



TECHNICAL ADVISORY COMMITTEE AGENDA

May 21, 2020 • 10:00 A.M.



TECHNICAL ADVISORY COMMITTEE VIRTUAL **WORKSHOP** NOTICE

DATE: Friday, May 21, 2021 at 10 a.m.

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

<https://us02web.zoom.us/j/81948640131?pwd=S21qNkdRaCtMUVYwcUc4OWYrM1VYUT09>
Passcode: 638331

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

<https://metroplanorlando.org/meetings/technical-advisory-committee-virtual-workshop-05-21-21/>

The MetroPlan Orlando offices are closed to the public in response to the COVID-19 pandemic. Members of the public may access this virtual meeting and participate via the Zoom link above, or by dialing in. The agenda packet is available at MetroPlanOrlando.org in the Calendar section. New to Zoom? You can get the app ahead of time and be ready for the meeting. Visit Zoom.us.

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

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

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

AGENDA

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

- I. Call to Order – Chairman Nabil Muhaisen
- II. Chairman’s Announcements
- III. Agenda Review – Mr. Keith Caskey
- IV. Committee Roll Call – Ms. Cathy Goldfarb
- V. Public Comments on Action Items

Comments from the public will be heard pertaining to **Action Items** on the agenda for this virtual meeting. Public comments submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org or phone to 407-906-2347, will be read into the record by a meeting moderator. People wishing to speak during the virtual meeting should use the Raise Hand feature on the Zoom platform, and a meeting host will unmute your microphone to speak. Each speaker should state name and address for the record and

is limited to two minutes. People wishing to speak on other items will be acknowledged in the same way, under Agenda Item XII.

VI. Common Presentations/Status Reports

A. Preview of FY 2021/22 - 2025/26 Transportation Improvement Program

Mr. Keith Caskey, MetroPlan Orlando staff, will present 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 of the new TIP can be reviewed at the following link: <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, can be reviewed at the following link: <https://metroplanorlando.org/wp-content/uploads/2526-PPL-Update-for-PPL-Review.pdf>

The TIP will be presented for review and action at the June/July committee and Board meetings.

B. Preview of 2026/27 - 2035/36 Prioritized Project List

Ms. Jasmine Blais, MetroPlan Orlando staff, will present 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. A draft list of projects and the previous PPL can be viewed and downloaded using the links below:

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>. Upon entering the Data Viewer, you will notice a layer tab entitled "2021 Prioritization Scoring" (located at the upper right of the screen). Click the tab and the data layer/network will appear visualizing the composite, normalized score. Users can obtain attribute information by simply clicking the desired roadway/network segment.

C. Presentation on CFX 2045 Master Plan

Mr. Will Hawthorne, CFX, will give a presentation on the Central Florida Expressway Authority's 2045 Master Plan that is currently under development.

VII. Action Items for Review/Discussion

Note: The Governor's executive order allowing boards and committees in Florida to meet virtually without a quorum physically present due to COVID-19 concerns expired on October 31, 2020. At their December meeting, the MetroPlan Orlando Board approved Resolution #20-18 which enables the MetroPlan Orlando advisory committees to continue to meet virtually in workshop sessions through June 2021. This resolution supersedes Resolution #20-15. At these workshop sessions, the committees will review and discuss action items going to the Board and will provide informal consensus recommendations to the Board on the action items but will not take formal action in order that a physical quorum will not be required. The committees will then be taking formal action to ratify the Board's actions at future in-person meetings.

A. April 23, 2021 TAC Meeting Minutes (Tab 1)

The TAC will review and discuss the April 23, 2021 meeting minutes provided in **Tab 1** and make a consensus recommendation. The TAC will take formal action at a future in-person meeting to approve their recommendation.

B. FDOT Amendment to FY 2020/21 - 2024/25 TIP (Tab 2)

FDOT is requesting that the FY 2020/21- 2024/25 TIP be amended to include the addition of the following projects:

- 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, will present an overview of the amendment request. A letter from FDOT explaining the amendment request is provided in **Tab 2**, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution to be presented at the June 9th Board meeting. The TAC will review and discuss the amendment request and provide a consensus recommendation to the Board. The TAC will take formal action at a future in-person meeting to ratify the Board's action on this item.

C. Plan Revisions to the 2045 Metropolitan Transportation Plan (Tab 3)

Mr. Alex Trauger, MetroPlan Orlando staff, is requesting recommendation 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 are provided in **Tab 3**.

VIII. TAC-Only Presentations

A. Report on TAC Pedestrian Safety Committee Recommendations

At the April 23rd TAC meeting, an ad hoc Pedestrian Safety Committee was formed to develop recommendations to improve pedestrian safety in the MetroPlan Orlando region in response to the Dangerous By Design report. The Pedestrian Safety Committee met on May 4th to develop recommendations on improving pedestrian safety. Ms. Laura Hardwicke, City of Orlando, the committee chairperson, will present the committee's recommendations to the TAC.

IX. General Information (Tab 4)

A. FDOT Monthly Construction Status Report

The latest FDOT Monthly Construction Status Report for the Orlando area is enclosed for information purposes.

B. MetroPlan Orlando Board Highlights

A copy of the May 12, 2021 Board Meeting Highlights will be provided.

C. 2021 Legislative Session Summary

A summary of the transportation-related activities from the Florida Legislature's 2021 session is enclosed for information purposes.

D. Air Quality Report

The latest air quality report for the MetroPlan Orlando area is enclosed for information purposes.

X. Upcoming Meetings of Interest to TAC Members

A. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting will be held on **June 9, 2021**, at 9:00 a.m. This will be a hybrid meeting with a limited number of Board members, staff and members of the public attending the meeting in person in the Board Room and other Board members, staff, members of the public and the presenters joining the meeting virtually on Zoom.

B. TIP Public Meeting

The FY 2021/22 – 2025/26 TIP will be presented at a virtual public meeting on Zoom on Monday, **June 21, 2021** from 11:30 a.m. to 1 p.m. Additional details will be provided at a later date.

C. Next TAC Meeting

The next TAC meeting will be held on **June 25, 2021** at 10 a.m. This will be a virtual workshop as described in the paragraph under Action Items for Review/Discussion on page 2. Following the June 25th meeting, the dates of the remaining TAC meetings during 2021 will be:

8/27/21

10/22/21

12/3/21

XI. Other Business

XII. Public Comments (General)

General comments from the public will be heard. Public comments submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org or phone to 407-906-2347, will be read into the record by a meeting moderator. People wishing to speak during the virtual meeting should use the Raise Hand feature on the Zoom platform, and a meeting host will unmute your microphone to speak. Each speaker should state name and address for the record and is limited to two minutes.

XIII. 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.

TAB 1





metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES

DATE: Friday, April 23, 2021

TIME: 10:00 a.m.

