

Florida MPO Advisory Council
Meeting of the Staff Directors' Advisory Committee
July 18, 2016
Meeting Minutes

STAFF DIRECTORS IN ATTENDANCE:

Peter Buchwald, Chair, St. Lucie TPO
Greg Stuart, Vice Chair Broward MPO
Mary Beth Washnock, Bay County TPO, Florida-Alabama TPO, Okaloosa-Walton TPO
Bob Herrington, Charlotte County-Punta Gorda MPO
Anne McLaughlin, Collier MPO
Whit Blanton, Forward Pinellas
Michael Escalante, Gainesville MTPO
Sherry Carver, Heartland Regional TPO
Beth Alden, Hillsborough MPO
T.J. Fish, Lake-Sumter MPO
Beth Beltran, Martin MPO
Gary Huttman, MetroPlan Orlando
Aileen Boucle, Miami-Dade MPO
Denise Bunnewith, North Florida TPO
Nick Uhren, Palm Beach MPO
Lois Bollenback, River to Sea TPO
David Hutchinson, Sarasota/Manatee MPO
Bob Kamm, Space Coast TPO

OTHERS IN ATTENDANCE:

Carl Mikyska, MPOAC
Paul Gougelman, MPOAC General Counsel
Jeff Kramer, Center for Urban Transportation Research
Alex Carroll, Center for Urban Transportation Research
Karen Brunelle, Federal Highway Administration
Lee Ann Jacobs, Federal Highway Administration
Jim Wood, Florida Department of Transportation
Sarita Taylor, Florida Department of Transportation
Sean Santalla, Florida Department of Transportation
Tom Byron, Florida Department of Transportation
Brian Blanchard, Florida Department of Transportation
Laura Herrscher, Florida Department of Transportation, District 1
Noranne Downs, Florida Department of Transportation, District 5
Stephen Benson, Florida Department of Transportation, District 7
Commissioner Troy McDonald, Martin MPO
Carlos Roa, Miami-Dade MPO
Marci Larson, North Florida TPO
Councilmember Pat Patterson, River to Sea TPO

Leigh Holt, Sarasota/Manatee MPO
Lisa Hickman, Space Coast TPO
Mark Reichert, Florida Transportation Commission
Michael Case, Tampa Bay Area Regional Transportation Authority
John Kaliski, Cambridge Systematics
Michael Williamson, Cambridge Systematics
Hal Beardall, FCRC Consensus Center
Matt Ubben, Floridians for Better Transportation
Howard Glassman, Gannett Fleming
Terry Hensley, Gannett Fleming
Mary Ross, Gannett Fleming
Diana Salz, Governmental Consulting
Steve Ferrell, HDR, Inc.
Ned Baier, Jacobs Engineering
William Roll, Kimley-Horn & Associates, Inc.
Richard Biter, Kyra Solutions
Dave Sobush, Tampa Bay Partnership
Franco Saraceno, Renaissance Planning Group
Peyton McLeod, Sprinkle Consulting
Age Schroder, Stokes Creative Group

1. CALL TO ORDER

Peter Buchwald, Chair, St. Lucie TPO, called the meeting to order at 9:47am. The Chair welcomed those in attendance and self-introductions were made. All stood for the Pledge of Allegiance.

Mr. Buchwald introduced Matt Ubben, who spoke in regards to the Floridians for Better Transportation Summit, which is taking place from July 18 – July 20 at the Loews Don CeSar Hotel in Saint Petersburg. Mr. Ubben invited the members to attend the Transportation Summit when their meetings concluded.

2. APPROVAL OF MINUTES

T.J. Fish, Lake-Sumter MPO, moved to approve the minutes of the April 2016 Staff Directors' Advisory Committee Meeting. Mike Escalante, Gainesville MTPO, seconded the motion. The motion carried unanimously.

3. PUBLIC COMMENTS

No public comments were made.

