



The Florida Metropolitan Planning Organization Advisory Council

*Mayor Susan Haynie
Chairperson*

Governing Board

Date: Thursday, July 23, 2015
Time: 3:00 p.m. – 5:30 p.m.
Location: Orlando Double Tree Hotel, 5555 Hazeltine National Drive,
Orlando, FL 32812

Mayor Susan Haynie, Chairman, Presiding

- 1. Call to Order**
- 2. Approval of Minutes: April 02, 2015**
- 3. Public Comments**
- 4. Ratification of Executive Director**
- 5. Executive Director's Report**
- 6. Agency Reports**
 - a. Florida Department of Transportation**
 - b. Federal Highway Administration**
- 7. MPOAC Institute Overview**
- 8. Strategic Business Plan for MPOAC**
- 9. FDOT Data Collection in Rural Areas**
- 10. Communications**
- 11. Member Comments**
- 12. Adjourn**

Any person who desires or decides to appeal any decision made by this Council with respect to any matter considered at this meeting will need a record of the proceedings. For such purposes, such person may need to ensure that a verbatim record of the proceedings is made which record includes testimony and evidence upon which appeal is to be based.

The needs of hearing or visually impaired persons shall be met by contacting the Council sponsoring such meeting at least 48 hours prior to the meeting. Please contact Brigitte Messina at (850) 414-4037 or by email to brigitte.messina@mpoac.org.

Item Number 2

Approval of Minutes: April 02, 2015

DISCUSSION:

Review and comments from members.

REQUESTED ACTION:

Approval of Minutes

ATTACHMENT:

April 02, 2015 Meeting Minutes

**Draft Minutes of the Florida MPO Advisory Council
Joint Meeting of the Governing Board & Staff Directors' Advisory Committee
April 2, 2015**

Governing Board Members in Attendance:

Mayor Susan Haynie, Palm Beach MPO, Chair
Mayor Walter Kelley, Bay County TPO
Mayor Richard J. Kaplan, Broward MPO
Commissioner James Herston, Charlotte County-Punta Gorda MPO
Councilmember Charles Bare, Florida-Alabama TPO
Commissioner Nicholas Nicholson, Hernando/Citrus County MPO
Commissioner Les Miller, Hillsborough County MPO
Commissioner Ray Goodgame, Lake-Sumter MPO
Councilmember Jim Wood, Okaloosa-Walton TPO, Vice-Chair
Vice-Mayor Doreen Hock-DiPolito, Pinellas County MPO
Mayor Nat Birdsong, Polk TPO
Councilmember Jim Bennett, Sarasota/Manatee MPO
Mayor Kathy Meehan, Space Coast TPO
Mr. Darrell Drummond, St. Lucie TPO

Staff Directors

Peter Buchwald, St. Lucie TPO, Chair
Harry Reed, Capital Region TPA, Vice-Chair
Bob Herrington, Charlotte County - Punta Gorda MPO
Lucie Ayer, Collier MPO
Mary Robinson, Florida-Alabama, Okaloosa-Walton and Bay County TPOs
Marlie Sanderson, Gainesville MTPO
Dennis Dix, Hernando/ Citrus County MPO
Beth Alden, Hillsborough County MPO
T. J. Fish, Lake-Sumter MPO
Harold Barley, MetroPlan Orlando
Greg Slay, Ocala/Marion County TPO
Nick Uhren, Palm Beach MPO
Sarah Ward, Pinellas County MPO
Tom Deardorff, Polk TPO
Lois Bollenback, River to Sea TPO
Michael Howe, Sarasota/Manatee MPO
Bob Kamm, Space Coast TPO

Others in Attendance:

Howard Glassman, MPOAC Executive Director
Paul Gougelman, MPOAC General Counsel
Brigitte Messina, MPOAC
Jeff Kramer, USF/CUTR
Christen Miller, USF/CUTR
Karen Seggerman, USF/CUTR
David Hawk, FHWA
Karen Brunelle, FHWA
Lee Ann Jacobs, FHWA
Shakira Crandol, FHWA

Carl Mikyska, FHWA
Stacie Blizzard, FHWA
DeLania Hardy, Association of MPOs (AMPO)
John Kaliski, Cambridge Systematics
Danny Shopf, Cambridge Systematics
Hal Beardall, FCRC Consensus Center
Jim Boxold, FDOT Secretary
Jennifer G. Weeks, FDOT
Diana Fields, FDOT
Sean Santalla, FDOT
Jim Wood, FDOT State Transportation Development Administrator
Brian Blanchard, FDOT Assistant Secretary
Bob Romig, Florida Transportation Commission (FTC)
Chairman Jay Trumbull, Florida Transportation Commission (FTC)
Ray Chiaramonte, Tampa Bay Area Regional Transportation Authority (TBARTA)
Whit Blanton, Renaissance/ Pinellas MPO
Bob Wallace, Tindale-Oliver

1. Call to Order

Mayor Susan Haynie, Chair, called the meeting to order at 12:09 p.m. The Chair welcomed those in attendance. All stood for the Pledge of Allegiance.

2. Approval of Minutes

Councilmember Charles Bare, Florida-Alabama TPO, made a motion to approve the minutes of the January 22, 2015 meeting of the MPOAC Governing Board. Mayor Richard J. Kaplan, Broward MPO, seconded the motion. The motion was approved unanimously.

Lucie Ayer, Collier MPO, made a motion to approve the minutes of the January 22, 2015 meeting of the MPOAC Staff Directors' Advisory Committee. Bob Herrington, Charlotte County-Punta Gorda MPO, seconded the motion. The motion was approved unanimously.

3. Public Comments

No public comments were made.

4. Executive Director's Report

Mr. Howard Glassman, MPOAC Executive Director, provided a status report on the MPOAC budget referring to attachment 1 of the MPOAC agenda package under the Executive Director's Report. He noted that approximately 70% of the budget has been spent.

Mr. Glassman presented the Legal Services Agreement for General Counsel Paul R. Gougelman (FY 2015-2016) referring to Attachment 2 of the MPOAC Agenda Package under the Executive Director's Report.

He explained that some of the activities of the General Counsel included providing guidance on legal matters pertaining to Florida MPOs. Mr. Gougelman expressed his appreciation for the opportunity to work with everyone.

Mayor Kathy Meehan, Space Coast TPO, moved to approve the Legal Services Agreement and Councilmember Bare seconded. The motion was approved unanimously.

Mr. Glassman then presented the 2015 State Legislative Status Report, referring to attachment 3 of the MPOAC Agenda Package under the Executive Director's Report. He referred members to the handout – MPOAC Summary of State Legislation. He reviewed contents of the major transportation bills including 8 areas of interest to the MPOAC members that reflect either MPOAC policy or directly relate to MPOs.

Mr. Paul Gougelman, MPOAC General Counsel, gave a summary of the repeal of the MPOAC Administrative Rules, referring to the adoption of new operating bylaws and the completion of the rule repeal process. He explained that the agency is no longer subject to the Florida Administrative Procedure Act (Chapter 120, F.S.), but was required to repeal the existing rules under the formal Procedure Act process. He stated that the rule repeal process has now officially been closed.

On behalf of the MPOAC, Mayor Susan Haynie, Palm Beach MPO (Chair of the MPOAC Governing Board), Jim Wood, Okaloosa-Walton TPO (Vice-Chair of the MPOAC Governing Board), Peter Buchwald, St. Lucie TPO (Chair of the MPOAC Staff Directors' Advisory Committee), and Harry Reed, Capital Region TPA (Vice-Chair of the MPOAC Staff Directors' Advisory Committee) honored Howard Glassman, MPOAC Executive Director, with a plaque that reads, in part, "Presented by the Metropolitan Planning Organization Advisory Committee Governing Board and Staff Directors to Howard Glassman in recognition of his dedication and contributions as the MPOAC Executive Director for 20 plus years." Additionally, Mr. Glassman received a card, signed by the MPOs, and a gift card.

Mr. Glassman thanked all the members and stakeholders for participating in the process over the years. He continued by thanking specific individuals, including former MPOAC Chairs (Larry Schultz, David Mills, Scott Paine, Richard Kaplan, and Susan Haynie), long-time MPOAC member Mayor Walter Kelley, Bay County TPO, Mr. Paul Gougelman, MPOAC General Counsel, and the MPOAC Institute team (Jeff Kramer, Karen Seggerman, Hal Beardall, and Scott Paine). He concluded by thanking past and present MPOAC Administrative Assistants including Patti Brannon, Heidi Langston, and Brigitte Messina.

5. Executive Director Position

Mayor Haynie, Chair, stated that Howard Glassman will be retiring May 31, 2015 when he completes the Florida Deferred Retirement Option Program. In January 2015, the MPOAC Executive Committee began the process to fill the position by publicly advertising the position for 30 days with a closing date of February 13, 2015. The MPOAC received approximately 40 applications through the State of Florida People First employment website. The Executive Committee met on February 20, 2015 in Tallahassee to review the applications, develop a short

list, and to select applicants to be formally interviewed. The short list consists of 14 applicants from which four were chosen to be interviewed by the Executive Committee on April 1, 2015 in Tallahassee. After the interviews the Executive Committee selected Jeff Kramer to be the new MPOAC Executive Director, stating that they believed that he could bring the organization forward.

Mayor Haynie, Chair, requested that a motion be made to appoint Jeff Kramer as the new MPOAC Executive Director which would be effective June 1, 2015; subject to completion of a satisfactory background check and examination, any required pre-employment physical, and negotiation and approval of a memorandum of understanding with regards to salary, expenses, schedule, time, and presence in the MPOAC Tallahassee Office and all of the forgoing should be accomplished or waved by the executive committee.

Mayor Kaplan made a point of order stating that his understanding of the job of the Executive Committee was to create a shortlist, but not to make the final recommendation decision. He continued by explaining his concerns about an absence of transparency in regards to the selected applicants and the decision made by the Executive Committee. He expressed his desire to be more involved during the process and how, in his opinion, the interviews should have taken place in front of the Governing Board. Commissioner Nicholas Nicholson, Hernando/Citrus County MPO, expressed agreement with Mayor Kaplan's comments.

Mayor Nat Birdsong, Polk TPO, made a motion to appoint Jeff Kramer as the new MPOAC Executive Director with all the contingencies expressed by the MPOAC Executive Committee. Commissioner Ray Goodgame, Lake-Sumter MPO, seconded.

