



# The Florida Metropolitan Planning Organization Advisory Council

*Mayor Susan Haynie  
Chair*

## **MPOAC Governing Board Meeting**

**Date:** Tuesday, November 07, 2017  
**Time:** 1:00 p.m. – 3:30 p.m.  
**Location:** Sheraton Bay Point Resort  
4114 Jan Cooley Drive, Panama City Beach, Florida 32408

**Mayor Susan Haynie, Presiding**

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- 1. Call to Order & Pledge of Allegiance**
- 2. Approval of Minutes: July 19, 2017 Meeting**
- 3. Public Comments (non-agenda items)**
- 4. Executive Director's Report**
  - A. UPWP Report**
  - B. Florida Legislative Report**
- 5. Agency Reports**
  - A. Florida Department of Transportation**
  - B. Federal Highway Administration**
- 6. Business Items & Presentations**
  - A. 2018 MPOAC Meeting Schedule**
  - B. Establishment of the MPOAC Training Working Group**
  - C. FDOT SIS Cost Feasible Plan Update & Schedule**
  - D. FDOT SunTrail Program Update**
  - E. Performance Measure Planning/Mobility Measures Coordination**
- 7. Communications**
- 8. Member Comments**
- 9. Adjournment**

**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](mailto:brigitte.messina@mpoac.org).**

## **Item Number 2**

### **Approval of Minutes: July 19, 2017**

#### **DISCUSSION:**

Review and comments from members.

#### **REQUESTED ACTION:**

Approval of Meeting Minutes from the July 19, 2017 Governing Board Meeting.

#### **ATTACHMENT:**

July 19, 2017 MPOAC Governing Board Meeting Minutes.

**Florida MPO Advisory Council  
Meeting of the Governing Board  
July 19, 2017  
Boca Raton, Florida  
Draft Meeting Minutes**

**GOVERNING BOARD MEMBERS IN ATTENDANCE:**

Mayor Susan Haynie, Chair, Palm Beach MPO  
Commissioner Rodney Friend, Bay County TPO  
Mayor Richard Kaplan, Broward MPO  
Commissioner James Herston, Charlotte County-Punta Gorda MPO  
Councilmember Reg Buxton, Collier MPO  
Commissioner Rob Williamson, Florida-Alabama TPO  
Councilmember Doreen Caudell, Forward Pinellas  
Commissioner Terry Burroughs, Heartland Regional TPO  
Commissioner Nicholas Nicholson, Hernando/Citrus MPO  
Commissioner Troy McDonald, Martin MPO  
Councilmember J.B. Whitten, Okaloosa-Walton TPO  
Commissioner Willie Shaw, Sarasota/Manatee MPO  
Mayor Kathy Meehan, Space Coast TPO

**OTHERS IN ATTENDANCE:**

Commissioner Ed Fielding, Martin County  
Commissioner Doug Smith, Martin County  
Carl Mikyska, MPOAC  
Paul Gougelman, MPOAC General Council  
Karen Brunelle, Federal Highway Administration  
Lee Ann Jacobs, Federal Highway Administration  
Carmen Monroy, Florida Department of Transportation, Office of Policy Planning  
Mark Reichert, Florida Department of Transportation, Office of Policy Planning  
Alex Gramovot, Florida Department of Transportation, Office of Policy Planning  
Mira Skoroden, Florida Department of Transportation, District 4  
Victoria Williams, Florida Department of Transportation, Florida Turnpike Enterprise  
Jeff Kramer, Center for Urban Transportation Research, USF  
Greg Stuart, Broward MPO  
Paul Flavien, Broward MPO  
Daniel Knickelbein, Broward MPO  
Greg Slay, Capital Region TPA  
Bob Herrington, Charlotte County-Punta Gorda MPO  
Whit Blanton, Forward Pinellas  
Michael Escalante, Gainesville MTPO

Pat Steed, Heartland Regional TPO  
Steve Diez, Hernando/Citrus 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 TPO  
Carlos Roa, Miami-Dade TPO  
Nick Uhren, Palm Beach MPO  
Bill Cross, Palm Beach MPO  
Renee Cross, Palm Beach MPO  
Margarita Pierce, Palm Beach MPO  
Tom Deardorff, Polk TPO  
Lois Bollenback, River to Sea TPO  
David Hutchinson, Sarasota/Manatee MPO  
Bob Kamm, Space Coast TPO  
Peter Buchwald, St. Lucie TPO  
Billy Hattaway, City of Orlando  
Thomas Lanahan, Treasure Coast Regional Planning Council  
Wiley Page, Atkins  
John Kaliski, Cambridge Systematics  
Sheri Coven, Marlin Engineering  
Wally Blain, Tindale Oliver

• **CALL TO ORDER**

Mayor Susan Haynie, Chair, Palm Beach MPO, called the meeting to order at 1:13 p.m. All stood for the Pledge of Allegiance. The Chair welcomed those in attendance and shared some historical background of the meeting facilities.

• **APPROVAL OF MINUTES**

Mayor Kathy Meehan, Space Coast TPO, moved to approve the minutes of the April 2017 Governing Board meeting. Commissioner Troy McDonald, Martin MPO, seconded. The motion carried unanimously.

• **PUBLIC COMMENTS**

No public comments were made.

## • EXECUTIVE DIRECTOR'S REPORT

### A. UPWP REPORT

Mr. Carl Mikyska, MPOAC Executive Director, presented the UPWP Report for the April through June 2017 timeframe.

Mr. Mikyska noted that the MPOAC came in over budget by \$0.34 with the balance covered by the Florida Department of Transportation (FDOT). Mr. Mikyska expressed his appreciation of the accomplishments from the last quarter and thanked those that assisted.

### B. FLORIDA LEGISLATIVE UPDATE

Mr. Mikyska reviewed the list of transportation related bills that were contained in the annual report, passed during the 2018 Florida Legislature and signed by the Governor. Discussion of these bills has taken place in previous meetings and having the report available gives the Governing Board a historical summary of changes made in law that effect transportation policy and funding.

### C. FEDERAL INFRASTRUCTURE PACKAGE EFFORTS

Mr. Mikyska reminded the Governing Board of discussions that occurred during the presidential campaign of the desire to have an infrastructure package, which is currently targeted at approximately \$1 billion. The specific funding approach being discussed would provide roughly \$200 billion in federal funds to incentivize \$800 billion of funding from other sources (private, state and/or local government). Mr. Mikyska noted that the effort to pass an infrastructure package has been overshadowed by other legislative priorities and that it was unclear when legislation would be considered for passage. He also noted that a discussion would be held later in the meeting under Business Items and Presentations to consider federal transportation policy positions as recommended by the MPOAC Policy and Technical Committee, which met between the printing of the MPOAC Governing Board agenda package and the Governing Board meeting.

### D. SUMMARY OF MPOAC WEEKEND INSTITUTE

Mr. Mikyska presented an overview of the MPOAC Weekend Institute for Elected Officials, which provides MPO Board members with a broad overview of the authority and responsibilities of MPOs and the role of MPO Board members in the transportation decision-making process. Mr. Mikyska stated this was a record year for attendance with 38 attendees and an overall course rating of 4.79 on a 5.0 scale. Mr. Mikyska reviewed the

history, location and participant ratings of the two MPOAC Weekend Institute sessions. Mr. Mikyska presented a summary of ratings and attendee profiles, and complimented the MPOAC Weekend Institute training staff for a job well done. Mr. Mikyska noted it would be difficult to continue the trend with attendance next year since it would not be following an election cycle and asked the MPOAC Governing Board for patience and understanding if the attendance numbers are not as high in 2018.

Commissioner J.B. Whitten, Okaloosa-Walton TPO, inquired if staff ever considered hosting the MPOAC Weekend Institute in the Tallahassee area. Mr. Mikyska replied that different locations were tried over time and had attendance issues. Tampa and Orlando, being centrally located, resulted in the best attendance over time.

Commissioner Whitten also inquired about allowing agency staff to attend the Weekend Institutes as they are active participants in MPO processes longer than most elected officials. Mr. Mikyska replied that there had been discussions about developing a training program for MPO staff and other MPO participants. He continued by adding that the MPOAC Institute, as currently constructed, is designed to meet the needs of MPO board members and that one of the key components of the training is to ensure an environment where the attendees feel comfortable asking all forms of questions and in which an open dialogue and sharing of experiences can take place. He also assured MPOAC members that the staff takes great care to ensure that Sunshine Laws are understood in a training environment and monitors the group conversation to steer clear of any potential violations.

Mayor Richard Kaplan, Broward MPO, inquired if the training still included breaking down the modules for an individual MPO and if review of Sunshine Law was included. Mr. Jeff Kramer, Center for Urban Transportation Research (CUTR), replied that a module breakdown can occur and be structured to meet any desired timeframe that works for an individual MPO. He noted it had been done 3 years ago for the Broward County MPO following one of their Board meetings. He reviewed some of the limitations and drawbacks with this approach and emphasized that the retreat environment as the current Weekend Institute platform maximizes participation and the learning experience.

## • AGENCY REPORTS

### A. FLORIDA DEPARTMENT OF TRANSPORTATION

Mr. Mark Reichert, Transportation Planning Manager, FDOT Office of Policy Planning, updated the members on the activities of FDOT and brought forward topics of interest to the MPOs. Mr. Reichert specifically discussed the following:

- Mr. Reichert announced that FDOT has adopted a Vision Zero policy for the safety performance targets which will be in place for the approval of the Highway Safety Improvement Plan (HSIP) on August 31, 2017. MPOs are required to adopt their targets no later than February 27, 2018. He noted that MPOs have the option to adopt the statewide safety targets, to develop their own targets, or adopt a combination of local and statewide safety performance targets.
- Mr. Reichert reviewed concerns raised in the past from MPOs for getting local safety projects funded through FDOT's Work Program development process. He stated FDOT is committed to working with the MPOs to develop a process over the next few years for finding ways to consider more local safety projects for funding through the FDOT Work Program. He mentioned the safety funding for the next five years is already committed and that any requests for funding would be considered for the new fifth year of the Work Program.
- Mr. Reichert confirmed that FDOT has committed to provide the necessary data to report on the various federally required mobility performance measures. He mentioned that the data would be provided in a visual and raw format, with the expectation of it being beneficial and in direct support of providing information to the individual MPO Boards and the public. He said that a presentation of the initial data would be provided during the October Staff Directors' Advisory Committee meeting.
- Mr. Reichert mentioned that the revised MPO Program Management Handbook is now available on the FDOT website and is more user friendly. The FDOT has committed to ensuring that the web version of the handbook would always be current and revised as needed to reflect changes in federal and state laws and rules. He recognized that MPOs use the handbook even though it was developed for FDOT MPO liaisons, and encouraged the continuation of this practice to ensure that all involved in the process have the most current information and guidance available.
- Mr. Reichert provided an update on the first MPO Liaison Training held in June 2017 in Tallahassee. He noted the great attendance and stated that FDOT stressed to attendees they were working toward statewide consistency and management of the MPO program. He mentioned that FDOT is looking for ways to improve the program, and to provide FDOT MPO liaisons with ways to manage the program more efficiently.
- Mr. Reichert mentioned that FDOT has been working with the MPOAC Best Practices Committee to improve MPO planning practices and processes and noted the excellent ideas proposed at the last committee meeting. He stated that Alex Gramovot, FDOT, is in the process of implementing an idea to create a central repository for documents to improve access to information for FDOT, FHWA and MPOs.

- FDOT plans to hold another Florida Metropolitan Planning Partnership meeting later this fall. FDOT will use this as an opportunity to kick off the Unified Planning Work Program (UPWP) update season. FDOT will also review the Transportation Improvement Program (TIP) development process and discuss workforce planning. FDOT hopes to meet in the October or November timeframe.
- Mr. Reichert mentioned that FDOT is in the midst of an autonomous vehicle project, with the main focus to provide data on the saturation point of autonomous vehicles, which are expected to mainly be electric, and the impact that saturation will have especially in the area of funding. He thought that information from the project would be of great use during the development of MPO Long Range Transportation Plans (LRTPs).
- Mr. Reichert concluded by mentioning that FDOT recently received news to move forward on a research study looking at coordination between the transit planning and the MPO planning processes. He noted that FDOT is in preliminary talks right now with CUTR on the study scope and that they plan to involve the MPOAC Governing Board in future discussions.

Ms. Carmen Monroy, Director, FDOT Office of Policy Planning, pointed out the collaboration occurring with the MPOs and FDOT that it is yielding innovative ideas, such as discussing workforce development issues. Ms. Monroy expressed her appreciation and welcomed the continued work to develop and strengthen the business.

## B. FEDERAL HIGHWAY ADMINISTRATION

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

- In late April, the FHWA 2017 Excellence Awards were announced with two recipients in Florida. An award went to the Jacksonville Transportation Authority (JTA) for the Jacksonville Transportation Authority system modernization project, which was one of ten awards nationally. An honorable mention went to FDOT for the Florida Transportation Plan, which was one of three honorable mentions given nationally.
- The FASTLANE grant program has been revised and its name changed to Infrastructure for Rebuilding America (INFRA). There are new requirements, which will focus on leveraging private money so partners can use federal dollars as a supplement, rather than a substitute. More information can be found on the FHWA website at <https://www.transportation.gov/buildamerica/infragrants>. There is \$1.5 billion available for funding this year. Projects that were previously submitted for the FAST Act grant program can be resubmitted with an explanation as to how that project competitively addresses the new grant criteria for the INFRA program. Applications are due November 02, 2017.

Ms. Karen Brunelle, Director, FHWA Florida Division Office of Project Development, announced that FHWA has provided an interim approval for the optional use of a two-stage bicycle turn box approved in the manual of Uniform Traffic Control Devices. Ms. Brunelle described the concept and noted that if MPOs are interested in further information or implementation approval, that they need to work through FDOT.

Ms. Brunelle stated the final rule of the system performance measures and the bridge/pavement measures went into effect on May 20, 2017. She then made a presentation on the measures themselves and reviewed the color-coded chart included in the agenda backup and distributed to those present. The blue coded items relate to Performance Measures; the purple coded items relate to Plans the MPO needs to integrate, which may or may not have performance measures; and the yellow coded items relate to new planning requirements. Ms. Brunelle gave an overview of the due dates for each measure, which are listed at the top of the chart.

Ms. Brunelle continued her presentation on how to read the LRTP and S/TIP charts and the performance measures summary handout (distributed), stating that the summary was designed to present all relevant information in one place. An FHWA planner would reach out to each MPO Staff Director for a remote one-on-one session of about 1-1.5 hours. These sessions will review specific information related to their MPO and if any additional technical assistance is required.

She concluded by reminding the MPOAC Governing Board that the statewide safety target is due August 31, 2017 (as noted by Mr. Reichert during his presentation) and that MPOs have to approve their individual safety target by February 27, 2018.

