



DATE: Wednesday, July 7, 2021

TIME: 9:00 a.m.

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

Wireless access available

Network = MpoBoardRoom

Password = mpoaccess

Parking Garage: 25 W. South Street

PUBLIC ACCESS: To join the meeting from your computer, tablet or smartphone, please use this link:
Please click the link below to join the webinar:

<https://us02web.zoom.us/j/88025854430?pwd=dnJNa2UwZmloMlVlSTZRRFY1TWl3dz09>

Passcode: 593438

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

[MetroPlan Orlando Board](#)

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.

- | | | |
|------|--|------------------|
| 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. | FDOT REPORT | Mr. Jared Perdue |
| V. | ROLL CALL AND CONFIRMATION OF QUORUM | Ms. Lisa Smith |

- VI. AGENDA REVIEW Mr. Gary Huttman
- VII. COMMITTEE REPORTS
- | | |
|--|----------------------------|
| Municipal Advisory Committee | Council Member Keith Trace |
| Community Advisory Committee | Ms. Sarah Elbadri |
| Technical Advisory Committee | Mr. Nabil Muhaisen |
| Transportation Systems Management & Operations Committee | Mr. Doug Jamison |
- VIII. 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. Anyone attending virtually or in-person and wishing to speak during the meeting should complete an [electronic speaker card](#). Each speaker has *two minutes* to address the board. The Chairperson will first recognize online attendees. Speakers should use the Raise Hand feature on the Zoom platform, and you will then be invited to unmute your microphone to speak. In-person speakers will be called next. Each speaker should state his/her name and address for the record. People wishing to speak on other items will be acknowledged in the same way, under Agenda Item XIII.
- IX. CONSENT AGENDA (Tab 1)
- A. Approval of Minutes from June 9, 2021 Board meeting
 - B. Approval of Financial Report for May 2021
- X. OTHER ACTION ITEMS
- A. Ratify Emergency Amendment to FY 2020/21 - 2024/25 TIP (Roll Call Vote) (Tab 2)
Mr. Keith Caskey- MetroPlan Orlando Staff
- FDOT TIP Amendment Request:
 FM #4379332 – Cross Seminole Trail Connector from Church Avenue and CR 427 to Cross Seminole Trail
 FM #4357121 – Capital Grant for LYNX Buses and Bus Facilities
- B. Approval of the FY 2021/22-2025/26 TIP (Roll Call Vote) (Tab 3)
Mr. Keith Caskey – MetroPlan Orlando Staff
 - C. Approval of the FY 2026/27 - 2034/35 PPL (Tab 4)
Mr. Nick Lepp- MetroPlan Orlando Staff
- XI. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item) (Tab 5)
- A. Executive Director's Report
 - B. FDOT Monthly Construction Status Report
 - C. Air Quality Report – January thru May 2021
 - D. FDOT Mobility Week 2021 Announcement

E. NARC Analysis of Senate Public Works & Environment Committee

F. Memo from Mr. Huttman to MetroPlan Board - House T&I INVEST Act

G. NARC Letter of Support for the INVEST ACT

H. Signal Retiming Fact Sheet

I. Featured Research and Articles:

- Why Attention to Complete Streets Implementation is so Important in Serving Historically Disadvantaged Communities, ITE Journal, May 2021
- The Safe System Consortium: A Call to Action, ITE Journal, June 2021

XII. OTHER BUSINESS/PRESENTATIONS

A. Presentation of Research Results from the MetroPlan Orlando 2021 Public Opinion Survey
Dr. Sara Vega, Summit Survey Research & Ms. Cynthia Lambert, MetroPlan Orlando Staff

B. Presentation of the FDOT Beyond the Ultimate (BTU) Project
Ms. Catalina Chacon, FDOT Project Manager

XIII. PUBLIC COMMENTS (GENERAL)

Comments from the public, of a general nature, will be heard during this comment period. Each speaker has *two minutes* to address the board. Public comments submitted in advance of the meeting by email to Comment@MetroPlanOrlando.org will be read into the record. People wishing to speak virtually or in-person during the 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. In-person speakers will be called next. Each speaker should state his/her name and address for the record.

XIV. NEXT MEETING: Wednesday, September 8, 2021

XV. 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, June 9, 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 attendance were:

Hon. Emily Bonilla, Orange County
Hon. Lee Constantine, CFX
Hon. Bob Dallari, Seminole County
Hon. Jerry L. Demings, Orange County
Hon. Jim Fisher, City of Kissimmee
Hon. Maribel Gomez Cordero, Orange County
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Hon. Keith Trace, Municipal Advisory Committee
Hon. Christine Moore, Orange County
Hon. Doug Bankston for Bryan Nelson, City of Apopka
Hon. Mayra Uribe, Orange County
Hon. Art Woodruff, City of Sanford
Hon. Jay Zembower, Seminole County

Members attending the meeting via the Zoom Platform:

Hon. Pat Bates, City of Altamonte Springs
Hon. Ricky Booth, Osceola County
Hon. Buddy Dyer, City of Orlando
Hon. Tony Ortiz, City of Orlando
Hon. Nicole Wilson for Victoria Siplin, Orange County

Advisors in Attendance:

FDOT Secretary Jared Perdue, District 5
Ms. Loreen Bobo, FDOT, District 5
Ms. Anna Taylor, FDOT, District 5
Mr. Siao Si Fine, Florida's Turnpike Enterprise
Ms. Sarah Elbadri, Community Advisory Committee
Mr. Doug Jamison, Transportation Systems Management & Operations Committee
Mr. Thomas Kapp, Kissimmee Gateway Airport
Mr. Nabil Muhaisen, Technical Advisory Committee

Members/Advisors not in Attendance:

Mr. M. Carson Good, GOAA
Mr. Stephen Smith, Sanford Airport Authority

Staff 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

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Commissioner Viviana Janer called the meeting to order at 9:00 a.m. and welcomed everyone. Apopka Vice-Mayor Doug Bankston led the Pledge of Allegiance.

II. CHAIRMAN'S ANNOUNCEMENTS

Chairwoman Janer reviewed the virtual meeting procedures, including public comments. Commissioner Mayra Uribe reported on the May 13th and May 25th Transportation Disadvantaged Local Coordinating Board (TDLCB) Meetings.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Gary Huttman thanked board members for helping to ensure a quorum for the hybrid meeting. He reviewed the virtual procedures. He recognized City of Apopka alternate, Vice-Mayor Doug Bankston, in attendance for Mayor Bryan Nelson and Orange County BCC alternate, Commissioner Nicole Wilson, in attendance for Commissioner Siplin at today's meeting. Mr. Huttman announced that Mayor Art Woodruff, City of Sanford, has registered to participate in the virtual MPOAC Institute. Mr. Huttman announced that the request for \$100,000 appropriation for the Best Foot Forward program was vetoed by Governor DeSantis. He reported that the Senate Environment and Public Works Committee released a new transportation reauthorization bill. He reported on his participation at the APTA Virtual fly-in on May 19th meeting with the staff of Senators Scott and Rubio and Representative Demings. He reminded board members of the RAISE Grant Program deadline for applications of July 12th. He communicated that he met with the Orlando Sports Commission on June 1st, that the virtual NARC conference is scheduled for June 14-17, and that the FDOT 2021 Mobility Week is scheduled to run from October 29th through November 5th. Mr. Huttman announced that MetroPlan Orlando staff member Taylor Laurent recently passed her AICP exam, and is now a certified planner in addition to recently earning her P.E. He informed the Board that the doors to the MetroPlan office remain closed to walk-ins. He announced that effective July 1st we will resume in-person Board and Committee meetings but will continue to offer and encourage the virtual option for public participation.

IV. FDOT REPORT

Mr. Jared Perdue, FDOT District 5 Secretary, announced that the new Office of Safety has been created and Ms. Loreen Bobo has been selected as the Director. Ms. Loreen Bobo addressed the members of the Board and outlined her vision for the new Office of Safety. Secretary Perdue stated that over the next several months a strategic plan will be developed that will include the local partners and MPO organizations. He introduced Mr. Jack Atkins as the Interim Director of Development. Secretary Perdue said that the D5 continues to plan for the anticipated federal stimulus funding.

V. ROLL CALL AND CONFIRMATION OF QUORUM

Ms. Lisa Smith conducted the roll call and confirmed that a quorum of at least 11 voting members was physically present.

VI. AGENDA REVIEW

Mr. Huttman reported one minor change to the agenda that Mr. Glenn Pressimone would be presenting the CFX Master Plan on behalf of Ms. Laura Kelly.

VII. COMMITTEE REPORTS

The Chairs from the Municipal Advisory Committee, the Community Advisory Committee, the Technical Advisory Committee and TSMO Committee reported out on their respective May meetings.

VIII. PUBLIC COMMENTS ON ACTION ITEMS

None.

IX. CONSENT AGENDA

- A. Approval of Minutes from May 12, 2021 Board meeting**
- B. Approval of Financial Report for April 2021**
- C. Approval of Budget Amendment #1 for FY 2022**
- D. Approval of FY 2021 Year End Budget Amendment**
- E. Approval of Community Advisory Committee (CAC) appointment (TD Advocate)**

MOTION: Commissioner Dallari moved approval of the consent agenda, items A-E. Commissioner Uribe seconded the motion, which passed unanimously.

X. OTHER ACTION ITEMS

- A. FDOT Amendment to FY 2020/21 - 2024/25 TIP - (Roll Call Vote)**
Mr. Keith Caskey- MetroPlan Orlando Staff

FDOT TIP Amendment Request:

FM #4390752 – Sunset Drive Livable Streets from Oxford Road to Button Road
FM #4471031 – SR 46 Resurfacing from East of Upsala Road to French Avenue

Mr. Keith Caskey, MetroPlan Orlando staff, presented an overview of the TIP amendment request. A letter from FDOT explaining the amendment request was provided along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution.

MOTION: Commissioner Zembower moved approval of the FDOT Amendment to FY 2020/21 - 2024/25 TIP. Commissioner Fisher seconded the motion. A roll call vote was conducted. Motion carried unanimously with an 18-0 vote.

B. Approval of the 2045 MTP Amendment - (Roll Call Vote)
Mr. Alex Trauger – MetroPlan Orlando Staff

Mr. Alex Trauger, MetroPlan Orlando staff, presented the amendment to the 2045 MTP. Mr. Trauger reviewed and requested that the 2045 Metropolitan Transportation Plan be modified and amended to include fully-funded Transportation Improvement Program projects in the Existing-plus-Committed network, expand the Off-State Highway System program to incorporate additional multimodal needs and project types, revise the Congestion Management Process to include updated data from FDOT pertaining to Emergency Response and Roadway Clearance times, and other miscellaneous changes based on local agency feedback. Supporting materials were provided. Mr. Trauger provided background information on the MTP and noted that FHWA provided clarity to MPOs and FDOT pertaining to consistency between planning documents. He explained the difference between a revision modification and an amendment. Commissioner Dallari asked in anticipation of federal or state stimulus funding how potential “shovel ready” projects are “queued up” in order to be ready when the funding is released. Mr. Lepp responded that staff utilizes the plan that identifies cost feasible projects and the new more detailed program in the PPL. He explained that both can support either stimulus or projects in the MTP.

MOTION: Mayor Demings moved approval of the 2045 MTP Amendment. Commissioner Uribe seconded the motion. A roll call vote was conducted. Motion carried unanimously with a 18-0 vote.

XI. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)

- A. Executive Director’s Report page**
- B. FDOT Monthly Construction Status Report**
- C. Letter to Secretary Buttigieg in Support of Osceola County RAISE Request-Neptune Road**
- D. Joint Comments Letter on Metropolitan Statistical Areas & Urban Areas**
- E. Letter of Support for Lynx FY 2021 Pilot Program for State Road (SR) 436 Transit-Oriented Development Planning**
- F. Public Transit in America Infographic – APTA Fly-In**
- G. Bus Manufacturing Jobs Across America Infographic– APTA Fly-In**
- H. Rail Manufacturing Jobs Across America Infographic – APTA Fly-In**
- I. Mobility Week October 29-November 5, 2021**
- J. Air Quality Report-April 2021**
- K. Featured Research and Articles:**

- **Automakers and universities team up to fix AV industry's talent gap, Smart Cities Dive**
- **Public Transportation must change after COVID-19: Steven E. Polzin, Ph.D. Reason Foundation**

MOTION: Commissioner Uribe moved approval of the information items for acknowledgement. Commissioner Moore seconded the motion, which passed unanimously.

XII. OTHER BUSINESS/PRESENTATIONS

A. Preview of the FY 2021/22 – FY 2025/26 TIP Mr. Keith Caskey, MetroPlan Orlando Staff

Mr. Keith Caskey, MetroPlan Orlando staff, presented a preview of the new FY 2021/22 – 2025/26 Transportation Improvement Program (TIP). The FDOT highway, TSMO, bicycle and pedestrian, transit, and commuter rail sections. The new TIP can be reviewed at: <https://metroplanorlando.org/wp-content/uploads/2226-TIP-Preview.pdf>

The FY 2025/26 – 2039/40 Prioritized Project List (PPL) that was adopted last year and has been updated to highlight the latest project phases that have been funded based on the new TIP and can be reviewed at: <https://metroplanorlando.org/wp-content/uploads/2526-PPL-Update-for-PPL-Review.pdf>

Mr. Caskey noted that the TIP will be presented for review and action at the June/July committee and Board meetings. Mr. Caskey provided an overview, purpose for the TIP and the process development. He identified the four project categories: highway, TSMO, Bicycle/Pedestrian, and transit and reviewed project changes. Mr. Caskey called attention to the TIP public hearing scheduled on June 21, 2021, 11:30 a.m. on the Zoom platform.

Board members posed numerous questions to MetroPlan Orlando staff and Secretary Perdue concerning anticipated completion dates and congestion management strategies for both the I-4 Ultimate and Beyond the Ultimate projects, a storm water mitigation plan for the Lake Jessup Bridge, anticipated completion of the Wekiva Parkway, and expediting the truck parking completion date. Secretary Perdue stated that the general use lanes of the I-4 Ultimate project were opened at the end of 2020 and the Department is currently on target to open the managed toll lanes by the end of 2021. The I-4 Beyond the Ultimate is currently in various stages of project development (i.e.: funding right-of-way segments to the north and south; and undergoing the value engineering process). Secretary Perdue stated that truck parking is currently going through the PD&E process for the entire I-4 corridor. Mr. Huttman advised Board members that an I-4 Ultimate update is scheduled for the July meeting.

B. Preview of the FY 2026/27 – 2035/36 Prioritized Project List Mr. Nick Lepp, MetroPlan Orlando Staff

Mr. Nick Lepp, MetroPlan Orlando staff, presented a preview of the draft FY 2025/26 – 2034/35 PPL for informational purposes. This year the PPL must be submitted to FDOT in July and will be

presented to Advisory Committees and the Board for approval during the June/July meeting cycle. He provided links to the draft list of projects and the previous PPL:

Last Year's PPL: <https://metroplanorlando.org/wp-content/uploads/2526-PPL-Update-for-PPL-Review.pdf>.

New Draft PPL–Ranked Project List: <https://metroplanorlando.org/archives/draft-ranked-2021-ppl/>

Segment-level data and prioritization scoring findings can be accessed using MetroPlan Orlando's Online Data Viewer: <https://metroplanorlando.org/maps-tools/dataviewer>.

Mr. Lepp explained that the PPL is the bridge document between the MTP and the TIP and that all projects must support the adopted performance measures. He noted there are two funding sources, MPO managed TMA funds and other arterial funds. Mr. Lepp reviewed project rankings according to their funding source and next steps. He requested Board consensus on the use of weighting or weighting with vulnerable user emphasis. He noted that the Prioritized Project List (PPL) will be an action item on the July 7th agenda.

Consensus of the Board members was to use the weighted PPL to include a separate category for safety with an added emphasis on pedestrian/vulnerable user index for the adoption document.

C. Presentation on CFX 2045 Master Plan

Mr. Glenn Pressimone, Chief of Infrastructure, CFX

Mr. Glenn Pressimone, CFX, gave a presentation on the Central Florida Expressway Authority's 2045 Master Plan that is currently under development. Mr. Pressimone provided information on the formation of CFX which was created as an agency of the State of Florida by the legislature in 2014. As part of that action, the scope of the agency was expanded to include not only Orange County but Lake, Osceola and Seminole counties and would look at multimodal partnerships. He reported, that CFX has a 10-member board and oversees 125 miles of limited access expressway. Mr. Pressimone noted the CFX Master Plan sets the course for the future and is a needs-based five-year plan that is approved by the board. The 2040 Master Plan identified \$11 billion in needs and he noted that by 2025, \$2.5 billion will be invested in the system. Mr. Pressimone reviewed major initiatives, signature projects like the SR 408/SR 417 and SR 528/SR 436 interchanges, and study areas that have been identified. He provided a survey link and requested input from Board members.

XIII. PUBLIC COMMENTS (GENERAL)

Ms. Joanne Counelis commented on the need for 24-hour/7 days a week bus and SunRail service. She expressed her concern regarding the need for a bus stop on the east side of Country Club and Estella Roads in Lake Mary.

XIV. NEXT MEETING: Wednesday, July 7, 2021

XV. 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 7th day of July 2021

Commissioner Viviana Janer, Chair

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 05/31/21**

ASSETS

Operating Cash in Bank	\$	1,927,858.81
Petty Cash	\$	125.00
SBA Investment Account	\$	1,121,760.36
FL CLASS Investment Account	\$	1,176,641.88
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	34,731.85
Accounts Receivable - Grants	\$	672,228.96
Fixed Assets-Equipment	\$	603,475.02
Accumulated Depreciation	\$	(437,848.71)

TOTAL ASSETS:	\$ 5,118,973.17
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LIABILITIES

Accrued Personal Leave	\$	394,281.49
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TOTAL LIABILITIES:	\$ 394,281.49
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	34,731.85
Deposits	\$	20,000.00
Unassigned:	\$	4,669,959.83

TOTAL EQUITY:	\$ 4,724,691.68
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TOTAL LIABILITIES & EQUITY:	\$ 5,118,973.17
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Net difference to be reconciled:	\$ -
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 05/31/21

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 612,568.31	4,834,812.62	\$ 7,794,171.00	2,959,358.38	62.03%
State Revenue	\$ 9,916.83	149,315.84	\$ 198,249.00	48,933.16	75.32%
Local Revenue	\$ 0.00	1,239,185.00	\$ 1,239,185.00	-	100.00%
Interest Income	\$ 200.95	4,586.00	\$ 60,000.00	55,414.00	7.64%
Other	\$ 0.00	2,325.47	\$ 12,500.00	10,174.53	18.60%
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	\$ 9,916.83	91,012.82	\$ 95,963.00	4,950.18	94.84%
TOTAL REVENUES:	\$ 632,602.92	\$ 6,346,237.75	\$ 9,808,197.00	\$ 3,461,959.25	64.70%
EXPENDITURES					
Salaries	\$ 133,032.82	1,545,320.60	\$ 1,850,760.00	305,439.40	83.50%
Fringe Benefits	\$ 45,670.17	530,508.55	\$ 612,207.00	81,698.45	86.66%
Local Match - Transfers Out	\$ 9,916.83	91,012.82	\$ 95,963.00	4,950.18	94.84%
Audit Fees	\$ 0.00	27,500.00	\$ 41,500.00	14,000.00	66.27%
Computer Operations	\$ 5,030.90	68,965.39	\$ 99,636.00	30,670.61	69.22%
Dues & Memberships	\$ 746.00	13,378.34	\$ 20,579.00	7,200.66	65.01%
Equipment & Furniture	\$ 31,144.65	231,490.30	\$ 242,000.00	10,509.70	95.66%
Graphic Printing/Binding	\$ 0.00	308.04	\$ 25,170.00	24,861.96	1.22%
Insurance	\$ 1,640.09	26,187.21	\$ 29,023.00	2,835.79	90.23%
Legal Fees	\$ 82.92	14,484.95	\$ 50,000.00	35,515.05	28.97%
Office Supplies	\$ 919.22	8,558.18	\$ 34,900.00	26,341.82	24.52%
Postage	\$ 642.85	3,141.28	\$ 2,300.00	(841.28)	136.58%
Books, Subscrips/Pubs	\$ 98.96	6,635.18	\$ 8,716.00	2,080.82	76.13%
Exec. Dir 457 Def. Comp.	\$ 1,307.70	15,307.75	\$ 18,000.00	2,692.25	85.04%
Rent	\$ 26,717.24	269,976.02	\$ 324,352.00	54,375.98	83.24%
Equipment Rent/Maint.	\$ 1,074.89	8,219.56	\$ 16,779.00	8,559.44	48.99%
Seminar & Conf. Regist.	\$ 875.00	5,629.44	\$ 40,140.00	34,510.56	14.02%
Telephone	\$ 518.47	4,906.04	\$ 9,250.00	4,343.96	53.04%
Travel	\$ 455.22	4,122.82	\$ 44,889.00	40,766.18	9.18%
Small Tools/Office Mach.	\$ 155.38	3,226.59	\$ 3,200.00	(26.59)	100.83%
HSA/FSA Annual Contrib.	\$ 750.00	11,250.00	\$ 12,500.00	1,250.00	90.00%
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.	\$ 232.00	2,552.00	\$ 3,530.00	978.00	72.29%
Pass-Thru Expenses	\$ 106,888.30	402,212.07	\$ 1,274,531.00	872,318.93	31.56%
Consultants	\$ 432,649.69	2,841,470.63	\$ 4,782,046.00	1,940,575.37	59.42%
Repair & Maintenance	\$ 0.00	338.95	\$ 1,800.00	1,461.05	18.83%
Advertising/Public Notice	\$ 271.25	7,778.03	\$ 13,655.00	5,876.97	56.96%
Other Misc. Expense	\$ 549.46	3,294.35	\$ 14,690.00	11,395.65	22.43%
Contributions	\$ 0.00	100,737.23	\$ 100,950.00	212.77	99.79%
Educational Reimb.	\$ 0.00	320.00	\$ 1,800.00	1,480.00	17.78%
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:	\$ 801,370.01	\$ 6,253,832.32	\$ 9,808,197.00	\$ 3,554,364.68	63.76%
AGENCY BALANCE:	\$ (168,767.09)	\$ 92,405.43			

TAB 2



Board Action Fact Sheet

Meeting Date: July 7, 2021

Agenda Item: X.A (Tab 2)

Roll Call Vote: Yes

Action Requested:	FDOT requests approval of an emergency amendment to the FY 2020/21 - 2024/25 Transportation Improvement Program.		
Reason:	Funding is being moved from a current project number to a new project number and an existing project is receiving additional funding 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">• The amendment moves \$46,033 in federal ACSU construction funds and \$135,000 in federal SU construction funds for the Cross Seminole Trail Connector project in Longwood currently programmed in the TIP in FY 2020/21 under project #4379331 to a new project #4379332.• The funds moved to project #4379332 will allow the City of Longwood to implement the Construction Engineering Inspection (CEI) phase of the project.• The majority of the ACSU construction funds currently programmed for construction for the Cross Seminole Trail Connector project (\$1,086,000) will remain under project #4379331.• The amendment also adds \$2,840,000 in FTA funds and \$1,460,000 in LF funds in FY 2020/21 for LYNX's Capital Grant for Buses and Bus Facilities. These funds will be used for the purchase of electric buses.• FDOT requested that this TIP amendment be processed on an emergency basis in order to meet the deadline for amending the State TIP (STIP) for FY 2020/21 by June 10, 2021. Therefore, the MetroPlan Orlando Board Chairwoman, as authorized by Board policy, signed the resolution approving the amendment on May 27th and the approval will be reviewed by the advisory committees and ratified by the Board at the June/July round of meetings.		
MetroPlan Budget Impact:	None		
Local Funding Impact:	None		
Committee Action:	CAC:	To be reviewed on June 23, 2021	
	TSMO:	To be reviewed on June 25, 2021	
	TAC:	To be reviewed on June 25, 2021	
	MAC:	To be reviewed on July 1, 2021	
Staff Recommendation:	Recommends approval		
Supporting Information:	These documents are provided at Tab 2:		
	FDOT letter dated June 1, 2021		
	Signed Board Resolution No. 21-07		



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

June 1, 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.

SEMINOLE COUNTY

**FM#437933-2 CROSS SEMINOLE TRL CONNECTOR FROM CHURCH & CR 427 TO
CROSS SEM TRL 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	ACSU	\$46,033	2021
Construction	SU	\$135,000	2021
	TOTAL	\$181,033	

Difference: New project with Phase 62 (Construction/CEI) funds added in FY 2020/2021. TIP must be updated to reflect new project and added funding.

Explanation: This is a LAP project with the City of Longwood. Funds have been moved from 437933-1 to newly created segment 2 to allow the Local Agency to provide CEI services using a District 5 CEI Continuing Services Contract. SU funds originate from Phase 62 of 437933-1, and ACSU funds were shifted from Phase 58 (Construction/Local Agency) funds in 437933-1 to Phase 62 in 437933-2 to cover the negotiated CEI fee.

ORANGE COUNTY

**FM#435712-1 CENTRAL FL REGIONAL TRANSPORTATION AUTHORITY DBA
LYNX**

Current TIP Status:

Project is currently in the TIP for Fiscal Years 2020/2021 – 2024/2025.

Phase	Original Funding Type	Original Amount	Fiscal Year
Grants and Miscellaneous	FTA Sec. 5339	\$7,300,276	2021
Grants and Miscellaneous	LF	\$1,825,069	2021
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2022
Grants and Miscellaneous	LF	\$1,000,000	2022
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2023
Grants and Miscellaneous	LF	\$1,000,000	2023
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2024
Grants and Miscellaneous	LF	\$1,000,000	2024
TOTAL		\$24,125,345	


Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Grants and Miscellaneous	FTA Sec. 5339	\$10,140,276	2021
Grants and Miscellaneous	LF	\$3,285,069	2021
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2022
Grants and Miscellaneous	LF	\$1,000,000	2022
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2023
Grants and Miscellaneous	LF	\$1,000,000	2023
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2024
Grants and Miscellaneous	LF	\$1,000,000	2024
TOTAL		\$28,425,345	

Difference: FTA funds have been increased by \$2,840,000 and LF funds have been increased by \$1,460,000 in Fiscal Year 2020/2021. This action results in a change that exceeds both \$2M and 20%, requiring a TIP Amendment.

Explanation: FTA recently awarded funds to be used by LYNX for the purchase of Electric Buses.

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



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

CERTIFICATION

APPROVED BY
METROPLAN ORLANDO
JS 7/7/2021

STATE OF FLORIDA

§

COUNTY OF ORANGE

I HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No.21-07 approved in a regular meeting of the MetroPlan Orlando Board on July 7, 2021. The original copy of this document is on file in the Administrative Offices of MetroPlan Orlando, 250 S. Orange Avenue, Suite 200, Orlando, Florida.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal of the MetroPlan Orlando Board, this 27th day of May 2021.

By:

Lisa Smith

Lisa Smith, Sr. Board Services Coordinator
Board Services and Recording Secretary





metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

Resolution No. 21-07

Subject:

APPROVED BY
METROPLAN ORLANDO
L. Smith 7/7/2021

**Emergency 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, FDOT is requesting that this TIP amendment be approved by the MetroPlan Orlando Board on an emergency basis in order to be consistent with the State Transportation Improvement Program (STIP), as required by the Federal Highway Administration (FHWA); and

WHEREAS, the requested amendments are described as follows:

Orange County

- FM #4357121 – LYNX Capital Grant for Buses and Bus Facilities – Funding consists of \$2,840,000 in FTA funds and \$1,460,000 in LF funds being added for the purchase of battery electric buses in FY 2020/21;

Seminole County

- FM #4379332 – Cross Seminole Trail Connector from Church Avenue at CR 427 to Cross Seminole Trail - Funding consists of \$46,033 in ACSU funds and \$135,000 in SU funds for construction in FY 2020/21 currently programmed under FM #4379331 being moved to FM #4379332 for the Construction Engineering Inspection (CEI) phase; and

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

NOW, THEREFORE, BE IT RESOLVED that the amendment to the FY 2020/21 - 2024/25 TIP requested by FDOT is approved by the MetroPlan Orlando Board Chairwoman, on behalf of the MetroPlan Orlando Board, on May 27, 2021; and

BE IT FURTHER RESOLVED that the aforementioned amendment shall be ratified by the full MetroPlan Orlando Board at its regular scheduled meeting on July 7, 2021.

Certificate

The undersigned duly qualified as Chairwoman 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.

Signed this 37th day of May 2021.



Honorable Viviana Janer, Chairwoman

Attest:



Lisa Smith, Sr. Board Services Coordinator
and Recording Secretary

TAB 3



Board Action Fact Sheet

Meeting Date: July 7, 2021

Agenda Item: X.B (Tab 3)

Roll Call Vote: Yes

Action Requested: Board approval is requested for the FY 2021/22 – 2025/26 Transportation Improvement Program (TIP) and Resolution No. 21-08.

Reason: Approval of the TIP by the Board is required before the TIP can be submitted to FDOT and other state and federal agencies by the July deadline.

Summary/Key Information: The FY 2021/22 – 2025/26 TIP includes:

- Over \$1.3 billion in federal and state funds for highway projects, including the I-4 Ultimate and Beyond the Ultimate projects
- Over \$977 million in funding for Florida's Turnpike Enterprise projects, including major capacity projects on Florida's Turnpike and SR 417
- Nearly \$70 million in federal and state funds for Transportation System Management & Operations (TSMO) projects
- Over \$90 million in federal and state funds for bicycle and pedestrian projects
- Over \$487 million in federal and state funds for transit projects
- Nearly \$40 million in federal and state funds for commuter rail projects
- Over \$363 million in federal and state funds for aviation projects

MetroPlan Budget Impact: None

Local Funding Impact: Over \$4 billion in locally funded projects included in the TIP for information purposes:

Committee Action:

CAC:	To be taken up on June 23, 2021
TSMO:	To be taken up on June 25, 2021
TAC:	To be taken up on June 25, 2021
MAC:	To be taken up on July 1, 2021

Staff Recommendation: Recommends approval

Supporting Information: These documents are provided at Tab 3:

Draft FY 2021/22 – 2025/26 TIP (link)
<https://metroplanorlando.org/wp-content/uploads/DRAFT-Transportation-Improvement-Program-TIP-2022-2026.pdf>

Proposed Board Resolution No. 21-08

TIP public meeting comments

RESOLUTION NO. 21-08**SUBJECT:**
Endorsement of FY 2021/22 - 2025/26
Transportation Improvement Program

WHEREAS, MetroPlan Orlando is the organization designated by the Governor as being responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134, as provided in 23 U.S.C. 104 (f) (3), and capable of meeting the requirements of Section 3 (a) (2) and (e) (1), and 4 (a), and 5 (9) (1) and (1) of the Federal Transit Act 49 U.S.C. 1602 (a) (2) and (e) (1), 1603 (a) and 1604 (9) (1) and (1); and

WHEREAS, the Transportation Improvement Program, including the annual element, shall be endorsed annually by the MetroPlan Orlando Board and submitted (1) to the Governor and the Federal Transit Administrator and (2) through the State to the Federal Highway Administrator as provided in 23 U.S.C. 450.316;

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the FY 2021/22 - 2025/26 Orlando Urban Area Transportation Improvement Program (TIP) is hereby endorsed as an accurate representation of the area's priorities as developed through a continuing, comprehensive planning process carried on cooperatively by the State and local communities in accordance with the provisions of 23 U.S.C. 134.

Passed and duly adopted this 7th day of July, 2021.

CERTIFICATE

The undersigned duly qualified as Chairwoman 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, Board Services Coordinator
and Recording Secretary



FY 2021/22-2025/26 TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC MEETING SUMMARY OF COMMENTS

DATE: Monday, June 21, 2021

TIME: 11:30 a.m.

LOCATION: Virtual

Those in attendance were:

Ms. Anna Taylor, Florida Department of Transportation District #5
Mr. Jim Martin, FHWA
Mr. Siasos Fine, Florida's Turnpike Enterprise
Mr. Will Hawthorne, CFX
Mr. Myles O'Keefe, LYNX
Mr. Renzo Nastasi, Orange County
Ms. Tawny Olore, Osceola County
Mr. Bill Wharton, Seminole County
Ms. Jesse Blouin, City of Orlando
Ms. Crissy Martin, City of Orlando
Mr. Gus Castro, City of Orlando

Staff in attendance:

Mr. Gary Huttman, MetroPlan Orlando Staff
Mr. Nick Lepp, MetroPlan Orlando Staff
Mr. Keith Caskey, MetroPlan Orlando Staff
Ms. Sarah Larsen, MetroPlan Orlando Staff
Mr. Eric Hill, MetroPlan Orlando Staff
Ms. Lara Bouck, MetroPlan Orlando Staff
Mr. Mighk Wilson, MetroPlan Orlando Staff
Ms. Jasmine Blais, MetroPlan Orlando Staff
Ms. Virginia L. Whittington, MetroPlan Orlando Staff
Ms. Cynthia Lambert, MetroPlan Orlando Staff
Ms. Mary Ann Horne, MetroPlan Orlando Staff
Ms. Leilani Vaiaoga, MetroPlan Orlando Staff
Ms. Lisa Smith, MetroPlan Orlando Staff

Ms. Mary Ann Horne, MetroPlan Orlando Staff, opened the public meeting at 11:30 p.m. Ms. Horne explained to the members of the public that the public meeting is being conducted on the Zoom platform, and it is accessible via computer, tablet, or phone in addition to being streamed live on MetroPlan Orlando's YouTube channel. Ms. Horne provided an overview of the virtual meeting guidelines, interactive polling, raise hand feature to be recognized, and the public comment procedures. Ms. Horne introduced MetroPlan Orlando staff members in attendance, and the panel of experts from various agencies around the region. Mr. Gary Huttman, MetroPlan Orlando Executive

Director welcomed the members of the public attending the virtual meeting. A total of 105 attendees participated in the virtual meeting.

Mr. Keith Caskey, Manager of Planning Services, provided an overview of the draft FY 2022/2026 Transportation Improvement Plan. Mr. Caskey discussed Federal/State funds programmed, the Prioritized Project List, the Highway Project categories, and Capacity Project phases. The plan includes highway, toll road, transit, and bicycle/pedestrian projects that are programmed for funding over the next five years, in addition to the next steps and schedule for review and approval FY 2021/22-2025/26 TIP. A short tutorial video explaining the project planning process was shown. Ms. Taylor Laurent, Transportation Planner, presented the complete streets projects. Ms. Jasmine Blais, Transportation Planner, presented Bike and Pedestrian projects. Mr. Eric Hill, Director of TSMO, and Ms. Lara Bouck, Transportation Planner, discussed TSMO focus areas and the Traffic Signal Retiming Program. Ms. Sarah Larsen, Transportation Planner, discussed transit projects in the TIP. Mr. Mighk Wilson, Transportation Planner, provided an overview of the Bike and Pedestrian Safety Action Plans and some of the corridor safety studies in the region.

Ms. Horne reviewed the online TIP resources. She called attention to the tutorial video and interactive tool that helps users search out projects that are important to them. During the question-and-answer session, MetroPlan Orlando staff and partner panelists responded to various questions posed by members of the audience.

The following verbal comments were received at the public meeting:

Ms. Joanne Counelis, 324 Clairmont Avenue, Lake Mary, FL, commented on the need for 24-hour/7 days a week bus and SunRail service.

Mr. John Puhek, 4881 Cypress Woods Drive, Orlando, FL, explained that he lives near the Shingle Creek Trail and that during the pandemic there was increased usage. He stated that he is excited to see the extension up to Raleigh Street, and the extension to the south.

RECEIVED VIA EMAIL DURING PUBLIC COMMENT PERIOD:

The following emails were received during the public comment period. Comments appear below as received.

Transportation Improvement Program (TIP) Public Comments 2021

1) Hartley Grimes

hartley.grimes@gmail.com

I would like to comment generally on what I see to be way too much money planned to be spent or needing to be spent on widening and constructing more large roads.

Many of these road widening to 4-6 lane project are basically what Strong Towns refers to as STROADS. The most dangerous, costly, and inefficient type of road we have. And central florida has a ton of them.

<https://www.strongtowns.org/journal/2018/3/1/whats-a-stroad-and-why-does-it-matter>

Never mind the fact we know that, from decades of futility trying, widening roads doesn't ever alleviate traffic it just invites yet more cars to clog the roads even moreso than before (induced demand).

