures & Targets

Mr. Nick Lepp, MetroPlan Orlando staff, requested the MetroPlan Orlando Board's annual re-support of FDOT's targets for Safety, Travel Time Reliability, Bridge and Pavement Condition, as well as the targets established in the LYNX Transit Asset Management (TAM) plan. Mr. Lepp explained that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have made a push toward performance-based planning and developed a set of performance measures for Vehicular and non-motorized Safety, System Performance (reliability), Bridge Conditions, Pavement Conditions, Transit Assets and a new target for Transit Safety. He stated that MPOs are required to re-support the Safety Targets annually, and the other targets bi-annually. FDOT has taken the lead on data collection, performance measure development and target setting to address the FHWA performance measures. He said that by supporting the FDOT Statewide Targets, FDOT would provide the required performance measures, trend analysis and reporting materials. Mr. Lepp noted that the targets set by FDOT and LYNX for the Federal Performance Measures, along with the targets set by MetroPlan Orlando, will be the guiding criteria for future Prioritized Project Lists (PPL) and advancement of projects into the Transportation Improvement Program (TIP).

MOTION: Commissioner Dallari moved approval to support the performance measures and targets. Mayor McDonald seconded the motion, which passed unanimously.

C. Approval of Regional TSMO Program

Mr. Eric Hill, MetroPlan Orlando staff, requested approval of the Draft Regional Transportation Systems Management & Operations (TSMO) Memorandum of Understanding (MOU), and to authorize the Executive Director to execute the final MOU. He explained that MetroPlan Orlando is taking the lead on a regional program to develop and facilitate an innovative planning effort to advance TSMO planning between the transportation planning agencies in Central Florida. Mr. Hill gave background information on the Regional TSMO program. He noted that those executing the MOU include MetroPlan Orlando, Forward Pinellas, Hillsborough MPO, Pasco County MPO, Polk County TPO, Sarasota/Manatee MPO, Space Coast TPO, and River-to-Sea TPO.

MOTION: Commissioner Dallari moved approval of the draft Regional TSMO Program Memorandum of Understanding, and authorization for the Executive Director to execute the final MOU. Mayor McDonald seconded the motion, which passed unanimously.

D. Approval of Legislative Priorities for 2021

Ms. Virginia Whittington, MetroPlan Orlando staff, presented the MetroPlan Orlando list of legislative priorities for 2021 which were previewed by the Executive Committee on January 6th and each of the MetroPlan Orlando advisory committees at their January meetings. Ms. Whittington highlighted the top priorities which included seeking funding to expand the Best Foot Forward for Pedestrian Safety program, and supporting legislation that would change laws to identify bicyclists as vulnerable road users in the Move-Over Law. She gave an overview of proposed legislation that is being supported which includes legislation that calls for adding provisions to the Sunshine Law allowing local governments to hold virtual meetings during declared states of emergency, and 90 days beyond; support legislation that protects state transportation trust fund and the TD trust fund; establishes flexible/predictable funding for transit projects; and that allows flexibility and/or expands use of local taxes. In response to a question by Commissioner Ortiz regarding how information is shared with the public, Ms. Whittington noted that weekly updates are provided while the legislature is in session. Ms. Whittington explained that the Executive Committee, at their January 6th meeting, wanted to ensure the board's position on items that are being monitored from prior. After presentation of each item, the board's positions were noted regarding items that would be monitored: proposed legislation that further regulates distracted driving (Support), repeals red light camera legislation (Oppose), mandates mid-block crossing designations (no position). Ms. Whittington also requested that the role of the Executive Committee be expanded so that it can be convened outside of the Board meeting schedule to address items that may be fast moving during the legislative session. She reminded Board members that the session begins on March 2nd and ends on April 30th. Discussion ensued regarding SB62. Commissioner Dallari agreed with the comments made by Commissioner Uribe during her MPOAC report that the proposed bill should be monitored closely. He asked the Board to take action directing the Executive Director to draft a letter for the Chairwoman's signature opposing the proposed bill. Mayor Nelson noted that a House companion had not been filed, so it may be premature to take such action. At the conclusion of discussion, the board's position is to oppose legislation that seeks to diminish the role of Regional Planning Councils. Ms. Whittington will monitor any action and provide a report to the board.

MOTION: Commissioner Uribe moved approval of the 2021 Legislative Priorities and positions, including the expansion of the Executive Committee's role during legislative session. Commissioner Zembower seconded the motion, which passed unanimously.

MOTION: Commissioner Dallari moved approval to authorize the Chairwoman to sign a letter opposing SB 62. Commissioner Uribe seconded the motion. A roll call vote was conducted. Motion carried with a 10:9 vote. (Demings, Good, Nelson, Uribe, Zembower, Bates, Booth, Gomez-Cordero, and Siplin opposed.)

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)

- A. Executive Director's Report page
- B. FDOT Monthly Construction Status Report
- C. MetroPlan Orlando Mobility Profile
- D. CFX SR 414 Extension Fact Sheet
- E. Orlando Urban Interchange Public Hearing
- F. Letter of Support for additional Transit Funding-NARC
- G. FDOT Macroeconomic Analysis
- H. FDOT Revenue Estimating Conference Executive Summary
- I. FDOT D5 Amendments to Executive Office of the Governor
- J. COVID-19 Emergency Relief Package – NARC Topline Summary of New Agreement
- K. Featured Research and Articles:

Bloomberg: The Swift Disruptive Rise of Slow Streets

STREETSBLOG USA: USDOT Needs an Active Transportation Administration

MOTION: Commissioner Dallari moved approval of the information items for acknowledgement, items A-K. Commissioner Fisher seconded the motion, which passed unanimously.

XI. OTHER BUSINESS/PRESENTATIONS

(Note: Due to technical difficulties, the following presentations were taken out of order. Mr. Fine presented first.)

A. FDOT D5 Work Program

Ms. Katherine Alexander presented the five-year Work Program that comprises needs for a five-year period. She explained the program development and progression. Ms. Alexander highlighted the types of projects included and noted that they were based on MetroPlan Orlando priorities.

B. FDOT FTE Work Program

Mr. Sioasi Fine presented the Florida Turnpike Enterprises work program. He stated that FTE has \$830 million programmed for 32 miles of resurfacing projects in the work program for the MetroPlan Orlando three-county area. He gave a brief overview of the projects by County by County.

XII. PUBLIC COMMENTS (GENERAL)

None.

XIII. NEXT MEETING: Wednesday, March 10, 2021

XIV. ADJOURN BOARD MEETING

There being no further business, the meeting adjourned at 11:05 a.m. The meeting was transcribed by Ms. Lisa Smith.

Approved this 10th day of March 2021

Commissioner Viviana Janer, Chairperson

Ms. Lisa Smith,
Board Services Coordinator/ Recording Secretary

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

**METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 01/31/21**

ASSETS

Operating Cash in Bank	\$	1,263,270.06
Petty Cash	\$	125.00
SBA Investment Account	\$	1,121,287.22
FL CLASS Investment Account	\$	1,176,234.49
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	32,252.76
Accounts Receivable - Grants	\$	1,394,515.73
Fixed Assets-Equipment	\$	603,475.02
Accumulated Depreciation	\$	(437,848.71)

TOTAL ASSETS:	\$	5,173,311.57
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LIABILITIES

Accrued Personal Leave	\$	363,280.97
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TOTAL LIABILITIES:	\$	363,280.97
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	32,252.76
Deposits	\$	20,000.00
Unassigned:	\$	4,757,777.84

TOTAL EQUITY:	\$	4,810,030.60
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TOTAL LIABILITIES & EQUITY:	\$	5,173,311.57
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Net difference to be reconciled:	\$	-
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 01/31/21

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 1,153,861.99	2,995,792.27	\$ 7,794,171.00	4,798,378.73	38.44%
State Revenue	\$ 1,526.13	107,872.79	\$ 198,249.00	90,376.21	54.41%
Local Revenue	\$ 0.00	729,251.50	\$ 1,239,185.00	509,933.50	58.85%
Interest Income	\$ 295.23	3,705.47	\$ 60,000.00	56,294.53	6.18%
Other	\$ 0.00	2,234.30	\$ 12,500.00	10,265.70	17.87%
Contributions	\$ 0.00	25,000.00	\$ 25,000.00	-	100.00%
Cash Carryforward	\$ 0.00	0.00	\$ 383,129.00	383,129.00	0.00%
Local Match - Transfers In	\$ 1,526.13	69,004.11	\$ 95,963.00	26,958.89	71.91%
TOTAL REVENUES:	\$ 1,157,209.48	\$ 3,932,860.44	\$ 9,808,197.00	\$ 5,875,336.56	40.10%
EXPENDITURES					
Salaries	\$ 108,968.86	927,121.60	\$ 1,822,218.00	895,096.40	50.88%
Fringe Benefits	\$ 37,408.97	318,280.83	\$ 602,422.00	284,141.17	52.83%
Local Match - Transfers Out	\$ 1,526.13	69,004.11	\$ 95,963.00	26,958.89	71.91%
Audit Fees	\$ 0.00	27,500.00	\$ 41,500.00	14,000.00	66.27%
Computer Operations	\$ 5,805.97	42,845.07	\$ 99,636.00	56,790.93	43.00%
Dues & Memberships	\$ 544.37	10,976.88	\$ 20,579.00	9,602.12	53.34%
Equipment & Furniture	\$ 659.00	152,892.22	\$ 242,000.00	89,107.78	63.18%
Graphic Printing/Binding	\$ 0.00	308.04	\$ 25,920.00	25,611.96	1.19%
Insurance	\$ 1,640.09	12,473.86	\$ 29,023.00	16,549.14	42.98%
Legal Fees	\$ 1,060.00	10,944.50	\$ 50,000.00	39,055.50	21.89%
Office Supplies	\$ 512.35	3,876.14	\$ 37,500.00	33,623.86	10.34%
Postage	\$ 390.34	1,940.79	\$ 3,300.00	1,359.21	58.81%
Books, Subscrips/Pubs	\$ 127.60	6,071.32	\$ 8,716.00	2,644.68	69.66%
Exec. Dir 457 Def. Comp.	\$ 1,307.70	9,423.10	\$ 18,000.00	8,576.90	52.35%
Rent	\$ 3,393.91	161,288.75	\$ 243,269.00	81,980.25	66.30%
Equipment Rent/Maint.	\$ 785.00	4,499.78	\$ 18,779.00	14,279.22	23.96%
Seminar & Conf. Regist.	\$ 90.00	2,521.06	\$ 41,640.00	39,118.94	6.05%
Telephone	\$ 484.95	2,886.08	\$ 9,250.00	6,363.92	31.20%
Travel	\$ 239.89	1,658.46	\$ 93,012.00	91,353.54	1.78%
Small Tools/Office Mach.	\$ 859.90	2,700.31	\$ 1,200.00	(1,500.31)	225.03%
HSA/FSA Annual Contrib.	\$ 10,500.00	10,500.00	\$ 12,500.00	2,000.00	84.00%
Computer Software	\$ 0.00	0.00	\$ 5,000.00	5,000.00	0.00%
Contingency	\$ 0.00	0.00	\$ 15,831.00	15,831.00	0.00%
Contractual/Temp Svcs.	\$ 464.00	1,856.00	\$ 3,530.00	1,674.00	52.58%
Interest Expense	\$ 0.00	0.00	\$ 72,283.00	72,283.00	0.00%
Pass-Thru Expenses	\$ 0.00	215,087.18	\$ 1,274,531.00	1,059,443.82	16.88%
Consultants	\$ 942,759.22	1,638,006.11	\$ 4,777,000.00	3,138,993.89	34.29%
Repair & Maintenance	\$ 0.00	338.95	\$ 1,800.00	1,461.05	18.83%
Advertising/Public Notice	\$ 1,769.43	4,808.21	\$ 11,855.00	7,046.79	40.56%
Other Misc. Expense	\$ 174.81	1,867.58	\$ 14,690.00	12,822.42	12.71%
Contributions	\$ 500.00	100,737.23	\$ 100,950.00	212.77	99.79%
Educational Reimb.	\$ 0.00	0.00	\$ 1,800.00	1,800.00	0.00%
Comm. Rels. Sponsors	\$ 0.00	5,000.00	\$ 12,500.00	7,500.00	40.00%
Indirect Expense Carryfwd.	\$ 0.00	0.00	\$ 0.00	-	0.00%
			0.00		
TOTAL EXPENDITURES:	\$ 1,121,972.49	\$ 3,747,414.16	\$ 9,808,197.00	\$ 6,060,782.84	38.21%
AGENCY BALANCE:	\$ 35,236.99	\$ 185,446.28			



**MEMBERSHIP CERTIFICATION
TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD
FOR ORANGE, OSCEOLA, AND SEMINOLE COUNTIES**

Date: March 10, 2021

Name (DOPA): MetroPlan Orlando

Address: 250 S. Orange Avenue
Suite 200
Orlando, Florida 32801

MetroPlan Orlando/Designated Official Planning Agency named above hereby certifies to the following:

1. The membership of the Local Coordinating Board, established pursuant to Rule 41-2.012(3), FAC, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross-section of the local community.

Signature: _____
Honorable Viviana Janer

Title: Chair of MetroPlan Orlando

**MEMBERSHIP OF THE LOCAL COORDINATING BOARD FOR ORANGE,
OSCEOLA, AND SEMINOLE COUNTIES**

<u>POSITION</u>	<u>MEMBER</u>	<u>TERM</u>
ELECTED OFFICIALS	Hon. Mayra Uribe (Orange) Hon. Jim Fisher (Osceola) Hon. Pat Bates (Seminole)	- - -
FLORIDA DEPT. OF TRANSPORTATION	Jo Santiago	-
AGENCY FOR PERSONS WITH DISABILITIES	Sharon Jennings	-

**MEMBERSHIP CERTIFICATION
TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD
FOR ORANGE, OSCEOLA, AND SEMINOLE COUNTIES
Page 2**

MEDICAL COMMUNITY	Chad Ballard	-
FLORIDA DEPT. OF EDUCATION & VOCATIONAL REHABILITATION	Wayne Olson	-
ECONOMICALLY DISADVANTAGED	Dianne Arnold	-
STATE COOR. COUNCIL EARLY CHILD.DEV. (4C)	Wilfredo Raices	-
REGIONAL WORKFORCE DEVELOPMENT	Janeé Olds	-
PUBLIC EDUCATION	Adam Zubritsky	-
VETERANS	Alnita Whitt	-
MEDICAID (AHCA)	Calvin Smith	-
FLORIDA DEPT. OF ELDER AFFAIRS	Karla Radka	-
REPRESENTING THE ELDERLY (OVER SIXTY)	Dr. Linda Levine Silverman	One Year
REPRESENTING THE DISABLED	Marilyn Baldwin	Two Years
CITIZEN ADVOCATE	Neika Berry	Three Years
CITIZENS ADVOCATE (SYSTEM USER)	Bob Melia	Two Years
FOR-PROFIT OPERATOR	Vacant	N/A
NON-VOTING MEMBERS	Norm Hickling, ACCESS LYNX Alt: Selita Stubbs	-
	Crystal Ford, Orange County EMS Alt: Tom Daniels	-
	Jim Greszik, SunRail Customer Advisory Committee Chair	-



Board Action Fact Sheet

Meeting Date: March 10, 2021

Agenda Item: VIII-D (Tab 1)

Roll Call Vote: No

Action Requested:	Approval of Recommended Appointments to the CAC
Reason:	Board approval is needed for appointments to fill eight (8) vacancies on the Community Advisory Committee.
Summary/Key Information:	<p>MetroPlan Orlando's CAC Bylaws outline a process for selecting members to be approved by the MetroPlan Orlando Board, who will serve alongside members selected by geographic partners.</p> <p>A Selection Committee was convened on Feb. 8, as described in the bylaws, and came to consensus on a slate of 8 names from a pool of 25 qualified applicants from throughout the region. Applicants were recruited in various ways over a period of several months and completed a standard application form. In addition, the two current Non-Voting Alternates are recommended to be designated as Multimodal Advocates, who are voting members.</p>
MetroPlan Budget Impact:	None.
Local Funding Impact:	None.
Committee Action:	CAC: Shared as Information Item on 2/24/21 TSMO: N/A TAC: N/A MAC: N/A
Staff Recommendation:	Recommend approval of new members and re-assigning Alternates.
Supporting Information:	List of Recommended MetroPlan Orlando Board Appointees to the Community Advisory Committee



Recommended MetroPlan Orlando Appointees to the CAC

For Multimodal Advocates (3):

1. Maria Cortes
2. Susan Buttery
3. David Sibila

For Transportation Disadvantaged Advocates (2):

1. Maria Fernanda Saavedra
2. Marsha Shapiro

For Underserved Communities Advocate (1):

1. Carlos Torrealba

For Non-Voting Alternates (2):

1. Briana Campbell
2. Cody Dyess

PLEASE NOTE:

The 2 current Non-Voting Alternates, both members in good standing, asked for a change of assignment prior to the selection process. Therefore, with this change, two current CAC members will be designated as **Multimodal Advocates**, rather than alternates. They are:

1. Jeff Piggrem
2. Douglas Henley

TAB 2





Board Action Fact Sheet

Meeting Date: March 10, 2021

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested:	FDOT requests approval of an amendment to the FY 2020/21 - 2024/25 Transportation Improvement Program.
Reason:	Several new projects are being added to the TIP with funding programmed in FY 2020/21.
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• Provides a total grant of \$14,000 in federal, state and local funds in FY 2020/21 for preventative maintenance for LYNX vehicles providing transportation service to adults with disabilities in Osceola County.• Provides \$40,483 in RHP funds for pedestrian gates at a railroad crossing in Winter Garden and \$2,848 in RHP funds for LED lights at a railroad crossing in Lake Mary in FY 2020/21.• Provides a total of \$425,420 in federal and local funds for the construction of the Quail Pond Circle pedestrian facilities and shared use path in Casselberry in FY 2020/21.• Provides \$2,000,000 in federal funds for a PD&E study in FY 2020/21 to identify potential locations for truck parking facilities in the MetroPlan Orlando region and/or Volusia County.
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	CAC: Reviewed on February 24, 2021 TSMO: Reviewed on February 26, 2021 TAC: Reviewed on February 26, 2021 MAC: To be reviewed on March 4, 2021
Staff Recommendation:	Recommends approval
Supporting Information:	These documents are provided at Tab 2: FDOT letter dated February 4, 2021 Proposed Board Resolution No. 21-03



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

February 4, 2021

Mr. Gary Huttman
Executive Director
MetroPlan Orlando
250 South Orange Ave., Suite 200
Orlando, FL 32801

Dear Mr. Huttman:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation (FDOT) requests the following changes to be made to MetroPlan Orlando Metropolitan Planning Organization's Adopted Fiscal Years 2020/2021 – 2024/2025 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department's Adopted Work Program. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

OSCEOLA COUNTY

FM#448821-1 5310 CAPITAL ASSISTANCE - THE OPPORTUNITY CENTER - NON-URBAN

Current TIP Status:

Project is not currently in the TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Grants and Miscellaneous	DPTO	\$1,400	2021
Grants and Miscellaneous	DU	\$11,200	2021
Grants and Miscellaneous	LF	\$1,400	2021
	TOTAL	\$14,000	

Difference: A new capital project with funds added in FY 2021. TIP must be updated to reflect new project and added funding.

Explanation: This new capital project was awarded funding as a result of our Section 5310 grant application cycle. The Section 5310 grant program is a Federal Transit Administration program providing formula grants for Enhanced Mobility of Seniors and Individuals with Disabilities. The Opportunity Center, located in Kissimmee, FL provides transportation services to adults with disabilities in Osceola County. The preventative maintenance funds will be used on the vehicles that provide transportation services to their clients.

ORANGE COUNTY**FM#448877-1****CR-438/PLANT ST AT RR CROSSING #916803P****Current TIP Status:**

Project is not currently in the TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Railroad and Utilities	RHP	\$40,483	2021
	TOTAL	\$40,483	

Difference: New Railroad and Utilities project with Phase 57 (Railroad Construction) funds added in FY 2020/2021. TIP must be updated to reflect new project and added funding.

Explanation: This project is located on CR-438/Plant St. at Florida Central Railroad Crossing # 916803P in Winter Garden and will include the installation of (2) ped gates. All work will be done in Railroad Right of way. Foundation holes will be the only dirt disturbed. Section 130 Federal funds have been secured to fund this project with no financial costs to the County.

SEMINOLE COUNTY**FM#442861-1 QUAIL POND CIRCLE CONNECTIVITY****Current TIP Status:**

Project is not currently in the TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Construction	LF	\$162,395	2021
Construction	SU	\$160,619	2021
Construction	TALU	\$28,765	2021
	TOTAL	\$351,779	

Difference: A new project with funds added in FY 2021. TIP must be updated to reflect new project and added funding.

Explanation: Project includes the construction of pedestrian facilities on Quail Pond Circle between Triplet Lake Drive and the road terminus, as well as installation of a shared use path connecting the terminus of Quail Pond Circle to North Sunset Drive via City-owned property and existing right-of-way. In addition, pedestrian improvements including signing and pavement markings and curb ramp construction will be completed along North Sunset Drive associated with the proposed trail.

FM#442861-2**QUAIL POND CIRCLE CONNECTIVITY CEI****Current TIP Status:**

Project is not currently in the TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Construction	LF	\$33,875	2021
Construction	SU	\$39,766	2021
	TOTAL	\$73,641	

Difference: A new project with funds added in FY 2021. TIP must be updated to reflect new project and added funding.

Explanation: The project is to be added current year in FY 2021 in order to be let together with FM#437479-1 Casselberry Elementary/Queens Mirror Pedestrian Improvements as a 'goes-with' for construction and CEI. Project FM#437479-1 was advertised on its own unsuccessfully and by bundling the projects it may make for a more competitive and attractive option for contractors.

FM#448855-1 E LAKE MARY BLVD AT RR CROSSING #621378X

Current TIP Status:

Project is not currently in the TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Railroad and Utilities	RHP	\$2,848	2021
	TOTAL	\$2,848	

Difference: New Railroad and Utilities project with Phase 57 (Railroad Construction) funds added in FY 2020/2021. TIP must be updated to reflect new project and added funding.

Explanation: This project will replace the existing 12" incandescent bulbs and lenses with LED bulbs and lenses at CSX Crossing # 621378X at MP# AU-772.51 on E. Lake Mary Blvd. in Sanford, Seminole County. No dirt will be disturbed, and all work will be completed in Railroad right of way.

DISTRICTWIDE

FM#447724-1 TRUCK AND FREIGHT ALTERNATIVE SITE ANALYSIS

Current TIP Status:

Project is not currently in the TIP for Fiscal Years 2020/2021 – 2024/2025.

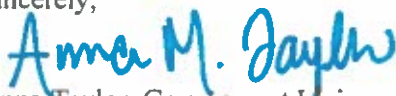
Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Preliminary Engineering	ACFP	\$2,000,000	2021
	TOTAL	\$2,000,000	

Difference: New project (PD&E) and funding has been added in current year.

Explanation: This project will review, refine, and recommend truck and freight concept sites in Osceola, Orange, Seminole, and/or Volusia Counties, to address the great need for safe and adequate truck parking in Central Florida. The analysis will include extensive Public Engagement efforts, including Stakeholders, the public, and the Trucking Industry, engineering analysis and environmental assessments as part of the overall evaluation. The Right of Way and Construction phases are under 446445-1.

Sincerely,



Anna Taylor, Government Liaison Administrator
District Five

cc: Kellie Smith, Planning & Environmental Management Administrator, FDOT
Rakinya Hinson, MPO Liaison, FDOT
Jo Santiago, Transit Liaison, FDOT

Resolution No. 21-03**Subject:****Amendment to the FY 2020/21 - 2024/25
Transportation Improvement Program**

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a. MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2020/21 - 2024/25 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendments are described as follows:

Orange County

- FM #4488771 – Rail Crossing Safety Project on Plant Street in Winter Garden - Funding consists of \$40,483 in RHP funds for construction in FY 2020/21;

Osceola County

- FM #4488211 – LYNX Capital Grant for the Opportunity Center in Kissimmee for Transporting Adults with Disabilities – Funding consists of \$1,400 in DPTO funds, \$11,200 in DU funds and \$1,400 in LF funds in FY 2020/21;

Seminole County

- FM #4428611/2 – Quail Pond Circle Connectivity – Pedestrian Improvements & Shared Use Path – Funding consists of \$162,395 in LF funds, \$160,619 in SU funds and \$28,765 in TALU funds for construction in FY 2020/21, and \$33,875 in LF funds and \$39,766 in SU funds for Construction Engineering Inspection in FY 2020/21;
- FM #4488551 – Rail Crossing Safety Project on E. Lake Mary Blvd. in Lake Mary - Funding consists of \$2,848 in RHP funds for construction in FY 2020/21;

Districtwide

- FM #4477241 – Truck & Freight Alternative Site Analysis - Funding consists of \$2,000,000 in ACFP funds for a PD&E study in FY 2020/21; and

WHEREAS, the requested amendments described above are consistent with MetroPlan Orlando's project priorities and currently adopted Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendments to the FY 2020/21 - 2024/25 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 10th day of March, 2021.

Certificate

The undersigned duly qualified as Chairman of the MetroPlan Orlando Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

Honorable Viviana Janer, Chairwoman

Attest:

Lisa Smith, Sr. Board Services Coordinator
and Recording Secretary

TAB 3





Board Action Fact Sheet

Meeting Date: March 10, 2021

Agenda Item: IX.B (Tab 3)

Roll Call Vote: Yes

Action Requested:	Florida's Turnpike Enterprise requests approval of an amendment to the FY 2020/21 - 2024/25 Transportation Improvement Program.
Reason:	Funding for a new project is being added to the TIP.
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">Provides a total of \$3,026,197 in FTE (PKYI) funds for the installation of infrastructure for the deployment of connected vehicles on sections of Florida's Turnpike and SR 528. More information on connected vehicle technology is available at: https://www.its.dot.gov/cv_basics/cv_basics_how.htm
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	<p>CAC: Reviewed on February 24, 2021 TSMO: Reviewed on February 26, 2021 TAC: Reviewed on February 26, 2021 MAC: To be reviewed on March 4, 2021</p>
Staff Recommendation:	Recommends approval
Supporting Information:	<p>These documents are provided at Tab 3:</p> <p>FTE letter dated February 15, 2021</p> <p>Proposed Board Resolution No. 21-04</p>

February 15, 2021

Gary Huttman, AICP
Executive Director, MetroPlan Orlando
250 South Orange Avenue, Suite 200
Orlando, Florida 32801

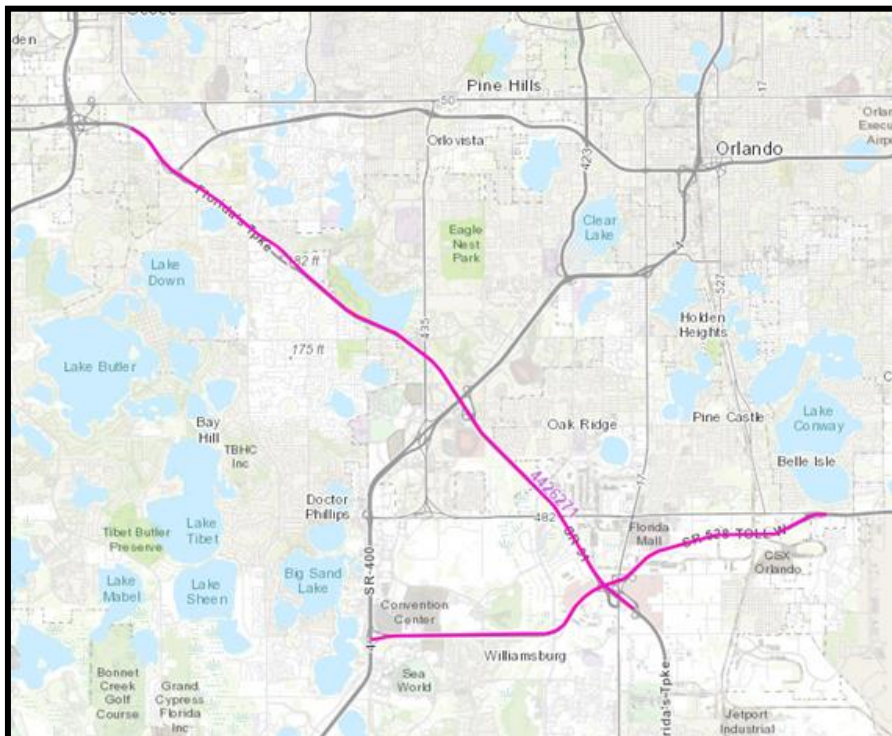
RE: Request for Amendment to FY 2020/21 to FY 2024/25 Transportation Improvement Program

Dear Mr. Huttman,

The Florida Department of Transportation, Florida's Turnpike Enterprise (Turnpike) requests the following amendment to the MetroPlan Orlando FY 2020/21 to FY 2024/25 Transportation Improvement Program (TIP). This request is being made in conjunction with the changes to FDOT's Work Program.

Toll Road Projects - Florida's Turnpike Enterprise
Orange County

FM#442627-1 CONNECTED VEHICLE DEPLOYMENT- SR 528 (I-4 to McCoy Rd.) and SR 91/Florida's Turnpike (S. of SR 528 to N. of SR 408) – Sponsor: Turnpike



Current TIP Status:

Project is not included in the FY 2020/2021 to FY 2024/2025 TIP.

Current TIP:

Location	Phase	Original Funding Type	Original Amount	Fiscal Year
SR 528 (I-4 to McCoy Rd.) and SR 91/Florida's Turnpike (S. of SR 528 to N. of SR 408)	PE	PKYI	\$0	2020/21
	CST	PKYI	\$0	2020/21
		TOTAL:	\$0	

Proposed Amendment:

Location	Phase	Original Funding Type	Original Amount	Fiscal Year
SR 528 (I-4 to McCoy Rd.) and SR 91/Florida's Turnpike (S. of SR 528 to N. of SR 408)	PE	PKYI	\$3,938	2020/21
	CST	PKYI	\$3,022,259	2020/21
		TOTAL:	\$3,026,197	

Difference: +\$3,026,197

Explanation: Adds Item 442627-1 for connected vehicle deployment on SR 528 (I-4 to McCoy Rd.) and SR 91/Florida's Turnpike (S. of SR 528 to N. of SR 408) in Orange County. This project will deploy roadside units and other vehicle detection systems, thus providing infrastructure to facilitate communications to and from connected vehicles. Safety enhancements include curve speed warnings, queue warnings, wrong-way vehicle detection, and stopped/disabled vehicle warnings. This project will improve safety, enhance mobility, and facilitate future innovation.

FPID #442627-1 project funding for PE and CST has been added to the Adopted FDOT Five-Year Work Program. This TIP amendment request will result in consistent funding representation between the MetroPlan Orlando TIP and the Adopted FDOT Work Program.

Thank you for your assistance in this matter. If you have any questions, please call me at (407) 264-3494.

Sincerely,



Siaosi Fine
MPO Liaison

cc: Keith Caskey, Manager of Planning Services
Carol Scott, Turnpike Planning Manager
Turnpike Work Program Office

Resolution No. 21-04**Subject:****Amendment to the FY 2020/21 - 2024/25
Transportation Improvement Program**

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a. MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, Florida's Turnpike Enterprise (FTE) is requesting to amend the FY 2020/21 - 2024/25 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendment is described as follows:

Orange County

- **FM #4426271 – SR 528 from I-4 to McCoy Road; and Florida's Turnpike from S of SR 528 to N of SR 408 - Connected Vehicle Technology Deployment - Funding consists of \$3,938 in PKYI funds for design and \$3,022,259 in PKYI funds for construction in FY 2020/21; and**

WHEREAS, the requested amendment described above is consistent with MetroPlan Orlando's project priorities and currently adopted Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida's Turnpike Enterprise amendment to the FY 2020/21 - 2024/25 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 10th day of March, 2021.

Certificate

The undersigned duly qualified as Chairman of the MetroPlan Orlando Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

Honorable Viviana Janer, Chairwoman

Attest:

Lisa Smith, Sr. Board Services Coordinator
and Recording Secretary

TAB 4





Board Action Fact Sheet

Meeting Date: March 10, 2021

Agenda Item: IX.C (Tab 4)

Roll Call Vote: No

Action Requested:

Support MetroPlan Orlando Board Emphasis Areas

Reason:

Board Emphasis Areas (formerly known as the Boards Priorities) established four years ago were recognized as a set of multi-year focus areas that would be advanced over an indefinite period of time. Staff requests the Board take action at the beginning of the year to support the existing set of emphasis areas, or to modify them, to be used when prioritizing projects for programming.

Summary/Key Information:

Historically the incoming Chair of the MetroPlan Orlando Board worked with staff to establish one or more areas they would like to emphasize during their term as Chair. Four years ago we changed this to include a set of priorities developed by the Board Officers and agreed upon by the full Board. It was understood that these would be multi-year priorities and that staff would work to advance them over a period of years. With the recently adopted Metropolitan Transportation Plan (MTP) this is an opportunity for the board to confirm the alignment of their emphasis areas with the goals of the MTP for priorities.

Current Emphasis Areas:

- Safety
- Trail Connectivity
- Engage Younger Population
- Complete Streets
- SunRail Connectivity

MetroPlan Budget Impact:

No Impact

Local Funding Impact:

None.