• **BUSINESS ITEMS & PRESENTATIONS**

**A. APPROVAL OF MPO LRTP HORIZON YEAR OF 2045**

Mr. Carl Mikyska, MPOAC Executive Director, noted that the first LRTPs of the next update cycle are due starting in October of 2019. MPOs have already begun work to meet that deadline. For several years, MPOs in Florida have used a common horizon year, making data related to costs and revenue easier to generate. Mr. Mikyska also noted that having a common horizon year allows financial data from the 27 LRTPs to be aggregated and show statewide needs. The Staff Directors' Advisory Committee met on June 01, 2017 and recommended Fiscal Year 2045 as the horizon year, which is five years beyond the most recent LRTP.

Mayor Richard Kaplan, Broward MPO, moved to approve 2045 as the horizon year for the next update cycle of Florida LRTPs. Councilmember Reg Buxton, Collier MPO, seconded. The motion carried unanimously.

## B. 2018 PROPOSED LEGISLATIVE PRIORITIES AND POLICY POSITIONS

Mr. Carl Mikyska, MPOAC Executive Director, presented the proposed 2018 Legislative Priorities and Policy Positions. He noted the 2018 Florida Legislative Session will be considered an early session and begins January 9, 2018. This early session allows the members to wrap up early to go back to their respective districts and to campaign for reelection, if necessary. Due to the earlier schedule committees will meet beforehand in September, necessitating the need to approve the policy positions earlier than usual in the calendar year.

Mr. Mikyska stated the positions included in the packet are similar to the positions for the 2017 legislative session, and reviewed the following changes:

- Policy position #2: 2017 was added because there was a push for a ban on distracted driving during the most recent legislative session.
- Policy position #3: Added 2017 Transportation Regional Incentive Program (TRIP) funding data to the chart that is typically shown in the brochure.
- Policy position #6: Identified the role that FHWA plays in the approval of funds in the operation of MPOs.

Mr. Mikyska reviewed each policy position separately for the benefit of new members. He reviewed Priority Policy Position #1: “Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.” This study was conducted a few years ago by the MPOAC and involved a steering committee that included a variety of stakeholders including the Florida Chamber of Commerce, Florida Public Transportation Association, Floridians for Better Transportation, the Florida Nature Conservancy, the Florida League of Cities and the Florida Association of Counties.

Councilmember Doreen Caudell, Forward Pinellas, moved to approve Priority Policy Position #1. Mayor Richard Kaplan, Broward MPO, seconded. Motion carried unanimously.

Mr. Mikyska reviewed Priority Policy Position #2: “Regulates distracted driving as a *primary* offense by prohibiting the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.” Distracted driving is currently a secondary offense in Florida. The position was worded openly to give it timelessness to address any technological changes.

Commissioner Troy McDonald, Martin MPO, moved to approve Priority Policy Position #2. Councilmember Reg Buxton, Collier MPO, seconded.

A discussion took place among those in attendance about the language included in the policy and the potential for confusion or limitations. Mayor Kaplan suggested that the language be changed to “Regulates distracted driving as a primary offense by prohibiting the use of two-way electronic wireless communications devices and other similar distracting devices which are not incorporated into the vehicle itself or permanently docked while operating a moving motor vehicle.” The first and second of the motion approved the amendment.

Commissioner Rob Williamson, Florida-Alabama TPO, stated as worded this policy does not deliver the desired outcome and that he could not support it as presented. The motion passed with Commissioner Rob Williamson, Florida-Alabama TPO dissenting.

Mr. Mikyska reviewed Priority Policy Position #3: “Restores funding to 2007 levels for the Transportation Regional Incentive Program (TRIP). The TRIP leverages state documentary stamp tax proceeds to promote regional planning and project development by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners.” This proposal seeks to restore TRIP funding by reducing diversions of documentary stamp proceeds for non-transportation purposes. He reviewed a chart of TRIP funding to show the fluctuation over time and noted the desire of this policy position is to stabilize the program funding stream.

Commissioner Troy McDonald, Martin MPO, moved to approve Priority Policy Position #3. Mayor Richard Kaplan, Broward MPO, seconded. Motion carried unanimously.

Mr. Mikyska reviewed Priority Policy Position #4: “Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.” This policy would open up the eligibility of facilities whereby if you have a nearby facility that when improved would alleviate a SIS facility, it would become eligible for SIS funding.

Councilmember Reg Buxton, Collier MPO, moved to approve Priority Policy Position #4. Councilmember Doreen Caudell, Forward Pinellas, seconded. Motion carried unanimously.

Mr. Mikyska reviewed Priority Policy Position #5: “Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).” This was identified as some of the transportation

systems are maturing and there is limited space for expansion, this policy position would offer a congestion relief alternative. Many fund types are not eligible for transit or transit type improvements, and operating expenses of transportation transit systems can be particularly tricky to receive funding.

Commissioner Rodney Friend, Bay County TPO, moved to approve Priority Policy Position #5. Mayor Kathy Meehan, Space Coast TPO, seconded. Motion carried unanimously.

Mr. Mikyska reviewed Priority Policy Position #6: “Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.” MPOs are funded by federal dollars that pass through the state, who then add additional restrictions and limitations before distributing the monies to MPOs. The premise of this position is there are already a number of federal requirements, restrictions and limitations on those federal funds, which adequately protect the public investment in the MPO operations. The request is that federal MPO funds be solely subject to federal requirements.

Councilmember Reg Buxton, Collier MPO, moved to approve Priority Policy Position #6. Councilman J.B. Whitten, Okaloosa-Walton TPO, seconded. Motion carried unanimously.

Mayor Richard Kaplan, Broward MPO, discussed a policy approved by the Broward MPO addressing the impact to funding when transportation projects are allocated to a specific project through the legislative process, also known as earmarking, and asked Mr. Greg Stuart, Broward MPO Staff Director, to provide more detail. Mr. Stuart explained that when local governments secure funding for a transportation project through the legislative process that Florida statutes requires that those funds come out of the district budget, meaning that some other project would lose funding. Mr. Stuart noted that a related issue is if the project is funded through the legislative process and was already part of the district budget, and the Governor vetoes funding for the project, that the project will be delayed for a full fiscal year. Mr. Stuart said that he would bring this before the Staff Directors Advisory Committee for further consideration as part of policy position discussion for 2019.

### C. RECOMMENDATIONS FROM THE MPOAC POLICY AND TECHNICAL COMMITTEE

Mr. Carl Mikyska, MPOAC Executive Director, provided a background on the MPOAC Policy and Technical Committee discussion on federal transportation and infrastructure initiatives during their July 13, 2017 meeting. As has previously been noted, the administration is interested in passing a \$1 trillion federal infrastructure bill that would leverage private, local and state government funds using approximately \$20 billion in federal funds. Additionally, there was a Federal Register Notice issued on June 08, 2017 requesting ideas that could help streamline the process to move transportation projects to implementation, with a caveat

that this could be accomplished administratively, not legislatively. Mr. Mikyska stated that given both of these initiatives, there was a need for the MPOAC to consider formal policy positions to assist staff to engage in the ongoing discussions happening in Washington, DC. As a result, the MPOAC Technical and Policy Committee developed 12 federal transportation policy positions for consideration by the MPOAC Governing Board. The positions were based on knowledge of current issues being discussed by Congress and the administration and through a review of federal policy positions adopted by the MPOAC between 2009 and 2012 as transportation federal authorization legislation was under development.

Mr. Mikyska reviewed each of the twelve proposed federal policy positions in turn, noting that the positions were being presented in no particular order for discussion purposes. The intent was not to have the federal policy positions prioritized in a final policy document or brochure. Instead the policy positions would be listed in bullet format and categorized by broad subject area.

Mayor Susan Haynie, Chair, Palm Beach MPO, inquired on the definition of “poor performance” used in policy position #3 relating to using performance measures for funding purposes. Mr. Mikyska stated that the Committee agreed that it would not be in Florida’s best interest to have the federal government use poor performance relative to the performance measures used as a mechanisms for funding distribution.

Commissioner James Herston, Charlotte County-Punta Gorda MPO, inquired if changing policy position #4 relating to indexing existing transportation revenue streams to the Consumer Price Index (CPI) should be expanded to include any future revenue streams. Mr. Mikyska stated the language could be changed to reflect any future revenue streams in addition to existing revenue streams, if that was the desire of the MPOAC Governing Board.

A discussion then took place among those in attendance about the preservation of the Transportation Investment Generating Economic Recovery (TIGER) program and if there was a need to include such language in the policy positions. Mr. Mikyska noted if the MPOAC Governing Board direct staff to do so, a new policy position could be drafted as a separate position to be included along with the original twelve.

Commissioner Troy McDonald, Martin MPO, moved to adopt the proposed MPOAC Federal Policy Positions, as amended. Councilmember Reg Buxton, Collier MPO, seconded. The motion carried unanimously.

#### **D. US 27 MULTI-MODAL CORRIDOR STUDY**

Commissioner Ed Fielding, Martin County, introduced this project, which suggests a modification to a FDOT project that considered a dual rail line extension in the US 27

corridor in southeastern Florida, potentially connecting from Miami to the Tampa/Orlando region. Mr. Fielding stated that the purpose of a multi-modal expansion of the US 27 corridor would be to provide relief from freight traffic moving to and from the seaports and airports of South Florida along the congested roadway network on Florida's east coast. This would allow freight haulers to move freight directly from the ports onto this more central corridor for repacking and later redistribution.

Mr. Thomas Lanahan, Deputy Executive Director, Treasure Coast Regional Planning Council, then provided a more detailed presentation on the US 27 Multi-Modal Corridor Study. Mr. Lanahan reinforced the need to move freight from the central part of the state to the southeast. He stated that FDOT had studied freight movement along a corridor between the west side of Miami and the south side of Lake Okeechobee and that there is a need for further study extending to the Orlando area. Mr. Lanahan reviewed the FDOT studies completed to date and gave a brief account of the 2012-2013 US 27 Multimodal Planning and Conceptual Engineering (PACE) Study. Mr. Lanahan reviewed the benefits for this project and the need to coordinate with key stakeholders, including the MPOAC.

A short discussion ensued on this subject. Mayor Richard Kaplan, Broward MPO, expressed concerns for his area and the need for collaboration with the Broward MPO. Mr. Lanahan replied that the Broward MPO Staff Director was an active participant in this discussion and that further discussions on the subject would include Broward MPO.

At that point of the meeting, new FDOT Transportation Secretary Michael Dew introduced himself to the MPOAC Governing Board and thanked all for the partnership and welcomed any questions or requests for assistance.

## • COMMUNICATIONS

Mr. Carl Mikyska, MPOAC Executive Director, mentioned the communication item in the agenda packet:

- Thank you letter from Maria Lefevre, Executive Director, U.S. Department of Transportation (DOT), Office of the Secretary of Transportation, to Carl Mikyska expressing her thanks for the letter on behalf of FDOT's application for Northeast Florida Freight Rail Program under the Nationally Significant Freight and Highway Projects (NSFHP) grant program, also known as FASTLANE.

## • MEMBER COMMENTS

Mayor Richard Kaplan, Broward MPO, announced he would be giving an update at next month's Florida League of Cities meeting on Pedestrian Safety Through Environmental Design

(PED STED), which was previously presented to the MPOAC in 2014. FDOT put together a study and built a pilot program, which looks to be extraordinarily successful and working.

Mayor Susan Haynie, Chair, Palm Beach MPO, announced the Florida League of Cities annual conference will be at the Orlando World Center, August 17-20, 2017, and invited all to attend. Mayor Haynie provided details on the evenings activities, which include a tour of the West Palm Beach Brightline station.

• **ADJOURNMENT**

The meeting was adjourned at 3:10 p.m. The next meeting of the MPOAC Governing Board will be held on November 07, 2017 in Panama City Beach, Florida.

## **Item Number 3**

### **Public Comments**

#### **DISCUSSION:**

Recommendations or comments by the public.

#### **REQUESTED ACTION:**

As may be desired.

#### **ATTACHMENTS:**

None

## **Item Number 4A**

### **Executive Director's Report UPWP Report**

#### **DISCUSSION:**

Mr. Carl Mikyska, MPOAC Executive Director, will be presenting the UPWP Report for the current fiscal year through September 30, 2017 timeframe and a list of activities of the Executive Director from June through September. The Current Fiscal Year report through September 30, 2017 will be distributed at the meeting.

A call for projects will be announced for the development of the upcoming Unified Planning Work Program for the MPOAC. The call for projects will remain open until January 5<sup>th</sup>.

#### **REQUESTED ACTION:**

None requested. For discussion and action as may be desired.

#### **ATTACHMENTS:**

1. UPWP Activities Report – June through September 2017
2. MPOAC Budget Report – 1<sup>st</sup> Quarter of Fiscal Year 2018
3. MPOAC Federal Transportation Policy Positions Brochure

# MPOAC Quarterly UPWP Report

## June 2017 – September 2017

### Task 1.2 – Quarterly Reports

- Quarterly reports are on track

### Task 1.3 – Research and Support Services

- Reviewed and advised the Executive Director on correspondence
- Advised the Executive Director in the development of MPOAC meeting content and materials
- Prepared meeting minutes of the June Staff Director's Committee Meeting and the MPOAC Governing Board Meeting
- Produced a final version of Legislative Policy Positions brochure for printing
- Produced a final version of the MPOAC Federal Policy Positions brochure
- Researched Helmet Law and safety statistics at the request of the Executive Director

### Task 1.4 – Legal Services

- Represented MPOAC at the June quarterly meeting of the MPOAC Staff Director's Committee
- Advised the Executive Director on Sunshine Laws related to the potential use of electronic communications by the Best Practices committees of the MPOAC.
- Represented MPOAC at the July quarterly meeting of the MPOAC Governing Board.