LOCATION: Virtual

Chairman Nabil Muhaisen, Presiding

Members Present:

Mr. Brett Blackadar, City of Altamonte Springs
Mr. Kelly Brock, City of Casselberry
Mr. Christopher Cairns, City of Orlando
Mr. Michael Cash, City of Sanford
Mr. Gus Castro, City of Orlando
Ms. Krystal Clem, City of Lake Mary
Ms. Ashley Cornelius, City of Kissimmee
Mr. Joshua De Vries, Osceola County
Mr. Hazem El-Assar, Orange County
Cmsr. Ed Gold, City of Belle Isle
Ms. Laura Hardwicke, City of Orlando
Mr. Conroy Jacobs, Osceola County
Mr. Jean Jreij, Seminole County
Mr. Steve Krug, City of Ocoee
Mr. Nabil Muhaisen, City of Kissimmee
Mr. Renzo Nastasi, Orange County
Mr. Myles O'Keefe, LYNX
Ms. Tawny Olore, Osceola County
Ms. Lee Pulham, Reedy Creek Improvement District
Mr. Tom Radzai for Bobby Wyatt, City of Oviedo
Ms. Pam Richmond, City of Apopka
Ms. Rachel Gironella for Mr. Christopher Schmidt, City of Winter Springs
Mr. Ramon Senorans, Kissimmee Airport
Mr. Shad Smith, City of Longwood
Mr. Matt Suedemeyer, Orange County
Ms. Alyssa Eide for Ms. Kimberley Tracy, City of Maitland

Ms. Sarah Walter, City of Winter Park
Mr. Bill Wharton, Seminole County

Non-Voting Members Present:

Members Absent:

Mr. Charles Abbatantuono, ECFRPC
Mr. Andre Anderson, City of St. Cloud
Mr. Glen Hammer, Osceola County Public Schools
Mr. Will Hawthorne, Central Florida Expressway Authority
Mr. Brad Friel, GOAA
Mr. Jay Marder, Town of Oakland (Non-Voting)
Ms. Mary Moskowitz, Seminole County
Mr. Michael Rigby, Seminole County Public Schools
Mr. Steven Thorp, OCPS
Mr. Jon Williams, City of Winter Garden

Others in Attendance:

Mr. Doug Jamison, LYNX
Mr. Alan Danaher, WSP
Ms. Rakinyah Hinson, FDOT
Mr. Siaosi Fine, FTE
Mr. Keith Caskey, MetroPlan Orlando
Mr. Mighk Wilson, MetroPlan Orlando
Ms. Lisa Smith, MetroPlan Orlando
Ms. Lara Bouk, MetroPlan Orlando
Mr. Nick Lepp, MetroPlan Orlando
Ms. Cathy Goldfarb, MetroPlan Orlando

I. Call to Order

Chair Nabil Muhaisen called the Technical Advisory Committee to order at 10:00 a.m. and welcomed everyone. Chair Muhaisen provided an overview of the virtual meeting guidelines, the raise hand feature to be recognized, and the public comment procedures. He pointed out that the virtual meetings are accessible to all. Mr. Muhaisen called attention to the Project Prioritization & Performance Based Planning presentation at the February TAC meeting and noted that the workshop held as a result was very accommodating and informative. He told TAC members that he would like to have a discussion later in the meeting on the Dangerous by Design report. He added that Mr. Mighk Wilson will be presenting on pedestrian safety later in the meeting as well.

II. Confirmation of Quorum/Agenda Review/Staff Follow-Up

Ms. Cathy Goldfarb conducted the roll call. Mr. Caskey provided an overview of the workshop format for today's meeting. Mr. Caskey explained that the Governor's executive order allowing boards and committees in Florida to meet virtually without a quorum physically present due to COVID-19

concerns expired on October 31, 2020. He stated that at the December 9, 2020, meeting the MetroPlan Orlando Board approved Resolution #20-15 which enables the MetroPlan Orlando advisory committees to continue to meet virtually in workshop sessions through June 2021. He noted that a physical quorum is not required. The committees will review and discuss action items going to the Board and will provide informal consensus recommendations to the Board on the action items. The committees will then be taking formal action to ratify the Board's actions at a future in-person meeting. Mr. Caskey called attention to the email that was sent regarding off system construction candidate program and reminded TAC members that projects for the program need to be submitted by April 30th. He told committee members that MetroPlan Orlando would be sending out a market research survey and asked that they participate.

III. Public Comments on Action Items

None

IV. Common Presentations/Status Reports

A. Presentation on Board Emphasis Areas

Mr. Nick Lepp, MetroPlan Orlando staff, gave a presentation on the MetroPlan Orlando Board's emphasis areas for 2021. The Board took action on the emphasis areas at their May 12th meeting. Mr. Lepp reviewed the five emphasis areas and how did we do in terms of hitting these targets from 2017-2021. He told TAC members that the 2045 MTP goals were incorporated to see how the emphasis areas match up with the goals. Mr. Lepp reviewed the 2045 MTP performance measures, goals in order of importance and the shift in goals pre and post pandemic. He provided a survey link for TAC members to rank the goal areas from 1 to 5. The results of the survey, which will be conducted with other committees as well, will be brought back to the MetroPlan Orlando board. Mr. Lepp noted that TSMO members did not have access to the survey and the link will be sent to TSMO to participate.

B. Presentation on Pedestrian Safety Trends

As a follow-up to the latest Dangerous by Design report, Mr. Mighk Wilson, MetroPlan Orlando staff, gave a presentation on pedestrian safety trends in the MetroPlan Orlando region. Mr. Wilson reviewed the Pedestrian Danger Index used to compute how dangerous an area is along with the impact the Central Florida visitor population has on crashes. He provided information on scenarios for reducing fatalities, FDOT's new safety principle 'Safe System', fatality factors and crosswalk law. Mr. Wilson compared examples of local roads with similar roads in other states where speeds are reduced. He called attention to the deadly trio of factors in crashes, plus an additional factor of type of vehicles, which was noted in the Dangerous by Design report. Mr. Wilson added that an additional mitigation option could be reducing nighttime speed limits. Discussion ensued regarding pedestrian walk to work figures. Mr. Shad Smith requested a copy of the presentation.

C. Presentation on LYNX Autonomous Vehicles

Mr. Doug Jamison and Mr. Alan Danaher, LYNX, gave a presentation on LYNX's autonomous vehicle program. Mr. Jamison provided an introduction and intent of the program which was to develop a Concept of Operations and a draft scope for deployment of AVs at LYNX. Mr. Alan Danaher reviewed the nine major tasks of the program. He noted that input was solicited from vendors as well as users including a focus group which included CAC and TDLCB members. An

online survey was also conducted. Mr. Danaher told committee members that a list of opportunities and barriers was created. He added that 90% of the respondents indicated that the Orange LYMMO line would be the best candidate for the program and the two operational scenarios which were determined to be either a small AV shuttle or retrofitting an existing vehicle. Mr. Danaher provided cost figures for the two scenarios along with potential benefits, potential applications and potential funding sources. Lastly, he reviewed conclusions and next steps.

V. Action Items for Review/Discussion

A. February 26, 2021 TAC Meeting Minutes

The TAC reviewed and discussed the February 26, 2021 meeting minutes which were provided and made a consensus recommendation. The TAC will take formal action at a future in-person meeting to approve their recommendation.

B. FDOT Amendment to FY 2020/21 - 2024/25 TIP

FDOT was requesting that the FY 2020/21- 2024/25 TIP be amended to include the addition of the following projects:

- FM #4234461 – SunRail Phase II North from DeBary to DeLand
- FM #4454151 – Neptune Road from Partin Settlement Road to US 192
- FM #4489011 – Railroad Crossing on Hester Avenue in Sanford

Mr. Keith Caskey, MetroPlan Orlando staff, presented an overview of the 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 that was presented at the May 12th Board meeting. The TAC reviewed and discussed the amendment request and provided a consensus recommendation to the Board. The TAC will take formal action at a future in-person meeting to ratify the Board's action on this item. Mr. Bill Wharton called attention to the railroad crossing being located in unincorporated Seminole County.

VI. TAC-Only Presentations

There are no TAC-only presentations.