Councilmember Bare noting that FDOT Secretary Jim Boxold had entered the room, made a motion (prior to the approval of the motion on the floor) to postpone discussion on the MPOAC Executive Director and to advance Item 7A of the MPOAC Agenda Package, FDOT Agency Report, to expedite the presentation by Secretary Boxold. Vice-Mayor Doreen Hock-DiPolito, Pinellas County MPO, seconded the motion. The motion was not approved with three votes in favor and eight in opposition and discussion on Item 5 continued.

The motion on the floor was then taken up for a vote and was approved with nine votes in favor and two in opposition.

Councilmember Bare then made a motion to reorder the agenda to advance Item 7A of the MPOAC Agenda Package, FDOT Agency Report, to expedite the presentation by FDOT Secretary Jim Boxold. Vice-Mayor Doreen Hock-DiPolito, Pinellas County MPO, seconded. The motion carried unanimously.

7. Agency Reports

a. FDOT Report with Secretary Jim Boxold

Secretary Jim Boxold began the FDOT report by underlining the importance of the relationship between FDOT and Florida's MPOs. He expressed his opinion that he has been appointed Secretary at an optimum time as Florida's economy is growing and the FDOT and MPOs have an important role in sustaining and expanding the state's economic growth which is underscored by the over \$10 billion transportation budget and the many resources available for making transportation improvements across the state. He continued by providing an overview of three areas that he will be emphasizing as Secretary.

The first area of emphasis highlighted by Secretary Boxold was innovation. Secretary Boxold described how the Department prides itself on being innovative in its project development, construction and financing techniques and how it strives to identify innovative solutions in all areas of its work. He pointed to the I-4 Ultimate project in Central Florida as an excellent example of this approach. In that project, the Department is leveraging the resources of the private sector through public-private partnership (P3) to deliver in six years a completed project that would take 20 to 25 years following the traditional process of FDOT funding and project development process.

The second area of emphasis was efficiency. FDOT is a highly outsourced agency that is 100 percent outsourced in construction and 70-80 percent outsourced in several other areas. He described how the FDOT transformed in a matter of a several years from a 10,000 employee agency with an annual budget of \$5-6 billion to an agency with 5,000 to 6,000 employees and a budget of over \$10 billion. Secretary Boxold indicated that FDOT may have reached the extent to which outsourcing can be employed to achieve efficiencies, but that the Department will continue to seek engagement with the private sector to identify efficiencies and to leverage technology to continue to deliver projects faster.

The third area of emphasis highlighted by Secretary Boxold was embracing Florida's uniqueness. Secretary Boxold explained how federal funds represent only 25 percent of the FDOT budget which is significantly lower than the rest of the country, noting that many states rely on federal funding for 70-80 percent of their agency budget, leaving those agencies apprehensive about what would happen if federal funding was reduced or stopped entirely. Since Florida is different, it gives FDOT an opportunity to be a national leader.

Secretary Boxold concluded his presentation by relaying a few updates, including the status of federal transportation reauthorization legislation and the Department's request that any reauthorization provide more time to focus and complete the performance management goals of MAP-21. He also discussed the possible impact to transportation funding of Florida Amendment 1 (relating to increased state funding for water and land conservation), stating his confidence that the state budget approved by the legislature will not negatively impact the FDOT budget. In fact, he indicated his hope that the next state budget may even positively impact transportation

funding in the state by allowing the Department to continue emphasizing bicycle and pedestrian trails and safety, including the goal of completing the Coast-to-Coast Trail within five years and making Complete Streets concepts a priority for the Department. Finally, Secretary Boxold announced that the State Infrastructure Bank (SIB) program is accepting letters of interest until the end of May 2015 due to available capacity and encouraged MPOs to take advantage of the opportunity.

Several members expressed concern about the Department's future corridors initiatives. Secretary Boxold responded by stating that a number of different corridors are currently being discussed and that the corridor from Jacksonville to Tampa was among the Department's priorities. Secretary Boxold also addressed member concerns about the possible impact of Florida Amendment 1 funding on the transportation budget by restating his confidence that the amendment will not have a negative impact on transportation funding in Florida.

Mr. Jim Wood, State Transportation Development Administrator, FDOT, continued the FDOT report by announcing the appointment of Carmen Monroy as the new Policy Planning Director starting on April 24, 2015. He then shared a video with the membership outlining the Florida Transportation Plan (FTP) and Strategic Intermodal System (SIS) Policy Plan update process. He expressed his appreciation for the morning discussion held with MPOAC members who provided their opinions and made comments on both the FTP and SIS Policy Plan and for MPOAC participation as members of the FTP/SIS Steering Committee and three Topic Area Advisory Groups (Infrastructure & Growth Leadership, Innovation & Economic Development, Quality of Life & Quality Places). He then provided a meeting schedule for the Steering Committee and Advisory Groups. He also noted that regional workshops will be held across the state this summer to provide opportunities for public and stakeholder input and that a Statewide Policy Town Hall will be held in August 2015. A draft of the FTP and SIS Policy Plan will be available for public comment in the fall and final plans will be adopted by December 2015. More information can be found at www.FloridaTransportationPlan.com.

Mr. Wood then gave an update on the Tampa Bay to Northeast Florida Future Corridor Study. The study goal is to identify transportation solutions to better connect the Tampa Bay area to the Jacksonville area. The three phases in the study process includes concept identification, corridor evaluation, and project development. Currently, FDOT is transitioning into the evaluation phase and expects to select a consultant during the summer of 2015, with the evaluation phase formally launching thereafter.

Mr. Wood continued his presentation by providing a few results from the 2014 Government Officials Survey and the 2014 Visitors Survey. The results of the survey of government officials were generally comparable to the results from prior survey cycles, with only a few exceptions. These included a small drop since 2012 in how much FDOT District officials seek the input of government officials during the design of roadway construction projects and all-time highs in the level of satisfaction in how much FDOT seeks government official input in the development of statewide plans (85 percent), seeks local government official priorities for roadway construction

projects (80 percent) and considers local government officials priorities in the development of the FDOT Work Program (72 percent).

The 2014 Visitors Survey results were noticeable in improved satisfaction. When asked if Florida's highways compared well to highways at home, 94 percent of visitors were in agreement. Visitor satisfaction was very high with Florida rest area experience with 95 percent of visitors participating in the survey indicating that they were highly satisfied with their rest area experience while visiting. Visitors also expressed a small increase in their overall airport experience, indicating a 98 percent satisfaction rate.

Mr. Wood concluded his presentation by announcing the Statewide FDOT/MPO/FHWA/FTA meeting in Orlando, April 14 and 15, the FTP/SIS Steering Committee meeting in Cocoa Beach, May 29, and the Statewide Transportation Policy Town Hall in Orlando, August 25, 2015.

A suggestion was made about grading and comparing new and old transportation plans. Mr. Wood replied by stating that FDOT has seen the benefits from the prior transportation plans whether it is relating to the SIS, future corridors, or various other efforts. FDOT is also seeing the benefits from the public process. The goal is to establish an overall and collective consistency by having the state plan guide the overall effort.

Mayor Haynie, Chair, reordered the agenda to Item 8, Florida Transportation Commission, to accommodate the schedule of Mr. Jay Trumbull, Chair of the Florida Transportation Commission.

8. Florida Transportation Commission

Mr. Jay Trumbull, Florida Transportation Commission (FTC) Chair started his presentation by recognizing that that FTC Commissioners have not been heavily involved with local MPOs in the past and that he has identified becoming engaged in the activities of local MPOs as a new objective for the FTC.

He then described the work and structure of the FTC for members of the MPOAC. Created in 1987, the FTC serves as a citizen's oversight board for the Florida Department of Transportation. The nine members of the FTC are appointed by the Governor and confirmed by the Florida Senate for four-year terms. The FTC is assigned to the Department for administrative and fiscal purposes, like the MPOAC, but otherwise functions independently of the control and direction of the Department. The Commission usually meets around seven times per year, in locations throughout the state in order to receive local input.

The Commissioners must represent transportation needs of the state as a whole and may not subordinate state needs to those of any particular area. The Commission is prohibited from involvement in day-to-day operations of the FDOT (e.g., consultant or contractor selection, specific projects, personnel matters, etc.).

Mr. Trumbull described the primary functions of the FTC as reviewing major transportation policy initiatives or revisions submitted by the Department and recommending major transportation policy to the Governor and Legislature. In the past, the FTC has recommended policies related to public transit, transportation funding, roadway jurisdiction and more. The FTC, in addition to serving as an oversight body for the Department, also provides oversight for transportation authorities across the state and monitors and reports on the efficiency, productivity and management of those authorities. Finally, the FTC serves as a nominating body in the selection of the Secretary of Transportation, as needed. No comments were made.

Mayor Haynie, Chair, reordered the agenda to complete Item 7B, FHWA Agency Report.

7. Agency Reports
b. FHWA Agency Report

Mr. David Hawk, FHWA Division Chief Operating Officer, began the FHWA report by starting with a discussion of the current status of federal transportation authorization legislation and the condition of the Federal Highway Trust Fund. He noted that MAP-21 (the current federal transportation authorization) has been extended to May 31, 2015 and that congressional action would be needed to further extend or replace MAP-21 so the federal transportation program can continue. He described, in brief, the administration proposal to reauthorize the federal transportation program (the GROW America Act) and to continue funding for the Federal Highway Trust Fund.

Mr. Hawk continued his presentation by describing recent and planned events and activities around the State of Florida related to FHWA programs and initiatives. He announced that a Bike and Pedestrian Assessment will be held in Orlando on April 16, 2015. He then noted that 29 cities in Florida signed up to participate in the Mayors' Challenge for Safer People and Safer Streets, a program that encourages Mayors and other elected city officials to lead a call to action by forming a local team to advance bicycle and pedestrian safety and accessibility goals through a series of challenge activities. Mr. Hawk indicated that Florida's participation was large compared to other states.

