

**Questions from the
“MAP-21: What it Means for Florida” Webinar
Morning Session, September 5, 2012
(as of 10/02/12)**

Q -1: Glad to see FDOT hosting this webinar and posting MAP-21 materials on their website. What is FDOT's plan for having future webinars as a way of involving the public in the process of MAP-21 implementation?

A: There are no plans at this time for further MAP-21 Webinars conducted by FDOT.

Q -2: Will the FDOT MAP-21 page be expanded and serve as a real-time resource for citizens and groups throughout Florida to stay informed about FDOT's decisions re: MAP-21 implementation plans as well as policy, guidance, technical assistance, reports, data, results, etc.? The website provides an opportunity for FDOT to provide public accountability and transparency.

A: Yes, the site was created shortly after the passage of MAP-21 and has been expanded as new information has become available including the development of the September 5 Webinar. Further information will be added.

Q -3: What is FDOT's plan for having a TA program (state portion) up and running in time to run a grant competition and award grants by Oct. 1, 2013? When do you anticipate applications from local governments being due to FDOT?

A: FDOT intends to fully obligate all available federal funding each year as we have successfully done for many years. Further information on TA funding will be posted on the website as it becomes available.

Q -4: The MPOs (larger than 200,000) will get their sub-allocation to run their competitive grant program, separate from the State TA program. When will those sub-allocations be made? Can we assume that MPOs can proceed to develop a competitive grant program and process or are they supposed to wait for instructions from USDOT and/or FDOT? if so, when is that anticipated?

A: FDOT Work Program instructions are being prepared at this time. Early meetings have been held with FDOT District Offices to discuss MAP-21 implementation. Meetings with Florida's MPOs have also been held. We are awaiting further guidance from FHWA and plan to proceed with implementation of the competitive process in a timely manner.

Q -5: How will FDOT structure its process for developing the performance measures required by MAP-21 in a way that takes a holistic and system-wide approach vs. developing separate performance measures for repairs, safety, bike/ped, etc. that take a silo approach? Who in FDOT organization will have the lead of this cross-cutting effort?

A: FDOT has an extensive performance reporting process already in place that exceeds the MAP-21 requirements.

Q - 6: What is the timeline and process that Florida is using to make decisions about implementation of MAP-21, esp. those provisions that give Governor flexibility to shift money around?

A: As explained during the Webinar, delivering FDOT's adopted Work Program can be achieved with the flexibility provided in MAP-21. Expanded eligibility within the MAP-21 core programs should avoid the need to shift funding among programs.

Q -7: What will the role of the Governor be in the process, if any? What about the State Legislature?

A: The roles of the Governor and State Legislature are not significantly changed by MAP-21.

Q -8: Will safety be Florida's #1 priority, driving funding decisions? How will the public be able to verify what was invested in support of this priority? With the worst performance in the country with respect to pedestrian & cyclist fatalities, how will FDOT use flexibility in MAP-21 to focus on this problem?

A: Safety will remain FDOT's top priority. New initiatives are underway to place even higher priority on bicycle and pedestrian safety.

Q -9: Governor required to decide by Sept. 1 whether to opt out of the RTP program. Has that decision been made yet, and if so, what is it?

A: The Governor has exercised the "State Flexibility" option provided in MAP-21 to maximize the use of TA funding for production ready projects. An FDOT press release issued on August 31, 2012 explained the FDOT commitment to fully fund Safe Routes to Schools and recreational trails.

Q - 10: How and when will the decision be made about fully funding the TA program (state portion)?

A: See previous answer.

Q - 11: How will the public be able to track FDOT's decisions to shift funds among programs? Will there be reporting online? Will it be real-time?

A: As explained previously, FDOT does not anticipate the need to shift MAP-21 funds among programs.

Q -12: What are FDOT's plans for doing a major overall of its safety plan, consistent with the new mandates in MAP-21? What is the envisioned timeframe and process?

A: FDOT is investigating the level of involvement with incorporating the recommendations from MAP-21 into updates for the Florida Strategic Highway Safety Plan and will base the timeframe and process on the level of involvement required.

