

**Florida MPO Advisory Council**  
**Joint Meeting of the Governing Board and Staff Directors' Advisory Committee**  
**January 28, 2016**  
**Meeting Minutes**

**GOVERNING BOARD MEMBERS IN ATTENDANCE:**

Mayor Susan Haynie, Palm Beach MPO, Chair  
Councilmember Jim Wood, Okaloosa-Walton TPO, Vice Chair  
Commissioner Rodney Friend, Bay County TPO  
Councilmember Bryan Caletka, Broward MPO  
Commissioner Nick Maddox, Capital Region TPA  
Councilmember Charles Bare, Florida-Alabama TPO  
Commissioner Jim Brooks, Heartland Regional TPO  
Commissioner Nicholas Nicholson, Hernando/Citrus MPO  
Mayor Marni Sawicki, Lee County MPO  
Commissioner Troy McDonald, Martin MPO  
Commissioner Bruno A. Barreiro, Miami-Dade MPO  
Commissioner Carl Zalak, Ocala/Marion TPO  
Councilmember Doreen Hock-DiPolito, Pinellas County MPO  
Commissioner Nat Birdsong, Polk TPO  
Councilmember Pat Patterson, River to Sea TPO  
Councilmember Patrick M. Roff, Sarasota/Manatee MPO  
Mayor Kathy Meehan, Space Coast TPO  
Ms. Kathryn Hensley, St. Lucie TPO

**STAFF DIRECTORS IN ATTENDANCE:**

Peter Buchwald, St. Lucie TPO, Chair  
Greg Stuart, Broward MPO, Vice Chair  
Mary Beth Washnock, Bay County TPO, Florida-Alabama TPO, Okaloosa-Walton TPO  
Jack Kostrzewa, Capital Region TPA  
Bob Herrington, Charlotte County-Punta Gorda MPO  
Marlie Sanderson, Gainesville MTPO  
Patricia Steed, Heartland Regional TPO  
Dennis Dix, Hernando/Citrus MPO  
Beth Alden, Hillsborough MPO  
Phil Matson, Indian River MPO  
T.J. Fish, Lake-Sumter MPO  
Donald Scott, Lee County MPO  
Beth Beltran, Martin MPO  
Gary Huttman, MetroPlan Orlando  
Aileen Bouclé, Miami-Dade MPO  
Denise Bunnewith, North Florida TPO

Grey Slay, Ocala/Marion TPO  
Nick Uhren, Palm Beach MPO  
Sarah Ward, Pinellas County MPO  
Tom Deardorff, Polk TPO  
Lois Bollenback, River to Sea TPO  
David Hutchinson, Sarasota/Manatee MPO  
Bob Kamm, Space Coast TPO

**OTHERS IN ATTENDANCE:**

Carl Mikyska, MPOAC Executive Director  
Brigitte Messina, MPOAC  
Jeff Kramer, USF/CUTR  
Alex Carroll, USF/CUTR  
Erich Zimmerman, NARC  
Yvonne Arens, FDOT  
Jim Wood, FDOT  
Ken Morefield, FDOT  
Suzanne Lex, FDOT  
Sean Santalla, FDOT  
Starsky Harrell, FDOT  
Lee Ann Jacobs, FHWA  
Karen Brunelle, FHWA  
Michael Sherman, FHWA  
Stacie Blizzard, FHWA  
Shakira Crandol, FHWA  
Alice Bojanowski, Martin MPO  
Carlos Roa, Miami-Dade MPO  
Austin Mount, West Florida RPC  
Hal Beardall, FCRC Consensus Center  
Howard Glassman, Gannett Fleming  
Bob Wallace, Tindale-Oliver  
Ray Chiamonte, Tampa Bay Area Regional Transportation Authority

**1. CALL TO ORDER**

Mayor Susan Haynie, Palm Beach MPO, Chair, called the meeting to order at 12:21 p.m. The Chair welcomed those in attendance and self-introductions were made. All stood for the Pledge of Allegiance.

## 2. APPROVAL OF MINUTES

Councilmember Jim Wood, Okaloosa-Walton TPO, Vice Chair, moved to approve the minutes of the October 29, 2015 meetings of the MPOAC Governing Board and the Staff Directors' Advisory Committee. Councilmember Charles Bare, Florida-Alabama TPO, seconded the motion. The motion was approved unanimously.

## 3. PUBLIC COMMENTS

No public comments were made.

## 4. NATIONAL ASSOCIATION OF REGIONAL COUNCILS PRESENTATION

Erich Zimmerman, Director of Transportation Programs for the National Association of Regional Councils (NARC), presented an overview of the new federal transportation bill, Fixing America's Surface Transportation (FAST) Act. Mr. Zimmerman noted that Leslie Wollack, former NARC Deputy Director, is the new NARC Executive Director. He emphasized that NARC would continue to focus on advocacy, work on new legislative proposals, and focus on coalition building.