Committee Action:

CAC: N/A
TSMO: N/A
TAC: N/A
MAC: N/A

Staff Recommendation:

Recommends Support of Board Emphasis Areas

Supporting Information:

Staff will present existing Board Emphasis Areas

TAB 5





metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

March 10, 2021

To: Commissioner Viviana Janer, Board Chairwoman
MetroPlan Orlando Board Members

From: Gary Huttman, Executive Director

Subject: Executive Director's Report

- I participate in the bi-weekly team calls with the Brightline staff
- I met with Osceola County Director of Transportation on February 17
- I received notice on February 18 that the Executive Director of the Statewide MPO Advisory Council resigned his position effective March 5
- I met with FDOT leadership on February 23
- I met with members of the Legislative delegation on February 23
- I met with members of the Legislative delegation on February 24
- I attended the CAC Meeting on February 24
- Staff attended the Florida Automated Vehicle Summit on February 25
- I attended the Seminole State of the County Event on February 25
- Staff participated in the monthly MPO Directors meeting with FDOT on February 25
- I attended the TSMO Meeting on February 26
- I attended the TAC Meeting on February 26
- I attended the OEP Event on a Regional Transportation Authority on February 26
- I attended the MAC Meeting on March 4
- I met with Commissioner Uribe for a March Agenda review on March 4
- I met with Commissioner Dallari for a March Agenda review on March 4
- I met with Commissioner Janer for a March Agenda review on March 4
- I met with Mayor Woodruff for a March Agenda review on March 5
- I met with Mayor Demings for a March Agenda review on March 5

Corona Virus Response & Relief Supplemental Appropriations Act (CRRSAA)

- There is an additional \$470M coming to FDOT in the way of COVID relief
- \$89M of this will be suballocated to some of the MPOs in the state, including MetroPlan Orlando
- MetroPlan Orlando anticipates about \$11.2 million
- We received guidance on February 24 from the FHWA on the distribution and use of these funds
- MetroPlan staff will continue working with the FDOT to get these funds programmed

- Funds must be obligated by September 30, 2024

FDOT

- I continue regular meetings with FDOT leadership team
- We are evaluating the process used for amendments to our Transportation Improvement Program
- These changes include those internally as well as the FDOT process for getting MetroPlan staff the information we need

MPOAC Institute

- There are two ways for board members to receive this training
- There will be a live, but virtual, curriculum offered on March 19-20
- The second live, but virtual session will be April 23-24
- They have also developed an on line version of the class
- It consists of 5 videos of an hour plus in length—totals about 6 hours
- It will include the opportunity to register for virtual Q/A sessions
- Attendees would have access to content for 6 months

Additional MPOAC News

- I received word on February 18 that the MPOAC Executive Director, Carl Mikyska, resigned his position,
- It is effective March 5
- This creates a void for us that we need to work through
- The immediate impact that we'll feel is that at the last MPOAC Governing Board meeting and as Commissioner Uribe pointed out at our February meeting, the MPOAC was going to dig a little deeper into EVs and their anticipated impact on state revenues. You asked for information on that as it was prepared.
- I have discussed this with Carl and he assured me that the work is underway and that even though no longer with the MPOAC, he will be presenting it at their April meeting
- You asked me to share that with the MetroPlan Board so I should be able to do that at your next meeting on May 12

NARC

- Last month I mentioned that The National Conference of Regions was underway.
- This is an annual event, generally held in Washington D.C.

Strategic Plan Surveys

- I want to thank all of the board and committee members who helped us out by completing the short survey
- This is related to implementation of the organization's Strategic Plan
- That plan was adopted by the board in December 2019
- Your input will be very helpful to us as we move forward

Staff Announcements

- Last month I announced a new staff member, Taylor Laurent who joined MetroPlan earlier this year.
- More good news, Taylor has received word that she passed her P.E exam.
- We continue with some staff cross training. Last month I announced that Lisa Smith will be supporting the Board. As part of that cross training, Cathy will be supporting our committees
- We also have Alex Trauger working to become the staff liaison for the Municipal Advisory Committee. That responsibility is currently with Virginia Whittington.

MetroPlan Office Operations

- The MetroPlan Office closed to public access near the end of March, 2020
- Since June 1, 2020 we have limited the number of staff members working in the office. The threshold was set to have no more than 50% of staff in the office at any one time.
- On March 1, 2021 that 50% restriction was lifted and staff are now allowed, as needed and as they are comfortable, to return to the office
- Staff in the office will continue to take the steps necessary to make it a safe work environment
- This will be monitored and modified as warranted
- We have been successful in the remote work environment and staff can still work from home
- The office will continue to be closed to the public

New AV Equipment

- Last fall the board authorized the purchase of new AV equipment for the board room
- We went through an extensive interview process with interested vendors and made that selection
- Installation will begin the week of March 16
- We expect the removal of the old equipment and installation of the new to be completed over a two week period
- That new system will be installed and running for the next board meeting on May 12

**Orange/Osceola/Seminole County Project Status Update
as of January 22, 2021**

The following is a brief status update on major FDOT road construction projects in Orange and Osceola counties as of the January cutoff. The next cutoff date is February 21, 2021. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

Upcoming projects:

439237-1 & 441146-1 S.R. 535 (Apopka-Vineland Road) Resurfacing from south of International Drive to south of Hotel Plaza Boulevard

- Contract E5Z93
- Contractor: The Middlesex Corporation
- Project Cost: \$9.3 Million
- Estimated Start: February 2021
- Estimated Completion: Spring 2022

439880-2 Orange County Pedestrian Lighting Bundle B

- Contract E50A5
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$319,000
- Estimated Start: February 2021
- Estimated Completion: Spring 2021

439880-7 Orange County Pedestrian Lighting Bundle G

- Contract T5638
- Contractor: Powercore, Inc.
- Project Cost: \$394,000
- Estimated Start: January 2021
- Estimated Completion: Spring 2021

Current projects:

239496-3 S.R. 423 (John Young Parkway) Widening from S.R. 50 to Shader Road

- Contract T5538
- Project Start: January 2018
- Estimated Completion: Early 2021

- The contractor continues to work on asphalt corrections and paving intersections and turn lanes. There are also crews working on permanent sign installation, final punch list items, striping and pavement markings.

239714-1 S.R. 600/U.S. 17-92 Widening from west of Poinciana Boulevard to Ham Brown Road (C.R. 535)

- Contract E5Z33
- Project Start: February 2019
- Estimated Completion: Spring 2022
- Contractor is working on the excavation and embankment on retention pond 2, mixing stabilized/rough subgrade throughout the project, and surcharging.

240196-1 Widening U.S. 17-92 from Shepard Road to Lake Mary Boulevard

- Contract T5557
- Project Start: May 2016
- Estimated Completion: Spring 2021
- Paving is continuing at various locations throughout the project (Ronald Reagan Boulevard and Lake Mary Boulevard).

407143-4, 407143-5 & 407143-6 S.R. 482 (Sand Lake Road) from west of International Drive to east of Florida's Turnpike and International Drive from Jamaican Court to north of Sand Lake Road

- Contract T5552
- Project Start: October 2016
- Estimated Completion: Early 2021
- Contractor continues to work on paving friction course on Sand Lake Road and International Drive. Signal work at John Young Parkway, Universal Boulevard and International Drive is ongoing. Crews also continue to work on addressing final punch list items.

424217-1 Widening S.R. 414 (Maitland Boulevard) from S.R. 400 (I-4) to C.R. 427 (Maitland Avenue)

- Contract T5625
- Project Start: February 2019
- Estimated Completion: Early 2021
- Paving is completed and the contractor will be cutting signal and traffic monitor loops.

434931-1 S.R. 436 from Boston Avenue to Anchor Road Improvements

- Contract T5680
- Project Start: May 2020
- Estimated Completion: Summer 2021
- No lane closures recently for this project.

437341-1 S.R. 435 (Kirkman Road) Resurfacing from north of S.R. 482 (Sand Lake Road) to south of S.R. 408 (excluding north of International Drive to Major Boulevard)

- Contract T5628
- Project Start: August 2019
- Estimated Completion: Spring 2021
- Contractor continues to work on sidewalk/curb removal and replacement. Trench drain installation in the MetroWest area began and will continue in the next couple of weeks. Additionally, crews are working on paving and truncated domes.

437543-1 U.S. 441 Resurfacing from north of Tyson Creek Bridge to U.S. 192

- Contract E50A4
- Project Start: May 2020
- Estimated Completion: Early 2021
- Contractor is installing rumble striping, placing pavement markings, replacing bridge joints, and finishing miscellaneous punch list items.

439133-1 S.R. 15 (Conway Road) and S.R. 552 (Curry Ford Road) Intersection Improvements

- Contract E50A0
- Project Start: August 2020
- Estimated Completion: Early 2021
- Contractor is finishing up pedestrian signals, curb ramps and drainage and they will be working on completing paving and striping as the project wraps up.

439885-1 Osceola County Pedestrian Lighting Bundle A

- Contract T5645
- Project Start: June 2020
- Estimated Completion: Early 2021
- Contractor is installing foundations for light poles and erecting light poles at various intersections along U.S. 192.

440821-1 Ped/Safe Greenway Development ITS Communication

- Contract T5639
- Project Start: September 2019
- Estimated Completion: Spring 2021
- No lane closures recently for this project.

441021-1 S.R. 53/U.S. 192 Resurfacing from west of S.R. 417 to Bamboo Lane

- Contract E51A5
- Project Start: January 2021
- Estimated Completion: Fall 2022
- Contractor is working on installing advanced warning signs, station boards and erosion control devices. Crews are already working on drainage structures and resurfacing bus bays.

441211-1 Countywide ATMS-DMS Phase 1 Seminole County

- Contract E5Z94
- Project Start: May 2019
- Estimated Completion: Fall 2021
- Contractor has been removing existing message board signs and placing uprights at various locations.

441365-1-52-01 S.R. 436 (Semoran Boulevard) at Howell Branch Road Intersection Improvements

- Contract T5701
- Project Start: January 2021
- Estimated Completion: Fall 2021
- The project recently started and road widening construction is underway.



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A REGIONAL TRANSPORTATION PARTNERSHIP



2021 Legislative Priorities & Positions

Adopted February 10, 2021

We're A Regional Transportation Partnership

MetroPlan Orlando is the metropolitan planning organization (MPO) for Orange, Osceola and Seminole counties in Central Florida. MPOs were created under federal law to direct urban transportation planning and the allocation of federal and state funds. As a regional transportation planning agency, MetroPlan Orlando provides a forum for local elected officials, transportation experts, and members of the community to work together to improve mobility for residents, businesses, and visitors.

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Top Priorities



- Seek funding for further expansion of the Best Foot Forward pedestrian safety program
- Change existing laws to include bicyclists as vulnerable road users (cyclists) in current *Move Over Law* (316.126 F.S.)

We Support Legislation That:

Adds an exception to F.S. 934.50 which authorizes use of drone technology for traffic incident management and/or emergency response.

Protects the State Transportation Trust Fund.

Protects Transportation Disadvantaged funding for paratransit (ACCESS LYNX) service.

Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).

Provides flexibility in the use of local option discretion taxes such as Charter County & Regional Transportation System Surcharge and the Local Government Infrastructure Surcharge.

Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS. (NOTE: This item also includes consideration of TSMO projects that enhance mobility.)

Funds the Transportation Regional Incentive Program (TRIP) at a predictable level of \$250 Million per year.

Supports the advancement of innovative transportation mobility solutions and policies that make Florida the national leader in creative approaches to addressing transportation needs, including Autonomous, Connected, Electric, and Shared vehicle technology.

Adds provisions to Florida's Sunshine law that allows public meetings to be conducted virtually during a declared state of emergency.

Monitor Legislation That:

Regulates distracted driving by prohibiting the use of handheld two-way electronic wireless communications devices and other similar distracting handheld devices while operating a motor vehicle on any roadway.

SUPPORT

Seeks to alter, revise, or rescind Red Light Camera legislation

OPPOSE

Seeks to mandate changes to mid-block crossing designations.

NO POSITION TAKEN

Seeks to diminish the role of Regional Planning Councils

OPPOSE

Executive Agency Action Item:

Staff to work with DFS and FDOT to cooperatively resolve concerns with the state practice that recognizes federal metropolitan transportation planning funds as state funds for purposes of expenditure.



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A REGIONAL TRANSPORTATION PARTNERSHIP

Traffic Signal Retiming Crash Impact Analysis



Does signal retiming have an impact on crash activity?

About Traffic Signal Retiming

- Periodic updates to existing signal coordination plans.
- A cost-effective tool to generate measurable benefits like decreased vehicle delay, emissions and fuel consumption, and increased safety.
- MetroPlan Orlando provides **\$1M** annually to fund signal retiming efforts.

THE ANALYSIS:


- ▮ Considered **109** retimed corridor segments
- ▮ Compared crashes **BEFORE** (2011) and **AFTER** (2019) the retimings.

FINDINGS: Signal retiming has no significant impact on crash totals or crash rates. This is true for severe and non-severe crashes.


Notes

1. Other variables impacting safety include: roadway improvements and/or changes in speed, volumes, and development/traffic patterns.
2. The analysis did not consider changes in crash type (e.g. rear-end vs. angle).

BENEFITS OF TRAFFIC SIGNAL RETIMING:

Travel Time Savings: 
337,000 hours *

Fuel Savings: 
294,000 gallons*

Reduced Emissions: 
2,800 tons CO₂/yr *

Coordination with
other modes.



* Figures based on before and after analysis of the 2019 retiming program.

A bill to be entitled
An act relating to regional planning councils;
amending s. 186.007, F.S.; revising a requirement for
the Executive Office of the Governor to review and
consider certain reports, data, and analyses relating
to the revision of the state comprehensive plan;
eliminating the advisory role of regional planning
councils in state comprehensive plan preparation and
revision; repealing ss. 186.501, 186.502, 186.503,
186.504, 186.505, 186.506, 186.507, 186.508, 186.509,
186.511, 186.512, and 186.513, F.S., relating to the
Florida Regional Planning Council Act, including a
short title, legislative findings, definitions, the
creation and membership of regional planning councils,
the powers and duties of regional planning councils,
the powers and duties of the Executive Office of the
Governor relating to the act, strategic regional
policy plans, strategic regional policy plan adoption,
a dispute resolution process, the evaluation of
strategic regional policy plans, the designation of
regional planning councils, and reports; repealing s.
186.515, F.S., relating to the creation of regional
planning councils under ch. 163, F.S.; amending s.
215.559, F.S.; requiring the Division of Emergency
Management to give funding priority to certain
projects in regional planning council regions, as such
regions existed on January 1, 2021, that meet
specified criteria; amending s. 252.385, F.S.;
revising the requirements for the statewide emergency

shelter plan to include the general location and square footage of special needs shelters by regional planning council region, as such regions existed on January 1, 2021; requiring state funds to be maximized and targeted to regional planning council regions, as such regions existed on January 1, 2021; amending s. 320.08058, F.S.; revising the distribution of annual use fees collected for the Tampa Bay Estuary license plate; amending s. 369.307, F.S.; requiring the St. Johns River Water Management District, rather than the East Central Florida Regional Planning Council, to adopt policies to protect the Wekiva River Protection Area; revising requirements for such policies; amending s. 369.324, F.S.; requiring the St. Johns River Water Management District, rather than the East Central Florida Regional Planning Council, to provide staff support to the Wekiva River Basin Commission; requiring the district to serve as a clearinghouse of baseline or specialized studies; amending s. 380.05, F.S.; authorizing local governments to recommend areas of critical state concern to the state land planning agency; amending s. 403.7225, F.S.; requiring counties to make arrangements with the Department of Environmental Protection, rather than their regional planning councils, to perform hazardous waste management assessments; amending s. 403.723, F.S.; requiring the department, rather than regional planning councils, to designate sites for construction of regional hazardous waste storage or treatment

facilities; amending s. 1013.372, F.S.; providing that if a regional planning council region, as such region existed on January 1, 2021, does not have a hurricane evacuation shelter deficit, educational facilities within the region are not required to incorporate the public shelter criteria; requiring the statewide emergency shelter plan to identify the general location and square footage of existing and needed shelters by regional planning council region, as such regions existed on January 1, 2021; amending s. 1013.385, F.S.; authorizing counties, rather than regional planning councils, to determine whether there is sufficient shelter capacity in a school district; amending s. 1013.74, F.S.; requiring public hurricane evacuation shelters in certain regional planning council regions, as such regions existed on January 1, 2021, to be constructed in accordance with public shelter standards; amending ss. 68.082, 120.52, 120.525, 120.65, 163.3164, 163.3177, 163.3178, 163.3184, 163.3245, 163.568, 164.1031, 186.003, 186.006, 186.008, 186.803, 187.201, 218.32, 258.501, 260.0142, 288.0656, 288.975, 335.188, 338.2278, 339.155, 339.175, 339.63, 339.64, 341.041, 343.54, 369.303, 373.309, 377.703, 378.411, 380.031, 380.045, 380.055, 380.06, 380.061, 380.07, 380.507, 403.0752, 403.503, 403.50663, 403.507, 403.518, 403.522, 403.526, 403.5272, 403.5363, 403.5365, 403.537, 403.704, 403.7226, 403.9403, 403.941, 403.9422, 403.973, 408.033, 420.609, 427.012, 501.171, and

1013.30, F.S.; conforming provisions and cross-
references to changes made by the act; amending ss.
339.285, 373.415, and 403.5115, F.S.; conforming
cross-references; reenacting ss. 57.105(5),
57.111(3)(f), and 216.241(3), F.S., relating to
attorney fees, civil actions and administrative
proceedings initiated by state agencies, and
initiation or commencement of new programs,
respectively, to incorporate the amendment made to s.
120.52, F.S., in references thereto; reenacting s.
380.0552(6), F.S., relating to the Florida Keys Area
and its protection and designation as an area of
critical state concern, to incorporate the amendment
made to s. 380.045, F.S., in a reference thereto;
authorizing local governments to enter into agreements
to create regional planning entities; providing an
effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (7) and (8) of section 186.007,
Florida Statutes, are amended to read:

186.007 State comprehensive plan; preparation; revision.—

(7) In preparing and revising the state comprehensive plan,
the Executive Office of the Governor shall, to the extent
feasible, consider studies, reports, and plans of each
department, agency, and institution of state and local
government, ~~each regional planning agency,~~ and the Federal
Government and shall take into account the existing and

117 prospective resources, capabilities, and needs of state and
118 local levels of government.

119 (8) The revision of the state comprehensive plan is a
120 continuing process. Each section of the plan shall be reviewed
121 and analyzed biennially by the Executive Office of the Governor
122 in conjunction with the planning officers of other state
123 agencies significantly affected by the provisions of the
124 particular section under review. In conducting this review and
125 analysis, the Executive Office of the Governor shall review and
126 consider, with the assistance of the state land planning agency,
127 any relevant reports, data, or analyses ~~and regional planning~~
128 ~~councils, the evaluation and appraisal reports prepared pursuant~~
129 ~~to s. 186.511.~~ Any necessary revisions of the state
130 comprehensive plan shall be proposed by the Governor in a
131 written report and be accompanied by an explanation of the need
132 for such changes. If the Governor determines that changes are
133 unnecessary, the written report must explain why changes are
134 unnecessary. The proposed revisions and accompanying
135 explanations may be submitted in the report required by s.
136 186.031. Any proposed revisions to the plan shall be submitted
137 to the Legislature as provided in s. 186.008(2) at least 30 days
138 prior to the regular legislative session occurring in each even-
139 numbered year.

140 Section 2. Sections 186.501, 186.502, 186.503, 186.504,
141 186.505, 186.506, 186.507, 186.508, 186.509, 186.511, 186.512,
142 and 186.513, Florida Statutes, are repealed.

143 Section 3. Section 186.515, Florida Statutes, is repealed.

144 Section 4. Paragraph (b) of subsection (1) of section
145 215.559, Florida Statutes, is amended to read:

146 215.559 Hurricane Loss Mitigation Program.—A Hurricane Loss
147 Mitigation Program is established in the Division of Emergency
148 Management.

149 (1) The Legislature shall annually appropriate \$10 million
150 of the moneys authorized for appropriation under s.
151 215.555(7)(c) from the Florida Hurricane Catastrophe Fund to the
152 division for the purposes set forth in this section. Of the
153 amount:

154 (b) Three million dollars in funds shall be used to
155 retrofit existing facilities used as public hurricane shelters.
156 Each year the division shall prioritize the use of these funds
157 for projects included in the annual report of the Shelter
158 Retrofit Report prepared in accordance with s. 252.385(3). The
159 division must give funding priority to projects in regional
160 planning council regions, as such regions existed on January 1,
161 2021, that have shelter deficits and to projects that maximize
162 the use of state funds.

163 Section 5. Paragraph (b) of subsection (2) and subsection
164 (3) of section 252.385, Florida Statutes, are amended to read:
165 252.385 Public shelter space.—

166 (2)

167 (b) By January 31 of each even-numbered year, the division
168 shall prepare and submit a statewide emergency shelter plan to
169 the Governor and Cabinet for approval, subject to the
170 requirements for approval in s. 1013.37(2). The plan shall
171 identify the general location and square footage of special
172 needs shelters, by regional planning council region, as such
173 regions existed on January 1, 2021, during the next 5 years. The
174 plan shall also include information on the availability of

shelters that accept pets. The Department of Health shall assist the division in determining the estimated need for special needs shelter space and the adequacy of facilities to meet the needs of persons with special needs based on information from the registries of persons with special needs and other information.

(3) The division shall annually provide to the President of the Senate, the Speaker of the House of Representatives, and the Governor a list of facilities recommended to be retrofitted using state funds. State funds should be maximized and targeted to regional planning council regions, as such regions existed on January 1, 2021, with hurricane evacuation shelter deficits.

Retrofitting facilities in regions with public hurricane evacuation shelter deficits shall be given first priority and should be completed by 2003. All recommended facilities should be retrofitted by 2008. The owner or lessee of a public hurricane evacuation shelter that is included on the list of facilities recommended for retrofitting is not required to perform any recommended improvements.

Section 6. Paragraph (b) of subsection (26) of section 320.08058, Florida Statutes, is amended to read:

320.08058 Specialty license plates.—

(26) TAMPA BAY ESTUARY LICENSE PLATES.—

(b) The annual use fees shall be distributed to the Tampa Bay Estuary Program created by s. 163.01.

1. A maximum of 5 percent of such fees may be used for marketing the plate.

~~2. Twenty percent of the proceeds from the annual use fee, not to exceed \$50,000, shall be provided to the Tampa Bay Regional Planning Council for activities of the Agency on Bay~~

204 ~~Management implementing the Council/Agency Action Plan for the~~
205 ~~restoration of the Tampa Bay estuary, as approved by the Tampa~~
206 ~~Bay Estuary Program Policy Board.~~

207 ~~3.~~ The remaining proceeds must be used to implement the
208 Comprehensive Conservation and Management Plan for Tampa Bay,
209 pursuant to priorities approved by the Tampa Bay Estuary Program
210 Policy Board.

211 Section 7. Subsection (3) of section 369.307, Florida
212 Statutes, is amended to read:

213 369.307 Developments of regional impact in the Wekiva River
214 Protection Area; land acquisition.—

215 (3) The Wekiva River Protection Area is hereby declared to
216 be a natural resource of state and regional importance. The St.
217 Johns River Water Management District ~~East Central Florida~~
218 ~~Regional Planning Council~~ shall adopt policies that ~~as part of~~
219 ~~its strategic regional policy plan and regional issues list~~
220 ~~which~~ will protect the water quantity, water quality, hydrology,
221 wetlands, aquatic and wetland-dependent wildlife species,
222 habitat of species ~~designated pursuant to rules 39-27.003, 39-~~
223 ~~27.004, and 39-27.005, Florida Administrative Code, and native~~
224 vegetation in the Wekiva River Protection Area. The water
225 management district council ~~council~~ shall also cooperate with the
226 department in the department's implementation of ~~the provisions~~
227 ~~of~~ s. 369.305.

228 Section 8. Subsections (1) and (4) of section 369.324,
229 Florida Statutes, are amended to read:

230 369.324 Wekiva River Basin Commission.—

231 (1) The Wekiva River Basin Commission is created to monitor
232 and ensure the implementation of the recommendations of the

233 Wekiva River Basin Coordinating Committee for the Wekiva Study
234 Area. The St. Johns River Water Management District ~~East Central~~
235 ~~Florida Regional Planning Council~~ shall provide staff support to
236 the commission with funding assistance from the Department of
237 Economic Opportunity. The commission shall be comprised of a
238 total of 18 members appointed by the Governor, 9 of whom shall
239 be voting members and 9 shall be ad hoc nonvoting members. The
240 voting members shall include:

241 (a) One member of each of the Boards of County
242 Commissioners for Lake, Orange, and Seminole Counties.

243 (b) One municipal elected official to serve as a
244 representative of the municipalities located within the Wekiva
245 Study Area of Lake County.

246 (c) One municipal elected official to serve as a
247 representative of the municipalities located within the Wekiva
248 Study Area of Orange County.

249 (d) One municipal elected official to serve as a
250 representative of the municipalities located within the Wekiva
251 Study Area of Seminole County.

252 (e) One citizen representing an environmental or
253 conservation organization, one citizen representing a local
254 property owner, a land developer, or an agricultural entity, and
255 one at-large citizen who shall serve as chair of the council.

256 (f) The ad hoc nonvoting members shall include one
257 representative from each of the following entities:

- 258 1. St. Johns River Management District.
- 259 2. Department of Economic Opportunity.
- 260 3. Department of Environmental Protection.
- 261 4. Department of Health.

262 5. Department of Agriculture and Consumer Services.

263 6. Fish and Wildlife Conservation Commission.

264 7. Department of Transportation.

265 8. MetroPlan Orlando.

266 9. Central Florida Expressway Authority.

267 (4) To assist the commission in its mission, the St. Johns
268 River Water Management District ~~East Central Florida Regional~~
269 ~~Planning Council~~, in coordination with the applicable regional
270 and state agencies, shall serve as a clearinghouse of baseline
271 or specialized studies through modeling and simulation,
272 including collecting and disseminating data on the demographics,
273 economics, and the environment of the Wekiva Study Area
274 including the changing conditions of the Wekiva River surface
275 and groundwater basin and associated influence on the Wekiva
276 River and the Wekiva Springs.

277 Section 9. Subsections (3), (4), (7), (8), and (12) of
278 section 380.05, Florida Statutes, are amended to read:

279 380.05 Areas of critical state concern.—

280 (3) Each local government ~~regional planning agency may~~
281 ~~recommend to the state land planning agency from time to time~~
282 ~~areas wholly or partially within its jurisdiction that meet the~~
283 ~~criteria for areas of critical state concern as defined in this~~
284 ~~section. Each regional planning agency shall solicit from the~~
285 ~~local governments within its jurisdiction suggestions as to~~
286 ~~areas to be recommended. A local government in an area where~~
287 ~~there is no regional planning agency may recommend to the state~~
288 ~~land planning agency from time to time areas wholly or partially~~
289 ~~within its jurisdiction that meet the criteria for areas of~~
290 critical state concern as defined in this section. If the state

land planning agency does not recommend to the commission as an area of critical state concern an area substantially similar to one that has been recommended, it shall respond in writing as to its reasons therefor.

(4) Before ~~Prior to~~ submitting any recommendation to the commission under subsection (1), the state land planning agency shall give notice to any committee appointed pursuant to s. 380.045 and to all local governments ~~and regional planning agencies~~ that include within their boundaries any part of any area of critical state concern proposed to be designated by the rule, in addition to any notice otherwise required under chapter 120.

(7) The state land planning agency ~~and any applicable regional planning agency~~ shall, to the greatest extent possible, provide technical assistance to local governments in the preparation of the land development regulations and local comprehensive plan for areas of critical state concern.

(8) If any local government fails to submit land development regulations or a local comprehensive plan, or if the regulations or plan or plan amendment submitted do not comply with the principles for guiding development set out in the rule designating the area of critical state concern, within 120 days after the adoption of the rule designating an area of critical state concern, or within 120 days after the issuance of a recommended order on the compliance of the plan or plan amendment pursuant to s. 163.3184, or within 120 days after the effective date of an order rejecting a proposed land development regulation, the state land planning agency shall submit to the commission recommended land development regulations and a local

comprehensive plan or portions thereof applicable to that local government's portion of the area of critical state concern. Within 45 days following receipt of the recommendation from the agency, the commission shall either reject the recommendation as tendered or adopt the recommendation with or without modification, and by rule establish land development regulations and a local comprehensive plan applicable to that local government's portion of the area of critical state concern. However, such rule shall not become effective before ~~prior to~~ legislative review of an area of critical state concern pursuant to paragraph (1)(c). In the rule, the commission shall specify the extent to which its land development regulations, plans, or plan amendments will supersede, or will be supplementary to, local land development regulations and plans. Notice of any proposed rule issued under this section shall be given to all local governments and regional ~~planning~~ agencies in the area of critical state concern, in addition to any other notice required under chapter 120. The land development regulations and local comprehensive plan adopted by the commission under this section may include any type of regulation and plan that could have been adopted by the local government. Any land development regulations or local comprehensive plan or plan amendments adopted by the commission under this section shall be administered by the local government as part of, or in the absence of, the local land development regulations and local comprehensive plan.

(12) Upon the request of a substantially interested person pursuant to s. 120.54(7), a local government or regional ~~planning~~ agency within the designated area, or the state land

349 planning agency, the commission may by rule remove, contract, or
350 expand any designated boundary. Boundary expansions are subject
351 to legislative review pursuant to paragraph (1)(c). No boundary
352 may be modified without a specific finding by the commission
353 that such changes are consistent with necessary resource
354 protection. The total boundaries of an entire area of critical
355 state concern shall not be removed by the commission unless a
356 minimum time of 1 year has elapsed from the adoption of
357 regulations and a local comprehensive plan pursuant to
358 subsection (1), subsection (6), subsection (8), or subsection
359 (10). Before totally removing such boundaries, the commission
360 shall make findings that the regulations and plans adopted
361 pursuant to subsection (1), subsection (6), subsection (8), or
362 subsection (10) are being effectively implemented by local
363 governments within the area of critical state concern to protect
364 the area and that adopted local government comprehensive plans
365 within the area have been conformed to principles for guiding
366 development for the area.

367 Section 10. Subsections (3) and (6) of section 403.7225,
368 Florida Statutes, are amended to read:

369 403.7225 Local hazardous waste management assessments.—

370 (3) Each county ~~or regional planning council~~ shall
371 coordinate the local hazardous waste management assessments
372 within its jurisdiction according to guidelines established
373 under s. 403.7226. If a county declines to perform the local
374 hazardous waste management assessment, the county shall make
375 arrangements with the department ~~its regional planning council~~
376 to perform the assessment.

377 (6) Unless performed by the county pursuant to subsection

378 (3), the department ~~the regional planning councils~~ shall upon
379 successful arrangements with a county:

380 (a) Perform local hazardous waste management assessments;
381 and

382 (b) Provide any technical expertise needed by the counties
383 in developing the assessments.

384 Section 11. Subsection (2) of section 403.723, Florida
385 Statutes, is amended to read:

386 403.723 Siting of hazardous waste facilities.—It is the
387 intent of the Legislature to facilitate siting of proper
388 hazardous waste storage facilities in each region and any
389 additional storage, treatment, or disposal facilities as
390 required. The Legislature recognizes the need for facilitating
391 disposal of waste produced by small generators, reducing the
392 volume of wastes generated in the state, reducing the toxicity
393 of wastes generated in the state, and providing treatment and
394 disposal facilities in the state.

395 (2) After each county designates areas for storage
396 facilities, the department ~~each regional planning council~~ shall
397 designate one or more sites at which a regional hazardous waste
398 storage or treatment facility could be constructed.

399 Section 12. Subsections (1) and (2) of section 1013.372,
400 Florida Statutes, are amended to read:

401 1013.372 Education facilities as emergency shelters.—

402 (1) The Department of Education shall, in consultation with
403 boards and county and state emergency management offices,
404 include within the standards to be developed under this
405 subsection public shelter design criteria to be incorporated
406 into the Florida Building Code. The new criteria must be

407 designed to ensure that appropriate new educational facilities
408 can serve as public shelters for emergency management purposes.
409 A facility, or an appropriate area within a facility, for which
410 a design contract is entered into after the effective date of
411 the inclusion of the public shelter criteria in the code must be
412 built in compliance with the amended code unless the facility or
413 a part of it is exempted from using the new shelter criteria due
414 to its location, size, or other characteristics by the
415 applicable board with the concurrence of the applicable local
416 emergency management agency or the Division of Emergency
417 Management. Any educational facility located or proposed to be
418 located in an identified category 1, 2, or 3 evacuation zone is
419 not subject to the requirements of this subsection. If the
420 regional planning council region in which the county is located,
421 as such region existed on January 1, 2021, does not have a
422 hurricane evacuation shelter deficit, as determined by the
423 Division of Emergency Management, educational facilities within
424 the planning council region are not required to incorporate the
425 public shelter criteria.

426 (2) By January 31 of each even-numbered year, the Division
427 of Emergency Management shall prepare and submit a statewide
428 emergency shelter plan to the Governor and the Cabinet for
429 approval. The plan must identify the general location and square
430 footage of existing shelters, by regional planning council
431 region, as such regions existed on January 1, 2021, and the
432 general location and square footage of needed shelters, by
433 regional planning council region, as such regions existed on
434 January 1, 2021, during the next 5 years. The plan must identify
435 the types of public facilities that should be constructed to

436 comply with emergency-shelter criteria and must recommend an
437 appropriate and available source of funding for the additional
438 cost of constructing emergency shelters within these public
439 facilities. After the approval of the plan, a board may not be
440 required to build more emergency-shelter space than identified
441 as needed in the plan, and decisions pertaining to exemptions
442 pursuant to subsection (1) must be guided by the plan.

443 Section 13. Paragraph (e) of subsection (2) of section
444 1013.385, Florida Statutes, is amended to read:

445 1013.385 School district construction flexibility.—

446 (2) A resolution adopted under this section may propose
447 implementation of exceptions to requirements of the uniform
448 statewide building code for the planning and construction of
449 public educational and ancillary plants adopted pursuant to ss.
450 553.73 and 1013.37 relating to:

451 (e) Any other provisions that limit the ability of a school
452 to operate in a facility on the same basis as a charter school
453 pursuant to s. 1002.33(18) so long as the county regional
454 ~~planning council~~ determines that there is sufficient shelter
455 capacity within the school district as documented in the
456 Statewide Emergency Shelter Plan.

