



The Florida Metropolitan Planning Organization Advisory Council

Mayor Susan Haynie
Chair

Staff Director's Committee Meeting

Date: Thursday, October 12, 2017

Time: 1:30 p.m. – 5:00 p.m.

Location: Mission Inn
10400 County Rd 48, Howey-In-The-Hills, FL 34737

Peter Buchwald, Presiding

- 1. Call to Order & Pledge of Allegiance**
- 2. Approval of Minutes: June 01, 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. SIS Cost Feasible Plan Update & Schedule**
 - D. SunTrail Update**
 - E. Performance Measure Planning/Mobility Measures**
 - F. MPO Policy and Planning Guidance for Transit Applications of Autonomous Vehicles**
- 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.

Item Number 2

Approval of Minutes: June 01, 2017

DISCUSSION:

Review and comments from members.

REQUESTED ACTION:

Approval of Meeting Minutes from the June 01, 2017 Staff Directors' Committee Meeting.

ATTACHMENT:

June 01, 2017 MPOAC Staff Directors' Committee Meeting Minutes.

**Florida Metropolitan Planning Organization Advisory Council
Meeting of the MPOAC Staff Directors' Advisory Committee
June 1, 2017
Hillsborough County Center, Tampa FL
Draft Meeting Minutes**

STAFF DIRECTORS IN ATTENDANCE:

Peter Buchwald, Chair, St. Lucie TPO
Mary Beth Washnock, Bay County TPO
James Cromar, Broward MPO
Greg Slay, Capital Region TPA
Bob Herrington, Charlotte County-Punta Gorda MPO
Eric Ortman, Collier MPO
Austin Mount, Florida-Alabama TPO
Whit Blanton, Forward Pinellas
Michael Escalante, Gainesville MTPO
Sherry Carver, Heartland Regional TPO
Beth Alden, Hillsborough MPO
Steve Diaz, Hernando/Citrus MPO
T.J. Fish, Lake-Sumter MPO
Beth Beltran, Martin MPO
Harold Barley, MetroPlan Orlando
Aileen Boucle', Miami-Dade TPO
Denise Bunnewith, North Florida TPO
Michael Daniels, Ocala/Marion County TPO
Dawn Schwartz, Okaloosa-Walton TPO
Nick Uhren, Palm Beach MPO
Ronnie Blackshear, Polk County TPO
Lois Bollenback, River to Sea TPO
David Hutchinson, Sarasota/Manatee MPO
Bob Kamm, Space Coast TPO

OTHERS IN ATTENDANCE:

Carl Mikyska, MPOAC
Paul Gougelman, MPOAC General Council
Jeff Kramer, Center for Urban Transportation Research
Christen Miller, Center for Urban Transportation Research
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

Martin Markovich, Florida Department of Transportation, Office of Policy Planning
Johnny Wong, Hillsborough MPO
Michael Woods, Lake-Sumter MPO
Carlos Roa, Miami-Dade TPO
Elizabeth De Jesus, North Florida TPO
John Orr, Atlanta Regional Commission
Ray Chiamonte, Tampa Bay Area Regional Transportation Authority
Jared Schneider, Kimley-Horn and Associates, Inc.
Dan Beaty, HNTB Corporation

• **CALL TO ORDER**

Peter Buchwald, Chair, St. Lucie TPO, called the meeting to order at 1:36pm. The Chair welcomed those in attendance and thanked the Hillsborough MPO for hosting. Self-introductions were made and all stood for the Pledge of Allegiance.

• **APPROVAL OF MINUTES**

Nick Uhren, Palm Beach MPO, moved to approve the minutes of the March 2017 Staff Directors' Advisory Committee Meeting with the addition of the meeting location on the minutes being considered and to be included on future meeting minutes. He also requested adding an agenda item to the next MPOAC Governing Board meeting asking FDOT to create an open funding process that would allow MPOs to identify projects to be funded with Federal Highway Safety Improvement Program funds based on the targets outlined in the HSIP. T.J. Fish, Lake-Sumter MPO, seconded the motion. 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 MPOAC Quarterly UPWP report and budget for the March through May 19, 2017 timeframe (Item 4A, attachments 1 and 2 in the agenda package). He noted that the reporting time period for both attachments reflected the new schedule for the MPOAC Staff Directors' Advisory Committee meetings.

B. FLORIDA LEGISLATIVE UPDATE

Mr. Carl Mikyska, MPOAC Executive Director, presented an update on legislation that was considered by the Florida House of Representatives and the Florida Senate and, if approved, sent to the Governor for signature.