The FAST Act became law in December 2015, but is retroactive to October 1, 2015. Mr. Zimmerman described the FAST Act as having several positive components for MPOs and the transportation community, but that it was not a huge departure from the previous federal transportation authorization. While federal transportation funding was increased overall, one significant challenge that remains is the continued reliance on the gas tax which is thought to be unsustainable as a long-term funding source, leaving a potential funding cliff for the next authorization.

Mr. Zimmerman then provided an overview of the FAST Act's key provisions:

- The FAST Act is a five year reauthorization bill, with \$281 billion in new contract authority. The bill authorizes an average of approximately \$56.2 billion in transportation spending per year. It uses a variety of pay-fors (a term that is used by lawmakers to signal cuts or tax increases used to pay for new spending) to fund increased spending and supplement revenues generated by the gas tax, including surplus funds from the Federal Reserve and revenues from sales of oil from the Strategic Petroleum Reserve.
- The Surface Transportation Program was renamed the Surface Transportation Block Grant Program (STBGP), but there was no change in the program's purpose or function. NARC advocated for an increase in base funding for STP and an increase in the STP suballocation. Both of these objectives were achieved in the FAST Act.

- The Transportation Alternatives Program (TAP) was eliminated as a stand-alone program, but instead became a funding set-aside in the STBGP. Funding for this purpose was increased somewhat, though it is now a flat amount and not a percentage of total funding as it was under the previous law. The core elements of the program have been maintained, and the 50/50 suballocation has been preserved.
- Federal planning (PL) funding increased slightly, but not as much as was advocated for by NARC.
- New federal planning factors related to tourism and infrastructure resiliency were established in the FAST Act.
- MAP-21 required MPO boards to include at least one public transit representative. The FAST Act clarified that an MPO board member could represent both a transit provider and a local unit of government.
- The FAST Act stipulates that on-system, non-National Highway System (NHS) bridges are now eligible for funding under the National Highway Performance Program (NHPP).
- The FAST Act authorizes only a slight increase in Congestion Mitigation and Air Quality (CMAQ) funding, despite more stringent air quality standards.
- The FAST Act establishes a new Freight Program, including a discretionary grant program under which MPOs are eligible recipients.
- The FAST Act reinstates the Bus and Bus Facilities Discretionary Program, which had existed in federal law for many years, but which had been eliminated under MAP-21.
- The FAST Act includes provisions for environmental streamlining, including the use of MPO documents as part of the environmental review process.
- Several things are missing from the FAST Act that NARC had hoped would be in the bill, including provisions for connected and autonomous vehicles and a dedicated program to fund performance measurement.

Mr. Zimmerman noted that NARC worked with the National League of Cities (NLC), National Association of Counties (NACo), U.S. Conference of Mayors, Association of MPOs (AMPO), and National Association of Development Organizations (NADO) as part of the Local Officials for Transportation (LOT) Coalition. This collaboration helped secure important provisions in the bill that support the mutual goals of the member organizations. Mr. Zimmerman concluded his presentation by inviting MPOAC members to attend the National Conference of Regions February 7-9 in Washington, DC and the NARC Annual Conference June 26-29 in Salt Lake City.

Mr. Zimmerman clarified several provisions regarding NARC and the FAST Act in response to questions from MPOAC members. No major changes to the mission and services provided by NARC are anticipated with the hiring of a new Executive Director. Mr. Zimmerman noted that although there were no formal provisions related to autonomous vehicles in the FAST Act, the Department of Transportation is doing what it can within its authority to secure funding for this area. He also clarified that although market oil prices are fluctuating, Congress is maintaining a fixed price for sales from the Strategic Petroleum Reserve to ensure funding certainty for the

FAST Act. Mr. Zimmerman also clarified that MPOs will have to wait on the rulemaking process before taking advantage of the new freight highway program.

Finally, a member thanked Mr. Zimmerman for the “Transportation Thursdays” newsletter, which has been very helpful in keeping MPOs informed of updates in Washington. Mr. Zimmerman welcomed more members to participate in Transportation Thursdays.

## 5. EXECUTIVE DIRECTOR’S REPORT

### A. BUDGET REPORT

Carl Mikyska, MPOAC Executive Director, reported on the MPOAC budget. During the 2<sup>nd</sup> quarter (October 1 – December 31, 2015), approximately \$102,450 was spent, roughly 19% of the total \$532,048 budget.