457 Section 14. Subsection (4) of section 1013.74, Florida
458 Statutes, is amended to read:

459 1013.74 University authorization for fixed capital outlay
460 projects.—

461 (4) The university board of trustees shall, in consultation
462 with local and state emergency management agencies, assess
463 existing facilities to identify the extent to which each campus
464 has public hurricane evacuation shelter space. The board shall

submit to the Governor and the Legislature by August 1 of each year a 5-year capital improvements program that identifies new or retrofitted facilities that will incorporate enhanced hurricane resistance standards and that can be used as public hurricane evacuation shelters. Enhanced hurricane resistance standards include fixed passive protection for window and door applications to provide mitigation protection, security protection with egress, and energy efficiencies that meet standards required in the 130-mile-per-hour wind zone areas. The board must also submit proposed facility retrofit projects to the Division of Emergency Management for assessment and inclusion in the annual report prepared in accordance with s. 252.385(3). Until a regional planning council region, as such region existed on January 1, 2021, in which a campus is located has sufficient public hurricane evacuation shelter space, any campus building for which a design contract is entered into subsequent to July 1, 2001, and which has been identified by the board, with the concurrence of the local emergency management agency or the Division of Emergency Management, to be appropriate for use as a public hurricane evacuation shelter, must be constructed in accordance with public shelter standards.

Section 15. Paragraph (f) of subsection (1) of section 68.082, Florida Statutes, is amended to read:

68.082 False claims against the state; definitions; liability.—

(1) As used in this section, the term:

(f) "State" means the government of the state or any department, division, bureau, commission, regional ~~planning~~ agency, board, district, authority, agency, or other

instrumentality of the state.

Section 16. Paragraph (a) of subsection (1) of section 120.52, Florida Statutes, is amended to read:

120.52 Definitions.—As used in this act:

(1) "Agency" means the following officers or governmental entities if acting pursuant to powers other than those derived from the constitution:

(a) The Governor; each state officer and state department, and each departmental unit described in s. 20.04; the Board of Governors of the State University System; the Commission on Ethics; the Fish and Wildlife Conservation Commission; a regional water supply authority; ~~a regional planning agency~~; a multicounty special district, but only if a majority of its governing board is comprised of nonelected persons; educational units; and each entity described in chapters 163, 373, 380, and 582 ~~and s. 186.504~~.

This definition does not include a municipality or legal entity created solely by a municipality; a legal entity or agency created in whole or in part pursuant to part II of chapter 361; a metropolitan planning organization created pursuant to s. 339.175; a separate legal or administrative entity created pursuant to s. 339.175 of which a metropolitan planning organization is a member; an expressway authority pursuant to chapter 348 or any transportation authority or commission under chapter 343 or chapter 349; or a legal or administrative entity created by an interlocal agreement pursuant to s. 163.01(7), unless any party to such agreement is otherwise an agency as defined in this subsection.

523 Section 17. Subsection (4) of section 120.525, Florida
524 Statutes, is amended to read:

525 120.525 Meetings, hearings, and workshops.—

526 ~~(4) For purposes of establishing a quorum at meetings of~~
527 ~~regional planning councils that cover three or more counties, a~~
528 ~~voting member who appears via telephone, real-time~~
529 ~~videoconferencing, or similar real-time electronic or video~~
530 ~~communication that is broadcast publicly at the meeting location~~
531 ~~may be counted toward the quorum requirement if at least one~~
532 ~~third of the voting members of the regional planning council are~~
533 ~~physically present at the meeting location. A member must~~
534 ~~provide oral, written, or electronic notice of his or her intent~~
535 ~~to appear via telephone, real-time videoconferencing, or similar~~
536 ~~real-time electronic or video communication to the regional~~
537 ~~planning council at least 24 hours before the scheduled meeting.~~

538 Section 18. Subsection (9) of section 120.65, Florida
539 Statutes, is amended to read:

540 120.65 Administrative law judges.—

541 (9) The division shall be reimbursed for administrative law
542 judge services and travel expenses by the following entities:
543 water management districts, ~~regional planning councils~~, school
544 districts, community colleges, the Division of Florida Colleges,
545 state universities, the Board of Governors of the State
546 University System, the State Board of Education, the Florida
547 School for the Deaf and the Blind, and the Commission for
548 Independent Education. These entities shall contract with the
549 division to establish a contract rate for services and
550 provisions for reimbursement of administrative law judge travel
551 expenses and video teleconferencing expenses attributable to

552 hearings conducted on behalf of these entities. The contract
553 rate must be based on a total-cost-recovery methodology.

554 Section 19. Subsections (41) and (45) of section 163.3164,
555 Florida Statutes, are amended to read:

556 163.3164 Community Planning Act; definitions.—As used in
557 this act:

558 ~~(41) "Regional planning agency" means the council created~~
559 ~~pursuant to chapter 186.~~

560 ~~(44)(45)~~ "Structure" has the same meaning as in s.
561 380.031(18) ~~s. 380.031(19)~~.

562 Section 20. Paragraph (h) of subsection (6) of section
563 163.3177, Florida Statutes, is amended to read:

564 163.3177 Required and optional elements of comprehensive
565 plan; studies and surveys.—

566 (6) In addition to the requirements of subsections (1)-(5),
567 the comprehensive plan shall include the following elements:

568 (h)1. An intergovernmental coordination element showing
569 relationships and stating principles and guidelines to be used
570 in coordinating the adopted comprehensive plan with the plans of
571 school boards, regional water supply authorities, and other
572 units of local government providing services but not having
573 regulatory authority over the use of land, with the
574 comprehensive plans of adjacent municipalities, the county,
575 adjacent counties, or the region, with the state comprehensive
576 plan and with the applicable regional water supply plan approved
577 pursuant to s. 373.709, as the case may require and as such
578 adopted plans or plans in preparation may exist. This element of
579 the local comprehensive plan must demonstrate consideration of
580 the particular effects of the local plan, when adopted, upon the

development of adjacent municipalities, the county, adjacent counties, or the region, or upon the state comprehensive plan, as the case may require.

a. The intergovernmental coordination element must provide procedures for identifying and implementing joint planning areas, especially for the purpose of annexation, municipal incorporation, and joint infrastructure service areas.

b. The intergovernmental coordination element shall provide for a dispute resolution process, ~~as established pursuant to s. 186.509,~~ for bringing intergovernmental disputes to closure in a timely manner.

c. The intergovernmental coordination element shall provide for interlocal agreements as established pursuant to s. 333.03(1)(b).

2. The intergovernmental coordination element shall also state principles and guidelines to be used in coordinating the adopted comprehensive plan with the plans of school boards and other units of local government providing facilities and services but not having regulatory authority over the use of land. In addition, the intergovernmental coordination element must describe joint processes for collaborative planning and decisionmaking on population projections and public school siting, the location and extension of public facilities subject to concurrency, and siting facilities with countywide significance, including locally unwanted land uses whose nature and identity are established in an agreement.

3. Within 1 year after adopting their intergovernmental coordination elements, each county, all the municipalities within that county, the district school board, and any unit of

610 local government service providers in that county shall
611 establish by interlocal or other formal agreement executed by
612 all affected entities, the joint processes described in this
613 subparagraph consistent with their adopted intergovernmental
614 coordination elements. The agreement must:

615 a. Ensure that the local government addresses through
616 coordination mechanisms the impacts of development proposed in
617 the local comprehensive plan upon development in adjacent
618 municipalities, the county, adjacent counties, the region, and
619 the state. The area of concern for municipalities shall include
620 adjacent municipalities, the county, and counties adjacent to
621 the municipality. The area of concern for counties shall include
622 all municipalities within the county, adjacent counties, and
623 adjacent municipalities.

624 b. Ensure coordination in establishing level of service
625 standards for public facilities with any state, regional, or
626 local entity having operational and maintenance responsibility
627 for such facilities.

628 Section 21. Subsection (5) of section 163.3178, Florida
629 Statutes, is amended to read:

630 163.3178 Coastal management.—

631 (5) ~~A The appropriate~~ dispute resolution process ~~provided~~
632 ~~under s. 186.509~~ must be used to reconcile inconsistencies
633 between port master plans and local comprehensive plans. In
634 recognition of the state's commitment to deepwater ports, the
635 state comprehensive plan must include goals, objectives, and
636 policies that establish a statewide strategy for enhancement of
637 existing deepwater ports, ensuring that priority is given to
638 water-dependent land uses. As an incentive for promoting plan

consistency, port facilities as defined in s. 315.02(6) on lands owned or controlled by a deepwater port as defined in s. 311.09(1), as of the effective date of this act shall not be subject to development-of-regional-impact review provided the port either successfully completes an alternative comprehensive development agreement with a local government pursuant to ss. 163.3220-163.3243 or successfully enters into a development agreement with the state land planning agency and applicable local government pursuant to s. 380.032 or, where the port is a department of a local government, successfully enters into a development agreement with the state land planning agency pursuant to s. 380.032. Port facilities as defined in s. 315.02(6) on lands not owned or controlled by a deepwater port as defined in s. 311.09(1) as of the effective date of this act shall not be subject to development-of-regional-impact review provided the port successfully enters into a development agreement with the state land planning agency and applicable local government pursuant to s. 380.032 or, where the port is a department of a local government, successfully enters into a development agreement with the state land planning agency pursuant to s. 380.032.

Section 22. Paragraph (c) of subsection (1) and paragraph (b) of subsection (3) of section 163.3184, Florida Statutes, are amended to read:

163.3184 Process for adoption of comprehensive plan or plan amendment.—

(1) DEFINITIONS.—As used in this section, the term:

(c) "Reviewing agencies" means:

1. The state land planning agency;

668 ~~2. The appropriate regional planning council;~~
669 ~~3.~~ The appropriate water management district;
670 ~~3.4.~~ The Department of Environmental Protection;
671 ~~4.5.~~ The Department of State;
672 ~~5.6.~~ The Department of Transportation;
673 ~~6.7.~~ In the case of plan amendments relating to public
674 schools, the Department of Education;
675 ~~7.8.~~ In the case of plans or plan amendments that affect a
676 military installation listed in s. 163.3175, the commanding
677 officer of the affected military installation;
678 ~~8.9.~~ In the case of county plans and plan amendments, the
679 Fish and Wildlife Conservation Commission and the Department of
680 Agriculture and Consumer Services; and
681 ~~9.10.~~ In the case of municipal plans and plan amendments,
682 the county in which the municipality is located.

683 (3) EXPEDITED STATE REVIEW PROCESS FOR ADOPTION OF
684 COMPREHENSIVE PLAN AMENDMENTS.—

685 (b)1. The local government, after the initial public
686 hearing held pursuant to subsection (11), shall transmit within
687 10 working days the amendment or amendments and appropriate
688 supporting data and analyses to the reviewing agencies. The
689 local governing body shall also transmit a copy of the
690 amendments and supporting data and analyses to any other local
691 government or governmental agency that has filed a written
692 request with the governing body.

693 2. The reviewing agencies and any other local government or
694 governmental agency specified in subparagraph 1. may provide
695 comments regarding the amendment or amendments to the local
696 government. State agencies shall only comment on important state

resources and facilities that will be adversely impacted by the amendment if adopted. Comments provided by state agencies shall state with specificity how the plan amendment will adversely impact an important state resource or facility and shall identify measures the local government may take to eliminate, reduce, or mitigate the adverse impacts. Such comments, if not resolved, may result in a challenge by the state land planning agency to the plan amendment. Agencies and local governments must transmit their comments to the affected local government such that they are received by the local government not later than 30 days after the date on which the agency or government received the amendment or amendments. Reviewing agencies shall also send a copy of their comments to the state land planning agency.

3. Comments to the local government from a ~~regional planning council~~, county, or municipality shall be limited as follows:

~~a. The regional planning council review and comments shall be limited to adverse effects on regional resources or facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A regional planning council may not review and comment on a proposed comprehensive plan amendment prepared by such council unless the plan amendment has been changed by the local government subsequent to the preparation of the plan amendment by the regional planning council.~~

~~b.~~ County comments shall be in the context of the relationship and effect of the proposed plan amendments on the

726 county plan.

727 ~~b.e.~~ Municipal comments shall be in the context of the
728 relationship and effect of the proposed plan amendments on the
729 municipal plan.

730 ~~c.d.~~ Military installation comments shall be provided in
731 accordance with s. 163.3175.

732 4. Comments to the local government from state agencies
733 shall be limited to the following subjects as they relate to
734 important state resources and facilities that will be adversely
735 impacted by the amendment if adopted:

736 a. The Department of Environmental Protection shall limit
737 its comments to the subjects of air and water pollution;
738 wetlands and other surface waters of the state; federal and
739 state-owned lands and interest in lands, including state parks,
740 greenways and trails, and conservation easements; solid waste;
741 water and wastewater treatment; and the Everglades ecosystem
742 restoration.

743 b. The Department of State shall limit its comments to the
744 subjects of historic and archaeological resources.

745 c. The Department of Transportation shall limit its
746 comments to issues within the agency's jurisdiction as it
747 relates to transportation resources and facilities of state
748 importance.

749 d. The Fish and Wildlife Conservation Commission shall
750 limit its comments to subjects relating to fish and wildlife
751 habitat and listed species and their habitat.

752 e. The Department of Agriculture and Consumer Services
753 shall limit its comments to the subjects of agriculture,
754 forestry, and aquaculture issues.

755 f. The Department of Education shall limit its comments to
756 the subject of public school facilities.

757 g. The appropriate water management district shall limit
758 its comments to flood protection and floodplain management,
759 wetlands and other surface waters, and regional water supply.

760 h. The state land planning agency shall limit its comments
761 to important state resources and facilities outside the
762 jurisdiction of other commenting state agencies and may include
763 comments on countervailing planning policies and objectives
764 served by the plan amendment that should be balanced against
765 potential adverse impacts to important state resources and
766 facilities.

767 Section 23. Subsection (2) of section 163.3245, Florida
768 Statutes, is amended to read:

769 163.3245 Sector plans.—

770 (2) ~~The~~ Upon the request of a local government having
771 jurisdiction, ~~the applicable regional planning council~~ shall
772 conduct a scoping meeting with affected local governments and
773 those agencies identified in s. 163.3184(1)(c) before
774 preparation of the sector plan. The purpose of this meeting is
775 to assist the state land planning agency ~~and the local~~
776 ~~government~~ in the identification of the relevant planning issues
777 to be addressed and the data and resources available to assist
778 in the preparation of the sector plan. ~~If a scoping meeting is~~
779 ~~conducted, the regional planning council shall make written~~
780 ~~recommendations to the state land planning agency and affected~~
781 ~~local governments on the issues requested by the local~~
782 ~~government.~~ The scoping meeting shall be noticed and open to the
783 public. If the entire planning area proposed for the sector plan

784 is within the jurisdiction of two or more local governments,
785 some or all of them may enter into a joint planning agreement
786 pursuant to s. 163.3171 with respect to the geographic area to
787 be subject to the sector plan, the planning issues that will be
788 emphasized, procedures for intergovernmental coordination to
789 address extrajurisdictional impacts, supporting application
790 materials including data and analysis, procedures for public
791 participation, or other issues.

792 Section 24. Paragraph (i) of subsection (2) of section
793 163.568, Florida Statutes, is amended to read:

794 163.568 Purposes and powers.—

795 (2) The authority is granted the authority to exercise all
796 powers necessary, appurtenant, convenient, or incidental to the
797 carrying out of the aforesaid purposes, including, but not
798 limited to, the following rights and powers:

799 (i) To develop transportation plans, and to coordinate its
800 planning and programs with those of appropriate municipal,
801 county, and state agencies and other political subdivisions of
802 the state. All transportation plans are subject to review and
803 approval by the Department of Transportation ~~and by the regional~~
804 ~~planning agency, if any,~~ for consistency with programs or
805 planning for the area and region.

806 Section 25. Subsection (2) of section 164.1031, Florida
807 Statutes, is amended to read:

808 164.1031 Definitions.—For purposes of this act:

809 (2) "Regional governmental entities" includes ~~regional~~
810 ~~planning councils,~~ metropolitan planning organizations, water
811 supply authorities that include more than one county, local
812 health councils, water management districts, and other regional

813 entities that are authorized and created by general or special
814 law that have duties or responsibilities extending beyond the
815 jurisdiction of a single county.

816 Section 26. Subsection (5) of section 186.003, Florida
817 Statutes, is amended to read:

818 186.003 Definitions; ss. 186.001-186.031, 186.801-186.901.—
819 As used in ss. 186.001-186.031 and 186.801-186.901, the term:

820 ~~(5) "Regional planning agency" means the regional planning~~
821 ~~council created pursuant to ss. 186.501-186.515 to exercise~~
822 ~~responsibilities under ss. 186.001-186.031 and 186.801-186.901~~
823 ~~in a particular region of the state.~~

824 Section 27. Subsection (7) of section 186.006, Florida
825 Statutes, is amended to read:

826 186.006 Powers and responsibilities of Executive Office of
827 the Governor.—For the purpose of establishing consistency and
828 uniformity in the state and regional planning process and in
829 order to ensure that the intent of ss. 186.001-186.031 and
830 186.801-186.901 is accomplished, the Executive Office of the
831 Governor shall:

832 (7) Act as the state clearinghouse ~~and designate the~~
833 ~~regional planning councils as the regional data clearinghouses.~~

834 Section 28. Subsection (1) of section 186.008, Florida
835 Statutes, is amended to read:

836 186.008 State comprehensive plan; revision;
837 implementation.—

838 (1) On or before October 1 of every odd-numbered year, the
839 Executive Office of the Governor shall prepare, and the Governor
840 shall recommend to the Administration Commission, any proposed
841 revisions to the state comprehensive plan deemed necessary. The

Governor shall transmit his or her recommendations and explanation as required by s. 186.007(8). Copies shall also be provided to each state agency, ~~to each regional planning agency,~~ to any other unit of government that requests a copy, and to any member of the public who requests a copy.

Section 29. Section 186.803, Florida Statutes, is amended to read:

186.803 Use of geographic information by governmental entities.—When state agencies, water management districts, ~~regional planning councils,~~ local governments, and other governmental entities use maps, including geographic information maps and other graphic information materials, as the source of data for planning or any other purposes, they must take into account that the accuracy and reliability of such maps and data may be limited by various factors, including the scale of the maps, the timeliness and accuracy of the underlying information, the availability of more accurate site-specific information, and the presence or absence of ground truthing or peer review of the underlying information contained in such maps and other graphic information. This section does not apply to maps adopted pursuant to part II of chapter 163.

Section 30. Paragraph (b) of subsection (20) of section 187.201, Florida Statutes, is amended to read:

187.201 State Comprehensive Plan adopted.—The Legislature hereby adopts as the State Comprehensive Plan the following specific goals and policies:

(20) GOVERNMENTAL EFFICIENCY.—

(b) *Policies.*—

1. Encourage greater cooperation between, among, and within

all levels of Florida government through the use of appropriate interlocal agreements and mutual participation for mutual benefit.

2. Allow the creation of independent special taxing districts which have uniform general law standards and procedures and do not overburden other governments and their taxpayers while preventing the proliferation of independent special taxing districts which do not meet these standards.

3. Encourage the use of municipal services taxing units and other dependent special districts to provide needed infrastructure where the fiscal capacity exists to support such an approach.

4. Eliminate regulatory activities that are not tied to specific public and natural resource protection needs.

5. Eliminate needless duplication of, and promote cooperation in, governmental activities between, among, and within state, regional, county, city, and other governmental units.

6. Ensure, wherever possible, that the geographic boundaries of water management districts, ~~regional planning councils,~~ and substate districts of the executive departments shall be coterminous for related state or agency programs and functions and promote interagency agreements in order to reduce the number of districts ~~and councils~~ with jurisdiction in any one county.

7. Encourage and provide for the restructuring of city and county political jurisdictions with the goals of greater efficiency and high-quality and more equitable and responsive public service programs.

900 8. Replace multiple, small scale, economically inefficient
901 local public facilities with regional facilities where they are
902 proven to be more economical, particularly in terms of energy
903 efficiency, and yet can retain the quality of service expected
904 by the public.

905 9. Encourage greater efficiency and economy at all levels
906 of government through adoption and implementation of effective
907 records management, information management, and evaluation
908 procedures.

909 10. Throughout government, establish citizen management
910 efficiency groups and internal management groups to make
911 recommendations for greater operating efficiencies and improved
912 management practices.

913 11. Encourage governments to seek outside contracting on a
914 competitive-bid basis when cost-effective and appropriate.

915 12. Discourage undue expansion of state government and make
916 every effort to streamline state government in a cost-effective
917 manner.

918 13. Encourage joint venture solutions to mutual problems
919 between levels of government and private enterprise.

920 Section 31. Paragraph (c) of subsection (1) and subsection
921 (2) of section 218.32, Florida Statutes, are amended to read:

922 218.32 Annual financial reports; local governmental
923 entities.—

924 (1)

925 (c) Each ~~regional planning council created under s.~~
926 ~~186.504, each~~ local government finance commission, board, or
927 council, and each municipal power corporation created as a
928 separate legal or administrative entity by interlocal agreement

929 under s. 163.01(7) shall submit to the department a copy of its
930 audit report and an annual financial report for the previous
931 fiscal year in a format prescribed by the department.

932 (2) The department shall annually by December 1 file a
933 verified report with the Governor, the Legislature, the Auditor
934 General, and the Special District Accountability Program of the
935 Department of Economic Opportunity showing the revenues, both
936 locally derived and derived from intergovernmental transfers,
937 and the expenditures of each local governmental entity, ~~regional~~
938 ~~planning council~~, local government finance commission, and
939 municipal power corporation that is required to submit an annual
940 financial report. In preparing the verified report, the
941 department may request additional information from the local
942 governmental entity. The information requested must be provided
943 to the department within 45 days after the request. If the local
944 governmental entity does not comply with the request, the
945 department shall notify the Legislative Auditing Committee,
946 which may take action pursuant to s. 11.40(2). The report must
947 include, but is not limited to:

948 (a) The total revenues and expenditures of each local
949 governmental entity that is a component unit included in the
950 annual financial report of the reporting entity.

951 (b) The amount of outstanding long-term debt by each local
952 governmental entity. For purposes of this paragraph, the term
953 "long-term debt" means any agreement or series of agreements to
954 pay money, which, at inception, contemplate terms of payment
955 exceeding 1 year in duration.

956 Section 32. Paragraph (a) of subsection (7) of section
957 258.501, Florida Statutes, is amended to read:

258.501 Myakka River; wild and scenic segment.—

(7) MANAGEMENT COORDINATING COUNCIL.—

(a) Upon designation, the department shall create a permanent council to provide interagency and intergovernmental coordination in the management of the river. The coordinating council shall be composed of one representative appointed from each of the following: the department, the Department of Transportation, the Fish and Wildlife Conservation Commission, the Department of Economic Opportunity, the Florida Forest Service of the Department of Agriculture and Consumer Services, the Division of Historical Resources of the Department of State, ~~the Tampa Bay Regional Planning Council,~~ the Southwest Florida Water Management District, ~~the Southwest Florida Regional Planning Council,~~ Manatee County, Sarasota County, Charlotte County, the City of Sarasota, the City of North Port, agricultural interests, environmental organizations, and any others deemed advisable by the department.

Section 33. Subsections (1) and (3) of section 260.0142, Florida Statutes, are amended to read:

260.0142 Florida Greenways and Trails Council; composition; powers and duties.—

(1) There is created within the department the Florida Greenways and Trails Council which shall advise the department in the execution of the department's powers and duties under this chapter. The council shall be composed of 19 ~~20~~ members, consisting of:

(a)1. Five members appointed by the Governor, with two members representing the trail user community, two members representing the greenway user community, and one member

representing private landowners.

2. Three members appointed by the President of the Senate, with one member representing the trail user community and two members representing the greenway user community.

3. Three members appointed by the Speaker of the House of Representatives, with two members representing the trail user community and one member representing the greenway user community.

Those eligible to represent the trail user community shall be chosen from, but not be limited to, paved trail users, hikers, off-road bicyclists, users of off-highway vehicles, paddlers, equestrians, disabled outdoor recreational users, and commercial recreational interests. Those eligible to represent the greenway user community shall be chosen from, but not be limited to, conservation organizations, nature study organizations, and scientists and university experts.

(b) The 8 ~~9~~ remaining members shall include:

1. The Secretary of Environmental Protection or a designee.

2. The executive director of the Fish and Wildlife Conservation Commission or a designee.

3. The Secretary of Transportation or a designee.

4. The Director of the Florida Forest Service of the Department of Agriculture and Consumer Services or a designee.

5. The director of the Division of Historical Resources of the Department of State or a designee.

6. A representative of the water management districts. Membership on the council shall rotate among the five districts. The districts shall determine the order of rotation.

1016 7. A representative of a federal land management agency.
1017 The Secretary of Environmental Protection shall identify the
1018 appropriate federal agency and request designation of a
1019 representative from the agency to serve on the council.

1020 ~~8. A representative of the regional planning councils to be~~
1021 ~~appointed by the Secretary of Environmental Protection.~~
1022 ~~Membership on the council shall rotate among the seven regional~~
1023 ~~planning councils. The regional planning councils shall~~
1024 ~~determine the order of rotation.~~

1025 ~~9.~~ A representative of local governments to be appointed by
1026 the Secretary of Environmental Protection. Membership shall
1027 alternate between a county representative and a municipal
1028 representative.

1029 (3) The term of all appointees shall be for 2 years unless
1030 otherwise specified. The appointees of the Governor, the
1031 President of the Senate, and the Speaker of the House of
1032 Representatives may be reappointed for no more than four
1033 consecutive terms. The representatives of the water management
1034 districts, ~~regional planning councils,~~ and local governments may
1035 be reappointed for no more than two consecutive terms. All other
1036 appointees shall serve until replaced.

1037 Section 34. Paragraph (a) of subsection (6) of section
1038 288.0656, Florida Statutes, is amended to read:

1039 288.0656 Rural Economic Development Initiative.—

1040 (6) (a) By August 1 of each year, the head of each of the
1041 following agencies and organizations shall designate a deputy
1042 secretary or higher-level staff person from within the agency or
1043 organization to serve as the REDI representative for the agency
1044 or organization:

1. The Department of Transportation.
2. The Department of Environmental Protection.
3. The Department of Agriculture and Consumer Services.
4. The Department of State.
5. The Department of Health.
6. The Department of Children and Families.
7. The Department of Corrections.
8. The Department of Education.
9. The Department of Juvenile Justice.
10. The Fish and Wildlife Conservation Commission.
11. Each water management district.
12. Enterprise Florida, Inc.
13. CareerSource Florida, Inc.
14. VISIT Florida.
15. ~~The Florida Regional Planning Council Association.~~
16. The Agency for Health Care Administration.
- 16.17. The Institute of Food and Agricultural Sciences (IFAS).

An alternate for each designee shall also be chosen, and the names of the designees and alternates shall be sent to the executive director of the department.

Section 35. Subsection (2), paragraph (c) of subsection (4), and subsections (7), (8), and (9) of section 288.975, Florida Statutes, are amended to read:

288.975 Military base reuse plans.—

(2) As used in this section, the term:

(a) "Affected local government" means a local government adjoining the host local government and any other unit of local

government that is not a host local government but that is identified in a proposed military base reuse plan as providing, operating, or maintaining one or more public facilities as defined in s. 163.3164 on lands within or serving a military base designated for closure by the Federal Government.

(b) "Affected person" means a host local government; an affected local government; any state, regional, or federal agency; or a person who resides, owns property, or owns or operates a business within the boundaries of a host local government or affected local government.

(c) "Base reuse activities" means development as defined in s. 380.04 on a military base designated for closure or closed by the Federal Government.

(d) "Host local government" means a local government within the jurisdiction of which all or part of a military base designated for closure by the Federal Government is located. This shall not include a county if no part of a military base is located in its unincorporated area.

(e) "Military base" means a military base designated for closure or closed by the Federal Government.

~~(f) "Regional policy plan" means a strategic regional policy plan that has been adopted by rule by a regional planning council pursuant to s. 186.508.~~

~~(g)~~ "State comprehensive plan" means the plan as provided in chapter 187.

(4)

(c) Military base reuse plans shall identify projected impacts to significant regional resources and natural resources ~~of regional significance as identified by applicable regional~~

1103 ~~planning councils in their regional policy plans~~ and the actions
1104 that shall be taken to mitigate such impacts.

1105 (7) A military base reuse plan shall be consistent with the
1106 comprehensive plan of the host local government and shall not
1107 conflict with the comprehensive plan of any affected local
1108 governments. A military base reuse plan shall be consistent with
1109 the nonprocedural requirements of part II of chapter 163 and
1110 rules adopted thereunder, ~~applicable regional policy plans,~~ and
1111 the state comprehensive plan.

1112 (8) At the request of a host local government, the
1113 department shall coordinate a presubmission workshop concerning
1114 a military base reuse plan within the boundaries of the host
1115 jurisdiction. Agencies that shall participate in the workshop
1116 shall include any affected local governments; the Department of
1117 Environmental Protection; the department; the Department of
1118 Transportation; the Department of Health; the Department of
1119 Children and Families; the Department of Juvenile Justice; the
1120 Department of Agriculture and Consumer Services; the Department
1121 of State; the Fish and Wildlife Conservation Commission; and any
1122 applicable water management districts ~~and regional planning~~
1123 ~~councils~~. The purposes of the workshop shall be to assist the
1124 host local government to understand issues of concern to the
1125 above listed entities pertaining to the military base site and
1126 to identify opportunities for better coordination of planning
1127 and review efforts with the information and analyses generated
1128 by the federal environmental impact statement process and the
1129 federal community base reuse planning process.

1130 (9) If a host local government elects to use the optional
1131 provisions of this act, it shall, no later than 12 months after

1132 notifying the agencies of its intent pursuant to subsection (3)
1133 either:

1134 (a) Send a copy of the proposed military base reuse plan
1135 for review to any affected local governments; the Department of
1136 Environmental Protection; the department; the Department of
1137 Transportation; the Department of Health; the Department of
1138 Children and Families; the Department of Juvenile Justice; the
1139 Department of Agriculture and Consumer Services; the Department
1140 of State; the Fish and Wildlife Conservation Commission; and any
1141 applicable water management districts; ~~and regional planning~~
1142 ~~councils~~, or

1143 (b) Petition the department for an extension of the
1144 deadline for submitting a proposed reuse plan. Such an extension
1145 request must be justified by changes or delays in the closure
1146 process by the federal Department of Defense or for reasons
1147 otherwise deemed to promote the orderly and beneficial planning
1148 of the subject military base reuse. The department may grant
1149 extensions to the required submission date of the reuse plan.

1150 Section 36. Paragraph (b) of subsection (3) of section
1151 335.188, Florida Statutes, is amended to read:

1152 335.188 Access management standards; access control
1153 classification system; criteria.—

1154 (3) The control classification system shall be developed
1155 consistent with the following:

1156 (b) The access control classification system shall be
1157 developed in cooperation with counties, municipalities, the
1158 state land planning agency, ~~regional planning councils~~,
1159 metropolitan planning organizations, and other local
1160 governmental entities.

Section 37. Paragraph (c) of subsection (3) of section 338.2278, Florida Statutes, as amended by section 91 of chapter 2020-114, Laws of Florida, is amended to read:

338.2278 Multi-use Corridors of Regional Economic Significance Program.—

(3)

(c)1. During the project development phase, the department shall utilize an inclusive, consensus-building mechanism for each proposed multiuse corridor identified in subsection (2). For each multiuse corridor identified in subsection (2), the department shall convene a corridor task force composed of appropriate representatives of:

- a. The Department of Environmental Protection;
- b. The Department of Economic Opportunity;
- c. The Department of Education;
- d. The Department of Health;
- e. The Fish and Wildlife Conservation Commission;
- f. The Department of Agriculture and Consumer Services;
- g. The local water management district or districts;
- h. A local government official from each local government within a proposed corridor;
- i. Metropolitan planning organizations;
- j. ~~Regional planning councils;~~
- ~~k.~~ The community, who may be an individual or a member of a nonprofit community organization, as determined by the department; and
- k.~~1.~~ Appropriate environmental groups, such as 1000 Friends of Florida, Audubon Florida, the Everglades Foundation, The Nature Conservancy, the Florida Sierra Club, and the Florida

Wildlife Corridor, as determined by the department.

2. The secretary of the department shall appoint the members of the respective corridor task forces by August 1, 2019.

3. Each corridor task force shall coordinate with the department on pertinent aspects of corridor analysis, including accommodation or colocation of multiple types of infrastructure, addressing issues such as those identified in subsection (1), within or adjacent to the corridor.

4. Each corridor task force shall evaluate the need for, and the economic and environmental impacts of, hurricane evacuation impacts of, and land use impacts of, the related corridor as identified in subsection (2).

5. Each corridor task force shall hold a public meeting in accordance with chapter 286 in each local government jurisdiction in which a project within an identified corridor is being considered.

6. To the maximum extent feasible, the department shall adhere to the recommendations of the task force created for each corridor in the design of the multiple modes of transportation and multiple types of infrastructure associated with the corridor. The task force for each corridor may consider and recommend innovative concepts to combine right-of-way acquisition with the acquisition of lands or easements to facilitate environmental mitigation or ecosystem, wildlife habitat, or water quality protection or restoration. The department, in consultation with the Department of Environmental Protection, may incorporate those features into each corridor during the project development phase.

1219 7. The Southwest-Central Florida Connector corridor task
1220 force shall:

1221 a. Address the impacts of the construction of a project
1222 within the corridor on panther and other critical wildlife
1223 habitat and evaluate in its final report the need for
1224 acquisition of lands for state conservation or as mitigation for
1225 project construction; and

1226 b. Evaluate wildlife crossing design features to protect
1227 panther and other critical wildlife habitat corridor
1228 connections.

1229 8. The Suncoast Connector corridor task force and the
1230 Northern Turnpike Connector corridor task force shall evaluate
1231 design features and the need for acquisition of state
1232 conservation lands that mitigate the impact of project
1233 construction within the respective corridors on:

1234 a. The water quality and quantity of springs, rivers, and
1235 aquifer recharge areas;

1236 b. Agricultural land uses; and

1237 c. Wildlife habitat.

1238 9. Each corridor task force shall issue its evaluations in
1239 a final report that must be submitted to the Governor, the
1240 President of the Senate, and the Speaker of the House of
1241 Representatives by November 15, 2020 ~~October 1, 2020~~.