### Task 1.5 – Membership Dues

- ITS FL billed received, awaiting additional documentation before we can process the membership bill
- Processed and paid the AMPO membership dues
- Processed and am working through Florida Department of Financial Services on the NARC membership dues

### Task 1.6 – MPOAC Administration

- Ongoing task, payment of invoices, requisitions, travel vouchers and expenses of MPOAC – occurring quarterly

### Task 2.1 – Intergovernmental and Regional Coordination

- Coordinated with MPO membership, MPOs outside of Florida, FDOT, FTC, FBT, FRCA, FLC, FAC, AMPO and NARC on potential federal legislation to revoke the MPO Collaboration and Planning Area Reform Rulemaking.
- Attended the Floridians for Better Transportation Annual Summit in Boca Raton, FL
- Participated in the Annual Federal Review of Florida DOT as part of their STIP approval
- Attended the NARC Annual Summer Conference

- Participated in the Quarterly Florida Public Transportation Association Meeting
- Attended TRANSPLEX in Ponte Verde, FL
- Participated in the MPO Leadership meeting

#### Task 2.2 – MPOAC Agenda Packages & Meetings

- Hosted the June 2017 meeting of the Staff Director's Committee
- Hosted the July 2017 meeting of the MPOAC Policy & Technical Committee
- Hosted the July 2017 meeting of the MPOAC Governing Board
- Produced the agenda packages for the October 2017 Staff Director's Committee meeting

#### Task 2.3 – MPOAC Policy and Technical Committee

- Hosted the July 2017 meeting
- Produced the agenda and meeting materials for the July 2017 meeting

#### Task 2.4 – MPOAC Freight Committee

- Hosted the June 2017 meeting
- Produced the agenda for the June 2017 meeting

#### Task 3.1 – MPOAC Policy Positions

- Produced, printed and distributed MPOAC Legislative Policy Positions for the 2018 Florida Legislative Session.
- Met with Florida Legislators who have introduced legislation to make texting and driving a primary offense at their district offices.
- Partnered with the FL DNT TXT N DRV Coalition, participated in their conference calls and distributed information through the coalition to their members
- Produced and distributed the first MPOAC Legislative Update for the 2018 Florida Legislative Session
- Presented the MPOAC Legislative Policy Positions at the Annual Joint Central Florida MPO Alliance/TBARTA Chairs Coordinating Committee Meeting in Orlando
- Met with Florida House Transportation & Infrastructure Committee Staff to introduce MPOAC Policy Positions. Had multiple follow-up conversations with the Senate Transportation Committee Chief of Staff
- Met with Florida Senate Transportation Committee Staff to introduce MPOAC Policy Positions.
- Met with the new Transportation Legislative Advocate at the Florida League of Cities
- Provided detailed comments to the Federal Register Docket in response to a request for input from USDOT.

#### Task 3.2 – MPOAC Website

- Maintained and updated as necessary the MPOAC.org website

### Task 3.3 – MPOAC Institute Training Activities

- Secured facilities and hotels for the two 2018 trainings
  - April 13-15 in Orlando
  - June 01-03 in Tampa

### Task 4.1 – Assessment of Documents, Regulations, Policies and Legislation

- Attended the Sarasota/Manatee Federal TMA Certification Review
- Spoke at the New York Association of MPOs on the Florida effort to coordinate performance measures and performance planning. Florida DOT was also on the panel.
- Have regularly met with, and coordinated with, the Florida DOT Forecasting and Trends Office regarding MPO customized performance measures

### Task 4.5 – MPOAC Strategic Plan and Implementation

- Produced the agenda packages and hosted the June 2017 meeting of the Best Practices Committee
- Produced the agenda packages and hosted the June 2017 meeting of the Complete Streets Committee

**Florida Metropolitan Planning Organization Advisory Council  
FY 201/2018 Budget  
July 1, 2017 to June 30, 2018**

<b>Category</b>	<b>Annual Allocation</b>	<b>1st Qtr Expenditures 7/1/17-9/30/17</b>	<b>2nd Qtr Expenditures 10/1/17-12/31/17</b>	<b>3rd Qtr Expenditures 1/1/18-3/31/18</b>	<b>4th Quarter Expenditures 4/1/18-6/30/18</b>	<b>Expenditures to Date</b>	<b>Remaining Balance</b>
<b>Salaries/Benefits</b>	\$ 175,000	\$ 43,220				\$ 43,220	\$ 131,780
<b>Expense</b>	\$ 45,807						
Travel	\$ 20,000	\$ 5,693				\$ 5,693	\$ 14,307
Meetings	\$ 18,000	\$ 3,767				\$ 3,767	\$ 14,233
Administrative	\$ 5,887	\$ 832				\$ 832	\$ 5,055
Membership Dues *	\$ 1,920	\$ 1,000				\$ 1,000	\$ 920
<b>Contracted Services</b>							
General Counsel	\$ 22,000	\$ 984				\$ 984	\$ 21,016
<b>Transportation Planning</b>							
Univ. South FL (CUTR)	\$ 92,500	\$ 23,125				\$ 23,125	\$ 69,375
MPOAC Institute	\$ 85,000	\$ 12,750				\$ 12,750	\$ 72,250
<b>Strategic Plan</b>							
Florida State University	\$ 5,000	0				0	\$ 5,000
<b>Total Federal Funds</b>	\$ 471,114	\$ 91,371				\$ 91,371	\$ 379,743
<b>Advocacy Activities Local Funds</b>	\$ 10,500	\$ -				0	\$ 10,500
<b>Total Budget</b>	\$ 481,614	\$ 91,371				\$ 91,371	\$ 390,243

\* FBT, FPTA, ITSFL

2017



# MPOAC

## FEDERAL TRANSPORTATION POLICY POSITIONS

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the twenty-seven MPOs in the State of Florida. These policy positions are intended to serve as guidance to the United States Congress, the Florida Legislature, the United States Department of Transportation, the Florida Department of Transportation, and the MPOAC's partner organizations.

### MPO ADMINISTRATION AND FUNDING

- The MPOAC supports distributing federal planning (PL) funds to states using the most recently available annual census data.
- The MPOAC supports policies that streamline the federal-aid process by directly allocating and increasing Federal Surface Transportation Block Grant (STBG) Program funds to Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs) for planning, programming and implementation purposes.
- The MPOAC supports policies which recognize that federal metropolitan transportation planning funds are not to be regarded as state funds for purposes of expenditure.

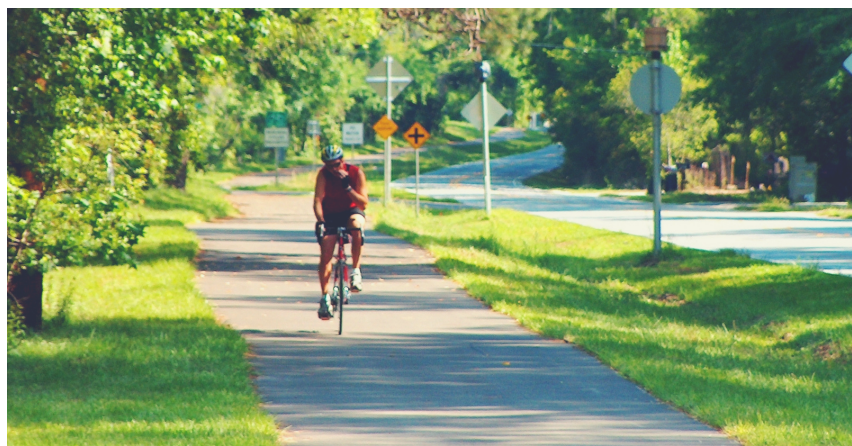


## ROLES, RESPONSIBILITIES AND PROGRAMS

- The MPOAC supports the continued development of a multi-modal National Freight Network funded, in part, by a dedicated stream of fees and taxes on freight shipments and freight vehicles.
- The MPOAC supports toll projects and public/private partnerships that are consistent with the federally established transportation planning process.
- The MPOAC supports policies that reward states for attaining federally mandated performance measures and targets, and do not redistribute funding among the states based on poor performance.
- The MPOAC supports policies that direct revenues generated from new tolls instituted on federal-aid facilities toward transportation improvements within that metropolitan area.
- The MPOAC supports maintaining the federal, state and MPO roles in transportation policy and funding, and allocating funding in an amount that supports these roles.
- The MPOAC supports allowing Metropolitan Planning Organizations (MPOs) to express metropolitan transportation plan (MTP) project costs in either current year dollars or year of expenditure dollars.
- The MPOAC supports maintaining the 5 year update cycle for metropolitan transportation plans (MTPs).

## TRANSPORTATION PROJECT FINANCE AND FUNDING

- The MPOAC supports indexing existing and all future federal transportation revenue streams to the Consumer Price Index (CPI) in order to keep pace with inflation.
- The MPOAC supports addressing future transportation funding needs through new and innovative mechanisms.
- The MPOAC supports the continuation of the federal Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.



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## **Item Number 4B**

### **Executive Director's Report Florida Legislative Update**

#### **DISCUSSION:**

Mr. Carl Mikyska, MPOAC Executive Director, will be presenting an update on legislation that has been introduced for consideration during the 2018 Florida legislative session.

#### **REQUESTED ACTION:**

None requested. For discussion and action as may be desired.

#### **ATTACHMENTS:**

October 27, 2017 MPOAC Legislative Update



*Mayor Susan Haynie  
Chair*

## **Legislative Update for the week ending 10/27/2017**

### **Overview**

This week brought a few announcements, some surprises and committee meetings. Speaker Corcoran announced this week that he did not see the rainy day fund as an appropriate source to fill in funding gaps which are expected in the coming state fiscal year's budget. Revenues for the coming year are expected to rise very slightly and the costs from Hurricane Irma are expected to consume all of the increase and more. That means that cuts to some programs are likely if reserves won't be tapped. The Speaker also made it known that he is interested in seeing more transparency from Visit Florida, expect more on this as the session progresses. The Speaker focused on Visit Florida and Enterprise Florida last session and originally proposed cutting the funding for both programs to zero.

Of interest to the MPOAC membership and friends is SB 90, the texting while driving bill, which passed out of its first committee with only one dissenting vote. An amendment to the bill was filed and accepted by the committee. The amendment does not materially affect the intent of the bill. A similar bill in the House (but not identical) has the same status since the last MPOAC Legislative Update was published. Not to worry though, there is still a lot of session left for HB 121 to advance.

As in the last update, shown below are the dates of events for the 2018 legislative session, and included in this legislative update is a listing of bills filed thus far in the session related to transportation. Updates will occur on an as-needed basis until the official start of the 2018 legislative session, then your MPOAC updates will be issued weekly.

A few bills have been filed, many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills.

Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.

## Important Dates for the 2018 Legislative Session

- August 01, 2017 – Deadline for filing claim bills
- November 17, 2017 - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills
- January 5, 2018 – Deadline for approving final drafts of general bills and joint resolutions, including companion bills
- January 9, 2018 - Regular Session convenes, deadline for filing bills for introduction
- February 24, 2018 - All bills are immediately certified, motion to reconsider made and considered the same day
- February 27, 2018 - 50th day, last day for regularly scheduled committee meetings
- March 9, 2018 - 60th day, last day of Regular Session

## Committee Meeting schedule prior to the official Legislative Session beginning on January 9th

October 2017 - Week of the 9th  
October 2017 - Week of the 23rd  
November 2017 - Week of the 6th  
November 2017 - Week of the 13th  
December 2017 - Week of the 4th

## Legislation of interest to the membership

This is a summary of bills filed and published on the legislature's website as of September 15, 2017. More bills will be filed during the 2018 session and as they are made available the newly filed bills will be added to this list. The bills are listed in numerical order for your convenience. As the session and bills progress, this ordering of bills will make it easier to follow the status of any particular bill you are tracking.

**Changes from last update are shown in RED**

**SB 72: Use of Wireless Communications Devices While Driving – (Garcia – Co-Introducers: Rodriguez; Mayfield)** – Withdrawn. Identical to SB 90.

**CS/SB 90: Use of Wireless Communications Devices While Driving – (Perry – Co-Sponsor: Garcia; Mayfield; Rodriguez; Campbell)** – Identical to SB 72. Revising the legislative intent relating to the authorization of law enforcement officers to stop motor vehicles and issue citations to persons who are texting while driving; requiring deposit of fines into the Emergency Medical Services Trust Fund, etc. Referred to Communications, Energy, and Public Utilities; Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. **Committee Substitute (amendment) and passed by Communications, Energy and Public Utilities (Yeas 7, Nays 1). This bill also picked up three more co-sponsors.**

**SB 116: Operation of Vehicles – (Baxley – Co-Introducers: Passidomo)** - Requiring drivers to vacate lanes closest to, or reduce speed and pass, vulnerable road users, authorized emergency,

sanitation, and utility service vehicles or workers, and wrecker operators under certain circumstances, subject to certain requirements, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**HB 117: Operation of Vehicles – (Stone)** - Companion Bill to SB 116. Referred to Transportation and Infrastructure Subcommittee; Government Accountability Committee.

**HB 121: Texting While Driving – (Slosberg; Stark)** – Similar to SB 72 and SB 90. Revises short title & legislative intent; revises penalties for violations of provisions re: texting while driving; provides enhanced penalties for violations committed in school zones & crossings; requires law enforcement agencies to adopt policies prohibiting racial profiling in enforcement; removes requirement that enforcement be accomplished as secondary action. Referred to Transportation and Infrastructure Subcommittee; Judiciary Committee; Government Accountability Committee.

**SB 176: Traffic Infraction Detectors – (Hutson)** – Similar to HB 6001 - Repealing provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations, etc.. Referred to Transportation; Community Affairs; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 182: Small Business Roadway Construction Mitigation Grant Program – (Rodriguez)** - Requiring the Department of Transportation to create a Small Business Roadway Construction Mitigation Grant Program; requiring the program to disburse grants using funds allocated to the department by the Legislature to certain qualified businesses for the purpose of maintaining the businesses during a construction project of the department, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 188: Public School Transportation – (Steube)** - Requiring district school boards to provide transportation to certain students; revising the speed and road conditions that meet the requirements for a hazardous walking condition; requiring a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student, etc. Referred to Education; Appropriations Subcommittee on Pre-K - 12 Education; Appropriations.

**SB 206: Highway Memorial Markers – (Perry)** – Requiring the Department of Transportation to establish a process, including the adoption of any forms deemed necessary by the department, for submitting applications for installation of a memorial marker; authorizing the department to install a certain sign at no charge to an applicant; authorizing an applicant to request an emblem of belief not specifically approved by the United States Department of Veterans Affairs National Cemetery Administration for incorporation in a memorial marker, subject to certain requirements, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**HB 215: Autocycles – (Payne)** - Defines "autocycle" & revises definition of "motorcycle"; requires safety belt usage by autocycle operator/passenger; authorizes autocycle operation without motorcycle endorsement; provides applicability. Definition of an autocycle: A three-wheeled motorcycle that has two wheels in the front and one wheel in the back; is equipped with a roll cage or roll hoops, a seat belt for each occupant, antilock brakes, a steering wheel, and seating

that does not require the operator to straddle or sit astride it; and is manufactured in accordance with the applicable federal motorcycle safety standards provided in 49 C.F.R. part 571 by a manufacturer registered with the National Highway Traffic Safety Administration. **Not knowing from the description what an autocycle looks like, I thought it best to share with you a picture of one. The image of an autocycle is shown below. Bill referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. Bill passed the Transportation and Infrastructure Subcommittee (Yeas 12, Nays 2) and is now in the Transportation and Tourism Appropriations Subcommittee.**



**SB 346: Motorcycle and Moped Riders – (Perry)** – Increasing the age (from age 16 to age 21) at which persons who are operating or riding upon a certain motorcycle are exempt from protective headgear requirements, etc. **Bill referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.**

**SB 384: Electric Vehicles – (Brandes)** – Requiring the Florida Transportation Commission to review all sources of revenue for transportation infrastructure and maintenance projects and prepare a report to the Governor and the Legislature when the commission determines that electric vehicles make up a certain percentage or more of the total number of vehicles registered in this state; requiring a long-range transportation plan to consider infrastructure and technological improvements necessary to accommodate the increased use of autonomous technology and electric vehicles, etc.. **Bill referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.**

**HB 6001: Traffic Infraction Detectors – (Avila; Ingoglia)** – Similar to SB 176 - Repeals provisions relating to installation & use of traffic infraction detectors to enforce specified provisions when driver fails to stop at traffic signal, provisions that authorize DHSMV, county, or municipality to use such detectors, & provisions for distribution of penalties collected for specified violations. Referred to Appropriations Committee, on the Committee agenda for 10/10/2017. **Bill passed Appropriations Committee (Yeas 16, Nays 10).**

## **Item Number 5A**

### **Agency Reports – Florida Department of Transportation**

#### **DISCUSSION:**

Ms. Carmen Monroy, Director of the Office of Policy Planning, Mr. Mark Reichert, Administrator of Metropolitan Planning and Alex Gramovot, Statewide Metropolitan Planning Coordinator will update the members on the activities of FDOT and bring forward information on the following topics:

- Research Projects to benefit MPOs
- MAP-21/FAST Act Performance Measures and Targets
- Federal Funding Rescission
- Florida Metropolitan Planning Partnership Meeting
- Annual Joint Certification/Risk Assessment
- MPOAC Leadership Meeting

#### **REQUESTED ACTION:**

None requested. For discussion and action as may be desired.