### B. FLORIDA LEGISLATIVE UPDATE

Mr. Mikyska provided a summary of the 2015 Florida legislative session and noted a number of bills of interest to the members:

- SB 124: Public Procurement Practices. This bill provides opportunities for local municipal governments to enter into public-private agreements and is supported by the Florida League of Cities (FLC).
- SB 1392: Transportation. This bill clarifies DOT’s authority to remove certain traffic control devices, such as those located in school zones, which do not meet the standards in the Manual on Uniform Traffic Control Devices. The bill also requires MPOs to accommodate advances in vehicle technology when developing LRTPs.
- SB 416: Relocation of Utilities. This bill would require state and local governments to bear the costs of utility equipment relocation within public easements. The Florida League of Cities opposes this legislation and the MPOAC is monitoring this bill.
- SB 7000: Developments of Regional Impact (DRI). This bill increases the acreage for annexation of enclaves from 10 acres to 150 acres and provides that proposed DRI-size projects are not required to undergo a state review process if the proposed development is consistent with the approved comprehensive plan.
- SB 1372: Transportation. This bill allows for transportation reinvestment zones in Florida. These zones are similar to tax increment financing (TIF) districts, but are specifically intended to fund transportation projects. The bill also states that local support is required for the addition of any new toll plazas or increase in toll rates on the existing system (including the Florida Turnpike). Local support shall be conveyed through a “statement of support”, though this has not yet been defined.

- HB 1325: Economic Development. This bill would prohibit local governments from applying transportation concurrency or impact fees to business developments that are less than 6,000 square feet and have fewer than 12 full-time employees. To maintain this exemption, new business developments must receive a certificate of occupancy on or before July 1, 2020. The bill is aimed at helping develop small businesses.
- SB 756: Department of Transportation. This bill creates the FDOT Financing Corporation, authorizes FDOT to assume certain NEPA responsibilities, increases the minimum annual funding for the Florida Seaport Transportation and Economic Development program, and increases the waiting period for closing inactive SunPass accounts from three to ten years.
- SB 1110: Central Florida Expressway Authority. This bill clarifies the governing body membership requirements for the Central Florida Expressway Authority and how members may be removed.
- SB 738: Central Florida Regional Transportation Authority. This bill revises the organization and membership of the governing board and grants the board authority to contract for the management of the system. The bill also initiates evaluation of the board's operational structure.

Mr. Mikyska noted that he will provide members with more details on SB 1110 and the Transportation Reinvestment Zones contained in SB 1372 at a later date.

#### C. CALL FOR MPOAC UPWP PROJECTS

Mr. Mikyska issued a call for projects for the MPOAC UPWP. He reminded the members that there has been no change in the allotted budget. Therefore, any large projects would require additional funding. One proposed project was a salary survey of typical positions within an MPO. Mr. Mikyska noted that the draft UPWP would be ready for board approval at the April meeting.

## 6. AGENCY REPORTS

### A. FLORIDA DEPARTMENT OF TRANSPORTATION

Jim Wood, State Transportation Development Administrator at FDOT, gave an update on FDOT's activities and noted topics that may be of interest to the MPOs:

- New Florida Transportation Plan
  - Mr. Wood noted that the Implementation Element of the Florida Transportation Plan (FTP) is coming soon. The Vision Element was completed in August 2015, and the Policy Element was completed in December 2015. Whereas the previous FTP

had six goals, the new plan adds “transportation choices” as a seventh goal area. FDOT will be performing targeted outreach over the next few months.

- I-75 Relief Study
  - This study is a component of the larger Tampa Bay to Northeast Florida Future Corridor study area. An I-75 Relief Task Force will evaluate the potential for enhanced connectivity between the Tampa Bay region, North Central Florida, and Northeast Florida. The purpose of the study is to address existing challenges on I-75, including congestion and high collision rates. Mr. Wood noted the need to maximize I-75’s existing capacity and perhaps provide a parallel reliever route and connect I-75 with the Suncoast Parkway. The Task Force will consider a range of options and provide recommendations to FDOT. More information on this study can be found at [www.i75relief.org](http://www.i75relief.org).
  
- SUN Trail Network
  - The SUN Trail Network will receive \$25 million annually from new vehicle tag revenues. The framework for funding selection includes three tiers: a top regional trail system, a second regional trail system, and a third system of individual trails. The Coast-to-Coast Connector was selected for the top regional trail system at the December 2015 meeting of the Florida Greenways and Trails Council. The second regional trail system will be selected at the February 2016 meeting. FDOT will establish selection criteria for individual trails by March 2016 at the latest. The formal SUN Trail Program is expected to be finalized by April 2016, and project solicitation and development of a 5-year work program are expected to begin thereafter. More information on the SUN Trail Network can be found at [www.FloridaSunTrail.com](http://www.FloridaSunTrail.com).
  