VII. General Information

A. FDOT Monthly Construction Status Report

The latest FDOT Monthly Construction Status Report for the Orlando area was provided.

B. MetroPlan Orlando Board Highlights

A copy of the March 10, 2021 Board Meeting Highlights was provided.

C. LYNX Press Releases

A set of press releases from LYNX was provided.

D. Market Research Survey Flyer

A flyer providing information on MetroPlan Orlando's Market Research Survey was emailed to TAC members following this meeting.

E. Bicycle & Pedestrian Report

A report on bicycle and pedestrian projects in the MetroPlan Orlando region was provided.

VIII. Upcoming Meetings of Interest to TAC Members

A. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting was scheduled on May 12, 2021, at 9:00 a.m. This was a hybrid meeting with a limited number of Board members, staff and members of the public attending the meeting in person in the Board Room and other Board members, staff, members of the public and the presenters joining the meeting virtually on Zoom.

B. Next TAC Meeting

The next TAC meeting will be held on May 21, 2021 at 10 a.m. This will be a virtual workshop as described in the paragraph under Action Items for Review/Discussion on page 2. Following the May 21st meeting, the dates of the remaining TAC meetings during 2021 will be:

6/25/21

8/27/21

10/22/21

12/3/21

IX. Other Business

Chairman Muhaisen requested feedback from TAC members regarding the Dangerous by Design report. He noted this was one report of many and changes have been implemented throughout the area including Best Foot Forward. Mr. Bill Wharton reported that Seminole County staff have been tasked with looking at the issue and he can update TAC members on their findings. Mr. Mighk Wilson asked if TAC member wanted to form a working group to look at the issue. Chairman Muhaisen suggested an ad hoc committee to report to the board. Ms. Laura Hardwicke, Ms. Pam Richmond, Ms. Rachel Gironella, Mr. Bill Wharton and Dr. Kelly Brock volunteered to serve on the committee. Staff will look at possible meeting dates and times.

X. Public Comments (General)

None

XI. Adjournment

There being no further business, Chairman Nabil Muhaisen adjourned the meeting of the Technical Advisory Committee at 11:31 a.m. The meeting was recorded and transcribed by Ms. Cathy Goldfarb

Approved this 21st day of May 2021

Mr. Nabil Muhaisen, Chairman

Ms. Cathy Goldfarb, Senior Board Services Coordinator

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 2





Board Action Fact Sheet

Meeting Date: June 9, 2021

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested:	FDOT requests approval of an amendment to the FY 2020/21 - 2024/25 Transportation Improvement Program.		
Reason:	Two new projects are being added to the TIP with funding programmed in FY 2020/21.		
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• This amendment provides a total of \$8.3 million in federal and state funds for the resurfacing of SR 46 from east of Upsala Road to French Avenue in Sanford.• In addition to resurfacing, this project will include safety improvements, filling in sidewalk gaps and adding bike lanes.• The amendment also moves \$2.1 million in federal SU funds for the construction phase of the Sunset Drive Livable Streets project in Casselberry currently programmed in the TIP under project #4390751 to a new project #4390752.• The design phase for the Sunset Drive project will remain under project #4390751.		
MetroPlan Budget Impact:	None		
Local Funding Impact:	None		
Committee Action:	TSMO:	To be reviewed on May 21, 2021	
	TAC:	To be reviewed on May 21, 2021	
	CAC:	To be reviewed on May 26, 2021	
	MAC:	To be reviewed on June 3, 2021	
Staff Recommendation:	Recommends approval		
Supporting Information:	These documents are provided at Tab 2:		
	FDOT letter dated May 1, 2021		
	Proposed Board Resolution No. 21-06		



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

May 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#447103-1 SR 46 FROM EAST OF CR-15/UPSALA RD TO FRENCH AVE

Current TIP Status:

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

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Preliminary Engineering	DIH	\$5,000	2021
Preliminary Engineering	DIH	\$10,000	2022
Preliminary Engineering	ACSA	\$1,007,000	2022
Construction	DDR	\$7,244,776	2024
Construction	DIH	\$10,000	2024
	TOTAL	\$8,276,776	

Difference: TIP must be updated to reflect new project and added funding.

Explanation: This project is in the City of Sanford and includes the resurfacing of SR 46 from East of I-4 to SR 15 (US 17/92). Project will also provide safety improvements and increase pedestrian, cyclist mobility by filling in sidewalk gaps and the addition of bike lanes.

**FM#439075-2 SUNSET DRIVE LIVABLE STREETS/FROM OXFORD ROAD TO
BUTTON ROAD CONSTRUCT**

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	SU	\$2,096,484	2022
	TOTAL	\$2,096,484	

Difference: New project with Phase 58 (Construction) funds added in FY 2021/2022. TIP must be updated to reflect new project and added funding.

Explanation: This is a local agency project with the City of Casselberry and will provide funding the construction phase. The purpose of this project is to enhance Sunset Drive to provide a 10-foot shared use path for bicyclists and pedestrians. The \$2,096,484 in construction funds originate from project 439075-1 and were recently added to 439075-2.

Sincerely,

Anna M. Taylor

Anna Taylor, Government Liaison Administrator
District Five

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

Resolution No. 21-06**Subject:****Amendment to the FY 2020/21 - 2024/25
Transportation Improvement Program**

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

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

WHEREAS, the requested amendments are described as follows:

Seminole County

- **FM #4390752 – Sunset Drive Livable Streets from Oxford Road to Button Road - Funding consists of \$2,096,484 in SU funds for construction in FY 2021/22 currently programmed under FM #4390751 being moved to FM #4390752;**
- **FM #4471031 – SR 46 from east of Upsala Road to French Avenue – Resurfacing - Funding consists of:**
 - \$5,000 in DIH funds for design in FY 2020/21
 - \$10,000 in DIH funds for design in FY 2021/22
 - \$1,007,000 in ACSA funds for design in FY 2021/22
 - \$7,244,776 in DDR funds for construction in FY 2023/24
 - \$10,000 in DIH funds for construction in FY 2023/24; and

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

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

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 9th day of June, 2021.

Certificate

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

Honorable Viviana Janer, Chairwoman

Attest:

Lisa Smith, Sr. Board Services Coordinator
and Recording Secretary

TAB 3





Board Action Fact Sheet

Meeting Date: June 9, 2021

Agenda Item: **TBD**

Roll Call Vote: Yes

Action Requested:

MetroPlan Orlando Staff requests approval of amendments to the 2045 Metropolitan Transportation Plan (MTP) to include projects identified and fully funded in the Transportation Improvement Program (TIP) and other modifications identified by local agencies.

Reason:

To proactively comply with state and federal long range planning requirements, MetroPlan Orlando staff is proposing this amendment to better reflect the TIP in the 2045 MTP's Cost Feasible Plan. In addition, due to the effort required in updating the budget tables for TIP projects, MetroPlan Orlando staff is taking this amendment opportunity to address feedback received from agency partners following the adoption of the 2045 MTP in December 2020.

Summary/Key Information:

Requested amendments / modifications will be made to the *Cost Feasible Plan: Strategies, Programs, and Projects* and *Congestion Management Process (CMP)* documentation of the adopted 2045 Metropolitan Transportation Plan. Items of particular significance for our Committees and the Board are as follows:

- Tables 6, 9, 11, 12, and 13 updated to included fully funded TIP projects. No impact to existing cost feasibility.
- Off-State Highway System Program expanded to incorporate additional multimodal needs and project types.
- Other miscellaneous editorial changes based on local government feedback.
- CMP Table 1 revised to include updated data from FDOT pertaining to Emergency Response and Roadway Clearance times.