By deprioritizing and/or canceling just a few which tens to be 5M - 25M dollars the money could instead complete many more if not all the following which tend to be under 10M (many much less):

- 1) complete streets... more people walking and biking on safe corridors which treat all forms of transport as equal... reduces parking needs and clogged roads.
- 2) trail gap expansions... I for one would love to use the cady way to fully complete Econ trail to get to work from baldwin park to UCF which would mean one less car on busy SR50.
- 3) new sidewalks and trails
- 4) safety intersections / crossing improvements

Now I realize that not all buckets of money are equal or sharable with the web of govt agencies involved but the point still stands if we want to see central florida sustainably grow into the 21st century with true equality towards all transportation modes it has to start with equal funding or requiring heavy taxes be imparted on those methods (cars) that cost so much more than the rest. Especially when all these wide long roads end up with massive maintenance bills in the future. An egregious example of this is the Richard Crotty parkway which should be outright cancelled. There is no need for this road when you have sr50 and aloma and will simply just destroy a otherwise enjoyable trail (Econ). That one right there (60-123M) completes nearly every trail gap or complete street in the works!

Thank you for your time.

2) Daniel Bryan Curry

dbcman1974@gmail.com

I rely heavily on the bus, but when people take forever putting their fares in, don't have money always expecting drivers to let them on free or other passengers to help them out is annoying. Then wheelchairs coming on and off making buses more crowded. Sometimes seats not available have to stand not over all thrilled with that, obviously numerous stops. I've been riding Lyft more lately especially after a gym workout or getting groceries. You're a bit tired obviously and Lyft so much more convenient just you, the driver and your destination. Sometimes arguments and fights occur on bus too not safe. When I ride Lyft don't have to deal with that nonsense more convenient than a bus yet cheaper than a cab. Although I still take bus, but just being honest. You can respond to my other email daniel.curry@aol.com. I definitely now side with bus drivers over passengers not an easy job. Bus drivers have to deal with other drivers on the highway, passengers on the bus being jerks going the same route back and forth or changing routes for several hrs a day. Hats off to them I couldn't handle that, plus wheelchairs coming on and off, and passengers some aren't thrilled getting up to move not only that, but some of them in wheelchairs are assholes too not all but some. Thanks Daniel Curry

3) John Puhek

John.puhel@yahoo.com

Metroplan Orlando
250 S. Orange Avenue
Orlando, FL 32801

Attn: Mr. Gary Huttman

Subject: 2021 Transportation Improvement Program

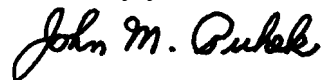
Dear Mr. Huttman,

The Sierra Club Central Florida Group has the following comments regarding Metroplan Orlando's 2021 Transportation Improvement:

Shingle Creek Trail – The Sierra Club supports funding the extension of the Shingle Creek Multiuse Trail in this year's TIP north from Raleigh to Old Winter Garden Road. Not only would this serve Valencia State University but it also increases north south multimodal options to residents as far away as Oak Ridge Road. In addition, we reiterate previous support to completing the rest of thirty-mile Shingle Creek bicycle trail. This trail is important to connecting Osceola County and the International Drive tourism district to workers along the corridor and eventually the West Orange Trail.

For further information, please contact the undersigned at (407) 766-8988, or E-mail flsquirrel@aol.com.

Sincerely yours



4) Matina Vourvopoulos

mvourvopoulos@novoaglobal.com

MetroPlan Orlando Board,

Concerning the Transportation Improvement Program (TIP), NovoaGlobal, Inc. is one of a handful of companies in the US that provides automated enforcement and traffic safety solutions with a Vision Zero approach. We understand pedestrian and bicycle safety is an issue and we have systems that can be used with a Vision Zero approach to send warnings to drivers who violate crosswalk and bike lane rules of the road. We currently use a Vision Zero approach to road safety for the railroad crossing at Princeton with great success (Orlando Stops program), and this success has been recognized by the Federal Railroad Administration (FRA). We also provide Stop Sign and Speed enforcement in Washington, DC with a pilot program for Bus Lane and Bike Lane enforcement technology beginning this summer.

Within our industry we are known as a forward-thinking company that develops innovative, advanced technology to address traffic safety issues using enforcement and warnings. We

welcome enforcement challenges and have time and time again provided solutions few others in our industry are successful in providing. For example, in Belle Isle, Florida we offer continuous monitoring with automated enforcement and Oversized Vehicle warnings and Stop Sign monitoring.

We understand MetroPlan has a huge planning task ahead and we would be remiss if we did not offer our expertise and technological knowledge on the advances in automated photo enforcement.

Please accept this invitation to reach out to our President and CEO, Carlos Lofstedt, who has over 20 years of experience in the traffic safety industry and who took the Vision Zero approach of enforcement to over 20 countries. He can provide you insight into solutions for traffic safety using automated photo enforcement to change driver behavior with technology you may not have considered and together you may find pioneering solutions not yet imagined.

Carlos Lofstedt may be reached at:

305-812-2257

clofstedt@novoaglobal.com

We look forward to the results of your Transportation Improvement Program.

Best Regards,

Matina Vourvopoulos

NovoaGlobal® is a leading developer and manufacturer of advanced traffic management, photo enforcement and intelligence solutions designed to improve traffic safety, reduce road injuries and fatalities and help law enforcement reduce/solve crime in their communities.



NOVOAGLOBAL, Inc.
Creating Safer Communities!

Matina Vourvopoulos
Public Relations

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OFFICE/WAREHOUSE
8018 Sunport Drive, Suite 203
Orlando, FL 32809 - USA

Ms. Horne called for any additional comments. She announced that written comments will be accepted through Wednesday, June 23, 2021. There being no further comments, the public meeting was closed at 1:00 p.m.

Draft TIP 2022/2026 document: [DRAFT-Transportation-Improvement-Program-TIP-2022-2026.pdf \(metroplanorlando.org\)](https://metroplanorlando.org/DRAFT-Transportation-Improvement-Program-TIP-2022-2026.pdf)

Transcribed and recorded by Lisa Smith, Board Services Coordinator.

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TAB 4



Board Action Fact Sheet

Meeting Date: July 7th, 2021

Agenda Item: X.C (Tab 4)

Roll Call Vote: No

Action Requested:	MetroPlan Orlando Staff requests adoption of the Fiscal Year 2026/27 – 2034/35 Prioritized Project List (PPL).
Reason:	By state statute the Prioritized Project List needs to be transmitted to FDOT by September 1 st of each calendar year. The MetroPlan Orlando Board last adopted the PPL on September 9 th , 2020. To comply with state guidance, MetroPlan Orlando staff requesting the annual approval of the Prioritized Project List.
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• Creation of the Off-System Construction Candidate Program• TSMO bundles were created for ease of LAP procurement.• Prioritization based on 2045 MTP goals and objectives and quantitative network evaluation based on board preference weighting. Weighting includes greater emphasis for vulnerable roadway users, in addition to the weighting of the goals.• No changes occurred to Transit and Bike/Ped priorities after the preferred ranking method was applied.• TMA funding was identified in the UPWP prior to ranking and project selection, adding TMA funding for UPWP to the PPL provides better linkage between MetroPlan Orlando core products.
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	CAC: to be determined TSMO: to be determined TAC: to be determined MAC: to be determined
Staff Recommendation:	Recommends approval
Supporting Information:	<p>These documents are provided at Tab 4: Prioritized Project List (PPL) FY 2026/27 – 2034/35 for adoption: https://metroplanorlando.org/wp-content/uploads/Draft-Project-Priority-List-FINAL_2026_27-2034_35.pdf</p>

Orlando Urban Area
FY 2026/27 – 2034/35
Prioritized Project List

Adopted
by the MetroPlan Orlando Board
on July 7th, 2021

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FY 2026/27 - 2034/35
Prioritized Project List
Executive Summary
Introduction

Each year, MetroPlan Orlando updates the Prioritized Project List (PPL), a document that lists all the highway, bicycle/pedestrian, transit, and other transportation-related future projects in our three-county region (Orange, Osceola and Seminole Counties) that have been deemed cost feasible but have no funding attached currently. These projects are the idea and plan for what is next for our transportation system.

The PPL is created in conjunction with the Transportation Improvement Plan (TIP), which contains all of the transportation projects that are programmed for funding over the next five years. The PPL is the technical process to determine what project should be funded next within the TIP. Both the TIP and the PPL are created in accordance with federal guidelines. As written in 23 U.S. Code § 134, all projects that receive federal funding, “shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator.”

While the TIP contains transportation projects that are currently or soon-to-be funded, the Metropolitan Transportation Plan or the MTP) looks further out into the future. The PPL is the bridge between these two documents. The TIP, the PPL, and the MTP, act as our guidance for what should be funded in the short-run and in the long-run.



The current TIP is planned from FY 2021/2022 to FY 2025/2026 and the currently adopted MTP is planned through 2045. The PPL covers all projects within the next 10 years that are awaiting funding and implementation from the year after the final year planned in the TIP to the last year of the MTP, thus this PPL covers FY 2026/2027 to FY 2034/2035.

The list is broken into two categories: (1) Prioritized Project List on National Highway System and State Roads and (2) the MetroPlan Orlando Multimodal System Performance Based Planning Programming List. The former of the two categories contains projects on the National Highway System or on state roads while the latter contains other federally functionally classified roadways are identified separately due to the MetroPlan Orlando Board Policy allocation of Transportation Management Area (TMA) funds apportioned to MetroPlan Orlando for being a Large Urbanized Area (population over 200,000). Included in the MetroPlan Orlando Multimodal System are Roadway and Complete Streets, Transportation System Management and Operations (TSMO), Regional Trails, Transit.

This document contains a list of ranked unfunded projects on the National Highway System and State Roads waiting for funding within the next Transportation Improvement Program (TIP). These projects will be funded through federal, state, and local funds. TMA funds can be used on a project-by-project basis depending on approval by MetroPlan Orlando. Following this list is the ranked list of unfunded projects within the MetroPlan Orlando Multimodal System, which includes Roadway and Complete Street projects, Transportation Systems Management and Operation projects, Regional Trails and Safe Routes to Schools projects, and Transit projects. These projects within the Multimodal System have been prioritized for funding through the MetroPlan Orlando TMA allocation Policy and are described in more detail in the following section.

To determine which project will be eligible for funding next, each of the projects on the PPL are ranked through a process known as performance-based planning. For projects of the National Highway System and State Roads, the MetroPlan

Orlando Board and its subsidiary committees prioritized these projects for funding based on their potential to help achieve targets set for Safety, Travel Time Reliability (auto and freight), Bridge, and Pavement Condition performance measures. Projects in the MetroPlan Orlando Multimodal System are also ranked through performance-based planning but with different targets that are aligned with the project category.

After this document is approved by the MetroPlan Orlando Board, it will be submitted to the Florida Department of Transportation (FDOT). FDOT will use both the National Highway and State Road list and MetroPlan Orlando's TMA list to program projects for funding in the FY 2021/22 - 2025/26 Work Program based on the MetroPlan Orlando TMA priorities and their FY 2021/22 - 2025/26 Tentative Five Year Work Program for Projects identified for the next 5th year. This Five Year Work Program will then be used by the MetroPlan Orlando staff in preparing the FY 2021/22 - 2025/26 TIP in the spring of 2022. The process will begin again in the summer of 2022 with the development of the FY 2027/28 - 2034/35 PPL. Once a project in the PPL has been fully funded through construction in the TIP, it is taken off the list. The projects remaining on the PPL can then be advanced to a higher priority, and new projects can eventually be added to the list.

Project Categories

The categories of projects in the PPL are described as follows:

National Highway System & State Roads

The first list includes major capacity improvements to I-4 that involve adding four managed toll lanes along with six general use lanes in the I-4 corridor. The second list includes non-interstate projects on the State Road System. The non-interstate State Road System projects include roadway widenings, complete streets, Transportation Systems Management & Operations, and Bicycle & Pedestrian projects.

In this section, there is a list of projects known as Routes of Significance (RoS). These routes are a series of corridors that have been identified and designated as meriting the collection of information related to traffic and travel conditions. There is no funding attached to the RoS designation, these routes are eligible for funding like any other project.

Off System Construction Candidate Program

The purpose of this program is to assist local government projects that require construction assistance beyond our current TMA programs with programming limits. The program is available to local governments that have Planning, Project Development and Engineering, Design and Right of Way (ROW) phases complete or programmed with local funding in their Capital Improvement Program. The program is designed to assist local governments with federal funds for construction in amounts above the current TMA programming limits. This program's federal funds can also be used to match TRIP funds.

Multimodal System Roadway & Complete Streets

The multimodal System Roadway and Complete Streets project list includes projects off the State Road System that are functionally classified. The projects this list include non-capacity multimodal Context Sensitive projects that utilize a combination of bicycle & pedestrian, transit and intersection improvements to improve traffic flow on constrained roadways without adding lanes. The projects on this list are able to be funded through TMA funds.

Multimodal System Transportation Systems Management & Operations Projects

A list of Transportation Systems Management & Operations (TSMO) projects is also included in the PPL. These are relatively low-cost projects that alleviate traffic congestion on existing roadways without adding capacity and utilize such methods as adding turn lanes at intersections, computerized traffic signal systems, dynamic message signs, etc. The TSMO category includes projects pertaining to incident management, Transportation Demand Management, and other related activities.

Regional Trail & Safe Route to School Projects

The list of Regional Trail projects in the PPL includes local and regional trail projects that can be used by cyclists and pedestrians for recreational and/or commuting purposes, on-street bicycle lanes, sidewalk improvements, particularly for safety purposes around elementary schools, and other projects that will improve overall bicycle and pedestrian mobility. Several of the projects in this category were submitted to FDOT as a part of the Safe Routes to School Program. If they are unfunded under this program, they are prioritized for funding using TMA funds.

Transit Projects

The list of transit projects shown in the PPL includes what are known as “premium transit” projects. These projects are defined by the Federal Transit Administration as “transit modes that provide higher comfort, capacity, speed and frequency than typical local bus operations or create a positive perception to users.” Projects meeting this definition include commuter rail, light rail, bus rapid transit (BRT), streetcars, etc. The PPL transit section also includes ongoing federal formula transit projects pertaining to the fixed-route bus service operated by LYNX, the local transit provider. Fixed-route bus service is not considered to be premium transit.

MetroPlan Orlando has adopted a policy of using up to 30% of its state DDR funds for the operation of premium transit projects beginning in FY 2020/21. In order to qualify for the DDR funds, the projects must be identified as cost feasible in the 2040 LRTP, and must have gone through either an Alternatives Analysis or similar analysis to evaluate measures of effectiveness, costs and benefits with study results being incorporated in the LRTP. The transit projects in the PPL are divided into four categories and ranked separately based on the types of the projects and the status of the planning/feasibility studies for the projects. The four transit project categories include:

Category A: Projects identified as premium transit in the 2040 LRTP with adopted transit planning/feasibility studies; eligible for DDR operating funds

Category B: Projects requiring planning/feasibility studies; premium transit status and eligibility for DDR operating funds to be determined

Category C: Enhancements to LYNX's fixed route bus system; not premium transit and not eligible for DDR operating funds

Category D: Unranked ongoing federal formula transit projects; not premium transit and not eligible for DDR operating funds

Prioritization Methodology

The process of prioritizing the highway, bicycle and pedestrian and transit projects in the PPL is the responsibility of MetroPlan Orlando to follow the performance-based planning process adopted in the [Metropolitan Transportation Plan](https://metroplanorlando.org/plans/metropolitan-transportation-plan/) (metroplanorlando.org/plans/metropolitan-transportation-plan/). The process uses a data and performance driven approach to rank corridors based on the adopted performance measures established in the [Prioritization Process Tech Memo](https://metroplanorlando.org/wp-content/uploads/2045MTP_TS6_PrioritizationProcess_Adopted-20201209.pdf) (metroplanorlando.org/wp-content/uploads/2045MTP_TS6_PrioritizationProcess_Adopted-20201209.pdf). The MetroPlan Orlando Technical Advisory Committee (TAC) and Transportation Systems Management & Operations Committee (TSMO) are responsible for reviewing technical rankings and approving the list prior to the MetroPlan Orlando Board Adoption. These committees review the ranking of the projects based on such factors as safety, travel time reliability, accessibility to jobs and services, environmental justice and technology.

Once the draft PPL has been compiled a draft is reviewed by the TAC and TSMO Advisory Committees as well as by the Community Advisory Committee (CAC) and the Municipal Advisory Committee (MAC). MetroPlan Orlando Staff takes comments and recommendations prior to the adoption meetings. The Committees make their recommendation to the MetroPlan Orlando Board, and the Board gives final approval to the PPL before it is submitted to FDOT.

Abbreviations and Acronyms

Funding Categories

DDR	District Dedicated Revenue funds (State)
FTA	Federal Transit Administration funds
NHS	National Highway System funds (Federal) - used for interstate highway projects
SU	Surface Transportation Program funds (Federal) - may be used for highway, transit, or enhancement (bicycle/pedestrian, beautification, etc.) projects in urban areas of greater than 200,000 population
TALU	Transportation Alternative funds (Federal) - used for bicycle and pedestrian projects
TMA	Transportation Management Area funds
TRIP	Transportation Regional Incentive Program funds (State) – used for regionally significant projects with a minimum of 50% in local matching funds required

Project Phases

PLN	Planning / Feasibility Study
PD&E	Project Development and Environmental Study
PE	Preliminary Engineering (Design)
ROW	Right-of-Way Acquisition
CST	Construction

MetroPlan Orlando Prioritized Project List
National Highway System (NHS)

Segment #	2020 Rank	2020 Score	Roadway:	From:	To:	Project Type	County	Phases Funded	Priority Phase	Phase Amount	Remaining Phase(s)	Remaining Cost
	1		Interstate 4	Polk / Osceola Co. Line	Seminole / Volusia Co. Line	Truck Parking & Rest Stops	Region Wide	FDOT Updating SIS Plan - TBD				
	2		Interstate 4	W of CR 532 (Osceola Co. Line)	W of SR 528 / Beachline	Ultimate Configuration for General Use & Managed Lanes	Osceola / Orange					
	3		Interstate 4	W of SR 528 / Beachline	Kirkman Road	Ultimate Configuration for General Use & Managed Lanes	Orange					
	4		Interstate 4	E of SR 434	Seminole / Volusia Co. Line	Ultimate Configuration for General Use & Managed Lanes	Seminole					
	5		Interstate 4	Seminole / Volusia Co. Line	SR 472 in Volusia Co.	Ultimate Configuration for General Use & Managed Lanes	Volusia					
	6		Interstate 4	W of US 27 in Polk Co.	W of CR 532 (Osceola Co. Line)	Ultimate Configuration for General Use & Managed Lanes	Polk					

MetroPlan Orlando Prioritized Project List
State Highway System (SHS)

Segment #	2020 Rank	Weighted Rank Bike/Ped	Trend	2020 Score	Roadway:	From:	To:	Project Type	County	Phases Funded	Priority Phase	Phase Amount	Remaining Phase(s)	Remaining Cost
	1	1	<div></div> 0		Regional TSMO on National Highway and State Roadway System			\$2,000,000 a year from 2026 to 2045 of Other Arterial funds allocated to addressing TSMO / ITS projects on National Highway and State Road Corridors. Projects may include multiple locations and expenses such as detection equipment, signal cabinets, CAV technology, and other eligible equipment as identified and prioritized by the TSMO Advisory Committee in consultation with FDOT.	MetroPlan Region	N/A	N/A	\$2,000,000	N/A	\$18,000,000
30237	4	2	<div></div> 2	102.884	US 17/92 / John Young Pkwy	Pleasant Hill Rd	Portage St	Widen from 4 to 6 lanes w/Urban Interchange	Osceola	ROW	CST	\$54,630,000	N/A	N/A
21458	5	3	<div></div> 2	102.565	SR 535	US 192	SR 536 / World Center Dr	Widen from 4 to 6 lanes	Osceola	PD&E	PE	\$580,000	ROW & CST	\$31,400,000
30263	3	4	<div></div> -1	102.476	US 17/92	Polk / Osceola CL	Poinciana Blvd	Widen from 2 to 4 lanes	Osceola	PD&E	PE	\$1,120,000	ROW & CST	\$59,570,000
10222	2	5	<div></div> -3	101.408	SR 434	Franklin St.	SR 417	Complete Streets w/Shared Use Path	Seminole	ROW	CST	\$15,830,000	N/A	N/A
10103	7	6	<div></div> 1	3.190	US 17/92	S of W 27th St	W 25th St	Complete Streets	Seminole	N/A	PD&E	\$250,000	PE, ROW & CST	\$6,410,000
20703	6	7	<div></div> -1	3.238	SR 526 / Robinson St	SR 526 / Garland Ave	N Rosalind Ave	Complete Streets	Orange	PD&E	PE	\$70,000	ROW & CST	\$2,580,000
30150	8	8	<div></div> 0	3.116	John Young Pkwy	Palmetto Ave	US 17/92	Operational / Safety (Freight Bottleneck)	Osceola	N/A	PE	\$100,000	ROW & CST	\$6,250,000
20432	10	9	<div></div> 1	2.863	SR 438 / Silver Star Rd	SR 429	Bluford Ave	Complete Streets	Orange	N/A	PD&E	\$290,000	PE, ROW & CST	\$6,400,000
20531	11	10	<div></div> 1	2.801	SR 50 / Colonial Dr	Chuluota Rd	SR 520	Widen from 4 to 6 lanes	Orange	PE, ROW & CS	N/A	N/A	N/A	N/A
20484	9	11	<div></div> -2	2.905	SR 551 / Goldenrod Rd	SR 408	SR 50 / Colonial Dr	Widen from 4 to 6 lanes	Orange	N/A	PD&E	\$380,000	PE, ROW & CST	\$29,170,000
30032	13	12	<div></div> 1	2.774	Osceola Pkwy	SR 91 / Florida's Tpke	Simpson Rd	Operational / Safety (Freight Bottleneck)	Osceola	N/A	PE	\$240,000	ROW & CST	\$15,080,000
20102	14	13	<div></div> 1	2.732	US 441 / Orange Blossom Trl	From WB SR 436	Alabama Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$60,000	PE, ROW & CST	\$1,600,000
20102	15	13	<div></div> 2	2.732	US 441 / Orange Blossom Trl	Alabama Ave	S Park Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$150,000	PE, ROW & CST	\$4,010,000
30042	12	15	<div></div> -3	2.795	Osceola Pkwy	Dyer Blvd	SR 91 / Florida's Tpke	ITS/Technology	Osceola	N/A	PE	\$110,000	CST	\$3,540,000
20067	24	16	<div></div> 8	2.643	US 441 / Orange Blossom Trl	at Plymouth Sorrento Rd	-	Operational / Safety	Orange	N/A	PE	\$40,000	ROW & CST	\$2,500,000
20067	25	16	<div></div> 9	2.643	US 441/ Orange Blossom Trl	SR 451	Errol Pkwy	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$200,000	PE, ROW & CST	\$5,140,000
10117	16	18	<div></div> -2	2.726	US 17/92	SR 417	SR 46 / 1st St	Complete Streets	Seminole	N/A	PD&E	\$950,000	PE, ROW & CST	\$21,230,000
10388	20	19	<div></div> 1	2.711	SR 426 / Aloma Ave	Tuskawilla Rd	SR 417	Operational / Safety	Seminole	N/A	PE	\$80,000	ROW & CST	\$4,240,000
30063	22	20	<div></div> 2	2.676	US 441 / N Main St	US 192	Osceola Pkwy	Complete Streets	Osceola	N/A	PD&E	\$740,000	PE, ROW & CST	\$18,880,000
21458	34	21	<div></div> 13	2.565	SR 535	SR 536 / World Center Dr.	I-4	Complete Streets / Safety / Ops	Orange	PE & ROW	CST	\$4,940,000	N/A	N/A
30149	21	22	<div></div> -1	2.690	US 192	US 17/92	Main St	Safety Improvements	Osceola	N/A	PE	\$50,000	ROW & CST	\$3,490,000
21116	18	23	<div></div> -5	2.711	SR 15 / Hoffner Ave	SR 436 / Semoran Blvd	SR 15 / Conway Rd	Operational / Safety	Orange	N/A	PE	\$130,000	ROW & CST	\$7,110,000
21116	19	23	<div></div> -4	2.711	SR 15 / Hoffner Ave	SR 436 / Semoran Blvd	SR 15 / Conway Rd	Complete Streets	Orange	N/A	PD&E	\$410,000	PE, ROW & CST	\$920,000
10273	27	25	<div></div> 2	2.619	SR 434	Smith St	Mitchell Hammock Rd	Complete Streets / Safety / Ops	Seminole	N/A	PD&E	\$340,000	PE, ROW & CST	\$11,270,000
30145	17	26	<div></div> -9	2.711	US 192	Hoagland Blvd	John Young Pkwy	Safety Improvements	Osceola	N/A	PE	\$120,000	ROW & CST	\$7,020,000
30053	32	27	<div></div> 5	2.568	Osceola Pkwy	US 17/92/441 / Orange Blossom Trl	SR 91 / Florida's Tpke	Operational / Safety (Freight Bottleneck)	Osceola	N/A	PE	\$110,000	ROW & CST	\$6,070,000
20249	29	28	<div></div> 1	2.592	SR 423 / John Young Pkwy	Shader Rd	SR 434	Operational / Safety	Orange	N/A	PE	\$300,000	ROW & CST	\$16,410,000
20051	37	29	<div></div> 8	2.554	US 441 / Orange Blossom Trl	at Lake View Dr	-	Operational / Safety	Orange	N/A	PE	\$40,000	ROW & CST	\$2,500,000
30153	23	30	<div></div> -7	2.664	US 192	Avalon Rd	Columbia Ave	ITS/Technology	Osceola	N/A	PE	\$990,000	CST	\$31,130,000
20372	39	31	<div></div> 8	2.551	US 17/92 / Mills Ave	Princeton St	Orange Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$420,000	PE, ROW & CST	\$13,970,000
10164	41	32	<div></div> 9	2.530	US 17/92	Dog Track Rd	Shepard Rd	Complete Streets / Safety / Ops	Seminole	N/A	PD&E	\$760,000	PE, ROW & CST	\$19,960,000
10197	26	33	<div></div> -7	2.634	SR 434	Rangeline Rd	US 17/92	Complete Streets w/Shared Use Path	Seminole	N/A	PD&E	\$710,000	PE, ROW & CST	\$19,010,000
10034	47	34	<div></div> 13	2.473	SR 46	Upsala Rd	Persimmon Ave	Widen from 4 to 6 lanes	Seminole	N/A	PE	\$690,000	ROW & CST	\$40,270,000
20614	28	35	<div></div> -7	2.592	SR 50 / Colonial Dr	SR 429	S Clarke Rd	Safety Improvements	Orange	N/A	PE	\$210,000	ROW & CST	\$12,050,000
21124	35	36	<div></div> -1	2.557	SR 15 / Narcoossee Rd	Goldenrod Rd	SR 528	ITS/Technology	Orange	N/A	PE	\$90,000	CST	\$3,290,000
21124	36	36	<div></div> 0	2.557	SR 15 / Narcoossee Rd	Lee Vista Blvd	SR 551 / Goldenrod Rd	Complete Streets	Orange	N/A	PD&E	\$390,000	PE, ROW & CST	\$9,820,000
20504	54	38	<div></div> 16	2.455	SR 50 / Colonial Dr	SR 408	Chuluota Rd	Widen from 4 to 6 lanes	Orange	N/A	PD&E	\$770,000	PE, ROW & CST	\$59,420,000
20504	55	38	<div></div> 17	2.455	SR 50 / Colonial Dr	Lake Pickett Rd	Chuluota Rd	Safety Improvements	Orange	N/A	PE	\$190,000	ROW & CST	\$12,040,000
20337	30	40	<div></div> -10	2.571	SR 426 / Fairbanks Ave	US 17/92	Pennsylvania Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$170,000	PE, ROW & CST	\$4,360,000
20337	31	40	<div></div> -9	2.571	SR 426 / Fairbanks Ave	Denning Dr	SR 527 / Orange Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$100,000	PE, ROW & CST	\$2,520,000
30004	56	42	<div></div> 14	2.446	John Young Pkwy	Ball Park Rd	Town Loop Blvd	ITS/Technology	Orange / Osceo	N/A	PE	\$60,000	CST	\$2,150,000
20793	33	43	<div></div> -10	2.565	SR 436	SR 552 / Curry Ford Rd	Lake Underhill Rd	Operational / Safety	Orange	N/A	PE	\$130,000	ROW & CST	\$8,910,000
20452	44	44	<div></div> 0	2.503	SR 50 / Colonial Dr	Avalon Park Blvd	Chuluota Rd	Widen from 4 to 6 lanes	Orange	PE, ROW & CS	N/A	N/A	N/A	N/A

MetroPlan Orlando Prioritized Project List
State Highway System (SHS)

Segment #	2020 Rank	Weighted Rank		Trend	2020 Score	Roadway:	From:	To:	Project Type	County	Phases Funded	Priority Phase	Phase Amount	Remaining Phase(s)	Remaining Cost
		Bike/Ped													
20452	45	44	▲	1	2.503	SR 438 / Princeton St	SR 423 / John Young Pkwy	US 441 / Orange Blossom Trl	Complete Streets	Orange	N/A	PD&E	\$ 200,000	PE, ROW & CST	\$ 5,150,000
20336	46	46	■	0	2.488	SR 527 / Orange Ave	Clay St	SR 426 / Fairbanks Ave	Complete Streets	Orange	N/A	PD&E	\$ 470,000	PE, ROW & CST	\$ 10,440,000
21143	38	47	▼	-9	2.551	US 17/92/441 / Orange Blossom Trl	SR 482 / Sand Lake Rd	Oak Ridge Rd	Operational / Safety	Orange	N/A	PE	\$ 190,000	ROW & CST	\$ 12,590,000
20908	40	48	▼	-8	2.542	SR 552 / Curry Ford Rd	SR 15 / Conway Rd	SR 436 / Semoran Blvd	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 420,000	PE, ROW & CST	\$ 10,900,000
21083	61	49	▲	12	2.429	SR 435 / Kirkman Rd	Major Blvd	Conroy Rd	Operational / Safety	Orange	N/A	PE	\$ 180,000	ROW & CST	\$ 9,710,000
10310	48	50	▼	-2	2.470	SR 436	US 17/92	Wilshire Dr	Complete Streets w/Shared Use Path	Seminole	N/A	PD&E	\$ 440,000	PE, ROW & CST	\$ 14,720,000
10310	49	50	▼	-1	2.470	SR 436	at Casselton Dr	-	Operational / Safety	Seminole	N/A	PE	\$ 50,000	ROW & CST	\$ 3,170,000
10310	50	50	■	0	2.470	SR 436	at Carmel Cir	-	Operational / Safety	Seminole	N/A	PE	\$ 50,000	ROW & CST	\$ 3,170,000
10310	51	50	▲	1	2.470	SR 436	Wilshire Dr	Seminole / Orange CL	Operational / Safety	Seminole	N/A	PE	\$ 380,000	ROW & CST	\$ 24,770,000
21048	42	54	▼	-12	2.518	SR 551 / Goldenrod Rd	Beatty Dr	Pershing Ave	Widen from 4 to 6 lanes	Orange	N/A	PD&E	\$ 210,000	PE, ROW & CST	\$ 16,090,000
20495	65	55	▲	10	2.405	SR 50 / Colonial Dr	Alafaya Trail	Lake Pickett Rd	Safety Improvements	Orange	N/A	PE	\$ 100,000	ROW & CST	\$ 7,210,000
20819	52	56	▼	-4	2.467	SR 435 / Kirkman Rd	Raleigh St	Old Winter Garden Rd	Operational / Safety	Orange	N/A	PE	\$ 90,000	ROW & CST	\$ 5,640,000
20996	43	57	▼	-14	2.509	US 441 / Orange Blossom Trl	Oak Ridge Rd	I-4	Safety Improvements	Orange	N/A	PE	\$ 240,000	ROW & CST	\$ 13,860,000
20322	58	58	■	0	2.440	SR 436	Dahlia Dr	SR 50 / Colonial Dr	Operational / Safety	Orange	N/A	PE	\$ 130,000	ROW & CST	\$ 7,020,000
20682	64	59	▲	5	2.405	SR 526 / Robinson St	Rosalind Ave	Maguire Blvd	Complete Streets	Orange	N/A	PD&E	\$ 630,000	PE, ROW & CST	\$ 13,920,000
20621	73	60	▲	13	2.363	SR 50 / Colonial Dr	Dillard St	SR 91 / Florida's Tpke	Operational / Safety	Orange	N/A	PE	\$ 410,000	ROW & CST	\$ 26,940,000
20332	80	61	▲	19	2.321	SR 426 / Fairbanks Ave	I-4	US 17/92 / Orlando Ave	Safety Improvements	Orange	N/A	PE	\$ 60,000	ROW & CST	\$ 3,360,000
20332	81	61	▲	20	2.321	SR 426 / Fairbanks Ave	Clay St	US 17/92 / Orlando Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 170,000	PE, ROW & CST	\$ 4,350,000
10289	57	63	▼	-6	2.446	SR 436	US 441	SR 528	Operational / Safety	Orange / Seminole	N/A	PE	\$ 3,040,000	ROW & CST	\$ 220,250,000
20589	53	64	▼	-11	2.467	SR 527 / Orange Ave	South St	SR 50 / Colonial Dr	Safety Improvements	Orange	N/A	PE	\$ 60,000	ROW & CST	\$ 3,760,000
21208	62	65	▼	-3	2.408	SR 436	SR 528 / Beachline Expy	Lee Vista Blvd	Operational / Safety	Orange	N/A	PE	\$ 150,000	ROW & CST	\$ 9,960,000
20483	63	66	▼	-3	2.405	SR 50 / Colonial Dr	SR 436 / Semoran Blvd	SR 551 / Goldenrod Rd	Operational / Safety	Orange	N/A	PE	\$ 210,000	ROW & CST	\$ 13,730,000
21115	59	67	▼	-8	2.440	SR 15 / Hoffner Ave	SR 551 / Goldenrod Rd	SR 436 / Semoran Blvd	Complete Streets	Orange	N/A	PD&E	\$ 460,000	PE, ROW & CST	\$ 10,190,000
21242	66	68	▼	-2	2.393	SR 482 / Sand Lake Rd.	US 17/92/441 / Orange Blossom Trl	SR 527 / Orange Ave	Complete Streets	Orange	N/A	PD&E	\$ 740,000	PE, ROW & CST	\$ 18,880,000
20620	69	69	■	0	2.378	SR 50 / Colonial Dr	Park Ave	Dillard St	Operational / Safety	Orange	N/A	PE	\$ 60,000	ROW & CST	\$ 4,010,000
20993	72	70	▲	2	2.363	SR 527 / Orange Ave	Holden Ave	Michigan St	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 420,000	PE, ROW & CST	\$ 10,910,000
10290	75	71	▲	4	2.342	SR 436	SR 434	Northlake Blvd	Complete Streets / Safety / Ops	Seminole	N/A	PD&E	\$ 840,000	PE, ROW & CST	\$ 28,070,000
20295	87	72	▲	15	2.295	SR 426 / Fairbanks Ave	Park Ave	Chase Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 140,000	PE, ROW & CST	\$ 4,600,000
20295	88	72	▲	16	2.295	SR 426 / Aloma Ave	Chase Ave	Phelps Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 430,000	PE, ROW & CST	\$ 13,280,000
20295	89	72	▲	17	2.295	SR 426 / Aloma Ave	Phelps Ave	Lakemont Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 70,000	PE, ROW & CST	\$ 1,920,000
20505	83	75	▲	8	2.315	SR 50 / Colonial Dr	SR 408	Avalon Park Blvd	Operational / Safety	Orange	N/A	PE	\$ 190,000	ROW & CST	\$ 12,430,000
20257	60	76	▼	-16	2.432	SR 426 / Aloma Ave	SR 436 / Semoran Blvd	SR 551 / Palmetto Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 390,000	PE, ROW & CST	\$ 11,750,000
20228	70	77	▼	-7	2.369	US 441 / Orange Blossom Trl	SR 50 / Colonial Dr	Clarcona-Ocoee Rd	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 1,870,000	PE, ROW & CST	\$ 64,410,000
10285	86	78	▲	8	2.295	SR 436	SR 434	I-4	Safety Improvements	Seminole	N/A	PE	\$ 130,000	ROW & CST	\$ 9,130,000
21477	82	79	▲	3	2.318	US 17/92/441 / Orange Blossom Trl	Wetherbee Rd	Central Florida Pkwy	Operational / Safety	Orange	N/A	PE	\$ 550,000	ROW & CST	\$ 30,290,000
20477	79	80	▼	-1	2.321	SR 50 / Colonial Dr	SR 417	Dean Rd	Operational / Safety	Orange	N/A	PE	\$ 160,000	ROW & CST	\$ 10,370,000
20598	67	81	▼	-14	2.384	US 17/92/411 / Orange Blossom Trl	Washington St	SR 50 / Colonial Dr	Complete Streets	Orange	N/A	PD&E	\$ 220,000	PE, ROW & CST	\$ 5,480,000
20598	68	81	▼	-13	2.384	US 17/92/411 / Orange Blossom Trl	SR 50 / Colonial Dr	Grand St	Safety Improvements	Orange	N/A	PE	\$ 130,000	ROW & CST	\$ 8,620,000
20888	85	83	▲	2	2.295	SR 435 / Kirkman Rd	Conroy Rd	Raleigh St	Operational / Safety	Orange	N/A	PE	\$ 240,000	ROW & CST	\$ 14,770,000
20976	71	84	▼	-13	2.363	US 17/92/441 / Orange Blossom Trl	I-4	Kaley Ave	Complete Streets	Orange	N/A	PD&E	\$ 220,000	PE, ROW & CST	\$ 5,480,000
21110	76	85	▼	-9	2.330	SR 435 / Kirkman Rd	S of Old Winter Garden Rd	SR 482 / Sand Lake Rd	ITS/Technology	Orange	N/A	PE	\$ 230,000	CST	\$ 7,140,000
21110	77	85	▼	-8	2.330	SR 435 / Kirkman Rd	I-4	Major Blvd	Operational / Safety	Orange	N/A	PE	\$ 80,000	ROW & CST	\$ 4,170,000
21110	78	85	▼	-7	2.330	SR 435 / Kirkman Rd	International Dr	I-4	Operational / Safety	Orange	N/A	PE	\$ 90,000	ROW & CST	\$ 4,710,000
20280	90	88	▲	2	2.286	SR 426 / Aloma Ave	Lakemont Ave	Mayflower Ct	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 170,000	PE, ROW & CST	\$ 4,410,000
20280	91	88	▲	3	2.286	SR 426 / Aloma Ave	Mayflower Ct	SR 436 / Semoran Blvd	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 260,000	PE, ROW & CST	\$ 6,710,000
20275	101	90	▲	11	2.259	US 17/92 / Orlando Ave	SR 426 / Fairbanks Ave	SR 423 / Lee Rd	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 290,000	PE, ROW & CST	\$ 7,630,000
30136	97	91	▲	6	2.274	US 192	at Hoagland Blvd	-	Operational / Safety	Osceola	N/A	PE	\$ 30,000	ROW & CST	\$ 1,700,000
20824	92	92	■	0	2.280	SR 15 / Lake Underhill Rd	SR 15 / Conway Rd	SR 15 / Anderson St	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 280,000	PE, ROW & CST	\$ 8,380,000
20562	74	93	▼	-19	2.351	SR 436	Lake Underhill Rd	Dahlia Dr	Operational / Safety	Orange	N/A	PE	\$ 80,000	ROW & CST	\$ 4,320,000
30082	96	94	▲	2	2.274	US 192	Poinciana Blvd	Hoagland Blvd	Safety Improvements	Osceola	N/A	PE	\$ 270,000	ROW & CST	\$ 18,820,000
10360	98	95	▲	3	2.274	US 441 / Orange Blossom Trl	US 192	SR 429	Operational / Safety	Orange / Osceola	N/A	PE	\$ 5,160,000	ROW & CST	\$ 630,000
20221	84	96	▼	-12	2.295	SR 438 / Silver Star Rd	at Hiawassee Rd	-	Operational / Safety	Orange	N/A	PE	\$ 50,000	ROW & CST	\$ 2,660,000
20468	105	97	▲	8	2.244	SR 50 / Colonial Dr	Dean Rd	Rouse Rd	Operational / Safety	Orange	N/A	PE	\$ 130,000	ROW & CST	\$ 8,060,000