Mr. Hawk then announced that the FDOT was selected to participate in the 5th round of the Strategic Highway Research Program (SHRP2) in the Railroad and DOT Mitigation Strategies category. Round 6 of SHRP2 will begin on May 29 in the Capacity category, while round 7 of SHRP2 will take place in 2016 in the Reliability category. Information on the various rounds of SHRP2 can be found on the program website <http://www.fhwa.dot.gov/goshrp2>. Mr. Hawk mentioned that grant funding is currently available as part of the Every Day Counts (EDC) Initiative, including through the State Transportation Innovation Council (STIC) Incentive program and the Accelerating Innovative Development (AID) program. He also discussed FHWA's interest in advancing connected vehicle technologies, specifically vehicle-to-infrastructure (V2I) technologies, and that FHWA was currently soliciting applications for pilot deployments related to V2I and are expecting many proposals as part of that solicitation. He

also indicated that FHWA is planning a second wave of connected vehicle pilot deployments next year.

In closing, Mr. Hawk mentioned the environmental processing timeframe and how FHWA is working with FDOT to streamline their process as much as possible. He stated that FHWA is open to any ideas on how to speed up that process and encouraged MPOs to be in touch on that subject.

Ms. Karen Brunelle, Director, Federal Highway Administration (FHWA) Office of Project Development, continued the FHWA Agency report by introducing members of her FHWA Planning team (Carl Mikyska, Shakira Crandol, Stacie Blizzard, and Lee Ann Jacobs) and recognized them for their abilities to work in partnership with the MPOs to move important transportation projects forward across the state.

Ms. Brunelle then provided an update on the status of MAP-21 performance measurement notice of proposed rulemaking. She indicated that the Pavement and Bridge Performance Measure Rule was currently open for comment and that the comment period had been extended to May 8, 2015. The state Asset Management Plan Development rule is also open for comment until April 21, 2015. For more information on Transportation Performance Measures visit www.FHWA.DOT.gov/TPM.

Ms. Brunelle closed her report by discussing the three Federal Planning Emphasis Areas for the 2016 fiscal year. They include Transitioning to Performance-based Planning and Programming; Ensuring a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries; and Access to Essential Services. More information can be found at http://www.fhwa.dot.gov/planning/processes/metropolitan/mpo/fy_2016/index.cfm.

Mayor Haynie, Chair, reordered the agenda to Item 6, Allocation of Non-Recurring PL Funds.

6. Allocation of Non-Recurring PL Funds

Mr. Howard Glassman, MPOAC Executive Director, reminded members that Florida MPOs were notified at the January 2015 MPOAC Staff Directors' Advisory Committee meeting in Orlando that a total of \$1,130,891 million in nonrecurring federal planning (PL) funds had become available for their collective or individual use. This funding became available from the PL reserve where it had been held to fund the operations of up to two new MPOs following the 2010 Census. Only one new MPO was formed (the Heartland Regional TPO), resulting in the availability of a portion of the reserved PL funds. The FDOT asked the MPOAC membership to consider options for allocating the available nonrecurring PL funds.

On March 6, 2015, the MPOAC Policy & Technical Subcommittee, following consideration of several allocation options, recommended the following allocation option for adoption by the MPOAC Governing Board:

Approve the distribution of \$1 million of the PL funds to the individual MPOs, based on their share of urbanized area population, and distribute the remaining \$130,891 to the MPOAC for the development and implementation of an MPOAC Strategic Plan.

Mr. Glassman then provided a description of a draft amendment to the MPOAC Unified Planning Work Program (UPWP) for Fiscal Year 2015/2016 which would add a new Task 4.5 which would implement the second portion of the recommended allocation option (distribution of \$130,891 to the MPOAC for development and implementation of a Strategic Plan), referring to Attachment 2 of the MPOAC agenda package under Item 6.

Commissioner Ray Goodgame, Lake-Sumter MPO, made a motion to approve the recommended allocation option as the method of distribution for \$1,130,891 of nonrecurring federal planning (PL) funds. Councilmember Bare seconded the motion. The motion was approved unanimously.

Councilmember Bare made a motion to approve the amendment to the MPOAC Unified Planning Work Program for FY 2015-2016. Mayor Richard J. Kaplan, Broward MPO, seconded the motion. The motion was approved unanimously.

Mayor Haynie, Chair, reordered the MPOAC Agenda Package to Item 9, Transformation of Our State Pre-Construction Process.

9. Transformation of Our State Pre-Construction Process

Mr. Brian Blanchard, FDOT Assistant Secretary for Engineering and Operations, began his presentation by announcing that a survey will be sent to MPOs soon and explained why MPOs will be receiving the survey.

FDOT, according to Mr. Blanchard, is considered one of the most innovative DOTs in the country because of its drive to constantly improve. He challenged the MPOs to look for opportunities to innovate and to submit ideas to make the FDOT an even better agency. This will be accomplished, in part, via a 5-minute survey that MPOs can use to communicate innovation ideas with the FDOT. The Department will continue to make innovation a part of its strategy by trying to capture the creative energies and the powerful insights of FDOT employees and its partners, including MPO ideas submitted through the survey he announced at the beginning of his presentation.

Mr. Blanchard then discussed changes being made to the FDOT pre-construction process. The FDOT commissioned a study that analyzed the impact of federal regulations and processing times for federally funded projects for the PD&E, Design and Construction phases versus project phases funded only with state funds. The study concluded that the majority of time/cost savings was in the PD&E phase. It was also determined that overlapping the Design and PD&E phase provided additional time/cost savings. Little or no time/cost savings was found during the construction phase. Federally funded projects sampled lasted between 1.8 and 3.5 times longer than state funded projects in the pre-construction phases (PD&E and Design). FDOT reviewed

the 5-Year Work Program and found 44 projects that will be modified to state only funding in order to take advantage of the cost/time savings. The Work Program Instructions have been revised to reflect that each new PD&E/Design phase added to the Work Program must be evaluated for benefits of funding solely with state funds versus federal funds.

Mr. Blanchard then discussed the statewide "Innovators! Team." The team was created to review the innovation ideas, to select achievable ideas and to then push the ideas forward for approval. This team has tackled some big ticket innovation ideas and turned them into workplace applications, including Submit Construction Documents On-Line and Monitor & Control Traffic Signals for Optimal Flow. To date, 150 ideas have been received from FDOT employee and over 170 ideas have been received from FDOT's partners (contractors/consultants), primarily from a survey in August 2014. FDOT is in the process of working through the ideas on this list. Mr. Blanchard said that FDOT will add comments received from MPOs to their growing list of innovation ideas as they come in from the survey announced at the beginning of his presentation.

Several members offered Mr. Blanchard ideas on his presentation with several members expressing concerns about small project funding and requirements. Mr. Blanchard asked that the ideas be submitted in the upcoming survey so that FDOT has an opportunity to document the ideas and consider them as part of the "Innovators! Team" process.

10. Association of Metropolitan Planning Organizations

Ms. DeLania Hardy, Executive Director of the Association of Metropolitan Planning Organizations (AMPO), presented updates that were announced in previous presentations, including MAP-21 reauthorization and Highway Trust Fund (HTF) status, the administration reauthorization proposal (GROW America) and the MAP-21 rulemaking process. She also described the AMPO reauthorization recommendations as it relates to the ongoing discussion of transportation reauthorization.

Ms. Hardy then elaborated on the GROW America proposal, specifically the provisions that would allow the USDOT Secretary to designate "High Performing" MPOs and the associated incentive of granting additional federal Surface Transportation Program (STP) funds, a \$70 million pilot program for MPOs that have a population of 1 million or higher to improve transportation connectivity to disadvantaged communities and a requirement for MPOs to offer a higher degree of public participation. Ms. Hardy requested to hear MPOs comments about GROW America at the end of her presentation.

Ms. Hardy then led a discussion about proposed rulemaking and guidance related to the MAP-21 requirement for MPOs to provide representation for transit agencies on the MPO. She said that it was possible that the planning rule may result in MPOs being required to provide a voting transit representative seat that may not be filled by a local elected official. Mr. Glassman, MPOAC Executive Director, responded by saying that the MPOAC sent an extensive letter to the Federal docket that strongly expressed concerns about the proposed transit representation

rulemaking, asking for flexibility in the implementation approach taken by individual MPOs. Additional comments were made about the effect such a proposal would have in states with strong open-meetings laws (like Florida) and the potential manipulation of the MPO decision making process if transit representatives are required to sit on the same board, in the same capacity, as elected officials who have supervisory authority over those same transit representatives. Ms. Hardy agreed with those concerns and reassured members that this topic will remain high on her list of priorities.

Ms. Hardy then led a discussion with MPOAC members related to the GROW America Act proposals she discussed earlier in her presentation. She added that the proposal to designate "High Performing" MPOs would require existing MPOs in the same Metropolitan Statistical Area (MSA) to consolidate or for those MPOs to adopt a single long range transportation plan (LRTP) and Transportation Improvement Program (TIP). The membership discussed their concerns with the "High Performing" MPO proposal, noting that several existing MPOs in Florida share a common MSA and would potentially be impacted by the proposal. Many expressed their concerns on who would and who would not benefit from the proposal and apprehension about the current language. Ms. Hardy said that she appreciated the members' willingness to share their thoughts and concerns about the issue and promised to keep them in mind as the discussion continues.

11. Communications

Mr. Glassman noted the communications for the quarter were included in the agenda packet:

- Letter to State Senator Jeff Brandes from Mayor Jim Swan, Chair of MetroPlan Orlando, regarding a statewide Vehicles Miles Traveled Study and a related pilot project, dated March 2, 2015.
- A letter to the MPOAC from the Florida-Alabama TPO conveying Resolution FL-AL 15-05 supporting the MPOAC 2015 Legislative Policy Positions, dated February 18, 2015.

12. Member Comments

Mayor Haynie, Chair, welcomed new member Beth Alden, Hillsborough County MPO, and thanked Mayor Richard Kaplan, Broward MPO, for his leadership and 20 years of service to the MPOAC.

Mayor Haynie then honored Howard Glassman, MPOAC Executive Director, with a plaque that reads "To Howard Glassman in recognition and appreciation for outstanding service as an executive director of the Florida Metropolitan Planning Organization Advisory Council from 1994-2015."

Mayor Kaplan commented on the MPOAC and how it sets a standard for which other states strive. He continued by giving advice to the new members to keep listening and considering the issues and that soon it will not seem so overwhelming.

A suggestion was made to look into mechanisms to have the MPOAC institute travel to local MPOs and to offer training for local elected officials and staff members.