4. EXECUTIVE DIRECTOR'S REPORT

Carl Mikyska, MPOAC Executive Director, spoke in regards to the MPOwerment Roundtable he and Mayor Susan Haynie, Palm Beach MPO, Chair of the MPOAC Governing Board attended last week at the White House. About 30 different officials from across the country attended the roundtable, including secretaries of state DOTs, mayors, MPO directors, and regional council executive directors. The discussion focused on how MPOs can have more influence on the transportation planning process. The US Department of Transportation (USDOT) is interested in expanding this roundtable discussion and visiting different areas across the nation. Mr. Mikyska volunteered Florida to host one of those sessions if USDOT decided to come to Florida.

A. BUDGET REPORT

Carl Mikyska, MPOAC Executive Director, reported on the MPOAC budget. During the 4th quarter (April 1 – June 30, 2016), approximately \$164,471 was spent, roughly 32% of the total \$532,048 budget. The MPOAC finished FY 2015/2016 \$25,086 below budget.

5. AGENCY REPORTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION

Mr. Jim Wood, State Transportation Planning Administrator, Florida Department of Transportation (FDOT), updated the members on FDOT activities and brought forward topics of interest to the MPOs.

- Florida Transportation Plan (FTP)
 - The Vision Element was completed in August 2015, and the Policy Element was completed in December 2015. FDOT is now working on the Implementation Element of the FTP with the assistance of an Implementation Committee, formerly the FTP Steering Committee. The Implementation Element will be performance-based, and will be a living, web-based document. The Implementation Element is expected to be completed by the end of the calendar year.
- Florida Strategic Highway Safety Plan (SHSP)
 - FDOT's Safety Office is in the process of updating Florida SHSP. Safety was a major component of the FTP, and FDOT is actively working to coordinate its plans internally. A webinar is scheduled for July 25, 2016 to inform stakeholders of the contents of the Florida SHSP and to accept comment on the final draft. The comment period closes on August 4, 2016 and is expected to be submitted for executive review shortly thereafter.
- Future Corridors
 - I-75 Relief Task Force

system. The third-tier involves individual trails, which have not yet been selected. Final selection of projects for Fiscal Year 2017 will take place in August 2016, and a Work Program Amendment to add those projects will be processed in September 2016. There were over \$300 million in projects submitted for consideration, and up to \$50 million is expected to be programmed for Fiscal Year (FY) 2017. Mr. Wood thanked the MPOs for supporting this program by prioritizing and submitting projects.

- Some of the funding will be programmed for construction-ready projects, and some will be programmed for feasibility and Project Development and Environment (PD&E) studies. FDOT is also trying to ensure that funds are spread geographically throughout the state. Mr. Wood noted that there may be gaps in some regions, but only because some areas did not have any projects ready. FDOT is focusing primarily on projects to be funded in FY 2017, but will also maintain a long-term vision throughout the programming process.
- MPO Program Management Handbook
 - FDOT is updating the MPO Program Management Handbook to reflect changes in federal and state laws and policies. It is also being converted to a web-based, user-friendly format. New content will be developed, including:
 - An enhanced certification checklist
 - Ethics requirements for board members
 - Public involvement
 - Performance management
 - Long-range planning
 - Other planning products/supporting programs
 - Glossary
 - Mr. Wood noted that the handbook development will be coordinated with an MPOAC MPO Handbook Working Group. Peter Buchwald, Chair, St. Lucie TPO noted that these meetings will be coordinated with the MPOAC quarterly meetings.
 - A member asked about Federal Highway Administration (FHWA) review of the handbook. Karen Brunelle, Director, FHWA Office of Project Development, noted that FHWA can provide input and feedback, but does not provide formal approval.
- Calendar Items
 - State Highway Safety Plan Webinar: July 25, 2016
 - SASHTO Conference: West Virginia, August 27-30, 2016
 - Tools of the Trade Conference (TRB, Transportation Planning in Small and Medium Sized Communities): Charleston, SC, September 12-14, 2016
 - Florida Metropolitan Planning Partnership Statewide Meeting, Orlando, September 27-28, 2016
 - Florida Automated Vehicles Summit: Tampa, November 28-30, 2016