MetroPlan Orlando Prioritized Project List
State Highway System (SHS)

Segment #	2020 Rank	Weighted Rank Bike/Ped	Trend	2020 Score	Roadway:	From:	To:	Project Type	County	Phases Funded	Priority Phase	Phase Amount	Remaining Phase(s)	Remaining Cost
20579	93	98	▼ -5	2.280	SR 50 / Colonial Dr	Bumby Ave	Maguire Blvd	Operational / Safety	Orange	N/A	PE	\$ 70,000	ROW & CST	\$ 3,960,000
20623	100	99	▲ 1	2.259	SR 50 / Colonial Dr	Avalon Rd	S Park Ave	Operational / Safety	Orange	N/A	PE	\$ 120,000	ROW & CST	\$ 7,910,000
21100	107	100	▲ 7	2.241	John Young Pkwy	Oak Ridge Rd	Americana Blvd	Operational / Safety (Freight Bottleneck)	Orange	N/A	PE	\$ 110,000	ROW & CST	\$ 6,080,000
20970	104	101	▲ 3	2.244	SR 551 / Goldenrod Rd	Pershing Ave	SR 552 / Curry Ford Rd	Widen from 4 to 6 lanes	Orange	N/A	PD&E	\$ 250,000	PE, ROW & CST	\$ 17,030,000
21256	109	102	▲ 7	2.235	US 17/92/441 / Orange Blossom Trl	Landstreet Rd	SR 482 / Sand Lake Rd	Operational / Safety	Orange	N/A	PE	\$ 120,000	ROW & CST	\$ 8,040,000
10286	103	103	▬ 0	2.259	SR 434	Maitland Blvd	SR 436	Complete Streets / Safety / Ops	Seminole	N/A	PD&E	\$ 580,000	PE, ROW & CST	\$ 17,570,000
20311	120	104	▲ 16	2.196	SR 434	SR 50 / Colonial Dr	University Blvd	Operational / Safety	Orange	N/A	PE	\$ 260,000	ROW & CST	\$ 17,160,000
20311	121	104	▲ 17	2.196	SR 434	Challenger Pkwy	Research Pkwy	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 390,000	PE, ROW & CST	\$ 12,860,000
20220	106	106	▬ 0	2.241	US 17/92	Norfolk Ave	Monroe St	Construct Medians / Improve Bike & Ped	Orange	PE	ROW	\$ 4,220,000	CST	\$ 4,940,000
20220	108	106	▲ 2	2.241	US 17/92	Norfolk Ave	Solana Ave	ITS/Technology	Orange	N/A	PE	\$ 60,000	CST	\$ 2,040,000
20411	94	108	▼ -14	2.274	SR 438 / Silver Star Rd	Pine Hills Rd	Hiawassee Rd	Safety Improvements	Orange	N/A	PE	\$ 90,000	ROW & CST	\$ 5,070,000
20357	95	108	▼ -13	2.274	SR 438 / Silver Star Rd	at Pine Hills Rd	-	Operational	Orange	N/A	PE	\$ 20,000	ROW & CST	\$ 1,240,000
20461	118	110	▲ 8	2.217	US 17/92 / Mills Ave	Virginia Dr	Princeton St	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 140,000	PE, ROW & CST	\$ 4,270,000
20243	124	111	▲ 13	2.182	SR 426 / Aloma Ave	Goldenrod Rd	Orange / Seminole CL	Complete Streets w/Shared Use Path	Orange	N/A	PD&E	\$ 60,000	PE, ROW & CST	\$ 1,730,000
20317	102	112	▼ -10	2.259	SR 551 / Goldenrod Rd	SR 50 / Colonial Dr	University Blvd	Widen from 4 to 6 lanes	Orange	N/A	PD&E	\$ 410,000	PE, ROW & CST	\$ 31,350,000
20475	111	113	▼ -2	2.217	SR 50 / Colonial Dr	Harrell Rd	Alafaya Trl	ITS/Technology	Orange	N/A	PE	\$ 150,000	CST	\$ 4,830,000
20475	112	113	▼ -1	2.217	SR 50 / Colonial Dr	Forsyth Rd	Avalon Park Blvd	ITS/Technology	Orange	N/A	PE	\$ 320,000	CST	\$ 10,040,000
20475	113	113	▬ 0	2.217	SR 50 / Colonial Dr	SR 551 / Goldenrod Rd	SR 417	Operational / Safety	Orange	N/A	PE	\$ 150,000	ROW & CST	\$ 9,630,000
20470	123	116	▲ 7	2.182	SR 50 / Colonial Dr	at Economic Ct	-	Safety Improvements	Orange	N/A	PE	\$ 10,000	ROW & CST	\$ 630,000
30208	110	117	▼ -7	2.217	US 192	at Bill Beck Blvd	-	Operational / Safety	Osceola	N/A	PE	\$ 60,000	ROW & CST	\$ 3,500,000
20335	125	118	▲ 7	2.176	SR 527 / Orange Ave	SR 426 / Fairbanks Ave	Park Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 110,000	PE, ROW & CST	\$ 2,860,000
20602	119	119	▬ 0	2.211	SR 50 / Colonial Dr	Kirkman Rd	US 441 / Orange Blossom Tr	Safety Improvements	Orange	N/A	PE	\$ 210,000	ROW & CST	\$ 13,720,000
20582	114	120	▼ -6	2.217	SR 50 / Colonial Dr	Parramore Ave	SR 527 / Orange Ave	Complete Streets	Orange	PD&E	PE	\$ 110,000	ROW & CST	\$ 4,320,000
20582	115	120	▼ -5	2.217	SR 50 / Colonial Dr	SR 527 / Orange Ave	Summerlin Ave	Complete Streets	Orange	N/A	PD&E	\$ 210,000	PE, ROW & CST	\$ 5,360,000
20582	116	120	▼ -4	2.217	SR 50 / Colonial Dr	Summerlin Ave	Bumby Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 330,000	PE, ROW & CST	\$ 10,000,000
20582	117	120	▼ -3	2.217	SR 50 / Colonial Dr	at Magnolia Ave	-	Safety Improvements	Orange	N/A	PE	\$ 10,000	ROW & CST	\$ 630,000
10220	138	124	▲ 14	2.104	SR 434	Wekiva Springs Rd	I-4	Operational / Safety	Seminole	PE	ROW	\$ 2,160,000	CST	\$ 3,330,000
20760	122	125	▼ -3	2.190	SR 551 / Goldenrod Rd	SR 552 / Curry Ford Rd	SR 408	Widen from 4 to 6 lanes	Orange	N/A	PD&E	\$ 440,000	PE, ROW & CST	\$ 36,690,000
20561	128	126	▲ 2	2.134	SR 50 / Colonial Dr	Bumby Ave	Old Cheney Hwy	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 630,000	PE, ROW & CST	\$ 18,800,000
20869	99	127	▼ -28	2.259	US 17/92/441 / Orange Blossom Trl	I-4	Washington St	Complete Streets	Orange	N/A	PD&E	\$ 760,000	PE, ROW & CST	\$ 15,860,000
21107	140	128	▲ 12	2.086	SR 527 / Orange Ave	Gem St	Kelsey Rd	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 600,000	PE, ROW & CST	\$ 19,940,000
30035	139	129	▲ 10	2.104	Osceola Pkwy	World Drive	SR 530	Operational / Safety	Orange	N/A	PE	\$ 2,470,000	ROW & CST	\$ 135,190,000
21091	142	130	▲ 12	2.065	SR 527 / Orange Ave	End of One-Way Split	Holden Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 290,000	PE, ROW & CST	\$ 9,580,000
20592	132	131	▲ 1	2.113	SR 50 / Colonial Dr	US 441 / Orange Blossom Tr	I-4	Safety Improvements	Orange	N/A	PE	\$ 50,000	ROW & CST	\$ 2,850,000
20592	133	131	▲ 2	2.113	SR 50 / Colonial Dr	US 441 / Orange Blossom Trl	Parramore Ave	Complete Streets	Orange	N/A	PD&E	\$ 140,000	PE, ROW & CST	\$ 3,040,000
20274	131	133	▼ -2	2.119	SR 423 / Lee Road	US 17/92	-	Operational / Safety	Orange	N/A	PE	\$ 20,000	ROW & CST	\$ 1,050,000
20588	136	134	▲ 2	2.113	SR 15 / Mills Ave	SR 526 / Robinson St	SR 50 / Colonial Dr	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 170,000	PE, ROW & CST	\$ 5,010,000
20741	129	135	▼ -6	2.128	John Young Pkwy	33rd St	SR 408	Operational / Safety (Freight Bottleneck)	Orange	N/A	PE	\$ 180,000	ROW & CST	\$ 10,850,000
20741	130	135	▼ -5	2.128	John Young Pkwy	LB McLeod	Church Street	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 720,000	PE, ROW & CST	\$ 18,920,000
10397	127	137	▼ -10	2.134	SR 426 / Aloma Ave	Palmetto Ave	Hall Rd	Operational / Safety	Seminole	N/A	PE	\$ 70,000	ROW & CST	\$ 4,030,000
20873	134	138	▼ -4	2.113	SR 527 / Orange Ave	Grant St	Gore St	Safety Improvements	Orange	N/A	PE	\$ 60,000	ROW & CST	\$ 3,730,000
20873	135	138	▼ -3	2.113	SR 527 / Orange Ave	Michigan St	Gore Ave	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 410,000	PE, ROW & CST	\$ 10,830,000
20246	126	140	▼ -14	2.155	SR 436	SR 426 / Aloma Ave	Orange / Seminole CL	Operational / Safety	Seminole	N/A	PE	\$ 60,000	ROW & CST	\$ 3,630,000
21188	143	141	▲ 2	2.045	SR 435 / Kirkman Rd	SR 482 / Sand Lake Rd	Carrier Dr	Operational / Safety	Orange	N/A	PE	\$ 90,000	ROW & CST	\$ 4,930,000
21150	151	142	▲ 9	1.991	John Young Pkwy	Sand Lake Rd	W Oak Ridge Rd	Operational / Safety (Freight Bottleneck)	Orange	N/A	PE	\$ 180,000	ROW & CST	\$ 10,380,000
20330	149	143	▲ 6	2.006	SR 426 / Fairbanks Ave	Clay St	I-4	ITS/Technology	Orange	N/A	PE	\$ 20,000	CST	\$ 640,000
20330	150	143	▲ 7	2.006	SR 426 / Fairbanks Ave	I-4	Clay St	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 200,000	PE, ROW & CST	\$ 5,880,000
20513	137	145	▼ -8	2.113	US 17/92 / Mills Ave	SR 50 / Colonial Dr	Virginia Dr	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 250,000	PE, ROW & CST	\$ 6,480,000
20599	145	146	▼ -1	2.030	SR 50 / Colonial Dr	Fairvilla Rd	Bumby Ave	Safety Improvements	Orange	N/A	PE	\$ 280,000	ROW & CST	\$ 18,020,000
20599	146	146	▬ 0	2.030	SR 50 / Colonial Dr	Tampa Ave	US 441 / Orange Blossom Trl	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 200,000	PE, ROW & CST	\$ 6,060,000
20473	147	148	▼ -1	2.015	SR 50 / Colonial Dr	Rouse Rd	SR 434 / Alafaya Trl	Operational / Safety	Orange	N/A	PE	\$ 120,000	ROW & CST	\$ 7,900,000
21344	141	149	▼ -8	2.065	John Young Pkwy	Central Florida Pkwy	SR 528	Operational / Safety	Orange	N/A	PE	\$ 110,000	ROW & CST	\$ 5,830,000
20457	148	150	▼ -2	2.009	SR 527 / Orange Ave	SR 50 / Colonial Dr	Princeton St	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 480,000	PE, ROW & CST	\$ 12,490,000

MetroPlan Orlando Prioritized Project List
State Highway System (SHS)

Segment #	2020 Rank	Weighted Rank Bike/Ped	Trend	2020 Score	Roadway:	From:	To:	Project Type	County	Phases Funded	Priority Phase	Phase Amount	Remaining Phase(s)	Remaining Cost
21378	153	151	▲ 2	1.991	John Young Pkwy	Whisper Lakes Blvd	Central Florida Pkwy	Operational / Safety	Orange	N/A	PE	\$ 130,000	ROW & CST	\$ 8,910,000
21250	154	152	▲ 2	1.970	John Young Pkwy	Southpark Cir	Sand Lake Road	Operational / Safety	Orange	N/A	PE	\$ 130,000	ROW & CST	\$ 7,120,000
20920	144	153	▼ -9	2.042	SR 436	SR 15 / Hoffner Ave	SR 552 / Curry Ford Rd	Operational / Safety	Orange	N/A	PE	\$ 480,000	ROW & CST	\$ 26,210,000
10367	157	154	▲ 3	1.860	SR 414 / Maitland Blvd	US 441 / Orange Blossom Trl	SR 434	Widen from 4 to 6 lanes	Orange	N/A	PD&E	\$ 490,000	PE, ROW & CST	\$ 38,030,000
21243	155	155	▬ 0	1.952	SR 482 / McCoy Rd	SR 527 / Orange Ave	Jetport Dr	Widen from 4 to 6 lanes	Orange	N/A	PD&E	\$ 190,000	PE, ROW & CST	\$ 15,940,000
21117	152	156	▼ -4	1.991	SR 436	Lee Vista Blvd	SR 15 / Hoffner Ave	Operational / Safety	Orange	N/A	PE	\$ 100,000	ROW & CST	\$ 6,420,000
21518	156	157	▼ -1	1.938	SR 536 / World Center Dr	W of Continental Gtwy	SR 535 / Kissimmee-Vineland Rd	Safety Improvements	Orange	N/A	PE	\$ 70,000	ROW & CST	\$ 3,970,000
20236	160	158	▲ 2	1.738	SR 434	Research Pkwy	McCulloch Rd	Complete Streets / Safety / Ops	Orange	N/A	PD&E	\$ 550,000	PE, ROW & CST	\$ 13,530,000
21074	158	159	▼ -1	1.780	SR 527 / Orange Ave	Holden Ave	Gatlin Ave	Safety Improvements	Orange	N/A	PE	\$ 390,000	ROW & CST	\$ 10,130,000
21455	159	160	▼ -1	1.756	US 17/92/441 / Orange Blossom Trl	SR 417	Wetherbee Rd	Operational / Safety	Orange	N/A	PE	\$ 160,000	ROW & CST	\$ 8,850,000
21309	162	161	▲ 1	1.690	US 441 / Orange Blossom Trl	Deerfield Blvd	Landstreet Road	Operational / Safety	Orange	N/A	PE	\$ 640,000	ROW & CST	\$ 34,850,000
21228	161	162	▼ -1	1.711	SR 482 / Sand Lake Rd	Kirkman Rd	SR 423 / John Young Pkwy	Complete Streets	Orange	N/A	PD&E	\$ 610,000	PE, ROW & CST	\$ 15,530,000
30375	163	163	▬ 0	1.536	SR 60	Grape Hammock Rd (Polk Co.)	E of Kissimmee River Bridge (Osceola)	Widen from 2 to 4 lanes	Osceola / Polk	PD&E	PE	\$ 440,000	ROW & CST	\$ 23,140,000
20148	164	164	▬ 0	1.485	SR 414 / Maitland Blvd	Maitland Ave	US 17/92	Operational / Safety	Orange	N/A	PE	\$ 60,000	ROW & CST	\$ 3,590,000
20413	165	165	▬ 0	1.315	SR 423 / John Young Pkwy	SR 438 / Princeton St	SR 416 / Silver Star Rd	Operational	Orange	N/A	PE	\$ 30,000	ROW & CST	\$ 2,020,000
20376	166	166	▬ 0	1.274	SR 423 / John Young Pkwy	SR 416 / Silver Star Rd	Shader Rd	Operational / Safety	Orange	N/A	PE	\$ 80,000	ROW & CST	\$ 4,470,000

MetroPlan Orlando Prioritized Project List
Off System Construction (TMA-SA Funds with TRIP)


















Segment #	2020 Rank	2020 Score	Roadway:	From:	To:	Project Type	County	Phases Funded	Priority Phase	Phase Amount	Remaining Phase(s)	Remaining Cost
	1		MetroPlan Orlando Off System Construction Assistance Program			10% from "Other Arterials Funds" allocated to the Construction and CEI costs of federally funded (SA funds) Off-State Highway System projects; consistent with FDOT's Revenue Forecasting Guidebook. Eligible LAP-certified agencies must locally fund PD&E, Design, ROW, and Environmental Mitigation phases.	Region Wide					
30166	2	2.988	Old Lake Wilson Road Improvement Project	Sinclair Rd	CR 532	Widen to 4 Lanes with Median	Osceola	N/A	CST	\$ 3,420,000	N/A	N/A
30310	3	2.815	CR 532 - Canoe Creek Road	Deer Run Rd	US 192	Widen to 4 Lanes with Median	Osceola	N/A	CST	\$ 10,214,504	N/A	N/A
10261	4	2.649	Winter Park Drive Bicycle/Pedestrian Improvements (Bundled)	At Queens Mirror, Crystal Bowl and Wilshire Dr.		Improvements	Seminole	N/A	CST	\$ 4,219,111	N/A	N/A
21004	5	2.518	Econlockhatachee Trail Multimodal Corridor Improvements	Curry Ford Rd	Lee Vista Vlvd	Widen to 4 Lanes with Trail	Orange	N/A	CST	\$ 16,387,000	N/A	N/A
20888	6	2.295	President Barack Obama Parkway (Phase 2)	Metrowest Blvd	Raleigh St	New 4 Lane Road with Trail	Orange	N/A	CST	\$ 14,000,000	N/A	N/A
20019	7	2.077	Kelly Park Road Widening	Golden Gem Rd	Jason Dwelley Rd	Widen to 4 Lanes with Trail	Orange	N/A	CST	\$ 4,000,000	N/A	N/A

MetroPlan Orlando Prioritized Project List
Multimodal TSMO - TMA Funded

Projects in blue are anticipated for programming with MetroPlan Orlando TMA funds by Fiscal Year

Segment #	2020 Rank	Weighted Rank Bike/Ped	Trend	2020 Score	Roadway:	From:	To:	Project Type	County	Phases Funded	Priority Phase	Phase Amount	Remaining Phase(s)	Remaining Cost
	1	1	<div><div></div></div> 0		MetroPlan Orlando UPWP			\$1,000,000 a year from 2026 to 2045 of TMA funds included in MetroPlan Orlando's UPWP to support the Regional Traffic Signal Retiming Annual Program	Region Wide	N/A	N/A	\$1,000,000	N/A	\$9,000,000
	2	2	<div><div></div></div> 0		MetroPlan Orlando Regional TSMO Program (1) UPS Expansion, EVP Expansion, Downtown DMS & Bluetooth (2) Bluetooth Expansion (3) CCTV Expansion (4) Parking Management (5) TMC & Sunrail Coordination (6) Orange Co ATMS Phase 4 (7) Seminole County ATMS Phase 3 (8) Orange Co. Traffic Signal Controller - 200 intersections (9) Orange Co. Traffic Signal Controller - 100 intersections			\$1,000,000 a year from 2026 to 2045 of TMA funds allocated to addressing countywide, citywide and areawide TSMO / ITS projects. Projects may include multiple locations and expenses such as detection equipment, signal cabinets, CAV technology, and other eligible equipment as identified and prioritized by the TSMO Advisory Committee.	Region Wide City of Orlando Orange Orange City of Orlando	N/A	N/A	\$1,000,000	N/A	\$9,000,000
	3	3	<div><div></div></div> 0		Automated, Connected, Electric & Shared Vehicles (ACES) Demonstration Program (1) TBD by TSMO Committee for FY 2026/27			\$250,000 a year from 2026 to 2045 of TMA funds allocated to the demonstration of Automated, Connected, Electric and Shared (ACES) vehicle technologies on the Federal Aid System as identified and prioritized by the TSMO Advisory Committee.	Region Wide	N/A	N/A	\$250,000	N/A	\$2,250,000
20757	4	4	<div><div></div></div> 0	3.196	Pine St	S Hughey Ave	S Rosalind Ave	Operational / Safety	Orange	N/A	PE	\$410,000	ROW & CST	\$4,980,000
20591				2.176	Garland Ave	South St	W Washington St							
30341				2.967	Canoe Creek Rd	Deer Run Rd	Pine Tree Dr		Osceola	N/A	PE	\$430,000	CST	\$3,150,000
30289	5	5	<div><div></div></div> 0	2.363	Old Canoe Creek Rd	at E of US 192	-	ITS/Technology						
30296				2.875	Old Canoe Creek Rd	US 192/441 / 13th St	Brown Chapel Rd							
20277				2.869	Rosamond Dr	N Lake Orlando Pkwy	N Orange Blossom Trl							
21078	6	6	<div><div></div></div> 0	2.661	Honour Rd	Texas Ave	Holden Ave	ITS/Technology	Orange	N/A	PE	\$360,000	CST	\$2,610,000
20268				2.619	Forsyth Rd	University Blvd	Aloma Ave							
21126				2.119	Major Blvd	Universal Blvd	S Kirkman Rd							
20691	7	7	<div><div></div></div> 0	2.738	Robinson St	Orange Blossom Trl	N Hughey Ave	Operational / Safety	Orange	N/A	PE	\$640,000	ROW & CST	\$7,760,000
20726				2.676	S Hughey Ave	W South St	W Washington St							
20590	9	8	<div><div></div></div> 1	2.574	S Garland Ave	W Robinson St	SR 50 / Colonial Dr	ITS/Technology	Orange	N/A	PE	\$440,000	CST	\$3,220,000
20656				2.426	Livingston St	N Parramore Ave	Highland Ave							
20935				2.167	Kaley Ave	I-4	Orange Ave S							
20968	12	9	<div><div></div></div> 3	2.619	Metrowest Blvd	S Kirkman Rd	President Barack Obama Pkwy	ITS/Technology	Orange	N/A	PE	\$250,000	CST	\$1,830,000
21049				2.711	Commander Dr	Gatlin Ave	Pershing Ave							
21049	8	10	<div><div></div></div> -2	2.711	Commander Dr	Turnbull Dr	Gatlin Ave	ITS/Technology	Orange	N/A	PE	\$220,000	CST	\$1,610,000
21049				2.711	Commander Dr	Hoffner Rd	Turnbull Dr							
21104				1.964	Turnbull Dr	Semoran Blvd S	Commander Dr							
20875				2.676	Rio Grande Ave	W Holden Ave	Michigan St W							
20875	10	11	<div><div></div></div> -1	2.676	Rio Grande Ave	33rd St	LB McLeod Rd	ITS/Technology	Orange	N/A	PE	\$440,000	CST	\$3,250,000
21103				2.655	Rio Grande Ave	W Oak Ridge Rd	Americana Blvd							
21193				2.637	Vanguard St	Grand National Dr	Mandarin Dr							
21215	11	12	<div><div></div></div> -1	2.202	Carrier Dr	South Kirkman Rd	Grand National Dr	ITS/Technology	Orange	N/A	PE	\$460,000	CST	\$3,390,000
21155				2.033	Universal Blvd	International Dr	Vineland Rd							

MetroPlan Orlando Prioritized Project List
Multimodal TSMO - TMA Funded

Segment #	2020 Rank	Weighted Rank Bike/Ped	Trend	2020 Score	Roadway:	From:	To:	Project Type	County	Phases Funded	Priority Phase	Phase Amount	Remaining Phase(s)	Remaining Cost
20348	14	13	 1	2.545	Lakeview Ave+F43:l44	Plant St	Fullers Cross Rd	ITS/Technology	Orange	N/A	PE	\$ 380,000	CST	\$ 2,790,000
20500				2.536	Lakeview Ave	Story Rd	E Plant St							
21123	13	14	 -1	2.607	Goldenrod Rd	Lee Vista Blvd	Narcoossee Rd	ITS/Technology	Orange	N/A	PE	\$ 210,000	CST	\$ 1,560,000
20433	15	15	 0	2.488	Bluford Ave	Story Rd	W Silver Star Rd	ITS/Technology	Orange	N/A	PE	\$ 230,000	CST	\$ 1,710,000
20765	16	16	 0	2.488	Church St	Hughey Ave	S Rosalind Ave	ITS/Technology	Orange	N/A	PE	\$ 470,000	CST	\$ 3,420,000
20772				2.473	Church St	Orange Blossom Trl	S Division Ave							
20768				2.280	Church St	John Young Pkwy	S Orange Blossom Trl							
21460	19	17	 2	2.363	Narcoossee Rd	Tyson Rd	Orange / Osceola CL	Operational / Safety	Orange	N/A	PE	\$ 1,690,000	ROW & CST	\$ 20,500,000
20418	18	18	 0	2.440	Powers Dr	SR 50 / Colonial Dr	Silver Star Rd	Operational / Safety	Orange	N/A	PE	\$ 970,000	ROW & CST	\$ 9,280,000
20848	17	19	 -2	2.467	W Anderson St	US 17/92/441 / Orange Blossom T	S Division Ave	ITS/Technology	Orange	N/A	PE	\$ 290,000	CST	\$ 2,100,000
20817				2.238	W South St	S Rio Grande Ave	S Division Ave							
20744	23	20	 3	2.196	Central Blvd	Orange Blossom Trl	Division Ave N	Operational / Safety	Orange	N/A	PE	\$ 730,000	ROW & CST	\$ 7,990,000
20751	20	21	 -1	2.238	Central Blvd	Division Ave	Summerlin Ave East	Operational / Safety	Orange	N/A	PE	\$ 550,000	ROW & CST	\$ 6,610,000
21137	24	22	 2	2.161	Corporate Centre Blvd	Semoran Blvd	Lee Vista Blvd	ITS/Technology	Orange	N/A	PE	\$ 220,000	CST	\$ 1,630,000
30208	21	23	 -2	2.217	Neptune Rd	Partin Settlement Rd	Lakeshore Blvd	ITS/Technology	Osceola	N/A	PE	\$ 360,000	CST	\$ 2,610,000
20595	25	24	 1	2.089	Hughey Ave	Robinson St	W Colonial Dr	Operational / Safety	Orange	N/A	PE	\$ 240,000	ROW & CST	\$ 2,880,000
21149	22	25	 -3	2.217	Oak Ridge Rd	Millenia Blvd	S John Young Pkwy	Operational / Safety	Orange	N/A	PE	\$ 1,100,000	ROW & CST	\$ 9,970,000
21396	26	26	 0	2.065	Narcoossee Rd	SR 417	Tyson Rd	Operational / Safety	Orange	N/A	PE	\$ 1,170,000	ROW & CST	\$ 14,140,000
21250	27	27	 0	1.970	John Young Pkwy	Sand Lake Rd	Hunters Creek Blvd	ITS/Technology	Orange	N/A	PE	\$ 1,020,000	CST	\$ 4,680,000
20633	28	28	 0	1.905	Amelia St	Orange Blossom Trl	N Parramore Ave	ITS/Technology	Orange	N/A	PE	\$ 230,000	CST	\$ 1,670,000
20633				1.905	Amelia St	Parramore Ave	Highland Ave							
21161	29	29	 0	1.777	Lee Vista Blvd	Conway Rd	S Semoran Blvd	ITS/Technology	Orange	N/A	PE	\$ 300,000	CST	\$ 2,210,000

MetroPlan Orlando Prioritized Project List
Multimodal Complete Streets Safety - TMA Funded

Projects in blue are anticipated for programming with MetroPlan Orlando TMA funds by Fiscal Year

Segment #	2020 Rank	Weighted Rank Bike/Ped	Trend	2020 Score	Roadway:	From:	To:	Project Type	County	Phases Funded	Priority Phase	Phase Amount	Remaining Phase(s)	Remaining Cost
	1	1	<div><div></div></div> 0		MetroPlan Orlando UPWP			\$1,000,000 a year from 2026 to 2045 of TMA funds included in MetroPlan Orlando's UPWP to support performance-based planning, data collection and monitoring, corridor and sub-area planning and feasibility studies.	Region Wide	N/A	N/A	\$1,000,000	N/A	\$9,000,000
	2	2	<div><div></div></div> 0		MetroPlan Orlando Safety Emphasis Program			\$1,000,000 a year from 2026 to 2045 of TMA funds allocated to addressing regional safety issues off the State Highway System. For funding eligibility, local agencies must complete concept development and prepare a design scope.	Region Wide	N/A	N/A	\$1,000,000	N/A	\$9,000,000
10194	3	3	<div><div></div></div> 0	102.696	W Warren Ave	St. Laurent St	S. Milwee St	Complete Streets w/Shared Use Path	Seminole	N/A	PD&E	\$310,000	PE, ROW & CST	\$6,490,000
30151	4	4	<div><div></div></div> 0	2.872	N Central Ave	Martin Luther King Blvd	W Donegan Ave	Complete Streets	Osceola	PD&E	PE	\$280,000	ROW & CST	\$6,990,000
10191	6	5	<div><div></div></div> 1	2.655	E Church Ave	N Ronald Reagan Blvd	US 17/92	Complete Streets w/Shared Use Path	Seminole	PD&E & PE	ROW	\$1,600,000	CST	\$4,620,000
20085	7	6	<div><div></div></div> 1	2.634	Old Dixie Highway	Vick Rd	Hawthorne Ave	Complete Streets	Orange	N/A	PD&E	\$260,000	PE, ROW & CST	\$5,760,000
20109	5	7	<div><div></div></div> -2	2.717	W Michael Gladden Blvd	S Park Ave	Bradshaw Rd	Complete Streets	Orange	PD&E	PE	\$130,000	ROW & CST	\$5,380,000
20101	8	8	<div><div></div></div> 0	2.613	S Park Ave / Clarcona Rd	US 441 / Main St	Cleveland St	Complete Streets	Orange	N/A	PD&E	\$490,000	PE, ROW & CST	\$7,320,000
10331	9	9	<div><div></div></div> 0	2.571	Mitchell Hammock Rd	SR 426	Lockwood Blvd	Complete Streets	Seminole	N/A	PD&E	\$1,460,000	PE, ROW & CST	\$13,140,000
30039	10	10	<div><div></div></div> 0	2.494	Buenaventura Blvd	Simpson Road	Osceola Pkwy	Complete Streets	Osceola	N/A	PD&E	\$920,000	PE, ROW & CST	\$10,230,000
20060	12	11	<div><div></div></div> 1	2.384	N Rock Springs Rd	Votaw Rd	Ponkan Rd	Complete Streets	Orange	N/A	PD&E	\$1,560,000	PE, ROW & CST	\$13,790,000
10216	11	12	<div><div></div></div> -1	2.440	North St	Raymond Ave.	S Ronald Reagan Blvd	Complete Streets	Seminole	N/A	PD&E	\$950,000	PE, ROW & CST	\$10,420,000
20042	13	13	<div><div></div></div> 0	2.167	Vick Road	Sun Bluff Ln	Lester Rd	Complete Streets	Orange	N/A	PD&E	\$530,000	PE, ROW & CST	\$11,780,000
10201	14	14	<div><div></div></div> 0	2.134	Winter Park Dr	Red Bug Lakes Rd	SR 434	Complete Streets / Safety / Ops	Seminole	PD&E	PE	\$870,000	ROW & CST	\$10,820,000
30292	16	15	<div><div></div></div> 1	1.714	Poinciana Blvd	Lizzia Brown Rd	Trafalgar Blvd	Complete Streets	Osceola	N/A	PD&E	\$380,000	PE, ROW & CST	\$7,100,000
20039	15	16	<div><div></div></div> -1	1.792	Vick Road	Lester Rd	Ponkan Rd	Complete Streets	Orange	N/A	PD&E	\$410,000	PE, ROW & CST	\$9,220,000
20056	18	17	<div><div></div></div> 1	1.619	Vick Road	Old Dixie Hwy	Sun Bluff Ln	Complete Streets	Orange	N/A	PD&E	\$530,000	PE, ROW & CST	\$11,880,000
20866	17	18	<div><div></div></div> -1	1.696	W Gore St	S Rio Grande Ave.	Delaney Ave	Complete Streets - local unfunded 2,200,000	Orange	N/A	PD&E	\$530,000	PE, ROW & CST	\$7,600,000

MetroPlan Orlando Prioritized Project List
Multimodal Bike / Pedestrian / School Mobility - TMA Funded

Projects in blue are anticipated for programming with MetroPlan Orlando TMA funds by Fiscal Year