Mayor Walter Kelley, Bay County TPO, announced that he is up for reelection on April 21, 2015 and thanked the MPOAC and stated his appreciation for their guidance and making the MPOAC the best organization of its kind in the nation.

The meeting was adjourned at 3:06 pm.

Item Number 3

Public Comments

DISCUSSION:

Recommendations or comments by the public.

REQUESTED ACTION:

As may be desired

ATTACHMENT:

None

Item Number 4

Ratification of Executive Director

DISCUSSION:

The Executive Committee verbally offered the position of Executive Director to Carl Mikyska and notified members of this decision via email. The email communication requested members provide comments prior to the Executive Committee making a written offer of employment to Carl Mikyska. No comments or objections were received.

REQUESTED ACTION:

Ratify Carl Mikyska as the Executive Director of MPOAC.

ATTACHMENT:

None

Item Number 5

Executive Director's Report

DISCUSSION:

Mr. Carl Mikyska, MPOAC Executive Director, will be presenting the following items for discussion:

1. MPOAC Budget – Year End Status
2. New Florida MPO – Heartland Regional TPO
3. Status of Florida Greenways and Trails
 - a. Changes since presentation to Staff Directors at April 2014 Meeting
 - b. Segments programmed since last year
4. Legislative Updates
 - a. Florida Legislative Sessions
 - b. TRIP Funding
 - c. Quiet Zones Funding
 - d. Other Fiscal Impacts
 - e. MPOAC Legislative Positions
 - f. SunTrail Funding – This will be covered in the FDOT update
 - g. Federal Legislation Updates – This will be covered in the FHWA update

REQUESTED ACTION:

As may be desired

ATTACHMENT:

Year-end budget report
Informational Sheet on Heartland Regional TPO
Florida Legislation Summary of 2015 Sessions

Florida Metropolitan Planning Organization Advisory Council
FY 2014/2015 Budget
July 1, 2014 to June 30, 2015

Category	Annual Allocation	1st Qtr Expenditures 7/1/14-9/30/14	2nd Qtr Expenditures 10/1/14-12/31/14	3rd Qtr Expenditures 1/1/15-3/31/15	4th Quarter Expenditures 4/1/15-6/30/15	Expenditures to Date	Remaining Balance
Salaries/Benefits	\$ 200,000	\$ 46,324	\$ 47,634	\$ 38,617	\$ 67,425	\$ 200,000	\$ -
Expense	\$ 56,000						
Travel	\$ 20,000	\$ 3,028	\$ 9,641	\$ 2,873	\$ 1,631	\$ 17,173	\$ 2,827
Meetings	\$ 23,000	\$ 5,542	\$ 6,703	\$ 5,937	\$ 4,133	\$ 22,315	\$ 685
Administrative	\$ 11,080	\$ 1,659	\$ 1,945	\$ 4,826	\$ 1,746	\$ 10,176	\$ 904
Membership Dues *	\$ 1,920	\$ 1,920	\$ -	\$ -	\$ -	\$ 1,920	\$ -
Contracted Services	\$ 18,000						
General Counsel	\$ 18,000	\$ 8,125	\$ 4,089	\$ 4,312	\$ 1,474	\$ 18,000	\$ -
Transp.Planning	\$ 165,000						
Univ. South FL (CUTR)	\$ 80,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000	\$ -
MPOAC Institute	\$ 85,000	\$ 5,950	\$ 15,300	\$ 32,500	\$ 31,250	\$ 85,000	\$ -
Total Federal Funds	\$ 439,000	\$ 92,548	\$ 105,312	\$ 109,065	\$ 127,659	\$ 434,584	\$ 4,416
Advocacy Activities Local Funds	\$ 7,500	\$ 850	\$ 1,500	\$ 2,950	\$ 2,200	\$ 7,500	\$ -
Total Budget	\$ 446,500	\$ 93,398	\$ 106,812	\$ 112,015	\$ 129,859	\$ 442,084	\$ 4,416

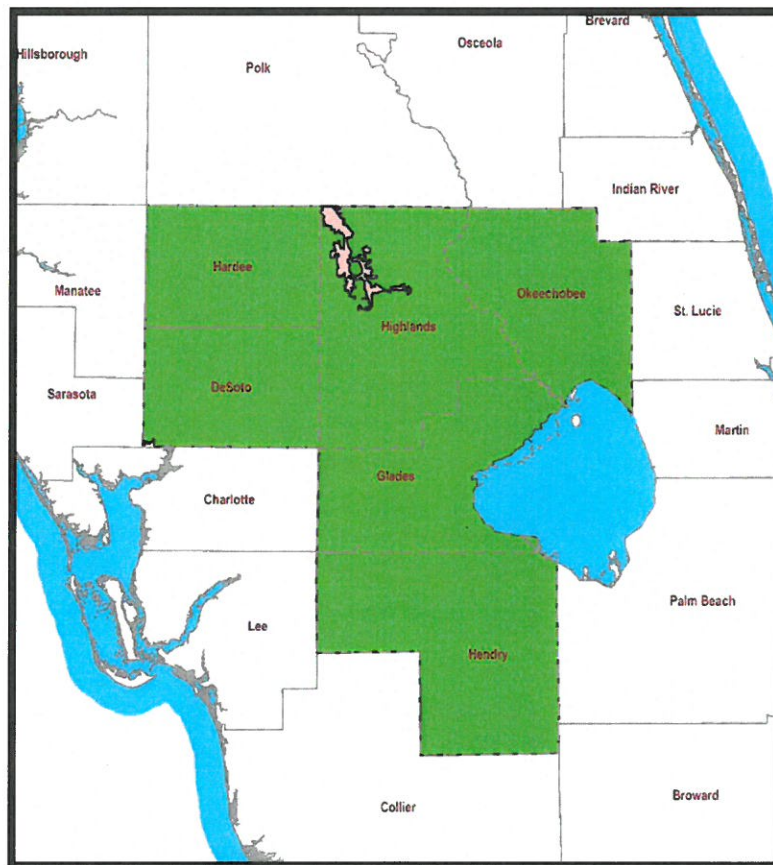
* FBT, FPTA, ITSFL

Heartland Regional Transportation Planning Organization (HRTPO)

MPOAC Governing Board Membership:

Member: James Brooks, Highlands County Commissioner and HRTPO Chair

Alternate: Colon Lambert, Hardee County Commissioner and HRTPO Member



Contacts for the TPO:

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Facts about the Heartland Region:

Land Area: With approximately 5,000 square miles, the six-county transportation planning organization region is characterized by unique natural habitats and an agricultural heritage, with major changes, challenges, and opportunities due to growth and development.

Population: 252,531 (2014 BEBR estimates); very diverse population; approximately 25% of the region's population resides in the Sebring – Avon Park Urbanized Area, even though it accounts for a small portion of the HRTPO's geographic area.

Economics: The area comprises the South Central Florida Rural Area of Opportunity (RAO). Targeted industries for the region include: Agriculture, Life Sciences & Health Care, Logistics, Manufacturing, Renewable Energy, Research & Development, and Tourism & Ecotourism.

Transportation

Four major US multi-lane facilities: US 27, US 17, US 98 and US 441 that interconnect with major east-west corridors across Florida: SR 70 and SR 80. Within the six counties that comprise the HRTPO, there are 564.3 centerline miles on the State Highway System (SHS), and approximately 2/3 of those miles are designated as part of Florida's Strategic Intermodal System (SIS).

See the Vision at www.heartland2060.com

Florida Metropolitan Planning Organization Advisory Council



2015 Summary of State Legislation

June 26, 2015

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2015 Summary of State Transportation Legislation

An Act Relating to the Department of Transportation (SB 2514-A)

Section 1 (s. 320.072, F.S.)

- **Redirects revenues from additional fees imposed on certain motor vehicle registration transactions (commonly known as the “New Wheels Fee”) from the General Revue Fund to the State Transportation Trust Fund and provides for the use of moneys from such distribution.**
 - “Additional fee imposed on certain motor vehicle registration transactions.— ... The department shall deposit 85.7 percent of such moneys into the State Transportation Trust Fund and 14.3 percent into the Highway Safety Operating Trust Fund. Notwithstanding any other law, the moneys deposited into the State Transportation Trust Fund ... shall be used by the Department of Transportation for the following:
 - a) The Florida Shared-Use Nonmotorized Trail Network established in s. 339.81, \$25 million.
 - b) The capital funding for the New Starts Transit Program ..., 3.4 percent.
 - c) The Small County Outreach Program ..., 5 percent.
 - d) The Florida Strategic Intermodal System ..., 20.6 percent.
 - e) The Transportation Regional Incentive Program ..., 6.9 percent.
 - f) All remaining funds for any transportation purpose authorized by law.”

Section 2 (creates s. 339.81, F.S.)

- **Creates the Florida Shared-Use Nonmotorized Trail Network. Provides legislative findings and intent for the new network, as well as, descriptions and components of the new network. Provides for the planning, development, operation, and maintenance of the network and requires funding to be allocated to the network in the Florida Department of Transportation program and resource plan. Authorizes memoranda of agreement and contracts for maintaining the new network and for the adoption of rules.**
 - “The Legislature finds that increasing demands continue to be placed on the state’s transportation system by a growing economy, continued population growth, and increasing tourism. The Legislature also finds that significant challenges to providing additional capacity to the conventional transportation system exist and will require enhanced accommodation of alternative travel modes to meet the needs of residents and visitors. The Legislature further finds that improving bicyclist and pedestrian safety for both residents and visitors remains a high priority. Therefore, the Legislature declares that the development of a nonmotorized trail network will increase mobility and recreational alternatives for Florida’s residents and visitors, enhance economic prosperity, enrich quality of life, enhance safety, and reflect responsible environmental

stewardship. To that end, it is the intent of the Legislature that the department make use of its expertise in efficiently providing transportation projects to develop the Florida Shared-Use Nonmotorized Trail Network, consisting of a statewide network of nonmotorized trails which allows nonmotorized vehicles and pedestrians to access a variety of origins and destinations with limited exposure to motorized vehicles.”