1242 10. The department shall provide affected local governments
1243 with a copy of the applicable task force report and project
1244 alignments. Not later than December 31, 2023, a local government
1245 that has an interchange within its jurisdiction shall review the
1246 applicable task force report and its local comprehensive plan as
1247 adopted under chapter 163. The local government review must

1248 include consideration of whether the area in and around the
1249 interchange contains appropriate land uses and natural resource
1250 protections and whether the comprehensive plan should be amended
1251 to provide such appropriate uses and protections.

1252 Section 38. Subsection (4) of section 339.155, Florida
1253 Statutes, is amended to read:

1254 339.155 Transportation planning.—

1255 (4) ADDITIONAL TRANSPORTATION PLANS.—

1256 (a) Upon request by local governmental entities, the
1257 department may in its discretion develop and design
1258 transportation corridors, arterial and collector streets,
1259 vehicular parking areas, and other support facilities which are
1260 consistent with the plans of the department for major
1261 transportation facilities. The department may render to local
1262 governmental entities or their planning agencies such technical
1263 assistance and services as are necessary so that local plans and
1264 facilities are coordinated with the plans and facilities of the
1265 department.

1266 ~~(b) Each regional planning council, as provided for in s.~~
1267 ~~186.504, or any successor agency thereto, shall develop, as an~~
1268 ~~element of its strategic regional policy plan, transportation~~
1269 ~~goals and policies. The transportation goals and policies must~~
1270 ~~be prioritized to comply with the prevailing principles provided~~
1271 ~~in subsection (1) and s. 334.046(1). The transportation goals~~
1272 ~~and policies shall be consistent, to the maximum extent~~
1273 ~~feasible, with the goals and policies of the metropolitan~~
1274 ~~planning organization and the Florida Transportation Plan. The~~
1275 ~~transportation goals and policies of the regional planning~~
1276 ~~council will be advisory only and shall be submitted to the~~

department and any affected metropolitan planning organization for their consideration and comments. Metropolitan planning organization plans and other local transportation plans shall be developed consistent, to the maximum extent feasible, with the regional transportation goals and policies.

(e) Regional transportation plans may be developed in regional transportation areas in accordance with an interlocal agreement entered into pursuant to s. 163.01 by two or more contiguous metropolitan planning organizations; one or more metropolitan planning organizations and one or more contiguous counties, none of which is a member of a metropolitan planning organization; a multicounty regional transportation authority created by or pursuant to law; two or more contiguous counties that are not members of a metropolitan planning organization; or metropolitan planning organizations comprised of three or more counties.

(c)(d) The interlocal agreement must, at a minimum, identify the entity that will coordinate the development of the regional transportation plan; delineate the boundaries of the regional transportation area; provide the duration of the agreement and specify how the agreement may be terminated, modified, or rescinded; describe the process by which the regional transportation plan will be developed; and provide how members of the entity will resolve disagreements regarding interpretation of the interlocal agreement or disputes relating to the development or content of the regional transportation plan. Such interlocal agreement shall become effective upon its recordation in the official public records of each county in the regional transportation area.

1306 (d)~~(e)~~ The regional transportation plan developed pursuant
1307 to this section must, at a minimum, identify regionally
1308 significant transportation facilities located within a regional
1309 transportation area and contain a prioritized list of regionally
1310 significant projects. The projects shall be adopted into the
1311 capital improvements schedule of the local government
1312 comprehensive plan pursuant to s. 163.3177(3).

1313 Section 39. Paragraph (g) of subsection (6) of section
1314 339.175, Florida Statutes, is amended to read:

1315 339.175 Metropolitan planning organization.—

1316 (6) POWERS, DUTIES, AND RESPONSIBILITIES.—The powers,
1317 privileges, and authority of an M.P.O. are those specified in
1318 this section or incorporated in an interlocal agreement
1319 authorized under s. 163.01. Each M.P.O. shall perform all acts
1320 required by federal or state laws or rules, now and subsequently
1321 applicable, which are necessary to qualify for federal aid. It
1322 is the intent of this section that each M.P.O. shall be involved
1323 in the planning and programming of transportation facilities,
1324 including, but not limited to, airports, intercity and high-
1325 speed rail lines, seaports, and intermodal facilities, to the
1326 extent permitted by state or federal law.

1327 (g) Each M.P.O. shall have an executive or staff director
1328 who reports directly to the M.P.O. governing board for all
1329 matters regarding the administration and operation of the M.P.O.
1330 and any additional personnel as deemed necessary. The executive
1331 director and any additional personnel may be employed either by
1332 an M.P.O. or by another governmental entity, such as a county,
1333 or city~~, or regional planning council~~, that has a staff services
1334 agreement signed and in effect with the M.P.O. Each M.P.O. may

1335 enter into contracts with local or state agencies, private
1336 planning firms, private engineering firms, or other public or
1337 private entities to accomplish its transportation planning and
1338 programming duties and administrative functions.

1339 Section 40. Subsections (3) and (4) of section 339.63,
1340 Florida Statutes, are amended to read:

1341 339.63 System facilities designated; additions and
1342 deletions.—

1343 (3) After the initial designation of the Strategic
1344 Intermodal System under subsection (1), the department shall, in
1345 coordination with the metropolitan planning organizations, local
1346 governments, ~~regional planning councils~~, transportation
1347 providers, and affected public agencies, add facilities to or
1348 delete facilities from the Strategic Intermodal System described
1349 in paragraphs (2)(b) and (c) based upon criteria adopted by the
1350 department.

1351 (4) After the initial designation of the Strategic
1352 Intermodal System under subsection (1), the department shall, in
1353 coordination with the metropolitan planning organizations, local
1354 governments, ~~regional planning councils~~, transportation
1355 providers, and affected public agencies, add facilities to or
1356 delete facilities from the Strategic Intermodal System described
1357 in paragraph (2)(a) based upon criteria adopted by the
1358 department. However, an airport that is designated as a reliever
1359 airport to a Strategic Intermodal System airport which has at
1360 least 75,000 itinerant operations per year, has a runway length
1361 of at least 5,500 linear feet, is capable of handling aircraft
1362 weighing at least 60,000 pounds with a dual wheel configuration
1363 which is served by at least one precision instrument approach,

and serves a cluster of aviation-dependent industries, shall be designated as part of the Strategic Intermodal System by the Secretary of Transportation upon the request of a reliever airport meeting this criteria.

Section 41. Subsection (1) and paragraph (a) of subsection (3) of section 339.64, Florida Statutes, are amended to read:

339.64 Strategic Intermodal System Plan.—

(1) The department shall develop, in cooperation with metropolitan planning organizations, ~~regional planning councils~~, local governments, and other transportation providers, a Strategic Intermodal System Plan. The plan shall be consistent with the Florida Transportation Plan developed pursuant to s. 339.155 and shall be updated at least once every 5 years, subsequent to updates of the Florida Transportation Plan.

(3)(a) During the development of updates to the Strategic Intermodal System Plan, the department shall provide metropolitan planning organizations, ~~regional planning councils~~, local governments, transportation providers, affected public agencies, and citizens with an opportunity to participate in and comment on the development of the update.

Section 42. Subsection (1) of section 341.041, Florida Statutes, is amended to read:

341.041 Transit responsibilities of the department.—The department shall, within the resources provided pursuant to chapter 216:

(1) Develop a statewide plan that provides for public transit and intercity bus service needs at least 5 years in advance. The plan shall be developed in a manner that will assure maximum use of existing facilities, and optimum

1393 integration and coordination of the various modes of
1394 transportation, including both governmentally owned and
1395 privately owned resources, in the most cost-effective manner
1396 possible. The plan shall also incorporate plans adopted by local
1397 ~~and regional~~ planning agencies which are consistent, to the
1398 maximum extent feasible, with ~~adopted strategic policy plans and~~
1399 approved local government comprehensive plans for the region and
1400 units of local government covered by the plan and shall, insofar
1401 as practical, conform to federal planning requirements. The plan
1402 shall be consistent with the goals of the Florida Transportation
1403 Plan developed pursuant to s. 339.155.

1404 Section 43. Paragraph (m) of subsection (3) of section
1405 343.54, Florida Statutes, is amended to read:

1406 343.54 Powers and duties.—

1407 (3) The authority may exercise all powers necessary,
1408 appurtenant, convenient, or incidental to the carrying out of
1409 the aforesaid purposes, including, but not limited to, the
1410 following rights and powers:

1411 (m) To cooperate with other governmental entities and to
1412 contract with other governmental agencies, including the
1413 Department of Transportation, the Federal Government, ~~regional~~
1414 ~~planning councils~~, counties, and municipalities.

1415 Section 44. Subsection (1) of section 369.303, Florida
1416 Statutes, is amended to read:

1417 369.303 Definitions.—As used in this part:

1418 ~~(1) "Council" means the East Central Florida Regional~~
1419 ~~Planning Council.~~

1420 Section 45. Paragraph (e) of subsection (1) of section
1421 373.309, Florida Statutes, is amended to read:

1422 373.309 Authority to adopt rules and procedures.—

1423 (1) The department shall adopt, and may from time to time
1424 amend, rules governing the location, construction, repair, and
1425 abandonment of water wells and shall be responsible for the
1426 administration of this part. With respect thereto, the
1427 department shall:

1428 (e) Encourage prevention of potable water well
1429 contamination and promote cost-effective remediation of
1430 contaminated potable water supplies by use of the Water Quality
1431 Assurance Trust Fund as provided in s. 376.307(1)(e) and
1432 establish by rule:

1433 1. Delineation of areas of groundwater contamination for
1434 implementation of well location and construction, testing,
1435 permitting, and clearance requirements as set forth in
1436 subparagraphs 2., 3., 4., 5., and 6. The department shall make
1437 available to water management districts, ~~regional planning~~
1438 ~~councils~~, the Department of Health, and county building and
1439 zoning departments, maps or other information on areas of
1440 contamination, including areas of ethylene dibromide
1441 contamination. Such maps or other information shall be made
1442 available to property owners, realtors, real estate
1443 associations, property appraisers, and other interested persons
1444 upon request and upon payment of appropriate costs.

1445 2. Requirements for testing for suspected contamination in
1446 areas of known contamination, as a prerequisite for clearance of
1447 a water well for drinking purposes. The department is authorized
1448 to establish criteria for acceptance of water quality testing
1449 results from the Department of Health and laboratories certified
1450 by the Department of Health, and is authorized to establish

1451 requirements for sample collection quality assurance.

1452 3. Requirements for mandatory connection to available
1453 potable water systems in areas of known contamination, wherein
1454 the department may prohibit the permitting and construction of
1455 new potable water wells.

1456 4. Location and construction standards for public and all
1457 other potable water wells permitted in areas of contamination.
1458 Such standards shall be designed to minimize the effects of such
1459 contamination.

1460 5. A procedure for permitting all potable water wells in
1461 areas of known contamination. Any new water well that is to be
1462 used for drinking water purposes and that does not meet
1463 construction standards pursuant to subparagraph 4. must be
1464 abandoned and plugged by the owner. Water management districts
1465 shall implement, through delegation from the department, the
1466 permitting and enforcement responsibilities of this
1467 subparagraph.

1468 6. A procedure for clearing for use all potable water
1469 wells, except wells that serve a public water supply system, in
1470 areas of known contamination. If contaminants are found upon
1471 testing pursuant to subparagraph 2., a well may not be cleared
1472 for use without a filter or other means of preventing the users
1473 of the well from being exposed to deleterious amounts of
1474 contaminants. The Department of Health shall implement the
1475 responsibilities of this subparagraph.

1476 7. Fees to be paid for well construction permits and
1477 clearance for use. The fees shall be based on the actual costs
1478 incurred by the water management districts, the Department of
1479 Health, or other political subdivisions in carrying out the

responsibilities related to potable water well permitting and clearance for use. The fees shall provide revenue to cover all such costs and shall be set according to the following schedule:

a. The well construction permit fee may not exceed \$500.

b. The clearance fee may not exceed \$50.

8. Procedures for implementing well-location, construction, testing, permitting, and clearance requirements as set forth in subparagraphs 2.-6. within areas that research or monitoring data indicate are vulnerable to contamination with nitrate, or areas in which the department provides a subsidy for restoration or replacement of contaminated drinking water supplies through extending existing water lines or developing new water supply systems pursuant to s. 376.307(1)(e). The department shall consult with the Florida Ground Water Association in the process of developing rules pursuant to this subparagraph.

All fees and funds collected by each delegated entity pursuant to this part shall be deposited in the appropriate operating account of that entity.

Section 46. Paragraph (k) of subsection (2) of section 377.703, Florida Statutes, is amended to read:

377.703 Additional functions of the Department of Agriculture and Consumer Services.—

(2) DUTIES.—The department shall perform the following functions, unless as otherwise provided, consistent with the development of a state energy policy:

(k) The department shall coordinate energy-related programs of state government, including, but not limited to, the programs provided in this section. To this end, the department shall:

1509 1. Provide assistance to other state agencies, counties,
1510 and municipalities, ~~and regional planning agencies~~ to further
1511 and promote their energy planning activities.

1512 2. Require, in cooperation with the Department of
1513 Management Services, all state agencies to operate state-owned
1514 and state-leased buildings in accordance with energy
1515 conservation standards as adopted by the Department of
1516 Management Services. Every 3 months, the Department of
1517 Management Services shall furnish the department data on
1518 agencies' energy consumption and emissions of greenhouse gases
1519 in a format prescribed by the department.

1520 3. Promote the development and use of renewable energy
1521 resources, energy efficiency technologies, and conservation
1522 measures.

1523 4. Promote the recovery of energy from wastes, including,
1524 but not limited to, the use of waste heat, the use of
1525 agricultural products as a source of energy, and recycling of
1526 manufactured products. Such promotion shall be conducted in
1527 conjunction with, and after consultation with, the Department of
1528 Environmental Protection and the Florida Public Service
1529 Commission where electrical generation or natural gas is
1530 involved, and any other relevant federal, state, or local
1531 governmental agency having responsibility for resource recovery
1532 programs.

1533 Section 47. Subsection (3) of section 378.411, Florida
1534 Statutes, is amended to read:

1535 378.411 Certification to receive notices of intent to mine,
1536 to review, and to inspect for compliance.—

1537 (3) In making his or her determination, the secretary shall

consult with the Department of Economic Opportunity,~~the~~
~~appropriate regional planning council,~~ and the appropriate water
management district.

Section 48. Subsection (15) of section 380.031, Florida
Statutes, is amended to read:

380.031 Definitions.—As used in this chapter:

~~(15) "Regional planning agency" means the agency designated~~
~~by the state land planning agency to exercise responsibilities~~
~~under this chapter in a particular region of the state.~~

Section 49. Subsection (2) of section 380.045, Florida
Statutes, is amended to read:

380.045 Resource planning and management committees;
objectives; procedures.—

(2) The committee shall include, but shall not be limited
to, representation from each of the following: elected officials
from the local governments within the area under study; the
planning office of each of the local governments within the area
under study; the state land planning agency; any other state
agency under chapter 20 a representative of which the Governor
feels is relevant to the compilation of the committee; and a
water management district, if appropriate,~~and regional planning~~
~~council all or part of whose jurisdiction lies within the area~~
~~under study.~~ After the appointment of the members, the Governor
shall select a chair and vice chair. A staff member of the state
land planning agency shall be appointed by the director of such
agency to serve as the secretary of the committee. The state
land planning agency shall, to the greatest extent possible,
provide technical assistance and administrative support to the
committee. Meetings will be called as needed by the chair or on

the demand of three or more members of the committee. The committee will act on a simple majority of a quorum present and shall make a report within 6 months to the head of the state land planning agency. The committee shall, from the time of appointment, remain in existence for no less than 6 months.

Section 50. Subsection (3) of section 380.055, Florida Statutes, is amended to read:

380.055 Big Cypress Area.—

(3) DESIGNATION AS AREA OF CRITICAL STATE CONCERN.—The "Big Cypress Area," as defined in this subsection, is hereby designated as an area of critical state concern. "Big Cypress Area" means the area generally depicted on the map entitled "Boundary Map, Big Cypress National Freshwater Reserve, Florida," numbered BC-91,001 and dated November 1971, which is on file and available for public inspection in the office of the National Park Service, Department of the Interior, Washington, D.C., and in the office of the Board of Trustees of the Internal Improvement Trust Fund, which is the area proposed as the Federal Big Cypress National Freshwater Reserve, Florida, and that area described as follows: Sections 1, 2, 11, 12 and 13 in Township 49 South, Range 31 East; and Township 49 South, Range 32 East, less Sections 19, 30 and 31; and Township 49 South, Range 33 East; and Township 49 South, Range 34 East; and Sections 1 through 5 and 10 through 14 in Township 50 South, Range 32 East; and Sections 1 through 18 and 20 through 25 in Township 50 South, Range 33 East; and Township 50 South, Range 34 East, less Section 31; and Sections 1 and 2 in Township 51 South, Range 34 East; All in Collier County, Florida, which described area shall be known as the "Big Cypress National

1596 Preserve Addition, Florida," together with such contiguous land
1597 and water areas as are ecologically linked with the Everglades
1598 National Park, certain of the estuarine fisheries of South
1599 Florida, or the freshwater aquifer of South Florida, the
1600 definitive boundaries of which shall be set in the following
1601 manner: Within 120 days following the effective date of this
1602 act, the state land planning agency shall recommend definitive
1603 boundaries for the Big Cypress Area to the Administration
1604 Commission, after giving notice to all local governments and
1605 regional ~~planning~~ agencies which include within their boundaries
1606 any part of the area proposed to be included in the Big Cypress
1607 Area and holding such hearings as the state land planning agency
1608 deems appropriate. Within 45 days following receipt of the
1609 recommended boundaries, the Administration Commission shall
1610 adopt, modify, or reject the recommendation and shall by rule
1611 establish the boundaries of the area defined as the Big Cypress
1612 Area.

1613 Section 51. Subsection (6) and paragraph (b) of subsection
1614 (12) of section 380.06, Florida Statutes, are amended to read:
1615 380.06 Developments of regional impact.—

1616 (6) REPORTS.—Notwithstanding any condition in a development
1617 order for an approved development of regional impact, the
1618 developer is not required to submit an annual or a biennial
1619 report on the development of regional impact to the local
1620 government, ~~the regional planning agency,~~ the state land
1621 planning agency, and all affected permit agencies unless
1622 required to do so by the local government that has jurisdiction
1623 over the development. The penalty for failure to file such a
1624 required report is as prescribed by the local government.

(12) PROPOSED DEVELOPMENTS.—

(b) This subsection does not apply to:

1. Amendments to a development order governing an existing development of regional impact.

2. An application for development approval filed with a concurrent plan amendment application pending as of May 14, 2015, if the applicant elects to have the application reviewed pursuant to this section as it existed on that date. The election shall be in writing and filed with the affected local government, ~~regional planning council~~, and state land planning agency before December 31, 2018.

Section 52. Subsection (2) of section 380.061, Florida Statutes, is amended to read:

380.061 The Florida Quality Developments program.—

(2) Following written notification to the state land planning agency ~~and the appropriate regional planning agency~~, a local government with an approved Florida Quality Development within its jurisdiction must set a public hearing pursuant to its local procedures and shall adopt a local development order to replace and supersede the development order adopted by the state land planning agency for the Florida Quality Development. Thereafter, the Florida Quality Development shall follow the procedures and requirements for developments of regional impact as specified in this chapter.

Section 53. Subsection (2) of section 380.07, Florida Statutes, is amended to read:

380.07 Florida Land and Water Adjudicatory Commission.—

(2) Whenever any local government issues any development order in any area of critical state concern, or in regard to the

1654 abandonment of any approved development of regional impact,
1655 copies of such orders as prescribed by rule by the state land
1656 planning agency shall be transmitted to the state land planning
1657 agency,~~the regional planning agency,~~ and the owner or developer
1658 of the property affected by such order. The state land planning
1659 agency shall adopt rules describing development order rendition
1660 and effectiveness in designated areas of critical state concern.
1661 Within 45 days after the order is rendered, the owner, the
1662 developer, or the state land planning agency may appeal the
1663 order to the Florida Land and Water Adjudicatory Commission by
1664 filing a petition alleging that the development order is not
1665 consistent with this part.

1666 Section 54. Subsection (3) of section 380.507, Florida
1667 Statutes, is amended to read:

1668 380.507 Powers of the trust.—The trust shall have all the
1669 powers necessary or convenient to carry out the purposes and
1670 provisions of this part, including:

1671 (3) To provide technical and financial assistance to local
1672 governments, state agencies, water management districts,
1673 ~~regional planning councils,~~ and nonprofit agencies to carry out
1674 projects and activities and develop programs to achieve the
1675 purposes of this part.

1676 Section 55. Subsection (6) of section 403.0752, Florida
1677 Statutes, is amended to read:

1678 403.0752 Ecosystem management agreements.—

1679 (6) The secretary of the department may form ecosystem
1680 management advisory teams for consultation and participation in
1681 the preparation of an ecosystem management agreement. The
1682 secretary shall request the participation of at least the state

1683 and regional and local government entities having regulatory
1684 authority over the activities to be subject to the ecosystem
1685 management agreement. Such teams may also include
1686 representatives of other participating or advisory government
1687 agencies, which may include ~~regional planning councils~~, private
1688 landowners, public landowners and managers, public and private
1689 utilities, corporations, and environmental interests. Team
1690 members shall be selected in a manner that ensures adequate
1691 representation of the diverse interests and perspectives within
1692 the designated ecosystem. Participation by any department of
1693 state government is at the discretion of that agency.

1694 Section 56. Subsection (26) of section 403.503, Florida
1695 Statutes, is amended to read:

1696 403.503 Definitions relating to Florida Electrical Power
1697 Plant Siting Act.—As used in this act:

1698 ~~(26) "Regional planning council" means a regional planning~~
1699 ~~council as defined in s. 186.503(4) in the jurisdiction of which~~
1700 ~~the electrical power plant is proposed to be located.~~

1701 Section 57. Subsection (1) of section 403.50663, Florida
1702 Statutes, is amended to read:

1703 403.50663 Informational public meetings.—

1704 (1) A local government within whose jurisdiction the power
1705 plant is proposed to be sited may hold one informational public
1706 meeting in addition to the hearings specifically authorized by
1707 this act on any matter associated with the electrical power
1708 plant proceeding. Such informational public meetings shall be
1709 held by the local government ~~or by the regional planning council~~
1710 ~~if the local government does not hold such meeting~~ within 70
1711 days after the filing of the application. The purpose of an

1712 informational public meeting is for the local government ~~or~~
1713 ~~regional planning council~~ to further inform the public about the
1714 proposed electrical power plant or associated facilities, obtain
1715 comments from the public, and formulate its recommendation with
1716 respect to the proposed electrical power plant.

1717 Section 58. Paragraph (a) of subsection (2) of section
1718 403.507, Florida Statutes, is amended to read:

1719 403.507 Preliminary statements of issues, reports, project
1720 analyses, and studies.—

1721 (2)(a) No later than 100 days after the certification
1722 application has been determined complete, the following agencies
1723 shall prepare reports as provided below and shall submit them to
1724 the department and the applicant, unless a final order denying
1725 the determination of need has been issued under s. 403.519:

1726 1. The Department of Economic Opportunity shall prepare a
1727 report containing recommendations which address the impact upon
1728 the public of the proposed electrical power plant, based on the
1729 degree to which the electrical power plant is consistent with
1730 the applicable portions of the state comprehensive plan,
1731 emergency management, and other such matters within its
1732 jurisdiction. The Department of Economic Opportunity may also
1733 comment on the consistency of the proposed electrical power
1734 plant with applicable ~~strategic regional policy plans or~~ local
1735 comprehensive plans and land development regulations.

1736 2. The water management district shall prepare a report as
1737 to matters within its jurisdiction, including but not limited
1738 to, the impact of the proposed electrical power plant on water
1739 resources, regional water supply planning, and district-owned
1740 lands and works.

1741 3. Each local government in whose jurisdiction the proposed
1742 electrical power plant is to be located shall prepare a report
1743 as to the consistency of the proposed electrical power plant
1744 with all applicable local ordinances, regulations, standards, or
1745 criteria that apply to the proposed electrical power plant,
1746 including any applicable local environmental regulations adopted
1747 pursuant to s. 403.182 or by other means.

1748 4. The Fish and Wildlife Conservation Commission shall
1749 prepare a report as to matters within its jurisdiction.

1750 5. The Department of Transportation shall address the
1751 impact of the proposed electrical power plant on matters within
1752 its jurisdiction.

1753 Section 59. Paragraph (c) of subsection (2) of section
1754 403.518, Florida Statutes, is amended to read:

1755 403.518 Fees; disposition.—The department shall charge the
1756 applicant the following fees, as appropriate, which, unless
1757 otherwise specified, shall be paid into the Florida Permit Fee
1758 Trust Fund:

1759 (2) An application fee, which shall not exceed \$200,000.
1760 The fee shall be fixed by rule on a sliding scale related to the
1761 size, type, ultimate site capacity, or increase in electrical
1762 generating capacity proposed by the application.

1763 (c)1. Upon written request with proper itemized accounting
1764 within 90 days after final agency action by the board or
1765 department or withdrawal of the application, the agencies that
1766 prepared reports pursuant to s. 403.507 or participated in a
1767 hearing pursuant to s. 403.508 may submit a written request to
1768 the department for reimbursement of expenses incurred during the
1769 certification proceedings. The request shall contain an

1770 accounting of expenses incurred which may include time spent
1771 reviewing the application, preparation of any studies required
1772 of the agencies by this act, agency travel and per diem to
1773 attend any hearing held pursuant to this act, and for any local
1774 government's ~~or regional planning council's~~ provision of notice
1775 of public meetings required as a result of the application for
1776 certification. The department shall review the request and
1777 verify that the expenses are valid. Valid expenses shall be
1778 reimbursed; however, in the event the amount of funds available
1779 for reimbursement is insufficient to provide for full
1780 compensation to the agencies requesting reimbursement,
1781 reimbursement shall be on a prorated basis.

1782 2. If the application review is held in abeyance for more
1783 than 1 year, the agencies may submit a request for
1784 reimbursement. This time period shall be measured from the date
1785 the applicant has provided written notification to the
1786 department that it desires to have the application review
1787 process placed on hold. The fee disbursement shall be processed
1788 in accordance with subparagraph 1.

1789 Section 60. Subsection (21) of section 403.522, Florida
1790 Statutes, is amended to read:

1791 403.522 Definitions relating to the Florida Electric
1792 Transmission Line Siting Act.—As used in this act:

1793 ~~(21) "Regional planning council" means a regional planning~~
1794 ~~council as defined in s. 186.503(4) in the jurisdiction of which~~
1795 ~~the project is proposed to be located.~~

1796 Section 61. Paragraph (a) of subsection (2) of section
1797 403.526, Florida Statutes, is amended to read:

1798 403.526 Preliminary statements of issues, reports, and

project analyses; studies.—

(2)(a) No later than 90 days after the filing of the application, the following agencies shall prepare reports as provided below, unless a final order denying the determination of need has been issued under s. 403.537:

1. The department shall prepare a report as to the impact of each proposed transmission line or corridor as it relates to matters within its jurisdiction.

2. Each water management district in the jurisdiction of which a proposed transmission line or corridor is to be located shall prepare a report as to the impact on water resources and other matters within its jurisdiction.

3. The Department of Economic Opportunity shall prepare a report containing recommendations which address the impact upon the public of the proposed transmission line or corridor, based on the degree to which the proposed transmission line or corridor is consistent with the applicable portions of the state comprehensive plan, emergency management, and other matters within its jurisdiction. The Department of Economic Opportunity may also comment on the consistency of the proposed transmission line or corridor with applicable ~~strategic regional policy plans~~ ~~or~~ local comprehensive plans and land development regulations.

4. The Fish and Wildlife Conservation Commission shall prepare a report as to the impact of each proposed transmission line or corridor on fish and wildlife resources and other matters within its jurisdiction.

5. Each local government shall prepare a report as to the impact of each proposed transmission line or corridor on matters within its jurisdiction, including the consistency of the

proposed transmission line or corridor with all applicable local ordinances, regulations, standards, or criteria that apply to the proposed transmission line or corridor, including local comprehensive plans, zoning regulations, land development regulations, and any applicable local environmental regulations adopted pursuant to s. 403.182 or by other means. A change by the responsible local government or local agency in local comprehensive plans, zoning ordinances, or other regulations made after the date required for the filing of the local government's report required by this section is not applicable to the certification of the proposed transmission line or corridor unless the certification is denied or the application is withdrawn.

6. The Department of Transportation shall prepare a report as to the impact of the proposed transmission line or corridor on state roads, railroads, airports, aeronautics, seaports, and other matters within its jurisdiction.

7. The commission shall prepare a report containing its determination under s. 403.537, and the report may include the comments from the commission with respect to any other subject within its jurisdiction.

8. Any other agency, if requested by the department, shall also perform studies or prepare reports as to subjects within the jurisdiction of the agency which may potentially be affected by the proposed transmission line.

Section 62. Subsection (1) of section 403.5272, Florida Statutes, is amended to read:

403.5272 Informational public meetings.—

(1) A local government whose jurisdiction is to be crossed

1857 by a proposed corridor may hold one informational public meeting
1858 in addition to the hearings specifically authorized by this act
1859 on any matter associated with the transmission line proceeding.
1860 The informational public meeting ~~may be conducted by the local~~
1861 ~~government or the regional planning council~~ and shall be held no
1862 later than 55 days after the application is filed. The purpose
1863 of an informational public meeting is for the local government
1864 ~~or regional planning council~~ to further inform the public about
1865 the transmission line proposed, obtain comments from the public,
1866 and formulate its recommendation with respect to the proposed
1867 transmission line.

1868 Section 63. Subsection (4), paragraph (a) of subsection
1869 (5), and paragraph (a) of subsection (6) of section 403.5363,
1870 Florida Statutes, are amended to read:

1871 403.5363 Public notices; requirements.—

1872 (4) A local government ~~or regional planning council~~ that
1873 proposes to conduct an informational public meeting pursuant to
1874 s. 403.5272 must publish notice of the meeting in a newspaper of
1875 general circulation within the county or counties in which the
1876 proposed electrical transmission line will be located no later
1877 than 7 days before ~~prior to~~ the meeting. A newspaper of general
1878 circulation shall be the newspaper that has the largest daily
1879 circulation in that county and has its principal office in that
1880 county. If the newspaper with the largest daily circulation has
1881 its principal office outside the county, the notices shall
1882 appear in both the newspaper having the largest circulation in
1883 that county and in a newspaper authorized to publish legal
1884 notices in that county.

1885 (5) (a) A good faith effort shall be made by the applicant

1886 to provide direct notice of the filing of an application for
1887 certification by United States mail or hand delivery no later
1888 than 45 days after filing of the application to all local
1889 landowners whose property, as noted in the most recent local
1890 government tax records, and residences are located within one-
1891 quarter mile of the proposed boundaries of a transmission line
1892 corridor that only includes a transmission line as defined by s.
1893 403.522(21) ~~s. 403.522(22)~~.

1894 (6)(a) A good faith effort shall be made by the proponent
1895 of an alternate corridor that includes a transmission line, as
1896 defined by s. 403.522(21) ~~s. 403.522(22)~~, to provide direct
1897 notice of the filing of an alternate corridor for certification
1898 by United States mail or hand delivery of the filing no later
1899 than 30 days after filing of the alternate corridor to all local
1900 landowners whose property, as noted in the most recent local
1901 government tax records, and residences are located within one-
1902 quarter mile of the proposed boundaries of a transmission line
1903 corridor that includes a transmission line as defined by s.
1904 403.522(21) ~~s. 403.522(22)~~.

1905 Section 64. Paragraph (d) of subsection (1) of section
1906 403.5365, Florida Statutes, is amended to read:

1907 403.5365 Fees; disposition.—The department shall charge the
1908 applicant the following fees, as appropriate, which, unless
1909 otherwise specified, shall be paid into the Florida Permit Fee
1910 Trust Fund:

1911 (1) An application fee.

1912 (d)1. Upon written request with proper itemized accounting
1913 within 90 days after final agency action by the siting board or
1914 the department or the written notification of the withdrawal of

the application, the agencies that prepared reports under s. 403.526 or s. 403.5271 or participated in a hearing under s. 403.527 or s. 403.5271 may submit a written request to the department for reimbursement of expenses incurred during the certification proceedings. The request must contain an accounting of expenses incurred, which may include time spent reviewing the application, preparation of any studies required of the agencies by this act, agency travel and per diem to attend any hearing held under this act, and for the local government ~~or regional planning council~~ providing additional notice of the informational public meeting. The department shall review the request and verify whether a claimed expense is valid. Valid expenses shall be reimbursed; however, if the amount of funds available for reimbursement is insufficient to provide for full compensation to the agencies, reimbursement shall be on a prorated basis.

2. If the application review is held in abeyance for more than 1 year, the agencies may submit a request for reimbursement under subparagraph 1. This time period shall be measured from the date the applicant has provided written notification to the department that it desires to have the application review process placed on hold. The fee disbursement shall be processed in accordance with subparagraph 1.

Section 65. Paragraphs (a) and (d) of subsection (1) of section 403.537, Florida Statutes, are amended to read:

403.537 Determination of need for transmission line; powers and duties.—

(1)(a) Upon request by an applicant or upon its own motion, the Florida Public Service Commission shall schedule a public

1944 hearing, after notice, to determine the need for a transmission
1945 line regulated by the Florida Electric Transmission Line Siting
1946 Act, ss. 403.52-403.5365. The notice shall be published at least
1947 21 days before the date set for the hearing and shall be
1948 published by the applicant in at least one-quarter page size
1949 notice in newspapers of general circulation, and by the
1950 commission in the manner specified in chapter 120, by giving
1951 notice to counties ~~and regional planning councils~~ in whose
1952 jurisdiction the transmission line could be placed, and by
1953 giving notice to any persons who have requested to be placed on
1954 the mailing list of the commission for this purpose. Within 21
1955 days after receipt of a request for determination by an
1956 applicant, the commission shall set a date for the hearing. The
1957 hearing shall be held pursuant to s. 350.01 within 45 days after
1958 the filing of the request, and a decision shall be rendered
1959 within 60 days after such filing.