Segment #	2020 Rank	Roadway:	From:	To:	Project Type	County	Phases Funded	Priority Phase	Phase Amount	Remaining Phase(s)	Remaining Cost
	1	MetroPlan Orlando School Mobility Program (1) Laurel Ave / KOA Elementary (2) Hickory Tree Elementary School (3) Longwood Elementary (4) Midway Area Sidewalks (5) Reedy Creek Elementary School	KOA St. Oakwind Ct, Beachwood & Englewood N. Grant & Orange Ave Spiar Ave Trafalgar Blvd & Pleasant Hill Rd	Berkshire Rd. Highland Street & Logan Dr Beardall Ave Lizzia Brown Rd & Cressent Lake Blvd	\$1,000,000 a year from 2026 to 2045 of TMA funds allocated to addressing School Mobility (Safe Routes to Schools) projects that do not receive funding from the Florida Department of Transportation's Safe Routes to Schools (SRTS) program.	Region Wide Osceola Osceola Seminole Seminole Osceola	N/A	N/A	\$1,000,000	N/A	\$9,000,000
	2	MetroPlan Orlando Critical Sidewalk Gaps Program (1) TBD by Staff for funding in 2026/27			\$1,000,000 a year from 2026 to 2045 of TMA funds allocated to addressing critical sidewalk gaps within the region, See Appendix A for detailed listing of Critical Sidewalk Bundles.	Region Wide	N/A	N/A	\$1,000,000	N/A	\$9,000,000
5078	3	Little Econ Trail Phase 3	Baldwin Park	Richard Crotty Pkwy	Trail / Bridge	Orange	PE	ROW	\$1,960,000	CST	\$5,320,000
5018	4	Shingle Creek/Kirkman Trail	Raleigh St	Old Winter Garden Rd	Shared Use Path	Oragne	N/A	PE	\$40,000	ROW & CST	\$2,240,000
5024	5	East/West Trail Connector	S Orange Ave	Lake Underhill Rd	Shared Use Path	Orange	N/A	PE	\$80,000	ROW & CST	\$4,840,000
5009	6	Shingle Creek Trail (Yates Connector, Phase 2B)	Pleasant Hill Rd	Toho Vista	Shared Use Path	Osceola	N/A	PE	\$70,000	ROW & CST	\$4,400,000
5075	7	Shingle Creek Trail (Phase 2C North)	Osceola Pkwy Overpass	Orange / Osceola CL	Shared Use Path	Osceola	N/A	PE	\$100,000	ROW & CST	\$6,510,000
5035	8	Shingle Creek Trail Overpass (Phase 2D North)	At Osceola Parkway	-	Trail Bridge	Osceola	N/A	PD&E	\$1,340,000	PE, ROW & CST	\$9,710,000
5076	9	Shingle Creek Trail Phase 4	Alhambra Dr	Old Winter Garden Rd	Shared Use Path	Orange	N/A	PE	\$60,000	ROW & CST	\$4,720,000
5077	10	West Orange Trail Phase 4	Kelly Park / Rock Springs	W Lester Rd	Shared Use Path	Orange	N/A	PE	\$270,000	ROW & CST	\$12,490,000
5065	11	EE Williamson Rd	Sunshine Ter	CR 427 / Ronald Regan Blvd	Shared Use Path	Seminole	N/A	PE	\$130,000	ROW & CST	\$7,400,000
5014	12	West Orange Trail Phase 4B	Wekiva Pkwy	Kelly Park/ Rock Springs	Shared Use Path	Orange	N/A	PE	\$140,000	ROW & CST	\$8,410,000
5012	1	Clarcona-Ocoee Connector (SunTrail Program / Coast to Coast)	N. Hiawassee Rd.	Pine Hills Trail	SunTrail	Coast to Coast	SunTrail	SunTrail	\$70,000	SunTrail	\$3,950,000
5013	2	Pine Hills Trail Phase 3 (SunTrail Program / Coast to Coast)	Seminole Co. Line	Clarcona-Ocoee Rd.	SunTrail	Coast to Coast	SunTrail	SunTrail	\$140,000	SunTrail	\$7,700,000

MetroPlan Orlando Prioritized Project List
Multimodal Transit Capital - TMA Funded

Segment #	2020 Rank	2020 Score	Roadway: Project	From:	To:	Project Type Description	County
5001	1		LYNX Capital Expenses & Transit Asset Management			Vehicles, Facilities, Passenger Amenities, Support Equipment, Technology, Safety & Security, LYMMO SGR	Region Wide
5002	2		SunRail - Phase III - OIA to Meadow Woods Station			Rail Connection to Orlando International Airport to SunRail	Orange
5003	3		LYNX -Southern Operations Base			New Southern Operations base for System Expansion	Osceola
5004	4		LYNX -Northern Operations Base			New Northern Operations base for System Expansion	Seminole
5005	5		SunRail -Meadow Woods Station Parking Expansion			Parking Expansion	Orange
5006	6		SunRail - Tupperware Station Parking Expansion			Parking Expansion	Osceola
5007	7		SunRail - Poinciana Station Parking Expansion			Parking Expansion	Oseola
5008	8		LYNX -Service Enhancements - Phase I			300 - UCF - Downtown Regional Express; 302 - OIA - Disney Springs Regional Express; 303 - OIA / Florida Mall / Universal Studios Regional Express; 306 - Downtown - Universal Studios Regional Express; 307 - Downtown-S. I-Drive Regional Express; 308 - Downtown - Disney Springs Regional Express; 311B - UCF - Medical City/Lake Nona - Meadow Woods Regional Express; 312 - Ocoee - Disney Regional Express; 313 - Pine Hills / Disney Regional Express; 314 - S.R. 436 / Disney Regional Express; 505A - John Young Parkway; 505B - John Young Parkway; 506 - Lake Underhill - UCF; 517 - S. I-Drive / Disney Springs; 518 - OIA-MDW SunRail	Region Wide
5009	9		LYNX -Service Enhancements - Phase II			100-A1 - AMS - MILLS AVE/U.S. 17-92; 102A - N. U.S. 441/Apopka; 102B - S. U.S. 441/Fla Mall; 103 - Silver Star Road; 105 - Pine Hills / Kirkman / Universal; 200-A1 - AMS - N U.S. 17/92 Limited Stop; 202 - U.S. 441 Limited Stop; 205 - Pine Hills/Kirkman Rd./Universal Limited Stop; 400 - Lake County Commuter Express; 401 - Waterford Lake Commuter Express; 500 - S.R. 434; 509 - Sand Lake Connector; 514 - Hiawassee Road / Turkey Lake Road; 519 - Winter Park - Downtown; 521 - Rosemont / Pine Hills Circulator; 610 - Maitland Connector; 616 - Maitland Center / Eatonville; 700 - Lymmo Orange - Downtown; 702 - Lymmo Grapefruit; 701 - Lymmo Lime; 703 - Lymmo Tangerine Line; 703a - Lymmo Orange - N. Quarter - Fla Hosp; 821 - E. Colonial Drive/Bithlo Flex Flex Route/Hybrid; 866 - Waterford Lakes-Avalon Flex Zone.	Region Wide
5010	10		LYNX -Service Enhancements - Phase III			Multiple Routes	Region Wide
5011	11		LYNX -Transit Facility Implementation - Phase I			LYNX Central Station (LCS) Modifications; Nemours Children's Hospital (Lake Nona) Transit Facility; Disney Springs Transit Center Improvements.	Region Wide
5012	12		LYNX -Transit Facility Implementation - Phase II			Valencia College West Transit Center; Maitland SunRail Station Bus Facility Enhancement; Florida Mall Transit Center Expansion; Universal Studios Transit Center Expansion; Pine Hills Transit Center Expansion; Waterford Lakes/Avalon Town Center Transit Center/Transfer Facility/Turnback; Orlando Packing District development Transit Center; US 441 and Hunter's Creek Transit Turnback Facility; SR 436 and Curry Ford Rd Transit Center.	Region Wide

TAB 5



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

July 7, 2021

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

From: Gary Huttman, Executive Director

Subject: Executive Director's Report

- I continue to participate in the bi-weekly team calls with the Brightline staff
- I attended the CFX Board Meeting on June 10, 2021
- I continue to participate in bi-weekly calls with FDOT D5 leadership
- I met with FDOT leadership to discuss MetroPlan Orlando projects and stimulus funds
- I attended the Brightline Public Meeting on June 16
- I attended the Brightline Phase III Tampa Extension call on June 17
- I participated in the TIP Public Meeting on June 21
- I met with FDOT on June 22 for introductions to a new staff member
- I attended the CAC meeting on June 23
- I participated in the CFMPOA Staff Director's call on June 23
- I participated in the FDOT Monthly MPO Executive Director's coordination call on June 24
- I met with FDOT on June 24 to get an update on Stimulus funding
- I attended the TSMO Committee meeting on June 25
- I attended the TAC meeting on June 25
- I met with Mayor Demings for our MetroPlan agenda review on June 29
- I attended the MAC meeting on July 1
- I attended the Brightline Phase III Tampa Extension call on July 1
- I met with Commissioner Janer for our MetroPlan agenda review on July 1
- I met with Commissioner Uribe for our MetroPlan agenda review on July 6
- I met with Commissioner Dallari for our MetroPlan agenda review on July 1

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 continues working with the FDOT to get these funds programmed

- MetroPlan prepared a list of 8 candidate projects, consistent with our adopted TIP, to receive funding under this program
- Funds must be obligated by September 30, 2024

General Appropriations Request for Projects

- Applications were due to our Congressional Representative office by April 1
- Each Representative then submitted their project list to the Appropriations Committee on April 28
- These projects were for relatively small improvements with an estimated cost of \$1M or less
- These projects were incorporated into reauthorization request

Federal Transportation Reauthorization Bill Request for Projects

- Surface Transportation requests also included a very short turn-around time
- Applications were due to our Congressional Representative office by mid-April
- Each Congressional Representative was to submit a list of project(s) totaling \$15-20M
- Our representatives were successful in getting roughly \$57M worth of projects in the draft INVEST Act

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE is formerly known as BUILD and TIGER

- These applications are due July 12
- We are working with FDOT and our partners on potential projects to be included
- I provided a letter of support for Osceola County's Neptune Road project

FDOT

- I continue regular meetings with FDOT leadership team

NARC

- The Annual meeting, originally scheduled to be in Atlanta, was held in a virtually from June 14-17
- NARC did a great job with the event
- Topics generally focused on re-opening following a pandemic year, transportation reauthorization, and civility in local government

MetroPlan Office Operations

- The MetroPlan Office closed to public access near the end of March, 2020
- We will begin July 1 with in person committee and board meetings
- Staff members have been working from the office more frequently.
- We will continue to take the steps necessary to make it a safe environment
- This will be monitored and modified as warranted
- The office will continue to be closed to the public

**Orange/Osceola/Seminole County Project Status Update
as of May 31, 2021**

The following is a brief status update on major FDOT road construction projects in Orange, Seminole and Osceola counties as of the May cutoff. The next cutoff date is June 13, 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:

442087-1 S.R. 552 (Curry Ford Road) at Fredrica Drive

- Contract E52A1
- Contractor: ACCE JV (Atlantic Civil & Chincor Electric)
- Project Cost: \$876,000
- Estimated Start: June 2021
- Estimated Completion: Fall 2021

441144-1 & 435733-1 S.R. 527 (Orange Avenue) Resurfacing from S.R. 482 (Sand Lake Road) to Mandalay Road

- Contract T5717
- Contractor: Hubbard Construction Company
- Project Cost: \$5.6 Million
- Estimated Start: July 2021
- Estimated Completion: Spring 2022

441036-1 & 439487-1 U.S. 441 (Kenansville Road) Resurfacing from Okeechobee County Line to S.R. 60 and S.R. 60 Widening from east of S.R. 15 (U.S. 441) to west of S.R. 91 (Florida Turnpike)

- Contract T5688
- Contractor: OHL USA INC
- Project Cost: \$4.7 Million
- Estimated Start: July 2021
- Estimated Completion: Early 2022

442088-1 S.R. 50 at Oberry Hoover Rd - Signals Installation

- Contract E54A0
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$606,000
- Estimated Start: July 2021
- Estimated Completion: Summer 2021

441197-1 S.R. 426 (West Fairbanks Ave) from U.S. 17-92 to Ward Avenue Turn Lane Extension, Roadway Resurfacing and Sidewalk Improvements

- Contract E53A6
- Contractor: Hubbard Construction Company
- Project Cost: \$320,200
- Estimated Start: July 2021
- Estimated Completion: Summer 2021

437634-1 SR 551 (Goldenrod Road) from SR 408 to SR 50

- Contract T5718
- Contractor: Southland Construction, Inc.
- Project Cost: \$11,250
- Estimated Start: July 2021
- Estimated Completion: Summer 2023

Current projects:

441017-1 U.S. 441/U.S. 17-92 Resurfacing from north of Cypress Street to Old Dixie Highway

- Contract E53A9
- Project Start: May 2021
- Estimated Completion: Summer 2021
- Contractor is working on milling and resurfacing activities and striping.

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

- Contract E5Z93
- Project Start: March 2021
- Estimated Completion: Spring 2022
- Contractor is performing concrete work on the north end of the project. Crews are also doing directional bores and working on conduit tie-ins and pedestrian poles within the project limits.

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 2021
- Contractor continues to work on drainage structures, guardrail, signalization, and permanent signs.

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: Spring 2021

- Project was partially accepted as complete on March 25. However, the contractor still has minor punch list items they are wrapping up, such as signal work and a valve repair.

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: Summer 2021
- Crews are paving friction course; installing permanent signs, pavement markings, and striping; grading and placing sod; and working on signalization.

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 paving, resurfacing Avenue A, and monitoring Phase 2 surcharge.

439885-1 Osceola County Pedestrian Lighting Bundle A

- Contract T5645
- Project Start: June 2020
- Estimated Completion: Spring 2021
- Contractor is working on punch list items at various locations along U.S. 192.

439880-2 Orange County Pedestrian Lighting Bundle B

- Contract E50A5
- Project Start: February 2021
- Estimated Completion: Spring 2021
- Contractor is working on punch list items along U.S. 441 between Lancaster Road and 39th Street.

439880-7 Orange County Pedestrian Lighting Bundle G

- Contract T5638
- Project Start: January 2021
- Estimated Completion: Spring 2021
- Contractor is working on erecting light poles, connecting the wiring to installed pull boxes, installing remaining pull boxes, retrofitting existing light poles, and installing precast foundations.

436679-1, 436679-2, 436857-1 Resurfacing/Widening U.S. 17-92 from north of Lake Mary Boulevard to north of Airport Boulevard, along with Intersection Improvements at Airport Boulevard

- Contract T5686
- Project Start: March 2021

- Estimated Completion: Spring 2022
- Contractor is working on pond grading, signalization, and drainage improvements.

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

- Contract T5557
- Project Start: May 2016
- Estimated Completion: Summer 2021
- Contractor is working on paving, drainage installation and repairs, light poles and spread footers, and miscellaneous punch list items.

440821-1 Ped/Safe Greenway Development ITS Communication

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

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

- Contract T5680
- Project Start: May 2020
- Estimated Completion: Early 2022
- Utilities, widening and sidewalk construction activities. Currently no lane closures recently for this project.

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 continues to place uprights at various locations. Nighttime lane closures as needed.

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
- This project was completed on 5/24/2021.

Air Quality Monitoring: Ozone Attainment Status

January - May

As of June 1, 2021

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2021	62	13-Apr
2020	60	3-Apr
2019	62	28-May
2018	64	16-Mar

2020 3-Year Attainment Average: 62

2021 Year-to-Date 3-Year Running Average: 61

Change 1

Osceola Co. Fire Station - Four Corners (#C097-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2021	62	8-Apr
2020	60	22-Apr
2019	72	23-Mar
2018	67	10-May

2020 3-Year Attainment Average: 66

2021 Year-to-Date 3-Year Running Average: 65

Change 1

Lake Isle Estates - Winter Park (#095-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2021	60	13-Apr
2020	62	3-May
2019	65	28-May
2018	63	17-Mar

2020 3-Year Attainment Average: 63

2021 Year-to-Date 3-Year Running Average: 62

Change 1

Skyview Drive (#L095-0010)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2021	60	8-Apr
2020	54	3-May
2019	61	21-Mar
2018	60	11-May

2019 3-Year Attainment Average: 58

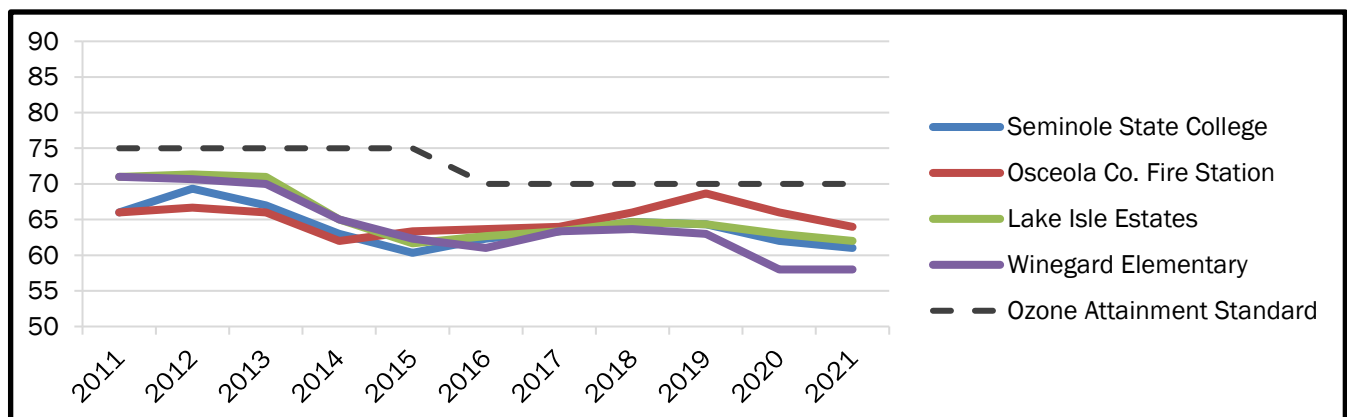
2021 Year-to-Date 3-Year Running Average: 58

Change 0

NOTE: There is no data for Skyview Drive for May 2021

10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)

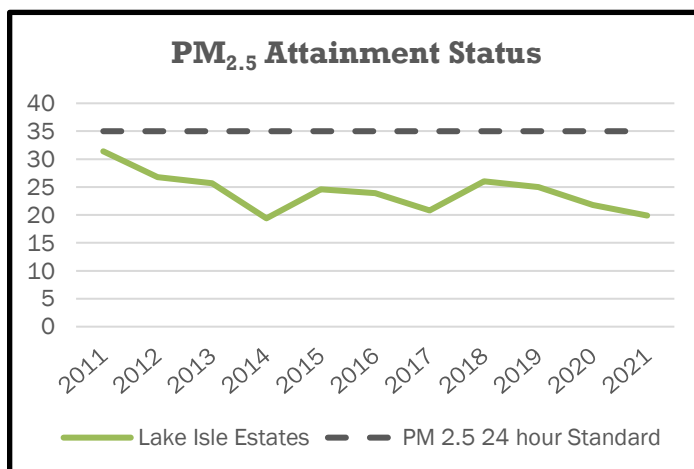


Source: Florida Department of Environmental Protection

Air Quality Monitoring: Particulate Matter 2.5 Attainment Status As of June 1, 2021

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2021	20	5-Feb
2020	22	15-Apr
2019	20	22-Jun
2018	23	15-Mar

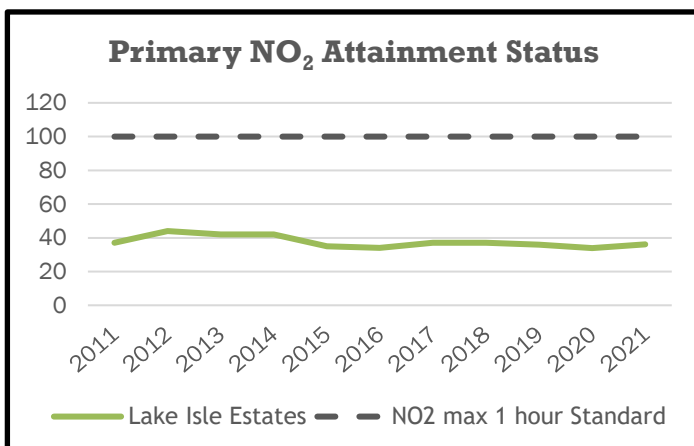
PM _{2.5} 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2021	21
98th percentile, 3 year average - 2020	22



Air Quality Monitoring: Primary NO₂ Attainment Status As of June 1, 2021

Lake Isle Estates - Winter Park (#095-2002)		
Year	Primary NO ₂ max one hour average (Parts per Billion)	Date
2021	36	2-Apr
2020	34	10-Dec
2019	31	22-Mar
2018	41	17-Apr

NO ₂ max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2021	34
98th percentile, 3 year average - 2020	35



Source: Florida Department of Environmental Protection



Section by Section: Surface Transportation Reauthorization Act of 2021

Sec. 1101. Authorization of appropriations.

Section 1101 provides the level of contract authority funding to be made available from the Highway Trust Fund for the Federal-aid highway programs. It also provides the level of authorizations for appropriation from the General Fund for certain programs during the same five-year authorization period of the bill, fiscal years 2022 through 2026.

Sec. 1102. Obligation ceiling.

Section 1102 sets the annual limitation on obligations for Federal-aid highway programs for each of fiscal years 2022 through 2026. This section identifies the programs that are exempt from the obligation limitation and provides the methodology for distributing the obligation authority between programs and among the States.

Sec. 1103. Definitions.

Section 1103 modifies the definition of the term “construction” to include activities associated with assessing resilience and building wildlife crossing structures, modifies the definition of the term “transportation systems management and operations” to include consideration of incorporating natural infrastructure, and adds definitions for the terms “resilience” and “natural infrastructure” to the list of defined terms under Section 101 of title 23 United States Code.

Sec. 1104. Apportionment.

Section 1104 provides the amounts for administrative expenses of Federal Highway Administration (FHWA) for each fiscal year and distributes contract authority funding among the States.

Sec. 1105. National highway performance program.

Section 1105 augments the purpose of the National Highway Performance Program (NHPP) to include a focus on measures that increase resiliency to the impacts of sea level rise, extreme weather events, flooding, and other natural disasters, such as earthquakes and rockslides. This section expands eligibility for States to use NHPP funds for resiliency, cybersecurity, and undergrounding utility infrastructure. It also allows a State to use up to 15 percent of its NHPP funding for protective features on a Federal-aid highway or bridge that is off the National Highway System if the protective feature is designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters.

Sec. 1106. Emergency relief.

Section 1106 clarifies the Emergency Relief (ER) program may include repairing

damage from natural disasters over a wide area caused by wildfire and sea level rise. It allows the use of ER program funding for protective features designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters.

This section removes the restriction on funding for certain projects that were already included on a statewide transportation improvement plan at the time of a disaster. It expands the definition of a comparable facility to include a facility that incorporates economically justifiable improvements designed to mitigate the risk of recurring damage from extreme weather events, flooding, or other natural disasters.

Sec. 1107. Federal share payable.

Section 1107 provides for a Federal share payable of up to 100 percent for vehicle-to-infrastructure communication equipment and contractual provisions that provide safety contingency funds to incorporate safety enhancements to work zones prior to or during roadway construction activities.

This section extends the deadline for projects to be 100 percent federal-share from 180 to 270 days, as well as allowing for both permanent and temporary repairs to be 100 percent federal-share under the Emergency Relief Program. This section allows the Secretary to waive the federal-share for the Surface Transportation Block Grant Program with considerations regarding whether a project or activity best serve the interests of the Federal-aid highway program and addresses national or regional high priority research, development, and technology transfer problems in a manner that would benefit multiple States or metropolitan planning organizations.

This section also creates a Federal Share Flexibility Pilot Program that gives up to ten States additional flexibility to determine the Federal share on a project, multiple-project, or program basis for projects under any of the following funded under the National Highway Performance Program, the Surface Transportation Block Grant Program, the Highway safety Improvement Program, the Congestion Mitigation and Air Quality Improvement Program and the National Highway Freight Program.

Sec. 1108. Railway-highway grade crossings.

Section 1108 continues to set aside \$245,000,000 of the funding authorized for the Highway Safety Improvement Program (HSIP) for the Railway-Highway Crossings (Section 130) Program for each of fiscal years 2022 through 2026. This section removes the requirement that at least half of the funds set aside for the Section 130 program must be for the installation of protective devices at railway-highway crossings. This section increases the Federal share for projects funded under the Section 130 program from 90 to 100 percent, as well as clarifies that the replacement of functionally obsolete warning devices is an eligible expense. This section also increases the amount of state incentive payment at-grade crossing closures from \$7,500 to \$100,000.

This section emphasizes eligibility for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings, and states that it is the sense of Congress that the DOT should, where feasible, coordinate efforts to prevent or reduce trespasser deaths along railroad rights-of-way and at or near railway-highway crossings. This section requires the Comptroller General of the United States to submit a report that includes an analysis of the effectiveness of the Section 130 program as a set-aside within HSIP.

Sec. 1109. Surface transportation block grant program.

Section 1109 increases the amount of funding set aside within the Surface Transportation Block Grant (STBG) Program for the Transportation Alternatives Program (TAP), increases the minimum percentage of TAP funding that is sub-allocated on the basis of population to 59 percent, and provides a process by which States may opt to increase that percentage to as high as 100 percent. This section allows a State to elect to use up to 5 percent of TAP funds on technical and application assistance and administration, adds eligibilities for smaller communities to apply for TAP funding.

This section also adds new eligibilities to STBG including construction of wildlife crossing structures, electric vehicle charging infrastructure and vehicle-to-grid infrastructure, installation and deployment of intelligent transportation technologies, projects that facilitate intermodal connections between emerging transportation technologies, resilience features, cybersecurity protections, and rural barge landings, docks, and waterfront infrastructure projects, and the construction of certain privately-owned ferry boats and terminals.

This section also increases off-system bridge set-aside, and allows low water crossing replacement projects to be eligible for use under this set-aside, and creates a new set-aside for projects in rural areas.

This section provides for more granular suballocation of funding, with a new population category for 50,000 to 200,000, and provides for state consultation with metropolitan planning organizations

Sec. 1110. Nationally significant freight and highway projects.

Section 1110 amends the Nationally Significant Freight and Highway Projects (NSFHP) program (also known as the INFRA grant program) by raising the cap on eligible multimodal projects to 30 percent of the amounts made available for grants in each of fiscal years 2022 through 2026. This section provides a limited amount of funds (no more than two percent of program funds total) for the purposes of grant application review, grant administration, and oversight by the National Surface Transportation and Innovative Finance Bureau (also known as the Build America Bureau), and by the relevant operating administrations.

This section sets aside \$150,000,000 per year of NSFHP funds for a pilot program that prioritizes applications offering the greatest non-Federal share of project costs.

This section also increases the minimum amount (from 10 percent to 15 percent) that the

Secretary shall reserve for small projects, as defined by NSFHP, and requires that not less than 30 percent of funds reserved for small projects be used for certain projects in rural areas. This section also increases the Federal share allowable for small projects from 60 to 80 percent, and allows increased maximum Federal involvement for a State with a population density of not more than 80 persons per square mile.

This section also adds the enhancement of freight resilience to natural hazards or disasters such as high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, or steep grades as an additional consideration by the Secretary when making NSFHP grants. The section adds wildlife crossings, surface transportation improvements functionally connected to an international border crossing, and marine highway projects functionally connected to the National Highway Freight Network as eligible projects.

This section allows NSFHP grants and other competitively awarded grants greater than \$5,000,000 to be expended after grant selection but prior to the grant agreement being signed, and for such funds to be credited toward the non-Federal cost share of the project. This section expands the transparency requirements in project selection and requires the Secretary to provide each eligible applicant not selected for an NSFHP grant a written notification that the eligible applicant was not selected, which shall include an offer for a debrief as to why the project was not selected. For each project selected for a grant, this section requires the Secretary to submit a report to Congress explaining the reasons the project was selected. Further, this section requires the Comptroller General and the Department of Transportation Inspector General to conduct separate assessments of the NSFHP project selection process.

Sec. 1111. Highway safety improvement program.

Section 1111 restores flexibility to fund certain non-infrastructure activities and behavioral safety projects, such as educational campaigns about traffic safety and enforcement activities, and allows a State to spend up to 10 percent of its Highway Safety Improvement Program (HSIP) funding on such projects.

This section includes leading pedestrian intervals, construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds, installation or upgrades of traffic control devices for pedestrians and bicyclists, roadway improvements that provide separation between pedestrians and motor vehicles or between bicyclists and motor vehicles, and a pedestrian security feature designed to slow or stop a motor vehicle as an eligible highway safety improvement project.

This section defines a “safe system approach” and “vulnerable road user”, and requires that when total annual fatalities of vulnerable road users in a State represents not less than 15 percent of the total annual crash fatalities in the State, that State shall be required to obligate not less than 15 percent of their HSIP funds for the following fiscal year for projects to address the safety of vulnerable road users. This section also directs the Secretary to update the study on High-risk rural roads.

This section newly creates a Vulnerable Road User Assessment, to be integrated into

the existing requirement for a State Strategic Highway Safety Plan, which requires states to gather and assess data on fatalities and serious injuries of vulnerable road users, and identify a program of projects to mitigate such safety risks.

Sec. 1112. Federal lands transportation program.

Section 1112 raises the cap on Federal Lands Transportation Program (FLTP) funds that may be used to improve public safety and reduce wildlife vehicle collisions while maintaining habitat connectivity from \$10,000,000 to \$20,000,000 per year. This section also requires entities carrying out FLTP projects to consider the use of native plants and designs that minimize runoff and heat generation.

Sec. 1113. Federal lands access program.

Section 1113 broadens activities eligible under the Federal Lands Access Program (FLAP) to include contextual wayfinding markers, landscaping, and cooperative mitigation of visual blight. This section also requires entities carrying out FLAP projects to consider the use of native plants and designs that minimize runoff and heat generation. This section also allows the use of context-sensitive solutions, which help to ensure that designs for a built structure's size, scale, spacing, lighting, materials, and other design elements are respectful of the setting's natural, scenic, historical, archaeological, and cultural values and visually connect or integrate the character of the Federal lands with adjacent areas and communities.

This section also makes FLAP projects eligible for 100 percent federal share, and lifts the cap for bridge inspections and transportation planning activities from 5 to 20 percent.

Sec. 1114. National highway freight program.

Section 1114 increases the maximum number of highway miles a State may designate as critical rural freight corridors from 150 to 300 miles, and as critical urban freight corridors from 75 to 150 miles. This section also provides additional flexibility for lower population-density States to designate as critical rural freight corridors a maximum of 600 miles of highway, or 25 percent of the primary highway freight system mileage in the State – whichever is greater. The section increases the percent of program funds that may be used for eligible multimodal projects from a 10 percent cap to a 30 percent cap, and adds lock, dam, and marine highway projects as eligible as long as the projects are functionally connected to the National Highway Freight Network and are likely to reduce on-road mobile source emissions.

Sec. 1115. Congestion mitigation and air quality improvement program.

Section 1115 adds flexibility to the Congestion Mitigation and Air Quality Improvement Program (CMAQ) by allowing States to spend up to 10 percent of CMAQ funds on certain lock and dam modernization or rehabilitation projects and certain marine highway corridor, connector, or crossings projects if such projects are functionally connected to the Federal-aid highway system and are likely to contribute to the attainment or maintenance of a national ambient air quality standard. This section also clarifies when eligible transit operating

costs are not subject to a time limitation or phase-out requirement.

This section also adds eligibility for shared micromobility, including bike share and shared scooter systems, as well as for the purchase of medium- or heavy-duty zero emission vehicles and related charging equipment. This section also permits for the Secretary, at the request of an MPO, to assist that MPO with tracking progress made in minority or low-income populations as part of a performance plan.

Sec. 1116. Alaska Highway.

Section 1116 clarifies that the Secretary may provide allocated and apportioned funding for certain sections of the Alaska Highway, including sections in Canada, if the highway meets all applicable eligibility requirements. This section does not create new programs or funding sources. This section does not alter current or require new agreements between the United States and Canada.

Sec. 1117. Toll roads, bridges, tunnels, and ferries.

Section 1117 clarifies that the construction of ferry boats and terminals also includes the construction of maintenance facilities, and permits the use of Federal funds to procure transit vehicles as part of the ferry boat program if the vehicles are used exclusively as part of an intermodal ferry trip. This section also clarifies that for a project to replace or retrofit a diesel fuel ferry vessel that provides substantial emissions reductions, the Federal share of the cost of the project may be up to 85 percent, as determined by the State.

Sec. 1118. Bridge investment program.

Section 1118 establishes a new competitive grant program to assist State, local, Federal and tribal entities in rehabilitating or replacing bridges, including culverts, and eligibility for large projects and bundling of smaller bridges.

Under this program, the minimum grant amount for a large project is not less than \$50,000,000; the minimum grant amount for any other eligible project is \$2,500,000. In all cases, grant amounts, in combination with other anticipated funds, should be of a size sufficient to enable the project to proceed through completion. This program prioritizes certain projects within States that have applied for but have yet to receive grants, and requires the Secretary, during the period of fiscal years 2022 through 2026, to award each State with not fewer than either 1 large project, or 2 other than large projects.

The bridge program would include an application and evaluation process for large projects, after which the Secretary would submit an annual report to Congress on funding recommendations for large projects, based on project evaluations. Large projects could be funded with multi-year funding agreements. To be able to receive a grant for a project under the program, the Secretary is to determine that an eligible bridge project is justified under factors listed in the section.

Under this program, at least 50 percent of program funds, in the aggregate from fiscal years 2022 through 2026, must be used for large projects, and a total of \$100 million over five years would be set-aside for tribal bridge projects.

Sec. 1119. Safe routes to school.

Section 1119 codifies the Safe Routes to School Program and amends it to apply the program through 12th grade to enable and encourage high school students to walk and bike to school safely.

Sec. 1120. Highway use tax evasion projects.

Section 1120 reauthorizes funding to be used by the Secretary in conjunction with the Internal Revenue Service to address highway use tax evasion for fiscal years 2022 through 2026.

Sec. 1121. Construction of ferry boats and ferry terminal facilities.

Section 1121 increases funding for the ferry boat program, which funds the construction of ferry boats and ferry terminal facilities.

Sec. 1122. Vulnerable road user research.

Section 1122 directs the FHWA Administrator to establish a research plan to prioritize research on roadway designs, the development of safety countermeasures to minimize fatalities and serious injuries to vulnerable road users, and the promotion of bicycling and walking. This includes research relating to roadway safety improvements, the impacts of traffic speeds, and tools to evaluate the impact of transportation improvements on projected rates and safety of bicycling and walking.

Sec. 1123. Wildlife crossing safety.

Section 1123 establishes a wildlife crossing pilot program to provide grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity. This section also requires the Secretary update and expand the “Wildlife Vehicle Collision Reduction Study: 2008 Report to Congress,” develop reports, guidance and data collection methodology.

Sec. 1124. Consolidation of programs.

Section 1124 provides funding for Operation Lifesaver, work zone safety grants, and safety clearinghouses for fiscal years 2022 through 2026.

Sec. 1125. State freight advisory committees.

Section 1125 adds to the makeup and role of State freight advisory committees, and lists State freight advisory committee member qualifications.

Sec. 1126. Territorial and Puerto Rico highway program.

Section 1126 authorizes increased funding for the Territorial and Puerto Rico Highway Program, a total of \$900,995,000 for Puerto Rico, and \$239,505,000 for the territories on the National Highway System for fiscal years 2022 through 2026. This section also adds eligibility for preventative maintenance for a portion of the allocation to Puerto Rico.

Sec. 1127. Nationally significant Federal lands and Tribal projects program.

Section 1127 amends Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) by allowing smaller projects to qualify for the program. This section also allows 100 percent Federal share for Tribal projects. This section further requires an even split in total use of funds between Federal lands projects and tribal transportation projects, and requires that for each of fiscal years 2022 through 2026 at least one Federal lands project be in a unit of the National Park System with not less than 3,000,000 annual visitors.

Sec. 1128. Tribal high priority projects program.

Section 1128 reinstates and provides funding for the Tribal High Priority Projects program at \$30,000,000 for each of fiscal years 2022 through 2026 from the General Fund, and sets aside for the program \$9,000,000 per year for each of fiscal years 2022 through 2026 from the Tribal Transportation Program.

Sec. 1129. Standards.

Section 1129 directs the Department of Transportation to update the Manual on Uniform Traffic Control Devices, and to continue to update the manual no less than every three years thereafter. This section also outlines that the initial update shall include protection of vulnerable road users, the safe testing of automated vehicle technology, and minimum retroreflectivity of traffic control devices and pavement markings. This section also includes electric vehicle charging stations to the section.

Sec. 1130. Public transportation.

Section 1130 adds eligibility for a capital project for the construction of a bus rapid transit corridor or dedicated bus lanes, including the construction or installation of traffic signaling and prioritization systems, redesigned intersections that are necessary for the establishment of a bus rapid transit corridor, on-street stations, fare collection systems, information and wayfinding systems, and depots.