#### **ATTACHMENT:**

Table showing federal fund rescission and funding distribution from PL reserve fund

<b>MPO</b>		<b>One-time PL Distribution</b>	<b>June 21, 2017 Recission</b>
<b>District 1</b>			
	CHARLOTTE-PUNTA GORDA MPO	17,537	(3,344)
	COLLIER MPO	31,813	(6,066)
	HEARTLAND REGIONAL TPO	7,286	(1,389)
	LEE COUNTY MPO	71,803	(13,691)
	POLK TPO	56,141	(10,705)
	SARASOTA/MANATEE MPO	80,777	(15,402)
<b>District 2</b>			
	GAINESVILLE MTPO	22,275	(4,247)
	NORTH FLORIDA TPO	137,802	(26,275)
<b>District 3</b>			
	BAY COUNTY TPO	16,902	(3,223)
	CAPITAL REGION TPA	28,708	(5,474)
	FLORIDA-ALABAMA TPO	47,848	(9,123)
	OKALOOSA-WALTON TPO	16,883	(3,219)
<b>District 4</b>			
	BROWARD MPO	211,077	(40,247)
	INDIAN RIVER MPO	15,049	(2,869)
	MARTIN MPO	15,144	(2,888)
	PALM BEACH MPO	152,340	(29,047)
	ST. LUCIE TPO	31,985	(6,099)
<b>District 5</b>			
	LAKE-SUMTER MPO	35,411	(6,752)
	METROPLAN (Orlando)	217,410	(41,454)
	OCALA-MARION COUNTY TPO	24,166	(4,608)
	RIVER TO SEA TPO	63,509	(12,110)
	SPACE COAST TPO	61,368	(11,701)
<b>District 6</b>			
	MIAMI-DADE TPO	304,648	(58,089)
<b>District 7</b>			
	HERNANDO-CITRUS MPO	25,411	(4,845)
	HILLSBOROUGH MPO	147,012	(28,031)
	PASCO COUNTY MPO	50,781	(9,683)
	FORWARD PINELLAS	108,915	(20,767)

## **Item Number 5B**

### **Agency Reports – Florida Division of Federal Highway Administration**

#### **DISCUSSION:**


Ms. Karen Brunelle, Director, Office of Project Development and Ms. Lee Ann Jacobs, Planning Team Leader will present several items of interest to the MPOs. Specifically an overview of the Transportation Performance Measures Implementation dates will be shared with the MPOs.

#### **REQUESTED ACTION:**

None requested. For discussion and action as may be desired.

#### **ATTACHMENTS:**

Power point presentation of Transportation Performance Measures Implementation  
Overview



# Transportation Performance Measures

Assisting Florida with Implementing Requirements

November 2017



U.S. Department of Transportation  
**Federal Highway Administration**

# Planning Regulations Summary Handout

Rev. 5/23/17 Prepared by FHWA FL Division

**Summary of FHWA Planning Requirements for MPOs\***

Due Date: May 27, 2018

**Legend: Related to Performance Measures (Final Rule: 3/15/16, 1/18/17, 5/19/17)**  
 Related to Plans the MPO Needs to Integrate per 23 CFR 450.306(d)(4), which may or may not have Performance Measures (Federal Register Notice 10/14/16, Final Rule: 10/24/16)

**Related to New Planning Requirements (Final Rule: 5/27/16)**

\*Does not include every individual regulation change or may be paraphrased language.

MPO Underlying Processes	LRTIP	TIP
<b>PERFORMANCE-DRIVEN, OUTCOME-BASED APPROACH TO PLANNING:</b> 450.306(a) The MPO, in cooperation with the State and public transportation operators, shall develop LRTIPs and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.	<b>INTEGRATE ASSET MGMT PLAN:</b> 450.306(d)(4)(i) An MPO shall integrate in the metropolitan transportation planning process directly or by reference, the goals, objectives, performance measures, and targets described in the State asset mgmt plan for the MPO.	No TIP Non-Performance Planning Changes (12 Month Conformity Lapse Grace Period Implemented - N/A for FL) or Changes Covered by Underlying Processes
<b>PLANNING FACTORS:</b> 450.306(b) The planning process will address the following factors: ... (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; (10) Enhance travel and tourism; (c) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.27), and housing and community development.	<b>INTEGRATE FREIGHT PLAN:</b> 450.306(d)(4)(vi) An MPO shall integrate in the metropolitan transportation planning process directly or by reference, the appropriate (metropolitan) portions of the goals, objectives, performance measures, and targets described in the State Freight Plan.	<b>DESIGNED TO ACHIEVE TARGETS:</b> 450.326(c) Designed such that once implemented, it makes progress toward achieving the performance targets.  SAFETY MEASURES SYSTEM PERFORMANCE MEASURES BRIDGE MEASURES PAVEMENT MEASURES  ASSET MANAGEMENT PLAN - # Targets are Included in Plan. FREIGHT PLAN - # Targets are Included in Plan.
<b>TMA STRUCTURE:</b> 450.330(d) (1)(ii) Not later than October 1, 2014, each MPO that serves a designated TMA shall consist of: Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; (3)(ii) Representation is subject to bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality; (4) See 52.108/91 caveat.	<b>CURRENT TRANSPORTATION DEMAND:</b> 450.324(f)(1) The LRTIP shall, at a minimum, include: The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan.	<b>PERFORMANCE OF TIP:</b> 450.326(d) A description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.  SAFETY MEASURES SYSTEM PERFORMANCE MEASURES BRIDGE MEASURES PAVEMENT MEASURES ASSET MANAGEMENT PLAN - # Targets are Included in Plan. FREIGHT PLAN - # Targets are Included in Plan.
<b>AGREEMENTS:</b> 450.314(h) In 3 MPO designation circumstances, the MPO(s), State, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, selection of performance targets, reporting of targets, reporting of performance to be used in tracking progress toward	<b>PERFORMANCE MEASURES DESCRIPTION:</b> 450.324(f)(2) The metropolitan transportation plan shall, at a minimum, include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 450.306(i).  SAFETY MEASURES (Also see 450.306(d)(4)(ii) 4n MPO.	



U.S. Department of Transportation  
**Federal Highway Administration**

# Chart Legend

Related to Performance Measures (Final Rules: 3/15/16, 1/18/17, 5/19/17)

Related to Plans the MPO Needs to Integrate per 23 CFR 450.306(d)(4),  
which may or may not have Performance Measures  
(Federal Register Notice:10/14/16, Final Rule: 10/24/16)

Related to New Planning Requirements (Final Rule: 5/27/16)



# Planning Regulations Summary Handout

Underlying processes needed by May 27, 2018 or first TIP/LRTP Amendment after that date.

Rev. 5/23/17 Prepared by FHWA FL Division

Summary of FHWA Planning Requirements for MPOs\*

Due Date: May 27, 2018

Legend: Required Performance Measures (Final Rule: 3/15/16, 1/18/17, 5/19/17)  
 Reference: Plans the MPO needs to implement per 23 CFR 450.306(d)(4), which may or may not have Performance Measures  
 Federal Register Notice 10/14/16, Final Rule 10/24/16  
 Related to New Planning Requirements (Final Rule 6/27/16)

\*Does not include every individual regulation change or may be paraphrased language.

MPO Underlying Processes	LRTP	TIP
<b>PERFORMANCE-DRIVEN, OUTCOME-BASED APPROACH TO PLANNING:</b> 450.306(a) The MPO, in cooperation with the State and public transportation operators, shall develop LRTPs and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.	<b>INTEGRATE ASSET MANAGEMENT PLAN:</b> 450.306(d)(4)(i) An MPO shall integrate in the metropolitan transportation planning process directly or by reference, the appropriate metropolitan portions of the goals, objectives, performance measures, and targets described in the State asset mgmt plan for the MPO.	<b>NO TIP Non-Performance Planning Changes (12 Month Conformity Lapse Grace Period Implemented - N/A for FL) or Changes Covered by Underlying Processes</b>
<b>PLANNING FACTORS:</b> 450.306(b) The planning process will address the following factors: (1) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; (2) Enhance travel and tourism; (c) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.	<b>INTEGRATE FREIGHT PLAN:</b> 450.306(d)(4)(vi) An MPO shall integrate in the metropolitan transportation planning process directly or by reference, the appropriate metropolitan portions of the goals, objectives, performance measures, and targets described in the State Freight Plan.	<b>DESIGNED TO ACHIEVE TARGETS:</b> 450.326(c) Designed such that once implemented, it makes progress toward achieving the performance targets.  <b>SAFETY MEASURES</b> <b>SYSTEM PERFORMANCE MEASURES</b> <b>BRIDGE MEASURES</b> <b>PAVEMENT MEASURES</b>
<b>TMA STRUCTURE:</b> 450.330(d) (1)(ii) Not later than October 1, 2014, each MPO that serves a designated TMA shall consist of: Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; (3)(ii) Representation is subject to bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality; (4) See 52.108/91 caveat.	<b>CURRENT TRANSPORTATION DEMAND:</b> 450.324(f)(1) The LRTP shall, at a minimum, include: The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan.	<b>ASSET MANAGEMENT PLAN - # Targets are Included in Plan.</b> <b>FREIGHT PLAN - # Targets are Included in Plan.</b>
<b>AGREEMENTS:</b> 450.314(h) In 3 MPO designation circumstances, the MPO(s), State, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, selection of performance targets, reporting of targets, reporting of performance to be used in tracking progress toward	<b>PERFORMANCE MEASURES DESCRIPTION:</b> 450.324(f)(2) The metropolitan transportation plan shall, at a minimum, include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 450.306(i).	<b>PERFORMANCE OF TIP:</b> 450.326(d) A description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.  <b>SAFETY MEASURES</b> <b>SYSTEM PERFORMANCE MEASURES</b> <b>BRIDGE MEASURES</b> <b>PAVEMENT MEASURES</b> <b>ASSET MANAGEMENT PLAN - # Targets are Included in Plan.</b> <b>FREIGHT PLAN - # Targets are Included in Plan.</b>
	<b>SAFETY MEASURES (Also see 450.306(d)(4)(ii) 4n MPO.</b>	



U.S. Department of Transportation  
 Federal Highway Administration

# Planning Regulations Summary Handout

Rev. 5/23/17 Prepared by FHWA FL Division

Summary of FHWA Planning Requirements for MPOs\*

Due Date: May 27, 2018

Legend: Related to Performance Measures (Final Rule: 3/15/16, 1/27/17, 5/19/17)  
 Related to Plans the MPO Needs to Integrate per 23 CFR 450.324(f)(1)(A), which may or may not have Performance Measures (Federal Register Notice: 10/14/16, Final Rule: 10/24/16)  
 Related to New Planning Requirements (Final Rule: 5/27/17)

\*Does not include every individual regulation change or may be paraphrased language.

MPO Underlying Processes	LRTIP	TIP
<b>PERFORMANCE-DRIVEN, OUTCOME-BASED APPROACH TO PLANNING:</b> 450.306(a) The MPO, in cooperation with the State and public transportation operators, shall develop LRTIPs and TIPs through a performance-driven, outcome-based approach to planning in metropolitan areas of the State.	<b>INTEGRATE ASSET MANAGEMENT PLAN:</b> 450.306(d)(8)(i) An MPO shall integrate in the metropolitan transportation planning process directly or by reference, the goals, objectives, performance measures, and targets described in the State asset management plan for the MPO.	No Title V Performance Planning Changes (12 Month Conforming Lapse Grace Period Implemented - N/A for FL) or Changes Covered by Underlying Processes
<b>PLANNING FACTORS:</b> 450.306(b) The planning process will address the following factors: (1) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; (2) Enhance travel and transit system; (3) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 401) and housing and community development.	<b>INTEGRATE FREIGHT PLAN:</b> 450.306(d)(4)(vi) An MPO shall integrate in the metropolitan transportation planning process directly or by reference, the appropriate (metropolitan) portions of the goals, objectives, performance measures, and targets described in the State Freight Plan.	<b>DESIGNED TO ACHIEVE TARGETS:</b> 450.326(c) Designed such that once implemented, it makes progress toward achieving the performance targets.  SAFETY MEASURES SYSTEM PERFORMANCE MEASURES BRIDGE MEASURES PAVEMENT MEASURES
<b>TMA STRUCTURE:</b> 450.330(d) (1)(ii) No later than October 1, 2024, each MPO that serves a designated TMA shall consist of: Officials of public transportation in the metropolitan area, including representation by providers of public transportation; (3)(ii) Representation is subject to bylaws or existing statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality; (4) See 52.108/91 caveat.	<b>CURRENT TRANSPORTATION DEMAND:</b> 450.324(f)(1) The LRTIP shall, at a minimum, include: The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan.	<b>DESIGNED TO ACHIEVE TARGETS:</b> 450.326(c) A description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan linking investment priorities to those performance targets.  SAFETY MEASURES SYSTEM PERFORMANCE MEASURES BRIDGE MEASURES PAVEMENT MEASURES ASSET MANAGEMENT PLAN - # Targets are Included in Plan. FREIGHT PLAN - # Targets are Included in Plan.
<b>AGREEMENTS:</b> 450.314(h) In 3 MPO designated circumstances, the MPO(s), State, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, selection of performance targets, reporting of targets, reporting of performance to be used in tracking progress toward	<b>PERFORMANCE MEASURES DESCRIPTION:</b> 450.324(f)(2) The metropolitan transportation plan shall, at a minimum, include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 450.306(i).  SAFETY MEASURES (Also see 450.306(d)(4)(ii) An MPO	ASSET MANAGEMENT PLAN - # Targets are Included in Plan. FREIGHT PLAN - # Targets are Included in Plan.