Mr. Mikyska has been sending out weekly legislative updates to MPOs during the 2017 session of the Florida Legislature which concluded in May. This presentation focused on pieces of legislation of interest to the members, including bills that were approved and some that were not. Some of the approved bills were still awaiting action by the Governor. Mr. Mikyska also discussed the current special session of the legislature which was called to consider issues related to the state budget. Mr. Mikyska concluded by stating that a detailed summary of approved legislation would be completed for presentation to the MPOAC Governing Board at their July meeting in Boca Raton.

Many staff members thanked Mr. Mikyska for the weekly updates and expressed their appreciation for the information. Lee Ann Jacobs, Federal Highway Administration, clarified that the weekly updates are not considered lobbying.

C. FEDERAL INFRASTRUCTURE PACKAGE EFFORTS

Earlier this year, the National Association of Regional Councils (NARC) reached out to the MPOAC asking for input on mechanisms to streamline the transportation project development process, including a proposal to lengthen the MPO Long Range Transportation Plan (LRTP) update cycle from a minimum requirement of once every 5 years to once every 10 years. The MPOAC staff discussed additional changes to federal planning rules with NARC staff that would complement the flexibility afforded by a 10 year update cycle.

A follow up conversation between MPOAC staff and House Majority leader Congressman Kevin McCarthy's (R – CA 23rd District) legislative staff resulted in the MPOAC additional legislative suggestions for streamlining transportation project development. Mr. Mikyska, then outlined those proposals discussed with Congressman McCarthy's office (included in the agenda package under Item 4C).

Members then discussed the proposal to extend the LRTP update cycle from every 5 years to every 10 years. Some expressed concerns about the 10 year cycle and discussed the necessity for flexibility in the update cycle time frame. Others expressed strong reservations about the proposal, citing potentially significant near-term changes in transportation conditions (autonomous vehicle technology, electric vehicle technology, the increased use of Transportation Network Companies, etc.) and the potential for LRTPs to become dramatically out of date under a 10 year update cycle requirement. Additional concerns

were expressed that financial considerations may discourage more frequent LRTP updates than every 10 years even if flexibility were maintained in the rules that govern the LRTP update cycle.

Mr. Mikyska concluded the discussion by stating that he will be speaking with Erich Zimmerman (NARC) about the concerns and ideas of the MPO Staff Directors and that he would invite Mr. Zimmerman to attend an MPOAC Policy and Technical Committee meeting so that he can share his perspective on these issues.

Mr. Mikyska continued the Executive Director's Report by presenting a few items related to the Funding Safety Projects for MPOs report that was made at the March 2017 MPOAC Staff Directors' Advisory Committee meeting. He thanked FDOT staff (Mark Reichert, Lora Hollingsworth, Joe Santos and Sarita Taylor) for meeting with him to discuss the "how" of getting project ideas from MPOs to the FDOT Safety Office for funding consideration. Currently, FDOT is planning to develop a universal process to bring locally generated safety projects to the attention of FDOT staff and will provide a proposal to the MPOAC after further consideration.

Mr. Mikyska ended his presentation by mentioning that some members of the MPOAC Governing Board felt that the conversations held during their April 2017 meeting were dominated by some MPO Staff Directors who were in attendance. Mr. Mikyska asked the staff directors to be respectful and to refrain from over-engaging during Governing Board meetings.

James Cromar, Broward MPO, made a presentation on mentoring the younger generation in issues related to transportation in general, and specifically on the TRAC and RIDES Program. The TRAC (Transportation and Civil Engineering) & RIDES (Roadways in Developing Elementary Students) Programs are AASHTO's educational outreach programs, and are designed for use in Science, Technology, Engineering, and Math (STEM) classes. Hands-on activities are introduced to students in grades K-12 to the work world of transportation and civil engineering and inspire them to consider careers in those fields.

Programs are aligned with national standards and are currently being aligned with Core Curriculum Standards of Learning. FDOT works with schools and agencies, like MPOs, in Florida by providing the programs and resources for the schools and providing engineers to visit the classrooms to serve as speakers, teach a hands-on activity, and/or talk to students about the importance of math and science in preparing for their future.

If an MPO is interested in hosting their own TRAC training, they can contact Florida TRAC & RIDES representative Chris Ryan (Broward MPO) by phone (954) 876-0036 and email ryanc@browardmpo.org. Carmen Monroy, Florida Department of Transportation, stated

that she was able to fund the program for 2017, but the program needs to have more support by MPOs to justify continued funding.