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: The following documents are provided at Board Agenda Tab **TBD**:

- 1) Overview of Proposed Plan Revisions (includes hyperlinks to documentation with proposed revisions incorporated)

2045 Metropolitan Transportation Plan (MTP)

Overview of Proposed Plan Revisions

May / June 2021



Reason for Amendment / Modification:

In February 2021, the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT) provided additional guidance and clarification relating to “consistency between planning documents” and the relationship of the MTP to the Transportation Improvement Program (TIP) and FDOT Work Program. Per FHWA guidance, a snapshot of the adopted TIP, including state and federal projects fully funded in advance of 2026, must be included in the Cost Feasible Plan’s budget allocation tables. The currently adopted 2045 MTP only includes significant partially-funded TIP projects with remaining phases to be funded in Plan Period 2026-2030 and 2031-2035 of the Cost Feasible Plan.

To proactively comply with state and federal long range planning requirements, MetroPlan Orlando staff is proposing these Plan Revisions to better reflect the TIP in the 2045 MTP’s Cost Feasible Plan. In addition, due to the required effort in updating the budget tables for TIP projects, MetroPlan Orlando staff is taking this opportunity to address feedback received from agency partners following the adoption of the 2045 MTP in December 2020.

Changes to Technical Reports / Documentation:

Requested amendments /modifications will be made to the *Cost Feasible Plan: Strategies, Programs, and Projects and Congestion Management Process (CMP)* documentation of the adopted 2045 Metropolitan Transportation Plan.

1. Cost Feasible Plan – Modification: Federal and state funded projects within the TIP were added to the Cost Feasible Plan’s budget allocation tables for the years 2020-2025. The projects included those with funding allocated through the construction phase, and historic project costs (those prior to 2020) were not added to the Cost Feasible Plan’s budget allocation tables. The TIP projects were added to the following tables, and are identified by an MTP ID that begins with “EC”. The addition of these TIP projects did not impact existing cost feasible projects.
 - a. Table 6, Interstate Highway System and Strategic Intermodal System: 14 TIP projects were added.
 - b. Table 9, State Highway System: 122 TIP projects were added.
 - c. Table 11, Transportation System Management and Operations/ITS: 52 TIP projects were added.
 - d. Table 12, Complete Streets: Three (3) TIP projects were added.
 - e. Table 13, Pedestrian and Bicycle Infrastructure: 37 TIP projects were added.
2. Cost Feasible Plan – Amendment: The off-system capacity improvement program (Table 10) was broadened to include other multimodal needs, in addition to capacity, for facilities located off of the state highway system. The new program no longer identifies specific projects, rather it will be implemented annually in coordination with the Technical Advisory Committee (TAC) and projects will be identified on the Project Priority List (PPL). The projects which were previously located in Table 10 have been relocated to the appropriate Orange, Osceola, and Seminole County local project list (Tables 16, 17, and 18) respectively.

3. Cost Feasible Plan – Amendment: Minor updates were also incorporated based upon feedback received after the MTP Adoption on December 9, 2020. A summary of the updates is included below:
 - a. Sandspur Trail – The City of Maitland has opted to fund the project through an alternative source and will not use federal or state funds for implementation. The project has been removed from Table 13, Pedestrian and Bicycle Infrastructure.
 - b. Orange Blvd – Seminole County has opted to fund the project through an alternative source and will not use federal or state funds for implementation. The project has been removed from Table 12, Complete Streets.
 - c. Orange Ave/Holden/Gatlin Intersection – Updated the project cost to reflect the rail relocation construction. The project remains Cost Feasible in Plan Period 2 (2030-2035).
 - d. Windermere Ward Trail – The Town of Windermere requested to add the trail segment to Table 13, Pedestrian and Bicycle Infrastructure. The project is shown as unfunded need.
 - e. Osceola County requested minor editorial revisions to clarify project locations and limits for previously unnamed roadways, removing a few projects that were either cancelled or completed since the time of the MTP’s adoption, and splitting a project into separate project items with abutting limits for ease of future implementation. The editorial revisions did not impact project cost feasibilities.
4. Congestion Management Process – Modification: Documentation revised to include updated information from FDOT pertaining to Emergency Response and Roadway Clearance times (Table 1). Previous data reported in the adopted CMP was extracted directly from FDOT’s SunGuide system. Updated clearance time data was provided by FDOT District Five’s Transportation Incident Management (TIM) Coordinator.

Hyperlinks to documentation with proposed revisions incorporated:

- Cost Feasible Plan: https://metroplanorlando.org/wp-content/uploads/2045MTP_CostFeasiblePlan_Adopted-Dec2020_ProposedRevisions-MayJune2021.pdf
- Congestion Management Process: https://metroplanorlando.org/wp-content/uploads/2045MTP_CongestionManagementProcess_Adopted-Dec2020_ProposedRevisions-MayJune2021.pdf

For additional information regarding these Plan Revisions:

Please contact Alex Trauger, Manager of Transportation Planning at ATrauger@metroplanorlando.org

TAB 4





Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

Orange/Osceola/Seminole County Project Status Update as of April 29, 2021

The following is a brief status update on major FDOT road construction projects in Orange and Osceola counties as of the April cutoff. The next cutoff date is May 16, 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:

441017-1 US 441/US 17-92 from north of Cypress Street to Old Dixie Highway

- Contract E53A9
- Contractor: Ranger Construction Industries, Inc.
- Project Cost: \$789,000
- Estimated Start: May 2021
- Estimated Completion: Fall 2021

442087-1 SR 552 at Fredrica Drive

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

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: June 2021
- Estimated Completion: Summer 2021

Current projects:

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

- Contract E5Z93
- Project Start: March 2021
- Estimated Completion: Spring 2022
- Contractor is working on drilled shafts, directional bores, and concrete work in the median and sidewalk. Crews are also performing widening work and installing asphalt base for the outside areas between Lake Beach Bryan Boulevard and World Center Drive.

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 has started milling and paving activities. Crews are also working on drainage structures, curb and gutter, sidewalk, pavers, and signalization.

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.

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

- Contract T5538
- Project Start: January 2018
- Estimated Completion: Spring 2021
- Project was completed 4/13/2021.

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, striping and truncated domes; 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, excavating ditches, pouring sidewalk and curb, installing drainage and lighting, 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 remaining spread footers at various intersections along U.S. 192.

439880-2 Orange County Pedestrian Lighting Bundle B

- Contract E50A5
- Project Start: February 2021
- Estimated Completion: Spring 2021
- Contractor is installing load centers 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 has begun installing light pole foundations and has completed installing bores and pull boxes.

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 drainage, utility relocation, soft digs, and lighting relocations.

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

- Contract T5557
- Project Start: May 2016
- Estimated Completion: Summer 2021
- Paving is continuing throughout the project. Crews are also working on drainage, ITS, lighting, and signalization.

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

- Contract T5625
- Project Start: February 2019
- Estimated Completion: Early 2021
- Project was completed on 4/16/2021.

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.

439235-1, 437544-1 Resurfacing along S.R. 551 (Goldenrod Road) from S.R. 426 (Aloma Avenue) to S.R. 50 (East Colonial Drive) and from S.R. 15 (Hoffner Avenue) to S.R. 552 (Curry Ford Road)

- Contract T5669
- Project Start: February 2020
- Estimated Completion: Spring 2021
- Project was completed on 4/1/2021.