Q - 13: The current FL Safety Plan has only one quantitative goal--"To improve the safety of Florida's surface transportation system by achieving a 5 percent annual reduction in the rate of fatalities and serious injuries beginning in 2007." To be meaningful, this measure must be disaggregated with separate goals for improvement by mode, separating fatalities and injuries, and standardizing the data by per capita or VMT. Is FDOT planning to establish goals by mode? What other changes are envisioned?

A: FDOT reviews performance objectives annually and reports on progress in achieving these objectives. We also have an extensive Trends and Conditions reporting process that expands on safety and performance trends and conditions information across transportation modes and among our transportation partners at <http://www.dot.state.fl.us/planning/trends/tc-report/>

Q - 14: Currently, the FL HSIP program makes it difficult for bike/ped projects to qualify for funding because of the ways of measuring where safety problems exist. Given the MAP-21 focus on all users of the roadway and the new MAP-21 data requirements on crash frequency and crash rate data, as well as identification of roadway elements and features that constitute hazards and/or unsafe conditions, how is FDOT planning to change the way it collects and uses data in administering the HSIP program?

A: We disagree with the comment that the FL HSIP makes it difficult for bike/ped projects to qualify for funding. FDOT has placed increased emphasis on bicycle and pedestrian safety and will continue to work cooperatively with our partners.

Q -15: Florida's HSIP program has been administered as solely a state focused program, with little input or interaction with local MPOs that know where the safety problems exist. Will FDOT consider a competitive grant process or some other approach that would allow locals to submit potential safety projects for consideration?

A: The Florida HSIP program has in the past encouraged local input for projects through the Community Traffic Safety Team (CTST). The HSIP program is committed to addressing safety needs on all roads and with that would consider an updated approach for submitting projects.

Q - 16: MAP-21 requires that states consult with non-motorized representatives in developing their state safety plans. What is FDOT's plan for including advocates in the development of the FL Safety Plan?

A: Consultation with many non-motorized representatives has already been a part of the state's update to the Florida Strategic Highway Safety Plan. Examples include discussions with the Florida Bike Pedestrian Partnership Council, Florida Students Against Destructive Decisions (SADD), Department of Education, and the Department of Health.

Q - 17: MAP-21 nearly doubles funding for Florida's HSIP program. In light of Florida's serious safety problems and its stated commitment to safety, will it commit to keeping the safety funds in the safety program? Is it considering flexing funds from other accounts into the safety program, to further beef up its commitment to safety as #1 priority?

A: FDOT is awaiting guidance from FHWA on a determination of eligible projects that can be funded under the HSIP program.

Q - 18: Will FDOT commit to providing data on expenditure of safety funds on its website in a real-time transparent way? Can we get data on what projects are funded, where they're located geographically?

A: FDOT is committed to the Governor's plan for government accountability through transparency in state contracting, budget, and spending. Please refer to the following link that includes information on FDOT's Five Year Work Program (the Department's financial plan for delivering transportation improvement projects and activities to the people of Florida):
<http://www.dot.state.fl.us/publicinformationoffice/fdottransparencyinspending.shtm>

Q - 19: Will FDOT commit to tracking actual performance against their goals for reducing fatalities and serious injuries for each mode so the public has an ongoing progress report on how we're doing in addressing the serious safety problems in FL, esp. with vulnerable users.

A: FDOT tracks actual performance of HSIP funded projects as part of an annual report submitted to FHWA. We will soon be posting to the FDOT website.

Q - 20: Would canoe or kayak routes, docks, or launches qualify for Recreational Trails funds?

A: Aquatic or water activities qualify but please contact the Department of Environmental Protection's Office of Greenways & Trails at 850-245-2052 for more details.

Q - 21: What is TIFIA?

A: *Transportation Infrastructure Finance and Innovation Act of 1988 -*

<http://www.fhwa.dot.gov/ipd/tifia/defined/index.htm>

Q - 22: What funding is available for Counties and Local Municipalities to access for Arterial Traffic Management Systems (Construction and O&M).