• AGENCY REPORTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION

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

Mr. Reichert reminded the membership that registration for the Transportation Planning Exchange (TransPlex) is currently open. TransPlex is a forum for transportation professionals to learn and exchange ideas about transportation planning. TransPlex will be held August 8-10, 2017, at the Marriott in Ponte Vedra, Florida. More information can be found at www.fdot.gov/planning/transplex.

Mr. Reichert then discussed Florida's Mobility Performance Measures Program and safety performance targets. The Program is intended to provide a mechanism for measuring performance of the transportation system, including safety. By understanding the safety performance of the transportation system, FDOT can make strategic investment and policy decisions in support of national safety performance goals and those identified in the Highway Safety Improvement Program (HSIP).

There are five Federal Safety Performance Measures:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Serious Injuries

Each target is based on a 5-year rolling average. FDOT has adopted a "Vision Zero" target for all 5 measures.

Mr. Reichert stated that the statewide safety targets will be formally established by August 31, 2017 for HSIP and updated annually. Targets must be applicable to all public roads regardless of functional classification/ownership. MPOs are required to establish safety targets for their metropolitan areas within 180 days after the state (2/27/18) and will be required to report progress toward meeting their safety targets to FDOT.

MPOs shall establish safety targets by either:

- Adopting FDOT’s target and agreeing to plan and program projects so they contribute toward the accomplishment of the statewide targets; or
- Committing to quantifiable HSIP targets for the metropolitan planning area
- Supporting one or more FDOT targets and establish own targets for the other performance measures.

Discussion ensued, including questions related to the timing of FDOT and MPO safety targets and if instructions or guidance will be provided for MPOs to use while establishing safety targets. Lee Ann Jacobs, Federal Highway Administration, responded by saying that MPOs will receive notice of guidance as it is made available online.

Alex Gramovot, Florida Department of Transportation, Office of Policy Planning, presented details on the MPO risk assessment (Item 5A in the agenda package).

The risk assessment is required by 2 CFR 200.331. As a pass through entity for Federal funds, FDOT must evaluate each sub-recipients risk of noncompliance to determine appropriate monitoring. It is designed for MPOs to be able to predict their level of risk.

Risk Assessments are annually conducted by the FDOT Central Office. Results are sent to MPOs by June 30. The risk assessment determines frequency of review of MPOs invoices and supporting documentation:

- Low- Annually (once per year)
- Moderate- Semiannually (twice per year)
- Elevated- Tri-annually (three times per year)
- High- Quarterly (four times per year)

A discussion took place amongst members about what should or should not be considered a risk factor. Many asked for clarification on the timeline for MPOs to submit invoices. Mr. Reichert specified that the 30 day time period to submit invoices is currently being investigated by FDOT so that FDOT can provide the most clarification on the timeline. He also explained that a 90 day time period is provided for the year-end reporting period.

Denise Bunnewith, North Florida TPO, asked if having new employees responsible for invoicing would be considered differently than more established employees and if the MPO will be “dinged” in the risk assessment process for the difference. Peter Buchwald, Chair, St. Lucie TPO, explained that the MPO agreement has an appeals process that allows MPOs to address these types of circumstances.

Mr. Reichert gave a brief summary on safety project coordination with MPOs. He explained that \$579 million is currently allocated to the Safety Program in the 5-Year Work Program,

but that the \$579 million does not reflect FDOT's full commitment to improving safety on Florida's transportation network as all product categories include some measure of safety improvement through current design standards. He then indicated that FDOT was working with the MPOAC staff to consider mechanisms for improving coordination between MPOs and FDOT on safety projects, referencing the comments made earlier in the meeting by Carl Mikyska, MPOAC Executive Director.

Mr. Reichert concluded by stating that, as part of the statewide Mobility Performance Measures Program, FDOT will be providing each MPO with a mobility report. The Mobility Reports will provide MPOs with:

- A state of the system analysis similar to the FDOT's Multimodal Mobility Performance Measures Source Book.
- System-wide performance measures to understand their existing conditions and any historic mobility trends.
- Supporting development of Long Range Transportation Plans, Congestion Monitoring Processes, and other plans.