Sec. 1131. Rural opportunities to use transportation for economic success council.

Section 1131 directs the Secretary to establish a council, to be known as the “Rural Opportunities to Use Transportation for Economic Success Council”, or the “ROUTES Council”,

to ensure that the unique transportation needs and attributes of rural areas, Indian Tribes, and disadvantaged rural communities are fully addressed during the development and implementation of programs, policies, and activities of the Department of Transportation.

It also directs the ROUTES council to increase coordination of programs, policies, and activities of the Department in a manner that improves and expands transportation infrastructure in order to further economic development in, and the quality of life of, rural areas, Indian Tribes, and disadvantaged rural communities, and to provide rural areas, Indian Tribes, and disadvantaged rural communities with proactive outreach to improve access to discretionary funding and financing programs and to facilitate timely resolution on environmental reviews for complex or high-priority projects.

Sec. 1132. Reservation of certain funds.

Section 1132 amends language to direct the Secretary to determine if a State has not enacted or is not enforcing an open container law, and a repeat intoxicated driver law, for the prior fiscal before the reservation of certain funds is in enacted.

Sec. 1133. Rural surface transportation grant program.

Section 1133 directs the Secretary to establish a rural surface transportation grant program to provide grants, on a competitive basis, to eligible entities to improve and expand the surface transportation infrastructure in rural areas. The goals of the program include increasing connectivity, improve safety and reliability of the movement of people and freight, and the generation of regional economic growth and improve quality of life. A grant under the program shall be at least \$25,000,000, and the federal share shall be at least 80 percent, and up to 100 percent for projects on the Appalachian Development Highway System. No more than 10 percent of funds may be used for projects smaller than \$25,000,000, and at least 25 percent of funds shall be reserved for projects that further the completion of designated routes of the Appalachian Development Highway System.

Sec. 1134. Bicycle transportation and pedestrian walkways.

Section 1134 provides a definition for the class 1, 2, and 3 electric bicycles and the addition of micromobility as an eligible use of funds for construction of walkways and bicycle transportation facilities.

Sec. 1135. Recreational Trails Program.

Section 1135 allows for funds apportioned to a State under their apportionment to be use on a recreational trail or a related project, shall be administered as if the funds were made available to carry out the Recreational Trails Program.

Sec. 1136. Updates to the Manual on Uniform Traffic Control Devices.

Section 1136 directs the Department to update the MUTCD, and to include updates

necessary to provide for the protection of vulnerable road users, supporting the safe testing of automated vehicle technology and any preparation necessary for the safe integration of automated vehicles onto public streets, appropriate use of variable message signs to enhance public safety, and the minimum retro reflectivity of traffic control devices and pavement markings.

Sec. 1201. Transportation planning.

Section 1201 clarifies considerations required of Metropolitan Planning Organizations (MPO) when designating officials or representatives. This section also enhances coordination among MPOs and encourages States and MPOs to use social media and other web-based tools to encourage public participation in the transportation planning process.

Sec. 1202. Fiscal constraint on long-range transportation plans.

Section 1202 clarifies that for purposes of developing a financial plan under a metropolitan transportation plan, any years beyond the 4-year transportation improvement plan horizon shall be considered outer years for purposes of financial plan requirements.

Sec. 1203. State human capital plans.

Section 1203 requires the Secretary to encourage States to develop a voluntary human capital plan for the immediate and long-term transportation-related personnel and workforce needs of the State. These voluntary human capital plans are to be publicly available and updated at least once every 5 years.

Sec. 1204. Prioritization Process Pilot Program.

Section 1204 establishes a prioritization process pilot program to support data-driven approaches to transportation planning. This section authorizes the Secretary to award grants to selected States and MPOs to fund the development and implementation of publicly accessible, transparent prioritization processes to assess and score projects according to locally determined priorities, and to use such evaluations to inform the selection of projects to include in transportation plans. The purpose of the pilot program is to support data-driven approaches to planning that, on completion, can be evaluated for public benefit.

Pilot program grants may not exceed \$2,000,000. States and MPOs that receive grants shall use funds to develop and implement a publically accessible, transparent prioritization process for the selection of projects for inclusion on the applicable long-term transportation plan. If a grant recipient has fully implemented a prioritization process, they may use any additional remaining grant funds for any transportation planning purpose. In the event that the inclusion or exclusion of a project on a transportation improvement program (TIP) or statewide transportation improvement program (STIP) deviates from the long-term transportation plan, the eligible entity is required to provide a public explanation for the decision.

Sec. 1205. National Goals and Performance Management Measures.

Section 1205 directs the Secretary to establish, in coordination with the Administrator of the Environment Protection Agency, a rulemaking that establishes the data elements necessary for States to estimate carbon dioxide emissions from on-road highway sources. Furthermore, one year after the rulemaking is established, the Secretary shall, in consultation with State departments of transportation, metropolitan planning organizations, and other stakeholders, promulgate a rulemaking that establishes measures for States to support the reduction in carbon dioxide emissions from on-road highway sources. Section 1205 also allows for the Secretary to provide an exemption to certain State from requirements for limited performance measures and target.

Sec. 1206. Travel Demand Data and Modeling.

Section 1206 requires the Secretary to carry out a study of forecasted travel demand data compared to actual observed travel, and to use the findings of that study to inform State and MPO use of travel forecasting to evaluate the impacts of transportation investments on travel demand, to support more accurate travel demand forecasting, and to enhance the capacity of States and MPOs to forecast travel and track observed travel behavior.

Sec. 1207. Increasing safe and accessible transportation options.

Section 1207 requires each State and metropolitan planning organization to spend a minimum amount of funding for either the adoption of complete streets standards and policies, development of a complete streets prioritization plan, active and mass transportation planning, regional and megaregional planning to address travel demand through alternatives to highway travel, or transit-oriented development planning. This section provides an exemption for a State or MPO if it has Complete Streets standards and policies in place, and has developed an up-to-date prioritization plan.

Sec. 1301. Codification of One Federal Decision.

Section 1301 amends section 139 of title 23, United States Code, to provide new environmental review procedures and requirements for major projects. Under section 1301, the Department of Transportation is required to develop a schedule consistent with an agency average of two years to complete an environmental impact statement and requires accountability to the public when milestones are missed. Environmental documents under this section are limited to 200 pages unless a review is of unusual scope and complexity. The Secretary of Transportation is also directed to work with relevant Federal agencies to adopt appropriate categorical exclusions to facilitate project delivery.

Sec. 1302. Work zone process reviews.

Section 1302 requires the Secretary to review work zone processes not more frequently than once every 5 years.

Sec. 1303. Transportation management plans.

Section 1303 requires the Secretary to clarify that only projects with a lane closure for 3 or more consecutive days are to be deemed significant and removes the requirement for a State to develop or implement a transportation management plan for any project that is not on the Interstate and that requires not more than three consecutive days of lane closures.

Sec. 1304. Intelligent transportation systems.

Section 1304 requires the Secretary to develop guidance for using existing flexibilities with respect to the systems engineering analysis. Specifically, this section requires the Secretary to ensure that the guidance clarifies criteria for low-risk and exempt intelligent transportation system projects to minimize unnecessary delays or paperwork burdens.

Sec. 1305. Alternative contracting methods.

Section 1305 amends sections 201 and 308 of title 23, United States Code, to provide the Secretary flexible authority to use contracting methods available to a State under title 23 on behalf of Federal land management agencies (and Tribes under section 202) in using funds under sections 203, 204, or 308 of title 23, or section 1535 of title 31. This section requires that the Secretary solicit input from stakeholders and consult with Federal land management agencies to establish clear procedures for alternative contracting methods that are consistent with Federal procurement requirements to the maximum extent practicable.

Sec. 1306. Flexibility for projects.

Section 1306 requires the Secretary, on request by a State, and if in the public interest, to exercise all existing flexibilities under the requirements of title 23 and other requirements administered by the Secretary to expedite processes.

Sec. 1307. Improved Federal-State stewardship and oversight agreements.

Section 1307 requires the Secretary to request public comment on a template for Federal-State stewardship and oversight agreements and requires the Secretary to update existing agreements with States according to the template.

Sec. 1308. Geomatic data.

Section 1308 requires the Secretary to develop and issue for public comment guidance for the acceptance and use of information obtained from a non-Federal interest through geomatic techniques, including remote sensing and land surveying, cartography, geographic information systems, global navigation satellite systems, photogrammetry, or other remote means.

Sec. 1309. Evaluation of projects within an operational right-of-way.

Section 1309 establishes deadlines for the review, response, and action by Federal

agencies carrying out their permit, approval, or other authorization responsibilities over preventative maintenance, preservation, or highway safety projects (including certain turn lane projects) in the operational right-of-way. This section requires Federal agencies to provide at least a preliminary evaluation of the application within 45 days and subjects Federal agencies that do not meet the requirements of this section to a reporting requirement to describe why the deadline was missed.

Sec. 1310. Preliminary engineering.

Section 1311 eliminates the requirement in section 102(b) of title 23, United States Code, that a State repay Federal-aid reimbursements for preliminary engineering costs on a project that has not advanced to right-of-way acquisition or construction within 10 years.

Sec. 1311. Efficient implementation of NEPA for Federal lands management projects.

Section 1311 allows for a Federal land management agency to more efficiently satisfy NEPA obligations by relying upon an environmental document previously prepared by the Federal Highway Administration. This section also allows for a Federal Land Management Agency to use the categorical exclusions promulgated in the implementing regulations of the Federal Highway Administration if the use of the categorical exclusion does not otherwise conflict with the implementing regulations of the project sponsor.

Sec. 1312. National Environmental Policy Act of 1969 reporting program.

Section 1312 directs the Secretary to carry out a process to track, and annually submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report containing time to complete the NEPA process for an environmental impact statement and an environmental assessment.

Sec. 1313. Surface transportation project delivery program written agreements.

Section 1313 extends the time period for a State to have an agreement to assume the responsibilities under the National Environmental Policy Act of 1969, from a term of not more than 5 years, to allow for any State that has participated in a program under this section for at least 10 years, to have a term of 10 years.

Sec. 1314. State assumption of responsibility for categorical exclusions.

Section 1314 extends the time period for a State to assume the responsibility for determining whether certain designated activities are categorical exclusions, from a term of not more than 3 years, to a term of 5 years, in the case of a State that has assumed the responsibility for categorical exclusions under this section for not fewer than 10 years.

Sec. 1315. Early utility relocation prior to transportation project environmental review.

Section 1315 amends section 123 of title 23, United States Code, to allow reimbursement with funds made available for title 23 projects for an “early utility relocation project” (defined as those relocation activities identified by the State for performance prior to completion of environmental review for the transportation project). In order for such reimbursement to occur, the early utility relocation project must subsequently be incorporated into a larger, authorized transportation project. In addition to the requirements for reimbursement, this section also outlines requirements for utility relocation prior to completion of environmental review, including that the early utility relocation project did not influence the environmental review process.

Sec. 1316. Streamlining of section 4(f) reviews.

Section 1316 establishes a deadline for interagency consultation for Section 4(f) reviews and specifies that if comments are not received within 15 days of the deadline, the Secretary shall assume a lack of objection and proceed with the action.

Sec. 1317. Categorical exclusions for projects of limited Federal assistance.

Section 1317 amends the existing categorical exclusion for projects of limited federal funding.

Sec. 1318. Certain gathering lines located on Federal land and Indian land.

Section 1524 provides the Secretary of the Interior discretion to establish a categorical exclusion for certain gathering lines that would reduce vented, flared, or avoidably lost natural gas from or vehicular traffic servicing onshore oil and gas wells on Federal land and, with tribal consent, Indian land, as described in a sundry notice or right-of-way submitted to the Bureau of Land Management or, where applicable, the Bureau of Indian Affairs.

Sec. 1401. Grants for charging and fueling infrastructure.

Section 1401 directs the Secretary to establish a grant program for Alternative Fuel Corridors, as well as a set-aside grant program for Community grants. These programs are designed to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations that will be accessible to all drivers of electric vehicles, hydrogen vehicles, propane vehicles, and natural gas vehicles. Eligible entities include a State or political subdivision of a State, a metropolitan planning organization, a unit of local government, a special purpose district or public authority with a transportation function, including a port authority, an Indian tribe, and a territory of the United States. Section 1401 would also amend section 151 of title 23 to make the process of designating alternative fuel corridors periodic and recurring, and also modifies a reporting deadline

Eligible entities under the program are all public entities and are comprised of: a State or political subdivision of a State; an MPO; a unit of local government; a special purpose district

or public authority with a transportation function; an Indian tribe; an authority entity, agency, or instrumentality of, or an entity owned by, 1 or more of the preceding eligible entities; and a group of the preceding eligible entities.

Applications must include a description of how the eligible entity has considered public accessibility relative to the proposed project, collaborative engagement with stakeholders, the location of the proposed project, responsiveness to technology advancements, and the long-term operation and maintenance of the proposed project.

In selecting eligible entities to receive grants, the Secretary must consider whether an application would improve alternative fueling corridor networks, meet the current or anticipated market for charging or alternative fueling infrastructure, enable or accelerate the construction of charging or alternative fueling infrastructure that would be unlikely to be completed without Federal assistance, and support a long-term competitive market for alternative fueling and charging infrastructure. Additionally, the Secretary must consider geographic diversity among applicants, the finances and experience of private entity contractors, and the adequacy of agreements between eligible entities and their private entity contractors.

Grants for the alternative fuel corridors are to be used to contract with a private entity for acquisition and installation of publicly accessible alternative fuel vehicle charging and fueling infrastructure that is directly related to the charging or fueling of a vehicle. Such infrastructure is to be located along an alternative fuel corridor either designated under section 151, or by a State or group of States on the condition that any affected Indian tribes are consulted before the designation. Eligible entities may use a portion of grant funds to provide a private entity operating assistance for the first 5 years of operations after infrastructure installation.

Eligibility includes propane fueling infrastructure, but limits it to infrastructure for medium- and heavy-duty vehicles.

50 percent of the total program funds will be made available each fiscal year for Community Grants, to install EV charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low-and moderate income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings.

The Federal cost-share for a project may not exceed 80 percent. Further, as a condition of contracting with an eligible entity, a private entity must agree to pay the non-Federal share of project costs.

Sec. 1402. Reduction of truck emissions at port facilities.

Section 1402 establishes a program to reduce idling and emissions at port facilities. This section requires the Secretary to study how ports would benefit from electrification and to study emerging technologies that reduce emissions from idling trucks. This section requires the Secretary to coordinate and fund projects through competitive grants that reduce port-

related emissions from idling trucks. This Section requires that any project funded under a grant under this section shall be treated as a project on a Federal-aid highway. This section requires the Secretary to submit a report to Congress detailing the status and effectiveness of the program.

Sec. 1403. Formula carbon reduction program.

Section 1403 establishes a carbon reduction program to reduce transportation emissions. Eligible projects include a project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems, a public transportation project that is eligible for assistance under section 142 (Public Transportation), the construction, planning, and design of on-road and off-road trail facilities for pedestrians and bicyclists, a project for advanced transportation and congestion management technologies, a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, a project to replace street lighting and traffic control devices with energy-efficient alternatives, and the development of a carbon reduction strategy.

This section also establishes that 2 years after the date of enactment a State, in consultation with any metropolitan planning organization designated within the State, shall develop a carbon reduction strategy that supports efforts to reduce greenhouse gas emissions, identifies projects and strategies to reduce transportation emissions, supports the achievement of targets for the reduction of transportation emissions, quantifies the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State, and is appropriate to the population density and context of the State. 65 percent of funding under this program would be suballocated by population.

Section 1403 also permits, at the request of a State, that the Secretary shall provide technical assistance in the development of the carbon reduction strategy

Sec. 1404. Congestion relief program.

Subsection (a) of Section 1404 establishes a congestion relief program to provide competitive grants to States, local governments, and metropolitan planning organizations, for projects in large urbanized areas to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States.

The goals of the congestion relief program are to reduce highway congestion, economic and environmental costs related to congestion, and to optimize existing highway capacity and usage of transit systems that provide alternatives to highways. To achieve these goals, the program allows States and MPOs to compete for grants for eligible projects within urbanized areas containing populations of more than 1,000,000 people. Grant awards shall be not less than \$10,000,000. Eligible projects consist of planning, design, implementation, and construction activities to achieve program goals, including the deployment and operation of mobility services, integrated congestion management systems, and systems that implement or enforce high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing.

Incentive programs that encourage travelers to carpool or use non-highway travel modes are also included. When selecting grants, the Secretary shall give priority to eligible projects located in urbanized areas that are experiencing high degrees of recurrent congestion. The Federal cost-share shall not exceed 80 percent of the total cost of a project.

In addition, the congestion relief program permits the Secretary to allow the use of tolls on the Interstate System as part of a project carried out with a program grant, subject to certain requirements. The Secretary may not approve the use of tolls on the Interstate System under the program in more than 10 urbanized areas.

Subsection (b) of Section 1404 amends section 129(a) of title 23 to require toll facilities on the Interstate System constructed or converted after the date of enactment to allow high occupancy vehicles, transit, and paratransit vehicles to use the facility at a discounted rate or without charge unless the public authority determines that the number of such discounted vehicles would reduce the travel time reliability of the facility.

Sec. 1405. Freight plans.

Section 1405 adds new strategies for inclusion within the national freight strategic plan, including strategies to promote resilience, national economic growth and competitiveness, and strategies to reduce local air pollution and water runoff. This section does not add or establish new procedural requirements for the approval of State freight plans, and requires the Secretary to approve plans that comply with statutory requirements.

Sec. 1406. Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program.

Section 1406 establishes a formula and competitive grant program to help States improve the resiliency of transportation infrastructure.

Resilience grants comprise resilience improvement grants, community resilience and evacuation route grants, and at-risk coastal infrastructure grants.

This section describes the required plan contents of a voluntary resilience improvement plan, and allows a State or eligible entity that receives a grant to have the non-Federal share of projects reduced if the State or eligible entity meets certain voluntary planning requirements. Specifically, the non-Federal share of projects carried out with PROTECT funds can be reduced by 7 percent if a State or eligible entity develops a resiliency improvement plan, and reduced by an additional 3 percent if a State or eligible entity incorporates a resiliency improvement plan within its long-range statewide transportation plan or metropolitan transportation plan.

Sec. 1407. Healthy Streets program.

Section 1407 establishes a discretionary grant program, to be known as the “Healthy Streets program”, to provide grants to eligible entities to deploy cool pavements and porous

pavements and to expand tree cover. The goals of the program are to mitigate urban heat islands, improve air quality, and reduce the extent of impervious surfaces, storm water runoff and flood risks, and heat impacts to infrastructure and road users.

Sec. 1501. Additional deposits into Highway Trust Fund.

Section 1501 repeals section 105 of title 23. Because STRA authorizes funding for Federal-aid highway and highway safety programs for fiscal years 2022 through 2026, there is no need for additional funding to be automatically authorized in the manner contemplated under section 105 of title 23.

Sec. 1502. Stopping threats on pedestrians.

Section 1502 establishes a grant program to provide assistance to State DOTs and local government entities for bollard installation projects designed to prevent pedestrian injuries and acts of terrorism in areas used by large numbers of pedestrians. The program is authorized for appropriations at \$5,000,000 for each of fiscal years 2022 through 2026.

Sec. 1503. Transfer and sale of toll credits.

Section 1503 establishes a toll credit exchange on a pilot basis to enable the Secretary to evaluate the feasibility of and demand for a toll credit marketplace through which States could sell, transfer, or purchase toll credits. The Secretary may only select up to 10 States to participate in the pilot program, which allows originating States to transfer or sell toll credits pursuant to section 120(i) of title 23, United States Code. This section allows recipient States to use a credit toward the non-Federal share requirement for any funds made available under title 23 or chapter 53 of title 49, United States Code. Under this section, an originating State shall use the proceeds from the sale of a credit for the construction costs of any title 23 eligible project within that State. Originating and recipient States shall submit to the Secretary a written notification not later than 30 days after the date on which a credit is transferred or sold. Under this section, the Secretary must verify the amount of unused toll credits and provide a publicly accessible website where originating States shall post the verified amount of toll credits available for sale or transfer. The Secretary shall submit an initial and final report to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives not later than 1 and 3 years, respectively, after the date of establishment of the pilot program.

Sec. 1504. Forest Service Legacy Roads and Trails Remediation Program.

Section 1504 amends the Forest Roads and Trails Act by requiring the Secretary of Agriculture, acting through the Chief of the Forest Service, to develop a national strategy to perform critical maintenance and urgent repairs and improvements on National Forest System's roads, trails, and bridges to primarily improve public safety, water quality, wildlife habitats, grazing, fish habitats, and recreational access. The national strategy should focus on meeting Forest Service road systems' needs that Forest Service's current Capital Improvement and Maintenance Program does not adequately meet. This section authorizes the program for

appropriations from the General Fund at \$50,000,000 per year for each of fiscal years 2022 to 2026.

Sec. 1505. Disaster relief mobilization study.

Section 1505 directs the Secretary to carry out a study to determine the utility of incorporating the use of bicycles into the disaster preparedness and disaster response plans of local communities. The study will look at a vulnerability assessment of the infrastructure in local communities that supports active transportation, including bicycling, walking, and personal mobility devices, with a particular focus on areas in communities that have low levels of vehicle ownership and lack sufficient active transportation infrastructure routes to public transportation. Not later than 2 years after enactment, the Secretary shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that describes the results of the study carried out and provides recommendations, if any, relating to the methods by which to incorporate bicycles into disaster preparedness and disaster response plans of local communities and improvements to training programs.

Sec. 1506. Appalachian Regional Commission.

Section 1506 reauthorizes the Appalachian Regional Commission (ARC) at \$200,000,000 for each of fiscal years 2022 through 2026, including \$5,000,000 per year to establish an Appalachian Regional Energy Hub and \$20,000,000 per year to deploy high-speed broadband in the Appalachian region. This section also adds Catawba and Cleveland counties (in North Carolina) as part of the Appalachian region for purposes of the ARC.

Sec. 1507. Denali Commission transfers of funds.

Section 1507 amends the Denali Commission Act of 1998 by directing that funds transferred to the Commission from another Federal agency not be subject to any requirements that applied to the funds before the transfer, including a requirement in an appropriations act or a requirement or regulation of the agency from which the funds are transferred.

Sec. 1508. Requirements for transportation projects carried out through public-private partnerships.

Section 1508 contains transparency requirements for projects carried out through public-private partnerships with an estimated cost of \$100,000,000 or more. Specifically, this section requires that as a condition to receiving Federal financial assistance for a project, a public partner must disclose and certify certain information relating to the private partner's satisfaction of the terms of the public-private partnership agreement not later than 3 years after the date of the opening of the project to traffic. This section also requires the Secretary to provide Congress with notification when projects are carried out through public-private partnerships. This section also requires project sponsors receiving Federal loans or grants to include a detailed value for money analysis within the financial plan if the project sponsor intends to carry out the project through a public-private partnership. This section makes such analysis an eligible expense under

the Surface Transportation Block Grant program.

Sec. 1509. Reconnecting communities pilot program.

Section 1509 establishes a community connectivity pilot program through which eligible entities may apply for planning funds to study the feasibility and impacts of removing, retrofitting, or mitigating an existing transportation facilities that create barriers to mobility, access, or economic development, and for construction funds to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, to replace it with a new facility.

An eligible facility includes a limited access highway, viaduct, or any other principal arterial facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors.

This section allows the Secretary to award planning grants and provide technical assistance to eligible entities. Planning grant awards may not exceed \$2,000,000, and the Federal cost-share for a project may not exceed 80 percent.

This section also allows the Secretary to award capital construction grants to owners of eligible facilities for eligible projects for which all necessary feasibility studies (and other planning activities) have been completed. Eligible projects include the removal and replacement of eligible facilities. Capital construction grants must be at least \$5,000,000. The Federal cost- share for a project may not exceed 50 percent, and the maximum Federal involvement shall not exceed 80 percent. This subsection also allows grantees to form community advisory boards to help achieve inclusive economic development benefits with respect to the project for which a grant is awarded.

The Secretary may not use more than \$15,000,000 during the period of fiscal years 2022 through 2026 to provide technical assistance under this section.

Sec. 1510. Cybersecurity tool; cyber coordinator.

Section 1510 requires the Federal Highway Administration to develop a tool to assist transportation authorities in identifying, detecting, protecting against, responding to, and recovering from cyber incidents. This section requires the FHWA to use the cybersecurity framework established by the National Institute of Standards and Technology, to establish a structured cybersecurity assessment and development program, and to provide for a period of public review and comment on the tool. This section requires the FHWA to designate an office as a “cyber coordinator” for monitoring, alerting, and advising transportation authorities of cyber incidents. It is the intention of the Committee that the scope of this section be limited to actions undertaken by the FHWA and those State and local authorities within its oversight jurisdiction, and that those actions be coordinated with other cybersecurity-related efforts elsewhere in the Department.

Sec. 1511. Report on emerging alternative fuel vehicles and infrastructure.

Section 1526 directs the Secretary to make publicly available a report that includes an evaluation of emerging alternative fuel vehicles and projections for potential locations of emerging alternative fuel vehicle owners during the 5-year period beginning on the date of submission of the report, identifies areas where emerging alternative fueling infrastructure will be needed to meet the current and future needs of drivers during the 5-year period beginning on the date of submission of the report, identifies specific areas, such as a lack of pipeline infrastructure, that may impede deployment and adoption of emerging alternative fuel vehicles, includes a map that identifies concentrations of emerging alternative fuel vehicles to meet the needs of current and future emerging alternative fueling infrastructure, estimates the future need for emerging alternative fueling infrastructure to support the adoption and use of emerging alternative fuel vehicles, and includes a tool to allow States to compare and evaluate different adoption and use scenarios for emerging alternative fuel vehicles, with the ability to adjust factors to account for regionally specific characteristics.

Sec. 1512. Nonhighway recreational fuel study.

Section 1512 authorizes a study and recurring report to produce the best available estimate of the total amount of fuel taxes paid by users of non-highway recreational vehicles into the Highway Trust Fund. This section provides that the study will be used to assist Congress in determining an appropriate funding level for the recreational trails program.

Sec. 1513. Buy America.

Section 1513 requires the Secretary to issue a public notice 15 days in advance of issuing a waiver for the Buy America requirement for Federal-aid projects and to report to Congress annually on all such waivers.

Sec. 1514. High priority corridors on the National Highway System.

Section 1514 amends section 1105 of the Intermodal Surface Transportation Efficiency Act by adding new future Interstate designations along corridors in North Carolina, Kentucky, Arkansas and Mississippi. This section also requires the Comptroller General to submit a report to Congress on the safety and infrastructure impacts, if any, of the continuation of currently applicable weight limits on those specific highway segments after those segments are open for operation as part of the Interstate system.

Sec. 1515. Interstate weight limits.

Section 1515 amends section 127 of title 23, United States Code to continue current weight limits by adding exemptions to Federal truck weight limits along specific corridors in North Carolina and Kentucky should any such corridors become designated as a route on the Interstate System.

Sec. 1516. Report on air quality improvements.

Section 1516 requires the Comptroller General of the United States to conduct an evaluation of CMAQ that includes consideration of reductions in certain emissions that have resulted from projects under the program, the cost-effectiveness of such reductions, the results of investments under the program in certain communities, the effectiveness of certain performance measures established for traffic congestion and on-road mobile source emissions, and the extent to which the program lacks eligibilities for additional project types that would be likely to contribute to higher air quality.

Sec. 1517. Roadside highway safety hardware.

Section 1517 requires the Secretary, to the greatest extent possible, to implement recommendations from a Government Accountability Office (GAO) Report entitled “Highway Safety: More Robust DOT Oversight of Guardrails and Other Roadside Hardware Could Further Enhance Safety” published in June 2016 and numbered GAO–16–575. GAO recommendations call for the Secretary to develop a third- party verification of roadside safety hardware testing results from crash test labs and to establish a process to enhance the independence of crash test labs when lab employees test devices that were developed within the parent organization of the employee. While Federal-aid eligibility letters issued by FHWA are not required for roadside safety hardware to be eligible for Federal- aid reimbursement, this section directs FHWA to continue issuing Federal-aid eligibility letters as a service to States until the third-party verification processes are complete.

Sec. 1518. Permeable pavements study.

Section 1518 requires the Secretary to conduct a study on the effects of permeable pavements on flood control and to develop related models and best practices. This section requires the Secretary to make a report on the results of the study available publicly.

Sec. 1519. Emergency relief projects.

Section 1519 requires the Secretary to revise the Emergency Relief (ER) program manual of FHWA to: include a definition of resilience; identify procedures that may be used to incorporate resilience into ER projects; encourage the use of complete streets design principles in ER projects; develop best practices for improving the use of resilience in ER projects; and to develop and implement a process to track the consideration of resilience as part of the ER program as well as the cost of ER projects.

Sec. 1520. Study on stormwater best management practices.

Section 1521 requires the Secretary and Administrator of EPA to offer to enter into an agreement with TRB to conduct a study on stormwater runoff from highways and pedestrian facilities and provide recommendations regarding potential stormwater management recommendations for State departments of transportation. The study will also examine the

potential for the Secretary to assist State departments of transportation in implementing and communicating stormwater management practices for highways and pedestrian facilities.

Sec. 1521. Stormwater best management practices reports.

Section 1521 requires the Administrator of FHWA to update and reissue two existing stormwater best management practices reports to reflect new information and advancements in the field. In addition, this section instructs the Administrator to continue updating the two reports not less frequently than once every five years, unless the reports are either withdrawn or incorporated into regulations.

Sec. 1522. Invasive plant elimination program.

Section 1522 establishes a new grant program to fund projects by States to eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants along and in areas adjacent to transportation corridor rights-of-way. The term “invasive plant” means a nonnative plant, tree, grass, or weed species. This section requires the Secretary to prioritize projects that utilize native plants and wildflowers. This section limits amounts to be used for equipment to not more than ten percent and administrative and indirect costs to not more than five percent. This section requires each grantee to coordinate with local authorities and to report annually on the uses of the funds. This section limits the Federal share to 50 percent except in the case of projects that utilize native plants and wildflowers which are eligible for 75 percent Federal share. This section authorizes the program for appropriations at \$50,000,000 per year for each of fiscal years 2022 through 2026.

Sec. 1523. Over-the-road bus tolling equity.

Section 1411 of the FAST Act amended title 23 to require that over-the-road busses that serve the public be provided access to certain toll facilities under the same rates, terms, and conditions as public transportation buses. Section 1529 amends title 23 further to ensure there is accountability for equal access to certain tolled facilities between over-the-road buses and public transportation buses. This section adds a reporting requirement for public authorities, and further extends an existing audit requirement to include an audit for reporting compliance.

Sec. 1524. Bridge terminology.

Section 1524 modernizes bridge terminology used in title 23.

Sec. 1525. Study of impacts on roads from self-driving vehicles.

Section 1525 directs the Secretary to initiate a study on the existing and future impacts of self-driving vehicles to transportation infrastructure, mobility, the environment, and safety, including impacts on the Interstate System, urban roads, rural roads, corridors with heavy traffic congestion, and transportation systems optimization. The study under subsection (a) shall include specific recommendations for both rural and urban communities regarding the impacts of self-driving vehicles on existing transportation system capacity. In carrying out the study the

Secretary shall convene and consult with a panel of national experts in both rural and urban transportation. Not later than 1 year after the date on which the study under subsection (a) is initiated, the Secretary shall submit a report on the results of the study.

Sec. 1526. Technical corrections.

Section 1526 makes technical corrections to title 23 of the United States Code.

Sec. 2001. Transportation Infrastructure Finance and Innovation Act of 1998 amendments.

Section 2001 makes several updates to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program intended to increase program utilization, streamline the application process for assistance, and increase transparency in the vetting process for projects seeking TIFIA funds. This section establishes a definition for the term “administratively allocated” in reference to funding allocated by the Secretary for projects that have advanced into either the credit worthiness phase or are subject to a master credit agreement. This section extends the period during which contingent commitments under a master credit agreement must result in a financial close from 3 years to 5 years. This section adds eligibility for public infrastructure located near transportation facilities to promote transit-oriented development subject to a September 30, 2025 letter of interest deadline and a cap on the funding available for such projects. This section adds eligibility for airport-related projects subject to a September 30, 2024 letter of interest deadline and a cap on the funding available for such projects, and requires the Secretary to report to Congress on the impact of this new eligibility on the use of TIFIA funds including recommendations for permanent modifications to the program. This section adds eligibility for projects to acquire plant and wildlife habitats pursuant to a transportation project environmental impact mitigation plan. This section raises the threshold for securing multiple credit rating agency opinions from \$75,000,000 to \$150,000,000. This section requires the Secretary to provide applicants with an estimate of the timeline of application approval or disapproval and, to the maximum extent practical, such estimate shall be less than 150 days from the submission of a letter of interest. In the case of government borrowers, this section removes the requirement that loans be prepaid with excess revenues so long as those revenues are used for surface transportation projects. This section also adds new criteria to the streamlined application process for public agency borrowers intended to increase the likelihood that the Secretary will be able to move more projects through the process expeditiously. This section extends the authority to use a portion of TIFIA funding for administrative costs through fiscal year 2026. This section increases overall transparency in the TIFIA process by requiring DOT to publish status reports online.

Section 2001 also extends the authorization of State Infrastructure Bank program through fiscal year 2026.

Sec. 3001. Strategic Innovation for Revenue Collection.

Section 3001 reauthorizes and renames the Surface Transportation System Funding Alternatives Program, to continue the program to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the

Highway Trust Fund, through pilot projects at the State, local, and regional level. The section expands eligible applicants from States DOTs, to include a local government or a group of local governments, a metropolitan planning organization, and a group of metropolitan planning organizations. The section also increases the federal-share for the program to 80 percent of the total cost of a project carried out by an eligible entity that has not otherwise received a grant under this section, and 70 percent of the total cost of a project carried out by an eligible entity that has received at least 1 grant previously.

Sec. 3002. National Motor Vehicle Per-Mile User Fee Pilot.

Section 3002 directs the Secretary, in coordination with the Secretary of the Treasury, to establish a pilot program to demonstrate a national motor vehicle per-mile user fee. In carrying out the pilot program, the Secretary, in coordination with the Secretary of the Treasury, shall provide different methods that volunteer participants can choose from to track motor vehicle miles traveled, solicit volunteer participants from all 50 States, the District of Columbia, and the Commonwealth of Puerto Rico, ensure an equitable geographic distribution by population among volunteer participants, and include commercial vehicles and passenger motor vehicles. For the purposes of the pilot program, the Secretary of the Treasury shall establish, on an annual basis, per-mile user fees for passenger motor vehicles, light trucks, and medium- and heavy-duty trucks, which amount may vary between vehicle types and weight classes to reflect estimated impacts on infrastructure, safety, congestion, the environment, or other related social impacts.

The section also establishes a Federal System Funding Alternative Advisory Board to assist with providing the Secretary with recommendations related to the structure, scope, and methodology for developing and implementing the pilot program, carrying out the public awareness campaign, and developing a report. Not later than 1 year after the date on which volunteer participants begin participating in the pilot program, and each year thereafter for the duration of the pilot program, the Secretary and the Secretary of the Treasury shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that includes an analysis of whether the objectives were achieved, how volunteer participant protections were complied with, whether motor vehicle per-mile user fees can maintain the long-term solvency of the Highway Trust Fund and improve and maintain the surface transportation system, which shall include estimates of administrative costs related to collecting such motor vehicle per mile user fees, how the privacy of volunteers was maintained, and equity impacts of the pilot program, including the impacts of the pilot program on low-income commuters.

Sec. 3003. Performance Management Data Support Program.

Section 3003 extends the authorization and provides a funding source for FHWA to develop, use, and maintain data sets and data analysis tools to MPOs and States in carrying out performance management analyses and requirements. A national performance management program provides information to help Federal, State, and local governments and others in their decision-making as they consider strategic transportation investments and policies.

Sec. 3004. Data Integration Pilot Program.

Section 3004 authorizes for appropriation from the General Fund, \$2,500,000 for each of fiscal years 2021 through 2025 to research and develop models that integrate real-time information, including weather conditions, roadway conditions, and information from emergency responders. This section authorizes the Secretary to facilitate data integration between DOT and the National Weather Service, as well as address safety, resiliency, and vulnerability threats, by providing tools to help public safety officials and end users make important transportation decisions.

Sec. 3005. Emerging technology research pilot program.