- Florida Public Transportation Association and Commission for the Transportation Disadvantaged Annual Conference: Jacksonville, December 11-13, 2016

B. FEDERAL HIGHWAY ADMINISTRATION

Ms. Lee Ann Jacobs, Planning Team Leader, Federal Highway Administration (FHWA) Office of Project Development, made several announcements of interest to the members:

- New bicycle and pedestrian enhancements are now available on PlanWorks, including a bicycle/pedestrian application, weblinks, and tools to support collaboration. The FHWA Office of Human Environment will be offering a virtual workshop in August for practitioners interested in the new PlanWorks features.
- FHWA announced the Round 7 recipients for the final round of assistance in the SHRP2 Implementation Assistance Program. FDOT was a recipient in two categories: “Advanced Methods to Identify Pavement Delamination” and “Reliability in Simulation and Planning Models”.
- Several innovations from Round 4 of Every Day Counts may be of interest to the MPOs. These include Accelerating Traffic Incident Management (TIM) Data Collection, Automated Traffic Signal Performance Measures, Community Connections, Data-Driven Safety Analysis, Safe Transportation for Every Pedestrian (STEP), as well as a variety of other innovation categories.
- The FHWA contact persons for each FDOT District are as follows:
 - Danielle Coles: Districts 1 and 3
 - Shundreka Givan: District 2
 - Stacie Blizzard: Districts 4, 5, and 6
 - Lee Ann Jacobs: District 7

Ms. Jacobs then presented information on the Notice of Proposed Rulemaking (NPRM) on MPO Coordination and Planning Area Reform.

- A Notice of Proposed Rulemaking (NPRM) was published in the Federal Register on June 27, 2016. FHWA and the Federal Transit Administration (FTA) are seeking public comment on proposed changes to the planning regulations in 23 CFR 450. The NPRM would clarify that the Metropolitan Planning Area (MPA) must include the entire urbanized area, plus the contiguous area forecast to become urbanized within the 20-year planning horizon. In practice, the MPA has been synonymous with the MPO boundary, but in statute, the MPA is intended to be the entire urbanized area. In complex areas, the statute envisions there could be multiple MPOs within one MPA. Under the proposed rule, governors and MPOs would determine whether multiple MPOs are warranted within a single MPA based on the size and complexity of the area. Multiple MPOs in an MPA would jointly develop planning products, including a single metropolitan long-range transportation plan (LRTP), Transportation

Improvement Program (TIP), and performance targets. Planning agreements would be required and must include a dispute resolution process. It would also require states and MPOs to share information on data collected and analysis performed within the MPA. Comments on the proposed rule may be submitted online at www.regulations.gov/docket?rpp=100&so=DESC&sb=docId&po=0&D=FHWA-2016-0016. Comments must be received on or before August 26, 2016.

- FHWA has hosted two webinars on the NPRM. Another webinar is scheduled for Thursday, July 21, 2016 from 1:00-2:30 pm.
- Ms. Jacobs also provided an update on the Transportation Performance Management rulemaking schedule. It is as follows:

Performance Area	NPRM	Comments Due	Final Rule
Safety Performance Measures	March 11, 2014	<u>Closed</u> June 30, 2014	Published March 15, 2016
Highway Safety Improvement Program	March 28, 2014	<u>Closed</u> June 30, 2014	Published March 15, 2016
Statewide and Metro Planning; Non-Metro Planning	June 2, 2014	<u>Closed</u> October 2, 2014	Published May 27, 2016
Pavement and Bridge Performance Measures	January 5, 2015	<u>Closed</u> May 8, 2015	Anticipated December 2016
Highway Asset Management Plan	February 20, 2015	<u>Closed</u> May 29, 2015	Anticipated December 2016
Performance of the NHS, Freight, and CMAQ Measures	April 22, 2016	<u>Open</u> until August 20, 2016	TBD

Ms. Karen Brunelle, Director, FHWA Office of Project Development, then presented information on new planning regulations for metropolitan planning organizations. The new planning regulations were published and made effective May 27, 2016. These changes reflect changes in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) and provide some clarifications as well as organizational improvements. Changes include:

- Twelve new definitions, five updated definitions and one deleted definition;
- An expanded focus on performance management;
- Two new planning factors;
- An expanded MPO structure;
- Strengthened support for transit; and
- A phase-in schedule.