1960 (d) The determination by the commission of the need for the
1961 transmission line, as defined in s. 403.522(21) ~~s. 403.522(22)~~,
1962 is binding on all parties to any certification proceeding under
1963 the Florida Electric Transmission Line Siting Act and is a
1964 condition precedent to the conduct of the certification hearing
1965 prescribed therein. An order entered pursuant to this section
1966 constitutes final agency action.

1967 Section 66. Subsection (17) of section 403.704, Florida
1968 Statutes, is amended to read:

1969 403.704 Powers and duties of the department.—The department
1970 shall have responsibility for the implementation and enforcement
1971 of this act. In addition to other powers and duties, the
1972 department shall:

(17) Provide technical assistance to local governments and regional agencies to ensure consistency between county hazardous waste management assessments; coordinate the development of such assessments ~~with the assistance of the appropriate regional planning councils~~; and review and make recommendations to the Legislature relative to the sufficiency of the assessments to meet state hazardous waste management needs.

Section 67. Subsection (1) of section 403.7226, Florida Statutes, is amended to read:

403.7226 Technical assistance by the department.—The department shall:

(1) Provide technical assistance to county governments ~~and regional planning councils~~ to ensure consistency in implementing local hazardous waste management assessments as provided in ss. 403.7225, 403.7234, and 403.7236. In order to ensure that each local assessment is properly implemented and that all information gathered during the assessment is uniformly compiled and documented, each county ~~or regional planning council~~ shall contact the department during the preparation of the local assessment to receive technical assistance. Each county ~~or regional planning council~~ shall follow guidelines established by the department, and adopted by rule as appropriate, in order to properly implement these assessments.

Section 68. Subsection (22) of section 403.9403, Florida Statutes, is amended to read:

403.9403 Definitions.—As used in ss. 403.9401-403.9425, the term:

~~(22) "Regional planning council" means a regional planning council created pursuant to chapter 186 in the jurisdiction of~~

2002 ~~which the project is proposed to be located.~~

2003 Section 69. Paragraph (a) of subsection (2) of section
2004 403.941, Florida Statutes, is amended to read:

2005 403.941 Preliminary statements of issues, reports, and
2006 studies.—

2007 (2) (a) The affected agencies shall prepare reports as
2008 provided in this paragraph and shall submit them to the
2009 department and the applicant within 60 days after the
2010 application is determined sufficient:

2011 1. The department shall prepare a report as to the impact
2012 of each proposed natural gas transmission pipeline or corridor
2013 as it relates to matters within its jurisdiction.

2014 2. Each water management district in the jurisdiction of
2015 which a proposed natural gas transmission pipeline or corridor
2016 is to be located shall prepare a report as to the impact on
2017 water resources and other matters within its jurisdiction.

2018 3. The Department of Economic Opportunity shall prepare a
2019 report containing recommendations which address the impact upon
2020 the public of the proposed natural gas transmission pipeline or
2021 corridor, based on the degree to which the proposed natural gas
2022 transmission pipeline or corridor is consistent with the
2023 applicable portions of the state comprehensive plan and other
2024 matters within its jurisdiction. The Department of Economic
2025 Opportunity may also comment on the consistency of the proposed
2026 natural gas transmission pipeline or corridor with applicable
2027 ~~strategic regional policy plans or~~ local comprehensive plans and
2028 land development regulations.

2029 4. The Fish and Wildlife Conservation Commission shall
2030 prepare a report as to the impact of each proposed natural gas

transmission pipeline or corridor on fish and wildlife resources and other matters within its jurisdiction.

5. Each local government in which the natural gas transmission pipeline or natural gas transmission pipeline corridor will be located shall prepare a report as to the impact of each proposed natural gas transmission pipeline or corridor on matters within its jurisdiction, including the consistency of the proposed natural gas transmission pipeline or corridor with all applicable local ordinances, regulations, standards, or criteria that apply to the proposed natural gas transmission pipeline or corridor, including local comprehensive plans, zoning regulations, land development regulations, and any applicable local environmental regulations adopted pursuant to s. 403.182 or by other means. No change by the responsible local government or local agency in local comprehensive plans, zoning ordinances, or other regulations made after the date required for the filing of the local government's report required by this section shall be applicable to the certification of the proposed natural gas transmission pipeline or corridor unless the certification is denied or the application is withdrawn.

6. The Department of Transportation shall prepare a report on the effect of the natural gas transmission pipeline or natural gas transmission pipeline corridor on matters within its jurisdiction, including roadway crossings by the pipeline. The report shall contain at a minimum:

a. A report by the applicant to the department stating that all requirements of the department's utilities accommodation guide have been or will be met in regard to the proposed pipeline or pipeline corridor; and

2060 b. A statement by the department as to the adequacy of the
2061 report to the department by the applicant.

2062 7. The Department of State, Division of Historical
2063 Resources, shall prepare a report on the impact of the natural
2064 gas transmission pipeline or natural gas transmission pipeline
2065 corridor on matters within its jurisdiction.

2066 8. The commission shall prepare a report addressing matters
2067 within its jurisdiction. The commission's report shall include
2068 its determination of need issued pursuant to s. 403.9422.

2069 Section 70. Paragraph (a) of subsection (1) of section
2070 403.9422, Florida Statutes, is amended to read:

2071 403.9422 Determination of need for natural gas transmission
2072 pipeline; powers and duties.—

2073 (1)(a) Upon request by an applicant or upon its own motion,
2074 the commission shall schedule a public hearing, after notice, to
2075 determine the need for a natural gas transmission pipeline
2076 regulated by ss. 403.9401-403.9425. Such notice shall be
2077 published at least 45 days before the date set for the hearing
2078 and shall be published in at least one-quarter page size in
2079 newspapers of general circulation and in the Florida
2080 Administrative Register, by giving notice to counties ~~and~~
2081 ~~regional planning councils~~ in whose jurisdiction the natural gas
2082 transmission pipeline could be placed, and by giving notice to
2083 any persons who have requested to be placed on the mailing list
2084 of the commission for this purpose. Within 21 days after receipt
2085 of a request for determination by an applicant, the commission
2086 shall set a date for the hearing. The hearing shall be held
2087 pursuant to s. 350.01 within 75 days after the filing of the
2088 request, and a decision shall be rendered within 90 days after

2089 such filing.

2090 Section 71. Subsection (4) of section 403.973, Florida
2091 Statutes, is amended to read:

2092 403.973 Expedited permitting; amendments to comprehensive
2093 plans.—

2094 (4) The regional teams shall be established through the
2095 execution of a project-specific memorandum of agreement
2096 developed and executed by the applicant and the secretary, with
2097 input solicited from the respective heads of the Department of
2098 Transportation and its district offices, the Department of
2099 Agriculture and Consumer Services, the Fish and Wildlife
2100 Conservation Commission, ~~appropriate regional planning councils,~~
2101 appropriate water management districts, and voluntarily
2102 participating municipalities and counties. The memorandum of
2103 agreement should also accommodate participation in this
2104 expedited process by other local governments and federal
2105 agencies as circumstances warrant.

2106 Section 72. Paragraphs (b) and (d) of subsection (1) of
2107 section 408.033, Florida Statutes, are amended to read:

2108 408.033 Local and state health planning.—

2109 (1) LOCAL HEALTH COUNCILS.—

2110 (b) Each local health council may:

2111 1. Develop a district area health plan that permits each
2112 local health council to develop strategies and set priorities
2113 for implementation based on its unique local health needs.

2114 2. Advise the agency on health care issues and resource
2115 allocations.

2116 3. Promote public awareness of community health needs,
2117 emphasizing health promotion and cost-effective health service

2118 selection.

2119 4. Collect data and conduct analyses and studies related to
2120 health care needs of the district, including the needs of
2121 medically indigent persons, and assist the agency and other
2122 state agencies in carrying out data collection activities that
2123 relate to the functions in this subsection.

2124 5. Monitor the onsite construction progress, if any, of
2125 certificate-of-need approved projects and report council
2126 findings to the agency on forms provided by the agency.

2127 ~~6. Advise and assist any regional planning councils within~~
2128 ~~each district that have elected to address health issues in~~
2129 ~~their strategic regional policy plans with the development of~~
2130 ~~the health element of the plans to address the health goals and~~
2131 ~~policies in the State Comprehensive Plan.~~

2132 ~~7.~~ Advise and assist local governments within each district
2133 on the development of an optional health plan element of the
2134 comprehensive plan provided in chapter 163, to assure
2135 compatibility with the health goals and policies in the State
2136 Comprehensive Plan and district health plan. To facilitate the
2137 implementation of this section, the local health council shall
2138 annually provide the local governments in its service area, upon
2139 request, with:

2140 a. A copy and appropriate updates of the district health
2141 plan;

2142 b. A report of hospital and nursing home utilization
2143 statistics for facilities within the local government
2144 jurisdiction; and

2145 c. Applicable agency rules and calculated need
2146 methodologies for health facilities and services regulated under

s. 408.034 for the district served by the local health council.

~~7.8.~~ Monitor and evaluate the adequacy, appropriateness, and effectiveness, within the district, of local, state, federal, and private funds distributed to meet the needs of the medically indigent and other underserved population groups.

~~8.9.~~ In conjunction with the Department of Health, plan for services at the local level for persons infected with the human immunodeficiency virus.

~~9.10.~~ Provide technical assistance to encourage and support activities by providers, purchasers, consumers, and local, regional, and state agencies in meeting the health care goals, objectives, and policies adopted by the local health council.

~~10.11.~~ Provide the agency with data required by rule for the review of certificate-of-need applications and the projection of need for health services and facilities in the district.

(d) Each local health council shall enter into a memorandum of agreement with each ~~regional planning council in its district that elects to address health issues in its strategic regional policy plan.~~ In addition, each local health council shall enter into a memorandum of agreement with each local government that includes an optional health element in its comprehensive plan. Each memorandum of agreement must specify the manner in which each local government, ~~regional planning council,~~ and local health council will coordinate its activities to ensure a unified approach to health planning and implementation efforts.

Section 73. Subsection (1) of section 420.609, Florida Statutes, is amended to read:

420.609 Affordable Housing Study Commission.—Because the

Legislature firmly supports affordable housing in Florida for all economic classes:

(1) There is created the Affordable Housing Study Commission, which shall be composed of 20 ~~21~~ members to be appointed by the Governor:

(a) One citizen actively engaged in the residential home building industry.

(b) One citizen actively engaged in the home mortgage lending profession.

(c) One citizen actively engaged in the real estate sales profession.

(d) One citizen actively engaged in apartment development.

(e) One citizen actively engaged in the management and operation of a rental housing development.

(f) Two citizens who represent very-low-income and low-income persons.

(g) One citizen representing a community-based organization with experience in housing development.

(h) One citizen representing a community-based organization with experience in housing development in a community with a population of less than 50,000 persons.

(i) Two citizens who represent elderly persons' housing interests.

~~(j) One representative of regional planning councils.~~

~~(k)~~ One representative of the Florida League of Cities.

(k) ~~(l)~~ One representative of the Florida Association of Counties.

(l) ~~(m)~~ Two citizens representing statewide growth management organizations.

2205 (m)~~(n)~~ One citizen of the state to serve as chair of the
2206 commission.

2207 (n)~~(o)~~ One citizen representing a residential community
2208 developer.

2209 (o)~~(p)~~ One member who is a resident of the state.

2210 (p)~~(q)~~ One representative from a local housing authority.

2211 (q)~~(r)~~ One citizen representing the housing interests of
2212 homeless persons.

2213 Section 74. Subsection (8) of section 427.012, Florida
2214 Statutes, is amended to read:

2215 427.012 The Commission for the Transportation
2216 Disadvantaged.—There is created the Commission for the
2217 Transportation Disadvantaged in the Department of
2218 Transportation.

2219 (8) The commission shall appoint a technical working group
2220 that includes representatives of private paratransit providers.
2221 The technical working group shall advise the commission on
2222 issues of importance to the state, including information,
2223 advice, and direction regarding the coordination of services for
2224 the transportation disadvantaged. The commission may appoint
2225 other technical working groups whose members may include
2226 representatives of community transportation coordinators;
2227 metropolitan planning organizations; ~~regional planning councils;~~
2228 experts in insurance, marketing, economic development, or
2229 financial planning; and persons who use transportation for the
2230 transportation disadvantaged, or their relatives, parents,
2231 guardians, or service professionals who tend to their needs.

2232 Section 75. Paragraph (f) of subsection (1) of section
2233 501.171, Florida Statutes, is amended to read:

2234 501.171 Security of confidential personal information.—

2235 (1) DEFINITIONS.—As used in this section, the term:

2236 (f) "Governmental entity" means any department, division,
2237 bureau, commission, ~~regional planning agency~~, board, district,
2238 authority, agency, or other instrumentality of this state that
2239 acquires, maintains, stores, or uses data in electronic form
2240 containing personal information.

2241 Section 76. Subsection (6) of section 1013.30, Florida
2242 Statutes, is amended to read:

2243 1013.30 University campus master plans and campus
2244 development agreements.—

2245 (6) Before a campus master plan is adopted, a copy of the
2246 draft master plan must be sent for review or made available
2247 electronically to the host and any affected local governments,
2248 the state land planning agency, the Department of Environmental
2249 Protection, the Department of Transportation, the Department of
2250 State, the Fish and Wildlife Conservation Commission, and the
2251 applicable water management district ~~and regional planning~~
2252 ~~council~~. At the request of a governmental entity, a hard copy of
2253 the draft master plan shall be submitted within 7 business days
2254 of an electronic copy being made available. These agencies must
2255 be given 90 days after receipt of the campus master plans in
2256 which to conduct their review and provide comments to the
2257 university board of trustees. The commencement of this review
2258 period must be advertised in newspapers of general circulation
2259 within the host local government and any affected local
2260 government to allow for public comment. Following receipt and
2261 consideration of all comments and the holding of an informal
2262 information session and at least two public hearings within the

host jurisdiction, the university board of trustees shall adopt the campus master plan. It is the intent of the Legislature that the university board of trustees comply with the notice requirements set forth in s. 163.3184(11) to ensure full public participation in this planning process. The informal public information session must be held before the first public hearing. The first public hearing shall be held before the draft master plan is sent to the agencies specified in this subsection. The second public hearing shall be held in conjunction with the adoption of the draft master plan by the university board of trustees. Campus master plans developed under this section are not rules and are not subject to chapter 120 except as otherwise provided in this section.

Section 77. Subsection (6) of section 339.285, Florida Statutes, is amended to read:

339.285 Enhanced Bridge Program for Sustainable Transportation.—

(6) Preference shall be given to bridge projects located on corridors that connect to the Strategic Intermodal System, created under s. 339.64, and that have been identified as regionally significant in accordance with s. 339.155(4)(b), (c), and (d) ~~s. 339.155(4)(c), (d), and (e).~~

Section 78. Subsections (1) and (2) of section 373.415, Florida Statutes, are amended to read:

373.415 Protection zones; duties of the St. Johns River Water Management District.—

(1) Not later than November 1, 1988, the St. Johns River Water Management District shall adopt rules establishing protection zones adjacent to the watercourses in the Wekiva

River System, as designated in s. 369.303(9) ~~s. 369.303(10)~~.

Such protection zones shall be sufficiently wide to prevent harm to the Wekiva River System, including water quality, water quantity, hydrology, wetlands, and aquatic and wetland-dependent wildlife species, caused by any of the activities regulated under this part. Factors on which the widths of the protection zones shall be based shall include, but not be limited to:

(a) The biological significance of the wetlands and uplands adjacent to the designated watercourses in the Wekiva River System, including the nesting, feeding, breeding, and resting needs of aquatic species and wetland-dependent wildlife species.

(b) The sensitivity of these species to disturbance, including the short-term and long-term adaptability to disturbance of the more sensitive species, both migratory and resident.

(c) The susceptibility of these lands to erosion, including the slope, soils, runoff characteristics, and vegetative cover.

In addition, the rules may establish permitting thresholds, permitting exemptions, or general permits, if such thresholds, exemptions, or general permits do not allow significant adverse impacts to the Wekiva River System to occur individually or cumulatively.

(2) Notwithstanding ~~the provisions of~~ s. 120.60, the St. Johns River Water Management District shall not issue any permit under this part within the Wekiva River Protection Area, as defined in s. 369.303(8) ~~s. 369.303(9)~~, until the appropriate local government has provided written notification to the district that the proposed activity is consistent with the local

comprehensive plan and is in compliance with any land development regulation in effect in the area where the development will take place. The district may, however, inform any property owner who makes a request for such information as to the location of the protection zone or zones on his or her property. However, if a development proposal is amended as the result of the review by the district, a permit may be issued before ~~prior to~~ the development proposal being returned, if necessary, to the local government for additional review.

Section 79. Paragraph (a) of subsection (6) and paragraph (a) of subsection (7) of section 403.5115, Florida Statutes, are amended to read:

403.5115 Public notice.—

(6)(a) A good faith effort shall be made by the applicant to provide direct written notice of the filing of an application for certification by United States mail or hand delivery no later than 45 days after filing of the application to all local landowners whose property, as noted in the most recent local government tax records, and residences are located within the following distances of the proposed project:

1. Three miles of the proposed main site boundaries of the proposed electrical power plant.

2. One-quarter mile for a transmission line corridor that only includes a transmission line as defined by s. 403.522(21) ~~s. 403.522(22)~~.

3. One-quarter mile for all other linear associated facilities extending away from the main site boundary except for a transmission line corridor that includes a transmission line that operates below those defined by s. 403.522(21) ~~s.~~

2350 ~~403.522(22).~~

2351 (7) (a) A good faith effort shall be made by the proponent
2352 of an alternate corridor that includes a transmission line, as
2353 defined by s. 403.522(21) ~~s. 403.522(22)~~, to provide direct
2354 written notice of the filing of an alternate corridor for
2355 certification by United States mail or hand delivery of the
2356 filing no later than 30 days after filing of the alternate
2357 corridor to all local landowners whose property, as noted in the
2358 most recent local government tax records, and residences, are
2359 located within one-quarter mile of the proposed boundaries of a
2360 transmission line corridor that includes a transmission line as
2361 defined by s. 403.522(21) ~~s. 403.522(22)~~.

2362 Section 80. For the purpose of incorporating the amendment
2363 made by this act to section 120.52, Florida Statutes, in a
2364 reference thereto, subsection (5) of section 57.105, Florida
2365 Statutes, is reenacted to read:

2366 57.105 Attorney's fee; sanctions for raising unsupported
2367 claims or defenses; exceptions; service of motions; damages for
2368 delay of litigation.—

2369 (5) In administrative proceedings under chapter 120, an
2370 administrative law judge shall award a reasonable attorney's fee
2371 and damages to be paid to the prevailing party in equal amounts
2372 by the losing party and a losing party's attorney or qualified
2373 representative in the same manner and upon the same basis as
2374 provided in subsections (1)-(4). Such award shall be a final
2375 order subject to judicial review pursuant to s. 120.68. If the
2376 losing party is an agency as defined in s. 120.52(1), the award
2377 to the prevailing party shall be against and paid by the agency.
2378 A voluntary dismissal by a nonprevailing party does not divest

the administrative law judge of jurisdiction to make the award described in this subsection.

Section 81. For the purpose of incorporating the amendment made by this act to section 120.52, Florida Statutes, in a reference thereto, paragraph (f) of subsection (3) of section 57.111, Florida Statutes, is reenacted to read:

57.111 Civil actions and administrative proceedings initiated by state agencies; attorneys' fees and costs.—

(3) As used in this section:

(f) The term "state agency" has the meaning described in s. 120.52(1).

Section 82. For the purpose of incorporating the amendment made by this act to section 120.52, Florida Statutes, in a reference thereto, subsection (3) of section 216.241, Florida Statutes, is reenacted to read:

216.241 Initiation or commencement of new programs; approval; expenditure of certain revenues.—

(3) Any revenues generated by any tax or fee imposed by amendment to the State Constitution after October 1, 1999, shall not be expended by any agency, as defined in s. 120.52(1), except pursuant to appropriation by the Legislature.

Section 83. For the purpose of incorporating the amendment made by this act to section 380.045, Florida Statutes, in a reference thereto, subsection (6) of section 380.0552, Florida Statutes, is reenacted to read:

380.0552 Florida Keys Area; protection and designation as area of critical state concern.—

(6) RESOURCE PLANNING AND MANAGEMENT COMMITTEE.—The Governor, acting as the chief planning officer of the state,

shall appoint a resource planning and management committee for the Florida Keys Area with the membership as specified in s. 380.045(2). Meetings shall be called as needed by the chair or on the demand of three or more members of the committee. The committee shall:

(a) Serve as a liaison between the state and local governments within Monroe County.

(b) Develop, with local government officials in the Florida Keys Area, recommendations to the state land planning agency as to the sufficiency of the Florida Keys Area's comprehensive plan and land development regulations.

(c) Recommend to the state land planning agency changes to state and regional plans and regulatory programs affecting the Florida Keys Area.

(d) Assist units of local government within the Florida Keys Area in carrying out the planning functions and other responsibilities required by this section.

(e) Review, at a minimum, all reports and other materials provided to it by the state land planning agency or other governmental agencies.

Section 84. Local governments may enter into agreements to create regional planning entities pursuant to chapter 163, Florida Statutes.

Section 85. This act shall take effect July 1, 2021.



East Central Florida Regional Planning Council

455 N. Garland Avenue, Orlando, FL 32801
Phone 407.245.0300 • Fax 407.245.0285 • www.ecfrpc.org

Hugh W. Harling, Jr. P.E.
Executive Director

Florida Regional Planning Councils - SB 62 Talking Points

We oppose Senate Bill 62 because it removes authorization and all references to the 10 Regional Planning Councils (RPCs) from Florida Statutes. Senate Bill 62 will result in:

- **The loss of a regional convener** to guide community leaders in collaborative efforts to develop regional visions linking business development, job creation, infrastructure, environment, land use, and transportation.
- **The loss of a neutral platform and qualified technical staff** to address issues of regional impact that frequently involve multiple cities and counties, as well as the public and private sector on diverse challenges such as broadband, resiliency, rural mobility, and disaster recovery.
- **The loss of technical support and grant administration** for Florida's communities will decrease access to state and federal grant opportunities for smaller cities and counties.

As Florida's only multipurpose regional entities, RPCs have served the regions and citizens of the state of Florida for over five decades. Whether coastal or inland, urban or rural, north, central, or south each region has unique needs, and each RPC is attuned and positioned to serve these needs. Governed by local boards with comprehensive representation from member governments, RPCs are nimble and able to respond to emerging local and regional concerns and opportunities.

Some of the recent projects by the East Central Florida Regional Planning Council that are benefiting Florida and its communities include:

- Governor Ron DeSantis recently awarded the ECFRPC and 5 other RPCs a \$1.499 million CDBG-MIT grant to conduct regional flood hazard mitigation planning to serve as a statewide template.
- The ECFRPC individually and in collaboration with local partners has brought over \$450,000 in resilience grants this FY into the region to support local and regional resilience and sustainability efforts.
- All 10 RPCs have joined together, led by the Northeast Florida RC, to conduct **Statewide Regional Evacuation planning**.
- The ECFRPC serves as the designated federal Economic Development District for East Central Florida. Since 2011, local governments and organizations have **been awarded more than \$9.5 million in EDA grants to fund economic development projects and initiatives**.
- Technical assistance is provided for many local communities in regards to filling planning resource gaps, transportation reviews and other needs.
- The EDA awarded the ECFRPC a 2 year, \$400,000 Cares grant to assist local partners in pandemic planning, economic resilience efforts and other needs as a result of the Covid-19 pandemic.
- The ECFRPC manages the East Central Florida Regional Resilience Collaborative which aims to increase regional resilience across 3 pillars: built and natural environment, health and equity, and economic resilience. Currently there are 37 partner communities in the Collaborative.

2020-21 Financial Impact supporting Florida and its communities in the following areas:

Economic Development - \$4,767,840

RPCs are designated as federal **Economic Development Districts** providing access to federal economic development funding, and technical assistance to local governments and private businesses for creation and expansion of infrastructure and jobs. Between 2016-2020 the E.D.A. invested **\$138,000,000** in Florida, funding more than **55 projects** in coordination with RPCs.

COVID-19 Impacted Business Revolving Loan Fund - \$7,480,000

The South Florida and Apalachee RPCs secured a **\$5.9 million and a \$1.58 million** respectively in revolving loan funds from E.D.A. to provide **capital to businesses impacted by COVID-19**.

Resilience - \$6,354,570

RPCs are partners in resilience efforts coordinating **regional resilience coalitions** and compacts bringing together regional and local governments with the private sector to address the **impacts of sea level rise** and climate change.

Transportation - \$6,358,615

RPCs provide planning for **Transportation Disadvantaged Programs** in half the counties in Florida; staff **Metropolitan or Transportation Planning Organizations**; administer **rural transit programs**; and coordinate **commuter services for employers**.

Emergency Preparedness - \$3,618,806

RPCs staff **Local Emergency Planning Committees**; support **training and site visits** related to hazardous waste sites; and prepare the award-winning **Statewide Regional Evacuation Study**,



Tentative Five-Year Work Program

Fiscal Year 2021/22 to Fiscal
Year 2025/26

MetroPlan Orlando MPO
February 10, 2021



About the FDOT Work Program

- The FDOT Work Program is a five-year plan that includes:
 - public transit, seaport, airport and rail projects
 - transportation planning, Transportation Systems Management & Operations, engineering and design, Right-of-Way acquisition and construction activities
- Includes FDOT projects and local projects with FDOT involvement
- FDOT Fiscal Year: July 1st to June 30th



Program Development



Based On:

- MPO Priorities
- SIS/FDOT Priorities



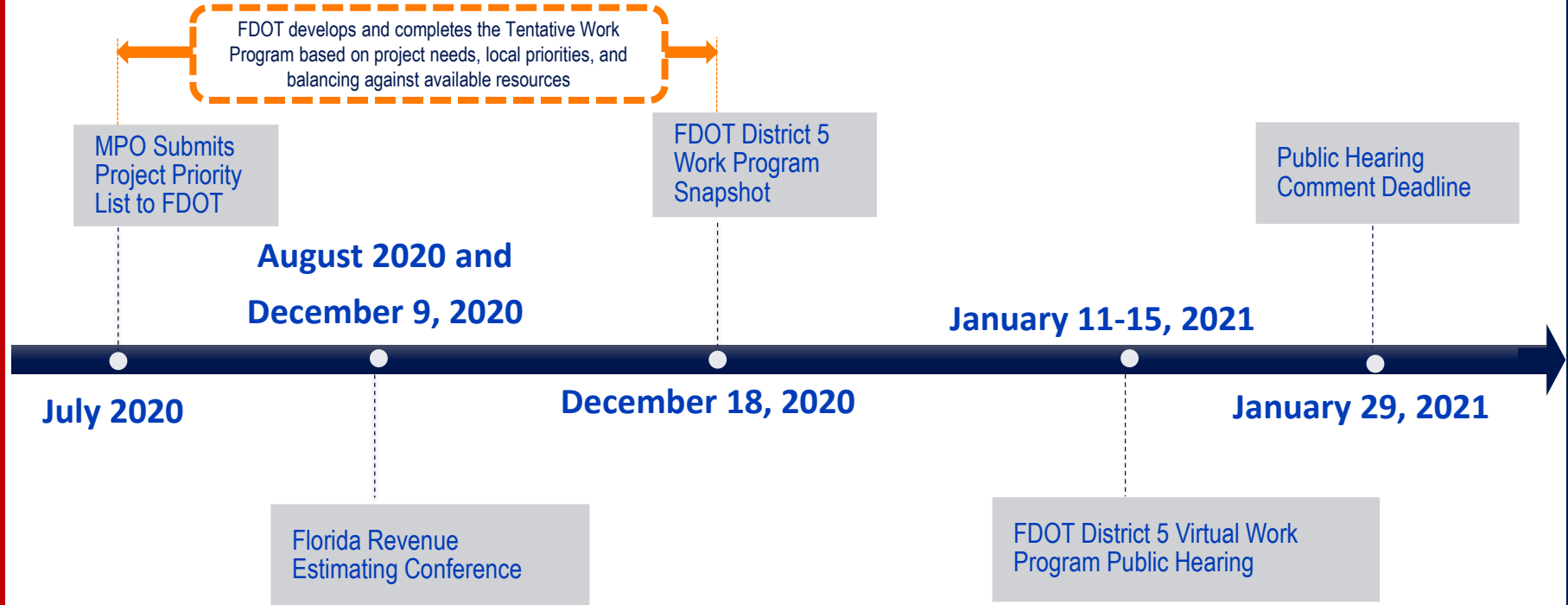
Progression of the Work Program



TENTATIVE WORK PROGRAM



A YEAR IN REVIEW OF THE WORK PROGRAM





A YEAR IN REVIEW OF THE WORK PROGRAM

February 12 – Deadline for MPO Written Objections

Florida Transportation Commission Public Hearing / Workshop

Central Office Submits Preliminary Tentative Work Program to Executive Office of the Governor

Florida State Legislation 2021 Session Ends

March 2, 2021

July 1, 2021

FEB 2021

April 30, 2021

Florida State
Legislation 2021
Session Begins

Adoption of FY 2021/22 to
FY 2025/26 Work Program



WORK PROGRAM FUNDING

COVID-19 Impacts

Revenue:

- Reduced due to growth of fuel-efficient vehicles and less miles traveled
- Reduced revenue in State Transportation Trust Fund and other transportation taxes

Right-of-Way Costs:

- Real Estate prices up an average of 7.1% statewide

Economic Impacts:

- Increase in Remote / Teleworking
- Alternate Modes of Travel
- Impacts to Tourism
 - Less traveling
 - Smaller gatherings



FIVE WORK PROGRAM FUNDING

The Five-Year Outlook



County	FY 2021/22	FY 2022/23	FY 2023/24	FY 24/25	FY 25/26	TOTAL
Orange	\$676,692,223	\$312,744,082	\$259,595,757	\$205,131,605	\$115,825,484	\$446,771,723
Osceola	\$99,153,007	\$24,871,847	\$51,195,797	\$68,134,007	\$21,921,515	\$265,276,173
Seminole	\$55,332,019	\$58,754,275	\$47,010,055	\$32,034,138	\$15,738,386	\$208,868,873
TOTAL	\$831,177,249	\$396,370,204	\$357,801,609	\$305,299,750	\$153,485,385	\$2,044,134,197

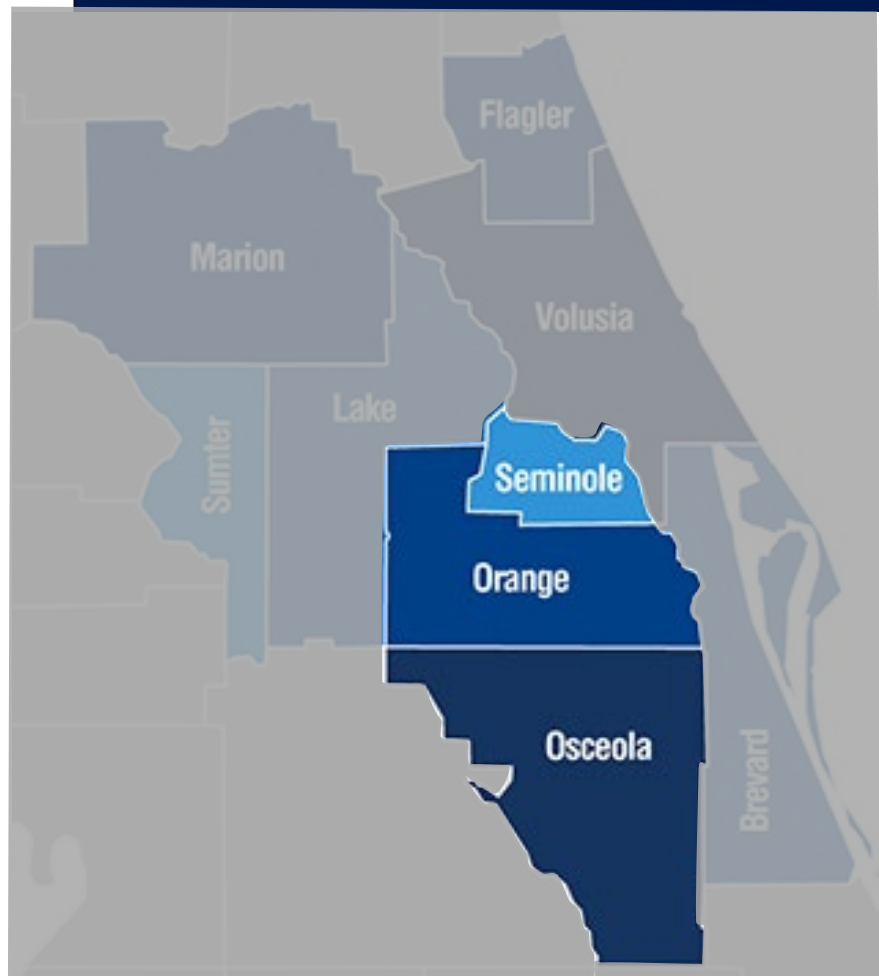


MetroPlan Orlando Region – Funding Breakdown

PROJECT TYPE	ESTIMATED 5-YEAR AMOUNT (Orange)	ESTIMATED 5-YEAR AMOUNT (Osceola)	ESTIMATED 5-YEAR AMOUNT (Seminole)	TOTAL
Safety	\$255,511,437	\$61,855,071	\$17,665,885	\$335,032,390
Capacity	\$309,763,187	\$89,661,940	\$63,101,991	\$462,527,118
Preservation	\$65,280,490	\$50,456,650	\$33,925,089	\$149,662,229
Multi-modal	\$775,590,805	\$27,625,000	\$44,100,000	\$847,315,805
Operations	\$26,997,456	\$7,283,375	\$7,656,354	\$41,937,185
Bike/Ped	\$70,747,277	\$9,027,492	\$10,563,839	\$90,338,608
Misc.	\$66,098,499	\$19,366,645	\$31,855,718	\$117,320,862



Project Highlights



ORANGE COUNTY



242484-8



S.R. 400 / I-4 (E. of S.R. 522/Osceola Parkway to W. of S.R. 528)

- Widening
- MPO Interstate Priority #2
- Right-of-Way in FY 21/22 to FY 23/24
- Funding in Tentative Work Program: \$145,608,749

END PROJECT
AT WEST OF S.R. 528
(BEACHLINE EXPWY.)