Section 3005 establishes a pilot program to conduct emerging technology research, specifically including advanced and additive manufacturing (3-D printing) technologies, as well as research into activities to reduce the impact of automated driving systems and advanced driver automation systems technologies on pavement and infrastructure performance, and to improve transportation infrastructure design. This section authorizes for appropriation from the General Fund \$5,000,000 for each of fiscal years 2022 through 2026 to support the pilot program.

Sec. 3006. Research and technology development and deployment.

Section 3006 expands the objectives of the Turner Fairbank Highway Research Center to support research on non-market ready technologies in consultation with public and private entities. This section establishes an open challenge and research proposal pilot program that provides grants for proposals to research needs or challenges identified or determined to be important by the Secretary. This section also expands the Technology and Innovation Deployment Program by adding a focus on accelerated market readiness efforts, and increases funding for the program, including \$100,000,000 in new and innovative construction technologies for smarter, accelerated project delivery. This section extends the authorization for the Accelerated Implementation and Deployment of Pavement Technologies program and adds pavement-related considerations to enhance the environment and promote sustainability in the reporting under this program. The modified Advanced Transportation Technologies and Innovative Mobility Deployment program includes intermodal connectivity and a rural set-aside of not less than 20 percent. This section also authorizes a new Center of Excellence on New Mobility and Automated Vehicles to research the impact of automated vehicles and new mobility, such as docked and dockless bicycles and electric scooters.

Sec. 3007. Workforce development, training, and education.

Section 3007 provides authority to allow States greater flexibility to address surface transportation workforce development, training, and education needs, including activities that address current workforce gaps, such as work on construction projects. This section permits States to obligate funds for purposes such as pre-apprenticeships, apprenticeships, and career opportunities for on-the-job training, and vocational school support. This section modifies an existing grant program under section 504(f) in title 23 that requires the Secretary to make

workforce development grants. This section expands the eligibility of educational institutions beyond institutions of higher education. This section also authorizes the Secretary to award grants for training deployment purposes beyond the development, testing, and review of new curricula and education programs. This section encourages coordination and partnership with stakeholders, including industry, construction, labor organizations, and relevant government agencies, such as the U.S. Department of Labor Employment and Training Administration, the U.S. Department of Education, and State, regional, and local partners, such as Workforce Development Boards. This section also establishes minimum reporting requirements for grant recipients to establish accountability in the award of grants.

Sec. 3008. Wildlife-vehicle collision research.

Section 3008 adds animal detection systems to reduce the number of wildlife-vehicle collisions as eligible for priority consideration for intelligent transportation system (ITS) research projects. This section amends membership of the advisory committee required to advise the Secretary on carrying out ITS programs.

Sec. 3009. Transportation Resilience and Adaptation Centers of Excellence.

Section 3009 directs the Secretary to designate 10 regional Centers of Excellence for Resilience and Adaptation and 1 national Center of Excellence for Resilience and Adaptation, which shall serve as a coordinator for the regional Centers, to receive grants to advance research and development that improves the resilience of regions of the United States to natural disasters, extreme weather, and the effects of climate change on surface transportation infrastructure and infrastructure dependent on surface transportation. Subject to the availability of appropriations, the Secretary shall provide to each Center of Excellence a grant of not less than \$5,000,000 for each of fiscal years 2022 through 2031 to carry out the activities.

Activities include supporting climate vulnerability assessments informed by climate change science, including national climate assessments produced by the United States Global Change Research Program under section 106 of the Global Change Research Act of 1990 (15 U.S.C. 2936), relevant feasibility analyses of resilient transportation improvements, and transportation resilience planning, development of new design, operations, and maintenance standards for transportation infrastructure that can inform Federal and State decisionmaking, research and development of new materials and technologies that could be integrated into existing and new transportation infrastructure, development, refinement, and piloting of new and emerging resilience improvements and strategies, including natural infrastructure approaches and relocation, development of and investment in new approaches for facilitating meaningful engagement in transportation decisionmaking by local, Tribal, regional, or national stakeholders and communities, technical capacity building, workforce development and training, development and dissemination of data, tools, techniques, assessments, and information that informs Federal, State, Tribal, and local government decisionmaking, policies, planning, and investments, education and outreach regarding transportation infrastructure resilience, and technology transfer and commercialization.

Sec. 3010. Transportation Access Pilot Program.

Section 3010 establishes a transportation pilot program to develop or procure an accessibility data set and make it available to each eligible entity selected to participate in the pilot program, to improve transportation planning. The pilot will measure the level of access by surface transportation modes to important destinations, which may include jobs, health care facilities, child care facilities, educational and workforce training facilities, housing, food sources, points within the supply chain for freight commodities, domestic and international markets, and connections between surface transportation modes. The pilot will assess the change in accessibility that would result from new transportation investments.

Sec. 4001. Definition of Secretary.

Section 4001 defines the term “Secretary” as the Secretary of the Interior.

Sec. 4002. Environmental reviews for certain tribal transportation facilities.

Section 4002 aligns the Department of the Interior’s process of expediting environmental reviews for tribal transportation safety projects to be similar to the Department of Transportation’s process.

Sec. 4003. Programmatic agreements for tribal categorical exclusions.

Section 4003 allows the Secretary of the Interior or the Secretary of Transportation to enter into programmatic agreements with Indian tribes.

Sec. 4004. Use of certain tribal transportation funds.

Section 4004 removes the 3 percent set-aside for the Tribal Transportation Facility Bridges program and specifies funding eligibilities for the same program.

Sec. 4005. Bureau of Indian Affairs road maintenance program.

Section 4005 authorizes \$50,000,000 for the Road Maintenance Program for fiscal year 2022, with increases of \$2,000,000 per year through fiscal year 2026.

Sec. 4006. Study of road maintenance on Indian land.

Section 4006 directs the Secretary of the Interior, in consultation with the Secretary of Transportation, to study and address the deferred maintenance backlog of existing roads on Indian land.

Sec. 4007. Maintenance of certain Indian reservation roads.

Section 4007 allows the Commissioner of U.S. Customs and Border Protection to transfer funds to the BIA to maintain or repair roads under the jurisdiction of the BIA.

Sec. 4008. Tribal transportation safety needs.

Section 4008 directs the Secretary, in consultation with the Secretary of DOI, Indian tribes, and Alaska Native villages to develop best practices and create a standardized motor vehicle crash report form. Tribes could voluntarily use this crash report form to capture data and communicate with State departments of transportation. This section directs the Bureau of Indian Affairs to use the Incident Management Analysis and Reporting System form of the applicable State to report motor vehicle crash data. This section also modifies the set-aside amount for the Tribal Transportation Program Safety Fund from 2 percent to 4 percent.

Sec. 4009. Office of Tribal Government Affairs.

Section 4009 establishes an Assistant Secretary for Tribal Government Affairs under the DOT, who shall be appointed by the President but not Senate confirmed.

	Summary
Overview	The U.S. Senate Environment and Public Works (EPW) Committee transportation reauthorization proposal – the “Surface Transportation Reauthorization Act of 2021” – is a five-year bill with \$304B in contract authority for fiscal years 2022 to 2026. The STRA deals only with highways; the funding for the bill and the rail and transit portions are the jurisdiction of other Senate committees.
Title I – Federal-Aid Highways Subtitle A – Authorizations and Programs	
Sec. 1101. Authorization of Appropriations (pp. 5-27)	<ul style="list-style-type: none">• Federal-aid Highway Program:<ul style="list-style-type: none">○ \$52,488,065,375 for FY 2022○ \$53,537,826,683 for FY 2023○ \$54,608,583,217 for FY 2024○ \$55,700,754,881 for FY 2025○ \$56,814,769,844 for FY 2026• TIFIA: \$250M each year for FYs 2022-2026• Federal Lands and Tribal Transportation Programs<ul style="list-style-type: none">○ Tribal Transportation Program:<ul style="list-style-type: none">▪ \$578,460,000 for FY 2022▪ \$589,960,000 for FY 2023▪ \$602,460,000 for FY 2024▪ \$612,960,000 for FY 2025▪ \$627,960,000 for FY 2026○ Federal Lands Transportation Program:<ul style="list-style-type: none">▪ \$421,965,000 for FY 2022▪ \$429,965,000 for FY 2023▪ \$438,965,000 for FY 2024▪ \$447,965,000 for FY 2025▪ \$455,965,000 for FY 2026○ Federal Lands Access Program:<ul style="list-style-type: none">▪ \$285,975,000 for FY 2022▪ \$291,975,000 for FY 2023▪ \$296,975,000 for FY 2024▪ \$303,975,000 for FY 2025▪ \$308,975,000 for FY 2026• Territorial and Puerto Rico Highway Program<ul style="list-style-type: none">○ \$219,000,000 for FY 2022○ \$224,000,000 for FY 2023○ \$228,000,000 for FY 2024○ \$232,500,000 for FY 2025

- \$237,000,000 for FY 2026
- Nationally Significant Freight and Highway Projects
 - \$1,000,000,000 for FYs 2022 - 2024
 - \$900,000,000 for FYs 2025 - 2026
- Bridge Investment Program
 - \$600,000,000 for FY 2022
 - \$640,000,000 for FY 2023
 - \$650,000,000 for FY 2024
 - \$675,000,000 for FY 2025
 - \$700,000,000 for FY 2026
- Congestion Relief Program: \$50M for each of fiscal years 2022-2026
- Charging and Fueling Infrastructure Grants
 - \$500,000,000 for FYs 2022-2026
- Rural Surface Transportation Grant Program
 - \$300,000,000 for FY 2022
 - \$350,000,000 for FY 2023
 - \$400,000,000 for FY 2024
 - \$450,000,000 for FY 2025
 - \$500,000,000 for FY 2026
- PROTECT Grants
 - \$250,000,000 for FYs 2022-2023
 - \$25M each year for planning grants
 - \$175M each year for resilience grants
 - \$25M each year for community resilience and evacuation route grants
 - \$25M each year for at-risk coastal infrastructure grants
 - \$300,000,000 for FYs 2024-2026
 - \$30M each year for planning grants
 - \$210M each year for resilience grants
 - \$30M each year for community resilience and evacuation route grants
 - \$30M each year for at-risk coastal infrastructure grants
- Reduction of Truck Emissions at Port Facilities
 - \$50,000,000 for FYs 2022-2026
- Nationally Significant Federal Lands and Tribal Projects: \$55M for each of fiscal years 2022-2026
- Bridge Investment Program (General Fund)
 - \$600,000,000 for FY 2022
 - \$640,000,000 for FY 2023
 - \$650,000,000 for FY 2024
 - \$675,000,000 for FY 2025
 - \$700,000,000 for FY 2026
- Nationally Significant Federal Lands and Tribal Projects: \$300M for each of fiscal years 2022-2026
- Healthy Streets Program
 - \$100,000,000 for FYs 2022-2026
- Transportation Resilience and Adaptation Centers of Excellence
 - \$100,000,000 for FYs 2022-2026

	<ul style="list-style-type: none"> • Open Challenge and Research Proposal Pilot Program <ul style="list-style-type: none"> ○ \$15,000,000 for FYs 2022-2026 <p>Research, Technology, and Education Authorizations</p> <ul style="list-style-type: none"> • Highway Research and Development Program: \$147M for each of fiscal years 2022-2026 • Technology and Innovation Deployment Program: \$110M for each of fiscal years 2022-2026 • Training and Education <ul style="list-style-type: none"> ○ \$25,000,000 for FY2022 ○ \$25,250,000 for FY2023 ○ \$25,500,000 for FY2024 ○ \$25,750,000 for FY2025 ○ \$26,000,000 for FY2026 • Intelligent Transportation System Program: \$110M for each of fiscal years 2022-2026 • University Transportation Centers Program: <ul style="list-style-type: none"> ○ \$80,000,000 for FY2022 ○ \$80,500,000 for FY2023 ○ \$81,000,000 for FY2024 ○ \$81,500,000 for FY2025 ○ 82,000,000 for FY2026 • Bureau of Transportation Statistics: <ul style="list-style-type: none"> ○ \$26,000,000 for FY 2022 ○ \$26,250,000 for FY 2023 ○ \$26,500,000 for FY 2024 ○ \$26,750,000 for FY 2025 ○ \$27,000,000 for FY 2026 <p>Pilot Programs</p> <ul style="list-style-type: none"> • Wildlife Crossings Pilot Program <ul style="list-style-type: none"> ○ \$60,000,000 for FY2022 ○ \$65,000,000 for FY2023 ○ \$70,000,000 for FY2024 ○ \$75,000,000 for FY2025 ○ \$80,000,000 for FY2026 • Prioritization Process Pilot Program: \$10,000,000 for each of fiscal years 2022-2026 • Reconnection Communities Pilot Program <ul style="list-style-type: none"> ○ Planning Grants <ul style="list-style-type: none"> ▪ \$30,000,000 for FYs 2022-2026 ○ Capital Construction Grants: <ul style="list-style-type: none"> ▪ \$65,000,000 for FY2022 ▪ \$68,000,000 for FY2023 ▪ \$70,000,000 for FY2024 ▪ \$72,000,000 for FY2025
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	<ul style="list-style-type: none"> ▪ \$75,000,000 for FY2026
Sec. 1102. Obligation Ceiling (pp. 27-35)	<ul style="list-style-type: none"> • Obligation limitation: <ul style="list-style-type: none"> ○ \$57,673,430,072 for FY 2022 ○ \$58,864,510,674 for FY 2023 ○ \$60,095,782,888 for FY 2024 ○ \$61,214,170,545 for FY 2025 ○ \$62,457,105,821 for FY 2026
Sec. 1103. Definitions (pp. 35-38)	<ul style="list-style-type: none"> • Adds definitions for “natural infrastructure” and “resilience”
Sec. 1104. Apportionment (pp. 38-45)	<ul style="list-style-type: none"> • Administrative expenses for FHWA: <ul style="list-style-type: none"> ○ \$490,964,697 for FY 2022 ○ \$500,783,991 for FY 2023 ○ \$510,799,671 for FY 2024 ○ \$521,015,664 for FY 2025 ○ \$531,435,977 for FY 2026 • Changes how the core apportionment is divided by decreasing the portion for STP (from 29.3% to 28.7402203421251%), NHPP (from 63.7% to 59.0771195921461%), and HSIP (from 7% to 6.70605141316253%) to create a carbon reduction program (and the PROTECT Program) <ul style="list-style-type: none"> ○ National Highway Performance Program: \$148B (compared to approximately \$116.4B in FAST Act; +27%) ○ Surface Transportation Block Grant Program: \$72B over five years (compared to approx. \$58.3B in FAST Act; +24%) ○ Highway Safety Improvement Program: \$15.56B over five years (compared to approx. \$11.6B in FAST Act; +34%) • Congestion Management and Air Quality Program <ul style="list-style-type: none"> ○ \$2,536,490,803 for FY 2022 ○ \$2,587,220,620 for FY 2023 ○ \$2,638,965,032 for FY 2024 ○ \$2,691,744,332 for FY 2025 ○ \$2,745,579,213 for FY 2026 ○ Funds apportioned to states based on 2020 CMAQ apportionment ○ Total: \$13.2B (compared to \$12.0B in FAST Act; +10%) • National Freight Program: <ul style="list-style-type: none"> ○ \$1,373,932,519 for FY 2022 ○ \$1,401,411,169 for FY 2023 ○ \$1,429,439,392 for FY 2024 ○ \$1,458,028,180 for FY 2025 ○ \$1,487,188,740 for FY 2026 • Metropolitan Planning <ul style="list-style-type: none"> ○ \$438,121,139 for FY 2022 ○ \$446,883,562 for FY 2023 ○ \$455,821,233 for FY 2024 ○ \$464,937,657 for FY 2025 ○ \$474,236,409 for FY 2026 ○ Funds apportioned to states based on 2020 PL apportionment ○ Total: \$2.28B (compared to approximately \$1.72B in FAST Act; +32%) • Carbon Reduction Program: 2.56266964565637% of total core apportionment

	<ul style="list-style-type: none"> ○ \$6.4B total over five years • PROTECT Formula Program: 2.91393900690991% of total core apportionment <ul style="list-style-type: none"> ○ \$7.3B total over five years • Guaranteed amounts: Requires that each states' apportionment is equal to at least 95% of estimated tax payments paid into the HTF (this language is in existing law), but adds additional language further requiring that a states' apportionment must be at least 2% higher than the apportionment received for FY2021 and at least 1% greater than the apportionment received for the previous fiscal year. • Strikes section regarding “supplemental funds” – in ATIA this was used to pump an additional \$1 billion into NHPP • Transportation Alternatives (now formally called “STP Set-Aside”) <ul style="list-style-type: none"> ○ \$1,200,000,000 for fiscal year 2021 ○ \$1,224,000,000 for fiscal year 2022 ○ \$1,248,000,000 for fiscal year 2023 ○ \$1,273,000,000 for fiscal year 2024 ○ \$1,299,000,000 for fiscal year 2025
Sec. 1105. National Highway Performance Program (pp. 45-48)	<ul style="list-style-type: none"> • Makes “increase resiliency” of National Highway System a purpose of the freight program. Up to 15% of NHPP funds can be expended on “protective features,” which includes raising roadway grades, relocating roadways, stabilizing slide areas and slopes, deepening channels, raising bridges, and more. Makes eligible for funding: undergrounding public utility infrastructure; resiliency improvements; and cybersecurity protection. Adds extreme weather and resilience required elements of lifecycle cost and risk management analyses.
Sec. 1106. Emergency Relief (pp. 48-51)	<ul style="list-style-type: none"> • Adds “wildfire” to types of events eligible for funding. Makes allowable spending on “protective features” and other related projects. Modifies the eligibility restriction that is in current law. Adds eligibilities regarding protective features and mitigation activities.
Sec. 1107. Federal Share Payable (pp. 51-55)	<ul style="list-style-type: none"> • Makes vehicle to infrastructure communications eligible for 100% federal share. Creates a “Federal Share Flexibility Pilot Program.” Allows for the participation of no more than ten states.
Sec. 1108. Railway-Highway Grade Crossings (pp. 55-57)	<ul style="list-style-type: none"> • Sets aside within the HSIP program at least \$245,000,000 for each of fiscal years 2022-2026, makes allowable projects to reduce pedestrian fatalities and injuries at grade crossings, and increases the federal share to 100% (previously 90%). Also requires a GAO study about the effectiveness of the railway-highway crossings program.
Sec. 1109. Surface Transportation Block Grant Program (pp. 57-76) [23 USC §133] *MPO-related*	<ul style="list-style-type: none"> • Maintains suballocation level at 55%. Modifies the population bands within the program, providing for urban areas with population of 50K-199,999. Requires that a state establish a consultation process with all MPOs in these areas and describe how funds allocated for these areas will be allocated equitably among the applicable urbanized areas. Further states much consult with regional transportation planning organizations for areas under 50K. • Makes eligible for funding: construction of wildlife crossing structures and other projects and strategies to reduce wildlife-vehicle collisions; installation of EV charging infrastructure and vehicle-to-grid infrastructure; installation and deployment of intelligent transportation technologies; planning and construction of projects that facilitate intermodal connections between emerging transportation technologies such as magnetic levitation and hyperloop; projects that use “natural infrastructure” to enhance resilience; cybersecurity threat protection; rural barge landing and waterfront infrastructure projects (allows a state to use up to 5% of its STBGP apportionment for this purpose); and construction of privately-owned ferry terminal facilities (when determined by the Secretary to provide substantial public transportation benefit); projects to enhance travel and tourism. • Increases required set-aside for off-system bridges to 20% (15% in current law) • Allows up to 15% of funds to be used on rural minor collectors or local roads, ice roads or seasonal roads or transferred to Appalachian Highway System Program or Denali access system program. • Substantially increases TAP funding; increases the suballocation of TAP to 59% (currently 50%); makes provision by which a state may allocate 100% of its funding to “counties and other local transportation entities”; makes MPOs serving an urbanized population of 200,000 or fewer an “eligible entity” to receive TAP funds; allows states to use up to 7% of its TAP

	funds to “improve the ability of applicants to access funding for projects”; and increases flexibility in calculating federal share under TAP.
Sec. 1110. Nationally Significant Freight and Highway Projects (pp. 76-92)	<ul style="list-style-type: none"> • Allows for 2% of the funds to be made available to the National Surface Transportation and Innovative Finance Bureau to review applications. • Adds to the list of eligible freight projects wildlife crossings, marine highway projects, and international border projects. • Reauthorizes the program through 2026. and adds a new requirement that at least 30% of available funding must be used on projects in rural areas and increases to 15% the amount reserved for small projects (current law is 10%). • Adds resiliency to the list of considerations to making a project award. • Establishes a State Incentives Pilot Program which gives priority to projects that have a higher non-Federal share. Reserves \$150M each fiscal year for this purpose.
Sec. 1111. Highway Safety Improvement Program (pp. 92-102)	<ul style="list-style-type: none"> • Makes “a pedestrian security feature designed to slow or stop a motor vehicle” and “multimodal roundabout” eligible highway safety improvement projects and makes other changes to certain eligibility categories. • Adds definitions for “safe system approach” and “specified safety project”. • Makes a “vulnerable road user safety assessment” a required element of a State Strategic Highway Safety Plan and includes elements that such an assessment must contain. • Requires the differentiation of vulnerable road user safety data from data regarding other road users. • Allows up to 10% of funds to be used on specified safety projects. • Adds a special rule requiring a State spend at least 15% of their HSIP funds to improve safety for vulnerable road users if those users represent 15% or more of fatalities in the State. • Requires a report on High Risk Rural Roads.
Sec. 1112. Federal Lands Transportation Program (p. 103)	<ul style="list-style-type: none"> • Increases amount that may be spent on reducing vehicle-caused mortality to \$20M/year (from \$10M) • In carrying out projects under this program, requires for consideration of use of “locally adapted native plant materials” and “designs that minimize runoff and heat generation.”
Sec. 1113. Federal Lands Access Program (pp. 103-105)	<ul style="list-style-type: none"> • Allows federal share of up to 100%. • Allows up to 20% of funds to be used on federal lands transportation and federal lands access projects (current law is 5%). • Adds several categories of eligible project types under this program. • In carrying out projects under this program, requires for consideration of use of “locally adapted native plant materials” and “designs that minimize runoff and heat generation.”
Sec. 1114. National Highway Freight Program (pp. 105-106)	<ul style="list-style-type: none"> • Increases mileage a state may designate as a “critical rural freight corridor” to 300 miles (from 150) • Adds new allowance for states with population per square mile of area that is less than the national average to designate up to 600 miles or 25% of primary highway freight system mileage (whichever is higher) as critical rural freight corridor • Increases mileage a state may designate as a “critical urban freight corridor” to 150 miles (from 75) • Increases amount a state may obligate to freight intermodal or freight rail projects to 30% (from 10%) of national freight program funding. Makes lock and dam modernization and marine highway corridor projects eligible under this allowance.
Sec. 1115. Congestion Mitigation and Air Quality Improvement Program (pp. 107-112) *MPO-related*	<ul style="list-style-type: none"> • Makes eligible diesel replacement (under specific standards as outlined), shared micromobility and the purchase of medium- or heavy-duty zero emission vehicles and related charging equipment. Lock and dam modernization and marine highway corridor projects eligible under CMAQ in certain circumstances and allows for up to 10% of CMAQ funds to be obligated to these types of projects. • Adds a provision to the performance plan section that allows an MPO to request assistance in tracking progress made in minority or low-income populations. • Allows for CMAQ funds to be used for operating assistance for public transportation projects. There is no time limit using these funds for operating assistance in non-urbanized areas and in urbanized areas with population of 200,000 or fewer.
Sec. 1116. Alaska Highway (pp. 112-114)	<ul style="list-style-type: none"> • Allows for reconstruction of Alaska Highway using funds awarded through competitive grant programs. • Outlines what would be required in an agreement between U.S. and Canada in order to allow for funds to be used for construction of portions of this highways that are in Canada.

Sec. 1117. Toll Roads, Bridges, Tunnels, and Ferries (p. 114-115)	<ul style="list-style-type: none"> • Makes eligible the construction of ferry maintenance facilities and procurement of transit vehicles used exclusively for intermodal ferry trips. • Increases federal share to 85% for projects that replace or retrofit a diesel fuel ferry that provides substantial emissions reductions, which sunsets on September 30, 2025.
Sec. 1118. Bridge Investment Program (pp. 115-146) *New Competitive Program* *MPO-related*	<ul style="list-style-type: none"> • Creates a new “bridge investment program” to encourage bridge repair that will improve safety, efficiency, and reliability of people and freight movement, and leverages non-Federal contributions. Allows for bridge bundling and culvert work as well. • Allows the awarding of grants. Large project (\$100M or more) grants will be \$50M or greater but not more than 50% of the project cost; small project grants will be a minimum of \$2.5M, but not more than 80% of the project cost. • MPOs with population over 200,000 are eligible to receive grants under this program. • To be eligible, projects must begin within 18 months after funds are obligated and preliminary engineering must be complete. • The bill lays out in very specific detail how projects will be evaluated and chosen. Please see the legislative text if you are interested in learning more. • Eligible projects include development phase activities, construction, and bridge protection (such as seismic retrofits). • Creates a Tribal Transportation Facility Bridge Set-Aside of the program’s funds: <ul style="list-style-type: none"> ○ \$16M for FY 2022 ○ \$18M for FY 2023 ○ \$20M for FY 2024 ○ \$22M for FY 2025 ○ \$24M for FY 2026 • Funding: \$3.265B over five years from HTF; \$3.265B over five years from General Fund
Sec. 1119. Safe Routes to School (pp. 146-152)	<ul style="list-style-type: none"> • Codifies the Safe Routes to School program • Makes safe routes to school projects to high schools eligible for funding. • Eligible projects include infrastructure such as on- and off-street bicycling facilities, sidewalk improvements, speed reduction and traffic calming, bicycle parking facilities, and traffic diversion improvements and non-infrastructure such as public awareness campaigns. At least 10% but not more than 30% of funding to be used on non-infrastructure projects. • Each state must have a SRTS coordinator. • Creates a SRTS clearinghouse.
Sec. 1120. Highway Use Tax Evasion Projects (p. 152)	<ul style="list-style-type: none"> • Extends the existing program through 2026.
Sec. 1121. Construction of Ferry Boats and Ferry Terminal Facilities (p. 152)	<ul style="list-style-type: none"> • Authorizes funding: <ul style="list-style-type: none"> ○ \$110,000,000 for FY 2022 ○ \$112,000,000 for FY 2023 ○ \$114,000,000 for FY 2024 ○ \$116,000,000 for FY 2025 ○ \$118,000,000 for FY 2026
Sec. 1122. Vulnerable Road User Research (pp. 153-155)	<ul style="list-style-type: none"> • Requires the development of a research plan relating to roadway safety improvements, impacts of traffic speeds, and tool development to evaluate the impact of projected projects on bicyclist and pedestrian safety. • Requires the review of state vulnerable road user assessments to determine standard definitions and standards, the submission of the research plan to Congress, and the submission of a biannual report on progress and findings.
Sec. 1123. Wildlife Crossing Safety (pp. 155-176) *New Pilot Program* *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> • Creates a new “wildlife crossings pilot program” to reduce wildlife-vehicle collisions and improve habitat connectivity. • MPOs and RTPOs are eligible. • 60% of funds each year are required to be used on projects in rural areas • Also creates a new section on “wildlife-vehicle collision reduction and habitat connectivity improvement” to study current practice methods to reduce collisions between motorists and wildlife; develop a series of in-person and online workforce development and technical training courses to reduce collisions and improve habitat connectivity; and standardize wildlife collision and carcass data.

	<ul style="list-style-type: none"> • Funding: \$350M over five years
Sec. 1124. Consolidation of Programs (p. 176)	<ul style="list-style-type: none"> • Extends authorization for operation lifesaver program through 2026.
Sec. 1125. State Freight Advisory Committees (pp. 176-178) *MPO-related*	<ul style="list-style-type: none"> • Modifies the list of entities that should be included on a state freight advisory committee, explicitly listing MPOs as one of those entities (MPOs are not explicitly listed in current law). • Delineates qualifications that members of a freight advisory committee are required meet.
Sec. 1126. Territorial and Puerto Rico Highway Program (pp. 178-179)	<ul style="list-style-type: none"> • Extends the authorization this program through 2026.
Sec. 1127. Nationally Significant Federal Lands and Tribal Projects Program (pp. 180-181)	<ul style="list-style-type: none"> • Reduces minimum project size to \$12.5M (from \$25M) • Makes federal cost share for projects on tribal lands under this program 100%. • Splits funding under this program, with 50% going to projects on Federal lands transportation facilities and access facilities and 50% on tribal transportation facilities.
Sec. 1128. Tribal High Priority Projects Program (p. 182)	<ul style="list-style-type: none"> • Extends authorization for this program through 2026 with \$9M/year from the tribal transportation program and \$30M/year from the general fund.
Sec. 1129. Standards (pp. 183-185)	<ul style="list-style-type: none"> • Adds language regarding the MUTCD to ensure it considers safety, inclusion, and mobility of all road users. • Requires that the MUTCD be updated not less than every three years. • Allows local jurisdictions to use a different design guide on locally owned infrastructure than its state guide, so long as it's an FHWA-approved design guide. • Adds standards for electric vehicle charging stations, including non-proprietary technology and open payment options.
Sec. 1130. Public Transportation (pp. 185-186)	<ul style="list-style-type: none"> • Makes eligible bus corridor projects, including BRT and dedicated bus lanes.
Sec. 1131. Rural Opportunities to Use Transportation for Economic Success Council (pp. 186-190)	<ul style="list-style-type: none"> • Establishes a ROUTES Council to coordinate modal administrations and offices of USDOT and other federal agencies to ensure the unique transportation needs of rural areas are addressed, to increase coordination of programs, and to provide proactive outreach. Council will educate and provide technical assistance, carry out research and utilize innovative approaches, and gather input. • Rural is defined as an area outside an urbanized area with a population of over 200,000.
Sec. 1132. Reservation of Certain Funds (pp. 190-193)	<ul style="list-style-type: none"> • More carefully delineates a state that is not meeting open container law requirements.
Sec. 1133. Rural Surface Transportation Grant Program (pp. 193-203) *New Competitive Program* *RTPO-related*	<ul style="list-style-type: none"> • Creates a new competitive grant program to “improve and expand the surface transportation infrastructure in rural areas.” • Goals are to increase connectivity, improve safety and reliability of people and freight movement, and generate economic growth and improve quality of life. • Rural is defined as an area outside an urbanized area with a population of over 200,000. • RTPOs are eligible recipients. • Eligible projects include those eligible under NHPP, STBGP, Tribal transportation program, freight program, projects on a high-risk rural road, project that increases access to a facility that supports the economy of a rural area, or a project to develop, establish, or maintain an integrated mobility management system, TDM system, or on-demand mobility services. • Allows for project bundling under certain circumstances. • Funds can be used for development phase activities, construction, reconstruction, rehabilitation, and more. • Minimum grant size is \$25M and federal share is up to 80%. Certain project categories qualify for 100% federal share. • Not more than 10% can be set aside for small projects (less than \$25M). • 25% of funds must be set-aside for use on Appalachian Development Highway System projects.
Sec. 1134. Bicycle Transportation and Pedestrian Walkways (pp. 203-206)	<ul style="list-style-type: none"> • Adds micromobility as an eligible use. • Allows funds to be used to support up to 2 state bicycle and pedestrian coordinators. • Redefines the term “electric bicycles” and creates different classes of electric bicycles.
Sec. 1135. Recreational Trails Program (p. 206)	<ul style="list-style-type: none"> • Allows for funds apportioned to a State under their apportionment to be use on a recreational trail or a related project.
Sec. 1136. Updates to Manual on Uniform Traffic Control Devices (pp. 206-207)	<ul style="list-style-type: none"> • In carrying out the first MUTCD update under new requirements in this legislation, it just provide for (to the greatest extent practicable) protection of vulnerable road users, safe test of automated vehicles, variable message signs, and retroreflectivity.

Title I – Federal-Aid Highways Subtitle B – Planning and Performance Management	
Sec. 1201. Transportation planning (pp. 207-209) [23 USC §134] *MPO-related*	<ul style="list-style-type: none"> Requires MPOs, when first designating officials, to consider “the equitable and proportional representation of the population of the metropolitan planning area.” Clarifies language regarding the designation of more than 1 MPO in an urbanized area; requires consistency in data used for planning when there is more than 1 MPO within an urbanized area; and clarifies that there is no requirement that these MPOs perform joint planning (as would have been required under the MPO rule) Allows states and MPOs to use social media and other web-based tools to encourage public participation and solicit public feedback.
Sec. 1202. Fiscal constraint on long-range transportation plans (pp. 209-210) *MPO-related*	<ul style="list-style-type: none"> Requires USDOT, within one year, to update the Code of Federal Regulations “to ensure that the outer years of a metropolitan transportation planning are defined as ‘beyond the first 4 years.’” This would ease the requirement for fiscal constraint after the 4-year horizon but would not eliminate the requirement altogether.
Sec. 1203. State Human Capital Plans (pp. 210-213)	<ul style="list-style-type: none"> Creates a State-based voluntary “human capital plan” to consider “immediate and long-term personnel and workforce needs of the State with respect to the capacity of the State to deliver transportation and public infrastructure.”
Sec. 1204. Prioritization Process Pilot Program (pp. 214-221) *New Pilot Program* *MPO-related* *RTPO-related*	<ul style="list-style-type: none"> Creates a pilot program to “support data-driven approaches to planning that, on completion, can be evaluated for planning benefit.” Participants will develop priority objectives and assess and score projects on the basis of the project’s contribution to achieving these objectives, then use the scores in development of the transportation plan and TIP. MPOs over 200K are eligible on their own; otherwise, states are eligible and must consult with MPOs under 200K in the development of priority objectives that are used to assess and score projects which they guides the development of the LRTP and TIP. In cases where lower scoring projects are chosen, explanation must be documented regarding several items listed in the legislation to help explain the reason for that decision. Maximum awards under this program are \$2M. Funding: \$10M for each of fiscal years 2022-2026
Sec. 1205. National Goals and Performance Management Measures (pp. 222-231) *MPO-related*	<ul style="list-style-type: none"> Adds resilience to the goals of the performance management process. Requires the development of a carbon dioxide emissions reduction performance measure from on-road highway sources, in consultation with several stakeholders include MPOs. States would then be required to set emissions performance targets. Allows for an exemption for certain states under specific conditions.
Sec. 1206. Travel Demand Data and Modeling (pp. 231-234) *MPO-related*	<ul style="list-style-type: none"> Within 2 years and every 5 years thereafter, a study will be conducted to gather travel data and travel demand forecasts from a representative sample of states and MPOs to compare forecasts with observed data and uses the results to develop best practices or guidelines to use in forecasting travel demand for future investments, evaluate past investments, and support better forecasting overall. Contains a provision for the development of a tool to “evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets...”
Sec. 1207. Increasing Safe and Accessible Transportation Options (pp. 234-237) *MPO-related*	<ul style="list-style-type: none"> Requires states to use no less than 2.5% of state planning and research funds and MPOs to use no less than 2.5% of metropolitan planning (PL) funds to carry out 1 or more activities “to increase safe and accessible options for multiple travel modes for people of all ages and abilities,” which may include development of Complete Streets standards; development of Complete Streets prioritization plan; development of active transportation plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development.
Title I – Federal-Aid Highways Subtitle C – Project Delivery and Process Improvement	
Sec. 1301. Codification of One Federal Decision (pp. 237-251)	<ul style="list-style-type: none"> Attempts to speed federal decisionmaking for major projects under the One Federal Decision initiative.
Sec. 1302. Work Zone Process Reviews (p. 251)	<ul style="list-style-type: none"> Changes requirement for states to conduct a review of work zone safety and mobility procedures to every five years (currently required every two years).

