



Florida Department of
TRANSPORTATION

FDOT Update FACERS Summer Meeting July 1, 2021

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State Local Program Administrator



Florida Department of
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Electric Vehicle Master Plan

Section 339.287 Florida Statutes requires FDOT to coordinate, develop, and recommend a Master Plan for the development of electric vehicle charging station infrastructure along the State Highway System (SHS).

Electric Vehicle Infrastructure Master Plan

<https://www.fdot.gov/planning/fto/ev>

Goals and objectives

- Support both short-range and long-range electric vehicle travel;
- Encourage the expansion of electric vehicle use in the state; and
- Adequately serve evacuation routes in the state.

Electric Vehicle Master Plan – Available for Public Comment April 28-May 28

- **DRAFT Electric Vehicle Master Plan (EVMP)**
- Let us know your comments on the EVMP using the webform: **EVMP Comment Form**

Materials

- **EVMP Stakeholder Webinar Materials (4/28/2021)**
 - **EVMP Stakeholder Webinar Presentation**
 - **EVMP Stakeholder Webinar Polling Results**
 - **EVMP Stakeholder Webinar Notes**
- **EVMP Status Report (12/01/2020)**
- **EVMP Stakeholder Webinar Presentation (11/12/2020)**

Contact

For questions or comments, please email FDOT.EVMP@dot.state.fl.us.



EVMP- Site Map (04/28/2021)

IDENTIFYING NEW DCFC SITES

(Direct Current Fast Charging)

GAP ANALYSIS CONSIDERS:

Intersection
Proximity

EVSE
Proximity

Evacuation
Priority

AADT
Priority

NEW SITES

- Prioritize gaps for long-range and evacuation travel
- Identifies general areas
- **Build out EVSE network over time**





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Legislative Update

Provided at the Program Planning Workshop on
June 15, 2021.

Budget

	Agency Amended LBR/Gov Recs with updated March snap and Debt Service	GAA as Signed into Law (with vetoes)	Difference
Operating	\$835,064,911	\$813,861,351	(\$21,203,560)
FCO	\$7,092,710	\$6,052,910	(\$1,039,800)
Work Program	\$9,136,959,462	\$9,136,959,462	\$0
Debt Service*	\$303,718,282	\$303,718,282	\$0
TOTAL STTF	\$10,282,835,282	\$10,260,592,005	(\$22,243,360)
EDTP Funds – GR	\$50,000,000	\$0	(\$50,000,000)
Vetoes	\$0	(\$14,001,550)	(\$14,001,550)
TOTAL ALL FUNDS	\$10,332,835,282	\$10,246,590,455	(\$86,244,827)

Budget

General Appropriations Act

- \$17M transfer to General Revenue from STTF - **VETOED**
- 2B transfer from General Revenue (Federal)
 - \$1.7B for State Highway System
 - \$250M for port operation grants
- \$76.95M for Local Transportation Projects (Work Program)
 - \$12.5M - **VETOED**
- \$9M is set aside for SCOP (Work Program)
- Revert and Reappropriate Language added for Panama City Watson Bayou Dredging and Watson Bayou Turning Basin Projects

Bills with a Financial Impact

- SB 100 (SB 1126 includes SB 100 language and other issues)
 - Has not yet been presented to the Governor
 - Repeals MCORES, Funding retained within STTF
 - Removes funding for the three corridors
 - Removes funding for SCOP, SCRAP, TD and Workforce Development
 - Internal desire to continue funding Workforce Development – Will discuss separately
 - Creates three arterial highway programs
 - Upgrade Arterial Highways (s. 339.66, F.S.)
 - Targeted Improvements – alternatives to signalized intersections for through traffic
 - US 19 Controlled Access Facilities (s. 339.67, F.S.)
 - From end of Suncoast Parkway 2 Phase 3 north predominantly along US 19 to I-10 in Madison County.
 - Manage congestion points
 - Grade separations – alternative to signalized intersections
 - To be developed by December 31, 2035
 - Arterial Rural Highway Projects (s. 339.68, F.S.)
 - At least \$20M/year allocated for this program

Impact of SB 100 to Commitments (\$ in Millions)

	Fund	FY22	FY23	FY24	FY25	FY26
Multi-Use Corridors	MCOR	(98.8)	(101.5)	(105.8)	(107.5)	(109.1)
Small County Outreach Program	SCMC	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Small County Road Assistance Program	SRMC	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Transportation Disadvantaged	TDMC	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Workforce Development	WFMC	(2.5)				
Turnpike Access	PKED			(35.0)	(35.0)	(35.0)
Strategic Economic Corridors	STED			35.0	35.0	35.0
Arterial Highway Programs		131.3	131.5	135.8	137.5	139.1
Upgrade Arterial Highways (s. 339.65, F.S.)	ART					
US19 Controlled Access Facilities (s. 339.67, F.S.)	ART					
Arterial Rural Highway Program (s. 339.68, F.S.)	ART/ARTW					

Rumors?