- “The Florida Shared-Use Nonmotorized Trail Network is created as a component of the Florida Greenways and Trails System ... The statewide network consists of multiuse trails or shared-use paths physically separated from motor vehicle traffic and constructed with asphalt, concrete, or another hard surface which, by virtue of design, location, extent of connectivity or potential connectivity, and allowable uses, provides nonmotorized transportation opportunities for bicyclists and pedestrians statewide between and within a wide range of points of origin and destinations, including, but not limited to, communities, conservation areas, state parks, beaches, and other natural or cultural attractions for a variety of trip purposes, including work, school, shopping, and other personal business, as well as social, recreational, and personal fitness purposes.”
- “Network components do not include sidewalks, nature trails, loop trails wholly within a single park or natural area, or on-road facilities, such as bicycle lanes or routes other than:
 - a) “On-road facilities that are no longer than one-half mile connecting two or more nonmotorized trails, if the provision of non-road facilities is infeasible and if such on-road facilities are signed and marked for nonmotorized use; or
 - b) On-road components of the Florida Keys Overseas Heritage Trail.”
- “The planning, development, operation, and maintenance of the Florida Shared-Use Nonmotorized Trail Network is declared to be a public purpose, and the department, together with other agencies of this state and all counties, municipalities, and special districts of this state, may spend public funds for such purposes and accept gifts and grants of funds, property, or property rights from public or private sources to be used for such purposes.”
- “The department shall include the Florida Shared-Use Nonmotorized Trail Network in its work program developed pursuant to s. 339.135. For purposes of funding and maintaining projects within the network, the department shall allocate in its program and resource plan a minimum of \$25 million annually, beginning in the 2015-2016 fiscal year.”
- “The department may enter into a memorandum of agreement with a local government or other agency of the state to transfer maintenance responsibilities of an individual network component. The department may contract with a not-for-profit entity or private sector business or entity to provide maintenance services on an individual network component.”
- “The department may adopt rules to aid in the development and maintenance of components of the network.”

General Appropriations (SB 2500-A)

Section 5 (s. 339.135, F.S.)

- **Funds the Department of Transportation Five-Year Work Program (Specific Appropriations 1869 through 1884, 1890 through 1895, 1909 through 1917, 1920 through 1929, and 1970 through 1981). Specific appropriations of interest include:**

- “From the funds in Specific Appropriation 1924, \$800,000 is provided for Keep Florida Beautiful.”
- “From the funds in Specific Appropriation 1927, a portion of the funds shall be allocated as follows:

Citrus Grove Rd from US 27 to Turnpike - Lake..... 1,000,000
CR 466A Phase 3 Right of Way - Lake..... 2,500,000
City of Belle Glade Gateway Redevelopment Roadway
Improvement - Palm Beach..... 506,000
Glades Area Street Resurfacing/Reconstruction Phase 2-
Palm Beach..... 1,000,000

- From the funds in Specific Appropriation 2256, \$1,500,000 of recurring funds from the State Economic Enhancement and Development Trust Fund shall be used to market and promote the space tourism industry in the State of Florida. Funds may also be used to support marketing and promotion initiatives undertaken by businesses engaged in or relating to the space tourism industry in the State of Florida, which shall include but not be limited to Spaceflight entities ... and entities related to launch and landing sites or launch and landing facilities. No later than February 3, 2016, Space Florida shall submit a report to the Governor, the chair of the Senate Appropriations Committee, the chair of the House Appropriations Committee, and the Department of Economic Opportunity which shall include at a minimum: an overview of the marketing initiatives executed; consumer reach of the marketing initiatives executed; methods, strategies, and messages utilized; total expenditures; and total impact achieved, financial and otherwise, to the space tourism industry in the State of Florida.”

An Act Implementing the 2015/16 General Appropriations Act (SB 2502-A)

Section 61 (s. 339.135, F.S.)

- **Requires the Department of Transportation to use appropriated funds to support the establishment of a statewide system of interconnected multiuse trails and related facilities during the 2015-2016 fiscal year. Prohibits such funds from reducing, deleting, or deferring other projects funded as of July 1, 2015.**
- “FUNDING AND DEVELOPING A TENTATIVE WORK PROGRAM.— ... for the 2015-2016 fiscal year only, the Department of Transportation shall use

appropriated funds to support the establishment of a statewide system of interconnected multiuse trails and to pay the costs of planning, land acquisition, design, and construction of such trails and related facilities. Funds specifically appropriated for this purpose may not reduce, delete, or defer any existing projects funded as of July 1, 2015 in the department's 5-year work program. This paragraph expires July 1, 2016."

- "ADOPTION OF THE WORK PROGRAM.— ... for the 2015-2016 fiscal year only, the department shall use appropriated funds to support the establishment of a statewide system of interconnected multiuse trails and to pay the costs of planning, land acquisition, design, and construction of such trails and related facilities. Funds specifically appropriated for this purpose may not reduce, delete, or defer any existing projects funded as of July 1, 2015 in the department's 5-year work program. This paragraph expires July 1, 2016."

Section 62 (s. 339.2818, F.S)

- **Revises the definition of the term "small county" for purposes of the Small County Outreach Program for fiscal year 2015-2016.**
 - "...for the 2015-2016 fiscal year ... the term "small county" means any county that has a population of 165,000 or less as determined by the most recent official estimate ... This paragraph expires July 1, 2016."

Sections 63 and 64 (s. 341.302, F.S.)

- **Reenacts existing statute relating to the Department of Transportation's duties and responsibilities for the rail program and provides for the future expiration and reversion of such statute.**
 - "In order to implement ... the 2015-2016 General Appropriations Act, subsection (10) of section 341.302, Florida Statutes, is reenacted ..."
 - "The amendment to s. 341.302(10), Florida Statutes, as carried forward by this act from chapter 2014-53, Laws of Florida, expires July 1, 2016, and the text of that subsection shall revert to that in existence on June 30, 2014, except that any amendments to such text enacted other than by this act shall be preserved and continue to operate to the extent that such amendments are not dependent upon the portions of text which expire pursuant to this section."

Sections 65 and 66 (s. 339.2816, F.S.)

- **Increases the amount of funding from the State Transportation Trust Fund that may be used for the Small County Road Assistance Program (up to \$50 million from up to \$25 million) and provides for the future expiration and reversion of such statute.**

- “In the 2015-2016 fiscal year up to \$50 million from the State Transportation Trust Fund may be used for the purposes of funding the Small County Road Assistance Program ...”
- “The amendment made by this act to s. 339.2816(3), Florida Statutes, expires July 1, 2016, and the text of that subsection shall revert to that in existence on June 30, 2015, except that any amendments to such text enacted other than by this act shall be preserved and continue to operate to the extent that such amendments are not dependent upon the portions of text which expire pursuant to this section.”

An Act Relating to Freight Logistics Zones (HB 257)

Section 1 (creates s. 311.103, F.S.)

- **Provides a definition for the term "freight logistics zone." Authorizes a county or two or more contiguous counties to designate a geographic area or areas within its jurisdiction as a freight logistics zone and requires the adoption of an accompanying strategic plan. Provides that certain projects within freight logistics zones may be eligible for priority in state funding and certain incentive programs based on enumerated evaluation criteria.**
 - “As used in this section, the term "freight logistics zone" means a grouping of activities and infrastructure associated with freight transportation and related services within a defined area around an intermodal logistics center as defined in s. 311.101(2).”
 - “A county, or two or more contiguous counties, may designate a geographic area or areas within its jurisdiction as a freight logistics zone. The designation must be accompanied by a strategic plan adopted by the county or counties. At a minimum, the strategic plan must include, but is not limited to:
 - a) A map depicting the geographic area or areas to be included within the designation.
 - b) Identification of the existing or planned freight facilities or logistics clusters located within the designated zone.
 - c) Identification of existing transportation infrastructure, such as roads, rail, airports, and seaports, within or in close proximity to the proposed freight logistics zone.
 - d) Identification of existing workforce availability within or in close proximity to the proposed zone.
 - e) Identification of any existing or planned local, state, or federal workforce training capabilities available for a business seeking to locate or expand within the proposed zone.
 - f) Identification of any local, state, or federal plans, including transportation, seaport, or airport plans, concerning the movement of freight within or in close proximity to the proposed zone.

- g) Identification of financial or other local government incentives to encourage new development, expansion of existing development, or redevelopment within the proposed zone.
- h) Documentation that the plan is consistent with applicable local government comprehensive plans and adopted long-range transportation plans of a metropolitan planning organization, where applicable.”
- “Projects within freight logistics zones ... which are consistent with the Freight Mobility and Trade Plan ... may be eligible for priority in state funding and incentive programs relating to freight logistics zones...”
- “When evaluating projects within a designated freight logistics zone for purposes of determining funding or incentive program eligibility... consideration must be given to:
 - a) The presence of an existing or planned intermodal logistics center within the freight logistics zone.
 - b) Whether the project serves a strategic state interest.
 - c) Whether the project facilitates the cost-effective and efficient movement of goods.
 - d) The extent to which the project contributes to economic activity, including job creation, increased wages, and revenues.
 - e) The extent to which the project efficiently interacts with and supports the existing or planned transportation network.
 - f) The amount of investment or commitments made by the owner or developer of the existing or proposed facility.
 - g) The extent to which the county or counties have commitments with private sector businesses planning to locate operations within the freight logistics zone.
 - h) Demonstrated local financial support and commitment to the project, including in-kind contributions.”

An Act Hazardous Walking Conditions (HB 41)

Section 1 (no statute number specified)

- **Names the law "Gabby's Law for Student Safety."**
 - “This act may be cited as "Gabby's Law for Student Safety."

Section 2 (s. 1006.23, F.S.)

- **Revises criteria that determine a hazardous walking condition for public school students and procedures for inspection and identification of hazardous walking conditions. Authorizes a school district superintendent to initiate a formal request for correction of a hazardous walking condition and a school district board to initiate a declaratory judgment proceeding under certain**

circumstances and subject to certain requirements. Requires a school district board to provide transportation to students who would be subjected to hazardous walking conditions and state or local governmental entities with jurisdiction over a road with a hazardous walking condition to correct the condition within a reasonable period of time. Provides requirements for a governmental entity relating to its transportation work program and requirements relating to a civil action for damages. Also provides that certain interlocal agreements that meet specified criteria are not prohibited under this section of law.