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

- Contract T5680
- Project Start: May 2020
- Estimated Completion: Summer 2021
- Utilities, widening and sidewalk construction activities. Currently no lane closures 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
- Contractor is placing mast arms at the intersection and completing paving operations with overnight lane closures.

The 2021 Legislative Session officially ended “Sine Die” at 2:40pm on Friday, April 30th. Unique to this session was the fact that session actually ended on time, bucking a trend of the past few years where legislators needed additional time to settle the budget. Also unique for 2021– an influx of \$10 billion dollars to spend in response to a once in a century pandemic. Republicans continue to dominate both chambers, as well as the executive branch of government, resulting in numerous “red meat” policies passing in 2021 that will set the table for the elections of 2022, and even 2024. Florida continues to be a major player in national politics, this was particularly apparent as this session brought about conversations regarding business and health care COVID liability protections, vaccine passports, health care funding, anti-rioting policies, data privacy, social media “de-platforming,” elections, access to broadband, transgender athletes, and a \$101.5 billion dollar state budget.

Obviously, many more issues were discussed over the 60-day legislative session, as the statistics below highlight:

- 3,140: Bills and PCBs filed
- 2,632: Amendments filed
- 3,788: Votes Taken
- 39: Floor Sessions
- 275: Bills passed both chambers
- 1,060: Local Appropriations projects filed

MetroPlan Orlando Appropriations Project

*Please note the General Appropriations Act, SB 2500, has not been signed by Governor DeSantis and individual projects can be vetoed. We will continue to work with the Governor’s staff to ensure final approval of MetroPlan’s project.

Best Foot Forward for Pedestrian Safety

Sponsored by Representative Arrington & Senator Stewart
Funded at \$100,000

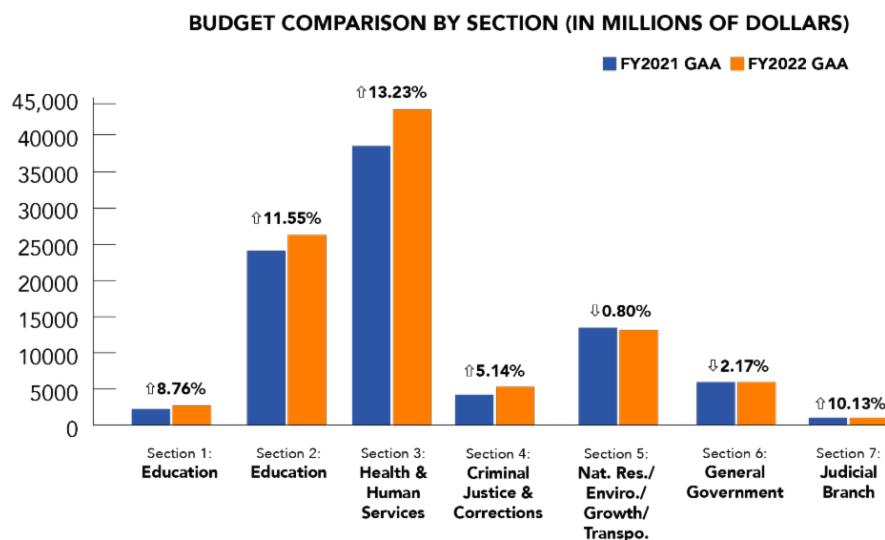
Budget

Appropriations (SB 2500)

The spending plan for FY 2021-22 totals \$101.5 billion which includes approximately \$6.7 billion in federal funding from the American Rescue Plan (ARP). This represents a 10.1 % increase (\$9.3 billion) over the current year budget.

The budget includes \$36.3 billion in general revenue and just over \$65 billion in trust fund dollars.

The chart below summarizes a comparison of this year's budget and the FY 2020-21 budget.



Funding Highlights

Affordable Housing

- **State Housing Initiatives Partnership (SHIP):** \$146.7 million
- **Affordable Housing Programs (State Apartment Incentive Loan Program (SAIL)):** \$62.5 million

Transportation Funding

- **Florida Department of Transportation total budget:** 10.3 billion
- **Small County Outreach Program (SCOP):** \$88.8 million
- **Small County Resurface Assistance Program (SCRAP):** \$38.2 million
- **Local Transportation Initiatives Projects:** \$89.5 million
- **Transportation Disadvantaged Program:** \$65.9 million

Economic Development Funding

- **Florida Job Growth Grant Funding:** \$50 million (funding is contingent on ARP funds)
- **Visit Florida:** \$75 million (\$25 million is contingent on ARP funds)
- **Enterprise Florida:** \$14.4 million

Environmental Funding

- **Member Projects:** \$116.6 million
- **Florida Forever:** \$100 million
- **Coastal Mapping:** \$100 million (funding is contingent on ARP funds)
- **Florida Keys Area of Critical State Concern:** \$20 million
- **Land Acquisition- Wildlife Corridor:** \$300 million (contingent on ARP funds)
- **Petroleum Tanks Cleanup:** \$125 million (\$50 million contingent on ARP funds)
- **Dry Cleaning Solvent Cleanup:** \$6 million
- **Septic-to-Sewer/Stormwater Improvements:** \$626 million
 - \$500 million is contingent on receipt of the ARP funds.
 - Funds are provided for the wastewater grant program as established in section 403.0673, Florida Statutes, and are contingent upon SB 1954, SB 2512, and SB 2514, or similar legislation, becoming law.
 - Of the \$626 million, \$10 million is provided for the Septic Upgrade Incentive Program to incentivize homeowners in Priority Focus Areas to upgrade their septic system to include nitrogen reducing enhancements.
- **Water Quality Enhancement and Accountability:** \$10.8 million
 - Funds will be used for increased water quality monitoring, creation of a water quality public information portal, and for the establishment of the Blue-Green Algae Task Force. Funds may be used for administration and planning costs. The task force will support key funding and restoration initiatives to expedite nutrient reduction in Lake Okeechobee and the St. Lucie and Caloosahatchee estuaries. The task force will identify priority projects for funding that are based on scientific data and build upon Basin Management Action Plans (BMAPs) to provide the largest and most meaningful nutrient reductions in key waterbodies, as well as make recommendations for regulatory changes.
 - Of the \$10.8 million, \$4 million is provided to the Department of Environmental Protection to continue to expand statewide water quality analytics for the nutrient over-enrichment analytics assessment and water quality information portal to include a comprehensive statewide flood vulnerability and sea level rise data set.
- **Total Maximum Daily Loads:** \$46 million
 - \$20 million of which is contingent on receipt of the ARP funds.
 - The funds may be used by DEP for innovative water treatment projects that demonstrate the ability to most rapidly achieve department verified phosphorous and/or nitrogen load reductions consistent with the nutrient load reduction goals and total maximum daily loads established by the department. The department may also provide cost-share funding for innovative nutrient removal projects.
- **Harmful Algal Blooms:** \$10.6 million
 - Funds will be used for the purpose of supporting the evaluation and implementation of innovative technologies and short-term solutions to combat or clean up harmful algal blooms and nutrient enrichment of Florida's fresh

waterbodies, including lakes, rivers, estuaries and canals. Funds may be used for the Department's red tide emergency grant program to support local governments in cleaning beaches and coastal areas to minimize the impacts of red tide to residents and visitors. Funds may also be used to implement water quality treatment technologies, identified by the Department, near water control structures in Lake Okeechobee.