Detailed changes to federal planning regulations include:

- National policy was clarified and sets the stage for strengthened emphasis on performance management, safety, efficiency, and public transportation. MPOs shall carry out the 3-C process that:
 - Results in a performance-based multimodal transportation system;
 - Promotes the safe and efficient development, management, and operations of surface transportation systems; and
 - Takes into account resiliency needs.
- The FAST Act identifies two new planning factors: (1) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation, and (2) enhance travel and tourism.
- There is a strengthened emphasis on basing the planning process on ideas that enhance livability, including land use, economic development, and environmental issues. There is also a greater emphasis on using a performance-based approach throughout the decision-making process. MPOs should integrate measures and targets from other transportation plans.
- The final rule clarifies that Transportation Management Areas (TMAs) must include officials that provide public transportation. However, it also clarifies that the representative on the policy board may be someone who already serves on the board as a representative of a local government.
- Metropolitan planning agreements should be reviewed and updated periodically to reflect any changes in the process. Agreements must clarify how information and data will be developed and shared among the partner agencies. The MPOs, state(s), and public transportation providers must jointly agree and develop specific written provisions for developing and sharing information related to performance data, targets, and progress.
- Public involvement for the LRTP and TIP must include public ports and private transportation providers. MPOs should also involve tourism agencies and agencies involved in natural disaster risk reduction.
- A new section of the planning regulations related to programmatic mitigation plans. If a mitigation plan is adopted by an MPO, any federal agency responsible for environmental reviews, permits, or approvals for transportation projects shall give substantial weight to the recommendations in the plan when carrying out its responsibilities under the National Environmental Policy Act (NEPA) or other environmental laws.
- The final rule describes travel demand reduction strategies that must be considered in the Congestion Management Process. It also clarifies that, while the process is still required, the plan itself is optional. If a plan is developed, certain requirements must be met.
- Several changes were made concerning the LRTP, including new performance measure requirements. Plans must have a description of the performance measures and targets used in assessing the performance of the transportation system. It must include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the

performance targets. Plans should also integrate into the LRTP the goals, priorities, countermeasures, strategies or projects in the HSIP/SHSP.

- An MPO may voluntarily elect to develop multiple scenarios for consideration as part of LRTP development. Regulation encourages MPOs to consider several factors, including regional investments, population and employment distribution, and maintenance of baseline conditions.
- The TIP shall be designed such that, once implemented, it makes progress toward achieving the performance targets. The TIP must also include a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP and link investment priorities to those performance targets.
- The deadline to phase in the new requirements is May 27, 2018.

Several members asked questions regarding the new planning rule. One member asked whether the MPO must evaluate the TIP for performance each time the TIP is amended, suggesting that this would be burdensome since MPOs amend TIPs frequently. Ms. Brunelle noted that she would look into this. Ms. Brunelle also noted that the new planning rule will affect MPOs at different times depending on their LRTP adoption schedule, though it is not recommended that MPOs change their LRTP adoption schedule to meet the new requirements. Another member asked if FHWA had any guidance for linking investments to performance. She responded that FHWA is still working on that and would inform MPOs when guidance became available. A member also emphasized the need to incorporate the new requirements into the updated MPO Handbook.