BEGIN PROJECT AT
EAST OF S.R. 522 (OSCEOLA PKWY.)

242484-7

S.R. 400/I-4 (W. of S.R. 528/Beachline to W. of S.R. 435/Kirkman Rd.)



ORANGE COUNTY

END PROJECT
AT WEST OF S.R. 435 (KIRKMAN RD.)

BEGIN PROJECT AT
WEST OF S.R. 528
(BEACHLINE EXPWY.)

- Widening and Managed Lanes
- MPO Interstate Priority #3
- Design and Right-of-Way in FY 21/22 TO FY 22/23
- Funding in Tentative Work Program: \$28,135,604

239203-7



S.R. 50 / Colonial Dr. (E. of Old Cheney Hwy. to Chuluota Rd.)

BEGIN PROJECT AT
EAST OF OLD CHENEY HWY.

END PROJECT
AT CHULUOTA RD.

- Widening
- MPO State Roads Priority #1
- Construction in FY 23/24 and CEI in FY 24/25
- Funding in Tentative Work Program: \$28,798,102

239203-8

S.R. 50 / Colonial Dr. (Chuluota Rd. to S.R. 520)



- Widening
- MPO State Roads Priority #2
- Construction and CEI in FY 24/25
- Funding in Tentative Work Program: \$29,188,031

BEGIN PROJECT AT
CHULUOTA RD.

END PROJECT
AT S.R. 520

446485-1



Virginia Dr.–Forest Ave.–Corrine Dr. (S.R. 527/Orange Ave. to Bennett Rd.)



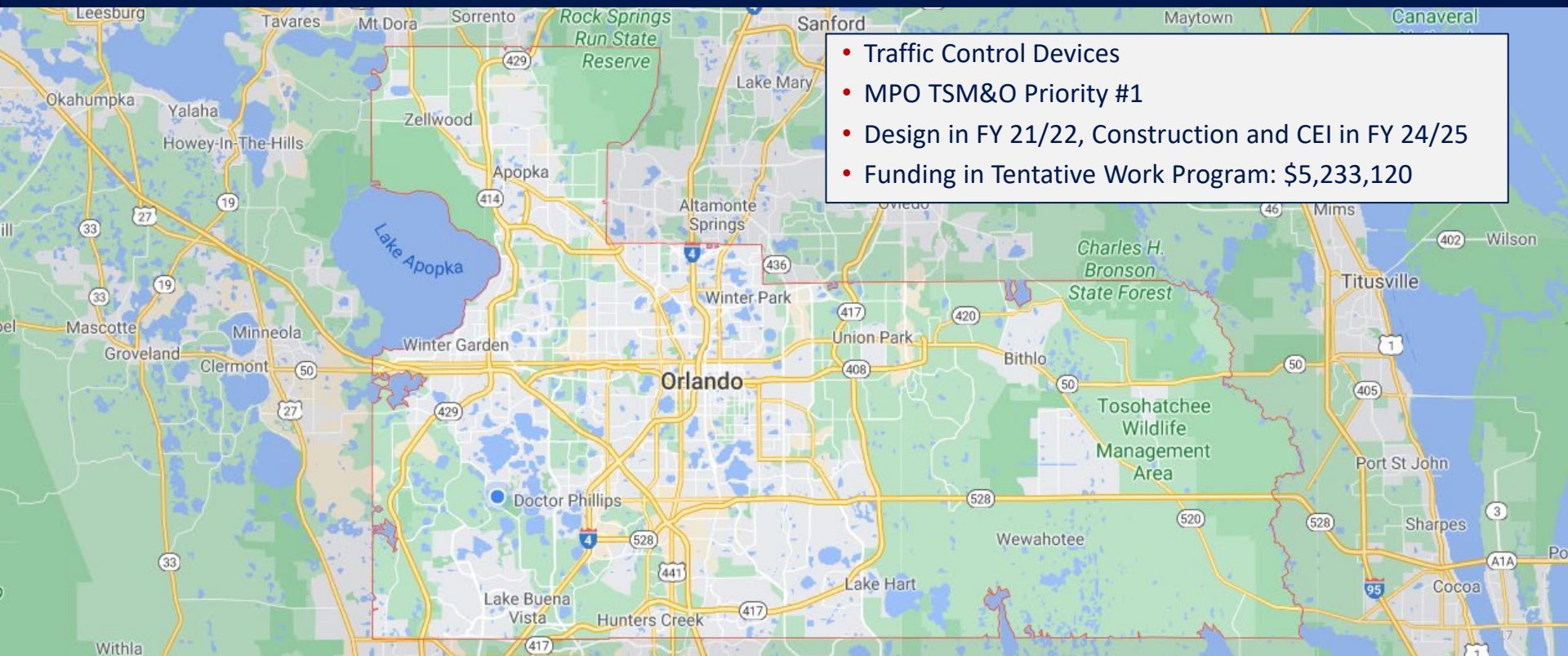
BEGIN PROJECT
AT S.R. 527 / ORANGE AVE.

END PROJECT
AT BENNETT RD.

- Miscellaneous Construction
- MPO Complete Streets Priority #3
- Design in FY 23/24, Construction and CEI in FY 25/26
- Funding in Tentative Work Program: \$4,915,000

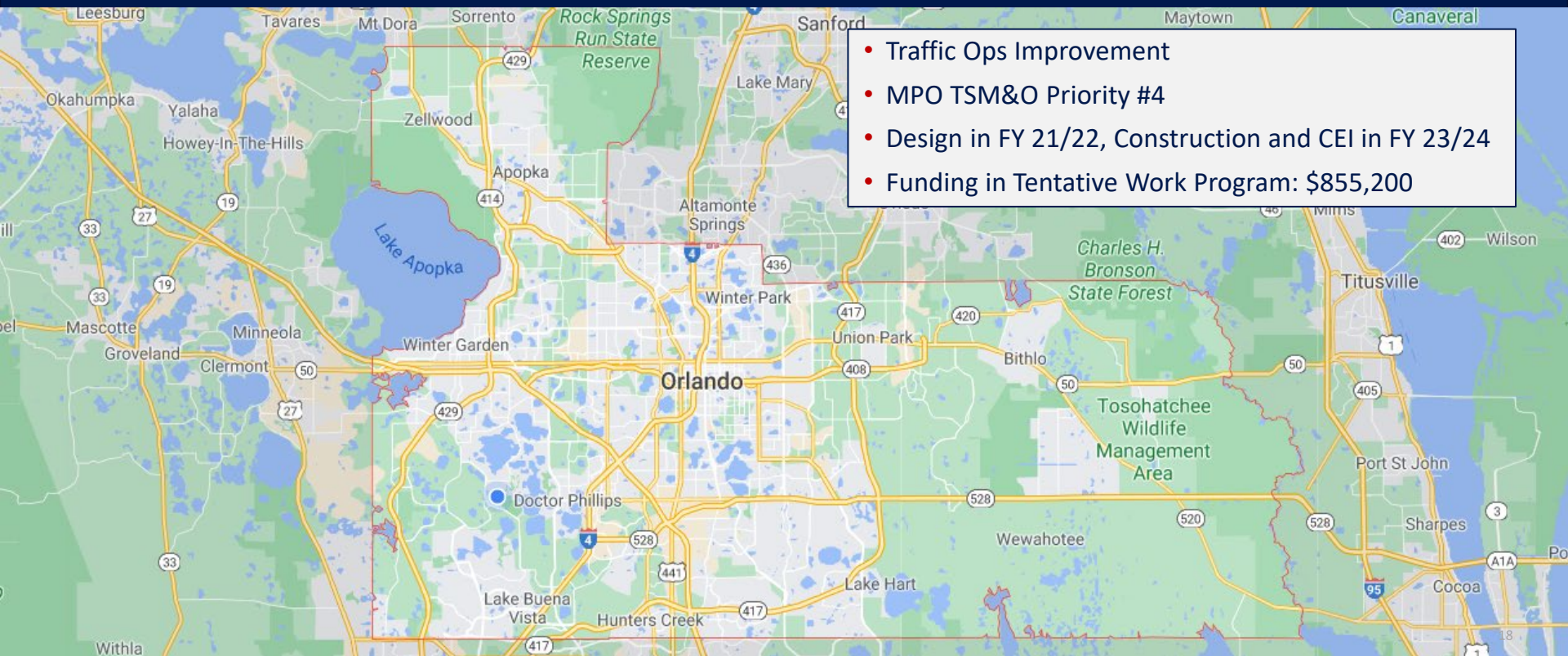
448728-1

Orange County Traffic Signal Cabinets Upgrade



447388-1

Orange County UPS Expansion Phase 1

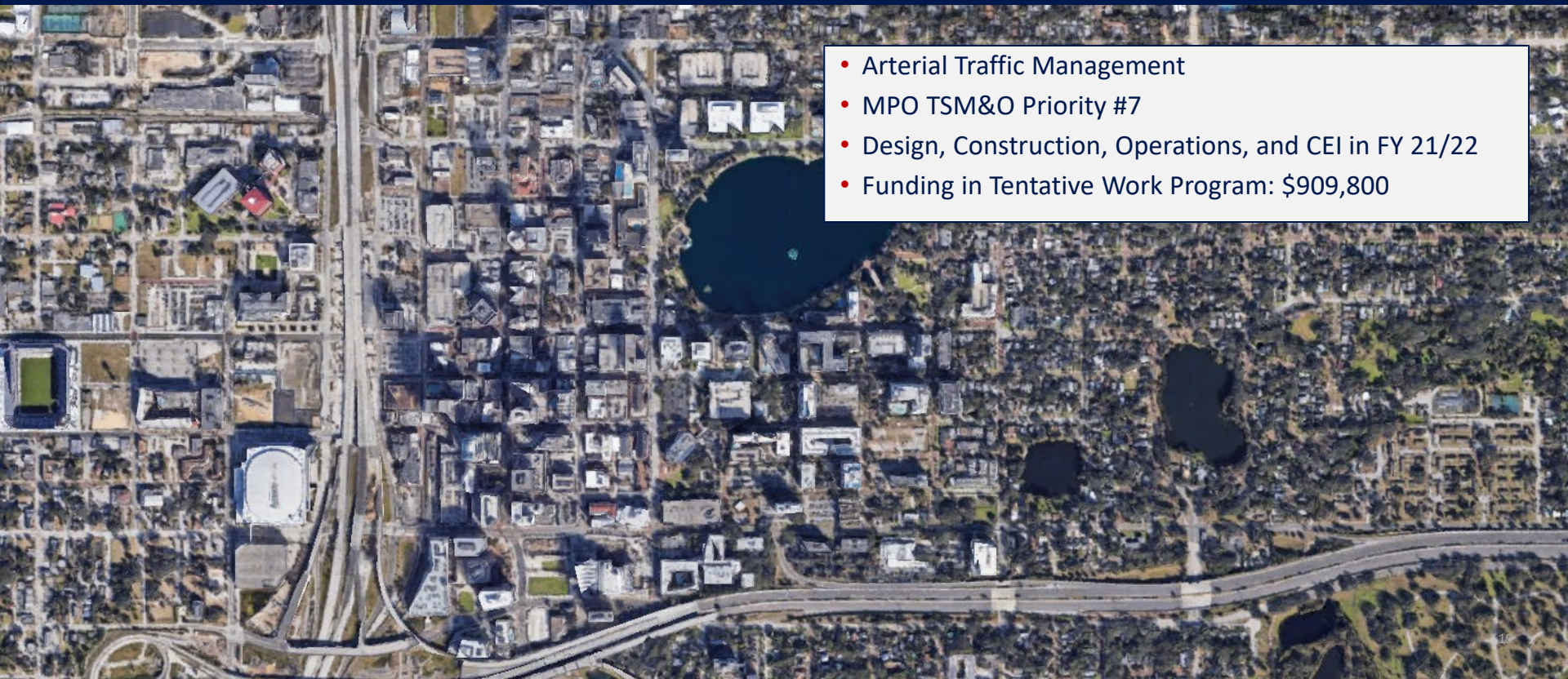


- Traffic Ops Improvement
- MPO TSM&O Priority #4
- Design in FY 21/22, Construction and CEI in FY 23/24
- Funding in Tentative Work Program: \$855,200

447807-1



Smart Orlando Downtown Advance Traffic Operations Performance

- 
- An aerial photograph of downtown Orlando, Florida, showing a dense urban area with numerous buildings, streets, and green spaces. A large body of water is visible in the center-right. A highway interchange is visible in the bottom left corner.
- Arterial Traffic Management
 - MPO TSM&O Priority #7
 - Design, Construction, Operations, and CEI in FY 21/22
 - Funding in Tentative Work Program: \$909,800

446487-1

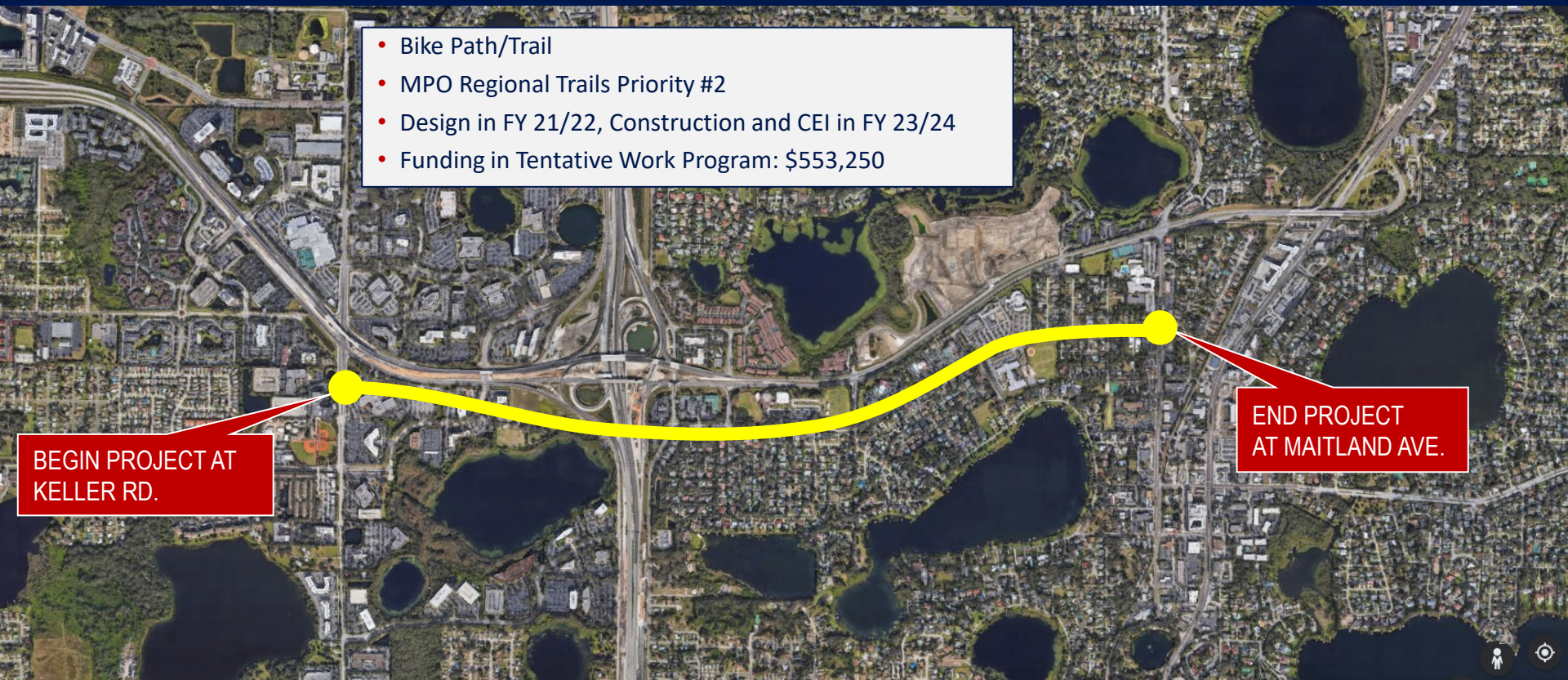
Sandspur Trail (Keller Rd. to Maitland Ave.)



- Bike Path/Trail
- MPO Regional Trails Priority #2
- Design in FY 21/22, Construction and CEI in FY 23/24
- Funding in Tentative Work Program: \$553,250

BEGIN PROJECT AT
KELLER RD.

END PROJECT
AT MAITLAND AVE.



448756-1



Shingle Creek/Kirkman Trail (Old Winter Garden Rd. to Raleigh St.)



BEGIN PROJECT AT
OLD WINTER GARDEN RD.

- Bike Path/Trail
- MPO Regional Trails Priority #3
- Construction and CEI in FY 24/25
- Funding in Tentative Work Program:
\$2,211,400

END PROJECT
AT RALEIGH ST.

444993-1



Little Econ Trail Phase 3 (Baldwin Park St. to Richard Crotty Pkwy.)

- Bike Path/Trail
- Western Connection to MPO Regional Trails Priority #1
- Design in FY 21/22 , Right-of-Way in FY 23/24, Construction and CEI in FY 25/26
- Funding in Tentative Work Program: \$11,851,000

An aerial photograph of a suburban area with residential streets, green spaces, and a golf course. A thick yellow line is drawn across the map, representing the proposed bike path/trail. The line starts at a point on Baldwin Park St. and ends at a point on Richard Crotty Pkwy. Two red callout boxes with white text point to these start and end points. The background shows a mix of green trees, grey roofs of houses, and paved roads.

BEGIN PROJECT AT
BALDWIN PARK ST.

END PROJECT
AT RICHARD CROTTY PKWY.



OSCEOLA COUNTY



437174-2

S.R. 535 (U.S. 192 to North of S.R. 536/World Center Dr.)



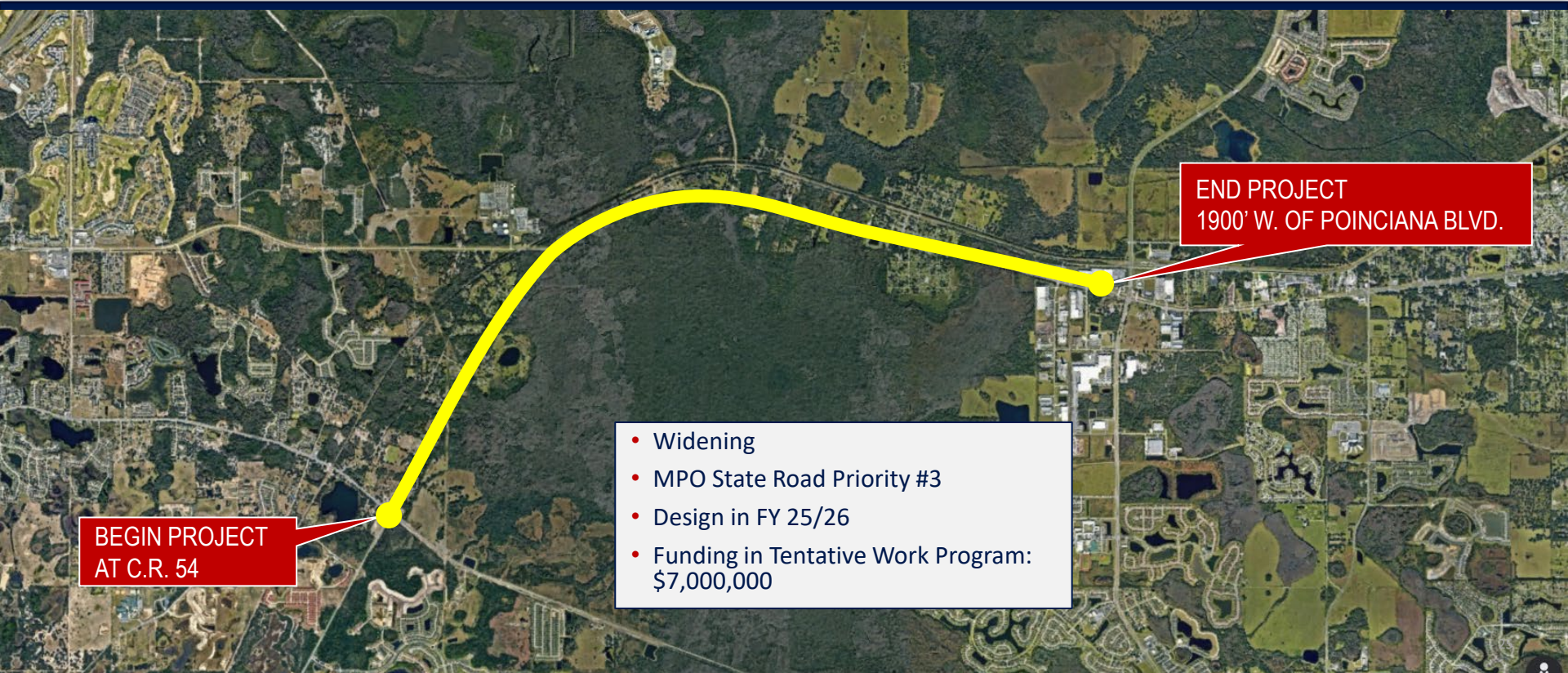
- Widening
- MPO TSM&O Priority #5
- Design in FY 25/26
- Funding in Tentative Work Program: \$5,240,000

BEGIN PROJECT
AT U.S. 192

END PROJECT
AT NORTH OF S.R. 536
(WORLD CENTER DR.)

437200-1

U.S. 17/92 (C.R. 54 to 1,900 feet W. of Poinciana Blvd.)



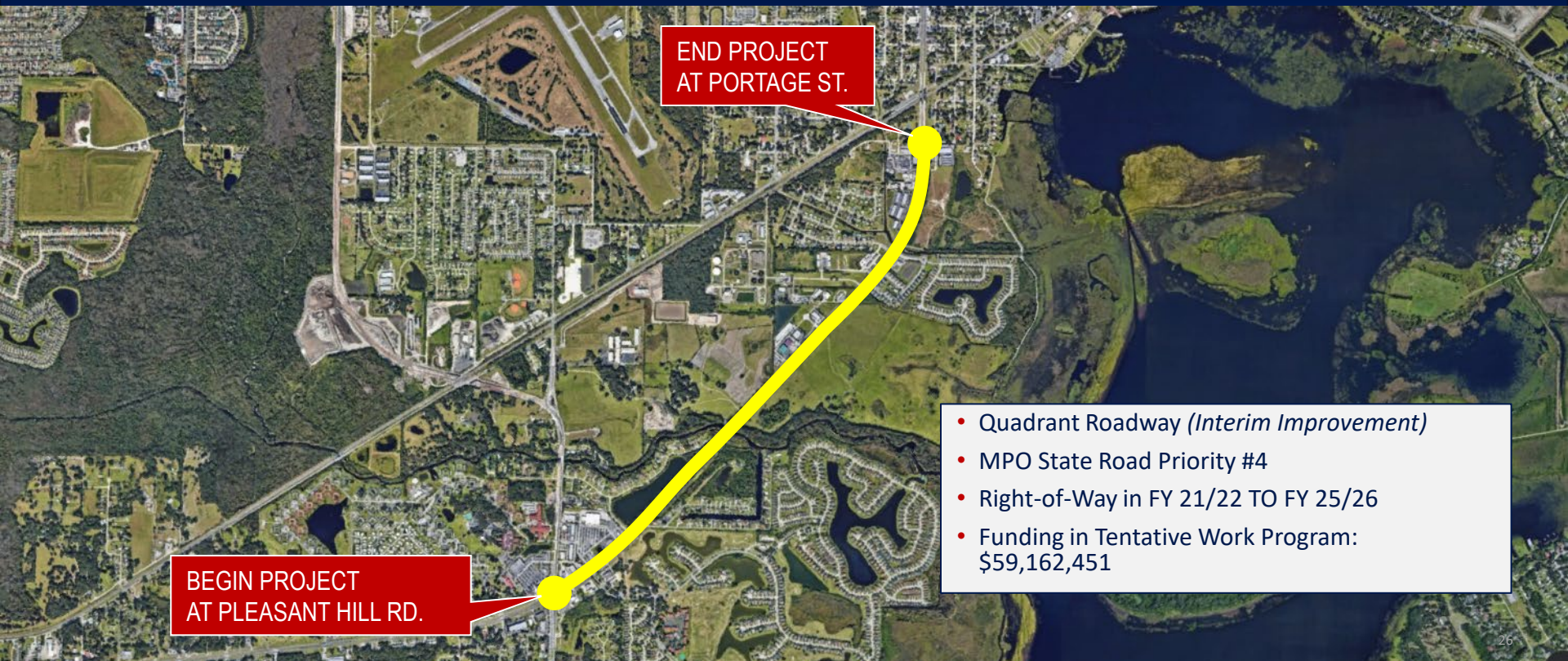
BEGIN PROJECT
AT C.R. 54

END PROJECT
1900' W. OF POINCIANA BLVD.

- Widening
- MPO State Road Priority #3
- Design in FY 25/26
- Funding in Tentative Work Program: \$7,000,000

418403-3

S.R. 600 / U.S. 17-92 (Pleasant Hill Rd. to Portage St.)



END PROJECT
AT PORTAGE ST.

BEGIN PROJECT
AT PLEASANT HILL RD.

- Quadrant Roadway (*Interim Improvement*)
- MPO State Road Priority #4
- Right-of-Way in FY 21/22 TO FY 25/26
- Funding in Tentative Work Program: \$59,162,451

437932-1

Central Ave. (Dakin Ave at Church St. to W. Donegan Ave.)



- Corridor Improvements
- MPO Complete Streets Priority #6
- Design in FY 24/25
- Funding in Tentative Work Program: \$1,125,000

An aerial photograph of a city street grid. A thick yellow line runs vertically through the center of the image, representing the project corridor. The line starts at a yellow dot at the bottom and ends at a yellow dot at the top. Two red callout boxes with white text are connected to these dots by thin red lines. The background shows a dense urban area with buildings, streets, and some green spaces.

END PROJECT
AT W. DONEGAN AVE.

BEGIN PROJECT
AT DAKIN AVE. AND CHURCH ST.

448775-1

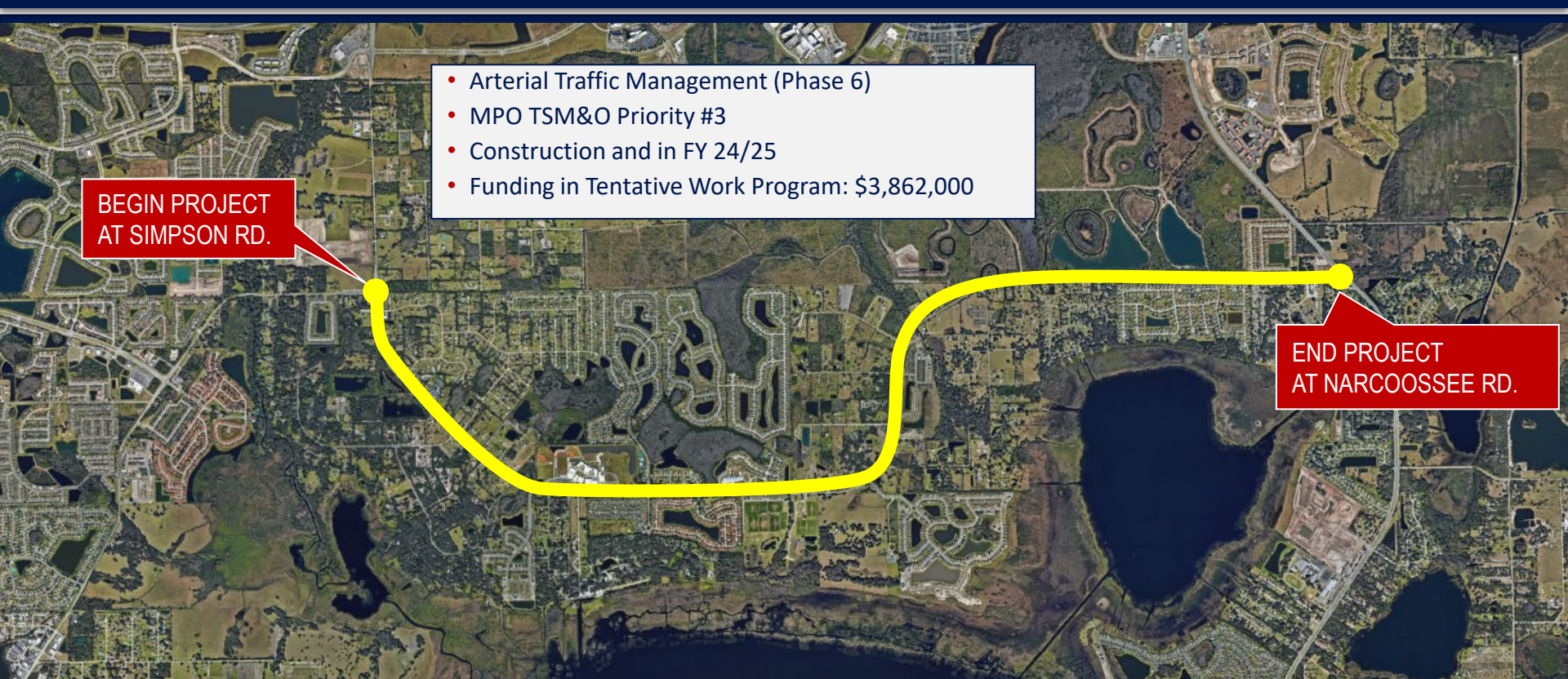
Boggy Creek Rd. (Simpson Rd. to Narcoossee Rd.)



- Arterial Traffic Management (Phase 6)
- MPO TSM&O Priority #3
- Construction and in FY 24/25
- Funding in Tentative Work Program: \$3,862,000

BEGIN PROJECT
AT SIMPSON RD.

END PROJECT
AT NARCOOSSEE RD.



448776-1

Osceola Pkwy. (Dyer Blvd. to Florida's Turnpike)



BEGIN PROJECT
AT DYER BLVD.

END PROJECT
AT FLORIDA'S TURNPIKE

- ITS Communication System
- MPO TSM&O (New Phases) Priority #4
- Design in FY 23/24
- Funding in Tentative Work Program: \$205,000

447602-1

Buenaventura Blvd. (Florida Pkwy. to E. Osceola Pkwy.)



END PROJECT
AT E. OSCEOLA PKWY.

- Traffic Signals
- MPO Complete Streets Priority #9 (North Segment)
- Design in FY 22/23, Construction and CEI in FY 24/25
- Funding in Tentative Work Program: \$1,779,967

BEGIN PROJECT
AT FLORIDA PKWY.

443262-1

Bellalago Academy Sidewalk Gaps SRTS



- Sidewalk
- MPO Safe Routes to Schools (SRTS) Priority #2
- Construction and CEI in FY 21/22
- Funding in Tentative Work Program: \$91,122



441076-1

Deerwood Elementary School Sidewalk Gaps SRTS



- Sidewalk
- MPO Safe Routes to Schools (SRTS) Priority #6
- Construction and CEI in FY 21/22
- Funding in Tentative Work Program: \$791,835



SEMINOLE COUNTY



242592-4

S.R. 400 / I-4 (1-Mile E. of S.R. 434 to E. of S.R. 15/600)



- Widening
- MPO Interstate Priority #4
- Design in FY 24/25, Right-of-Way in FY 21/22 TO FY 25/26
- Funding in Tentative Work Program: \$43,943,195

END PROJECT
AT E. OF S.R. 15/600

BEGIN PROJECT
AT 1 MILE E. OF S.R. 434

446903-1



East Church Ave (C.R. 427/N. Ronald Reagan Blvd. to U.S. 17/92)

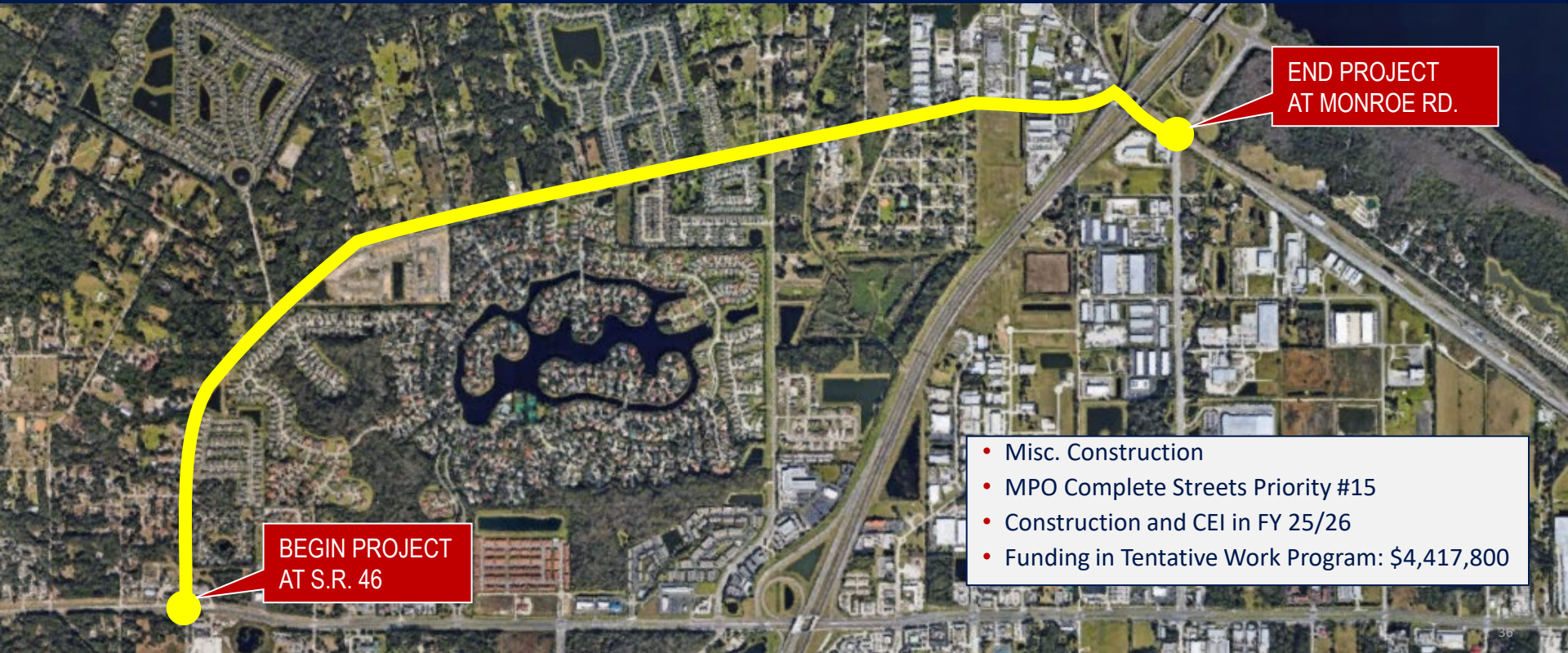
- Misc. Construction
- MPO Complete Streets Priority #5
- Construction and CEI in FY 24/25
- Funding in Tentative Work Program: \$963,074

BEGIN PROJECT
AT C.R. 427 (N. RONALD
REAGAN BLVD.)