Sec. 1303. Transportation Management Plans (pp. 251-252)	<ul style="list-style-type: none"> Requires a change to 23 CFR 630.1010(c) to modify the definition of a significant project, to exempt a state from preparing a Transportation Management Plan for highway projects not on the Interstate System if the project requires fewer than 3 consecutive days of lane closures.
Sec. 1304. Intelligent Transportation Systems (pp. 252-253)	<ul style="list-style-type: none"> Requires development of guidance “for using flexibilities with respect to the systems engineering analysis described in part 940 of title 23 CFR.”
Sec. 1305. Alternative Contracting Methods (pp. 253-256)	<ul style="list-style-type: none"> Adds a provision that allows any contracting method available to a state to be used by a Federal land management agency and Tribal government.
Sec. 1306. Flexibility for Projects (pp. 256-257)	<ul style="list-style-type: none"> Makes changes to FAST Act section 1420
Sec. 1307. Improved Federal-State Stewardship and Oversight Agreements (pp. 257-261)	<ul style="list-style-type: none"> Requires creation of a template for improving Federal-state stewardship and oversight agreements.
Sec. 1308. Geomatic Data (p. 262)	<ul style="list-style-type: none"> Requires the development of guidance for “acceptance and use of information obtained from a non-Federal entity through geomatic techniques, including remote sensing and land surveying, cartography, geographic information systems, global navigation satellite systems, photogrammetry, or other remote means.”
Sec. 1309. Evaluation of Projects Within an Operational Right-of-Way (pp. 263-266)	<ul style="list-style-type: none"> Encourages rapid preliminary evaluation of certain types of projects that are within the existing right-of-way.
Sec. 1310. Preliminary Engineering (p. 266)	<ul style="list-style-type: none"> Strikes a provision that currently requires states to return preliminary engineering funds if they fail to commence on-site construction or right-of-way acquisition within 10 years after Federal funds are first made available for preliminary engineering.
Sec. 1311. Efficient Implementation of NEPA for Federal Land Management Projects (pp. 267-270)	<ul style="list-style-type: none"> Allows for more efficient NEPA review of projects by allowing federal land management agencies to rely upon environmental documents prepared by FHWA and allows federal land management agencies to use CEs promulgated by FHWA.
Sec. 1312. National Environmental Policy Act of 1969 Reporting Program (pp. 270-275)	<ul style="list-style-type: none"> Establishes an annual report to Congress including number of CEs issued, number of documented CEs issued, number of pending CEs, number of EAs issued, length of time USDOT took to complete each EA, number of EAs currently being drafted, number of completed EISs, length of time it took to complete the EISs, number of EISs being drafted, and for the EAs and EISs being drafted, which of those have identified funding and what other Federal, State, and local activities are required to allow the proposed action to proceed.
Sec. 1313. Surface Transportation Project Delivery Program Written Agreements (pp. 275-276)	<ul style="list-style-type: none"> Makes specific changes to the surface transportation project delivery program.
Sec. 1314. State Assumption of Responsibility for Categorical Exclusions (p. 277)	<ul style="list-style-type: none"> States that have assumed CE responsibility for 10 years or more can extend their renewal term to 5 years (instead of 3).
Sec. 1315. Early Utility Relocation Prior to Transportation Project Environmental Review (pp. 277-283)	<ul style="list-style-type: none"> Allows a state to proceed with utility relocation before the completion of the environmental review process and later be reimbursed for those expenses as long as specific conditions are met.
Sec. 1316. Streamlining of Section 4(f) Reviews (pp. 283-284)	<ul style="list-style-type: none"> Makes changes to the 4(f) review process.
Sec. 1317. Categorical Exclusion for Projects of Limited Federal Assistance (pp. 284-5)	<ul style="list-style-type: none"> Modifies the terms under which a project qualifies for a CE to no more than \$6M in federal funds (was \$5M) and total project cost of no more than \$30M (was \$25M).
Sec. 1318. Certain Gathering Lines Located on Federal Land and Indian Land (pp. 285-290)	<ul style="list-style-type: none"> Provides discretion to establish a CE for certain gathering lines to that would reduce vented, flared, or avoidably lost natural gas.
Title I – Federal-Aid Highways Subtitle D – Climate Change	
Sec. 1401. Grants for Charging and Fueling Infrastructure (pp. 290-311) *New Competitive Program* *MPO-related*	<ul style="list-style-type: none"> Establishes a new grant program to “strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen fueling infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designed alternative fuel corridors or in certain other locations that will be accessible to all drivers...” Requires USDOT to periodically update alternative fueling corridors and consider present and future needs; requires corridor redesignation every 5 years.

	<ul style="list-style-type: none"> Establishes a new grant program to support acquisition and installation of electric vehicle charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors. Funds can be used as operating assistance to a private entity for the first 5 years of operation. Federal share is 80%. MPOs are eligible recipients. 50% of funds must be reserved for community grants for projects expected to reduce greenhouse gas emissions and to expand or fill gaps in access to alternative fueling, including development phase activities and acquisition and installation of infrastructure, with priority given to rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes. Maximum grant amount is \$15M at 80% federal share, and up to 5% can be used on educational and community engagement activities.\$2.5B over five years
Sec. 1402. Reduction of Truck Emissions at Port Facilities (pp. 311-314) *New Competitive Program*	<ul style="list-style-type: none"> Establishes a new program to reduce idling at port facilities, under which USDOT will: study how ports and intermodal port transfer facilities would benefit from reduced emissions, including through electrification; study emerging technologies; and coordinate and fund how to test, evaluate, and deploy projects. Federal share is 80%.
Sec. 1403. Carbon Reduction Program (pp. 314-324) *New Formula Program* *MPO-related*	<ul style="list-style-type: none"> Creates a new formula program to reduce transportation emissions. Formula funds are provided to each state based on their share of the overall base apportionment. Of those funds, 65% are suballocated to areas within the state by population (identical to STBGP, as modified by this legislation). Requires coordination with MPOs in areas 50-200K and consultation with RTPOs for areas less than 50K. Requires the commitment of obligation authority for all projects in areas 50K and above. Eligible projects include establishing or operating a traffic monitoring, management, and control facility; public transportation projects; bicycle and pedestrian facilities; advance transportation and congestion management technologies; ITS capital improvements and vehicle-to-infrastructure communications equipment; efficient street lighting and traffic control devices; congestion pricing, mode shift, and TDM; projects to reduce environmental and community impacts of freight movement; alternative fuel vehicle deployment support; diesel retrofits; certain CMAQ-eligible projects; and port congestion reduction. Within 2 years, a state in consultation with any MPOs must develop a carbon reduction strategy, which will support efforts to reduce transportation emissions, identify projects and strategies to reduce transportation emissions, support the achievement of targets for reductions, at state discretion quantity the total carbon emission from the production, transport and use of materials used in the construction of transportation facilities within the state, be appropriate to the population density and context of the state, and be updated every four years. Funding: \$6.4B over five years.
Sec. 1404. Congestion Relief Program (pp. 325-331) *New Competitive Program* *MPO-related*	<ul style="list-style-type: none"> Establishes a congestion relief program to provide discretionary grants to “advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas...” Eligible projects include integrated congestion management system; HOV toll lanes, cordon price, parking pricing or congestion pricing; mobility services such as commuter buses and vans; and incentive programs to encourage carpooling. Priority given to urbanized areas experiencing a high degree of recurrent congestion. Minimum grant award is \$10M, federal share is 80%. Interstate tolling is allowed as part of a project funded with a grant from this program, under specific conditions and restriction. MPOs over 1,000,000 population are eligible; States are eligible to obligate funds in urbanized areas under 1M population. Funding: \$50M for each of fiscal years 2021-2025.
Sec. 1405. Freight Plans (pp. 331-334)	<ul style="list-style-type: none"> The national freight strategic plan must now also include possible strategies to increase the resilience of the freight system, including anticipating, withstanding, responding to, or recovering rapidly from disruptions; strategies to promote U.S. economic growth and international competitiveness; and strategies to reduce local air pollution, water runoff, and wildlife habitat loss resulting from freight movement. State freight plans must now contain commercial motor vehicle parking facilities assessment; strategies and goals to decrease impacts of extreme weather and natural disasters on freight mobility, impacts of freight on local air, flooding, water runoff, and wild habitat loss; and how to decrease adverse impacts of freight on communities with freight railroad lines. Each State must, as part of activities undertaking in their freight plan, enhance reliability or redundancy of freight transportation or incorporate the ability to rapidly restore access and reliability of freight transportation.

	<ul style="list-style-type: none"> • Makes development of a commercial motor vehicle parking facilities assessment mandatory under the state freight plan. • Requires studies of preparing to supply power to electric freight infrastructure and safely integrating freight into ITS.
<p>Sec. 1406. Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program (pp. 335-374)</p> <p>*New Competitive Program* *New Formula Program*</p> <p>*MPO-related*</p>	<ul style="list-style-type: none"> • Adds a section establishing a new PROTECT grant program to provide grants for resilience improvements. • Funding distributed by formula and through competitive grants. • Formula funds are provided to each state based on their share of the overall base apportionment. Requires that 2% of funds each year be set aside for planning purposes. Eligible projects may include the use of natural infrastructure or construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements related to highway projects, public transportation facilities, intercity rail facilities or service, or port facilities. Federal share is 80%. States may not use more than 25% for new capacity and not more than 10% for development phase activities. • MPOs are eligible to receive resilience planning grants, which can be used for developing a resilience improvement plan; resilience planning including scenario development and vulnerability assessments; technical capacity building; or evacuation planning and preparation. Federal share is 100%. • MPOs are eligible for resilience improvement grants, which can be used for a wide variety of uses to “enable an existing surface transportation infrastructure asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters.” Federal share is 80%. • MPOs are eligible for community resilience and evacuation route grants for projects to will strengthen and protect evacuation routes. Federal share is 80%. • MPOs in coastal states are eligible for at-risk coastal infrastructure grants for “strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure such as culverts and tide gates.” Federal share is 80%. • 25% of funding must be used for projects located in areas outside an urbanized area with population over 200,000 and 2% must be set-aside for grants to Indian tribes. • Federal share can be increased by 7% if the recipient state or MPO has developed a resilience improvement plan and prioritized the funded project on that plan. • Federal share can be increased by 3% for MPOs that have incorporated their resilience improvement plan into the metropolitan transportation plan. • Resilience improvement plan shall be for immediate and long-range planning activities and investments; demonstrate a systematic approach to transportation system resilience; include risk-based assessment of vulnerabilities of assets; designate evacuation routes; plan for response to anticipated emergencies; describe resilience improvement policies; include an investment plan with priority projects and how funds provided would be invested and matched; use science and data; include a description of how the plan will improve the ability of the MPO to respond promptly to impacts and be prepared for changing conditions; assess the resilience of other community assets; and use a long-term planning period. This document is voluntary and is not required as part of the planning process. • Funding: Formula funding is \$7.3B over five years; competitive grants is \$250M for each of fiscal years 2022-2023 and \$300M for 2024-2026.
<p>Sec. 1407. Healthy Streets Program (pp. 374-381)</p> <p>*New Competitive Program* *MPO-related*</p>	<ul style="list-style-type: none"> • Establishes a new discretionary grant program to expand the use of cool pavement and porous pavement and expand tree cover. • MPOs and units of local government are eligible recipients. • Federal share is 80% unless a community can prove a hardship that qualifies them for 100%. • Maximum grant award is \$15M. • \$500M over five years

Title I – Federal-Aid Highways Subtitle E – Miscellaneous	
Sec. 1501. Additional Deposits into Highway Trust Fund (p. 381)	<ul style="list-style-type: none"> Repeals a provision, added at the insistence of Mr. DeFazio, that would allow any new funds that are committed to the HTF to flow immediately out through the program.
Sec. 1502. Stopping Threats on Pedestrians (pp. 381-383) *New Competitive Program*	<ul style="list-style-type: none"> Competitive grant program for local government entities to install bollards for pedestrian protection. Funding: \$5M for each of fiscal years 2022-2026, provided at up to 100% federal share.
Sec. 1503. Transfer and Sale of Toll Credits (pp. 383-390) *New Pilot Program*	<ul style="list-style-type: none"> Establishes a pilot program under which up to ten states may sell toll credits to other states for use as non-Federal match, to establish the demand for purchasing such credits, the cash price of the credits, and test the feasibility of expanding such an exchange program.
Sec. 1504. Forest Service Legacy Roads and Trails Remediation Program (pp. 390-391) *New Program*	<ul style="list-style-type: none"> Establishes a “Forest Service Legacy Roads and Trails Remediation Program” within the <i>Forest Roads and Trails Act</i> to carry out critical maintenance and urgent repairs on National Forest System roads, trails, and bridges. Gives priority to projects that protect or restore water quality, a watershed that feeds a public drinking water system, important wildlife habitat, or historic public access for authorized multiple uses. Funding provided at \$50M for each of FYs 2022-2026.
Sec. 1505. Disaster Relief Mobilization Study (pp. 391-395)	<ul style="list-style-type: none"> Initiates a study of the use of bicycles in disaster preparedness and disaster response plans.
Sec. 1506. Appalachian Regional Development (pp. 395-402)	<ul style="list-style-type: none"> Makes several changes to ARC planning process, including requiring congressional notification for all grants larger than \$50,000, allowing for high-speed broadband deployment activities, and making allowance for an “Appalachian regional energy hub initiative” to study ethane storage and providing \$5M/year for this purpose. The bill provides \$200M/year for the ARC, of which up to \$20M/year can be used for high-speed broadband deployment.
Sec. 1507. Denali Commission Transfer of Funds (pp. 402-403)	<ul style="list-style-type: none">
Sec. 1508. Requirements for Transportation Projects Carried Out Through Public-Private Partnerships (pp. 403-406)	<ul style="list-style-type: none"> Requires public sponsors of P3 projects over \$100M to provide a report within 3 years of the date of opening that reviews the compliance of the private partner with the terms of the P3 agreement; and to certify that the private partner continues to meet the terms or notify the Secretary if they are not. Requires projects carried out through a P3 to include a “detailed value for money analysis or similar comparative analysis for the project.”
Sec. 1509. Reconnecting Communities Pilot Program (pp. 407-418) *New Pilot Program* *MPO-related*	<ul style="list-style-type: none"> Establishes new pilot program to study the feasibility and impacts of removing an existing transportation facility that “creates a barrier to community activity” including mobility, economic development, and more. Planning grants can be awarded, up to \$2M per recipient and federal share of 80%, including to MPOs or other units of local government, to perform the necessary planning functions to establish the feasibility and impacts and conduct public engagement. Allows for the provision of technical assistance. Gives priority consideration to communities that are “economically disadvantaged.” Owners of these facilities can also receive capital grants, up to \$5,000,000 per recipient and federal share of 50%, to remove an eligible facility or replace it in a more context sensitive manner. Funding can be used to create a community advisory board. Authorizes a GAO report on highway removals; requires a USDOT report on the program. Funding: Planning grants \$50M over five years; capital construction grants \$14M for each of fiscal years 2022-2026.
Sec. 1510. Cybersecurity Tool; Cyber Coordinator (pp. 419-421)	<ul style="list-style-type: none"> Requires FHWA Administrator, within 2 years of enactment, to develop a tool “to assist transportation authorities in identifying, detecting, protecting against, responding to, and recovering from cyber incidents.” Requires FHWA Administrator to designate an office as a “cyber coordinator” for “monitoring, alerting, and advising transportation authorities of cyber incidents.”
Sec. 1511. Report on Emerging Alternative Fuel Vehicles and Infrastructure (pp. 421-423)	<ul style="list-style-type: none"> Requires a report within 1 year of enactment to help guide future investments for emerging alternative fueling infrastructure. This includes evaluation of emerging alternative fuel vehicles and projects for locations of owners of these vehicles; identification of where alternative fueling infrastructure will be needed; identifies areas that may impeded deployment and adoption; a map that identifies concentrations of emerging alternative fuel vehicles; estimates for future needs; a tool to allow for evaluation of different adoption and use scenarios.

Sec. 1512. Nonhighway Recreational Fuel Study (pp. 423-426)	<ul style="list-style-type: none"> Requires an assessment within 1 year of enactment and every 5 years thereafter of the best estimate of total amount of nonhighway recreational fuel taxes received by the Treasury and transferred to the HTF, to help Congress determine the appropriate level of funding for the recreational trails program. Requires consultation with several relevant stakeholders.
Sec. 1513. Buy America (pp. 426-427)	<ul style="list-style-type: none"> Makes changes to Buy America waiver provisions and requires a report to Congress on the waivers provided as a result of this section.
Sec. 1514. High Priority Corridors on the National Highway System (pp. 427-431)	<ul style="list-style-type: none"> Adds segments of Interstate as High Priority Corridors and authorizes a GAO report on weight limits on specific segments.
Sec. 1515. Interstate Weight Limits (pp. 431-432)	<ul style="list-style-type: none"> Grandfathers weight limits on specific segments, even if those segments become part of the Interstate Highway System.
Sec. 1516. Report on Air Quality Improvements (pp. 432-434) *MPO-related*	<ul style="list-style-type: none"> Requires, within three years, a report from the Comptroller General that evaluates the CMAQ program, including reductions of specific emissions resulting from projects under the program; the cost-effectiveness of these reductions; how funds have been invested in minority and low-income communities; the effectiveness of performance measures at helping with attainment for ozone, CO, and particulate matter; whether there are projects that are not eligible under CMAQ that should be; and the extent to which CMAQ projects reduce sulfur dioxide, nitrogen dioxide, and lead.
Sec. 1517. Roadway Highway Safety Hardware (pp. 434-435)	<ul style="list-style-type: none"> Requires implementation of recommendations from a GAO report about guardrails
Sec. 1518. Permeable Pavement Study (pp. 435-436)	<ul style="list-style-type: none"> Requires a study of the effects of permeable pavement on flood control and fill gaps in existing information to develop models for the performance of permeable pavements and best practices to designing permeable pavement to meet flood control requirements. Includes a data survey including existing literature and models and best practices for the design of localized flood control using permeable pavement. Requires the publication of a report of findings that is made publicly available.
Sec. 1519. Emergency Relief Projects (pp. 436-437)	<ul style="list-style-type: none"> Within 90 days, requires a revision of the FHWA emergency relief manual to: include the term resilience; identify procedures States may use to incorporate resilience into emergency relief projects; encourage the use of Complete Streets design principles and access for moderate- and low-income families impacted by a disaster; develop best practices for improving the use of resilience in emergency relief; communicate this information to State DOTs; and develop a process to track these efforts and the costs of emergency relief projects.
Sec. 1520. Study on Stormwater Best Management Practices (pp. 438-440)	<ul style="list-style-type: none"> Requires a study to estimate pollutant loads from stormwater runoff from highways and sidewalks and provide recommendations for strategies to mitigate. Requires they solicit input from, among others, stakeholders with experience in implementing stormwater management practices for projects.
Sec. 1521. Stormwater Best Management Practice Reports (pp. 440-442)	<ul style="list-style-type: none"> Requires within 1 year and every 5 years thereafter that the FHWA Administrator update stormwater best practices reports that were previously issued.
Sec. 1522. Invasive Plant Elimination Program (pp. 442-446) *New Competitive Program*	<ul style="list-style-type: none"> Provides \$50M/year for grants to states to eliminate or control invasive species. Prioritizes and incentivizes projects that utilize revegetation with native plants and wildflowers by making the federal share 75% for projects that utilizes them; other projects have a 50% federal share. Requires coordination with local and Tribal governments, local regulatory authorities, and State and Federal land management agencies. Requires an annual report from states receiving a grant.
Sec. 1523. Over-the-Road Bus Tolling Equity (pp. 446-448)	<ul style="list-style-type: none"> Requires a public authority that operates a toll facility to report any “rates, terms, or conditions for access to the toll facility by public transportation vehicles that differ from the rates, terms, or conditions applicable to over-the-road buses.” Further, requires them to report changes to rates that may result in such a difference within 30 days and an annual audit to ensure compliance.
Sec. 1524. Bridge Terminology (p. 449)	<ul style="list-style-type: none"> Changes terminology from “structurally deficient” to “bridges classified as in poor condition” or similar in several places in federal law.
Sec. 1525. Study of Impacts on Roads from Self-Driving Vehicles (pp. 450-453)	<ul style="list-style-type: none"> Requires a study on “existing and future impacts of self-driving vehicles to transportation infrastructure, mobility, the environment, and safety, including impacts on different road types, on congestion, on transportation systems optimization, and other relevant areas or issues.

	<ul style="list-style-type: none"> • Study is to contain specific recommendations for urban and rural communities and shall consider the need for policy changes. • Requires consultation with a panel of national experts from specified stakeholders. • Requires a report to relevant Congressional committees.
Sec. 1526. Technical Corrections (pp. 453-458)	<ul style="list-style-type: none"> • Technical Corrections
Title II – Transportation Infrastructure Finance and Innovation	
Sec. 2001. Transportation Infrastructure Finance and Innovation Act of 1998 amendments (pp. 459-471)	<ul style="list-style-type: none"> • Streamlines TIFIA application process and other program changes.
Title III – Research, Technology, and Education	
Sec. 3001. Strategic Innovation for Revenue Collection (pp. 471-477) *New Pilot Program* *MPO-related*	<ul style="list-style-type: none"> • Creates a new pilot program to “test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund.” • Designed to utilize pilot projects at state, regional, and national levels. • Provides for grants to a state or group of states, local governments or a group of local governments, or an MPO or group of MPOs to carry out pilot projects to: test design, acceptance, equity and implementation including among differing income groups and rural and urban drivers; provide recommendations; quantify administrative costs; test a variety of solutions for collection of data and fees; test solutions to ensure privacy and security of data; conduct public education; and evaluate the ease of compliance and enforcement. • Federal share is 80% for first time grant recipients and 70% for entities that have received a previous grant. • Creates a national research program to test an alternate roadway funding mechanism nationwide, including the use of voluntary participation by drivers. Purpose would be to: evaluate cost and feasibility of a nationwide mechanism; evaluate options for deployment; evaluate impacts on transportation revenues, personal mobility, and freight movement and costs; and evaluate options for integrating such a mechanism with state-based revenue collections, toll revenue collection platforms, and TNCs. • Provides \$15M for each of fiscal years 2022-2026
Sec. 3002. National Motor Vehicle Per-Mile User Fee Pilot (pp. 477-488) *New Pilot Program*	<ul style="list-style-type: none"> • Establishes a per-mile user fee pilot to test design and implementation of a per-mile user fee, address the need for additional revenue, and provide recommendations relating to adoption and implementation of a per-mile user fee. • Outlines the parameters, methods, participants and fees related to the pilots. • Establishes a Federal System Funding Alternatives Advisory Board. • Establishes an annual report to Congress regarding the program and its success. • Authorizes \$10M each year for 2022-2026.
Sec. 3003. Performance Management Data Support Program (p. 488)	<ul style="list-style-type: none"> • Extends this program through 2026.
Sec. 3004. Data Integration Pilot Program (pp. 488-490) *New Pilot Program*	<ul style="list-style-type: none"> • A pilot program to provide research and develop models that integrate in near-real-time data regarding weather and roadway conditions, non-recurring events, information from emergency responders and to facilitate data integration between USDOT, NWS, and other data sources regarding winter weather, heavy rainfall, and tropical weather events. • Further requires USDOT to address the safety, resiliency, and vulnerability of the transportation system to disasters and develop tools for decisionmakers to improve public safety and mobility. • Funding: \$2.5M/year for each of 2022-2026.
Sec. 3005. Emerging Technology Research Pilot Program (pp. 490-492) *New Pilot Program*	<ul style="list-style-type: none"> • A pilot program to “conduct emerging technology research” including additive manufacturing and R&D including pavement testing research into the impacts of CAVs. • Funding: \$5M/year for each of 2022-2026.
Sec. 3006. Research and Technology Development and Deployment (pp. 492-517) *MPO-related*	<ul style="list-style-type: none"> • In carrying out the highway research and development program, adds new requirements to engage the public and private entities “to spur advancement of emerging transformative innovations through accelerated market readiness” and consult frequently with public and private entities on new transportation technologies.

	<ul style="list-style-type: none"> • Adds new eligibilities under this program: study of safety measures to reduce wildlife-vehicle collisions and eligible expense; studies on the deployment and revenue potential of energy and broadband deployment in highway rights-of-way; research on non-market-ready technologies in consultation with public and private entities; the evaluation of information from accelerated non-market-ready technologies at Turner-Fairbank; and development by USDOT of interactive modeling tools and databases that track the condition of highway assets, assess transportation options, monitor and model network-level traffic flows, and further understanding of regional connectivity. • Updates infrastructure investment needs report prepared by USDOT to include conditions and performance of the highway network for freight movement, ITS, resilience, and backlog of current highway, bridge, and tunnel needs. • Creates a new study of high-friction surface treatment applications. • Creates a new program to “promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits” and provides \$20M/year for this effort and requires a new report to Congress on this issue. • Modifies the “advance transportation technologies deployment” program to become the “advanced transportation technologies and innovative mobility deployment,” adds new eligibilities, creates a rural set-aside of 20%, and makes MPOs of 50-200K population eligible recipients (previously only TMAs were eligible). • Creates a “Center of Excellence on New Mobility and Automated Vehicles,” including research on impacts on land use, urban design, transportation, real estate, equity, and municipal budgets of AVs, docked and dockless bicycles, docked and dockless electric scooters, and TNCs. • Creates an “Open Challenge and Research Initiative Pilot Program,” under which eligible entities “may propose open highway challenges and research proposals that are linked to identified or potential research needs.” MPOs are not explicitly listed as eligible, but there is a provision that allows any entity to apply that is determined by USDOT to be appropriate. Federal share is 80%. Funding: \$20M for each of fiscal years 2022-2026.
Sec. 3007. Workforce Development, Training, and Education (pp. 517-522)	<ul style="list-style-type: none"> • Adds as eligible expenses: pre-apprenticeships, apprenticeships, and career opportunities for on-the-job training; and targeted outreach and partnerships with industry, economic development organizations, workforce development boards, and labor organizations. Expands the definition of “surface transportation workforce development training, and education” to include address workforce gaps, developing a robust surface transportation workforce, and activities to attract new sources of job-creating investment. • Expands the transportation education program to include training development, including hands-on career opportunities. Requires an annual report to Congress on this program.
Sec. 3008. Wildlife-Vehicle Collision Research (pp. 522-523)	<ul style="list-style-type: none"> • Adds to the ITS Advisory Board a representative from a wildlife, land use or resource management agency; an academic researcher who is a biological or economic scientist with expertise in transportation issues; and a representative from a public interest group concerned with the impact of the transportation system on terrestrial and aquatic species and the habitat of those species. • Adds “animal detection systems to reduce the number of wildlife-vehicle collisions” as a priority focus area under this section.
Sec. 3009. Transportation Resilience and Adaptation Centers of Excellence (pp. 523-529)	<ul style="list-style-type: none"> • Requires the designation of 10 regional and 1 national Centers of Excellence for Resilience and Adaptation to advance R&D that improves regional resilience. • Eligibility is for institution of higher education, either on their own or as a leader of a consortium of nonprofit organizations. • Each Center shall receive a grant of at least \$5M each year for 2022-2031. • Activities include climate vulnerability assessments, developing standards for transportation infrastructure, materials and technologies research and development, pilots, engagement by stakeholders, capacity building, workforce development and training, data development, education and outreach, and technology transfer. • Federal share is 50 percent.
Sec. 3010. Transportation Access Pilot Program (pp. 529-535) *New Pilot Program*	<ul style="list-style-type: none"> • Requires the establishment of a pilot program to develop or procure an accessibility data set and make it available to pilot participants to allow for improved planning by measuring access by different modes to delineated destinations and disaggregating the level of access by a variety of factors.

MPO-related *RTPO-related*	<ul style="list-style-type: none"> Eligible entities include states, MPOs, and RTPOs. Requires the establishment of measures that states, MPOs, and RTPOs may choose to adopt to assess the level of safe and convenient access to previously listed destinations 8-year sunset provision
Title IV – Indian Affairs	
Sec. 4001. Definition of Secretary (p. 536)	<ul style="list-style-type: none"> Clarifies that Secretary means Secretary of the Interior for purposes of this section.
Sec. 4002. Environmental Reviews for Certain Tribal Transportation Facilities (pp. 536-539)	<ul style="list-style-type: none"> Requires tribal transportation safety projects be reviewed under NEPA or other applicable federal law on “an expeditious basis using the shortest existing applicable process.” Within 45 days, either final action is required or a schedule for completion of the review shall be provided to the relevant tribe. A 30-day extension is allowed.
Sec. 4003. Programmatic Agreements for Tribal Categorical Exclusions (pp. 539-540)	<ul style="list-style-type: none"> Allows for programmatic agreements between tribes and federal agencies to establish efficient procedures for environmental review on any project eligible under the tribal transportation program. This can include allowing a tribe to determine whether a project is categorically included and so long as the tribe maintain adequate capability to make these determinations; setting for tribal responsibilities for making CE determinations; allow for monitoring of compliance; and have a term of not more than five years.
Sec. 4004. Use of Certain Tribal Transportation Funds (p.541)	<ul style="list-style-type: none"> Clarifies eligible projects and activities under the tribal bridge program.
Sec. 4005. Bureau of Indian Affairs Road Maintenance Program (pp. 541-542)	<ul style="list-style-type: none"> Authorizes funding for a new maintenance program: <ul style="list-style-type: none"> \$50,000,000 for fiscal year 2022 \$52,000,000 for fiscal year 2023 \$54,000,000 for fiscal year 2024 \$56,000,000 for fiscal year 2025 \$58,000,000 for fiscal year 2026
Sec. 4006. Study of Road Maintenance on Indian Land (pp. 542-545)	<ul style="list-style-type: none"> Requires a study by USDOT, within 2 years and every 2 years thereafter and in consultation with tribes, of long-term viability and useful life of existing roads on Indian land; steps necessary to address deferred maintenance backlog; reforms and enhancements necessary to streamline road maintenance programs; and recommendations for implementation.
Sec. 4007. Maintenance of Certain Indian Reservation Roads (p. 545)	<ul style="list-style-type: none"> Allows transfers of funds under specific conditions for tribal roads.
Sec. 4008. Tribal Transportation Safety Needs (pp. 546-548)	<ul style="list-style-type: none"> Requires a report by DOT including best practices and standardized form for compiling, analyzing, and sharing crash data on Indian reservations and in Alaska Native communities. Requires law enforcement officers of BIA to upload crash data to the Incident Management Analysis and Reporting System (IMARS) of the Department of the Interior. Increases the set-aside under the tribal transportation program for safety projects to 4% (currently 2%).
Sec. 4009. Office of Tribal Government Affairs (pp. 548-549)	<ul style="list-style-type: none"> Creates an “Assistant Secretary for Tribal Government Affairs” and an “Office of Tribal Government Affairs.” Establishes an “Office of Tribal Government Affairs”



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A REGIONAL TRANSPORTATION PARTNERSHIP

July 7, 2021

TO: Board Members

FROM: Gary Huttman, Executive Director

SUBJECT: **House Surface Transportation Authorization Bill: Investing In A New Vision for the Environment and Surface Transportation in America (INVEST) Act**

The INVEST Act is massive. I hope to have a more detailed analysis as the staff from the national organizations like NARC & AMPO stay on top of the bill and provide members with updates. Until then, and again working with the Broward MPO, I can offer the Board a quick look at some of the more relevant details of the draft language.

- On June 3, the Democratic leadership of the House Transportation & Infrastructure (T&I) Committee introduced the five-year \$494 surface transportation authorization bill, the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act. House Republicans were not included in the bill writing process.
- Neither the House nor Senate have identified a way to pay for the surface transportation authorization bill. The current authorization bill, the FAST Act, expires on September 30; therefore, Congress will likely pass an extension of the FAST Act to continue current funding levels for transportation programs.

Breakdown of Funding

- Total of \$495 billion over five years—FY 2021 to FY 2025
 - \$412 billion from the Highway Trust Fund
 - \$83 billion is authorized for appropriations from the Treasury's general fund for FY 2021, of which \$22 billion is available for additional eligible expenses related to COVID-19, (e.g. operating expenses). Also, for FY 2021 funds are made available for 100% Federal share.
- Funding for Transportation Modes:
 - \$319 billion for the federal-aid highway program under the Federal Highway Administration (FHWA)—27% increase over FAST Act
 - \$105 billion for transit programs under the Federal Transit Administration (FTA)—54% increase over FAST Act
 - \$4.6 billion for highway safety programs under the National Highway Traffic Safety Administration (NHTSA)

- \$5.3 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration (FMCSA)
- \$60 billion for passenger rail programs under the Federal Railroad Administration (FRA)
- **The State of Florida will receive an estimated \$13,665,407,737 in highway formula funds.**
 - ✓ National Highway Surface Performance Program: \$7,096,589,128
 - ✓ Surface Transportation Program: \$3,640,883,256
 - ✓ Highway Safety Improvement Program: \$783,360,326
 - ✓ Railway Crossings Program: \$48,225,350
 - ✓ CMAQ Program: \$84,567,021
 - ✓ Metropolitan Planning: \$152,428,842
 - ✓ National Highway Freight Program: \$431,301,855
 - ✓ Pre-Disaster Mitigation Program: \$315,183,673
 - ✓ Carbon Pollution Reduction Program: \$420,599,832
- The INVEST Act will require Congress to identify \$140 billion for the Highway Trust Fund.

Significant Changes to FAST Act

- Before building any new highway capacity with National Highway Performance Program (NHPP) funds, states are required to demonstrate “progress in achieving a state of good repair on the National Highway System”.
- Requires states to spend 20 percent of their NHPP and Surface Transportation Block Grant Program (STBGP) funding (excluding suballocation) on bridge repair and rehabilitation projects—\$28 billion FY 2022-FY2025. Increases the off-system bridge set-asides to \$1 billion per year compared to the FAST Act \$770 million set-aside.
- Mandates that the Department of Transportation (DOT) establish new greenhouse gas emissions performance measure based on carbon emissions per capita on all public roads and creates a new \$8.4 billion formula program to incentivize carbon emission reductions for highway, transit, and rail projects. Top-performing states are provided funding flexibility while low-performing states are required to provide 10 percent of their STBGP funds (excluding suballocation) to carbon reduction.
- Creates a new \$6.3 billion formula program to fund resilience and emergency evacuation needs—states and MPOs must develop an “infrastructure vulnerability assessment” to guide investments via this new program.

Metropolitan Planning

Sec. 1205. Surface Transportation Program (STP)

- \$65.3 billion
- Revises the suballocation to four population bands: 200,000 and above; 50,000-200,000; 50,000-5,000; and under 5,000. Provides for additional transparency and coordination requirements for suballocated funds to ensure that local governments receive their equitable share of funds based on population. Establishes a technical assistance program for areas with a population of 200,000 and above to ensure efficient project delivery and facilitate compliance with applicable requirements.

Sec. 1206. Transportation Alternatives Program (TAP)

- \$6.85 billion

- Provides funding for the Transportation Alternatives Program (TAP) as a 10 percent set-aside out of STP. Increases the share of the program's funds that must be suballocated to areas of the State based on population from 50 percent to 66 percent.
- Allows a State to use HSIP funds to cover the non-Federal share of the cost of a TAP project, and places restrictions on the ability of the State to transfer TAP funds out of the program.

Sec. 1210. Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- \$14.478 billion
- Adds eligibility for shared micro-mobility projects, including bikeshare and shared scooters. Adds eligibility for projects to mitigate seasonal or temporary traffic congestion from travel or tourism. Allows hydrogen fueling stations as an eligible activity. Modifies the eligibility of program funds to be used for operating assistance, including additional assistance for projects that continue to demonstrate net air quality benefits.

Sec. 1305. Metro performance program. - NEW PROGRAM

- \$750 million
- Authorizes the Secretary to designate a high-performance tier of MPOs based on technical capacity to manage Federal-aid highway funds. Provides between \$10 and \$50 million per year for the MPOs designated. Projects are subject to all Federal-aid highway requirements, including environmental laws, labor projections, and Buy America. Participating MPOs will report annually on the status of the program and the projects advanced with program funds to FHWA, and FHWA will report to Congress on the lessons learned from the program and provide recommendations on ways to improve suballocation of Federal-aid highway funds under STP.

There should be a great deal of additional information and changes over the next couple of months. I will provide that as it becomes available.



NARC

Building Regional Communities

National Association of Regional Councils

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June 8, 2021

The Honorable Peter DeFazio
United States House of Representatives
Committee on Transportation and Infrastructure
2164 Rayburn House Office Building
Washington, DC 20515

Dear Chairman DeFazio,

The National Association of Regional Councils (NARC) – which serves as the national voice for regions and supports regional solutions to local and national challenges – applauds the House Transportation and Infrastructure Committee’s release of the *Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America* Act. This 5-year, \$547 billion authorization is an important step toward meeting the nation’s significant transportation infrastructure needs and recognizing the critical role of the regional perspective in infrastructure investments.

Local and county governments across the nation continue to recover from the pandemic. Robust federal investment in transportation and other infrastructure can play a critical role in helping meet the challenges they face today and allow them to prepare for what lies ahead. Importantly, the INVEST Act ensures a greater share of these federal resources are available for projects that are of highest priority for cities and counties. We also appreciate the robust investment in transportation planning and the other ways this bill recognizes the planning process as an essential element of the federal transportation program.

Thank you for your leadership on these critical issues. We look forward to working with you as this important legislation continues to make its way through Congress.