6. BUSINESS ITEMS & PRESENTATIONS

A. SAFE ROUTES TO SCHOOL PROGRAM CHANGES

Ms. Sarita Taylor, Florida Safe Routes to School Coordinator, FDOT Safety Office, presented some background information and updates regarding the State's Safe Routes to School Program. Safe Routes to School (SRTS) is a sustained effort by parents, schools, community leaders, and local, state, and federal governments to improve the health and well-being of students by enabling and encouraging them to walk and bicycle to school. Congress established the federal SRTS program in September 2005, providing over \$1 billion to states for community SRTS projects. The funds, provided to state DOTs, were allocated to both infrastructure projects (70-90%) and to non-infrastructure activities (10-30%).

Florida was awarded \$58 million through September 2012, which was used for 269 SRTS projects and programs and reached over 1,000 schools. There were more applications than funds available, which indicated a high level of interest in the program.

Florida's SRTS call for applications this year will be from November 14, 2016 to March 31, 2017. Eligible applicants are K-12 schools, and eligible maintaining agencies are FDOT, counties, MPOs, and cities, though applicants are encouraged to engage other partners. The

application, as well as guidance and other informational resources, can be found at www.srtsfl.org.

There have been some recent changes to the SRTS program. MAP-21 eliminated the SRTS program and integrated it into the Transportation Alternatives Program (TAP). MAP-21 added TAP activities to the eligible activities for the Surface Transportation Program (STP). Therefore, SRTS projects now qualify for STP funding. MAP-21 also eliminated the prohibition against using STP funds on local roads. Now they can be used for SRTS activities on any public road. There is also a higher priority placed on projects or programs that address hazardous walking conditions as well as schools in rural communities.

Florida SRTS conducted educational activities in 13 counties in Fiscal Year 2016. Beginning with the 2016-17 school year, SRTS will start a phased approach by training teachers in several counties at a time over a three-year period. Once all counties in Florida have received the training, the bicycle/pedestrian training initiative will fall under the responsibility of the Florida Department of Education and FDOT will no longer fund non-infrastructure programs.

B. STAFF DIRECTORS MEETING FORMAT AND BYLAWS REVISION

Carl Mikyska, MPOAC Executive Director, relayed a suggestion from the MPOAC Policy and Technical Subcommittee to consider changing the MPOAC Staff Directors' Advisory Committee meeting format. Instead of occurring immediately before the MPOAC Governing Board meeting, the Staff Directors will meet a month in advance. This would be similar to how MPO Technical Advisory Committees meet, would allow for more in-depth meetings, would allow for suggestions to be vetted and formally presented to the MPOAC Governing Board, and would double as a Policy and Technical Subcommittee meeting. It would require a minor revision to the MPOAC by-laws.

Several members offered their input. The change would have some benefits, but could be challenging to avoid scheduling conflicts with individual MPOs, as well as partner agencies. Mr. Mikyska suggested that he could communicate with partner agencies to see if this arrangement would work for them. Another member cited concerns with the budget implications of additional travel, though Mr. Mikyska noted this would be minimal since the staff directors would be making the trip regardless, just at a different time. Another member noted that this format could compel more involvement at both the Staff Directors and Governing Board meetings.

Peter Buchwald, Chair, St. Lucie TPO, noted that this could be discussed further at the next quarterly meeting.

C. MPOAC STRATEGIC PLAN WORKING GROUPS

Carl Mikyska, MPOAC Executive Director, noted an interest in forming an MPO Program Management Handbook Drafting Committee to help FDOT draft three chapters of the Handbook. Mr. Mikyska asked members to volunteer to serve on this committee. The following members volunteered:

- T.J. Fish, Lake-Sumter MPO
- Nick Uhren, Palm Beach MPO
- Peter Buchwald, Chair, St. Lucie TPO
- Greg Stuart, Vice Chair, Broward MPO
- Denise Bunnewith, North Florida TPO

D. FHWA/FTA FINAL PLANNING RULE (ISSUED 05/27/2016)

Carl Mikyska, MPOAC Executive Director, noted that the FHWA presentation on the final planning rule covered this agenda item. Mr. Mikyska reminded the members that the effective date for Federal Register purposes is June 27, 2016, but that the effective date for MPO compliance is two years from issuance (May 27, 2018).