- Statewide Revenue Forecast
  - Mr. Wood noted that the purpose of the Statewide Revenue Forecast is to promote consistent statewide and metropolitan planning, meet federal requirements for federal funding estimates, and support updates to the MPO LRTPs and the Strategic Intermodal System (SIS) plan. The next update to the Statewide Revenue Forecast is due in 2018.
  
- 2016 Legislative Session
  - *SB 756: Department of Transportation*. Mr. Mikyska reported on this bill earlier. Mr. Wood noted that the bill was being reviewed by the Appropriations Committee.
  - *HB 7027: Department of Transportation*. This is the House version of FDOT’s legislative package. The bill made its final committee stop today.
  - Mr. Wood noted that both of these bills include critical language that provides the state a limited waiver of sovereign immunity to civil suits in federal court.

Mr. Wood addressed several member questions regarding the SUN Trails Network. He clarified that projects must be identified as an MPO priority in order to be eligible for funding. There must also be an identified and committed manager ready to assume maintenance once the project is complete. Any project, big or small, located within the paved portion of the Florida Greenways and Trails Priority Network would be eligible for funding. There is an annual allocation of \$25 million for the SUN Trails Network.

One member asked how MPOs could be represented on the Florida Greenways and Trails Council. Mr. Wood explained that this is a legislative issue and would require statutory changes. However, some of the council positions are variable as they are appointments by various Florida officials, which may allow for MPO representation.

Another member asked how MPOAC members could be involved in the Statewide Revenue Forecast. Mr. Wood explained that the MPOAC Staff Directors' meeting is the current venue for that. He noted that the members' input on the revenue forecasting process is appreciated.

Mr. Wood then called upon Mr. Ken Morefield, Manager of the State Environmental Management Office at FDOT, to conclude the FDOT presentation with an update on the National Environmental Protection Act (NEPA) Assignment effort being undertaken by FDOT.

Under this program, FDOT will assume FHWA's responsibilities on all highway projects (not planning or design) for environmental matters. FDOT would be responsible for reviewing, approving, and signing NEPA documents. Mr. Morefield noted that this would not result in any reduction in environmental considerations. Based on similar programs in other states including California, Texas and Ohio, FDOT expects that the program will produce a 25% cost and time savings.

Several steps must be taken for FDOT to assume this authority. The application process takes 18-20 months. FDOT must also waive sovereign immunity and consent to and accept federal court jurisdiction. FDOT attorneys, not FHWA attorneys, would defend actions and decisions in federal court, although the cost of litigation would be reimbursable. The state must also have a public records law comparable to the Freedom of Information Act. Florida already meets this requirement with the Sunshine Law.

FDOT's role in the program would include program management and oversight, documentation and records management, quality assurance/control, and agency and stakeholder coordination. FDOT is already prepared to assume many of these responsibilities, as it currently reviews all Environmental Impact Statements (EIS) and Environmental Impact Analyses (EIA) before they are reviewed by FHWA. The Department is also adding staff to handle the additional workload associated with the program. The role of FDOT districts remains unchanged, as all tasks would be managed by FDOT Central Office.

Mr. Morefield provided an overview of the program status. FDOT submitted a Statement of Interest to FHWA in September. The initial draft application will be completed by mid-February. Once the Florida Legislature approves the Limited Waiver of Sovereign Immunity and the Attorney General verifies that certain legal requirements have been met, FDOT will provide public notice of the application. FDOT is performing stakeholder outreach throughout the assignment process, which will be documented in the final application. The final application and Memorandum of Understanding will hopefully be submitted to FHWA by June, but this could change depending on how long the previous steps take. Mr. Morefield noted that if everything remains on schedule, the assignment will be in effect by this time next year. More information regarding FDOT's NEPA Assignment efforts can be found at [www.dot.state.fl.us/emo/NEPAAssignment.shtm](http://www.dot.state.fl.us/emo/NEPAAssignment.shtm).

Mr. Morefield answered member questions regarding the NEPA Assignment program. He clarified that FDOT's authority in the NEPA process would apply to any highway projects that receive federal funds through FDOT, so this could include projects by FDOT Districts or by Expressway Authorities. FDOT Central Office would assume responsibility for certifying that FHWA's planning consistency requirements are met, but would not assume the authority to review interchange justification reports. Mr. Morefield clarified that FDOT may not add any more rules to the NEPA process and must comply with all federal regulations. Also, there will be no difference in the review process between projects that are on or off of the state system.

Under the program, FHWA would have no project-level decision making authority. Any issues would need to be resolved with FDOT under an established resolution process. However, FHWA will be performing an annual audit for the first four years to ensure that FDOT is complying with all federal laws. Additionally, FDOT will be required to hear and address concerns from other relevant federal agencies, such as the Environmental Protection Agency (EPA), the Army Corps of Engineers, and the Coast Guard.