END PROJECT
AT U.S. 17/92

448738-1

Orange Boulevard (S.R. 46 to Monroe Road)



END PROJECT
AT MONROE RD.

BEGIN PROJECT
AT S.R. 46

- Misc. Construction
- MPO Complete Streets Priority #15
- Construction and CEI in FY 25/26
- Funding in Tentative Work Program: \$4,417,800

446488-1



Warren Avenue (S.R. 434 to Milwee Street)

- Corridor Improvements
- MPO Complete Streets Priority #20
- Design in FY 24/25
- Funding in Tentative Work Program: \$355,000

END PROJECT
AT MILWEE ST.

BEGIN PROJECT
AT S.R. 434

446163-1



Central Casselberry Connectivity Improvement (Hibiscus Rd. to Marigold Rd.)

- Bike Path/Trail
- MPO Regional Trails Priority #15
- Construction and CEI in FY 24/25
- Funding in Tentative Work Program: \$1,733,900

END PROJECT
AT MARIGOLD RD. / S. WINTER
PARK DR.

BEGIN PROJECT
AT HIBISCUS RD. / S.R. 436

447564-1

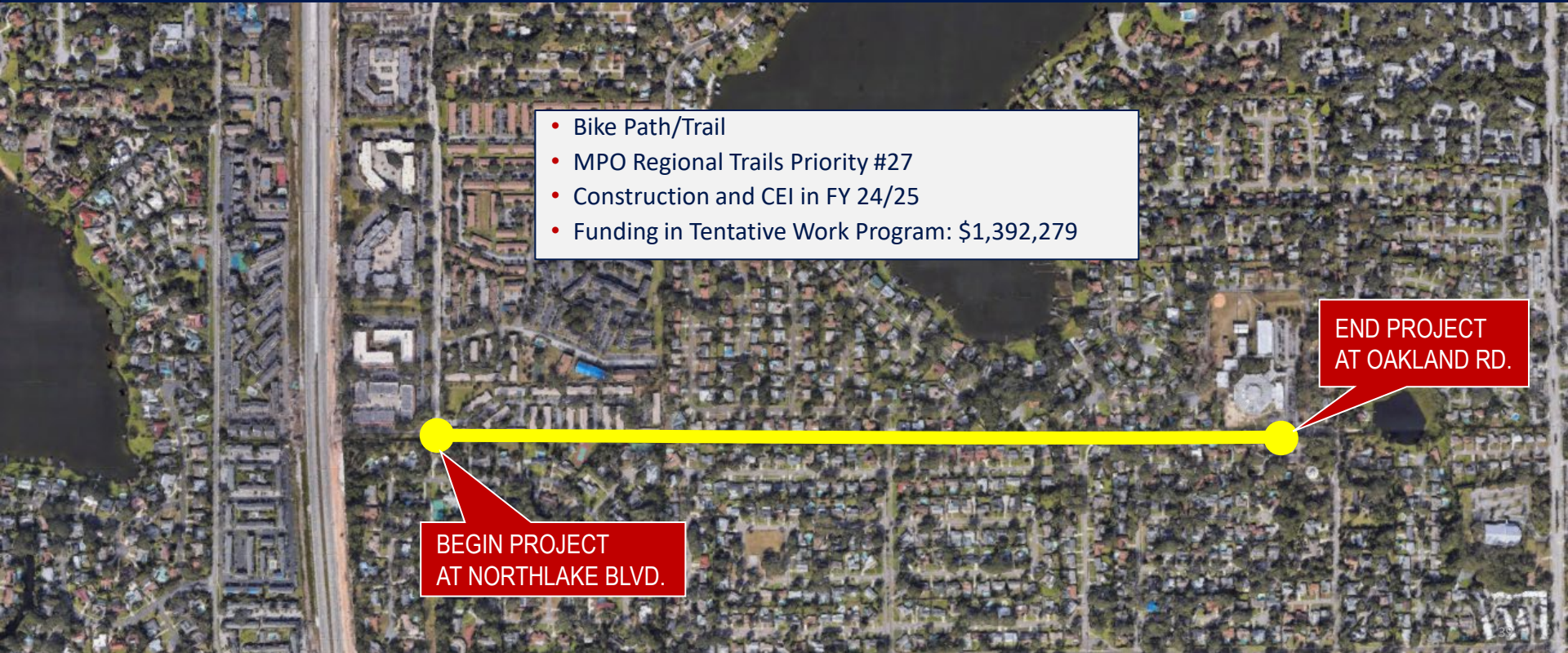
Spring Lake Trail (Northlake Blvd. to Oakland Rd.)



- Bike Path/Trail
- MPO Regional Trails Priority #27
- Construction and CEI in FY 24/25
- Funding in Tentative Work Program: \$1,392,279

END PROJECT
AT OAKLAND RD.

BEGIN PROJECT
AT NORTHLAKE BLVD.



Orange County – Deferrals

- FM #436433-1: ORANGE COUNTY GAP SEGMENT 2 FROM HIAWASSEE RD. TO NORTH OF S.R. 414
 - Construction deferred from FY 22/23 to FY 25/26 due to adjustments made to SunTrail funding
- FM #437131-1 : S.R. 50/S.R. 600/U.S. 17-92/E. COLONIAL DR. FROM IRVINGTON AVE. TO MAGUIRE BLVD.
 - Construction deferred from FY 21/22 to FY 22/23 to allow additional time for analysis to fix flooding

Seminole County – Deferral

- FM #239422-1: S.R. 434 (FOREST CITY) FROM S.R. 424 (EDGEWATER DR.) TO SEMINOLE COUNTY LINE
 - Construction deferred from FY 21/22 to FY 22/23 to balance the D5 Work Program



Thank You

Katherine Alexander
Program Management Administrator

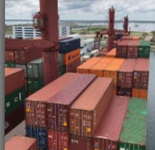
Contact:

Phone: (386) 943-5168

Email: Katherine.Alexander@dot.state.fl.us

Alt Email: D5-WPPH@dot.state.fl.us

Website: www.D5WPPH.com





Tentative Five Year Work Program

FY 2022 – FY 2026

Summary of Major Projects
Osceola, Orange, & Seminole Counties



Osceola / Orange / Seminole Major Projects

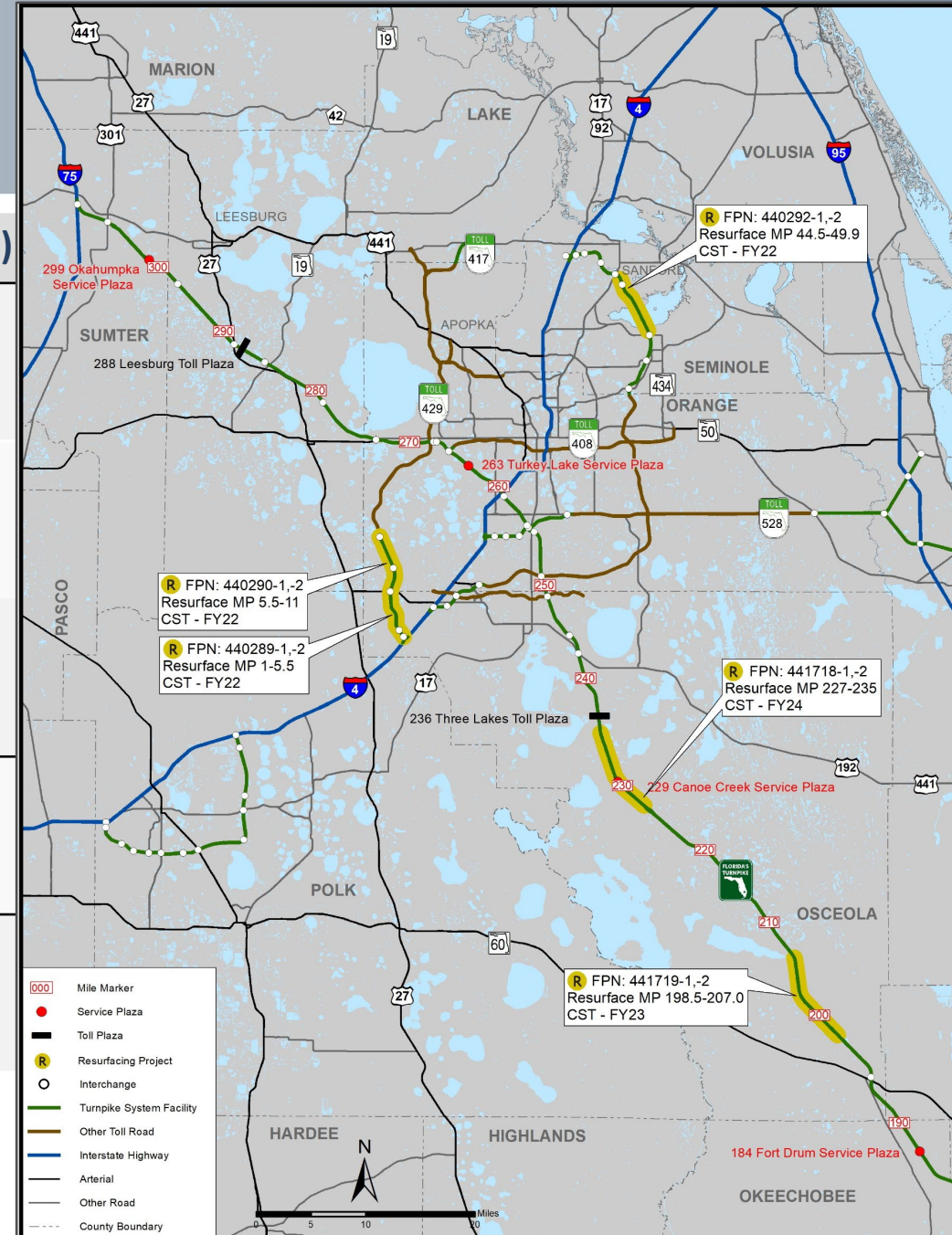
Major Projects Total Funds = \$829.7M



Tentative Five-Year Work Program
FY 2022 – FY 2026

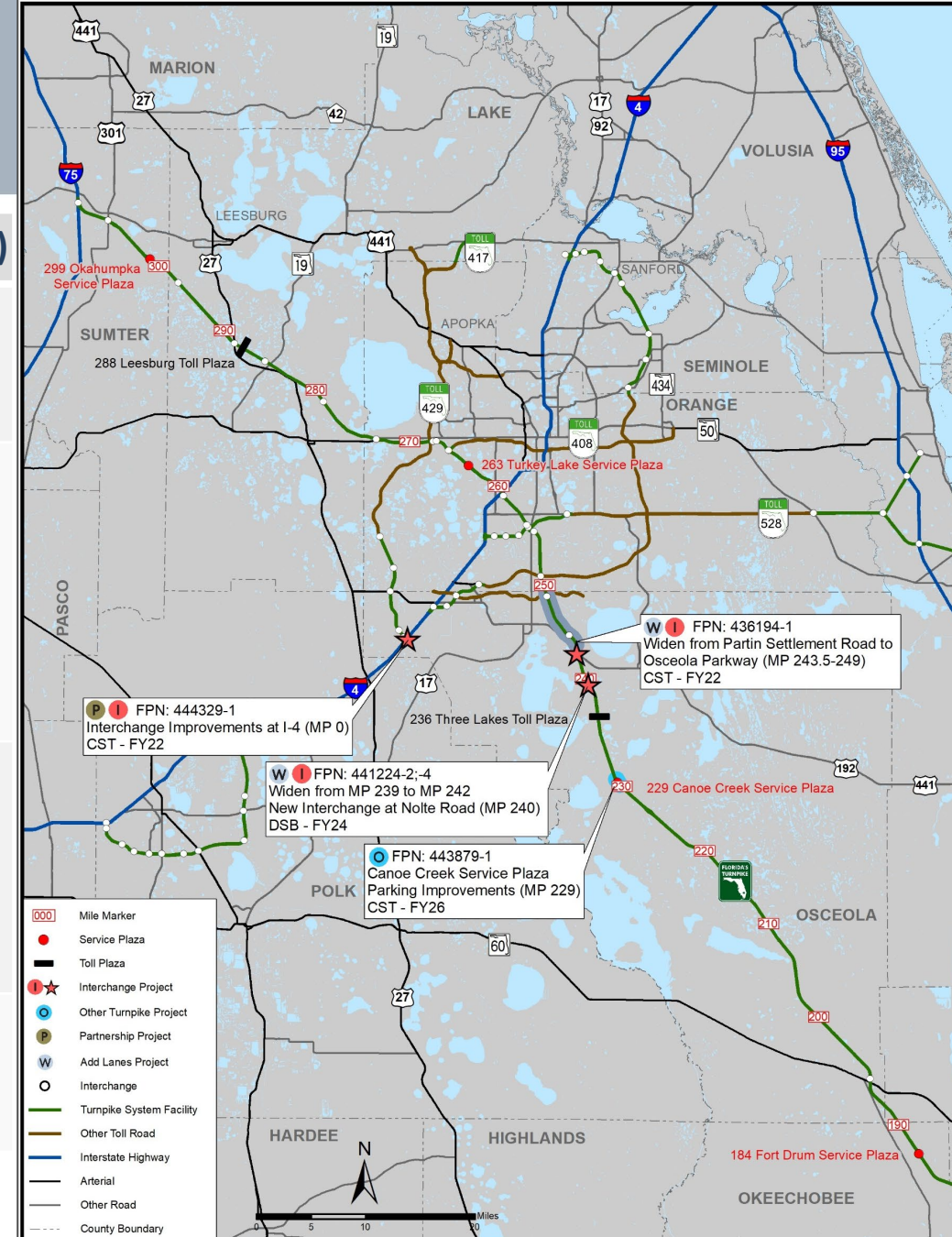
Resurfacings

County	Description	Phase	FY	Funds (\$M)
Osceola	Resurface SR 91 from MP 198.5-207.0 [FPN: 441719-1,-2]	CST	2023	\$24.4
Osceola	Resurface SR 91 from MP 227.0-235.0 [FPN: 441718-1,-2]	ENV CST	2024 2024	\$20.0
Osceola	Resurface the Western Bltwy / SR 429 from MP 1-5.5 [FPN: 440289-1,-2]	CST	2022	\$11.1
Orange	Resurface the Western Bltwy / SR 429 from MP 5.5-11 [FPN: 440290-1,-2]	CST	2022	\$12.8
Seminole	Resurface Seminole Xway / SR 417 from MP 44.5-49.9 [FPN: 440292-1,-2]	CST	2022	\$15.9



Major Projects- Osceola

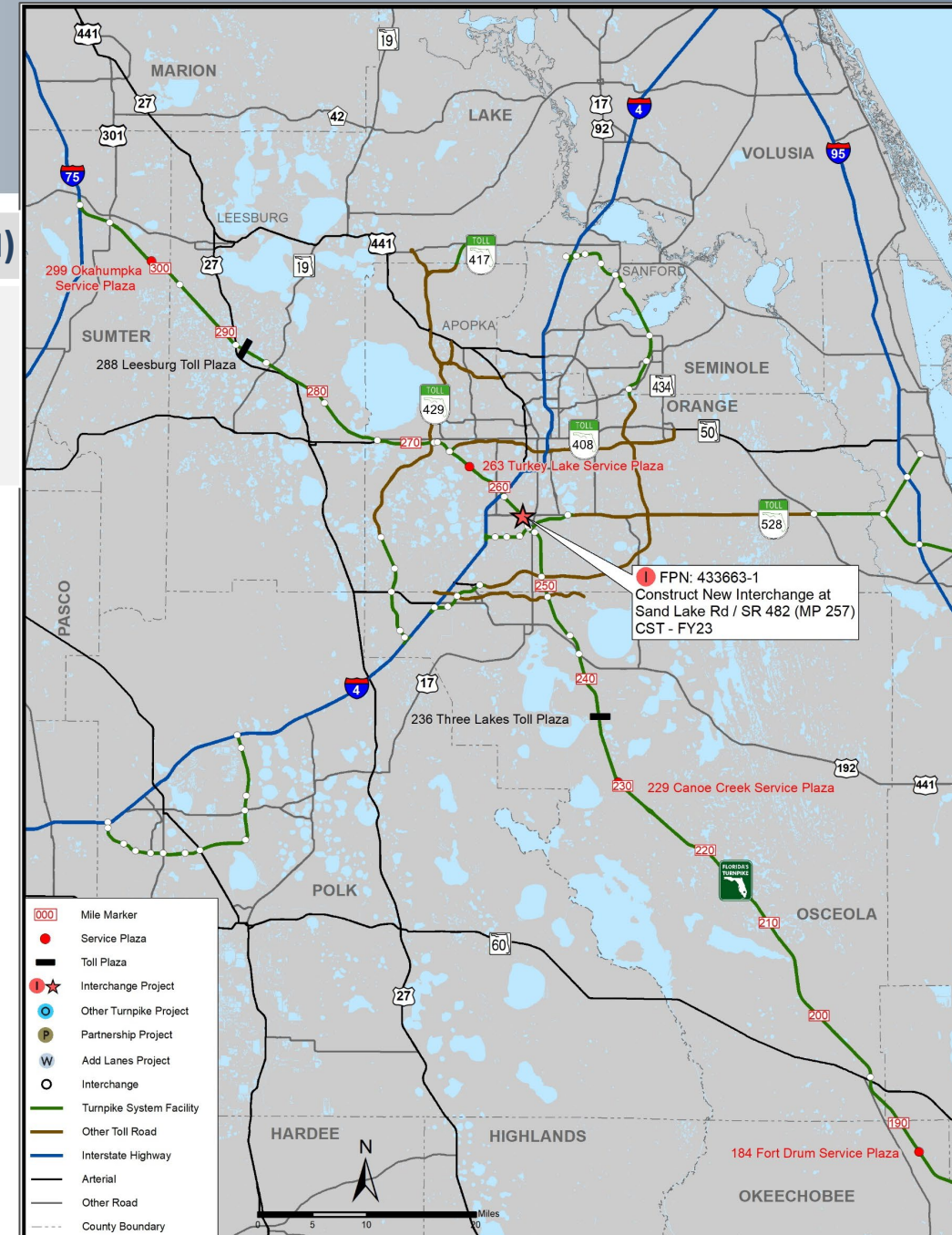
County	Description	Phase	FY	Funds (\$M)
Osceola	Canoe Creek Service Plaza Parking Improvements (MP 229) [FPN: 443879-1]	ENV RRU CST	2023 2023 2022/26	\$13.8
Osceola	Widen SR 91 from Kissimmee Park Rd (MP 239) to US 192 (MP 242) New Full Interchange at Nolte Rd (MP 240) Replacing Partial Interchange at Kissimmee Park Rd (MP 240) [FPN: 441224-2,-4]	ENV PE ROW DSB	2024 2024 2023-24 2022/24/26	\$192.1
Osceola	Widen SR 91 from Partin Settlement Rd (MP 243.5) to Osceola Pkwy (MP 249) [FPN: 436194-1]	ENV PE ROW RRU CST	2024 2022/24 2022-23 2022 2022-24/26	\$260.9
Osceola	Interchange Improvements on the Western Bltwy / SR 429 at I-4 (MP 0) [FPN: 444329-1]	CST	2022	\$23.9





Major Projects- Orange

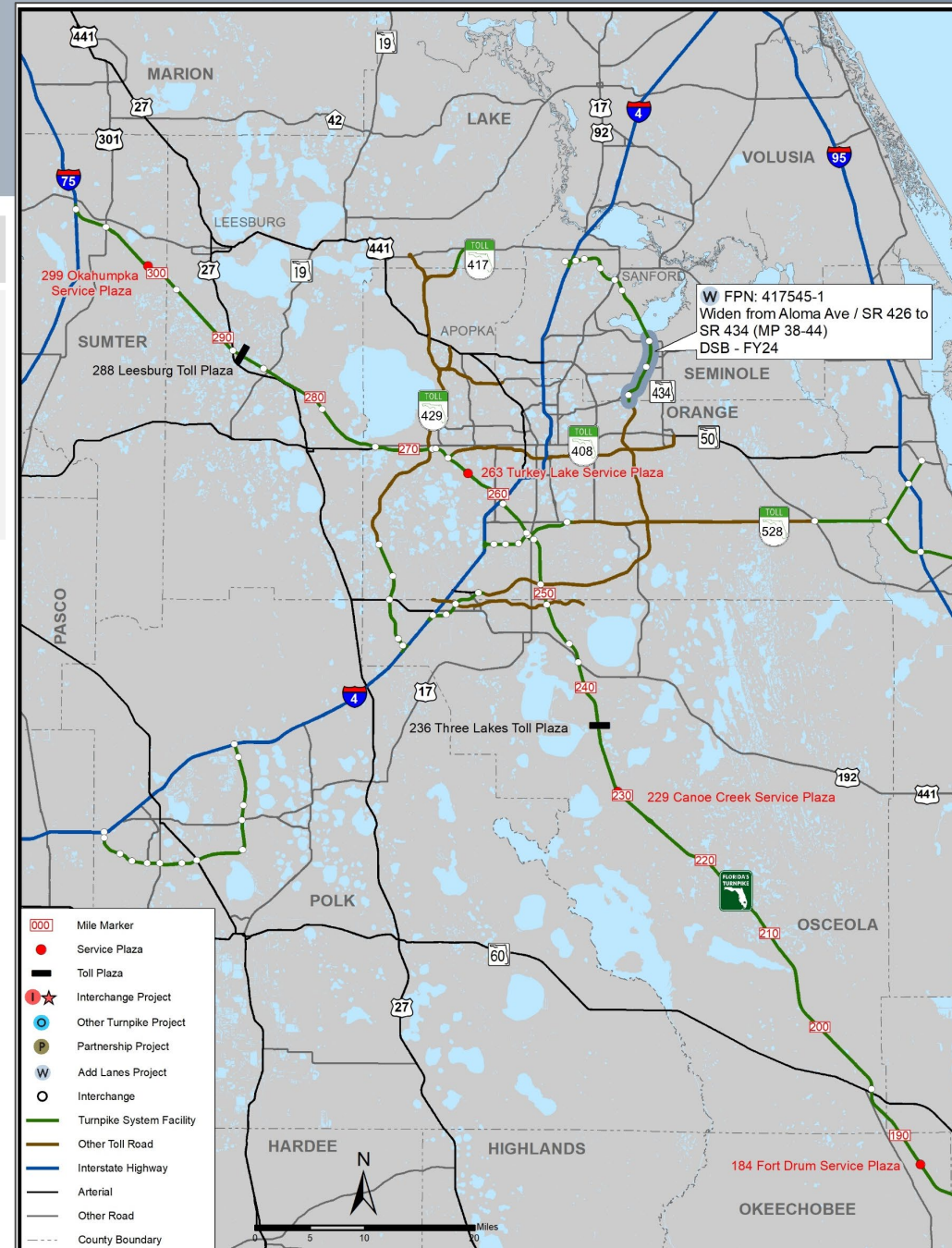
County	Description	Phase	FY	Funds (\$M)
Orange	New Interchange on SR 91 at Sand Lake Rd / SR 482 (MP 257) [FPN: 433663-1]	ENV ROW RRU CST	2022 2023 2022/24 2023-24	\$87.9





Major Projects- Seminole

County	Description	Phase	FY	Funds (\$M)
Seminole	Widen Seminole Expressway / SR 417 from Aloma Avenue / SR 426 (MP 38) to SR 434 (MP 44) [FPN: 417545-1]	ENV PE ROW RRU DSB	2023 2022/24 2022 2024 2024	\$166.9





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February 26, 2021

Mr. Jim B. Martin, AICP, CPM, FFCM
Transportation Planning Specialist
Federal Highway Administration
400 West Washington Street, Suite 4200
Orlando, Florida 32201

Subject: MetroPlan Orlando Year 2045 Metropolitan Transportation Plan

Dear Mr. Martin,

On behalf of the MetroPlan Orlando Board, I am pleased to submit a copy of the adopted MetroPlan Orlando 2045 Metropolitan Transportation Plan. A virtual public meeting for the 2045 Plan was conducted on November 9, 2020 prior to unanimous adoption by the MetroPlan Orlando Board on December 9, 2020.

Our formal response to federal and state requirements is enclosed while the Cost Feasible Plan and supporting technical documentation are being distributed via the FDOT Document Portal for review and comment. Hyperlinks to electronic versions of all 2045 MTP documentation are also enclosed and available on the MetroPlan Orlando website at: <https://metroplanorlando.org/2045>. Following your review and comment, a final copy of the Plan will be transmitted a short time later, pending any necessary revisions.

Should you have any questions or comments, please contact:

Nick Lepp, AICP-CTP
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nlepp@metroplanorlando.org

Sincerely,

Gary Huttman, AICP
Executive Director

Enclosure

CC: Honorable Viviana Janer, Chairwoman, MetroPlan Orlando
Secretary Jared Perdue, FDOT District 5
Mr. Carl Mikyska, Executive Director, Florida MPOAC



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Overview

This document outlines and provides specific details as to how MetroPlan Orlando and the 2045 Metropolitan Transportation Plan (MTP) satisfied and complied with established Federal and State Requirements (FDOT LRTP Checklist dated: 09/17/20 and Expectations Letters dated: 12/04/2008, 11/19/2012, 01/10/2018). All 2045 MTP technical series reports referenced in this document can be found on MetroPlan Orlando’s website here: MetroPlanOrlando.org/2045.

Federal Requirements (Section A)

- 1. Does the plan cover a 20-year horizon from the date of adoption?**
Yes, a 25-year horizon – the 2045 MTP base year is 2015 and horizon year is 2045; the MTP includes existing and committed projects with unfunded phases in the Cost Feasible tables (consistent with the FDOT FY2020/21 through FY 2025/25 Work Program). The MetroPlan Orlando Board unanimously adopted the 2045 MTP on December 9, 2020.
- 2. Does the plan address the planning factors described in 23 C.F.R. 450.306(b)?**
Yes – each of the federal planning factors are reflected and addressed in the 2045 MTP’s Goals and Objectives, detailed in Technical Series #1: Goals and Objectives. The planning factors are also appropriately included and considered in the Congestion Management Process the Multimodal Needs (Technical Series #12), Project Prioritization Process (Technical Series #6), and Cost Feasible Plan.
- 3. Does the plan include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand?**
Yes – the 2045 MTP includes both long-range and short-range multimodal improvement strategies. The Congestion Management Process identifies short-term operational solutions while Multimodal Needs (Technical Series #12) and Cost Feasible Plan include short-range and long-range strategies and actions to provide for the sustainable development of an integrated multimodal transportation system. It is also worth noting, the 2045 MTP’s Scenario Planning process documented in Technical Series #8 explored alternative futures and considered long-range strategies and inflection points unique to each scenario; this provided a far-sighted yet feasible review of multimodal improvements and mitigation strategies (Technical Series #14).



4. Was the requirement to update the plan at least every five years met?

Yes – the MetroPlan Orlando 2040 LRTP was adopted on December 9, 2015 and the 2045 MTP/LRTP was adopted by a roll-call vote on December 9, 2020.

5. Did the MPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)?

Not Applicable – although by best practice, the 2045 MTP considered and analyzed the impacts of air quality (Technical Series #6: Prioritization Process; Technical Series #14: Scenario Planning Summary) and identified strategies which reduce emissions through improved transit services, TSM&O solutions, and demand management (tele-work and shared/pool ride services). The 2045 MTP includes objectives and performance targets supporting improved air quality (Congestion Management Process) and identifies funding programs (Cost Feasible Plan, Figure 3) for supportive infrastructure investment, including pedestrian and bicycle facilities (sidewalks, bike lanes and shared use paths), technology and intersection improvements, and new and enhanced regional transit services.

6. Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity?

Yes – the 2045 MTP utilized the University of Florida's BEBR estimates for population and Woods and Poole estimates for employment. The review of these estimates was coordinated with/through FDOT and in cooperation with local governments and special districts for use in the Central Florida Regional Planning Model update. MetroPlan Orlando also utilized commercially available "big data" sources (Airsage and StreetLight) to better understand and explore patterns of activity and delay (Technical Series #3).

7. Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?

Yes – Technical Series #3: Origin and Destination Analyses and Technical Series #4: Existing Conditions includes current and historic transportation trends pertaining to travel behavior, growth, consumption and demand. While Technical Series #8: Scenario Planning and Technical Series #12: Multimodal Needs considered projected future impacts of transportation demand for people and goods movement. Technical Series #7: Freight and Goods Movement, also provides details pertaining to existing and future freight demand by considering multiple data sources, including FHWA's Freight Analysis Framework (FAF4) dataset. As part of the 2045 MTP planning process, MetroPlan Orlando coordinated with local government partners to identify future maximum number of lanes and to identify network constraints to ensure consistency with local government comprehensive plans.

8. Does the plan include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?

Yes – the 2045 MTP includes the inventory of existing transportation facilities, systems hierarchy and performance (Technical Series #4: Existing Conditions) and proposed transportation facilities (Technical Series #9: Pedestrian and Bicyclist Needs Assessment, Technical Series #11: Regional Transit Needs Assessment, and Technical Series #12: Multimodal Needs). Special coordination and emphasis was given to facilities that serve important national and regional functions including FDOT's Strategic Intermodal System (corridors, hubs and connectors), Florida's Turnpike, Central Florida Expressways, Orlando International Airport, LYNX Central Station and SunRail stations.



9. Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 C.F.R. 450.306(d)?

Yes – Technical Series #1: Goal and Objectives outlines MetroPlan Orlando’s transportation vision, goals and objectives for the 2045 MTP (Federal and State plans are provided in Appendix 1A) while the documented Congestion Management Process established regional performance measures and targets for the MPO study area. The Systems Performance Report (Technical Series #13) includes a description of federal performance measures, trend data, and targets for Florida and the MPO study area. The Multimodal Needs assessment and Project Prioritization Process (Technical Series #12 and #6) utilized the system objectives and followed a multi-criteria analysis to quantify needs and impacts of projects following a performance-based planning process.

10. Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 C.F.R. 450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data?

Yes – Technical Series #13: System Performance Report summarizes the performance targets for the State of Florida and the MetroPlan Orlando study area – Orange, Osceola, and Seminole Counties. The Systems Performance Report will be updated annually through our Tracking the Trends publication. This process will be used to inform MetroPlan Orlando’s performance-based Prioritized Project List (PPL).

11. Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program including: (i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326; (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148; (iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d); (iv) Other safety and security planning and review processes, plans, and programs, as appropriate; (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable; (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118); (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and (viii) Other State transportation plans and transportation processes required as part of a performance-based program.

Yes – the 2045 MTP integrated the goals, objectives, performance measures and targets both directly and by reference, see Technical Series #1: Goals and Objectives, Appendix A. Technical Series #1 also outlines MetroPlan Orlando’s transportation vision, goals, and objectives for the 2045 MTP while the documented Congestion Management Process established performance measures and targets.

12. Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods?

Yes – the document Managing Mobility: A Congestion Management Process (“the CMP”) outlines three sets of strategies, described in Section 7.2 of the document, that are intended to: 1. Improve safety conditions for all users, 2. Optimize capacity on the regional transportation system, and 3. Shift single-occupant vehicle (SOV) trips to other modes. Together, the strategies aim to improve system performance, reduce vehicular congestion, and maximize safety and mobility. The CMP does not identify specific projects but rather supplies recommended actions and strategies that can advance MetroPlan Orlando’s overall goals for system performance and reliability. That said, several strategies recommended in the CMP were able to be funded within the Cost Feasible Plan.



- 13. Does the plan include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are non-attainment for ozone or carbon monoxide?**

Not Applicable – the TMA for which MetroPlan Orlando leads transportation planning efforts is within an attainment area for ozone and carbon monoxide. That said, the CMP identifies corridors with high numbers of crashes and crash rates (crashes being a significant cause of non-recurring congestion in the region) in Section 6.1, as well as areas with travel time reliability issues (a symptom of congestion within the region) in Section 6.2. Several strategies aimed at reducing dependence on SOVs OR aimed at improving operations for SOVs and other vehicle types are identified in Section 7.2 of the CMP.

- 14. Does the plan include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?**

Yes – the CMP was developed using an objectives-driven, performance-based approach. As such, a series of performance measures were developed to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. The performance measures were chosen recognizing that what is measured matters, and specific metrics were identified related to each Goal area and Objective as defined in the 2045 MTP. MetroPlan Orlando will collect and/or gather data periodically for each performance measure to track progress towards the targets laid out in Section 9.0 of the CMP using a performance “scorecard” system. The 2045 MTP also assessed existing and future transportation financial resources (Technical Series #5) and capital investment. Based public feedback and the findings from our needs assessment and scenario planning process, the 2045 Cost Feasible Plan established funding programs and strategies to align with needs, objectives and performance targets.

- 15. Does the plan include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)?**

Yes – the MTP’s approach documented in Technical Series #11: Regional Transit Needs Assessment considered the role and operation of public and privately-operated intercity bus and passenger rail (Pg.11-8, 11-17); including fixed route transit service in neighboring counties (Volusia, Lake, and Polk). The 2045 MTP Working Group also included representation from LYNX, Brightline (formerly All Aboard Florida and Virgin Trains USA) and a rail industry expert.