U.S. Department of Transportation  
 Federal Highway Administration

# Planning Regulations Summary Handout

Rev. 5/23/17 Prepared by FHWA FL Division

Summary of FHWA Planning Requirements for MPOs\*

Due Date: May 27, 2018

Legend: Related to Performance Measures (Final Rule: 3/15/16, 1/18/17, 5/19/17)  
 Related to Plans the MPO Needs to Integrate per 23 CFR 450.306(d)(4), which may or may not have Performance Measures (Federal Register Notice 10/14/16, Final Rule: 10/24/16)  
 Related to New Planning Requirements (Final Rule: 5/27/16)

\*Does not include every individual regulation change or may be paraphrased language.

MPO Underlying Processes	LRTIP	TIP
<b>PERFORMANCE-DRIVEN, OUTCOME-BASED APPROACH TO PLANNING:</b> 450.306(a) The MPO, in cooperation with the State and public transportation operators, shall develop LRTIPs and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.	<b>INTEGRATE ASSET MGMT PLAN:</b> 450.306(d)(4)(i) An MPO shall integrate in the metropolitan transportation planning process directly or by reference, the goals, objectives, performance measures, and targets described in the State asset mgmt plan for the MPO.	<b>NO TIP Non-Performance Planning Changes (12 Month Conformity Lapse Grace Period Implemented - N/A for FL) or Changes Covered by Underlying Processes</b>
<b>PLANNING FACTORS:</b> 450.306(b) The planning process will address the following factors: (1) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; (2) Enhance travel and tourism; (c) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.27), and housing and community development.	<b>INTEGRATE FREIGHT PLAN:</b> 450.306(d)(4)(iv) An MPO shall integrate in the metropolitan transportation planning process directly or by reference, the goals, objectives, performance measures, and targets described in the State Freight Plan.	<b>DESIGNED TO ACHIEVE TARGETS:</b> 450.326(c) Designed such that once implemented, it makes progress toward achieving the performance targets.  <b>SAFETY MEASURES</b> <b>SYSTEM PERFORMANCE MEASURES</b> <b>BRIDGE MEASURES</b> <b>PAVEMENT MEASURES</b>  <b>ASSET MANAGEMENT PLAN - # Targets are Included in Plan.</b> <b>FREIGHT PLAN - # Targets are Included in Plan.</b>
<b>TMA STRUCTURE:</b> 450.330(d) (1)(ii) Not later than October 1, 2014, each MPO that serves a designated TMA shall consist of: Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; (3)(ii) Representation is subject to bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality; (4) See 52.108/91 caveat.	<b>CURRENT TRANSPORTATION DEMAND:</b> 450.324(f)(1) The LRTIP shall, at a minimum, include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan.	<b>PERFORMANCE OF TIP:</b> 450.326(d) A description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.  <b>SAFETY MEASURES</b> <b>SYSTEM PERFORMANCE MEASURES</b> <b>BRIDGE MEASURES</b> <b>PAVEMENT MEASURES</b> <b>ASSET MANAGEMENT PLAN - # Targets are Included in Plan.</b> <b>FREIGHT PLAN - # Targets are Included in Plan.</b>
<b>AGREEMENTS:</b> 450.314(h) In 3 MPO designation circumstances, the MPO(s), State, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, selection of performance targets, reporting of targets, reporting of performance to be used in tracking progress toward	<b>PERFORMANCE MEASURES DESCRIPTION:</b> 450.324(f)(2) The metropolitan transportation plan shall, at a minimum, include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 450.306(i).	<b>SAFETY MEASURES (Also see 450.306(d)(4)(ii) 4n.MPO.)</b>

Don't forget - there's a page 2!



# Next Steps

- FDOT Set Safety Targets
  - # Fatalities: 0
  - Rate of Fatalities per 100M VMT: 0
  - # Serious Injuries: 0
  - Rate of Serious Injuries per 100M VMT: 0
  - # of Non-motorized Fatalities and Non-motorized Serious Injuries: 0
- MPO Safety Targets are Due Feb 27, 2018



## **Item Number 6A**

### **Business Items & Presentations 2018 MPOAC Meeting Schedule**

#### **DISCUSSION:**

The MPOAC Staff Directors met on October 12, 2017 where they developed a recommended set of meeting dates for the coming calendar year. The recommended meeting dates for 2018 and considerations used to select these dates are included in the attachment.

#### **REQUESTED ACTIONS:**

Approval of meeting dates for calendar year 2018.

#### **ATTACHMENTS:**

2018 Recommended meeting dates

## Potential MPOAC Meeting Dates for 2018

**Background:** Traditionally the MPOAC met on the 4<sup>th</sup> Thursday of January, April, July and October. In 2016 the MPOAC meetings were shifted to the 1<sup>st</sup> Thursday of the month for both the MPOAC Staff Directors and Governing Board meetings. After the change to meeting date methodology, dates were set for the 2017 meetings and three of the four dates were altered to align with transportation related events in the State of Florida. The MPOAC decided at the January 2017 meeting of the Joint MPOAC Governing Board and Staff Director's Meeting to space apart the meetings of the Staff Directors and the MPOAC Governing Board by approximately one month.

MPO Staff noted that the additional travel required by holding the Staff Director's Advisory Committee one month prior to the Governing Board Meeting was difficult both financially and in terms of time expended. At the October 12, 2017 Staff Directors Meeting, a set of meeting dates were approved and recommended to the Governing Board. The meeting dates for 2018 would schedule the Staff Directors meeting the day before the Governing Board Meeting. This will minimize travel by MPO staff and Governing Board members.

**Setting Dates for 2018:** Priority was given to avoiding individual MPO Board Meeting dates and the day prior to each MPO's Board Meeting. Avoiding various holidays was also prioritized in selecting meeting dates for the MPOAC quarterly meetings. It is virtually impossible to avoid all meetings (Board and other committee meetings) of all MPOs. Therefore, MPOAC focused on avoiding Governing Board meetings of MPOs.

**Recommended Option:** Utilizing the first Thursday and Friday of the month, hold the Staff Directors' Committee on Thursday afternoon and the following day hold the MPOAC Governing Board Meeting. Utilizing the second month of each quarter avoids conflicts with various holidays. **Potential Conflicts:** None identified.

Staff Director's Committee Meeting	MPOAC Governing Board Meeting
February 1 <sup>st</sup>	February 2 <sup>nd</sup>
May 3 <sup>rd</sup>	May 4 <sup>th</sup>
August 2 <sup>nd</sup>	August 3 <sup>rd</sup>
November 1 <sup>st</sup>	November 2 <sup>nd</sup>

**Recommended Location:** Central Florida is recommended by MPOAC Staff as it is generally easy for all MPOs to access, the exception being the three TPOs in Northwest Florida. MPOAC staff would work to arrange a four meeting contract with a facility which would allow MPOAC to obtain a per unit discount by agreeing to hold all four meetings at the same location.

### **Other Notable Dates:**

- AMPO's annual conference is typically held the third week of October, those dates would be October 14 through 20 which does not interfere with any dates on this schedule.
- NARC's annual conference is scheduled for June 3<sup>rd</sup> through 6<sup>th</sup> which does not interfere with any dates on this schedule.
- Tentative MPOAC Weekend Institute for Elected Officials Training will be held April 13-15 in Orlando and June 1-3 in Tampa.

# Federal Holidays in USA in 2018

## List of Federal Public Holidays of USA in 2018

Day	Date	Year	Holiday	Comments
Monday	January 01	2018	New Year's Day	
Monday	January 15	2018	Martin Luther King Day	3rd Monday in January
Monday	February 19	2018	Presidents' Day	3rd Monday in February. Not all states
Monday	April 16	2018	Emancipation Day	Washington DC Only. Weekday closest to April 16th
Sunday	May 13	2018	Mother's Day	2nd Sunday in May. Not a public holiday
Monday	May 28	2018	Memorial Day	Last Monday in May
Sunday	June 17	2018	Father's Day	3rd Sunday in June. Not a public holiday
Wednesday	July 04	2018	Independence Day	
Monday	September 03	2018	Labor Day	1st Monday in September
Monday	October 08	2018	Columbus Day	2nd Monday in October
Monday	November 12	2018	Veterans Day	
Thursday	November 22	2018	Thanksgiving	4th Thursday in November
Friday	November 23	2018	Day after Thanksgiving	Day after 4th Thursday in November
Tuesday	December 25	2018	Christmas Day	

**Jewish holidays begin sundown the night before the date specified.**

	<b>2016 - 2017 (5777)</b>	<b>2017 - 2018 (5778)</b>	<b>2018 - 2019 (5779)</b>
<b>Rosh HaShanah</b>	<i>October 3-4, 2016</i>	September 21-22, 2017	September 10-11, 2018
<b>Yom Kippur</b>	<i>October 12, 2016</i>	September 30, 2017	September 19, 2018
<b>Sukkot</b>	<i>October 17-23, 2016</i>	October 5-11, 2017	September 24 -30, 2018
<b>Shemini Atzeret</b>	<i>October 24, 2016</i>	October 12, 2017	October 1, 2018
<b>Simkhat Torah</b>	<i>October 25, 2016</i>	October 13, 2017	October 2, 2018
<b>Chanukah</b>	<i>Dec. 25, 2016 - Jan 1, 2017</i>	December 13-20, 2017	December 3-10, 2018
<b>Tu B'Shevat</b>	<i>February 11, 2017</i>	January 31, 2018	January 21, 2019
<b>Purim</b>	<i>March 12, 2017</i>	March 1, 2018	March 21, 2019
<b>Passover (Passover)</b>	<i>April 11-18, 2017</i>	March 31- April 7, 2018	April 20-27, 2019
<b>Yom Ha-Atzmaut</b>	<i>May 2, 2017</i>	April 19, 2018	May 9, 2019
<b>Lag B'Omer</b>	<i>May 14, 2017</i>	May 3, 2018	May 23, 2019
<b>Shavu'ot</b>	<b>May 31-June 1, 2017</b>	May 20-21, 2018	June 9-10, 2019
<b>Tisha B'Av</b>	August 1, 2017	July 22, 2018	August 11, 2019

Sources: [My Jewish Learning](#)

## **Item Number 6B**

### **Business Items & Presentations Establishment of the MPOAC Training Working Group**

#### **DISCUSSION:**

The MPOAC developed a Strategic Directions Plan which was adopted by the MPOAC Governing Board on April 28, 2016. The MPOAC Strategic Directions Plan recommended the creation of several working groups to focus the efforts of MPOAC on particular topic areas. One of these topic areas was a working group that would focus on training efforts by MPOs and training efforts that could be undertaken by MPOAC for the benefit of the MPOs and transportation community. The Staff Director's Advisory Committee recommend approval of the formation of the MPOAC Training Working Group.

#### **REQUESTED ACTIONS:**

Approval of the creation of the MPOAC Training Working Group.

#### **ATTACHMENT:**

None

## **Item Number 6C**

### **Business Items & Presentations SIS Cost Feasible Plan Update & Schedule**

#### **DISCUSSION:**

Ms. Huiwei Shen, Manager of the Systems Planning Office of Florida DOT will present to the MPOAC Governing Board changes being considered in the next SIS cost feasible plan update and the schedule for the update.

#### **REQUESTED ACTIONS:**

None requested. For discussion and action as may be desired.

#### **ATTACHMENTS:**

SIS and SUN Trail Program Update power point presentation

# Strategic Intermodal System (SIS) and Shared-Use Non-Motorized (SUN) Trail Program Update

*presented to*

**MPOAC**

*presented by*

Huiwei Shen

Systems Implementation  
Office, FDOT





# SIS Structure and Criteria



# 2016 SIS Policy Plan



## ● SIS Objectives



## ● Continuing Emphasis Areas

- » Reaffirm statutory intent for interregional, interstate, and international travel
- » Continue emphasis on largest and most strategic facilities

# 2016 SIS Policy Plan



## ● New Emphasis Areas



**Statewide and Regional  
Economic Development  
Opportunities**



**Innovation and  
Technology**



**Freight Mobility  
and Trade  
Development**



**Coordination with Regional  
and Local Transportation  
and Land Use Decisions**



**Modal and  
System Connectivity**

# Implementation: Focus on Original Intent

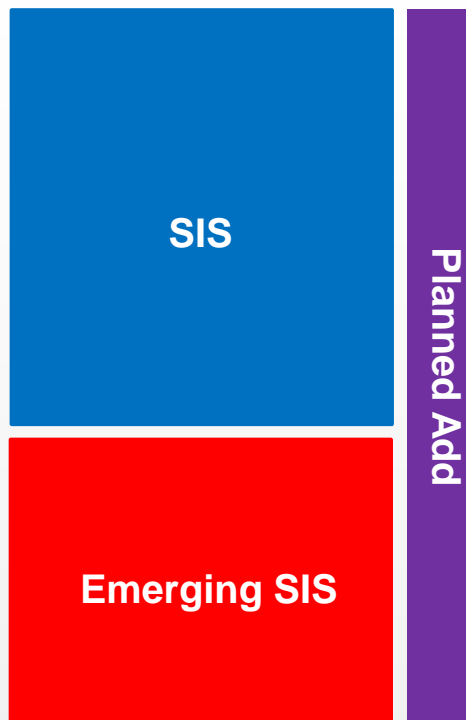


- **Continue to focus on largest and most strategic facilities by combining SIS and Emerging SIS components**
  - » Emerging SIS category would be sunset
  - » Most existing Emerging SIS facilities would meet SIS threshold
- **Recognize importance of smaller and high growth facilities by adding Strategic Growth component**
  - » Support smaller or planned facilities that are projected to meet SIS criteria in the near future
  - » Differentiate Strategic Growth from designated SIS through funding eligibility and prioritization process

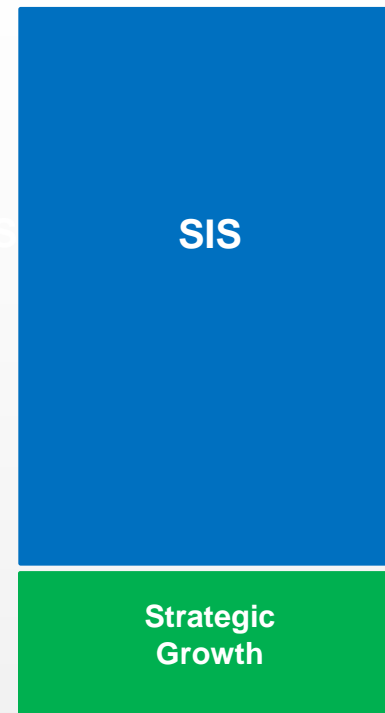
# Proposed Changes to SIS Structure



**Existing**



**Proposed**



Under proposed framework, Planned Add/Drop would be an internal FDOT processing term.