Mayor Susan Haynie, Palm Beach MPO, Chair, thanked Mr. Wood and Mr. Morefield for their presentations.

## B. FEDERAL HIGHWAY ADMINISTRATION

Ms. Lee Ann Jacobs, Planning Team Leader, Office of Project Development at the Federal Highway Administration (FHWA) Florida Division Office, made several announcements regarding agency activities. Ms. Jacobs thanked the members for assistance in completing the freight assessments and for submitting the Minority Institutions of Higher Education (MIHE) surveys. She took the opportunity to introduce FHWA Florida Division's transportation planners, Stacie Blizzard, Shakira Crandol, and Shundreka Givan. She also introduced Michael Sherman, FHWA Florida Division's new transportation planning intern.

Ms. Jacobs also announced that FHWA was listed in the top 5% of best places to work in the federal government for the fourth consecutive year.

Ms. Jacobs reported that USDOT Secretary Anthony Foxx announced the Smart City Challenge in December 2015. Cities are encouraged to develop their own visions, partnerships, and blueprints to define what it means to be a “smart city” and demonstrate what a fully integrated, forward-thinking transportation network would look like. Cities are invited to submit applications detailing high-level visions of their smart city by February 4<sup>th</sup>, 2016. Five finalists will be selected in March 2016. The winner will be announced in June 2016 and will receive up to \$40 million. More information can be found at [www.transportation.gov/smartcity/](http://www.transportation.gov/smartcity/).

Ms. Jacobs provided an update on the USDOT Mayors’ Challenge that was launched in March 2015. The challenge was issued to mayors and other elected officials of any local jurisdiction to improve safety for bicyclists and pedestrians of all ages and abilities. Cities are encouraged to issue a public statement, form a local action team, and take action on one of the seven Challenge activities. These activities include:

- Take a Complete Streets approach
- Identify and address barriers to make streets safe and convenient for all road users, including people of all ages and abilities
- Gather and track biking and walking data
- Use designs that are appropriate to the context of the street and its uses
- Take advantage of opportunities to create and complete bicycle/pedestrian networks through maintenance
- Improve walking and biking safety laws and regulations
- Educate and enforce proper road use behavior by all

Participants will have the opportunity to take part in peer-to-peer workshops, webinars, and other activities throughout the Challenge year. At the end of the Challenge, participants will be invited to a capstone event to celebrate their accomplishments and share best practices. As of June, there were 35 cities and one MPO (Broward MPO) in Florida participating in the Challenge. More information regarding the Mayor’s Challenge can be found at [www.transportation.gov/mayors-challenge](http://www.transportation.gov/mayors-challenge).

A new report, *Case Studies in Delivering Safe, Comfortable and Connected Pedestrian and Bicycle Networks*, was released by FHWA in December 2015. The report provides an overview of principles and best practices for bicycle and pedestrian network planning and documents case examples from communities throughout the U.S. Six projects from Florida were highlighted in the report, including Tampa’s Walk-Bike Plan, the St. Lucie bicycle/pedestrian network, the Selmon Greenway Trail, the Courtney Campbell Causeway Scenic Trail, the Pinellas Trail, and the Fletcher Avenue Complete Streets project. The report

can be found at

[www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/network\\_report/](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/network_report/).

Ms. Jacobs then provided an update on the Every Day Counts (EDC) initiative, which aims to accelerate the delivery of highway projects and address challenges associated with limited budgets. She announced that the third round of Every Day Counts (EDC-3) is halfway over, and that it is now time to solicit ideas and suggestions for EDC-4, which runs from 2017-2018. A formal request for information was published in the Federal Register in December 2016. Members are encouraged to submit their ideas by January 31, 2016. More information can be found at [www.federalregister.gov/articles/2015/12/10/2015-31112/every-day-counts-initiative-request-for-information](http://www.federalregister.gov/articles/2015/12/10/2015-31112/every-day-counts-initiative-request-for-information).

Ms. Jacobs concluded her remarks by announcing that a new guidebook, *Applying Safety Data and Analysis to Performance-Based Transportation Planning*, was released in December 2015. The guidebook provides state and regional planners with information on how to use safety data and analysis tools in performance-based transportation planning and programming. The guidebook can be found at [www.safety.fhwa.dot.gov/tsp/fhwasa15089/](http://www.safety.fhwa.dot.gov/tsp/fhwasa15089/).

Karen Brunelle, Director, Office of Project Development at the Federal Highway Administration (FHWA) Florida Division Office, then provided an update on transportation performance management rulemaking activities. The anticipated rulemakings for the planning area and pavement and bridge performance measures in the Highway Asset Management Plan have been delayed and are now expected to be released in July 2016.