E. FHWA NOTICE OF PROPOSED RULEMAKING TO ASSESS THE PERFORMANCE OF THE NATIONAL HIGHWAY SYSTEM, FREIGHT MOVEMENT ON THE INTERSTATE SYSTEM, AND THE CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM (ISSUED 04/22/2016)

Carl Mikyska, MPOAC Executive Director, presented on the most recent Notice of Proposed Rulemaking (NPRM) for performance measures. The document itself is 109 pages long in the Federal Register. Mr. Mikyska reminded the members that he sent out a shorter PowerPoint presentation that provided an overview of the NPRM, as well as suggestions for how the MPOAC and individual MPOs shall move forward in light of the proposed rule. Many of the requirements in the NPRM apply to FDOT, though the rule does require MPO and state coordination.

Mr. Mikyska stated that the implementation of system performance measures would have several benefits, such as enabling the MPOs to tell a national story, allowing for identical data across states and regions, and demonstrating a need for increased transportation funding. One shortcoming is that only certain aspects of the total system will be measured and the transportation measures may not reflect broader societal values (e.g. affordable housing). Mr. Mikyska noted that this is a step in the right direction.

Mr. Mikyska also noted that the NPRM included a suggestion for a proposal on greenhouse gas performance measures. The vagueness of this suggestion is somewhat concerning, as it does not specify where the data would come from, responsible parties, how to set targets, and what agencies would be responsible for meeting those targets.

Mr. Mikyska noted that comments on the NPRM on performance measures are due August 20, 2016 and suggested that the MPOs and MPOAC make comments in support of FDOT. A member asked how to coordinate comments on the proposed rule. Mr. Mikyska noted that MPOs can reference comments from FDOT, AASHTO, NARC, and AMPO. He will also be coordinating MPOAC comments with FDOT and will share those with the members once completed.

F. FHWA/FTA NOTICE OF PROPOSED RULEMAKING ON MPO COORDINATION AND PLANNING AREA REFORM (ISSUED 06/27/2016)

Carl Mikyska, MPOAC Executive Director, presented information to the members on the Notice of Proposed Rulemaking on MPO Coordination and Planning Area Reform. The NPRM was issued June 27, 2016, and comments are due August 26, 2016. Requests by several national organizations, including the Association of MPOs (AMPO) and the National Association of Regional Councils (NARC) to extend the comment period were denied.

The purpose of the NPRM is to “promote more effective regional planning by States and metropolitan planning organizations.” The stated intention of the US Department of Transportation (USDOT) is to “right-size” metropolitan transportation planning and to consolidate MPO products. The rule would require Metropolitan Planning Area (MPA) boundaries to include the entire urbanized area (UZA) and contiguous area expected to become urbanized within 20 years. Currently separate MPOs that would fall within a single MPA would be required to either merge or remain separate if all affected MPOs in the UZA agree and the Governor agrees, but coordinate a variety of planning activities and products. In MPAs where more than one MPO is designated, the MPOs would be required to jointly develop a single LRTP and TIP, and to establish a single set of performance targets for the entire MPA.

The proposed rule would also require that metropolitan planning agreements include coordination strategies and dispute resolution procedures between state(s) and MPOs as well as between MPOs that share MPA boundaries. Planning data must be consistent between states and MPOs.

In the NPRM, the US Secretary of Transportation states that he believes (and the FHWA and FTA concur) that the metropolitan transportation planning rules in effect since 2007 have undermined the original intent of federal law by allowing multiple MPAs to exist within a

single UZA. He believes that this has fostered confusion and resulted in less efficient planning outcomes. The proposed rule is designed to correct the problems and return to the structure embodied in the rule prior to the 2007 amendments.