# Potential Strategic Growth Criteria



Requires submittal and review of application addressing the following criteria:

- Projected to meet SIS *minimum size* criteria and thresholds within three years of designation
- Determined, with partners, to support an *economic development opportunity* of statewide significance
- Determined by FDOT to be of *compelling state interest*
- Partner *consensus* on *viability* of new facility

## Potential Strategic Growth Criteria (cont.)



- Has a current *master plan* including prioritized list of production ready projects; projects should provide a positive ROI.
- Identified in a *local comprehensive plan, Comprehensive Economic Development Strategy (CEDS)*, or equivalent
- Meets *community and environment* screening criteria

# Implementation: Increase Emphasis on Co-location and Connectivity



- **Freight Hubs – Support global and domestic trade flows**

- » Include facilities that support the freight network differently than the traditional intermodal freight rail terminal, such as:
  - Intermodal logistics centers (ILCs); warehousing or logistics clusters; etc.

- **Passenger Hubs – Better integrate modal infrastructure and services, information and business processes**

- » Require Interregional Bus and Rail Terminals to co-locate with another facility
- » Support improved first- and last-mile connectivity
- » Consider sunseting designation of standalone Greyhound or Amtrak terminals



# Shared-Use Nonmotorized (SUN) Trail Program



# Solicitation – *New Request for Funding*



FDOT is soliciting new REQUEST FOR FUNDING(s) for **Regional Trail System and Individual Trail projects** through the SUN Trail program for inclusion in the Tentative Five Year Work Program development cycle. **Projects programmed for this cycle will be funded as early as Fiscal Years 2023/2024.**

To receive consideration for SUN Trail funding, the [District Trail Coordinator](#) must receive a separate, complete REQUEST FOR FUNDING for each eligible Regional or Individual Trail project with applicable information, including the prioritization and required signatures **beginning October 5, 2017 and no later than 5:00 p.m., Eastern Standard Time, December 15, 2017.**



# New Request for Funding – *formerly the Project Application*

**FDOT** Florida Department of TRANSPORTATION

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Systems Planning Office

Systems Planning Office / Office Division / SUN Trail Program / Program Guidance  
**Program Guidance**

Program Guidance

- Frequently Asked Questions
- **SUN Trail Regional and Individual Trail Project Certification (Interactive PDF)**
- SUN Trail Regional and Individual Trail Project Certification (Microsoft Word)
- SUN Trail Regional and Individual Trail Project Certification Engineers Cost Estimate
- SUN Trail Regional and Individual Trail Certification Guidance
- SUN Trail Program Process, Eligibility, and Selection Criteria
- SUN Trail Logo
- SUN Trail Sample Memorandum of Agreement - On-System
- SUN Trail Sample Memorandum of Agreement - Off-System
- SUN Trail Schedule 2017
- Implementing Florida's SUN Trail Program

For assistance, contact Robin Birdsong by e-mail or phone at (850) 414-4922.

Contact Us Employment MyFlorida.com Performance Statement of Agency Web Policies & Notices

Request for funding tools are  
**online**  
from the  
**FloridaSunTrail.com** website  
select  
**“Program Guidance”**



# Eligible Project Phases



- **Feasibility Study (FS)** if necessary
- **Project Development and Environment Study (PD&E)**
- **Preliminary Engineering/Design (PE)**
- **Acquisition of Right-of-Way (ROW)** if necessary
- **Construction (CON)**





**Huiwei Shen**

**Huiwei.shen@dot.state.fl.us**

**850-414-4911**



## **Item Number 6D**

### **Business Items & Presentations SunTrail Update**

#### **DISCUSSION:**

Ms. Huiwei Shen, Manager of the Systems Planning Office of Florida DOT will present to the MPOAC Governing Board information on the Shared-Use Non-Motorized (SUN) Trail Program and will share with the membership eligible activities for funding during the project solicitation period which is October 15, 2017 through December 15, 2017.

#### **REQUESTED ACTIONS:**

None requested. For discussion and action as may be desired.

#### **ATTACHMENTS:**

SIS and SUN Trail Program Update power point presentation (included with the previous agenda item)

## **Item Number 6E**

### **Business Items & Presentations Performance Measure Planning/Mobility Measures**

#### **DISCUSSION:**

Ms. Jessica VanDenBogaert, Emerging Transportation Coordinator, will present the Florida DOT's efforts related to MAP-21 Transportation Performance Measures and the additional FDOT generated MPO specific performance measures.

#### **REQUESTED ACTIONS:**

None requested. For discussion and action as may be desired.

#### **ATTACHMENTS:**

FDOT MAP-21 Mobility Performance Measures document  
Sample Mobility Performance Measures table and graphic



# MAP-21 Mobility Performance Measures

MPOAC – October 12, 2017

## Introduction

On May 20, 2017, the Federal Highway Administration (FHWA) made effective the rule titled *Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program*, referred to as PM3. To assess the performance of the National Highway System (NHS), the PM3 rule establishes three performance measures: Percent of Person-Miles Traveled on the Interstate That Are Reliable; Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable; and the Truck Travel Time Reliability Index. This handout summarizes the results of the performance measures (for 2014, 2015 and 2016) included in the above rule and also presents possible targets for the State's 27 MPOs to be included in the first Performance Period (2018 – 2021).

## Measures and Metrics

### Interstate and Non-Interstate NHS Reliability

The two reliability measures (percent of person-miles traveled on the interstate that are reliable and percent of person-miles traveled on the non-Interstate NHS that are reliable) are collectively referred to as the Travel Time Reliability measures. The measures focus on travel time variability and reflect the consistency of trip time durations.

The measures are a reflection of the performance for each roadway segment. The calculations for each segment are referred to as metrics. For each segment of the NHS, the Level of Travel Time Reliability (LOTTR) is calculated. LOTTR is defined in the PM3 rule as the ratio of the longer (80<sup>th</sup> percentile) travel time to the median (50<sup>th</sup> percentile) travel time. The LOTTR is then calculated for four time periods:

- 6am to 10am weekdays
- 10am to 4pm weekdays
- 4pm to 8pm weekdays,
- and 6am to 8pm weekends.

To be considered reliable, the LOTTR for all four time periods must be less than 1.5. Segments performing over 1.5 for any of the four time periods will be considered unreliable.

### Truck Travel Time Reliability Index

To assess the performance of freight movement on the Interstate, PM3 establishes the truck travel time reliability index. This measure reflects the consistency of travel times on the Interstate as experienced by shippers.

Similar to the other reliability measures, the truck travel time index is a reflection of the performance of each Interstate segment and its corresponding metric. The truck travel time reliability (TTTR) metric is defined as the ratio of the 95<sup>th</sup> percentile truck travel time to the median truck travel time (50<sup>th</sup> percentile).

The TTTR is then calculated for five time periods:

- 6am to 10am weekdays
- 10am to 4pm weekdays
- 4pm to 8pm weekdays,
- 8pm to 6am, all days
- and 6am to 8pm weekends.

The highest value among those five time periods is selected as the metric for that segment. The *measure* is expressed as an average of the maximum TTTR for the entire applicable area.

## Data Overview

The data used to calculate the measures in this document was sourced from the National Performance Management Research Data Set Version 1 (NPMRDS v1), provided by FHWA and prescribed for use by the rule. NPMRDS v1 provides travel time data for the NHS collected from vehicle probes. However, for NPMRDS v1, potential problems exist in this data set which may be contributing to the volatile nature of the results, particularly for smaller MPOs on the non-Interstate NHS.

At least two major concerns exist with the NPMRDS v1 data set. First, travel time data is recorded in 5 minute increments (called epochs) for each segment of the NHS. However, there may not be data recorded for each epoch. This is especially prevalent on the weekends. According to the rule, if data does not exist for an epoch, that epoch is removed from calculation. This effectively lowers the “sample size” and could have a weighting effect on the results.

Second, additional segments of the NHS were continually added by the vendor throughout the years represented to make the data set more complete. Many of these segments were on less traveled roadways, quite possibly contributing to the volatility of the results.

NPMRDS v1 concluded on January 31, 2017. A new vendor has been chosen to provide travel time data for NPMRDS v2 beginning on February 1, 2017. The data received from NPMRDS v2 is expected to differ from NPMRDS v1 though to what extent is not currently known. Data for 2017 will be available for download in January 2018.

# Preliminary Results

**Table 1. Percent of Person-Miles Traveled on the Interstate That Are Reliable**

<b>MPO</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Bay County TPO		n/a	
Broward MPO	80%	71%	67%
Capital Region TPA	100%	100%	100%
Charlotte County-Punta Gorda MPO	100%	100%	100%
Collier County MPO	100%	100%	100%
Florida-Alabama TPO	100%	100%	100%
Gainesville MTPO	100%	100%	100%
Heartland Regional TPO		n/a	
Hernando/Citrus MPO	100%	100%	100%
Hillsborough County MPO	81%	80%	75%
Indian River County MPO	100%	100%	100%
Lake-Sumter MPO	100%	100%	100%
Lee County MPO	100%	100%	100%
Martin MPO	100%	100%	100%
METROPLAN Orlando	62%	63%	71%
Miami-Dade TPO	51%	48%	48%
North Florida TPO	87%	84%	75%
Ocala/Marion County TPO	100%	100%	100%
Okaloosa-Walton TPO	100%	100%	100%
Palm Beach MPO	86%	85%	86%
Pasco County MPO	100%	100%	100%
Pinellas County MPO	81%	78%	76%
Polk TPO	100%	100%	100%
River to Sea TPO	100%	100%	100%
Sarasota/Manatee MPO	100%	97%	93%
Space Coast TPO	100%	100%	100%
St. Lucie TPO	100%	100%	100%
Statewide	88%	86%	85%

Table 2. Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable

MPO	2014	2015	2016
Bay County TPO	84%	82%	74%
Broward MPO	37%	35%	36%
Capital Region TPA	63%	59%	55%
Charlotte County-Punta Gorda MPO	86%	77%	55%
Collier County MPO	56%	46%	42%
Florida-Alabama TPO	73%	71%	59%
Gainesville MTPO	49%	44%	41%
Heartland Regional TPO	95%	94%	92%
Hernando/Citrus MPO	80%	77%	75%
Hillsborough County MPO	65%	59%	56%
Indian River County MPO	65%	57%	50%
Lake-Sumter MPO	95%	94%	92%
Lee County MPO	80%	70%	66%
Martin MPO	80%	63%	68%
METROPLAN Orlando	69%	67%	67%
Miami-Dade TPO	32%	31%	30%
North Florida TPO	62%	59%	60%
Ocala/Marion County TPO	71%	65%	53%
Okaloosa-Walton TPO	79%	72%	81%
Palm Beach MPO	53%	48%	48%
Pasco County MPO	83%	72%	67%
Pinellas County MPO	54%	49%	47%
Polk TPO	90%	88%	84%
River to Sea TPO	51%	47%	39%
Sarasota/Manatee MPO	76%	71%	60%
Space Coast TPO	57%	51%	46%
St. Lucie TPO	77%	68%	60%
Statewide	63%	59%	57%

**Table 3. Truck Travel Time Reliability Index on the Interstate**

<b>MPO</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Bay County TPO</b>	n/a		
<b>Broward MPO</b>	1.84	1.97	1.96
<b>Capital Region TPA</b>	1.10	1.08	1.08
<b>Charlotte County-Punta Gorda MPO</b>	1.11	1.11	1.09
<b>Collier County MPO</b>	1.10	1.10	1.14
<b>Florida-Alabama TPO</b>	1.16	1.14	1.14
<b>Gainesville MTPO</b>	1.06	1.06	1.08
<b>Heartland Regional TPO</b>	n/a		
<b>Hernando/Citrus MPO</b>	1.10	1.11	1.08
<b>Hillsborough County MPO</b>	2.06	1.95	1.96
<b>Indian River County MPO</b>	1.11	1.10	1.07
<b>Lake-Sumter MPO</b>	1.11	1.16	1.14
<b>Lee County MPO</b>	1.14	1.16	1.22
<b>Martin MPO</b>	1.10	1.09	1.10
<b>METROPLAN Orlando</b>	2.85	2.91	2.80
<b>Miami-Dade TPO</b>	4.14	4.56	3.84
<b>North Florida TPO</b>	1.57	1.64	1.67
<b>Ocala/Marion County TPO</b>	1.11	1.13	1.12
<b>Okaloosa-Walton TPO</b>	1.11	1.10	1.10
<b>Palm Beach MPO</b>	1.74	1.81	1.84
<b>Pasco County MPO</b>	1.16	1.27	1.23
<b>Pinellas County MPO</b>	2.27	2.24	2.31
<b>Polk TPO</b>	1.14	1.21	1.36
<b>River to Sea TPO</b>	1.12	1.20	1.19
<b>Sarasota/Manatee MPO</b>	1.29	1.51	1.60
<b>Space Coast TPO</b>	1.10	1.09	1.08
<b>St. Lucie TPO</b>	1.13	1.11	1.10
<b>Statewide</b>	1.42	1.45	1.44

**FDOT Supplied MPO Mobility Performance Measure Analyses for 2015 (Broward MPO)**

Date: 8/1/2017

**Broward (Urbanized Area)**

Networks/Measures	A: Daily vehicle miles traveled (Millions)	B: Daily truck miles traveled (Millions)	C: Travel time reliability in the peak hour	D: Travel time variability	E: Daily vehicle hours of delay (Thousands)	F: Percent miles heavily congested	G: Percent sidewalk coverage	H: Percent bicycle lane coverage
A: National Highway System	26.6	2.1			66.9	13%		
B: Interstate	10.5	1.0	70%	1.94	23.6	42%		
C: Strategic Intermodal System <sup>1</sup>	16.2	1.6	69%	1.83	31.5	25%		
D: State Highway System	26.3	2.0			73.5	14%		
E: Freeways	15.5	1.5	77%	1.76	26.8	26%		
F: Non-freeways (SHS)	10.8	0.5			46.7	9%	89.3%	42.7%

**Broward (MPO/TPO Boundary)**

Networks/Measures	A: Daily vehicle miles traveled (Millions)	B: Daily truck miles traveled (Millions)	C: Travel time reliability in the peak hour	D: Travel time variability	E: Daily vehicle hours of delay (Thousands)	F: Percent miles heavily congested	G: Percent sidewalk coverage	H: Percent bicycle lane coverage	I: Average job accessibility within 30 minute car trip (Millions)	J: Average job accessibility within 30 minute transit trip (Thousands)
A: National Highway System	27.4	2.2			67.4	12%			1.1	8.9
B: Interstate	11.2	1.1	71%	1.85	24.0	29%				
C: Strategic Intermodal System <sup>1</sup>	17.0	1.7	73%	1.65	32.0	19%				
D: State Highway System	27.1	2.1			74.0	12%				
E: Freeways	16.2	1.6	78%	1.72	27.2	21%				
F: Non-freeways (SHS) <sup>2</sup>	11.0	0.6			46.8	9%	89.3%	34.6%		