Ms. Brunelle then provided an overview of key elements of the FAST Act:

- The Act is the first long-term transportation funding bill in ten years. It authorizes \$305 billion over all modes for five years using money from the Highway Trust Fund, the General Fund, and a variety of pay-fors. There is approximately \$226 billion authorized for highways over five years, with \$225 billion in contract authority and \$1.1 billion from the General Fund. The highway contract authority grows each year, with an initial 5% increase compared to FY 2015 and an approximate 2% annual increase thereafter.
- The Act builds on the structure from MAP-21 and doesn't contain a lot of new program policy components. The most significant new programs are the new freight formula program and the competitive grant program for nationally significant freight and highway projects.
- The Surface Transportation Program was renamed the Surface Transportation Block Grant Program (STBGP) and is the sole source for the Transportation Alternatives Program and Recreational Trails Program.
- 92% of the highway funds are apportioned by formula. As under MAP-21, the National Highway Performance Program (NHPP) and the STBGP account for the majority of the

highway apportionment. Overall, Florida will receive over \$2 billion annually, or approximately \$10 billion over the life of the bill.

- Administrative costs for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program as well as costs for vehicle-to-infrastructure (V2I) communication equipment are now eligible for funding under NHPP. Bridge resurfacing, preservation, and reconstruction projects on non-NHS Federal-aid highways are also now eligible under NHPP.
- No eligibilities were eliminated under STBGP. However, TIFIA costs, costs associated with a state public-private partnership office, and costs for V2I communication equipment are now eligible under STBGP.
- The Transportation Alternatives Program no longer has a name; it is now a STBGP set-aside. However, it will continue to function as it did previously. The STBGP set-aside allows nonprofits responsible for local transportation safety programs to apply for funds.
- The Congestion Mitigation and Air Quality Improvement Program (CMAQ) adds eligibility for V2I communication equipment. It also adds eligibility for port-related equipment and vehicles to reduce emissions.
- The Highway Safety Improvement Program (HSIP) limits eligibilities to only those specified in law, which are mostly infrastructure-related. It adds eligibilities for V2I communication equipment and certain pedestrian safety improvements, including pedestrian hybrid beacons. It also increases the set-aside for rail-highway grade crossings. It prohibits the use of HSIP funds to purchase, operate, or maintain an automatic traffic enforcement system that captures an image of a vehicle, except in school zones.
- The new National Highway Freight Program authorizes an average of \$1.2 billion per year nationally, or about \$60 million per year for Florida. Eligible activities include construction, operational improvements, freight planning, and performance measurement. It is a highway-focused program, though up to 10% of funds may be used for freight rail, water facilities, and intermodal facilities. Beginning in FY 2018, only states with a freight plan are eligible to receive formula funds. The FAST Act repeals the special federal share for freight projects that existed under MAP-21.
- The Nationally Significant Freight and Highway Projects Program authorizes \$4.5 billion over 5 years, or approximately \$900 million per year on average. It is a competitively awarded discretionary grant program for projects costing over \$100 million. Eligible activities include highway freight projects on the National Highway Freight Network, NHS highway/bridge projects, projects in National Scenic Areas, freight rail/intermodal/port projects, and rail-highway grade crossing or grade separation projects. TIFIA loans for these types of projects are also eligible. States, large MPOs, local governments, and other agencies may apply.
- The FAST Act requires a national multimodal strategic freight plan. States are required to develop freight plans by 2018, and are encouraged to develop Freight Advisory Committees. It requires the designation of a national multimodal freight network and a national highway freight network.

- Ms. Brunelle provided an overview of the planning provisions in the FAST Act. Public ports, private transportation providers, intercity buses, and carpools must be included in the planning process. The law adds two new planning factors, which Mr. Zimmerman outlined in his presentation. The law also clarifies that public transportation representatives on MPO boards may also represent a municipality. It requires the MPO and State Transportation Improvement Programs (TIPs/STIPs) to include facilities that support intercity transportation. The State Long Range Transportation Plan (LRTP) must describe performance measures and targets.
- The FAST Act includes several provisions that relate to accelerating project delivery. The Act adds new flexibilities, including a 4(f) exemption for some bridges, and refines some existing provisions to expedite projects. It also includes a variety of other provisions. It requires that highway design on the NHS shall consider the constructed and natural environment, any environmental, scenic, aesthetic, historic, community, and preservation impacts, access for other modes, and cost savings via flexibility in current design guidance or regulations. DOT shall consider the AASHTO Highway Safety Manual and the NACTO Urban Street Design Guide in the development of highway design criteria. It also instructs DOT to designate national electric vehicle charging and alternative fuel infrastructure corridors.

More information regarding the FAST Act, including fact sheets and funding tables, can be found at [www.fhwa.dot.gov/fastact/](http://www.fhwa.dot.gov/fastact/). The members thanked Karen for her presentation and for the other resources offered by FHWA.