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:

- Jacksonville Transportation Authority (JTA) received a Transportation Planning Excellence Award (TPEA) for the JTA Transit System Modernization. The JTA Route Optimization Initiative is a complete overhaul of the transit system in preparation for future implementation of JTA's 57-mile bus rapid transit system. The project implemented system-wide technology upgrades and restructured routes to increase frequency, reduce travel time, and realigned hours of operation to meet the demands of the changing workforce. The project incurred no increase in annual operating costs.
- FDOT received a 2017 TPEA Honorable Mention for the Florida Transportation Plan (FTP). The FTP is a transformational long-range transportation plan for all of Florida. The plan consists of a 50-year Vision Element along with a 25-30 year Policy Element. The two-year effort to develop the FTP involved extensive public outreach and true visionary planning to help shape Florida's transportation future.
- The House and Senate approved the transportation spending bill for federal fiscal year 2017, meaning that FHWA operations are fully funded through the end of September.
- A new online report has been posted on the FHWA website entitled "Funding Federal-Aid Highways." The new report is the latest update of the document

originally published in 1974, incorporating changes in funding procedures resulting from the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 and the enactment of the Fixing America's Surface Transportation (FAST) Act in 2015.

- President Trump signed the MPO Coordination and Planning Area Reform Repeal Act. This act repeals the provisions of the Metropolitan Planning Organization Coordination and Planning Area Reform Final Rule implemented by the previous administration.
- On May 20, 2017, the FHWA final rulemaking on national performance measures took effect, with the exception of certain portions of the rule pertaining to the measure on the percent change in CO2 emissions generated by on-road mobile sources on the National Highway System (related webinars are now available on the FHWA website).
- The President's proposed federal fiscal year 2018 transportation budget has been released and forwarded to Congress for their consideration, including a request for \$200 billion toward transportation projects over 10 years, with the goal of creating \$1 trillion worth of overall investment through public-private partnerships.
- The National Highway Institute (NHI) is offering a new course entitled "The Role of Data in Transportation Performance Management" (NHI 138011). The goal of this two-day course is to enable participants to manage, analyze, integrate, and use data from diverse sources to support an effective agency transportation performance management function (<https://www.fhwa.dot.gov/tpm/resources/training.cfm>).
- The 2017 Implementation Assistance Program (IAP) was developed to help State DOTs, metropolitan planning organizations (MPOs), and other interested organizations deploy SHRP2 Solutions. A range of opportunities is available to raise awareness of SHRP2 Solutions and to encourage early adoption of these products.
- FDOT was awarded \$250k to develop a Phase 3 proposal on the report titled "Understanding Interactions between Drivers and Pedestrian Features at Signalized Intersections."

Lois Bollenback, River to Sea TPO, received a letter that referenced policy changes to the interchange justification report (IJR) process and asked for more details. Ms. Jacobs replied that she will send out the information as she receives it. Beth Alden, Hillsborough MPO, provided a link (<https://www.fhwa.dot.gov/environment/sustainability/resilience/>) to an online resource on the FHWA website for those interested in infrastructure resiliency.

• BUSINESS ITEMS & PRESENTATIONS

A. REVENUE FORECASTING EFFORT

Ms. Carmen Monroy, Director, FDOT Office of Policy Planning, introduced Mr. Martin Markovich, Senior Economist, Office of Policy Planning, who provided an update on the development of the Revenue Forecasts Guidebook.

Periodic forecasts of revenue and program levels are needed for updates of the Florida Transportation Plan (FTP) and metropolitan plans prepared by Metropolitan Planning Organizations (MPOs). Such forecasts assist MPOs in complying with federal requirements for developing cost feasible transportation plans. The development and use of these forecasts also assists the Department and MPOs as they reconcile their plans to provide coordinated planning for transportation facilities and services in Florida and to better document long range needs.

Currently, FDOT is beginning to develop its revenue forecast and is meeting at critical intervals with the revenue forecast subcommittee, the MPOAC and other key stakeholders. Mr. Markovich concluded his presentation by stating that FDOT will be seeking MPOAC approval of the MPOAC Financial Guidelines as critical input to the revenue forecasting process.

A conversation ensued regarding the relationship between revenue forecasting and planning/programming. Peter Buchwald, Chair, St. Lucie TPO, sought clarification on how MPOs should align their LRTPs with the FDOT Work Program, noting that MPOs sometimes run into an issue when planning a project that will start in 10 years and a mismatch of identified fund codes when it's time for the project to start. Mr. Markovich replied by saying rules do change over time related to fund codes and revenue streams and that FDOT has people employed that are experts at monitoring these rules to help avoid issues from arising.

Ms. Monroy also replied by defining the difference between programming and planning. She said that the LRTP is "planning" where MPOs are making rational decisions about assets going forward while "programming" is when MPOs take their available revenue and balance their funding.