Lots of rumors are flying about who will receive the federal funds authorized by the relief acts legislation.

- FDOT has not been told to date how much funding will be received.
- Funds will flow through US Dept. of Treasury, not FHWA or USDOT. FDOT is looking at what this means for contractual and monitoring requirements.
- FDOT Federal Aid and Legislative Affairs are working on a summary of the 3 federal relief acts for the FDOT annual report. I will share once I have a copy.

What We Know

In March 2020, the Coronavirus Aid, Relief, and Economic Security (CARES Act) was signed into law. In addition to funding related to aid and relief related to the Coronavirus, the CARES Act included:

- A full-year extension of the Fixing America's Surface Transportation Act (FAST Act) which provided FDOT with the remainder of the year's federal funding of \$1.5B in obligation authority
 - A total of \$39M for Highway Infrastructure Program funding
 - \$31M for the State Transportation Block Grant programs
 - \$8M for bridges
 - \$959M for Florida's transit programs
 - \$56M for Rural Transit Programs
 - \$903M for Urban Transit Programs
 - \$897M for Florida's airports
 - \$892M for Commercial airports
 - \$5M for General Aviation airports

What We Know

Through the Coronavirus Response And Relief Supplemental Appropriations Act (CRRSAA) in January 2021, the Federal Highway Administration (FHWA) posted funds for FDOT that included:

- A total of \$470M for federal aid eligible roads and bridges and for special eligibilities including costs related to preventive maintenance, routine maintenance, operations, personnel, salaries of employees or contractors, debt service payments, availability payments, and coverage for other revenue losses. Of the \$470M:
 - \$381M is for use in any area of the state
 - \$89M is for use in urban areas with a population over 200,000
 - **\$209M in direct funding for Florida's airports**
 - \$207M for Commercial airports
 - \$2M for General Aviation airports
 - **\$342M in direct funding for Florida's transit programs**
 - \$4M for Human Service Programs
 - \$32M for Rural Transit Programs
 - \$306M for Urban Transit Programs

What We Know

The American Rescue Plan Act (ARP) was signed into law in March 2021 and FDOT received \$1.6B. Of the \$1.6B, \$250M will be directed to Florida's seaports and the remainder will be directed to Florida's State Highway System. For Florida's transit programs and airports, direct funding is provided as follows:

- \$724M in direct funding for Florida's airports
 - \$720M Commercial airports
 - \$4M General Aviation airports
- \$868M in direct funding for Florida's transit programs
 - \$4M for Human Service Programs
 - \$17M for Rural Transit Programs
 - \$847M for Urban Transit Programs



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FDOT Quality Assurance Reviews FY 2020/21

Jeremy Fletcher, P.E., P.S.M.
FDOT Roadway QA Administrator

FDOT 20/21 Quality Assurance Reviews

Local Road Project Reviews (State Roadway Design Office)

- Four (4) Districts Reviewed
- 50+ Sets of Final Design Plans
- Reports Published in June 2021 (District Secretaries)
- Determined local government compliance with the Florida Greenbook, specifically looking at the following areas:
 - 10 Controlling design elements
 - Bicycle and pedestrian facility geometrics
 - FHWA's proven safety countermeasures

FDOT 20/21 Quality Assurance Reviews

Local Road Project Reviews (State Roadway Design Office)

- Overall Findings
 - Typically, 90% or greater compliance meeting the Controlling Elements.
 - Typically, 90% or greater compliance with minimum geometrics for Bike/Ped facilities.
 - 31 Proven Safety countermeasures applied to over 50+ projects.

FDOT 20/21 Quality Assurance Reviews

Local Road Project Reviews (State Roadway Design Office)

- Best Practices or Positive Findings
 - Good recognition of minimum lane and shoulder widths. Many projects included widening or retrofits to meet minimum Greenbook values.
 - Most bicycle facilities or accommodations met the minimum geometrics, and additional widths were sometimes provided based on the context of the roadway.
 - Nearly all Sidewalks were designed or retrofitted to meet ADA and/or minimum Florida Greenbook requirements.
 - Complete streets tools and safety countermeasures are growing in their use on local road projects throughout the state.