- “This act may be cited as "Gabby's Law for Student Safety."
- “It shall be considered a hazardous walking condition with respect to any road along which students must walk in order to walk to and from school if there is not an area at least 4 feet wide adjacent to the road, not including drainage ditches, sluiceways, swales, or channels, having a surface upon which students may walk without being required to walk on the road surface. In addition, whenever the road along which students must walk is uncurbed and has a posted speed limit of 50 miles per hour or greater, the area as described above for students to walk upon shall be set off the road by no less than 3 feet from the edge of the road.”
- “It shall be considered a hazardous walking condition with respect to any road at any uncontrolled crossing site which students must walk in order to walk to and from school if:
 1. The road has a posted speed limit of 50 miles per hour or greater; or
 2. The road has six lanes or more, not including turn lanes, regardless of the speed limit.”
- “IDENTIFICATION OF HAZARDOUS CONDITIONS.—
 - a) When a request for review is made by the district school superintendent with respect to a road over which a state or local governmental entity has jurisdiction concerning a condition perceived to be hazardous to students in that district who live within the 2-mile limit and who walk to school, such condition shall be inspected jointly by a representative of the school district, a representative of the state or local governmental entity with jurisdiction over the perceived hazardous location, and a representative of the municipal police department for a municipal road, a representative of the sheriff's office for a county road, or a representative of the Department of Transportation for a state road. If the jurisdiction is within an area for which there is a metropolitan planning organization, a representative of that organization shall also be included. The governmental representatives shall determine whether the condition constitutes a hazardous walking condition ... If the governmental representatives concur that a condition constitutes a hazardous walking condition ... the governmental entity with jurisdiction shall report that determination in writing to the district school superintendent, who shall initiate a formal request for correction ...

- b) “If the governmental representatives are unable to reach a consensus, the reasons for lack of consensus shall be reported to the district school superintendent, who shall provide a report and recommendation to the district school board. The district school board may initiate a proceeding under chapter 86 seeking a determination as to whether the condition constitutes a hazardous walking condition ... after providing at least 30 days' notice in writing to the state or local governmental entity having jurisdiction over the road of its intent to do so unless, within 30 days after such notice is provided, the state or local governmental entity concurs in writing that the condition is a hazardous walking condition ... If a proceeding is initiated ... the district school board has the burden of proving such condition by the greater weight of evidence. If the district school board prevails, the district school superintendent shall report the outcome to the Department of Education and initiate a formal request for correction of the hazardous walking condition ...”
- o “TRANSPORTATION; CORRECTION OF HAZARDS.—
 - a) A district school board and other governmental entities shall work cooperatively to identify conditions that are hazardous along student walking routes to school, and a district school board shall provide transportation to students who would be subjected to such conditions. Additionally, state or local governmental entities with jurisdiction over a road along which a hazardous walking condition is determined to exist shall correct the condition within a reasonable period of time.
 - b) Upon a determination ... that a hazardous walking condition exists, the district school superintendent shall request a position statement with respect to correction of such condition from the state or local governmental entity with jurisdiction over the road. Within 90 days after receiving such request, the state or local governmental entity shall inform the district school superintendent whether the entity will include correction of the hazardous walking condition in its next annual 5-year transportation work program and, if so, when correction of the condition will be completed. If the hazardous walking condition will not be included in the state or local governmental entity's next annual 5-year transportation work program, the factors justifying such conclusion must be stated in writing to the district school superintendent and the Department of Education.
 - c) State funds shall be allocated for the transportation of students subjected to a hazardous walking condition. However, such funding shall cease upon correction of the hazardous walking condition or upon the projected completion date, whichever occurs first.”
- o “In a civil action for damages brought against a governmental entity ... the designation of a hazardous walking condition ... is not admissible in evidence.”
- o “This section does not prohibit a district school board and other governmental entities from entering into an interlocal agreement ... that addresses the identification and correction of hazardous walking conditions, if such agreement:
 - a) Implements the Safe Paths to Schools Program ...; or

- b) Establishes standards for the safety of students walking to school and procedures for identifying and correcting hazardous walking conditions that meet or exceed the standards and procedures provided...”

Section 3 (s. 1012.45, F.S.)

- **Provides that a school district board may implement a safe driver toll-free telephone hotline to report improper driving or operation of a school bus.**
 - “Each district school board may implement a safe driver toll-free telephone hotline for motorists or others who observe improper driving or operation by a school bus driver to report such violations to the district school board for investigation and corrective or disciplinary action by the school board.”

An Act Relating to Community Development, amending 163.3175 and amending 163.3177 (CS/CS/SB 1216)

The bill is an omnibus growth management bill primarily related to five subjects:

- mitigation of sinkhole damages;
- elimination of one regional planning council (RPC) and;
- elimination of statutory duties of RPCs that are already completed, duplicative or unnecessary;
- requirement that certain new projects go through the State Coordinated Review Process rather than the development of regional impact (DRI) process;
- clarification of the sector plan law; and creation of a pilot project for Pasco County.

The bill expands the definition of the term “blighted area” to enable community redevelopment agencies to enter into voluntary contracts to mitigate property damage caused by sinkholes.

The bill designates 10 RPCs and their borders and deletes several of the RPCs’ statutory duties and requirements because they are already completed, unnecessary or duplicative. The Withlacoochee Regional Planning Council is dissolved and the five counties currently within the boundaries of that council are incorporated into three existing councils.

The bill removes the requirement that certain new projects go through the DRI process. The bill shifts review of these projects to the State Coordinated Review Process for comprehensive plan amendments. Currently, comprehensive plan amendments subject to the State Coordinated Review Process involve large scale development plans or plan amendments in areas of critical state concern.

The State Coordinated Review Process requires a proposed comprehensive plan amendment to receive three local public hearings, followed by review by state and regional entities. The first local public hearing is held by the local city or county planning commission. Then the full city or county commission must hold a public hearing regarding the proposed amendment. If approved by the local government, the amendment is sent to several statutorily identified reviewing state and regional agencies, including the Department of Economic Opportunity (DEO), the Department of Transportation, the Department of Environmental Protection, the appropriate RPC, and the appropriate water management district, among others.

The required state and regional entities provide comments within their respective areas of expertise on important state resources or facilities that will be adversely impacted if the amendment is adopted. RPCs are required by law to comment on extra jurisdictional impacts caused by the plan amendment that would be inconsistent with the comprehensive plan of any affected local government within the region, as well as adverse effects on regional resources and facilities. The DEO comments on those important state resources and facilities that fall outside the jurisdiction of the other commenting state agencies; however, it is also empowered to provide comments on “countervailing planning policies and objectives that should be balanced against adverse impacts on important state resources and functions.” These comments assist the local government in deciding whether or not to adopt the amendment.

Whenever an adverse impact on important state resources or facilities is identified, the state agencies must also identify measures that will eliminate, reduce, or mitigate the identified adverse impacts. Within 60 days after receipt of a complete amendment, the DEO issues an Objections, Recommendations and Comments Report (often referred to as an “ORC Report”) to the local government, and the department may also comment on whether a plan or plan amendment is “in compliance.”

The permitting local government must then hold a second public hearing within 180 days after receipt of the DEO’s ORC Report. Within 30 days after the local government adoption of the amendment, an affected person may file a petition with the Department of Administrative Hearings challenging the amendment on the ground that it is not “in compliance” with the requirements of state law.

The bill clarifies that the planning standards of the sector planning statute supersede generally applicable planning standards found elsewhere in ch. 163, F.S. The bill provides more flexibility in the designation of conservation easements related to sector plans but still requires they be designated prior to the beginning of construction. The bill requires certain state agencies to review whether a detailed specific area plan would be consistent with the comprehensive plan and the long-term master plan. It authorizes a water management district to issue a longer than normal consumptive use permit for certain projects. The associated water allocation may be phased in over the duration of the permit to correspond to actual needs. The bill clarifies that a local government may require more data and analysis in support of an application to develop a sector plan than the minimum requirements provided for in this law.

The bill names Pasco County as a pilot community for connected-city corridor plan amendments, which is a locally-controlled comprehensive plan amendment process designed to facilitate the development of technologically advanced areas. The bill requires community development districts of 7,000 acres or less and within a connected-city corridor to be adopted by a county ordinance. The bill directs the Office of Program Policy Analysis and Government Accountability to submit a report on the pilot project to the Governor and Legislature in 10 years.

The bill also exempts local governments that use less than 1 percent of a large public water utility's total permitted allocation from a requirement to update their comprehensive plans in response to an updated regional water supply plan. Finally, the bill allows the Monroe County Land Authority to contribute tourist impact tax revenues to the City of Key West or the Key West Housing Authority at the request of the City Commission for the construction, redevelopment or preservation of affordable housing.

An Act Relating to Highway Safety and Motor Vehicles (CB/HB 7055)

The bill revises multiple laws administered by the Department of Highway Safety and Motor Vehicles (DHSMV). More specifically, the bill:

- Allows an employing state agency to pay up to \$5,000 directly to a venue to cover funeral and burial expenses for full-time law enforcement, correctional, or correctional probation officers killed in the line of duty (amending 112.19);
- Allows a golf cart to be operated on a two-lane county road within the jurisdiction of a municipality, if allowed by such municipality (amending 316.212);
- Revises the size of required red hazard flags from 12-inches square to 18-inches square on loads that extend four feet or more beyond a vehicle's perimeter, to comply with federal regulations (amending 316.228);
- Authorizes the Department of Transportation to issue a special permit for truck tractor-semitrailer combinations carrying multiple sections or single units of manufactured buildings on an over-length trailer of no more than 80 feet (amending 316.515);
- Increases the fine a local government may issue for an unlawfully displayed vehicle for sale, hire, or rental, which is parked upon public property or parked upon private property without permission from the property owner, from \$100 per violation to \$500 per violation (amending 318.18).
- Extends the repeal of the Pilot Rebuilt Motor Vehicle Inspection program from July 1, 2015 to July 1, 2018, and revises program requirements (amending 319.414), including:
 - Increases the amount of the required surety bond or irrevocable letter of credit an applicant must have from \$50,000 to \$100,000;
 - Requires an applicant to secure and maintain a facility at a permanent structure where the only services provided are rebuilt inspection services;
 - Requires the operator of such facility to annually attest he or she is not employed by, does not have an ownership interest in, or does not have a financial