B. MPOAC FINANCIAL GUIDELINES FOR LRTPS

Mr. Mikyska gave a summary on the MPOAC financial guidelines for Long Range Transportation Plans (LRTPs). Prior to each LRTP update cycle, the MPOs of Florida agree upon a common base year, horizon year and other data points which are used by the FDOT to develop revenue forecasts and project cost inflationary factors. Mr. Mikyska directed members to the draft document "Financial Guidelines for MPO 2045 Long Range Plans (Item 6B in the agenda package). He let members know that the document is the same one which was presented to the MPOAC Policy and Technical Committee at the December 20, 2016

meeting in Orlando with minor changes that clarify language and reflects an advancement of five years from the financial guidelines adopted by the MPOAC in 2013.

Peter Buchwald, Chair, St. Lucie TPO, asked if MPOs should include the transportation improvement program (TIP) in the LRTP. Lee Ann Jacobs, Federal Highway Administration, replied that you need to include the TIP in the LRTP. A discussion continued to take place about the timeline for completing TIPs and LRTPs.

Nick Uhren, Palm Beach MPO, requested the following changes to the draft document:

- Change the base year for LRTPs from fiscal year 2019 to fiscal year 2020.
 - The recommended time frame should correlate with the existing TIP.
- Change the first sub-bullet point on page 2 regarding estimated revenue to say “... that correlate to major FDOT fund codes and their project availability restraints.”
- Change FDOT District level estimates to estimate cost of operation and maintenance at the MPO level.
- Expand the information detailing when and how FDOT will provide the forecast information to MPOs, to include a revenue forecast of available statewide revenue.

Bob Kamm, Space Coast TPO, made a motion to approve 2045 as the horizon year for the next set of LRTPs and to table the remaining information in the draft document for further discussion. Greg Slay, Capital Region TPA, seconded. Motion passed anonymously.

C. EXPLORATORY SCENARIO PLANNING IN LRTPS: ATLANTA'S INNOVATIONS

Beth Alden, Hillsborough MPO, introduced Mr. John Orr of the Atlanta Regional Commission (ARC) who provided the membership with an overview of the scenario planning process that was implemented in the Atlanta metropolitan area.

The Atlanta Region's Plan is a long-range blueprint that details the investments that will be made over the next 25 years to ensure metro Atlanta's future success and improve the region's quality of life. The plan, developed with robust public input, aims to “Win the Future” by providing world-class infrastructure, building a competitive economy and ensuring the region is comprised of healthy, livable communities. It incorporates all of ARC's planning areas – transportation, community development, water resources, aging & health services and workforce development.

The plan aims to: improve mobility by investing \$85 billion in the region's transportation infrastructure; create more vibrant, walkable communities; meet the needs of the region's fast-growing population of older adults; and ensure a supply of clean, abundant water.

A conversation about the planning approach used by the ARC ensued. Bob Kamm, Space Coast TPO, stated that it is difficult for MPOs to do scenario planning with the current LRTPs. He also noted that implementation of scenario planning in his opinion would be very complicated as the MPO is not responsible for managing the multitude of processes (land use, housing, etc.) involved in making the scenario come to fruition. He continued by explaining that he believed that the current modeling tools do not work well with scenario planning and that improved tools would be very useful. That said, he complimented ARC for engaging in a scenario process and for taking on the hard work associated with that effort. Members thanked Mr. Orr for his presentation and for taking the time to meet with them.

D. SCENIC BYWAYS

Mr. Jeff Caster, State Transportation Landscape Architect, FDOT Office of Environmental Management, was scheduled to provide an overview of changes being made to the Florida Scenic Highways Program. Unfortunately, Mr. Castor's phone connection failed and he was unable to make his presentation. Mr. Mikyska indicated that he would arrange with Mr. Castor to provide his presentation at a future committee meeting.

E. 2018 LEGISLATIVE POLICY POSITIONS

Mr. Mikyska stated that the Florida Legislature will be in session earlier than usual next year, starting in January instead of the usual March starting date. He added that legislative committees will begin meeting prior to the general session and in order for the MPOAC to have adopted policy positions in time for committee meetings, the Staff Directors will need to present a recommended set of policy positions to the MPOAC Governing Board at their July 19th meeting in Boca Raton for approval.

Mr. Mikyska indicated that the policy positions for the 2017 Florida Legislative Session would meet the needs of the MPOAC in 2018 as the legislature had not taken action on a number of items of interest to the MPOAC. He did offer the following changes for the 2018 positions:

- Position 2: there was an attempt in the 2017 legislative session to make distracted driving a primary offense, but it failed. Mr. Mikyska suggested that be noted in the 2018 policy position.
- Position 3: Mr. Mikyska recommended that 2017 funding levels for the Transportation Regional incentive Program (TRIP) be added to the existing graph.