- **Springs Restoration:** \$75 million
 - \$25 million of which is contingent on receipt of the ARP funds
 - The funds are appropriated to the Department of Environmental Protection for springs restoration. The funds may be used for land acquisition to protect springs and for capital projects that protect the quality and quantity of water that flow from springs.
- **Alternative Water Supply:** \$40 million
 - Funds are contingent on receipt of the ARP funds and are appropriated to the Department of Environmental Protection for the water supply and water resource development grant program to help communities plan for and implement conservation, reuse and other water supply and water resource development projects. Priority funding will be given to regional projects in the areas of greatest need and for projects that provide the greatest benefit. The department shall identify and research all viable alternative water supply resources and provide an assessment of funding needs critical to supporting Florida's growing economy.
- **Beach Restoration:** \$150 million
 - \$50 million is contingent on receipt of the ARP funds
 - The budget allocation will be used by the Department of Environmental Protection beach and inlet management projects.
- **Resilient Coastline Initiative:** \$10 million
 - Of the \$10 million, \$8 million is provided for the Florida Resilient Coastline Initiative to assist local governments with storm resiliency, sea level rise planning, coastal resilience projects, and coral reef health.
 - \$2 million is provided for coastal resilience grants and coral reef restoration. allocated to assist local governments with sea level rise planning and coastal resilience projects, including storm resiliency as well as coral reef restoration and monitoring.
- **Resilient Florida Trust Fund:** \$500 million (contingent on ARP funds)
 - Funds are allocated for the Resilient Florida Grant Program authorized in Senate Bill 1954 and are contingent upon Senate Bill 1954 and Senate Bill 2514, or similar legislation, becoming a law.
 - SB 1954 creates the Resilient Florida Grant Program within DEP and establishes statewide resiliency programs that assess and address inland and coastal flooding and sea level rise.
- **Resilient Florida Planning Grants:** \$20 million
- **Piney Point Environmental Cleanup:** \$100 million (contingent on ARP funds)

Allocation of American Rescue Plan Funds

The FY 2021-22 budget includes \$6.696 billion in funding from the American Rescue Plan (ARP)

The funds listed below are in addition to any amounts appropriated for the same purposes in the General Appropriations Act.

Florida Forever Land Acquisition	\$300 million
Piney Point	\$100 million
African American Cultural and Historic Grant Program	\$30 million
State Emergency Operations Center	\$100 million
PECO Supplement – Higher Education Construction	\$190.9 million
New Worlds Reading Initiative	\$125 million
Beach Management Funding Assistance Program	\$50 million
Coastal Mapping Services	\$100 million
Derelict Vessel Removal Program	\$25 million
Small County Wastewater Grant Program	\$25 million
Reemployment Assistance Program	\$56.4 million
Workforce Information System	\$100 million
Resilient Florida TF	\$500 million
Water Protection and Sustainability Program TF	\$500 million
Inland Protection TF	\$50 million
State Transportation TF	\$2.0 billion
Emergency Preparedness and Response fund	\$1.0 billion
Budget Stabilization Fund	\$350 million
Deferred Building Maintenance Program	\$350 million
PECO Supplement K12 Special Facilities Construction Projects	\$210.3 million
Total Maximum Daily Loads	\$20 million
Alternative Water Supply	\$40 million
Everglades Restoration	\$59 million
C-51 Reservoir	\$48 million
Springs Restoration	\$25 million
Payments to Pandemic First Responders	\$208.4 million
Job Growth Grant Funding	\$50 million
Visit Florida Increase	\$25 million
Military Affairs FCO New Armories Immokalee and Zephyrhills	\$50 million
FWC Enhanced Aviation Support	\$8.4 million

Bills that Passed in 2021

Bicycle and Pedestrian Safety

SB 950 by Book & HB 605 by Hunschofsky

The bill addresses several issues relating to bicycle and pedestrian safety. The bill provides that the driver of a vehicle overtaking a bicycle or other nonmotorized vehicle or an electric bicycle occupying the same travel lane must pass the bicycle, other nonmotorized vehicle or an electric bicycle at a safe distance of not less than 3 feet, or if such movement cannot be safely accomplished, must remain at a safe distance behind the bicycle, other nonmotorized vehicle or electric bicycle until the driver can safely pass at a distance of not less than 3 feet. These requirements do not apply when the bicycle, other nonmotorized vehicle or electric bicycle occupies a separate bicycle lane.

The bill requires DHSMV to provide an awareness campaign informing the public about the safety precautions that must be taken when overtaking a bicycle, other nonmotorized vehicle or electric bicycle. The bill also requires 25 questions in DHSMV's test bank to address bicycle and pedestrian safety.

Additionally, the bill provides that no-passing zones do not apply to drivers who safely and briefly drive to the left of center of the roadway to overtake a bicycle, other nonmotorized vehicle, or an electric bicycle and requires a vehicle making a right turn while overtaking a bicycle proceeding in the same direction, to do so only if the bicycle is at least 20 feet from the intersection.

Regarding requirements for bicyclists, the bill prohibits bicyclists in a bike lane from riding more than two abreast. Where bicycle lanes exist, bicyclist may ride two abreast if both are able to remain within the bicycle lane. If the bicycle lane is too narrow to allow two bicyclists to ride two abreast, they must ride single-file and within the bicycle lane. On roads that contain a substandard width lane, bicyclists may temporarily ride two abreast only to avoid hazards in the roadway or to overtake another person riding a bicycle.

Lastly, the bill provides that when stopping at a stop sign, bicyclists in groups, after coming to a full stop, may proceed through the stop sign in a group of 10 or fewer at a time.

SB 950 passed favorably through both the House and the Senate this legislative session.

SB 2502 – Implementing the 2021-2022 General Appropriations Act

SB 2502 provides the statutory authority necessary to implement and execute the General Appropriations Act for Fiscal Year 2021-2022. The bill, among other things, amends s. 341.052, F.S., which waives the local match requirements within the Public Transit Block Grant Program for eligible capital projects and public transit operating costs.

Transportation

SB 1194 by Hooper and HB 57 by Andrade

Among other things, SB 1194, the massive transportation bill authorizes a municipal or county governing body to abandon roads and rights of way dedicated in a recorded residential subdivision plat and to simultaneously convey a city or the county's interest to a community development district under specified conditions. The Senate adopted an amendment on the floor that partly matched language in SB 426/HB 267, relating to State Preemption of Seaport Regulations by Sen. Boyd and Rep. Roach. The amendment prohibits a local ballot initiative or referendum from restricting maritime commerce in all of Florida's seaports, including, but not limited to, regulations related to:

- Vessel type, size, number, or capacity;
- Number, origin, nationality, embarkation, or disembarkation of passenger or crew or their entry into this state or any local jurisdiction;
- Source, type, loading, or unloading of cargo; or
- Environmental or health records of a particular vessel or vessel line.

Any local ballot initiative or referendum that was adopted before, on, or after July 1, 2021, and any local law, charter amendment, ordinance, resolution, regulation, or policy adopted in such an initiative or referendum, is prohibited, void, and expressly preempted to the state. This includes the three referendums approved by city of Key West voters in the November 2020 General Election which restricted the types of cruise vessels that could call on the Port of Key West.

The bill passed (21-7) in the Senate and the House concurred in the amendment and passed the bill on a vote of 75-40. The bill now heads to the Governor's desk.