- arrangement with certain entities from which he or she receives remuneration, directly or indirectly, for the referral of customers for rebuilt inspection services;
- Requires program participants to maintain records of each rebuilt vehicle examination processed at the facility for at least five years; and
 - Requires the DHSMV to terminate an operator from the program who does not meet the minimum eligibility requirements.
- Provides that residential manufactured buildings located on mobile home lots shall be treated as a mobile home for purposes of ch. 319.20, F.S., which addresses titling;
 - Directs the DHSMV to include language on motor vehicle registration, driver license, and identification card application forms, permitting a voluntary contribution of \$1 or more per applicant, for the Florida Breast Cancer Foundation (amending 320.08);
 - Requires the DHSMV, and their authorized agents, to provide each applicant for a motor vehicle registration or driver license the option to register emergency contact information and to be contacted with information about state and federal benefits available as a result of military service (amending 320.03);
 - Removes certain obsolete requirements for establishing a specialty license plate, including the application fee, marketing strategy, and financial analysis of the requested specialty plate (amending 320.08053);
 - Removes provisions for the issuance of the Corrections Foundation license plate, the Children First license plate, and the Veterans of Foreign Wars license plate, which have been discontinued by the DHSMV for failure to meet minimum sale or presale requirements (amending 320.08056);
 - Includes Major League Soccer within the Florida Professional Sports Team license plate (amending 320.08058);
 - Revises the identification of ancient and antique motor vehicles by requiring the use of the model date of the vehicle to determine its age rather than the manufacture date of a vehicle's engine (amending 320.086);
 - Allows disclosure of confidential personal injury protection and property damage liability insurance policy numbers of a person involved in a motor vehicle accident to DHSMV-approved third parties that provide data collection services to an insurer of any person involved in such accident, and to governmental entities if necessary to perform its duties (amending 324.242);
 - Provides that certified emergency medical technicians with proper training can administer emergency allergy treatments (amending 381.88); and
 - Provides reenactments and conforming cross-references to reflect the changes made in this bill.

The following bills were not adopted:

HB63 – Public/Private Partnerships – Died in Appropriations Committee

HB231 – Transportation - Laid on Table, Substituted CS/CS/SB908 – Died in Senate returning Messages

HB817 – Transportation Network Companies – Died on Calendar

HB933 – Growth Management – Laid on Table, companion bill passed, see CS/CS/SB 1216

HB7039 – Transportation – Died in Transportation

HB7071 – Relating to Traffic Control – Died on Calendar

HB7075 – Relating to Transportation – Died in Transportation, companion bill passed, see CS/HB 7055

SB192 – Wireless Communications Devices – Died in Transportation

SB246 – Texting While Driving – Died in Transportation

SB484 – Regional Planning Councils – Died in Appropriations, companion bill passed, see CS/CS/SB 1216

SB562 – Growth Management – Died on Calendar, companion bill passed, see CS/CS/SB 1216

SB896 – Location of Utilities – Died in Appropriations

SB908 – Traffic Safety – Died in returning Messages

SB1186 – Transportation – Died in Regulated Industries, companion bill passed, see CS/HB 7055

SB1298 – Minimum Insurance Requirements – Died on Calendar

SB1326 – Transportation Network Companies – Died in Regulated Industries

SB1554 – Transportation – Died in Appropriations, companion bill passed, see CS/HB 7055

SB7054 – Department of Transportation – Died in returning Messages

Item Number 6a.

Agency Reports – Florida Department of Transportation

DISCUSSION:

Carmen Monroy, Director of the Office of Policy Programming will present the following:

1. Status report on the combined effort to update both the Florida Transportation Plan and the Strategic Intermodal System Network
2. Legislative establishment of the SunTrail Program
3. Trailway programming updates

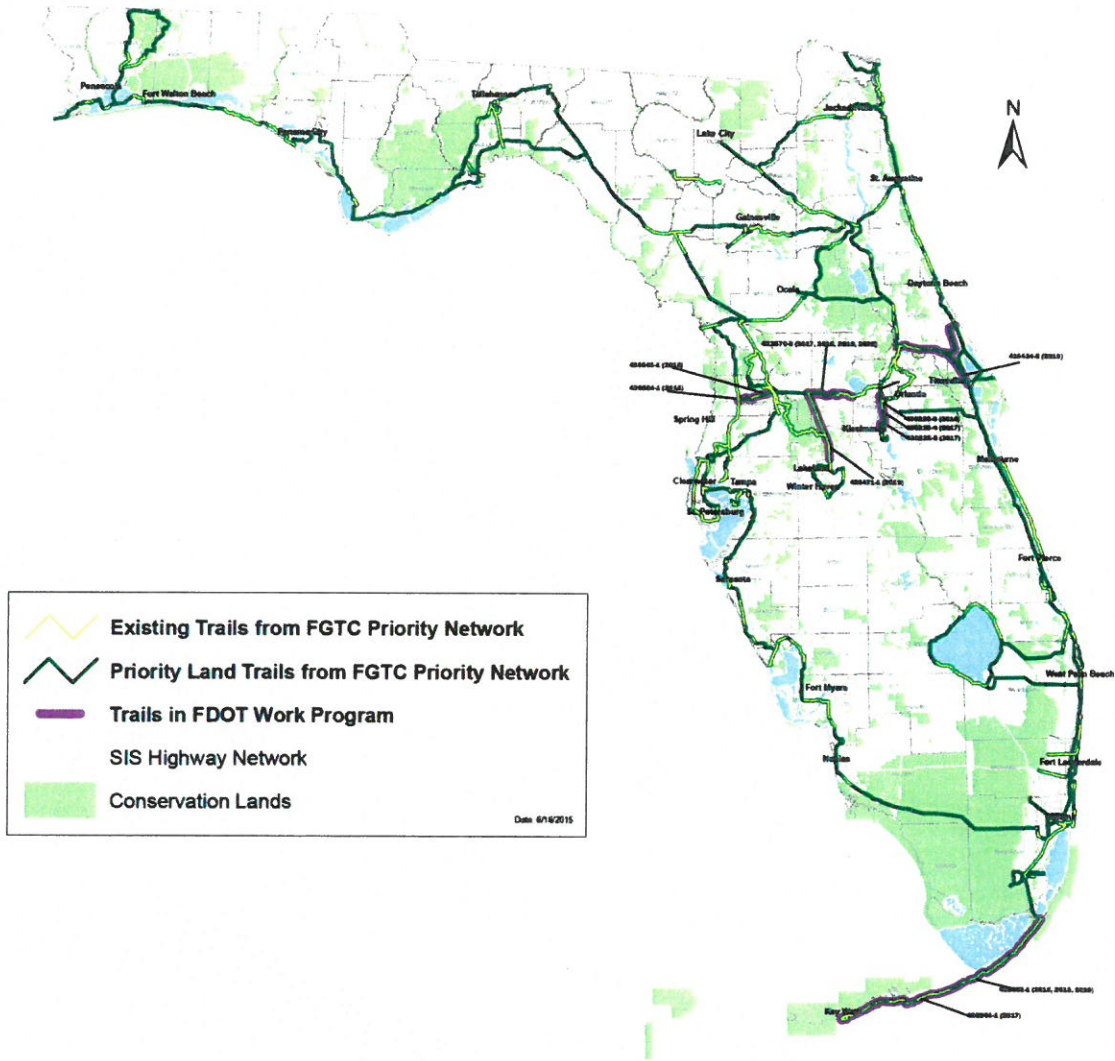
REQUESTED ACTION:

As may be desired

ATTACHMENT:

Map of the Florida Major Trail Networks

TRAIL NETWORK



Item Number 6b.

Agency Reports – Florida Division of Federal Highway Administration

DISCUSSION:

Karen Brunelle, Director of the Office of Project Development and Lee Ann Jacobs, Planning Team Leader will present the following:

1. Federal transportation funding legislation
2. Notice(s) of Proposed Rulemaking
3. Interim planning duties
4. FHWA office relocation
5. Video – “The FHWA 2015 Research & Technology Story”

REQUESTED ACTION:

As may be desired

ATTACHMENT:

List of Planning Duties

FHWA - Florida Division

Responsibilities/Duties of Transportation Planning Unit

Lee Ann Jacobs

(Planning Team Leader)

- STIP Coordinator
- Statewide Programs
- Statewide Annual Assessment - lead
- Liaison for Florida MPOAC
- Training Development (internal & external)
- Linking Planning & NEPA (Planning)
- Florida Transportation Plan
- FTA Transfers
- Strategic Intermodal System (SIS)
- Transportation Planning Capacity Building
- Fiscal Constraint
- Asset Management
- MPO Designations / Re-designations
- Safety (planning)

Shundreka Givan

(Senior Transportation Planner)

- Puerto Rico Planning Programs Manager
- MPO Liaison for FDOT District 2
- FL - Transportation Alternatives/ Enhancements
- FL - Ferry Boat Program Coordinator
- FL- Rural Planning
- Climate Change

Shakira Crandol

(Transportation Planner)

- MPO Liaison for FDOT Districts 5 & 7
- Transportation Community and System Preservation (TCSP) Coordinator
- SPR Parts I and Part II / Research
- Bike/Pedestrian Planning
- Experimental and Demonstration Projects
- Local Technical Assistance Program (LTAP)
- Technology Transfer
- Federal Lands Coordination
- NCHRP
- Public Involvement/Participation Plans
- SHRP2
- MOP Coordinator – Planning

Stacie Blizzard

(Transportation Planner)

- MPO Liaison for FDOT Districts 4 and 6
- Emergency Preparedness
- Alert Bulletin Reporting
- Freight Planning
- Commercial Vehicles
- Functional Classification; Mapping
- Highway Performance Monitoring System (HPMS)
- Highway Statistics (data collection/reporting)
- Traffic Data Collection
- Title VI / Civil Rights (planning)
- Corridor Programs Coordinator
- Public Lands Highway/Forest Highways Program
- National Highway System (NHS)/STRAHNET
- Highway Economic Requirements System (HERS-ST)
- Size and Weight
- Weigh in Motion

Vacancy

(Transportation Planner Interim Duties)

- MPO Liaison for FDOT District 1 - [Shakira](#)
- MPO Liaison for FDOT District 3 - [Stacie](#)
- Management and Operations (planning) - [Stacie](#)
- Intelligent Transportation Systems (ITS) (planning) - [Stacie](#)
- Air Quality Conformity - [Shundreka](#)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) - [Shundreka](#)
- Community Impact Assessment (planning) - [Shakira](#)
- Context Sensitive Solutions (planning) - [Shakira](#)
- Livable Communities / Livability Program (planning) - [Shakira](#)
- HVUT – TBD (Delta) / [Lee Ann](#)
- Congestion Management Process - [Shakira](#)
- Travel Analysis Forecasting – [Lee Ann](#)
- GIS Planning Applications – [Lee Ann](#)
- Census / MPO Planning Boundaries - [Stacie](#)
- Value (Congestion) Pricing - [Stacie](#)

Item Number 7

MPOAC Institute Overview

DISCUSSION:

Mr. Jeff Kramer of CUTR will present an overview of the MPOAC weekend institute. The presentation will include a summary of institute attendees and feedback from surveys of the past attendees.