**Broward (County Boundary)**

Networks/Measures	A: Daily vehicle miles traveled (Millions)	B: Daily truck miles traveled (Millions)	C: Travel time reliability in the peak hour	D: Travel time variability	E: Daily vehicle hours of delay (Thousands)	F: Percent miles heavily congested	G: Percent sidewalk coverage	H: Percent bicycle lane coverage	I: Average job accessibility within 30 minute car trip (Millions)	J: Average job accessibility within 30 minute transit trip (Thousands)
A: National Highway System	27.4	2.2			67.4	12%			1.1	8.9
B: Interstate	11.2	1.1	71%	1.85	24.0	29%				
C: Strategic Intermodal System <sup>1</sup>	17.0	1.7	73%	1.65	32.0	19%				
D: State Highway System	27.1	2.1			74.0	12%				
E: Freeways	16.2	1.6	78%	1.71	27.2	21%				
F: Non-freeways (SHS) <sup>2</sup>	11.0	0.6			46.8	9%	89.3%	34.6%		

<sup>1</sup>SIS travel time reliability and travel time variability excludes freeways

<sup>2</sup>Percent sidewalk coverage is limited to the urbanized area

# Broward Metropolitan Planning Organization



Average Job Accessibility  
within 30 Minute Car Trip

**1.1 Million**  
Jobs



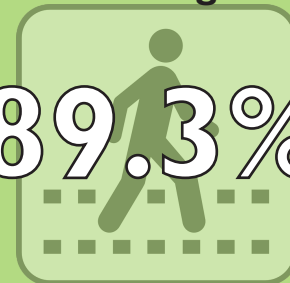
Average Job Accessibility  
within 30 Minute Transit Trip

**8,920**  
Jobs



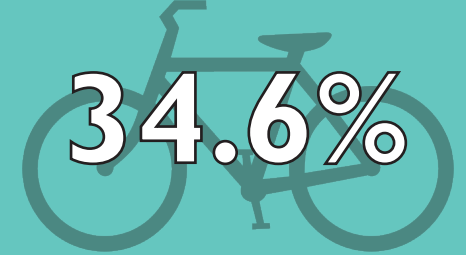
Percent Sidewalk  
Coverage

**89.3%**

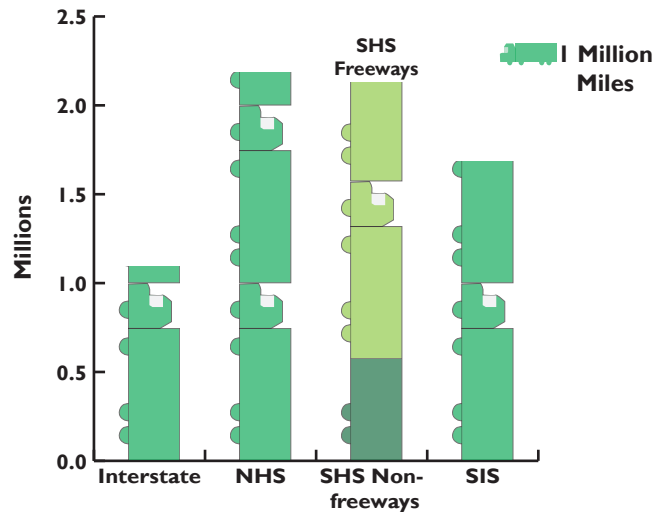


Percent Bicycle Lane  
Coverage

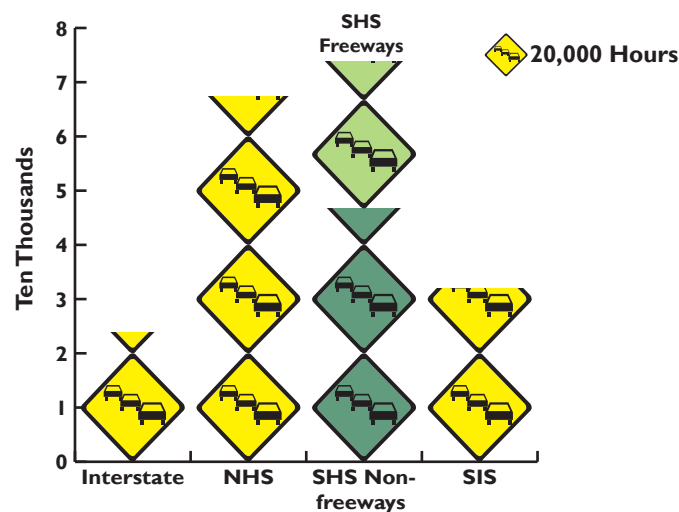
**34.6%**



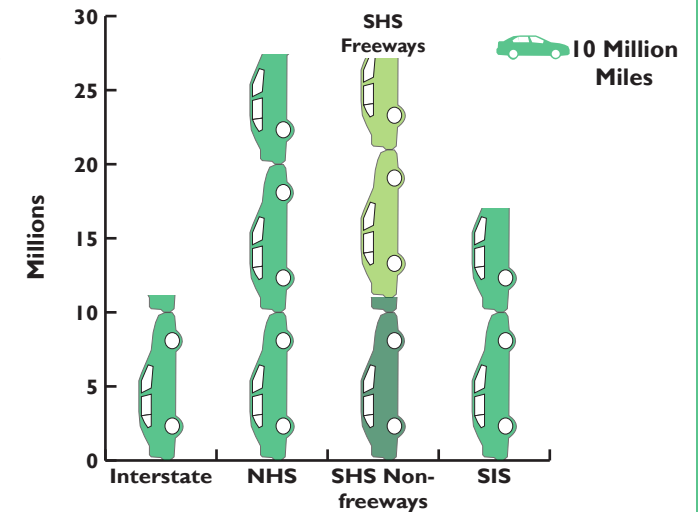
Daily Truck Miles Traveled



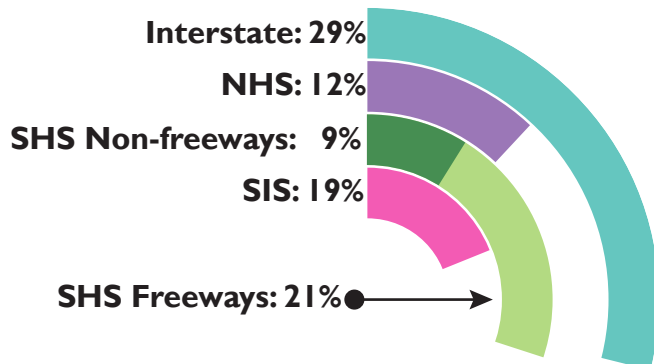
Daily Vehicle Hours of Delay



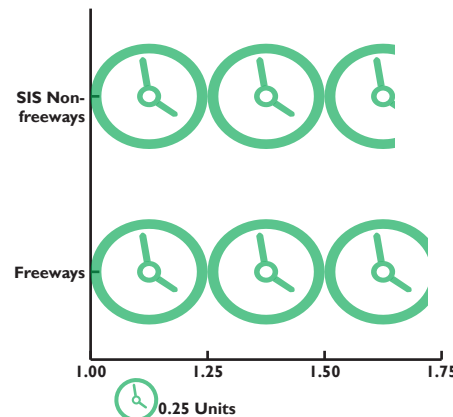
Daily Vehicle Miles Traveled



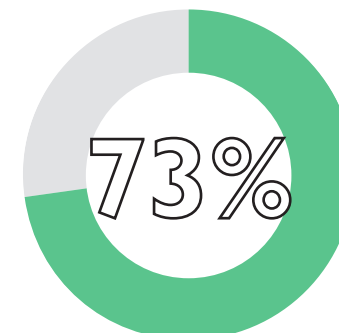
Percent Miles Heavily Congested



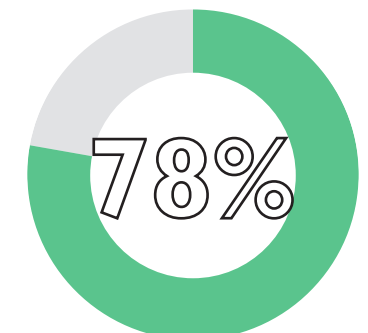
Travel Time Variability



Travel Time  
Reliability: SIS  
Non-freeways



Travel Time  
Reliability: Freeways



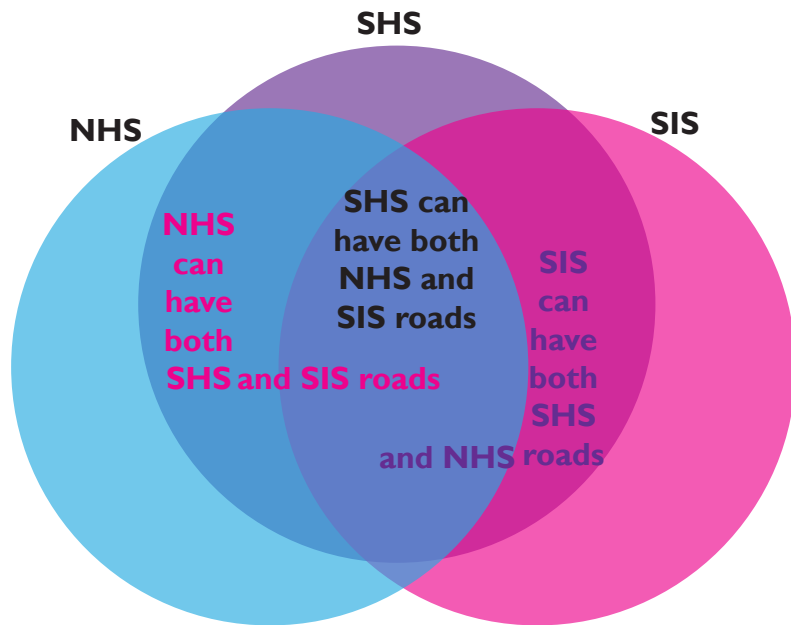


**Daily Vehicle Hours of Delay:** Delay is the product of directional hourly volume and the difference between travel time at “threshold” speeds and travel time at the average speed. The thresholds are based on LOS B as defined by FDOT.



**Heavy Congestion:** Heavy congestion is a situation in which average travel speeds are in the range from 20-44 mph for freeways and equal to or worse than the LOS standards for arterials and highways.

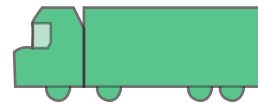
**Level of Service (LOS):** A quantitative stratification regarding the quality of service to a typical traveler of a service or facility into six letter grade levels, with “A” describing the highest quality and “F” describing the lowest quality.



**Travel Time Reliability:** Travel time reliability (TTR) metric for highways is the percentage of trips traveling at greater than or equal to 5 mph below the posted speed limit. TTR metric for arterials is the percentage of trips traveling greater than or equal to 20 mph. TTR metric for freeways within the seven largest MPO urbanized areas is the percentage of travel greater than or equal to 45 mph; for all other freeways, TTR is defined as the percentage of trips traveling at greater than or equal to 5 mph below the posted speed limit.



**Travel Time Variability:** Travel time variability is the 95th percentile travel time index, which is the 95th percentile travel time divided by free flow travel time.



**Truck Miles Traveled** (for all trucks class 4 through 12): The total number of miles traveled by trucks using a highway system.



**Vehicle Miles Traveled:** The total number of miles traveled by vehicles using a highway system.

## **Item Number 6F**

### **Business Items & Presentations MPO Policy and Planning Guidance for Transit Applications of Autonomous Vehicles**

#### **DISCUSSION:**

Mr. Dennis Smith, Planner-In-Residence at Florida State University's Department of Urban & Regional Planning will present to the MPOAC Staff Director's Committee the research project. Some details of the project are shown in the following paragraphs.

Within the next decade, electric and autonomous and connected vehicles (EV/AV/CV) will begin to emerge as commonplace mode of transportation. In 2016, the State of Florida passed a bill mandating that MPO's address AV technology in their Long Range Transportation Plans (LRTP). However, no uniform policy or conceptual urban design guidance currently exists to help MPOs anticipate, plan for, finance, or implement the programs and/or projects necessary to facilitate the gradual transition to these new technologies.

To help MPOs better understand the ramifications of these transformative technologies and develop pro-active approaches to integration, the Florida Department of Transportation, utilizing staff from the Florida Planning and Development Lab and its Fall 2017 graduate studio class (the FSU Research Team), proposes developing a guidance document to support a uniform and consistent application of EV-AV-CV policy statewide. In particular, the FSU Research Team will provide guidance concerning how MPOs, transit agencies, and local governments can begin to prepare for, pilot, and implement transit applications of EV-AV-CV technologies.

#### **REQUESTED ACTIONS:**

None requested. For discussion and action as may be desired.

#### **ATTACHMENTS:**

Scope of Work for the MPO Policy and Planning Guidance for Transit Applications of Autonomous Vehicles

**BDV30 943-33**  
**Exhibit A**  
**Scope of Work**

**MPO Policy and Planning Guidance for Transit Applications of  
Autonomous Vehicles**

**Background Statement**

Within the next decade, electric and autonomous and connected vehicles (EV/AV/CV) will begin to emerge as commonplace mode of transportation. In 2016, the State of Florida recognized the growing movement toward autonomous vehicles and passed a bill mandating that MPO's address AV technology in their Long Range Transportation Plans (LRTP). However, no uniform policy or conceptual urban design guidance currently exists to help MPOs anticipate, plan for, finance, or implement the programs and/or projects necessary to facilitate the gradual transition to these new technologies. Florida Department of Transportation (FDOT) and its partners are currently in process of developing policy guidance documents for MPO's looking to fulfill the AV mandate and begin planning for this transformative technology. Since public transit is one of the modes expected to adopt EV-AV-CV technology first, particular guidance is necessary for MPO's seeking to incorporate EV-AV-CV technology into public transit systems.

**Study Purpose and Objectives**

To help MPOs better understand the ramifications of these transformative technologies and develop pro-active approaches to integration, the Florida Department of Transportation, utilizing staff from the Florida Planning and Development Lab and its Fall 2017 graduate studio class (the FSU Research Team), proposes developing a guidance document to support a uniform and consistent application of EV-AV-CV policy statewide. In particular, the FSU Research Team will provide FDOT with information and guidance concerning how MPOs, transit agencies, and local governments can begin to prepare for, pilot, and implement transit applications of EV-AV-CV technologies. Particular attention will be given to outlining policies and infrastructure investments MPOs can incorporate into their LRTPs. The guidance document would also include conceptual urban design guidance for one or more focus communities showcasing potential urban design solutions to integrating EV-AV-CV transit. The study will involve the following tasks:

**Supporting Tasks and Deliverables**

**Task 1 – Literature Review of Transit Applications of AV Technology**

The literature review will address the history of planning for EV-AV-CV use in Florida including past task force activities and recommendations, an assessment of current EV-AV-CV transit adoption through the United States, a review of AV-related directives to MPO's, a review of existing policies, and policy guidance documents, and an evaluation of related international efforts by early adopters in the EU and Asia.

***Deliverable 1.1: Literature Review Technical Memorandum – Due October 27, 2017***

The FSU Research Team will prepare a technical memorandum summarizing the results of the literature review.