Highway Projects

SB 100 by Harrell

SB 100 repeals the Multi-use Corridors of Regional Economic Significance (M-CORES) program and related provisions and instead creates programs related to arterial highway projects. More specifically, the bill:

- Authorizes the Florida Department of Transportation (FDOT) to upgrade existing arterial roadways with targeted improvements, such as adding new tolled or non-tolled limited access alignments to manage congestion points and retrofitting roadways with tolled or non-tolled grade separations that provide alternatives to a signalized intersection for through traffic.
- Prohibits a reduction of any non-tolled general use lanes of an existing facility, requires maintenance of existing access points, and limits the location of any tolling points such that a non-tolled alternative exists for local traffic. Provides that all existing applicable requirements relating to FDOT or turnpike projects apply to any projects undertaken. Further, the FDOT and the Florida Turnpike Enterprise (FTE) must take into consideration the guidance and recommendations of any previous studies or reports relevant to the projects.

- Directs the FDOT to develop, by December 31, 2035, and include in the work program, construction of controlled access facilities to achieve free flow of traffic on U.S. 19 and requires the facility to be developed using existing or portions of existing roadway by specified improvements.
- Directs the FDOT to begin the project development and environmental phase for a project to extend the Florida Turnpike from its current terminus in Wildwood to a terminus as determined by the FDOT, and to submit a summary report by December 31, 2022.

SB 100 awaits action by the Governor.

Drones

SB 44 by Wright and HB 1049 by Giallombardo

SB 44 provides additional exceptions to the statutory ban on certain uses of drones by law enforcement agencies, fire departments, state agencies, and political subdivisions of the state. Under the bill, law enforcement agencies will be able to use drones to gain aerial perspectives of a crowd of 50 or more persons; assist with traffic management, except that the agency may not issue a traffic infraction based on images or video captured by a drone; and facilitate evidence collection at a crime scene or traffic crash scene. The bill further provides that the statute does not prohibit a state agency or political subdivision to use a drone to assess damage due to natural disaster, or for the management of vegetation and wildlife management on public land or water.

SB 44 awaits action by the Governor.

Motor Vehicle Rentals

SB 566 by Perry and HB 365 by Caruso

SB 566 establishes insurance and operational requirements for peer-to-peer car-sharing programs (car-sharing programs). Under the bill, peer-to-peer car-sharing is the authorized use of a motor vehicle by an individual other than a shared vehicle's owner (vehicle owner) through a car-sharing program that connects motor vehicle owners with drivers for financial consideration.

SB 566 passed the Senate, 28 Yeas / 12 Nays, and the House by a vote of 101 Yeas / 15 nays. The bill now awaits action by the Governor.

Express Preemption of Fuel Retailers and Related Transportation Infrastructure

HB 839 by Fabricio and SB 856 by Hutson

HB 839 and SB 856 expressly preempt a municipality, county, special district, or political subdivision from prohibiting the siting, development, or redevelopment of a fuel retailer or the necessary related transportation infrastructure within that specific local government's entire jurisdiction. The bills further preempt any action by a municipality, county, special district, or political subdivision resulting in a de facto jurisdiction-wide prohibition against a fuel retailer or the necessary related transportation infrastructure. The bills preempt mandating any required infrastructure on a fuel retailer, including electric vehicle charging stations. The bill does not

preempt a municipality, county, special district, or political subdivision from adopting and implementing ordinances, regulations, policies, or resolutions on the siting, development, or redevelopment of fuel retailers or necessary related transportation infrastructure that are consistent with other allowable uses and general law.

HB 839 was substituted for SB 856 and passed (26-12) in the Senate and heads to the Governor's desk for final passage.

Bills that Failed to Pass in 2021

Alternative Meetings During Declared Emergencies

SB 1494 by Senator Cruz and HB 1217 by Representatives Daley and Mooney

The bills authorized local or regional governing bodies under a state of emergency by the Governor to gather using communications media technology, including telephonic and video conferencing. A meeting conducted through communications media technology indicates a member's presence and would have counted towards a quorum. Additionally, a member could attend in person or through communications media technology virtually. The House version included a provision that stated any requirement for a public meeting for a quorum, to be present in person or to meet in a specific place, will be suspended during a declared state of emergency. Lastly, a public notice for a meeting via technology would have had to contain how many people were interested in attending as well as noticing meeting locations, if any. Neither bill received a hearing this session.

Traffic and Pedestrian Safety

SB 1412 by Senator Perry and HB 1113 by Representative Fine

HB 1113 passed (91-25) the House but ultimately failed this legislative session. The bills required by October 1, 2022, DOT would have had to seek approval from the federal government to allow red rectangular rapid flash beacon (RRFB) instead of yellow RRFBs. If approved by the federal government, all entities with jurisdiction over mid-block crosswalks would have had to replace yellow RRFBs with red RRFBs within a year. If the request was denied by the federal government, all entities with jurisdiction over mid-block crosswalks would have had to remove all yellow RRFBs or retrofit with acceptable equipment. Furthermore, a traffic engineering study would have had to have been conducted that recommended the installation of a mid-block crosswalk. The Senate companion, SB 1412, cleared two of three committees but stalled in its third committee, Senate Appropriations.

Use of Wireless Communications Devices

HB 91 by Representative Slosberg

The bill expanded the texting & driving ban to a complete hands-free requirement for use of all wireless communication devices while driving. Additionally, the bill would have allowed for billing records to be admissible records in any scenario regardless of severity. There was no Senate companion legislation, and HB 91 was not considered during session.

Regional Planning Councils

SB 62 by Senator Bradley

The bill repealed the Florida Regional Planning Council Act which establishes Florida's ten regional planning councils (RPCs), county participation requirements, and the councils' responsibilities. Statutory functions presently performed by RPCs are transferred to state agencies and local governments. While removing RPCs from state law, the bill authorized local governments to enter into interlocal agreements to create regional planning councils. Thus, RPCs that were initially created by interlocal agreement that are still in effect may continue in existence despite the proposed repeal. SB 62 cleared one out of three committee stops, however, there was no House companion.

Requirements for Establishing or Increasing Tolls

SB 1350 by Senator Jones and HB 205 by Representative Borrero

The bills established requirements for increasing rates or development of tolls on a public highway located in a county with a population over one million. Before a tolling authority increased the rates, the board of county commissioners would have had to approve toll increases or development by a two-thirds vote. Neither bill received a hearing this session.

Electric Vehicles

SB 138 by Senator Brandes

SB 138 required FDOT to establish the Electric Vehicle (EV) Infrastructure Grant Program to provide financial assistance to encourage the installation of publicly available electric vehicle charging infrastructure for electric vehicles, electric semi-trucks, and electric aircraft on public or private property. The legislation authorized state agencies, public universities, public transit agencies, ports, airports, and local governments to apply to FDOT for grants for technical assistance for the development and adoption of local or regional plans establishing charging infrastructure and for assistance with the purchase of related equipment and costs of installation. The bill set out required matching funds and sources and authorizes an applicant to partner with a private-sector entity to install charging infrastructure on private property in the jurisdiction of the applicant. The bill also amended current law relating to FDOT's development of a required EV Infrastructure Master Plan for development of electric vehicle charging station infrastructure along the State Highway System. SB 138 passed two of three committees of reference.