- 16. Does the plan describe all proposed improvements in sufficient detail to develop cost estimates?**

Yes – the Cost Feasible Plan describes the project cost estimation methodology for all phases – Planning/PD&E, Preliminary Engineering/Design, Right of Way, Environmental, Construction, and CEI (Pg. 13). To better account for potential environmental project costs, the 2045 MTP also included an environmental screening and analysis of potential impacts to wetlands; see Technical Series #10: Health and Environmental Screening (Pg. 10-7).

- 17. Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan?**

Yes – Technical Series #10: Health and Environmental Screening includes an overview of potential environmental mitigation strategies and sites (Mitigation Banks) in the Central Florida area. The 2045 MTP also identified



potential wetland impacts and developed wetland mitigation cost estimates based on a GIS analysis of preliminary roadway needs. The results of the potential wetland impact analysis and mitigation costs were considered in preparing project long-range cost estimates as part of the Cost Feasible Plan. Pertaining to FDOT's ETDM screening, for the 2045 MTP implementation, projects that qualify for an ETDM screening but have not previously been screened will be developed for a Planning Screen. A project release schedule that identifies projects, the type of screening, and the anticipated screening release date for each project will be developed and coordinated with FDOT following the adoption of the 2045 MTP.

18. Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented?

Yes – Technical Series #5: Financial Resources includes the identification of eligible transportation funding sources and projected federal, state, and local revenues. The Cost Feasible Plan identifies project implementation by development and funding phase, including environmental mitigation, see Tables 6 - 13.

19. Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal aid highways and public transportation?

Yes – Technical Series #5: Financial Resources includes system-level estimates of costs and revenue sources (within financial constraints) to adequately operate and maintain Federal aid highways and public transportation (Pg. 5-12). Reference is also identified in the Cost Feasible Plan.

20. Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under 23 C.F.R. 450.314(a)?

Yes – MetroPlan Orlando, LYNX, SunRail, and FDOT worked cooperatively to develop funding estimates for the 2045 Plan (Details in Appendix 5A). FDOT developed revenue forecasts of state and federal transportation funds for MetroPlan Orlando through the year 2045. These forecasts are based on a statewide estimate of revenues that fund the state transportation program and are consistent with “Financial Guidelines for MPO Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in July 2017.

21. Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability?

Yes – Technical Series #5: Financial Resources includes a forecast of existing federal, state, and local revenues while providing an inventory of additional financing strategies and discretionary funding opportunities available. The document also includes an overview of local government enacted transportation revenue sources including applicability, eligible use of revenue and means of approval/enactment (i.e. commission approval or referendum).

22. Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?

Yes – the 2045 MTP's revenue and project cost estimates use year of expenditure inflation rates. Technical Series #5: Financial Resources documents available transportation (federal, state and local) revenues while the Cost Feasible Plan identifies projects, present day costs, and applies inflation rates to report project costs in year of expenditure (see Tables 6-13).

23. Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP?

Not Applicable – although by best practice and as previously noted in question 5, the 2045 MTP includes objectives and performance targets supporting improved air quality (Congestion Management Process) and identifies funding programs (Cost Feasible Plan, Figure 3) for supportive infrastructure investment including



pedestrian and bicycle facilities (sidewalks, bike lanes and shared use paths), technology and intersection improvements, and new and enhanced regional transit services.

24. Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g)?

Yes – Technical Series #4: Existing Conditions and Area Profile identified and documented existing pedestrian walkway and bicycle transportation facilities. The Pedestrian and Bicycle Needs Assessment (Technical Series #9) includes an analysis of Bicycle Level of Traffic Stress and the identification of potential new marked crosswalk locations for the 3-county region. Technical Series #12: Multimodal Needs and the Cost Feasible Plan also include summaries of bicycle and pedestrian infrastructure, identified gaps and improvement projects.

25. Does the plan integrate the priorities, goals, counter measures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan?

Yes – the 2045 MTP integrates the goals, objectives, performance measures and targets both directly and by reference, see Technical Series #1: Goals and Objectives, Appendix 1A. The Congestion Management Process also integrated the Florida HSIP strategies and counter measures and establishes regional performance measures and targets for safety and other regional planning goals.

26. Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?

Yes – Technical Series #3: Origin-Destination Analyses and Technical Series #4: Existing Conditions and Area Profile identifies existing travel demand and patterns for people and freight, this includes origin-destination behaviors as well as vehicle volumes associated with personal and commercial cargo-carrying vehicles. The needs assessment process documented in Technical Series #12: Multimodal Needs and the 2045 MTP's Scenario Planning process (Technical Series #8 and #14) projected future travel demand for all users of the regional transportation system through the year 2045 using the Central Florida Regional Planning Model v7 and other related data sources. In addition, the MTP's prioritization process considered travel time reliability (auto and truck), relative change in future congested speeds and vehicle hours traveled, and the percentage of truck traffic. Data and assessment criteria is documented in Technical Series #6: Prioritization Process.

27. Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under 23 C.F.R. 450.316(a)?

Yes – MetroPlan Orlando successfully executed the Public Participation Plan for the 2045 MTP. Opportunity was provided to comment and staff engaged interested parties throughout the planning process using multiple strategies including face to face meetings, virtual events/summits, and the establishment and convening of the 2045 Working Group. This cross-sector Working Group included representation from MetroPlan Orlando advisory committees, transportation planning and operating agencies, and members representing various interests, such as the transportation disadvantaged, economic development, tourism, freight and logistics, nonprofit, and intercity passenger rail. The Public Participation Report discusses how input from the public, stakeholders, and decision makers shaped the 2045 Plan.



28. Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web?

Yes – MetroPlan Orlando staff published all technical documentation, meeting summaries, and presentations on the organization’s website (www.metroplanorlando.org). MetroPlan Orlando staff also created [interactive web-based maps and other online products](#) to make the 2045 MTP accessible to the public. Also, due to COVID-19, MetroPlan Orlando live-streamed 2045 MTP presentations using Zoom and YouTube and promoted the presentations using Facebook and Twitter. Following the live-stream, MetroPlan Orlando staff published the presentation videos on YouTube for public viewing for those who were unable to view live.

29. Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan?

Yes – MetroPlan Orlando went above and beyond to provide adequate public notice of public participation activities and sufficient time for public review and comment at key decision points. The public comment period on the draft 2045 Plan went from October 16-November 20, 2020, providing a 35-day window for the public to review and submit comments. As detailed in the Public Participation Report, MetroPlan Orlando had over 15,000 “significant interactions” with members of the public, received almost 2,000 direct comments and feedback from polls and surveys, and gained over 100,000 social media impressions on 2045 Plan posts.

30. In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low income and minority households?

Yes – MetroPlan Orlando made special efforts to engage underserved communities in developing the plan. The Public Participation Report discusses outreach to these populations and how opinions of underserved communities differed from the region as a whole.

31. Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan?

Yes – the Public Participation Report discusses how input from the public, stakeholders, and decision makers directly shaped technical decisions (performance measure/criteria weighting, funding allocations, scenario planning, needs methodologies, strategy development) in the 2045 Plan. A summary and analysis of comments received on the draft plan is found in Appendix C of the Public Participation Report and was provided to the MetroPlan Orlando Board prior to plan adoption.

32. Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts?

Not Applicable – the Plan did not differ significantly from the version that was made available for public comment.

33. Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities?

Yes – MetroPlan Orlando staff pursued a comprehensive agency coordination process. The Plan was guided by the 2045 Working Group, a cross sector group with representation from interested parties, operating agencies, FDOT, and MetroPlan Orlando advisory committee members. Through MetroPlan Orlando’s Technical Advisory Committee process, input and feedback from county/municipal governments, school boards, operators and other special districts were directly consulted. Staff also engaged the Transportation Disadvantaged Local Coordinating



Board (TDLCB) throughout the 2045 MTP update. To engage/consult environmental planning partners during the ongoing pandemic, MetroPlan Orlando hosted an environmental/health webinar. The webinar targeted environmental planning professionals and discussed the MPO's environmental mitigation approach for the 2045 MTP. The webinar also sought feedback from public agencies and members of the public.

- 34. If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the plan?**

Not Applicable – the MetroPlan Orlando planning area does not include any designated Indian Tribal Lands.

- 35. If the MPO planning area includes federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the plan?**

Yes – the 2045 MTP's programs and projects do not negatively impact any designated federal public lands. Major federal lands in the MPO planning area are owned by the Department of Defense (Navy Installations) located near Orlando International Airport and Baldwin Park. Cost Feasible projects near and around these federal lands will improve existing conditions relating to access, safety, travel time reliability, and pavement condition.

- 36. In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?**

Yes – as part of the continuing, cooperative and comprehensive planning process, MetroPlan Orlando coordinates with its neighboring M/TPO counterparts and FDOT on a regular basis. These processes are coordinated through multiple channels, including the Central Florida MPO Alliance and active participation in FDOT's LRTP Update / CFRPM Monthly Meetings throughout 2019 and 2020. In addition, by mutual agreement, MetroPlan Orlando and the Lake-Sumter MPO coordinate to ensure planning and programming continuity across urban boundaries.

State Requirements (Section B)

- 1. Are the prevailing principles in s. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the plan?**

Yes – the 2045 MTP was planned and developed to preserve existing transportation infrastructure, enhance Florida's economic competitiveness, and improve travel choices to ensure mobility. The prevailing principles are incorporated and reflected in the Plan's Goals, Objectives, and regional performance measures as an element of the Congestion Management Process. The 2045 MTP also reflected the prevailing principles when developing future funding allocations to address asset management, system safety, and reliability performance measures; and respond to regional needs and accomplish regional performance targets.

- 2. Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?**

Yes – during the 2045 MTP development process, special coordination and emphasis was given to facilities that serve important national and regional functions including FDOT's Strategic Intermodal System (corridors, hubs and connectors), Florida's Turnpike, Central Florida Expressways, Orlando International Airport, LYNX Central Station and SunRail stations. Technical Series #12: Multimodal Needs identifies project needs and improvements on the National and State Highway System. The 2045 MTP also emphasized significant transportation facilities in the Systems Performance Report and by supporting FDOT's targets for federal performance measures, on and off the interstate highway system (Technical Series #13).



3. Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area?

Yes – MetroPlan Orlando staff extensively coordinated with local governments and FDOT to ensure consistency with adopted local comprehensive plans. This was especially important in forecasting future land use (population and employment projects for Socio-Economic data for CFRPM7); and identifying maximum future number of lanes.

4. Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions?

Yes – the 2045 MTP includes multiple objectives and strategies relating to smart growth principles and improved air quality. Example objectives and performance targets include: “Increase population/ employment densities and mix of land uses; Improve housing and employment access to high-frequency transit; Improve access to essential services across all modes of transportation; Expand conservation lands and minimize land consumption for future development; Reduce per capita related air quality pollutants and greenhouse gas emissions; Provide transportation solutions that contribute to improved public health; and Reduce the reliance on single-occupant vehicle travel”. As previously noted, in response to a related question, the document Managing Mobility: A Congestion Management Process outlines three sets of strategies, described in Section 7.2 of the document, that are intended to: 1. Improve safety conditions for all users, 2. Optimize capacity on the regional transportation system, and 3. Shift single-occupant vehicle (SOV) trips to other modes. Together, the strategies aim to improve system performance, reduce vehicular congestion, and maximize safety and mobility – which also support reductions in greenhouse gas and other transportation-source emissions. In addition, as described in Technical Series #14: Scenario Planning Summary, four (4) alternative futures were explored and impacts assessed. Each of the four scenarios included a future land use forecast based on varying land use patterns, densities and intensities. This element of the 2045 MTP provided an apparatus to consider and quantify land use/transportation impacts (trip length, distribution, VMT, VHT, and emissions/pollutants). Findings from the scenario planning task were incorporated into the Multimodal Needs assessment (Technical Series #12).

5. Were the goals and objectives identified in the Florida Transportation Plan (FTP) considered?

Yes – MetroPlan Orlando considered the Florida Transportation Plan goals, objectives, and cross-cutting topics in preparing the 2045 MTP's Goals and Objectives, Congestion Management and Needs Assessment processes. Technical Series #1: Goals and Objectives, Appendix A, includes an overview of the FTP and other FDOT modal plans for adoption by reference.

6. Does the plan assess capital investment and other measures necessary to: 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?

Yes – the 2045 MTP ensures preservation of the existing metropolitan transportation system as described in Technical Series #5: Financial Resources and the Cost Feasible Plan. Also pertaining to system preservation, resurfacing and rehabilitation, MetroPlan Orlando staff regularly coordinates with FDOT's District Design Office to incorporate *Complete Streets* concepts into routine 3R projects. The 2045 MTP also assessed and utilized various approaches and strategies to relieve vehicular congestion, improve reliability and maximize the mobility of people and goods movement consistent with the Plan's goals and objectives as described in Technical Series #6: Prioritization Process, Technical Series #7: Freight and Goods Movement, Technical Series #9: Pedestrian and Bicycle Needs, Technical Series #11: Transit Needs Assessment, and Technical Series #12: Multimodal Needs.



7. Does the plan indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?

Yes – as appropriate – the 2045 MTP identifies needs and proposes transportation enhancements for all modes, users, and project types (Pedestrian and Bicycle, Transit, TSM&O, Complete Streets) to the regional transportation system. Opportunities and improvement strategies for pedestrian and bicycle facilities are identified in Technical Series #9. Other proposed transportation enhancements are found in the Cost Feasible Plan. Relating to mitigation of water pollution due to highway runoff, stormwater and environmental mitigation, the 2045 MTP identified potential impacts and developed mitigation cost estimates based on a GIS analysis of preliminary roadway needs (Pg. 10-5). The results from the potential impact analysis and mitigation costs were considered in preparing project long-range cost estimates as part of the Cost Feasible Plan.

8. Was the plan approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?

Yes – the 2045 MTP was unanimously approved by a recorded roll call vote. View Board Meeting (12/09/20) Minutes, using the following link: <https://metroplanorlando.org/calendar-meeting-materials/archived-meeting-materials> and the video recording of the meeting on our YouTube channel here: https://youtu.be/V_7i35gY9KY.

Proactive Recommendations (Section C)

1. Does the plan attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?

Yes – pertaining to resilience: Technical Series #10: Health and Environmental Screening, beginning on page 10-16, provides an overview of how the 2045 MTP incorporated resiliency in the regional long range transportation planning process while Technical Series #14: Scenario Planning Summary and Cost Feasible Plan describe strategies required to overcome and mitigate vulnerabilities (acute shock and chronic stressors) of the alternative futures evaluated. Transportation system resiliency and reliability were also an element of the Congestion Management and Need Assessment processes, and was considered for regional project prioritization. To determine wetland and stormwater mitigation impacts and improve conditions, a GIS analysis of preliminary roadway needs was conducted and impacts and mitigation cost estimates were identified. The results of the potential wetland/stormwater impact analysis and mitigation costs were used in preparing project long-range cost estimates as part of the Cost Feasible Plan.

2. Does the plan proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?

Yes – the 2045 MTP considered the issues relating to and identified climate adaptation strategies starting at a policy level as identified in the MTP's Goals and Objectives (Technical Series #1). The 2045 scenario planning activities assessed impacts of changing climate while also considering how increased frequency and/or intensity of these events can impact emergency evacuation and infrastructure conditions, and in some cases, affect where people choose to live, including potential in-migration from areas more severely impacted. The Cost Feasible Plan identifies a range of strategies to help shape the future in a positive direction and strategies that could help reduce and mitigate significant risks, see Table 1.



3. Does the plan consider the transportation system's accessibility, mobility, and availability to better serve an aging population?

Yes – the 2045 Plan considers the needs of aging and other vulnerable populations using multiple approaches. The MTP goals and objectives (Technical Series #1) supports improved access, connectivity, reliability, safety, health, and economic prosperity for all users with emphasis on public health and improved access to opportunity. The Plan's needs assessment and scenario planning processes also considered transportation issues relating to aging populations and other lifestyle changes. The pedestrian analysis focused on improving walking conditions with new and improved sidewalks and safe crossings with emphasis on safety and access to essential services. The bicycle network analysis aimed at improving safety, comfort and access for cyclists of all ages (Technical Series #9). The transit analysis (Technical Series #11) explored transit issues and network improvements with enhancements to existing services and new premium projects. The 2045 MTP also received input from the Transportation Disadvantaged Local Coordinating Board and other community groups representing aging and vulnerable populations throughout the planning and participation process. MetroPlan Orlando will continue to work to make Central Florida's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves.

4. Does the plan consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?

Yes – the 2045 MTP considered and includes strategies (and projects) which enhance long-term connectivity options with other Florida regions. Table 1 of the Cost Feasible Plan identifies key MTP strategies including those pertaining directly to Inter-regional Connectivity.

5. Is the MPO considering the short- and long-term effects of population growth and or shifts on the transportation network?

Yes – MetroPlan Orlando's scenario planning process, needs assessment, and congestion management process considers short and long-term effects of population growth and shifts on the transportation network. Technical Series #8: Scenario Planning Background/Development and Technical Series # 14: Scenario Planning Summary explore this topic using four alternative scenarios with varying rates of growth and dispersion. The 2045 Congestion Management Process focuses on performance monitoring and system evaluation considering key drivers of change. In addition, MetroPlan Orlando's travel data program uses cellular and location based data to monitor shifts pertaining to travel behavior, growth, consumption and demand; examples of these work for the long range planning process can viewed in Technical Series #3: Origin Destination Analyses.

(Remainder of page intentionally left blank)



Reference Documentation

The following 2045 MTP documents are accessible on the MetroPlan Orlando website (hover & click for hyperlink):

- [Cost Feasible Plan](#)
- [2045 MTP Adoption Resolution](#)
- [Public Participation Report](#) (includes official record of public comments on draft plan and Public Participation Report for 2045 MTP)
- [Managing Mobility: A Congestion Management Process](#)
- [Technical Series #1: Goals and Objectives](#)
- [Technical Series #2: Data Source Guide](#)
- [Technical Series #3: Origin-Destination Analyses](#)
- [Technical Series #4: Existing Conditions and Area Profile](#)
- [Technical Series #5: Financial Resources](#)
- [Technical Series #6: Prioritization Process](#)
- [Technical Series #7: Freight and Goods Movement](#)
- [Technical Series #8: Scenario Planning – Background and Development](#)
- [Technical Series #9: Pedestrian and Bicyclist Needs Assessment](#)
- [Technical Series #10: Health and Environmental Screening](#)
- [Technical Series #11: Regional Transit Needs](#)
- [Technical Series #12: Multimodal Needs](#)
- [Technical Series #13: System Performance Report](#)
- [Technical Series #14: Scenario Planning – Summary and Strategies](#)





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PAS QUICKNOTES

Urban Air Mobility

Urban air mobility (UAM) is an emerging system of transportation comprising aerial vehicles, either crewed or automated, with the capability to maneuver in and across cityscapes. The innovative value of UAM is its ability to make use of the largely untapped low-altitude air space above urban landscapes. UAM technologies have applications in both passenger and freight transportation. This *PAS QuickNotes* will explore the opportunities and challenges of using UAM for passenger transportation.

Policy and planning efforts need to keep up with technological advances to avoid unforeseen disruptions. While it is nearly impossible to prevent future disruptions altogether, communities can still prepare in advance. Local officials and planners will need to understand the disruptive potential of UAM, anticipate the implications of deployment, and enact policies in a timely manner. Planners should also prepare to leverage the transformative potential of UAM to address mobility needs and resolve the past failures of transportation systems.

BACKGROUND

Mobility-as-a-Service (MaaS), transportation network companies (TNCs), and autonomous vehicles (AVs) are some of the innovations that have ushered in the era of “new mobility.” Pilot projects deploying ground-based AVs, as well as uncrewed ground and aerial vehicles for deliveries, have accelerated in recent years. Transportation and technology industry professionals have touted the increased safety, efficiency, and sustainability of these technologies. Due to the ongoing demand for reduced congestion, it is clear why communities might want to incorporate new technologies for passenger transportation.

The World Economic Forum has already begun to set the scene for UAM, outlining seven principles to guide future policy frameworks: safety, sustainability, equity of access, low noise, multimodal connectivity, local workforce development, and purpose-driven data sharing. It will be the job of local governments, policy makers, and planners to uphold or build upon these principles going forward.

EMBRACE A PEOPLE-CENTRIC, TECHNOLOGY-FORWARD MINDSET

When private companies control the deployment of new technologies, disparities in access are inevitable. As a worst-case scenario, if unregulated and unplanned for, UAM could simply become a luxury flying taxi service. Local officials and planners should have a basic understanding of emerging technologies to minimize failed deployments and maximize public benefits. For example, encouraging a shared mobility model over private ownership gives UAM a better chance of serving the general public.

Staying up-to-date on emerging technologies with applications in urban areas can inform quality long-range planning and smart investments. But local governments should not expect that every technology will be suitable for their communities. The goal should be to test the viability of technologies in order to improve quality of life for residents. When gauging public interest in testing emerging technologies, planners should strive to provide transparency throughout the process, exhibit genuine curiosity, and make room for frustration and wariness.

Generally, paying close attention to historically undervalued perspectives should remain at the forefront of planning work. Design thinking is a fruitful tool for technology-forward community engagement, especially when combined with inclusive planning approaches. Feedback loops can allow for local governments and private companies to adjust and improve the delivery of mobility services based on user experience and community feedback, thus making community members feel more involved in the process of experimenting with new technologies.

This PAS QuickNotes was prepared by Alexandra Gomez, research associate at the American Planning Association.



Preparing communities for urban air mobility technologies will require foresight and expertise. Image by NASA/Lillian Gipson.



American Planning Association
Planning Advisory Service

Creating Great Communities for All

This PAS QuickNotes was developed in partnership with the Lincoln Institute of Land Policy.



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PREPARE FOR LOCAL USES AND IMPACTS

UAM creates additional opportunities for passenger mobility and could increase the capacity, efficiency, and scope of an urban transportation system. Industry and academic experts predict reduced travel time, more direct routes, and less roadway congestion as specific benefits. One obvious application of UAM is for medical and emergency services. Local governments could also use UAM to support mobility-limited populations and as a tool to overcome past infrastructure decisions that contribute to the economic or racial segregation of cities.

Local zoning codes will need to be adapted for UAM. Assuming a shared mobility model, one potential change to the built environment could be a reduced demand for on-street parking over time. Reduced roadway traffic, possibly in combination with ground-based AVs, could lead to improvements in the public realm. This will require planners to rethink how they design city streets for multiple uses, such as active transportation. Shared UAM companies will also need places to store vehicles during periods of low demand, as well as designated pick-up and drop-off zones. Additionally, the introduction of UAM might affect building design due to a need for rooftop landing pads.

Aside from general safety and affordability concerns for passengers, the negative externalities of UAM include noise, pollution, and congested skies. Other indirect negative impacts might include the undermining of local and regional transit systems or an increase in sprawl. Just as planners need to ensure an equitable distribution of benefits, they will also need to ensure any negative aspects are not disproportionately felt.

APPLY EXISTING KNOWLEDGE, ADOPT NEW PROCESSES

In the past, adopting new vehicle technologies without considering the ramifications of their use led to major disruptions in urban design and disparities in urban mobility. To avoid repeating past mistakes, planners need to prepare ahead of time. This involves learning how planners can use emerging technologies to promote key planning principles—such as equity and sustainability—in local transportation systems.

Local governments should explore how existing city processes, policies, and programs will need to be adapted for UAM. Transportation planning could benefit from more agile processes, such as using scenario planning to explore how emerging vehicle technologies can fill gaps in the local transportation system. Considering new technologies when envisioning plausible alternative futures can allow for more robust, equitable, and future-proofed scenario planning. It is also critical that local officials know how to successfully design and execute pilot projects to test new technologies.

The regular suite of planning tools can address the different aspects of UAM. For example, to reduce visual clutter in the skies, planners can regulate vehicles by mapping fly and no-fly zones in regional plans. Local transportation plans can identify urban flight corridors, define performance metrics, and align UAM with emergency response. Land-use plans will need to consider changes to local land use and building design without negatively affecting housing and density goals.

CONCLUSION

Gaining a basic understanding of emerging technologies can help communities prepare for the future and mitigate unexpected disruptions. But UAM alone cannot solve current transportation issues, and the promises of shiny new vehicles should not overshadow the immediate needs of residents. Planners must balance interest in emerging technologies with solution-oriented investments in ground transportation systems while addressing immediate improvements in infrastructure.

While existing modes of transportation can solve many of today's mobility concerns, the accelerated pace of development in the transportation sector is all but impossible to limit. Leveraging the value of innovative vehicle technologies like UAM will require foresight and expertise. By remaining dedicated to community needs, local governments, planners, and policy makers can identify opportunities to prepare for the future and transform transportation systems for the public good.

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FURTHER READING

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From Mayor Pete to Secretary Buttigieg: Appearances hint at expansive role for next transportation chief

By **Michael Laris** and **Ian Duncan**

Feb. 2, 2021 at 5:20 p.m. EST

The days since the presidential inauguration have been wall-to-wall Pete Buttigieg, a media blitz that offers a view into his role as transportation secretary and efforts to advance the Biden administration's broader agenda.

He's been on "The Tonight Show," "The View" and talked to MSNBC's Lawrence O'Donnell, reprising a role he played on the campaign trail to focus on the new president's climate change and racial justice goals, in addition to more traditional issues of infrastructure, safety and federal spending.

In the days before his 86-to-13 Senate confirmation Tuesday to become transportation secretary, Buttigieg has taken the new administration's broader message to people who might miss it. In the process, he's seeking to expand views of what it means to be transportation secretary — a job Biden says will have an outsize role in pushing his priorities but one that comes with sharp limits on formal powers.

The position's low profile could present Buttigieg with an opportunity, public policy experts say.

"Nobody has any idea what that job entails," said Kathleen Hall Jamieson, who studies political communication and is director of the Annenberg Public Policy Center at the University of Pennsylvania. "If you're going to define a role, it's much easier than redefining a role."

The former South Bend, Ind., mayor honed his political skills in the Republican lions' den of Fox News, where he appeared on President Biden's behalf during the campaign. "He's basically becoming a spokesperson for the administration," Jamieson said.

Senate critics dismissed Buttigieg's background and approach. After Tuesday's vote, Sen. Roger Marshall (R-Kan.) said Buttigieg lacks the experience to lead the department.

“Fixing municipal potholes and managing bus routes in no way equates to what he will oversee at DOT,” Marshall said in a statement. “It is troubling that Pete Buttigieg has openly talked about using his post as a pulpit for social agenda items and supports the cancellation of the Keystone XL pipeline.”

The barrier-breaking nature of his nomination — he is the first openly gay person to be confirmed by the Senate for a Cabinet position — has added broader appeal to Buttigieg’s story.

He has told interviewers of his pride at having his husband, Chasten, sitting near him during his Senate hearing. It was a departure from the treatment of James Hormel, President Bill Clinton’s nominee as ambassador to Luxembourg. Hormel was attacked for being gay and denied a Senate vote, an episode seared into then-17-year-old Buttigieg’s memory.

Buttigieg told Jimmy Fallon he hopes his experience will deliver a “different, better, opposite message to some kid who’s watching right now, that you have every right to belong, every right to serve, every right to be part of this country.”

Ruben Gonzales, executive director of the Victory Institute — which works to advance LGBTQ public leaders — said Buttigieg’s confirmation is a testament to “the American public’s willingness to judge a leader by their qualifications, not their sexual orientation.”

Transportation secretary has not traditionally been a high-profile Cabinet role, but Buttigieg has brought his own following and celebrity since being nominated in December. Supporters of his presidential campaign have hailed his new role online, decking out social media with emoji for buses, planes and trains, and seeking to educate themselves about the department’s duties.

As many of them have discovered, the department is sprawling in its scope and carries out highly technical work.

Beth Osborne, director of the nonprofit Transportation for America, said it would be difficult to find a single leader with the professional background to oversee aviation, trucking, cars, pipelines, highway funding and shipping. Instead, Osborne said Buttigieg’s success depends on his ability to work with a team of deputies and agency leaders.

“What you really need is someone who can set a vision that their deputies can follow and enact and explain that vision across modes to the public and policymakers,” she said. “So far, Buttigieg looks pretty good at that very thing.”

But Osborne, who was a senior official at the department in the Obama administration, said Buttigieg will face challenges as a reformer in that role. The department has little say over how money in the multibillion-dollar federal highway program gets spent, for example. During the Obama years, she said, the department’s leaders struggled to bring about change.

“I think in many ways we blew our opportunity,” she said. “We got too comfortable in our talent in managing a flawed program and didn’t spend time in fixing that program. I fear that those who are excited about reform often fall into that category.”

Buttigieg’s media appearances have been aimed at building support for the administration’s agenda, which Biden has advanced through executive actions. Buttigieg has taken part in more than a half-dozen television interviews on cable news and morning talk shows. He has talked to NPR, spoken to The Washington Post and New York Times, and been quizzed by Captain America actor Chris Evans for a politics video series he hosts.

Buttigieg told The Post last month that he had been driving and stopped to put air in his tires. A trucker recognized

Buttigieg told the Post last month that he had been driving and stopped to put air in his tires. A trucker recognized him, Buttigieg said, and engaged him in a discussion about safety regulations.

His media venues have been far from hostile, slipping at times into adoration. But the questioning has provided clarifying exchanges and insights into the priorities, strategies and challenges for the ambitious former management consultant who is now Biden's youngest Cabinet member, responsible for overseeing a department with about 55,000 employees.

Joy Behar, a co-host of "The View," pondered what to call the 39-year-old former intelligence officer for the Navy Reserve.

"Hello, Mayor Pete. I'm going to call you Mayor Pete still, is that okay?" Behar asked.

"I'll always answer to Mayor Pete," he said.

"Even if you're president, we're going to call you Mayor Pete," she said.

"Once a mayor, always a mayor," Buttigieg responded with a smile.

Behar expressed concerns about the effects of climate change on her grandson and his generation, saying she wasn't sure how a transportation secretary could alter the course of a warming planet.

"The opportunity is huge," was Buttigieg's animated response. "It's one of the reasons I'm so excited about this role."

He pointed to the future of electric vehicles, with new charging stations nationwide, and more passenger rail, "knowing that, often, trains that are powered electrically have less carbon emissions." He spoke of making it easier for people to take a subway "or even bike, in addition to what we're doing for cars."

"Transportation is actually the single biggest part of our economy that puts carbon dioxide into the air," Buttigieg said. "So getting this right is one of the single biggest things we can do to make that future better for your grandkids and for everybody who really has life-or-death stakes in whether we succeed in battling climate change."

Many climate initiatives have been blocked by Republican opposition in Congress, a potent dynamic that will challenge the administration's efforts. Senators who opposed Buttigieg's confirmation said his approach on the environment will hurt the economy's recovery.

When the administration's climate policies are raised, opponents have voiced dire warnings about the Green New Deal, a reference to a congressional resolution introduced by Rep. Alexandria Ocasio-Cortez (D-N.Y.) and Sen. Edward J. Markey (D-Mass.) in 2019 that seeks to cut net greenhouse gas emissions to zero in a decade. Republican members have dismissed the effort as radical and sought to tie it to Biden, who has set his own goal of reaching zero emissions by 2050.

Buttigieg shut down one such attempt during his confirmation hearing before the Commerce Committee last month, when Sen. Rick Scott (R-Fla.) noted Buttigieg's past support for the Green New Deal.

When Scott asked about a disputed study claiming the Green New Deal would cost almost \$100 trillion, Buttigieg — generally upbeat through the day's mostly agreeable questioning — responded with a colder edge.

"Are you referring to the president's climate proposal, or . . . ?" Buttigieg asked, knowing the senator was not. Scott soon acknowledged as much.

"Of course, the president won our primary and the election. And that will be the vision that goes forward," Buttigieg

said.

Scott on Tuesday voted to oppose Buttigieg.

Also voting no was Sen. Bill Hagerty (R-Tenn.), who said Buttigieg would “use the department for social, racial and environmental justice causes.” Hagerty said he is concerned that Buttigieg will not support “streamlining environmental reviews for projects or other deregulation efforts.”

Kelly Fleming, an energy and transportation analyst at the University of California at Davis, said the television appearances give Buttigieg an opportunity to make the case for the administration’s policies, which could translate into support in Congress.

In addition to reaching national audiences, Fleming said Buttigieg and his team should also work — and communicate directly with — communities where transportation policies have worsened segregation and the lack of economic opportunity. That also was a priority of former Charlotte mayor Anthony Foxx, who served as transportation secretary under President Barack Obama.

These communities will be central to his work, Buttigieg has told interviewers, including MSNBC’s O’Donnell. Too many Black communities were either starved of transportation resources and “cut off from opportunity, or the opposite happened. Investment happened. But it happened in the worst way, like in the form of a highway going right through a neighborhood.”

Although Buttigieg has limited experience in transportation, the Biden administration has moved to install a team with expertise at the department. It includes former Massachusetts transportation secretary Stephanie Pollack and former New York transportation commissioner Polly Trottenberg, both of whom have experience ensuring that roads are designed to serve pedestrians, cyclists and buses, as well as cars — a cause Buttigieg took up in South Bend.

Other jobs have been given to environmental experts. Steven Cliff, an official at the California Air Resources Board, was named to a top position at the National Highway Traffic Safety Administration. Biden’s new top lawyer at the agency is Ann Carlson, an environmental law professor at the University of California at Los Angeles.

“We don’t get very good outcomes on climate, we don’t get very good safety outcomes,” said Angie Schmitt, a transportation safety consultant and author of “Right of Way: Race, Class, and the Silent Epidemic of Pedestrian Deaths in America.” But now, “it looks like all the stars are aligning,” Schmitt said.

For Osborne, an early indicator of Buttigieg’s ability to act will be whether he reimposes an Obama-era measure requiring state transportation departments and planning organizations to measure carbon dioxide emissions on roads — a rule that was scrapped by the Trump administration. Osborne said if the department’s new leadership isn’t able to do that quickly, “I would have great concerns.”

As Buttigieg fielded questions from television interviewers on how the new president can bring about unity, he argued that success will depend on one clear metric: results.

And he hopes his time as Mayor Pete will help achieve them. He told O’Donnell: “When you’re a mayor, you’ve had that experience of, you know, hoping to get a call returned by the Department of Transportation.”

Julie Tate contributed to this report.

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