David Hutchinson, Sarasota/Manatee MPO, asked if the MPOAC should also have suggested federal positions. Mr. Mikyska replied that the MPOAC will be developing a separate list for federal positions.

Whit Blanton, Forward Pinellas, made a motion to add the words "... and approved by FHWA" to the end of the second sentence in Position 6 and to make the suggested changes to Positions 2 and 3 and to approve the 2018 Legislative Policy Positions. Denise Bunnewith, North Florida TPO, seconded. Motion passed anonymously.

F. AUTOMATED VEHICLES/CONNECTED VEHICLES GUIDANCE

Dan Beaty, HNTB, provided an overview of efforts to develop autonomous vehicle (AV) and connected vehicle (CV) guidance for long range planning. This effort results from a recent law that requires that MPOs consider AV/CV technology when developing their LRTPs. Specifically, the Florida DOT has contracted with HNTB to estimate the levels of AV/CV market penetration at various points in the future. Mr. Beaty pointed out that the law does not require MPOs to use the FDOT developed predictions and that they may develop their own forecasts if desired. That said, the hope is that results of this project will provide a common understanding and approach for Florida MPOs/TPOs in regards to AVs and CVs when updating their Long Range Transportation Plans (LRTPs).

Mr. Beaty outlined the steps involved in the project which include:

- Conducting a literature search to learn more about similar efforts across the country;
- Coordinating with leading AV/CV technology providers (Lyft, Uber, MegaBus, Zip Car, etc.) to identify transportation service trends; Florida's MPOs and FDOT Districts about planning needs and approaches; and with the Florida Model Task Force to identify a process to integrate AV/CV into the modeling stream;
- Developing sample LRTP goals and objectives; and
- Developing a planning guide to assist MPO/TPOs and local governments during LRTP updates on potential considerations of AV/CV technology in future years.

Mr. Beaty concluded by stating that the planning guide is expected to provide an overview of AV/CV technology, discuss AV operating characteristics, detail a variety of potential impacts to the transportation system (safety, travel demand, highway and transit system usage, and funding), and offer strategies for addressing AV/CV technology in LRTPs. The project is expected to be completed in January 2018.

A discussion took place between those in attendance about the report and future funding, including ways in which AV/CV technology will impact homebased shopping trips. Mr. Beaty explained that changes in homebased shopping trips are likely to occur and that drones are going to start delivering products via sidewalks, a technology that MPOs may need to consider in their long range planning efforts.

- **COMMUNICATIONS**

N/A

- **MEMBER COMMENTS**

Michael Escalante, Gainesville MTPO, asked Mr. Beaty if the study will be completed before he makes his presentation to the Model Task Force. Mr. Beaty replied that the study will not be completed and that the presentation will be similar to the presentation at this meeting.

- **ADJOURNMENT**

The meeting was adjourned at 5:05 p.m. The next meeting of the MPOAC Governing Board will be held on October 12, 2017.

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 5th.

REQUESTED ACTION:

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

ATTACHMENTS:

1. UPWP Activities Report – June through September 2017
2. 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

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.

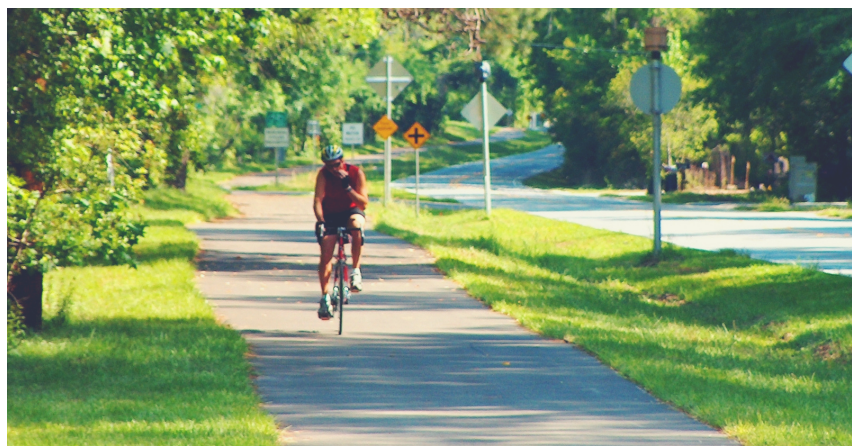


ROLES, RESPONSIBILITIES AND PROGRAMS

- 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.