Fees/Electric Vehicles

SB 140 by Senator Brandes

SB 140 is linked to SB 138 and would have created additional annual flat fees in addition to existing license taxes imposed by s. 320.08, F.S. For electric vehicles weighing less than 10,000 pounds, a flat fee of \$135 beginning July 1, 2021, increasing to \$150 beginning January 1, 2025. For electric vehicles weighing 10,000 pounds or more, \$235 beginning July 1, 2021, increasing to \$250 beginning January 1, 2025. For "plug-in hybrid electric vehicles," a \$35 flat fee beginning July 1, 2021, increasing to \$50 beginning January 1, 2025. Of the proceeds of the additional flat fee, 64 percent must be deposited into the STTF and 36 percent must be allocated

to the county where the vehicle is registered. Beginning in Fiscal Year 2023-2024, the funds deposited into the STTF would be allocated under SB 138 to fund the EV Infrastructure Grant Program. SB 140 passed two of three committees. The House companion bills, HB 817-Electric Vehicles by Representatives Plasencia and Toledo and HB 819-Fees/Electric Vehicles by Representatives Learned and Toledo were not considered by the House.

Transportation Projects

SB 1364 by Brodeur and HB 729 by Gregory

The bills limited the amount of State Transportation Trust Fund revenues to be committed annually for public transportation projects to a maximum of 25%. The bills revised the amount of funding allocated by DOT to transportation construction and widening projects for the purchase of plant materials from 1.5% to “a portion.” The bills removed the requirement that 50% percent of funds allocated must be allocated for the purchase of large plant materials. Additionally, they required purchased plant materials to be grown in state and authorized DOT to enter into contracts for construction without advertising and receiving competitive bids when the work is necessary to repair or improve conditions on a roadway which may have contributed to fatalities on the road. Neither bill received a hearing.

Peer-to-peer car sharing

SB 708 by Brandes and HB 785 by Busatta Cabrera

The bills provided motor vehicle insurance requirements for peer-to-peer car sharing. Neither bill received a hearing.

Tampa Bay Area Regional Transit Authority (TBARTA)

SB 1130 by Brandes

The bill would have repealed multiple provisions of Florida Statute relating to the creation and operation of the authority of TBARTA. The bill dissolved TBARTA and required it to discharge its liabilities, settle and close its activities and affairs, and provide for the distribution of its assets. SB 1130 was not heard in committee.

Tampa Bay Regional Transit Authority (TBARTA)

SB 422 by Rouson and HB 389 Mariano

The bills authorized the mayors of the largest municipalities within the service areas of the Pinellas Suncoast Transit Authority (St. Petersburg) and the Hillsborough Regional Transit Authority (Tampa) to designate alternates. The bills revised the quorum requirements for TBARTA’s board meeting, allowing for a simple majority of the TBARTA board to constitute a quorum. Additionally, the legislation provided that a simple majority of the voting members present, rather than seven members, are necessary for any action to be taken by the board. The bills renamed the TBARTA Metropolitan Planning Organization Chairs Coordinating Committee as the Chairs Coordinating Committee, modified its organization so it was no longer created within TBARTA, and deleted the requirement that TBARTA provide administrative support and direction to the committee. The bills also removed requirements that TBARTA present regional

transit development plans to the committee and coordinate plans and projects with the committee. Both bills were only considered in their first of three committees of reference.

Air Quality Monitoring: Ozone Attainment Status

January - April

As of May 1, 2021

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2021	60	24-Mar
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	61	22-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: 64

Change 2

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

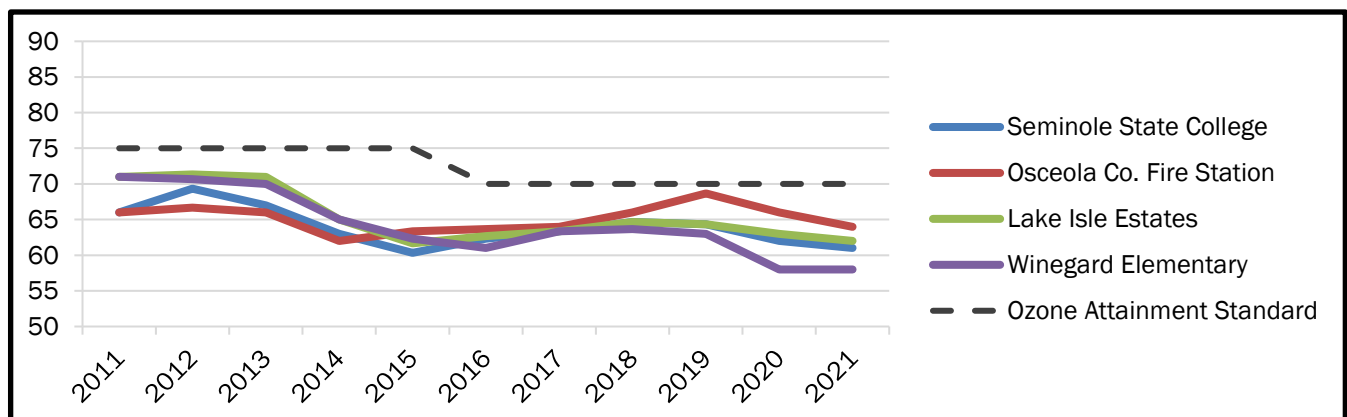
2021 Year-to-Date 3-Year Running Average: 58

Change 0

NOTE: The Winegard Elementary School site is no longer operational; Skyview is replacement

10-Year Historic Ozone Attainment Status

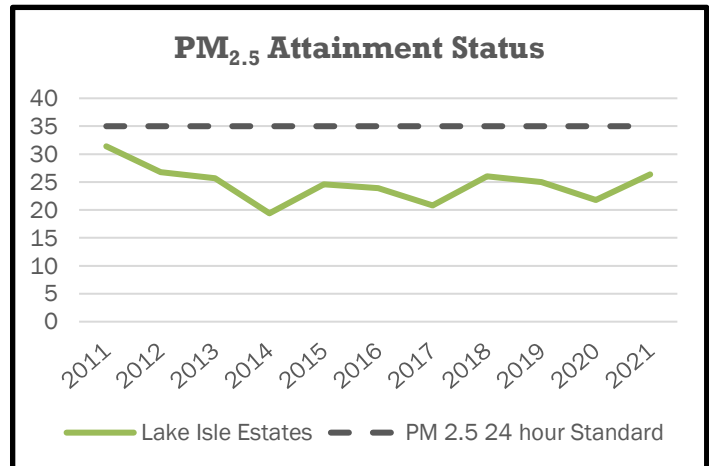
(Displayed in Parts per Billion)



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

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2021	26	2-Feb
2020	22	15-Apr
2019	20	22-Jun
2018	23	15-Mar

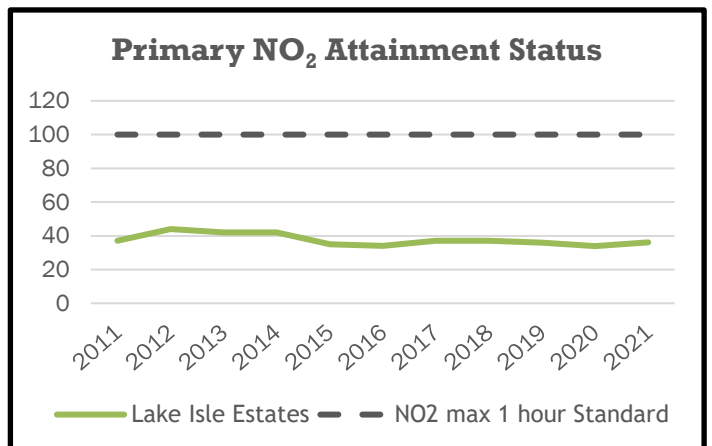
PM _{2.5} 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2021	23
98th percentile, 3 year average - 2020	22



Air Quality Monitoring: Primary NO₂ Attainment Status
As of October 1, 2020

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