**Task 2 – Stakeholder Outreach**

The FSU Research Team will engage relevant stakeholders for information and guidance on the policies and policy guidance MPOs need to successfully implement transit applications of AV technology. This may include surveys and interviews of MPO staff, experts in autonomous technology, and transit policy makers at the state and local level.

***Deliverable 2.1: Stakeholder Outreach Technical Memorandum – Due October 27, 2017***

The FSU Research Team will prepare a technical memorandum summarizing the stakeholder outreach efforts and methodology.

**Task 3 – Assessment of Autonomous Transit Technology and Applications**

The FSU Research Team will identify and assess existing EV-AV-CV technology available to MPOs and transit agencies to pilot or implement autonomous transit service applications. This review will provide guidance to MPO's on issues potentially including but not limited to autonomous vehicle types and their optimal use within a network (circulator v. last mile), the urban settings where each vehicle type and technology are most effective, whether they require an operator or dedicated infrastructure, their relative cost, and identifying vendors and technology providers MPOs could partner with.

***Deliverable 3.1: AV Transit Technology Assessment Technical Memorandum – Due October 27, 2017***

The FSU Research Team will prepare a technical memorandum summarizing the results of the assessment of autonomous transit technology.

**Task 4 – MPO Autonomous Transit Policy and Implementation Guidance**

Based on the findings of the literature review, stakeholder outreach, and technology assessment, the FSU Research Team will develop a policy and implementation guidebook for MPOs, transit agencies, and local governments seeking to prepare for or pilot transit applications of EV-AV-CV technology. The guidebook will provide information and policy recommendations to enable a smooth and cost-effective transition to autonomous transit service. Based on concurrence from FDOT, policy recommendations may include but will not be limited to:

- Land Use – An assessment of how to integrate these technologies and their physical space requirements into the goals, policies and objectives of local government comprehensive plans and land development regulations.
- Safety / Security – Documentation of concerns and recommendations related to the safe function of the vehicles as well as the security of passengers, including ADA considerations.
- Liability, licensing and other legal considerations – Documentation of legal considerations including the development of model municipal resolution / ordinance language, insurance, cyber security, and privacy concerns. Recommendations will be limited to those issues that fall within the administrative responsibilities of the MPOs.

- Infrastructure requirements – An evaluation of potential facility demands (roadway modification, inductive technology / charging stations) and recommended process for integrating supporting projects into the MPOs Long Range Transportation Plans.
- Financing / Revenue generation – An evaluation of fee structures and recommended funding solutions to support the additional infrastructure requirements with the goal of running a sustainable, revenue neutral or revenue positive system.
- ADA considerations – The impacts new technologies will have on individuals with access and functional needs and measures to be taken to ensure ADA compliance.

***Deliverable 4.1: AV Transit Policy and Implementation Guidance Technical Memorandum – Due December 15, 2017***

The FSU Research Team will prepare a technical memorandum summarizing the preliminary policy guidance for MPO’s implementing applications of autonomous transit technology.

**Task 5 – Conceptual Urban Design Guidance**

The FSU Research Team will develop conceptual visions for the impact EV-AV-CV transit applications could have on the built environment in one or more showcase communities (potentially including but not limited to Babcock Ranch, Jacksonville, the UF Campus, the American Dream Mall, or Tampa). These conceptual sketches will flow out of the policy guidance work by highlighting model design considerations and how the implementation of the policy recommendations may impact the design of Florida communities.

***Deliverable 5.1: Conceptual Urban Design Guidance – Due December 15, 2017***

The FSU Research Team will prepare a technical memorandum summarizing the preliminary conceptual visions for EV-AV-CV transit applications and their impacts to the built environment.

**Task 6: Interim Studio Report**

The FSU Research Team will prepare an interim report summarizing the evaluation of how the adoption of AV technology may transform best practices in the provision and of public transit as well as potential transit applications of AV technology. The Report will include preliminary information and guidance informing MPO’s efforts to pilot and implement transit applications of autonomous vehicles as well as inform the incorporation and regulation of AV transit applications in MPO’s policy and planning documents.

***Deliverable 6.1 Studio Interim Report – Due January 26, 2018***

The FSU Research Team will provide FDOT with the Fall Studio’s final report outlining the preliminary findings their research examining how MPO’s can plan, pilot, and implement transit applications of AV technology.

**Task 7: Draft Final Report and PowerPoint Presentation**

The FSU Research Team will combine the findings of the technical memos and the Interim Studio Report into a Draft Final Report providing information and guidance concerning how MPOs, transit agencies, and local governments can begin to prepare for, pilot, and implement transit applications of EV-AV-CV technologies

***Deliverable 7.1 Draft Final Report – Due April 27, 2018***

The FSU Research Team will prepare a Draft Final Report providing information and guidance to MPO's on how to plan, pilot, and implement transit applications of AV technology.

***Deliverable 7.2 Draft PowerPoint Slideshow – Due April 27, 2018***

The FSU Research Team will prepare a Draft PowerPoint presentation summarizing the findings of Deliverable 4 Final Report.

**Task 8: Final Report and PowerPoint Presentation**

The FSU Research Team will revise the Draft Final Report and PowerPoint Presentation based on feedback and comments provided by FDOT's Transit Office.

***Deliverable 8.1 Final Report – Due June 1, 2018***

The FSU Research Team will prepare a revised Final Report based on feedback and comments provided by FDOT's Transit Office. The Final Report will be submitted in Word and PDF formats.

***Deliverable 8.2 Final PowerPoint Slideshow – Due June 1, 2018***

The FSU Research Team will prepare a revised PowerPoint presentation for use by FDOT summarizing the findings of Deliverable 4 Final Report.

**Duration of the Project**

The FSU Research Team will commence the project upon execution and will complete the project by June 1, 2018.

**Travel**

The FSU Research Team may travel to meet with or present preliminary results to FDOT District Offices, MPO's, or local government agencies; to conduct site visits of selected conceptual design showcase communities; or to attend the 2017 Florida Automated Vehicle Summit.

**Principal Staff**

The Principal Investigator for the project will be Dennis Smith\*, Planner-in-Residence at Florida State University's Department of Urban & Regional Planning (DURP).

Jeremy Crute\*, FSU Florida Planning and Development Lab Senior Planner, will serve as Project Manager

The Department's administrative contact and budget manager will be DURP Office Manager Krystal Vester.

**Person Hour Estimates and Fees**

The project cost is \$74,880.90. A detailed budget has been provided in Exhibit B.

*\*Note that salaried staff do not maintain time sheets (identified as the starred personnel in the Principal Staff section above.)*

### **Deliverable and Payment Schedule**

#### MPO Policy and Planning Guidance Project Deliverables and Percent Completion

<b>Deliverable Number</b>	<b>Deliverable Name</b>	<b>Percent Complete After Task</b>	<b>Due Date</b>	9/29/2017	10/27/2017	11/17/2017	12/15/2017	1/5/2018	2/2/2018	3/2/2018	3/30/2018	4/27/2018	6/1/2018
1.1	Literature Review Tech Memo	5.0%	10/27/2017										
2.1	Stakeholder Outreach Tech Memo	10.0%	10/27/2017										
3.1	AV Transit Technology Assessment Tech Memo	15.0%	10/27/2017										
4.1	AV Transit Policy and Implementation Guidance Tech Memo	25.0%	12/15/2017										
5.1	Conceptual Urban Design Guidance Tech Memo	35.0%	12/15/2017										
6.1	Studio Interim Report	55.0%	1/25/2018										
7.1	Draft Final Report	75.0%	4/27/2018										
7.2	Draft PowerPoint Slideshow	90.0%	4/27/2018										
8.1	Final Report	95.0%	6/1/2018										
8.2	Final PowerPoint Slideshow	100.0%	6/1/2018										

**Item Number 7**  
**Communications**

**DISCUSSION:**

Comments or recommendations by MPOAC members.

**REQUESTED ACTION:**

As may be desired.

**ATTACHMENTS:**

Letter to USDOT Secretary Elaine Chao providing MPOAC comments to the Federal Register Docket



# The Florida Metropolitan Planning Organization Advisory Council

*Mayor Susan Haynie  
Chair*

July 24, 2017

Ms. Elaine L. Chao, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

Re: Docket Number OST 2017-0057

Dear Secretary Chao:

Thank you for the opportunity to provide comments on the Federal Register Notice of Review of Policy, Guidance, and Regulation which was published on June 08, 2017. The Federal Register notice is seeking input from affected transportation agencies and professionals to identify unnecessary obstacles to transportation infrastructure projects. Changes created as a result of this Federal Register Notice would impact State Departments of Transportation and Metropolitan Planning Organizations (MPOs). The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the twenty-seven MPOs in Florida and their collective interests. The MPOAC has identified several potential changes which will increase planning and programming flexibility and will reduce administrative burdens on MPO and DOT staff. These changes will allow transportation staff to devote more time and offer more tools which will advance projects to implementation. We offer the following suggestions:

The MPOAC supports allowing Metropolitan Planning Organizations (MPOs) to express metropolitan transportation plan (MTP) project costs in either current year dollars or year of expenditure dollars.

The MPOAC supports policies which recognize that federal metropolitan transportation planning funds are not to be regarded as state funds for purposes of expenditure.

The MPOAC supports policies that direct revenues generated from new tolls instituted on federal-aid facilities toward transportation improvements within that metropolitan area.

The MPOAC supports having toll projects and public/private partnerships that are consistent with the federally established transportation planning process.

The MPOAC finds that MPOs in TMAs are spending a great deal of time preparing for Federal Certification Reviews because they do not know what to expect during the site visit and the overall process. Publishing the “TMA Certification Process Field Handbook” on the FHWA Transportation Planning Capacity Building website along with all final reports of FHWA/FTA Certification Reviews will assist MPOs in better understanding the federal certification review process and what the federal expectations are during the federal certification review process. Currently both items are considered “internal use only” by USDOT. Having access to these resources will increase federal transparency, will result in MPOs spending less time preparing for their own Certification Review process and more MPO staff time will be available to devote to advancing projects. MPOAC supports a similar comment made by the American Public Transportation Association requesting that “FTA guidance and workbooks for reviews should be made available to the industry and published in the Federal Register, much like a proposed rule, for public comment.”

The MPOAC supports the continued development of a multi-modal National Freight Network funded, in part, by a dedicated stream of fees and taxes on freight shipments and freight vehicles.

The MPOAC supports policies that reward states for attaining federally mandated performance measures and targets, and do not redistribute funding among the states based on poor performance.

The MPOAC supports distributing federal planning (PL) funds using the most recently available annual census data.

The MPOAC supports maintaining the federal, state and MPO roles in transportation policy and funding, and allocating funding in an amount that supports these roles.

The MPOAC supports policies that streamline the federal-aid process by directly allocating and increasing Federal Surface Transportation Block Grant (STBG) Program funds to Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs) for planning, programming and implementation purposes.

The MPOAC supports maintaining the 5 year update cycle for metropolitan transportation plans (MTPs).

The MPOAC supports the comments made by Broward MPO (Florida) to allow parallel phases to proceed simultaneously, such as allowing design and engineering to move forward while right-of-way acquisition is taking place.

The MPOAC supports the comments made by Broward MPO (Florida) to reduce the federal requirements for the acquisition of right-of-way when there is a willing seller.

The MPOAC supports the comments made by Broward MPO (Florida) to reduce the NEPA restrictions on projects that do not require the purchase of right-of-way.

The MPOAC supports the comments made by Broward MPO (Florida) to allow local government partners to purchase right-of-way for federally funded transportation projects immediately prior to the federalization of a transportation project.

The MPOAC supports the comments made by Broward MPO (Florida) to immediately establish a Categorical Exclusion from the NEPA process for all projects of \$1.5 million dollars or less. The MPOAC is also supportive of a similar comment made by Alachua County (Florida) Public Works Department which requests creating an exemption from any and all federal agency requirements if the project receives less than \$5 Million in federal funding.

The MPOAC supports the comments made by Broward MPO (Florida) to allow FHWA to direct urban attributable funding to assist local government in streamlining project delivery of metropolitan funded projects.

The MPOAC supports the comments made by Broward MPO (Florida) to require state DOTs and MPOs to have three-year work programs (instead of four-year) to reduce project delay and speed up project delivery. Approved projects should be designed, engineered, and under construction within a three-year period.

The MPOAC supports the comments made by Broward MPO (Florida) to ease restrictions on LAP certified agencies, allowing them to build projects more quickly and efficiently.

The MPOAC supports the comments made by Alachua County (Florida) Public Works Department which requests the creation of an exemption that removes any and all federal requirements from emergency repairs to any transportation facility damaged by a disaster.

The MPOAC supports the comments made by Alachua County (Florida) Public Works Department which requests that all federal rulemakings should be coordinated so that all federal agencies provide a single cohesive policy that is interpreted and applied uniformly from agency to agency, region to region, and state to state. Similar to this is the request of the Tennessee Department of Transportation to allow one NEPA document to be produced by a project's lead agency and be adopted in whole by other federal agencies responsible for environmental reviews under NEPA. MPOAC is supportive of the Tennessee DOT request.

MPOAC supports the request of Tennessee DOT to provide an administrative action to allow the federal share to increase to 100% for Railway-Highway at grade crossing safety improvement projects.

MPOAC supports the request of the California Department of Transportation to allow states having NEPA assignment authority agreements with USDOT and an established track record, be lengthened to ten (10) years. Negotiating the renewal of the California/USDOT agreement took 2.5 years. This took valuable staff time away from advancing transportation projects towards completion. Also included in the CalTrans comments is a request for the administration to clarify that states which have been delegated NEPA assignment responsibilities are acting as the NEPA federal lead agency. CalTrans has encountered some instances in which other federal agencies are not acknowledging CalTrans as the NEPA federal lead agency which can delay completion of a NEPA document, and thus a project.

MPOAC supports the request of the American Association of State Transportation Officials to "Require FHWA, FTA and EPA to commission an independent National Academies of Sciences study on transportation air quality conformity to evaluate the effectiveness of conformity requirements related to meeting the goals of the Clean Air Act, and provide recommendations for transportation conformity policy, legislative and regulatory changes related to transportation planning and air quality."

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Page 5

MPOAC supports the request of the American Association of State Highway Transportation Officials to create one common effective date for all performance measure final rules.

The MPOAC thanks you for the opportunity to comment on the Federal Register Notice requesting input which was published on June 08, 2017. If you have any questions or would like further clarification on any comments we have provided, please do not hesitate to contact me at 850/414-4062.

Sincerely,

Carl Mikyska, Executive Director  
Florida Metropolitan Planning Organization  
Advisory Council

/cm

## **Item Number 8**

### **Member Comments**

#### **DISCUSSION:**

Comments or recommendations by MPOAC members.

#### **REQUESTED ACTION:**

As may be desired.

#### **ATTACHMENTS:**

None

## **Item Number 9**

### **Adjournment**

The next meeting of the MPOAC Governing Board Committee will be determined by the schedule set under Business Items & Presentations, Item 6A.