The proposed revisions are intended to clarify:

- That the MPA must include the entire urbanized area and contiguous area expected to become urbanized within 20 years;
- The statutory requirements for the MPA to include an urbanized area in its entirety; and
- The exception provisions allowing more than one MPO to serve a single MPA, if warranted by the size and complexity of the MPA and agreed upon by the Governor and the existing MPOs.

Implementation of the rule would be phased in over two years. Any MPO products produced after that two-year mark must comply with the new rule.

Mr. Mikyska noted that the proposed rule has generally not been well received. Several members shared their thoughts. Some noted that this would be an agenda item at their next governing board meeting and that they would include feedback from their board in their comments on the proposed rule. One member expressed concern that a single LRTP and TIP would be unable to address unique issues in certain areas. Setting priorities and establishing performance targets would be extremely challenging given the diversity of each area (e.g. variations in community character, transit systems, air quality, etc.).

One member stated that the proposed rule would undermine what MPOs were originally created to do – to provide local input into the transportation planning process. The limit in Florida statutes on the number of MPO board members could present a challenge in ensuring that all areas are appropriately represented. The proposed rule could also disrupt existing efforts at integrating transportation with land use and other local planning activities.

Another member noted that there is some value to having a single LRTP, and that the plan could include elements for smaller areas. One member expressed that if the rule was finalized, MPOs could adapt and turn this into an opportunity to improve regional planning. Several noted that the comment period on this rule is too short and that more time is needed to address the many complexities of such a proposal.

Several members also expressed their opinion that the rule is somewhat redundant and not appropriate for all states, since many Florida MPOs already have robust regional coordination processes. Many wondered whether Florida MPOs could be exempt from this rule if they can demonstrate the effectiveness of their current regional coordination efforts.

Peter Buchwald, Chair, St. Lucie TPO, entertained a motion to recommend to the MPOAC Governing Board that a letter be prepared on behalf of the MPOAC expressing opposition to the proposed rule. Additionally, the letter would state that the MPOAC believes the existing

process does not appear to have the issues that would warrant such a rule and that if the proposed rule were adopted as final that the MPOAC foresees significant issues for MPOs sharing an MPA to prepare single planning documents (LRTP and TIP) and prioritizing projects. The MPOAC would also foresee significant challenges in redrawing MPO and MPA boundaries that do not overlap. Finally, the letter would suggest that if the MPOs and Governor do not come to an agreement regarding MPO unification, then the existing arrangement of MPOs should in that particular area should remain in effect. T.J. Fish, Lake-Sumter MPO, moved to recommend to the Governing Board that such a letter be prepared. Whit Blanton, Forward Pinellas, seconded. The motion was approved unanimously.

7. COMMUNICATIONS

Carl Mikyska, MPOAC Executive Director, noted one communication item in the agenda packet:

- Email from Bryna Helfer, FHWA Office of the Secretary, inviting Carl Mikyska to a White House Roundtable Discussion

9. MEMBER COMMENTS

Peter Buchwald, Chair, St. Lucie TPO, congratulated Harry Barley, MetroPlan Orlando on his reelection as an At-Large Member of the National Association of Regional Councils (NARC) Executive Directors Council. Mr. Buchwald also congratulated Greg Stuart, Vice Chair, Broward MPO, on becoming the Region 5 Director of NARC's Executive Directors Council.

Mr. Stuart provided a brief summary of the MPOAC Freight Committee meeting that took place earlier that morning. The committee had a robust conversation on regional freight, prioritizing projects, and how these topics relate to FASTLANE funding and other grant opportunities. The next meeting will involve further conversation about how to integrate these topics and move forward with the Florida Freight Mobility Trade Plan.

Bob Kamm, Space Coast TPO, noted that the next meeting will be held on October 6, 2016 in Cocoa Beach. The Space Coast TPO is in the process of organizing a VIP tour of the Kennedy Space Center the following day for any interested members.

10. ADJOURNMENT

The meeting was adjourned at 12:20pm. The next meeting of the MPOAC Staff Directors' Advisory Committee will be held on Thursday, October 6, 2016.