A: *Operational improvements can be funded from the Surface Transportation Program and the National Highway Performance Program. STP and NHPP funds are available for capital and operating costs for traffic management systems.*

Q - 23: There have been efforts to promote pedestrian safety plan in recent years. What is the status of this effort? Also can the state require special drivers ed program to address texting safety? In Belgium there is a drivers ed exercise that results in drivers learning the risks.

A: *There have been ongoing efforts by key safety partners in addressing pedestrian safety statewide in Florida. One key effort has been the recent Pedestrian Safety Assessment along with the FDOT Secretary's Focused Initiative in addressing Bicycle and Pedestrian Safety. Future efforts will be focused on these initiatives.*

Q - 24: Sept meeting is not shown on freight plan website - can you add details?

A: See <http://www.freightmovesflorida.com/get-involved.aspx>

Q - 25: There are numerous Florida schools that are located on off-system roads that are in desperate need of new pavement markings, updated school signage, and other miscellaneous upgrades. It is my understanding that these types of needs were previously addressed through Safe Routes to Schools which has now been collapsed into the 'Transportation Alternatives' within MAP-21. Please elaborate as to the level of funding provided within MAP-21 for Florida schools in general.

A: *Florida will receive about \$49 million in 2013 and again in 2014 for Transportation Alternatives. School districts and local education agencies are among the list of many eligible applicants for these funds. The list of eligible projects and activities was included in the Webinar presentation (slide 38).*

Q - 26: Additionally, when can MAP-21 school funding be applied for (what is the established timeline?) and what are the specific requirements that schools will need to meet when applying for MAP-21 funding to address these types of miscellaneous needs (new pavement markings, updated school signage, etc.)?

As a follow up question, does MAP-21 provide funding for major school projects (e.g., widening of off-system roads with associated drainage improvements, construction of dedicated bus loops, etc.)?

A: *FDOT is coordinating with FHWA on the process to move forward with the appropriate guidance on the use of funding provided in MAP-21 for school transportation needs. Further guidance is expected to be available soon after October 1, 2012.*

Q - 27: Thank you for this very helpful presentation. When will it be made available and will you please include the slides showing the financial results of the recreational trails opt-out on local allocations?

A: *The slides have been posted at MAP-21-FL.com.*

Q -28: Is the safety research fund (>\$100 m) in addition to the global research and education funds?

A: Yes, the Highway Safety Research funding is provided in Division C of MAP-21 and the Research and Education funding is provided in Division E of MAP-21. See these Divisions for more details.

Q -29: Is the Department required by State law to protect all projects for the first 3 years of the TIP? Thank you.

A: Section 339.135 (4)(b)3 states "It is the intent of the Legislature that the first 3 years of the adopted work program stand as the commitment of the state to undertake transportation projects that local governments may rely on for planning and concurrency purposes and in the development and amendment of the capital improvements elements of their local government comprehensive plans."

Q - 30: If a project was eligible for HRRR funding in FY 2012 will you use the same criteria to fund it with HSIP funds in FY 2013?

A: Eligible High Risk Rural Road (HRRR) Projects meeting criteria in FY2012 will meet the Highway Safety Improvement Program (HSIP) criteria and will be eligible projects.

Q - 31: I read that Florida is rejecting federal funds for transportation alternatives but that the State will allocate an equal amount of funds for similar programs...so is Florida losing federal funds or just insisting on different control of funds?

A: Florida is not losing any federal funds. The action taken simple takes advantage of the increased funding flexibility provided by MAP-21.

Q -32: How will the FL SHSP address vulnerable road users? What are the pertinent MAP-21 requirements?

A: The Florida Strategic Highway Safety Plan (SHSP) will address vulnerable road users through partnerships with Enforcement, Education, Engineering, and Emergency Medical Services (EMS) agencies. Thru partnerships with the "4E" agencies, efforts will be conducted on data supported initiatives. The pertinent MAP-21 requirements include the requirement that agency efforts be focused on emphasis areas from a State Strategic Highway Safety Plan of which Florida does have vulnerable road users included.

Q - 33: Re new funding through MAP-21 for ferry boats and terminal facilities, what does this mean for ongoing ferry service(s) in Florida?