## 7. BUSINESS ITEMS & PRESENTATIONS

### A. ELECTION OF OFFICERS

Mayor Susan Haynie, current chair of the MPOAC Governing Board, relinquished the Chair position to Carl Mikyska, MPOAC Executive Director, who introduced the election of officers.

- *Election of Vice Chair for the Staff Directors' Advisory Committee for the remainder of the 2015-2016 term.* T.J. Fish, Lake-Sumter MPO, moved to nominate Greg Stuart, Broward MPO. Greg Slay, Ocala/Marion TPO seconded. Mr. Fish moved to close the nominations and Aileen Bouclé, Miami-Dade MPO, seconded. Mr. Mikyska closed the nominations and called the question by unanimous acclamation. The motion passed.
- *Election of Vice Chair for the Staff Directors Advisory Committee for the 2016-2017 term.* Mr. Mikyska asked Greg Stuart, Broward MPO, if he would be willing to continue to serve if nominated. Mr. Stuart responded that he would. Dave Hutchinson, Sarasota/Manatee MPO, moved to nominate Mr. Stuart. Donald Scott, Lee County MPO, seconded. Bob Herrington, Charlotte County-Punta Gorda MPO, moved to close the nominations. T.J. Fish, Lake-Sumter MPO, seconded. Mr. Mikyska closed the nominations and called the question by unanimous acclamation. The motion passed.

- *Election of Chair of the Staff Directors Advisory Committee for the 2016-2017 term.* Mr. Mikyska asked Peter Buchwald, St. Lucie TPO, if he would be willing to continue to serve if nominated. Mr. Buchwald responded that he would. Bob Herrington, Charlotte County-Punta Gorda MPO, moved to nominate Mr. Buchwald. Aileen Bouclé, Miami-Dade MPO, seconded. Dave Hutchinson, Sarasota/Manatee MPO, moved to close the nominations. Sarah Ward, Pinellas County MPO, seconded. Mr. Mikyska closed the nominations and called the question by unanimous acclimation. The motion passed.
- *Election of Vice Chair of the Governing Board for the 2016-2017 term.* Mr. Mikyska asked Councilmember Jim Wood, Okaloosa-Walton TPO, if he would be willing to continue to serve if nominated. Councilmember Wood responded that he would. Commissioner Troy McDonald, Martin MPO, moved to nominate Councilmember Wood. Councilmember Bryan Caletka, Broward MPO, seconded the motion. Councilmember Caletka moved to close the nominations. Councilmember Doreen Hock-DiPolito, Pinellas County MPO, seconded the motion. Mr. Mikyska closed the nominations and called the question by unanimous acclimation. The motion passed.
- *Election of Chair of the Governing Board for the 2016-2017 term.* Mr. Mikyska asked Mayor Susan Haynie, Palm Beach MPO, if she would be willing to continue to serve if nominated. Mayor Haynie responded that she would. Commissioner Nick Maddox, Capital Region TPA, moved to nominate Mayor Haynie. Commissioner Troy McDonald, Martin MPO, seconded the motion. Councilmember Jim Wood, Okaloosa-Walton TPO, Vice Chair, moved to close the nominations, and Councilmember Doreen Hock-DiPolito, Pinellas County MPO, seconded. Mr. Mikyska closed the nominations and called the question by unanimous acclimation. The motion passed.

## B. MPOAC STRATEGIC PLAN UPDATE

Hal Beardall, FCRC Consensus Center, provided an update on the MPOAC Strategic Plan process. Mr. Beardall emphasized that the input from the MPOAC Governing Board and Staff Directors' via surveys has been very helpful in guiding the strategic plan process. Mr. Beardall provided an overview of the draft plan, including the MPOAC vision, guiding principles, goals, and objectives/actions.

- MPOAC Vision
  - The MPOAC improves transportation planning and education by engaging and equipping its members to deliver results through shared innovations, best practices, enhanced coordination and effective communication.
- Guiding Principles in Developing the Strategic Plan
  - Maximize the role of the MPOAC in transportation policy, planning and education.
  - Serve as a state transportation leader and agent of positive change.
  - Empower and enable individual members to do their jobs better.

- Evaluate organizational implications (benefits/costs) for implementing goals/objectives/actions.
- Goals
  - Goal A: Communication and Sharing Best Practices – The MPOAC will effectively coordinate and communicate with members and other transportation organizations and will support the sharing of best practices.
  - Goal B: Training and Education – The MPOAC will expand leadership training and education to engage members and build competence.
  - Goal C: Advocacy on Policy and Planning – The MPOAC will advocate and lead collaboratively for effective local, regional and statewide transportation policy and planning.