Best regards,

Leslie Wollack
Executive Director



2020 Corridor Retiming Program

WHY SIGNAL RETIMING

In 2020, MetroPlan Orlando completed the retiming of signals on 38 corridors throughout the MetroPlan Orlando planning area. Signal retiming along corridors is a relatively low-cost Transportation Systems Management and Operations (TSMO) strategy that typically results in measurable benefits. Regular signal retiming helps improve traffic flow and account for changes in traffic patterns.



2020 Retiming Benefits



Reduced Travel Time /
Intersection Delay

541,000
hrs/yr



Fuel Savings

471,000
gal/yr



Reduced
Vehicle Emissions

4,600
tons CO2/yr

Total Program Cost \$1.3 million | Total Benefit Value \$27.2 Million Over 3 Years

Overall Benefit Cost (b/c) Ratio 21.7

Historic Benefit Cost (b/c) Ratios

2019 | 14.1

2018 | 8.8

2017 | 8.8

2020 KEY ACTIVITIES & FINDINGS

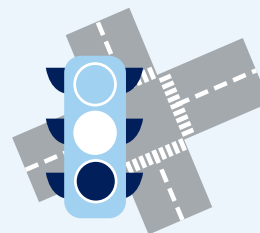
Retimed 30 Corridors

93%
of corridors
have *shorter*
Travel Times



93%
of corridors now have
Reliable Travel Times
compared to the 80% that were
reliable before the retiming

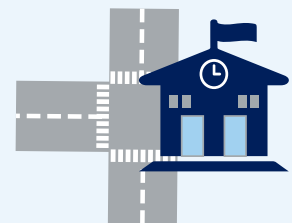
Retimed 17 Independent Intersections



88%
of these intersections
had *less*
Intersection Delay
during the peak-period

Focused on School Drop-Off/ Pick-Up at 14 Intersections

57% of school intersections
had *less* **Intersection
Delay** during school
drop-off/pick-up times



SUMMARY BY COUNTY

Orange County

89%

Net Positive Benefit
25 of 28 Projects | b/c 21.5

Osceola County

100%

Net Positive Benefit
4 of 4 Projects | b/c 48.6

Seminole County

83%

Net Positive Benefit
5 of 6 Projects | b/c 7.2

Why Attention to Complete Streets Implementation Is So Important in Serving Historically Disadvantaged Communities

BY LAWRENCE MARCUS (M), PAULA FLORES (F), JAMIE ROBERTS, PTP (M), AND ABIGAIL JOHNSON

The decisions we make every day as transportation professionals can impact quality of life, access to opportunities, and can result in systemic inequities in our communities. This became very clear as we adapted to new norms throughout the pandemic. The undeniable evidence of disproportionate impacts has been eye-opening. We need to act now and revisit our practices and perspective of success in our profession. We stand at a new crossroads—recognizing the consequences of the past—and must take a new path that radically innovates the way we think, assess, and implement.

SHUTTERSTOCK/VECTORMINE



Acknowledging the consequences of prior actions is the first step on the path towards building a transportation system for all users of all abilities, and prioritizing the needs of historically disadvantaged communities. As transportation planners and engineers, we must acknowledge our part in the mistakes of the past and strive to self-correct those policies, programs, and practices that can greatly address and prevent further inequities in the built environment.

It is important to remind ourselves that transportation is not important for what it is (roads, bridges, trains, and planes). Transportation is important for what it **does**—it gets people to where they need to go and connects people to community and opportunity. More than ever, how we define transportation, and how we plan, design, operate, and measure its effectiveness in today's society needs to be revisited by our industry. Thinking about the purpose of transportation and properly incorporating an equity lens on its outcomes to the communities it serves will allow for an intentional refocus on effective strategies moving forward.

So what needs to change? Many of our standard practices need to be reexamined, starting with a transportation department's organizational structure, as well as reassessing our long-standing processes in transportation from planning through construction management. We need to realign transportation goals with community visions and other jurisdiction-wide goals, such as sustainability, to leverage transportation resources as a tool to help underprivileged communities.

Our comprehensive plans normally align transportation goals with other jurisdictional goals, but the performance measures and strategies often emphasize mobility improvements based on system performance only, without considering safe and reliable community connections to essential services. Safe access to reliable transportation service for residents who cannot afford a private automobile needs to be a higher priority in our industry, and specifically evaluated in our transportation studies and transit operations assessments.

As our industry moves to a more data-driven decision-making process thanks to advances in information technology, we still must apply an "equity lens" throughout our process. Opportunities for such applications include:

- Defining the type of projects that qualify for specific funding sources,
- Developing a region/jurisdiction level transportation network,
- Prioritizing projects for inclusion in the CIP/budget,
- Ensuring transit service operations performance measures include serving communities that access to jobs during off-peak hours,
- Identifying stakeholder outreach milestones in a project as well as outreach methods, and
- Defining a successful transportation project, with measurable performance indicators.

Recent progressive initiatives in our industry such as Vision Zero include equity elements. ITE's Vision Zero Core Elements include "Equity-Focused Analysis and Programs. Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices."¹ Cities embracing Vision Zero have generally been advocates for promoting this element of the program, and include our industry "E's" to encourage collaboration: evaluation, engineering, education, engagement, enforcement, and equity. When implementing Vision Zero Action Plans, many have experienced that police attempts to enforce pedestrian safety in communities are not welcome due to tension with law enforcement. This lesson-learned has emphasized the importance of stakeholder engagement early and often in our processes.

It became all too clear during the pandemic that traditional methods for community engagement needed to be adapted to conditions. There are various sources and documents identifying new methods for outreach and tools. The main thread through these sources was the need to ensure inclusive, equitable, and diverse public outreach and engagement as part of the important decision-making process. The theory isn't new, but it certainly has been heightened this past year.

However, limited industry guidance exists for comprehensively evaluating transportation service to disadvantaged communities. These communities rely on low-cost, timely, and dependable transportation options to access jobs because of the high cost to own a private automobile.

How Communities Are Addressing Equity

The Victoria Transport Policy Institute's research summarizes the challenges and approach: "Many existing evaluation tools focus on a narrow set of impacts on a particular group of people. Transport equity analysis is often ad hoc, based on the concerns and values of the stakeholders involved in a planning process; other, significant impacts may be overlooked or undervalued."² The research continues to summarize the challenge, stating that "Conventional planning tends to evaluate transport based on mobility (physical travel), using indicators such as traffic speed and roadway level-of-service. However, mobility is seldom an end in itself, the ultimate goal of most transport activities is accessibility, which refers to people's ability to reach desired services and activities."

The good news is that cities are taking progressive steps to add an "equity lens" to transportation-related efforts. As Oakland Department of Transportation Director (OakDOT) Ryan Russo discussed at the March 2021 ITE Virtual Technical Conference, the City of Oakland, CA, USA has closed more than 20 miles (32.1 kilometers) of streets to regular traffic as part of its Slow Streets program during the pandemic. The program's goal is to slow or lessen street traffic on certain streets in order to make them safer

for pedestrians to engage in physically distant walking, biking, or other physical activities.

However, the city recognized the need to evaluate which pedestrians Slow Streets was helping and whom the program might overlook. The program received feedback that many residents, especially essential workers, would benefit more from improved traffic safety at access points to essential services on busier arterial roads rather than physically distant walking corridors on roads that already had less traffic. In response, the city added an “Essential Places” aspect of the program to create temporary traffic infrastructure changes that allow safer access to services such as grocery stores, food distribution sites, and COVID-19 testing sites.

Next, the city paused the addition of new Slow Streets corridors in order to evaluate the impact of the existing sites through an equity lens. The program is using data from OakDOT’s Geographic Equity Toolbox to prioritize reaching out to the most historically and currently overlooked neighborhoods first and to assess the impacts of Slow Streets so that they can adapt the program to better serve the community. Oakland’s Slow Streets program rollout is an important demonstration of how equity work must go hand in hand with the move toward more complete streets.

The City of Baltimore, MD, USA has several transportation initiatives underway to improve service to historically underprivileged communities. Baltimore has addressed project development and delivery through its city council’s Complete Streets Ordinance, which identifies specific elements of the transportation process requiring the application of an equity lens. Key requirements include the inclusion of an equity assessment as part of the project selection/prioritization process, equity policies in stakeholder outreach, and the application of an “equity lens” to the data-driven *Complete Streets Annual Report*.

Baltimore’s community engagement policies address equity from a number of valuable perspectives: race, gender, culture, income, age, and accessibility. Each of these engagement policies defines the importance of customizing outreach for the sector of the community and recommended outreach strategies to encourage participation.

The city leveraged a Transportation Equity Gap Analysis, funded by the Baltimore Metropolitan Council, to develop a methodology for technically assessing equity in the city using available data and technical tools. This methodology will be applied to the city transportation department’s project prioritization process, and adds an important technical process for connecting equity policy to identifying and improving transportation service to historically disadvantaged communities. The city established a framework/method to measure transportation equity in Baltimore community populations by researching best practices (such as the Victoria Transport Policy Institute’s work) and developing the following products:

1. Identify underprivileged communities based on quantifiable equity indicators

2. Pinpoint employment centers, in proximity to the target historically disadvantaged communities, that possess relevant job opportunities
3. Evaluate the quality of the non-automobile transportation service to the target historically disadvantaged communities, understanding the work shift timeframes
4. Identify deficiencies / gaps in transportation service between the communities and employment centers
5. Engage the identified communities for input and understanding of their transportation service needs
6. Recommend strategies for service improvements collaboration with the communities

The city’s recently released *Complete Streets Design Manual* details the policies specified by the city’s ordinance, including the section “Addressing Equity in Baltimore.”

Another example of how to incorporate the equity lens in safety projects includes the Hillsborough Metropolitan Planning Organization (MPO) in Tampa, FL, USA, which recently completed a speed management action plan. With communities across the country

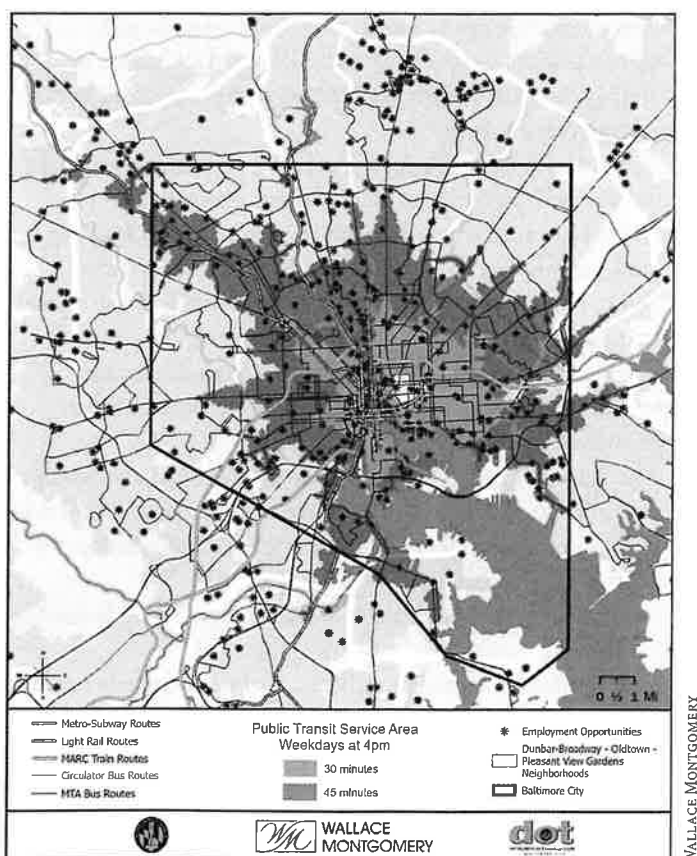


Figure 1. GIS analysis tool developed by the Baltimore City Department of Transportation/Wallace Montgomery to evaluate public transit access to viable employment opportunities for select communities.

challenged with a safety crisis on their streets, the Hillsborough MPO's plan considered equity indicators for prioritizing investment on their High Injury Network corridors. These indicators include consideration of the linear frontage of corridors that cut through communities of concern; which corridors cut through a schools two-mile walk shed; which corridors had transit services that create higher pedestrian exposure rates; which corridors had excessive posted/design speeds above national standards for the context; and which corridors had excessive volumes for the context. These indicators were in addition to the standard crash severity rates that are often the only indicator. The simple inclusion of these additional factors completely changed the priority of investment in the corridors that had the highest exposure for non-motorized users that could lead to continued serious and deadly crashes.

Transformative Vernacular

The call to evolve how we plan and design for equity in transportation goes hand in hand with the need to evolve the words and language we use in the transportation industry. When we develop practices that prize efficiency or economic rationality more than effectiveness

for human needs, the vocabulary we use to describe those practices perpetuates those ideas. **If we do not update our vocabulary, we will not be able to break from previous ways of thinking on how to measure success in transportation planning and engineering.** The word cloud in Figure 2 provides examples of terminology and ideas to move towards, while Figure 3 illustrates how we can move from some current terms to a more equitable vernacular.

For example, as transportation professionals working on corridor projects, we often follow design standards based on the street's functional classification. These functional classifications exist independent of the land-use/community context, and seldom correspond to the modal priority of the street. Fortunately, many cities are embracing a "Street Typology," which brings together the purpose of the street and the land use context for each street type. Complete Streets manuals, such as Baltimore's new publication, identify street types reflecting the purpose of the street and land use context. The design standards also take into account the street's modal priority and curbside needs.

Another critical change in practice involves community engagement. The City of Baltimore's Equity in Planning Committee states on its website that an equitable Baltimore "meaningfully engages residents through inclusive and collaborative processes to expand access to power and resources."³ As the committee suggests, community engagement is not only about information sharing, but about empowering communities and recognizing their input as invaluable to the implementation of an effective and equitable project.

As we develop our new best practices in addressing equity at all points within our transportation industry, it is important for us to identify potentially offensive or exclusive language. This terminology is likely not globally applicable, but tailored to the communities in our regions. Ask the community outreach and equity specialists in your city for advice, as they will know which

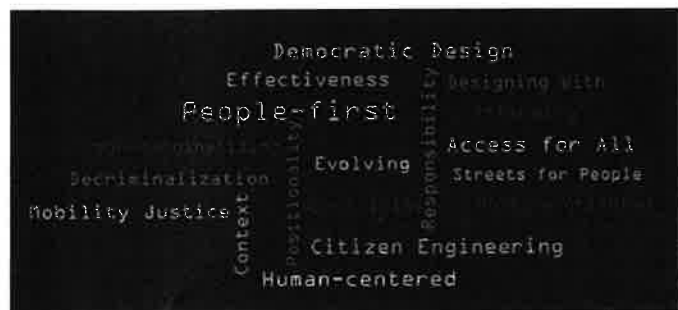


Figure 2. Word cloud with terminology and ideas to move towards in transportation.

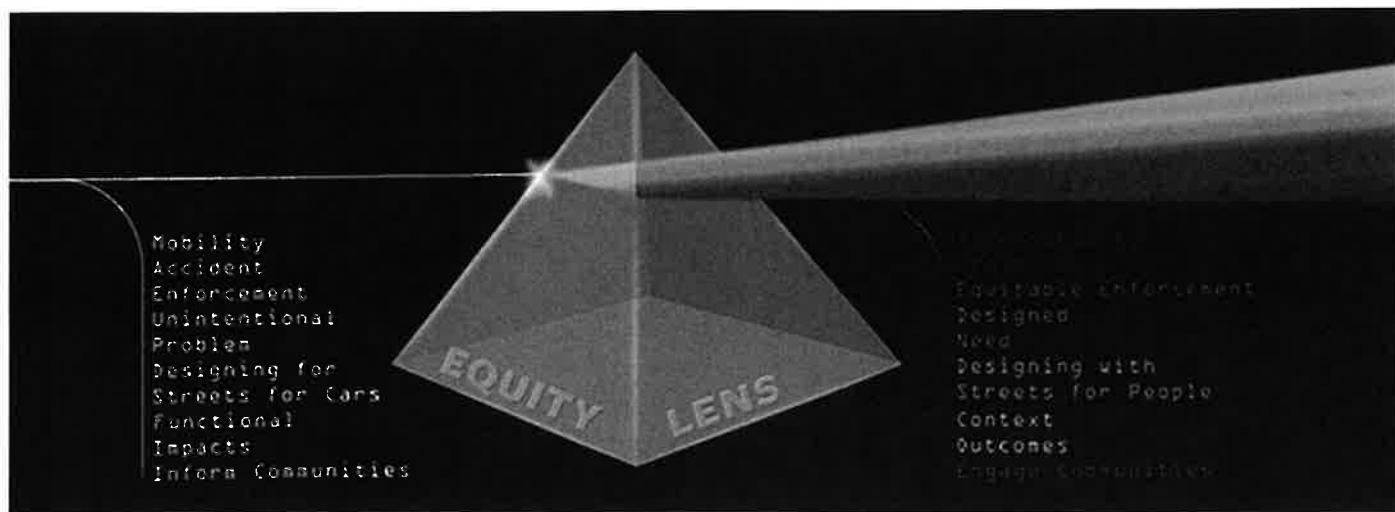


Figure 3. The equity lens and moving from current terms (left) toward a more equitable vernacular (right).

terms center their needs the best. As we evolve our practices, we must also evolve our words.

What is ITE Complete Streets Council's Role?

The ITE Complete Streets Council's (CSC) efforts to aggregate new guidance on incorporating equity into practice is a timely topic. The CSC's efforts are a subset of ITE's larger initiative to improve our industry's ability to apply an "equity lens" to transportation policies, programs, practices, standards and projects.

This effort will start by collecting examples from communities with existing practices in applying an equity lens. Our goal is to map a path forward, bridging the gap between progressive equity policies to identifying technical analysis tools in addressing inequities in the built environment. The effort will also include guidance on equitable and inclusive community engagement, such as how to address transportation accessibility needs for all users, especially in marginalized communities, to jobs, services, schools, parks and other economic opportunities. The effort will also focus on measuring accessibility as the central performance measure for building this equity assessment methodology. Accessibility and equity indicators will be identified from available demographic datasets and possible new sources.

The collections of various resources should provide a better framework for future equity assessments as well as leveraged to help communities with other opportunities such as economic development and sustainability initiatives.

The mission of this effort is to develop new best practices on the following topics:

- Identify inclusive community engagement practices and tools
- Identify language and terminology evolution needs
- Identify new quantitative and qualitative data needs

- Identify transportation equity indicators and methodology
- Identify how to measure success
- Identify complete street publication updates to reflect the outcome of this initiative

Parting Thought

It's time to redefine how our industry measures success. This is incredibly important as how we measure success in transportation also shapes how we distribute resources and fiscal investment.

Imagine our transportation network as a spectrum of light. Currently, we have a sector that is visible and devoted to the efficient movement of people in automobiles. As the rest of the network struggles for resources, struggling to be prioritized, and sacrificed for the success of an already thriving auto centric sector. We can continue to look at this system, see the bright light and say, "what a success," or we can broaden our perspective and see that the network as a whole is burning out. We must embrace the purpose of transportation to create the full, bright spectrum of transportation choices our communities expect and deserve.

Developing an equity lens for success requires new voices, perspectives, and bold ideas. If you have community transportation equity examples, technical expertise, or interest in this effort, the CSC is looking for you. Simply contact Larry Marcus at lm Marcus.forward.progress@gmail.com to express your interest or share any resource links. **itej**

Acknowledgements

The Baltimore City Council and Department of Transportation have been leaders in addressing equity in our industry. The example work efforts summarized in this article were led by Theo Ngongang, Graham Young, and Tereina Galloway.

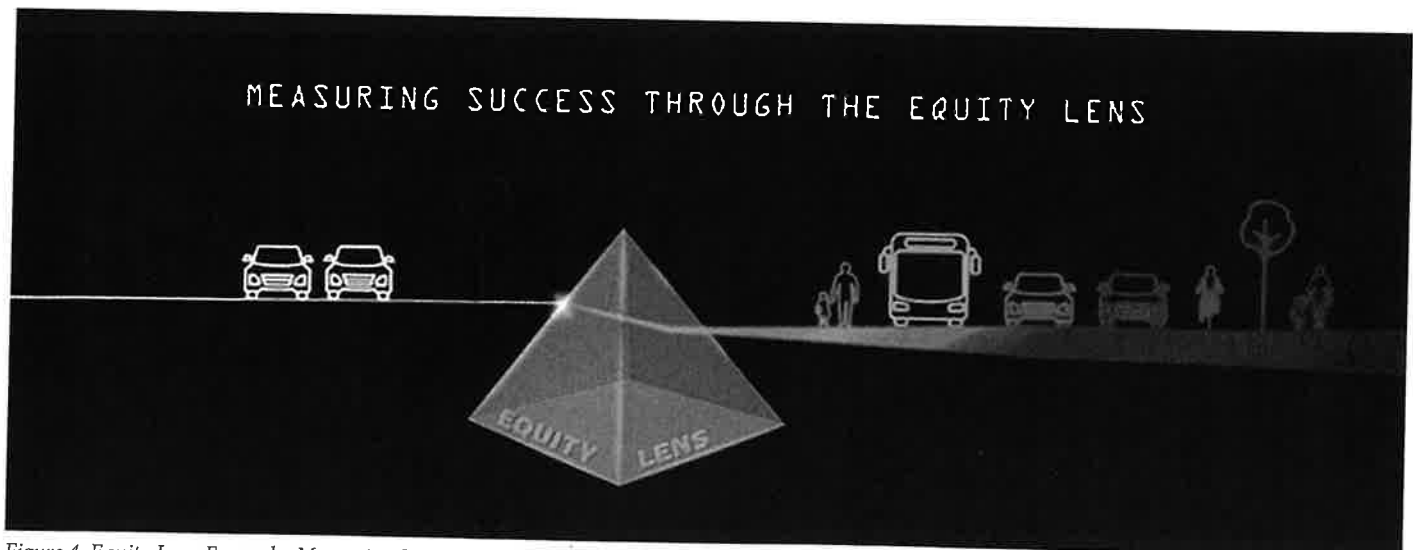


Figure 4. Equity Lens Example: Measuring Success.

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3. City of Baltimore. Department of Planning. Equity in Planning Committee <https://planning.baltimorecity.gov/Equity#Equity%20Lens> (Accessed March 30, 2021).



Lawrence Marcus (M), former chair of the ITE Complete Streets Council, is a consultant with Wallace Montgomery and recently founded Forward Progress, LLC. Wallace Montgomery has been supporting the City of Baltimore's Complete Streets and equity specialists to develop equity assessment tools and publish the city's first Complete Streets Manual. The manual delivers the innovative approaches outlined in the City Council's Complete Streets Ordinance: policies for

equity in public engagement, equity in project prioritization, and equity in measuring transportation network performance.



Paula Flores (F) is the transportation planning practice leader at Greenman-Pedersen, Inc. in the Tampa, FL, USA office, leading transformative thinking and projects centering on safe, healthy, sustainable, and equitable networks.



Jamie Roberts, PTP (M) is a transportation planner at Foursquare ITP, Washington, DC, USA. She is dedicated to powering equity and sustainability in the field by focusing on innovative transit service planning.



Abigail Johnson is a sophomore at Dartmouth College studying geography and human-centered design. She is passionate about creating equitable outdoor spaces for recreation and transportation.

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The Safe System Consortium: A Call to Action

BY JEFFREY PAUL MICHAEL AND JEFFREY F. PANIATI, P.E. (F)

The Center for Injury Research and Policy at Johns Hopkins University (JHCIRP), known for its leadership in the public health arena, in collaboration with the Institute of Transportation Engineers (ITE), recognized for its leadership in the practice of transportation planning and transportation engineering, recently convened the Safe System Consortium, with support from the FIA Foundation. This Consortium included a diverse group of experts including transportation planners and engineers, public health professionals, safety advocates, academics, researchers, and international road safety experts.

The purpose of this effort was to develop recommendations directed primarily at Congress and the Biden administration that can move the United States toward Vision Zero using the Safe System Approach while supporting a more equitable transportation system. Through a series of meetings, the Consortium members identified three essential areas for change: Safety across the System, Equity by Investment, and Progress by Design. This article outlines the rationale behind this effort and presents the recommendations. More details can be found in the full Consortium Report (see page 31 for more information).

The Safe System Approach

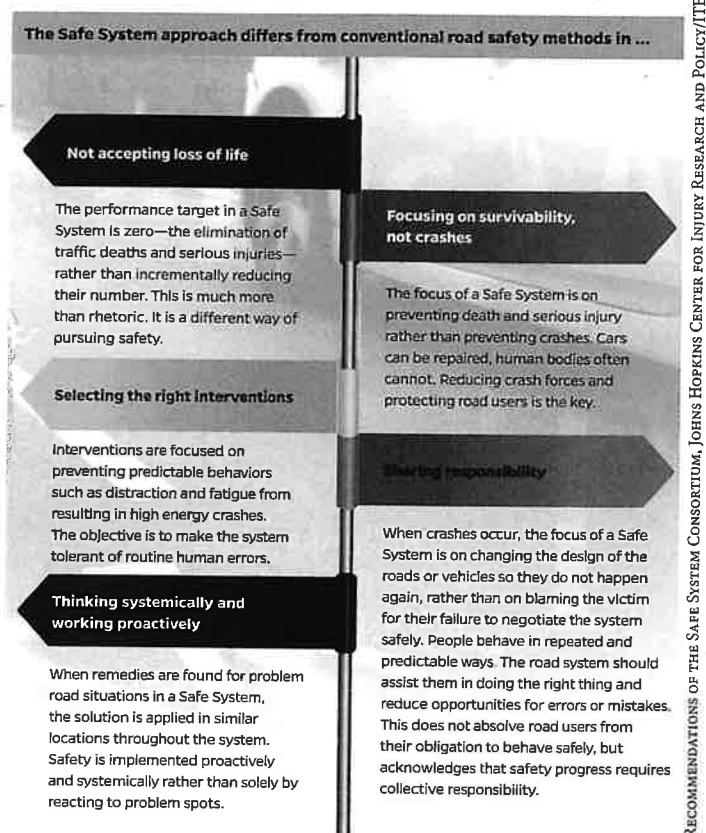
The Safe System Approach offers the potential for major reductions in traffic deaths and injuries in the United States, where more than 42,000 roadway fatalities are estimated to have occurred in 2020 alone, according to the National Safety Council, and crashes persist as a leading cause of death among teens and young adults.^{1,2}

However, widespread adoption of this approach will require major policy shifts at all levels of government, starting with the federal level. During the past 20 years, a number of nations and cities around the world have adopted the Safe System Approach. The approach begins with a commitment to eliminate fatalities and serious injuries among all road users and uses thoughtful road and vehicle design to minimize crashes that occur when people make mistakes, and to reduce crash forces so that people are less likely to be injured when crashes occur. By designing safety into the road system, deaths and serious injuries are engineered out. While the United States differs in cultural and historical context from nations with the longest experience with the Safe System Approach, their experience bodes well for similar benefits in this country, if we implement the approach in ways that prioritize safety upgrades in areas most in need.

The concept of the Safe System is built around the idea of shared responsibility, and as shown in Figure 1, includes safe roads, safe speeds, safe vehicles, safe users, and effective post-crash care. From an infrastructure owner and operator perspective, embracing the Safe System Approach starts with a commitment to planning, designing, and operating a roadway system design that prioritizes safety and engineers deaths and serious injuries out of the process to the greatest degree possible. Countries with the longest experience with this approach, including Sweden, The Netherlands, Australia, and New Zealand, have seen fatalities drop by nearly 50 percent, or even more.³

Working Toward Equity Using the Safe System Approach

Compounding our safety problem is the fact that the burden of death, injury, and social costs from crashes is unequally distributed. Our current roadway system reflects a history of flawed decisions about land use, opportunity, investment, and racial and ethnic equity. A Safe System can be implemented in ways that help address structural and institutional racism by correcting for prior



RECOMMENDATIONS OF THE SAFE SYSTEM CONSORTIUM, JOHNS HOPKINS CENTER FOR INJURY RESEARCH AND POLICY/ITE

Safe System Fundamentals

underinvestment in historically marginalized communities and closing gaps in safety between areas that have been well served and those that have been underserved. Improvements to road safety can contribute to equity by reducing the burden of unsafe roads on historically underserved communities.

Equity differs from equality. A system can achieve equality if each individual or group are given the same resources or opportunities. But a system that is equitable goes further. Equity requires recognizing that communities have been differentially impacted by a variety of circumstances, structures, and historical contexts that have unjustly advantaged some, while unjustly disadvantaging others. Hence, communities that have been disadvantaged require a differential allocation of resources and opportunities to eventually reach an equal outcome. In the United States, the recognition that certain groups—for example because of their race, ethnicity, or ability—have not enjoyed the same access to resources and opportunities must be accounted for through equitable decision-making.

Getting to zero requires a focus on equity. That is, the goal is to eliminate death and serious injury for *everyone using the roads*, which includes people of all ages, abilities, races, ethnicities, and income levels. This demands investment according to need. In a Safe System, we do what it takes to achieve the same outcome for all: zero road deaths and serious injuries.

ITE Leadership

As a community of transportation professionals, ITE International has been a leader in the Safe System Approach over the past several years, providing national leadership in advancing understanding and adoption of the practice in the United States. ITE has partnered with organizations such as the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the Road to Zero Coalition under the National Safety Council (NSC), and many other organizations to further the Safe System Approach by developing resources, engaging with subject matter experts, and educating government leaders and industry practitioners on the subject. Additionally, ITE has developed and compiled a wealth of resources on the Safe System Approach—such as webinars, podcasts, reports, case studies, and *ITE Journal* articles—many of which are available on ITE's website at www.ite.org/technical-resources/topics/safe-systems. Through these partnerships, resources, and initiatives, ITE has been proactive in moving the topic forward and being a champion for the Safe System Approach in the United States.

A Time for Action

Currently there is a clear opportunity to embrace the Safe System Approach through funding, policy, and program incentives and guidance. A strong push by the Biden Administration for a major infrastructure investment through focused, equitable investments, combined with the need for the U.S. Congress to reauthorize the federal surface transportation program in 2021, set the stage for a set of policy recommendations around the Safe System Approach. A \$2 trillion USD infrastructure improvement proposal was recently introduced, including comprehensive transportation safety improvements in the amount of approximately \$600 billion USD. A new federal surface transportation bill is also being formulated this year, entailing policy discussions through the nation's transportation system.

These funding efforts, coupled with the entrance of a new presidential administration and new leadership in the U.S. Department of Transportation (USDOT), will create the perfect conditions for lawmakers and transportation leaders at the municipal, state, and local levels to shift their approach to roadway safety to one that aligns with Safe System principles.

Recommendations

The three areas for change each include a related set of recommendations, and each recommendation is accompanied by a more specific set of actions to achieve them.

Change Area 1: Safety across the System

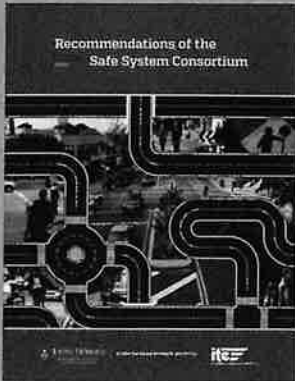
The Consortium recognizes the need to leverage the federal surface transportation bill and the influence that the hundreds of billions of dollars authorized by this legislation can have—directly and indirectly—on road owners across the nation. The Consortium also recognizes the influence that transportation has on other social needs such as housing, employment, education, health, and the environment, and urges a broader consideration of sources for funding, collaborations, and other resources that could facilitate realization of a holistic vision for a Safe System.

Leadership is needed to address a significant barrier to Safe System implementation, the entrenched assumption that crash injuries are exclusively the fault of the victim or other road user, and that road or vehicle designers can do little to compensate. While road users should be expected to take reasonable care, blaming the victim for crash injuries lessens the motivation for improvements to the system—both to roadway and vehicle design—and only prolongs the safety problem.

Change Area 2: Equity through Investment

When applied equitably, Safe System investments are made proactively and systemically to prevent serious crashes and reduce crash forces where crashes persist, saving lives, improving mobility, and enhancing access to health determinants across the community. However, achieving equity in Safe System investment will require overcoming structural racism in long-standing processes that have been barriers to improving roads in historically underserved communities and communities of color. Other barriers include a lack of engagement of marginalized communities in investment-related decision-making by local authorities and lack of measurement methods that are sensitive to the range of health-related consequences of transportation infrastructure conditions.^{4,5}

The Consortium recommendations in this area are intended to reduce the risks faced by road users in underserved communities and optimize the potential for a Safe System to contribute to transportation equity and health equity. These actions will bolster leadership for equitable investment of resources for Safe System implementation and upgrade decision-making criteria that overlook the needs of



Read the Report

For the full Safe System Consortium report from the Johns Hopkins Center for Injury Research and Policy and ITE, visit <http://bit.ly/SafeSystemConsortium>.

Priority Recommendations from the Safe System Consortium Report

Recommendations for Congressional Action:

- Require that Safe System principles be followed when federal funds are used for road design and operation.
- Create a new Safe System program within the Federal Highway Administration (FHWA) Surface Transportation Block Grant Program supporting implementation of projects meeting the Safe System definition.
- Incentivize and support adoption of the Safe System Approach as the basis for Vision Zero strategies at federal, state and local levels, including dedicated funding for evidence-based strategies such as road diets, protected bike lanes and roundabouts, when used as part of a Safe System.
- Incentivize use of federal funds to advance safety equity through Safe System investments.
- Incentivize Safe System adoption by creating a multi-year incentive-funded program for states to establish demonstration sites nationwide.

Recommendations for the Biden Administration:

- Convene a federal interagency task force charged with identifying sources of funding across the Executive Branch to support implementation of a Safe System in historically underserved communities.
- Develop guidance for measuring the full range of benefits from Safe System projects, including direct benefits to transportation safety, health equity, safety equity, and access to health determinants such as education, employment, and healthcare services.
- Demonstrate a pathway to a Safe System for rural and underserved communities, including American Indian/Alaska Natives tribal lands, addressing project prioritization, resource identification, and implementation.
- Create an Executive Order directing federal agencies to review programs and policies for opportunities to reduce road safety victim-blaming and to develop plans for implementing change.
- Work with road infrastructure constituents to integrate the Safe System Approach, including setting safe speed limits based on evidence of injury tolerance, in key foundational tools such as the *AASHTO Policy on Geometric Design*, the *Highway Safety Manual*, and the *Manual on Uniform Traffic Control Devices*, as well as state and local design and operation manuals.

some communities and fail to recognize the range of health-related implications of under-investment in road infrastructure in historically-underserved communities. The Consortium recognizes that while Safe System implementation can lead to substantial improvements in transportation equity, sustainable solutions will require the involvement of other sectors and partners and a commitment to long-term policy and system changes that address the root causes that limit racial, ethnic, economic, and social equity.

Change Area 3: Progress by Design

The Safe System concept is new to most authorities that are responsible for road systems in the United States, and detailed guidance will be needed to stimulate and steer progress in implementation. The Consortium recommends that federal transportation officials develop training and implementation tools and educate state and tribal departments of transportation to assist them in becoming proficient in Safe System principles and practice. State and tribal departments should then prioritize training for local road owners to enable them to analyze their problems and effectively implement Safe System solutions.

Safe System principles need to be incorporated in foundational policy and guidance documents that steer the design and operation of roads, such as the American Association of State Highway and Transportation Officials (AASHTO) *Policy on Geometric Design*, the *Highway Safety Manual*, and the *Manual on Uniform Traffic Control Devices*. Of particular importance is guidance on setting safe speed limits based on evidence of human injury tolerance.

Adoption of Safe System principles will change the practices of most professionals who work with the road infrastructure, and in the longer term will significantly change roles of some stakeholders such as law enforcement officers. The Consortium recognizes that guidance will be needed to make smooth professional transitions. For example, with more intuitive, self-enforcing roads, law enforcement officers will have more time to participate in problem identification, using their familiarity with traffic behaviors to diagnose problems and suggest Safe System solutions.

Outlook

The current atmosphere in both U.S. politics and the transportation industry present a unique opportunity to call on Congress to adopt the Safe System Approach as a national practice to achieve Vision Zero and a more equitable transportation system. Now is the time to act and to embrace these principles within the United States more broadly. Building a Safe System can transform our communities, reducing loss of life and serious injury, reducing parents' fear for the lives of their small children and teens, and improving equitable mobility and access for everyone. With more options to walk and bike safely, these benefits can extend to climate change.

Achieving all this will require thoughtful analysis, persistence and concomitant decisions, and policy action at many levels. The three essential areas for change that will set a course for achieving a Safe System identified by the Consortium—*Safety Across the System*, *Equity by Investment* and *Progress by Design*—urge unanimous dedication to reaching this goal.

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