CARL MIKYSKA, EXECUTIVE DIRECTOR
605 Suwannee Street, MS 28B,
Tallahassee, FL 32399-0450
carl.mikyska@mpoac.org
850.414.4062

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:

September 15, 2017 MPOAC Legislative Update



*Mayor Susan Haynie
Chair*

Legislative Update for the week ending 09/15/2017

Overview

Greetings and welcome to the first MPOAC legislative update for the 2018 Florida legislative session. While the session officially begins January 9th, 2018, many activities are already taking place which will lead us into the session. This week the House and Senate Committees were to meet until an uninvited guest by the name of Irma came through Florida and made a mess of things. Committee meetings for this week were wisely cancelled. There will be committee meetings in the next few months and bills are being filed for the upcoming session.

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. 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 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.

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

SB 90: Use of Wireless Communications Devices While Driving – (Perry) – Identical to SB 72. Referred to Communications, Energy, and Public Utilities; Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations

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 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.

Item Number 5A

Agency Reports – Florida Department of Transportation

DISCUSSION:

Mr. Mark Reichert, Administrator, Metropolitan Planning will update the members on the activities of FDOT and bring forward information on the following topics:

- Safety Performance Targets
- Safety Project Coordination with MPOs
- MPO Mobility Performance Measures
- Federal Funding Rescission

Mr. Alex Gramovot will present the unified format for conducting the annual joint self-certification process. The process will also contain the federally required, quantifiable risk-assessment worksheet for each of the Florida MPOs to use.

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

	MPO	One-time PL Distribution	June 21, 2017 Recission
District 1			
	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)
District 2			
	GAINESVILLE MTPO	22,275	(4,247)
	NORTH FLORIDA TPO	137,802	(26,275)
District 3			
	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)
District 4			
	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)
District 5			
	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)
District 6			
	MIAMI-DADE TPO	304,648	(58,089)
District 7			
	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 Safety, Bridge, Pavement and System Performance Measures will be shared with the MPOs as well as a summary of the final planning rule.

REQUESTED ACTION:

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

ATTACHMENTS:

Power point presentation of Bridge, Pavement and System Performance Measures and
Asset Management Final Rules Overview
MPO specific Planning Final Rule Summary Table
MPO specific Safety Performance Measure Table
MPO specific Bridge Performance Measure Table
MPO specific Pavement Performance Measure Table
MPO specific System Performance Measure Table

Bridge, Pavement, and System Performance Measures

—and—

Asset Management *Final Rules Overview*

October 2017



U.S. Department of Transportation
Federal Highway Administration

Establishment and Reporting of Targets

Following slides applies to

- Bridge Measures
- Pavement Measures
- System Performance Measures



Establishment of Performance Targets – State DOTs (490.105)

- First set of targets within 1 year of the effective date of the final rule: May 20, 2018.
- Target required for each performance measure
- Targets must be reported to FHWA by October 1, 2018.
- Each Performance Period: Cover 4 years
 - (2018-2021); (2022-2025), etc.
 - 2-year targets
 - 4-year targets



Establishment of Performance Targets – State DOTs (490.105)

- Established targets:
 - Reflect the state investment strategies described in the state Asset Management Plan (490.107(b)(1)(ii)(C); 515.7(e); 515.9(g))
 - » Performance gap analysis (actual condition vs. expected target)(515.7(a))
 - » Life-cycle planning (minimizing the life-cycle cost while achieving expected targets, under budget constraint) (515.7(b))



Establishment of Performance Targets – MPOs (490.105)

- Establish 4-year targets by supporting the State DOT target or establishing a quantifiable target
 - Establish targets within 180 days relevant State DOT(s) establish targets
 - Due Nov 16, 2018 (or earlier if FDOT establishes prior to May 20, 2018)
 - A multistate planning area -may choose different target establishment options for the portion of the planning area within each State



State Reporting on Performance Targets (490.107)

- Baseline Performance Period Report
 - Baseline performance measures
 - 2- and 4-year established performance targets
- Mid Performance Progress Report
 - 2-year PMs vs. 2-year targets
- Final Performance Progress Report
 - 4-year PMs vs. 4-year targets



State Reporting on Performance Targets (490.107)

- FHWA reviews the reports
 - For significant progress determination
 - » The actual condition is better than the baseline condition, or
 - » The actual condition is equal to or better than the established target
- If progress is not made for a target:
 - State DOT shall take action to achieve target