REQUESTED ACTION:

As may be desired

ATTACHMENT:

None

Item Number 8

Strategic Plan for MPOAC

DISCUSSION:

Carl Mikyska will present the initial plans and draft outline of the effort to develop a strategic plan for the MPOAC.

Nominations for membership on the Strategic Plan Advisory Committee (SPAC) will be sought. The SPAC will help to guide the effort to create the organizational mission and vision as well as the organizational goals and objectives.

Membership nominations on the SPAC will be sought from both the Staff Directors Advisory Committee and the Governing Board.

REQUESTED ACTION:

Approval of the SPAC membership.

ATTACHMENT:

None – Draft Outline to be distributed at the meeting

Item Number 9

Communications

1. Summary of proposed federal legislation from Transportation for America. The proposed Senate Bill is titled "Senate Railroad Reform, Enhancement and Efficiency Act".

Summary

Senate Railroad Reform, Enhancement, and Efficiency Act (S. 1626)

On June 17, 2015, Senator Roger Wicker (R-MS) and Senator Cory Booker (D-NJ) of the Senate Commerce Committee introduced the Railroad Reform, Enhancement, and Efficiency (R2E2) Act (S. 1626) to reauthorize the nation's passenger rail program, which expired on September 30, 2013 and has continued with appropriations without new authorization. The full Commerce Committee is expected to debate and vote on the Railroad Reform, Enhancement, and Efficiency Act next week.

The senators' bill follows House action. In March, the House passed their version to reauthorize the nation's passenger rail program, the Passenger Railroad Reform and Investment Act (HR 749). The House bill reflected a compromise among members of the House Transportation & Infrastructure Committee between those who would like to see significant privatization or downsizing and reform at Amtrak and those who would prefer greater investment in a national passenger rail system. In contrast to the House's approach, the Senate authorization bill provides higher authorization levels and provides opportunities for states and local governments to move plans into action to establish or expand passenger rail service.

Key provisions

Funding levels. Congress currently funds Amtrak under two programs: operating, and capital/debt service. In FY15, Congress funded these two programs at \$1.39 billion. H.R. 749 restructures these programs into a Northeast Corridor (NEC) Improvement Fund and a National Network account (all routes not on the NEC) and authorizes appropriations to the new accounts. The Senate bill restructures the programs into a NEC account, a long-distance account (routes over 750 miles), a state-supported account (routes under 750 miles), and a national assets account (core rail assets shared among routes), but doesn't authorize appropriations by account ("lines of service"). Funding for FY 16-19 shown in Table 1.

Table 1.	House	Senate
FY2016	\$1.412 billion total \$439 million for NEC \$973 million for national	\$1.45 billion total
FY2017	\$1.438 billion total \$464 million for NEC \$974 million for national	\$1.55 billion total
FY2018	\$1.465 billion total \$480 million for NEC \$985 million for national	\$1.7 billion total

Transportation for America (T4America) is an alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government step up to invest in smart, homegrown, locally-driven transportation solutions — because these are the investments that hold the key to our future economic prosperity. t4america.org

FY2019	\$1.495 billion total \$498 million for NEC \$997 million for national	\$1.9 billion total
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Both bills would authorize a competitive grant program to fund planning, acquisition, and capital construction. The Senate bill authorizes a larger grant program with broader eligibilities than what was included in the House proposal. The House bill authorized the program with \$300 million per year, of which not less than \$150 million must go to projects on the NEC. In comparison, the Senate’s bill authorizes \$350 million in FY2016 and increases the program to \$900 million in FY2019. The Senate’s bill would not limit funding from this program to specific lines and would increase the projects that are eligible as well as the applicants to include state of good repair grants, operating assistance for new or expanded passenger rail service for up to three years, positive train control, planning and class II and class III railroads, and higher education transportation centers.

Because the passenger rail program is not provided a dedicated funding source (such as exists for other modes of surface transportation in the Highway Trust Fund), these funding amounts are authorizations only, and will be subject to annual appropriations debates in Congress.

Changes to Amtrak’s Financial Processes. The Senate bill requires Amtrak to restructure its accounting practices into the four accounts discussed above: the NEC account, state-supported account, long-distance account, and a national asset account. The NEC account may be used only for capital projects on the NEC, and permits Amtrak to reinvest NEC-generated revenue in the corridor’s development. Funds in the state-supported account can be used for capital and operating costs, the latter of which must be funded by the states that support the service. The long-distance account can be used for capital and operating costs, and the national asset account is to be used to support assets shared by the three other accounts (e.g. reservations, security, training facilities, etc.). The Senate bill allows for the transfer of funds between these four accounts once Amtrak has notified the Amtrak Board of Directors and receives approval from USDOT. The House’s bill allows the transfer between accounts as well, but would make the process more onerous by requiring Amtrak to notify Congress as well.

The bill requires Amtrak to submit detailed financial plans to Congress annually and make those plans publicly available on its website. It also requires Amtrak to conduct a “business case analysis” for any purchase of rail cars totaling more than \$100 million. In addition, the Amtrak Board of Directors would have to develop a 5-year business line and asset plan for the NEC and state-supported and long-distance routes, including ridership and revenue information by route.

Reform to Amtrak Board. As Congress moves to separate the lines of service provided through the NEC, state-supported, and long-distance, many felt that it was important that the Amtrak Board of Directors are representative of the lines of service as well as geographically diverse. The Senate bill would require that of the seven civilian board appointments, two represent the NEC, two represent the state-supported routes, and two-represent the long-distance routes.

Rail safety. Unlike the House passenger rail authorization, the Senate’s bill includes many rail safety provisions, including: model state highway rail grade safety plans; requirement that states develop and implement highway rail grade safety plans; speed limit reduction safety planning that incorporates automatic train control systems and requires that railroad carriers prioritize technology and operational improvements to diminish the risk of overspeed derailments until positive train control systems are fully implemented on the corridor.

Competition. The bill requires the Federal Railroad Administration (FRA) to develop a pilot program that will allow rail carriers that own track over which Amtrak runs service to submit a bid to provide passenger service on that route in lieu of Amtrak. Amtrak would also be allowed to bid on that service. The winning bidder would receive the right to provide passenger service for 4 years, along with an operating subsidy at least 10% less than the subsidy Amtrak received for that route the previous year.

Development of stations and right-of-way. The bill requires Amtrak to prepare a report on options to enhance development around Amtrak stations through such means as better multimodal connections and value capture. Amtrak must then issue a Request for Proposals (RFP) seeking entities to implement those options. The provision provides the opportunity for non-Amtrak owned stations to join the RFP on a voluntary basis. The bill also requires Amtrak to issue an RFP for private-sector entities to develop Amtrak-owned right of way for projects such as telecommunications systems or energy distribution systems. The goal of this provision is to encourage Amtrak to maximize its assets in a way that will generate revenue for the rail network.

Changes to the Railroad Rehabilitation and Improvement Financing (RRIF) Program. Currently only a small percentage of FRA's loan authority for rail projects under RRIF has been utilized. The Senate bill makes several changes to the bill to make it more accessible and also broadens the eligibility for the low interest loans and credit assistance to transit-oriented development surrounding passenger rail stations. Using the RRIF program, the bill would also establish new creditworthiness criteria focused on the merits of the project applicant, authorize master credit agreements to cover a large program of projects, and streamline the application process and improve transparency. Unlike the House, bill the Senate bill would not set aside 40% of available RRIF loan authority for projects on the NEC.

Other notable provisions:

- Requires Amtrak to contract with an independent entity to develop objective methodologies for determining what routes Amtrak should serve, based upon factors such as cost recovery, on-time performance, ridership, connectivity, communities' transportation needs, and expected funding levels.
- Establishes a "State-Supported Route Advisory Committee," to better coordinate planning and operations of those routes. Amtrak would be required to provide states with quarterly updates on costs and ridership, and annual projections for the upcoming year.
- Creates a Gulf Coast Rail Service Working Group to evaluate the restoration of service between New Orleans, LA and Orlando, FL. The Working Group will include the relevant states, regional planning agencies, the Southern Rail Commission, freight railroads, and Amtrak, and must transmit a preferred option for restoring service, a list of need capital improvements, and potential funding sources, to Congress within nine months of the bill's enactment.
- Requires the Northeast Corridor Commission to develop a five-year capital investment plan, with prioritized projects, for the NEC, to ensure a coordinated approach to capital spending along the corridor, and requires Amtrak, states, and public transportation entities that own portions of the NEC to develop asset management plans.
- Requires Amtrak to develop a plan to eliminate its operating loss from food and beverage services within four years. This is consistent with what Amtrak CEO Joseph Boardman has already announced he is working on.
- Requires Amtrak to develop a pilot program to allow riders to bring pets on the train.
- Establishes a working group to develop best practices for state-supported passenger rail routes.

- Requires USDOT to conduct a share-use rail corridor study that incorporates private and public stakeholders. This is an important study as Amtrak and other passenger rail service primarily uses corridors owned by private freight rail owners, which represents one the largest hurdles to changing train schedules, or starting new or expanding service
- Establishes a pilot for Amtrak and other commuter rail operators of the NEC to study the feasibility of and options for permitting through-ticketing between the different passenger services.

Item Number 10

Member Comments

DISCUSSION:

Comments or recommendations by MPOAC members.

REQUESTED ACTION:

As may be desired

ATTACHMENT:

None

Item Number 11

Adjournment

The next meeting of the MPOAC Staff Directors Advisory Committee and Governing Board will be held on Thursday, October 29, 2015 at the Orlando Airport Marriott Hotel, 7499 Augusta National Drive, Orlando, Florida 32822, (407) 851-9000.