Next steps in the plan’s development include a survey of MPOAC partners and stakeholders in March 2016, monthly SDAC meetings through June 2016, and SDAC Governing Board quarterly meetings in April and July 2016. The plan is about halfway complete and should be ready for final review and approval in July 2016.

Several members contributed comments on the plan. Members noted that activities should be prioritized. An orientation or training guide for MPO board members could be a priority project, especially considering the coming turnover in November 2016. This would have added value if it could also be geared toward a public audience. Peter Buchwald, St. Lucie TPO, Chair, noted that projects could be prioritized within the UPWP. Mayor Susan Haynie, Palm Beach MPO, Chair, thanked Mr. Beardall for his presentation and noted that it would be discussed further at the next meeting.

#### C. REPORT AND RECOMMENDATIONS FROM THE MPOAC TECHNICAL AND POLICY SUBCOMMITTEE MEETING

Peter Buchwald, St. Lucie TPO, Chair, relayed three recommendations from the MPOAC Technical and Policy Subcommittee Meeting.

Mr. Buchwald notified the members of a new MPO Agreement for the administration of PL funds being requested by the Florida Department of Financial Services (DFS). The MPOAC General Counsel does not recommend that any of the MPOAC members execute the agreement in its current form, because it changes the relationship between MPOs and FDOT from a cooperative one to one of a mortgagor and mortgagee. MPOs would not be able to meet some of the requirements in the agreement because of their operational structure. Mr. Buchwald noted that the FDOT General Counsel understood the MPOAC’s concerns and has committed to working through the issues in a cooperative manner. A revised version of the agreement is expected within about a month. Mr. Buchwald invited the members to submit their comments through their district liaisons as soon as possible, as the goal is to execute the agreement by July 2016.

The Subcommittee also recommended that the MPOAC Executive Director begin providing two services to the membership. One is weekly email updates of legislative activity, especially on legislation pertaining to MPOAC legislative priorities. The second is to monitor local appropriations requests and share them with the membership.

Several MPOs recently underwent Transportation Management Area (TMA) Certification Review, which raised questions about the consistency of those reviews with other FHWA divisions and the use of the term “corrective actions”, which can be perceived as threatening. The Subcommittee recommended that Carl Mikyska, MPOAC Executive Director, attend the field portion of TMA Certification Reviews in the future.

Commissioner Nick Maddox, Capital Region TPA, moved to approve the Technical and Policy Subcommittee’s recommendations. Councilmember Charles Bare, Florida-Alabama TPO, seconded the motion. The motion was approved unanimously.

#### D. MPOAC CALENDAR

The Technical and Policy Subcommittee made a recommendation to change the MPOAC meeting dates to the first Thursday of the month on a quarterly basis to avoid conflicts with local MPO meetings, starting in 2017. This would require an amendment to the MPOAC Bylaws. Commissioner Nick Maddox, Capital Region TPA, moved to change the meeting date to the first Thursday of the month beginning in 2017. Councilmember Charles Bare, Florida-Alabama TPA, seconded the motion. After further discussion, the makers of the motion agreed to make the change effective from October 2016 onward. The motion was approved unanimously.

The members discussed the necessity of meeting in Tallahassee during the legislative session given the high travel costs, difficulty in scheduling a meeting space, etc. Councilmember Charles Bare, Florida-Alabama TPO, moved for the MPOAC meetings typically held in Tallahassee during the state legislative session to be held in Orlando instead, beginning in 2017. Councilmember Doreen Hock-DiPolito, Pinellas County MPO, seconded the motion. The motion passed with one opposed.

## 8. COMMUNICATIONS

Mayor Susan Haynie, Palm Beach MPO, Chair, noted a letter contained in the agenda packet:

- Letter to Ms. Zana Rayborn, Executive Director, Florida Board of Professional Engineers, dated November 3, 2015

Carl Mikyska, MPOAC Executive Director, provided an update on the Florida Board of Professional Engineers' proposed rule creating a definition for "traffic engineering". Mr. Mikyska noted that the proposed rule has been withdrawn.

Mayor Haynie also encouraged members to have their MPO board members attend the MPOAC Weekend Institute. It will be held April 15-17 in Orlando and May 13-15 in Tampa.

## 9. MEMBER COMMENTS

No member comments were made.

## 10. ADJOURNMENT

The meeting was adjourned at 3:05pm. The next meeting of the MPOAC Governing Board and Staff Directors' Advisory Committee will be held on Thursday, April 28, 2016 at the new offices of MetroPlan Orlando, 250 South Orange Avenue, Suite 200, Orlando, FL 32801. The Staff Directors' Advisory Committee Meeting will begin at 12:00 PM and conclude at 2:30 PM. The Governing Board Meeting will begin at 3:00 PM and conclude at 5:30 PM.