A: Simply that "construction, rehabilitation, or replacement of existing ferry boats and ferry boat facilities, including approaches, that connect road segments of the National Highway System" are eligible for funding from MAP-21.

Q - 34: There was a bullet point reference to ferry boats and terminal facilities. What does this mean for funding of ongoing ferry service(s) in Florida?

A: The reference on slide 33 to ferry boats and terminal facilities simple means that the construction of ferry boats and ferry terminal facilities is a new eligible use of Surface Transportation Program funding along with several other new funding eligibilities.

Q - 35: How will FDOT structure process in a way that takes a holistic and system-wide approach vs. developing separate performance measures for repairs, safety, bike/ped, etc. that take a silo approach?

A: FDOT has an extensive performance reporting process already in place that exceeds the MAP-21 requirements.

Q - 36: RTP question. Saw FDOT Secy quote that RTP had "no projects ready to go" as part of decision on opt out. Could you explain that? My understanding is that there are \$6 M worth of projects waiting to be funded.

A: *The latest "production-ready" list of projects provided by FDEP to FDOT of \$2,063,668 was obligated in early September for recreational trails in Florida leaving a balance of \$6,048,365 for projects which have not yet been approved.*

Q - 37: Will FDOT consider a competitive grant program so MPOs can apply for safety projects to meet safety concerns identified at local level?

A: *We are awaiting further guidance from FHWA and plan to proceed with implementation of the competitive process in a timely manner.*

Q -38: Will you be setting performance goals for reduction in fatalities & serious injuries by MODE?

A: *The updated Strategic Highway Safety Plan will likely include performance goals for each of the emphasis areas (including vulnerable road users.*

Q - 39: How much is planned to be allocated for distracted driving?

A: *National Highway Traffic Safety Administration (NHTSA) funding allocation for distracted driving will be based on the approved Florida Highway Safety Plan (HSP). Previous versions of the Florida HSP can be found at <http://www.nhtsa.gov/nhtsa/whatsup/safeteaweb/pages/SafetyPlans.htm>.*

Q - 40: Is addition of vehicle charging limited to electric, or does it include natural gas?

A: *Electric vehicle charging stations and natural gas vehicle refueling stations are included.*

Q -41: For those LRTPs already under way, will they be completed under current SAFETEA-LU Metropolitan Planning Rule requirements?

A: *We're awaiting FHWA guidance on this.*

Q - 42: Does the freight network include more than highways? freight rail for example

A: *The National Freight Network appears to be limited to highways.*

Q - 43: After FY2012 will MAP-21 replace SAFETEA-LU?

A: *The MAP-21 programs begin on October 1, 2012. Some SAFETEA-LU funding will still be available after this date for use under the SAFETEA-LU programs.*

Q -44: How will FDOT's Future Corridors Initiative fit in with the freight plan?

A: *The Future Corridors initiative is being developed in close coordination with the Florida Freight and Trade Mobility Plan. Projected global and domestic trade flows are one of key trends being examined to determine where statewide mobility or connectivity improvements are needed. Particular attention is being given to the planned expansion of several Florida seaports as well as the proposed sites for locating intermodal logistics centers. We are coordinating with the freight trends, needs, and potential scenarios being explored through the statewide freight plan. We also are considering how the transformation of existing corridors or development of new corridors can accommodate long distance freight movement, such as incorporation of truck-only lanes or freight rail service.*

Q - 45: Can we still expect to receive funding for enhancement projects that are currently programmed in the FDOT 5 year work program?

A: The Department's priority is protecting the Work Program using the funding flexibility provided in MAP-21.

Q -46: Since the off-system bridges set-aside comes out of the geographic area suballocation, will MPOs be consulted in large urban areas?

A: To the contrary, the off-system bridge funds are set-aside before any geographic suballocation.

Q - 47: For highway safety, do we have 2 types of funds -- STP & HSIP?

A: Safety improvements can be funded by these two programs and others such as Transportation Alternatives and the National Highway Performance Program.

Q - 48: Does the Department anticipate categorizing eligible activities for STP as a guide for ranking projects?

A: Not at this time.