FDOT 20/21 Quality Assurance Reviews

Local Road Project Reviews (State Roadway Design Office)

- Opportunities
 - Ensure Design Exceptions are submitted on all local road projects. These are required to be signed and sealed by a P.E. and approved by the local agency representative.
 - Roadway Design and Posted Speed need to be identified on all projects and included in the plans. (missing in many plans)
 - Roadway curvature and superelevation need to be shown in the plans and evaluated on all high-speed roadway projects. There were many gaps found in the plans.

FDOT 20/21 Quality Assurance Reviews

Local Road Project Reviews (State Roadway Design Office)

- Opportunities
 - Many of the projects reviewed were excellent candidates for the inclusion of rumble striping or profiled thermoplastic pavement markings, but did not include them. This is a low-cost countermeasure with a significant reduction (30%) in fatal/injury crashes.
 - The local agency project application and scoping process should be updated to include the identification of potential safety countermeasures, so that budget (funding) can be identified for inclusion of any value-added safety improvements.

2018 Florida Greenbook

- Has completed the rulemaking process and been filed with the Florida Dept. of State.
- Effective date will be July 20, 2021.
- Can be downloaded from Greenbook web page.
- <https://www.fdot.gov/roadway/florida-greenbook/fgb.shtm>

Roadway Design


Roadway Design / Roadway Criteria / Florida Greenbook

Florida Greenbook

Current Florida Greenbook

2016 Florida Greenbook
Effective June 19, 2017
Summary Of Major Changes

DRAFT Florida Greenbook

2018 Florida Greenbook DRAFT 
Summary of Major Changes
Design Exception and Variation Sample Letter

Archived Florida Greenbook

2013	1994
2011	1989
2007	1986

2018 Florida Greenbook

- Major changes:
 - Establishes statewide policy for context based design.
 - Adopts FHWA controlling elements for design exceptions (from 13 to 10) and clarifies process for preparing design exceptions and variations.
 - Includes new tables for decision sight distance, deflections thru intersections, min. length of horizontal curves and length of compound curves in turning roadways, superelevation rates, minimum radii, transition slope rates.
 - New Roadside Design chapter, including information on barriers, roadside slopes, clear zone and lateral offset.
 - Added information on accessible design for shared use paths and blended transitions.
 - Updated references to AASHTO Manuals for bridges and structural supports for highway signs, luminaires and traffic signals.
 - Added requirements for maintained reflectivity of signs and guidance on the installation of audible and vibratory markings and transverse rumble strips.

2021 Florida Greenbook

- Florida Greenbook Advisory Committee has been meeting virtually this year to approve changes to the Florida Greenbook.
 - Will meet again in late July 2021.
- Major additions:
 - Lane repurposing evaluation and implementation projects.
 - On-street parking (parallel and angle parking).
 - Barriers, roadside slopes, clear zone, drop-offs, and lateral offset in work zones.
 - Wildlife sensitive lighting and crossings.
 - Separated bike lanes.
 - Development of Transportation Management Plans (TMP) and Temporary Traffic Control Plans (TTC).
 - Stormwater Management Strategies including WATERSS (Watershed Approach to Evaluate Regional Stormwater Solutions) and Green Streets

Local Programs Active Project Management July 1, 2020 - March 31, 2021

Programs	FY 21 Agreements Executed	Total Active Projects	Est. Dollar Value Active Projects
LAP (Federal-Aid)	50	384	\$365,360,574
State Funded Grants	43	375	\$769,241,569
All Programs	93	759	\$1,134,602,902

Local Programs Active Project Management

Local Agency Program “LAP” (July 1, 2020- March 31, 2021)

District	FY 21 Agreements Executed	Total Active Agreements	Est. Dollar Value Active Projects
Statewide	50	384	\$365,360,574
District 1	7	63	\$39,625,289
District 2	9	60	\$44,467,703
District 3	5	28	\$32,399,335
District 4	10	32	\$32,507,851
District 5	16	68	\$138,345,886
District 6	3	78	\$38,268,771
District 7	0	55	\$39,745,739

Local Programs Active Project Management

State Funded Grant Agreements (July 1, 2020- March 31, 2021)

District	FY 21 Agreements Executed	Total Active Agreements	Est. Dollar Value Active Projects
Statewide	43	375	\$769,241,569
District 1	6	59	\$137,168,126
District 2	18	109	\$162,662,243
District 3	5	73	\$117,904,354
District 4	8	31	\$51,280,227
District 5	4	42	\$80,830,846
District 6	2	24	\$54,656,027
District 7	0	24	\$121,239,746
Central Office	0	13	\$43,500,000

Pedestrian Signals

Note: **SPI 665-001** "Plan Content Requirements" **requires** designers to "Call-out pedestrian detector location/orientation..."