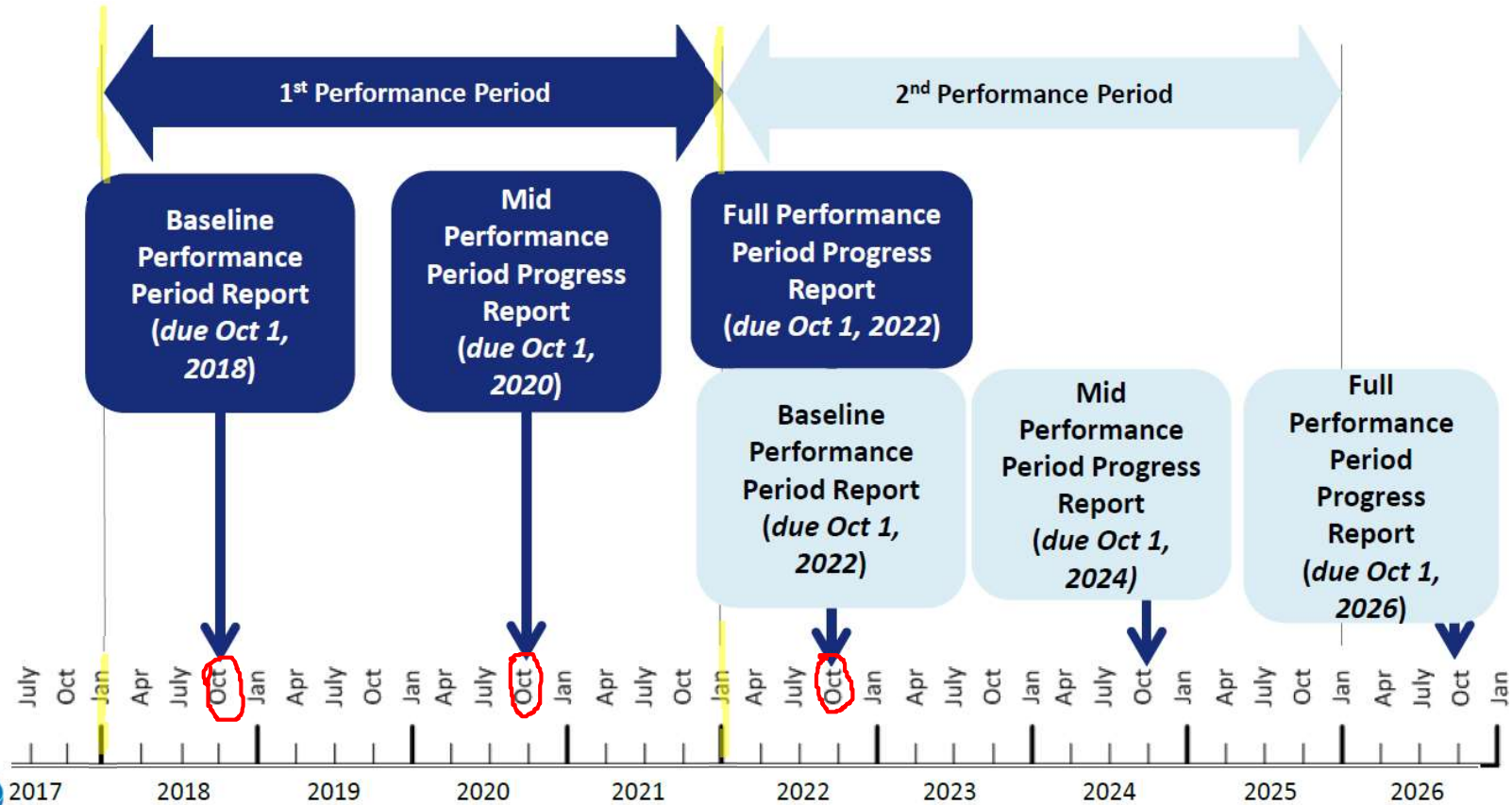


MPO Reporting on Performance Targets (490.107)

- Reporting includes:
 - » Targets to respective State DOT(s) in a manner that is documented and mutually agreed upon by both parties
 - » Baseline level and progress toward targets in Metropolitan Transportation Plan
 - » Do not need to send to FHWA



Timeline for performance periods and biennial reporting



Performance Measures on NHS Bridges



U.S. Department of Transportation
Federal Highway Administration

Final Rule 490 Subpart D

- Effective date: May 20, 2017
- Only covers NHS Bridges
 - Includes bridges on- and off-ramps connected to the NHS



Calculating NHS Bridge Condition Performance Measures (490.409)

Overall Bridge Condition Rating	Structure Type		Measures
	Bridges	Culverts	
	3 metric classification (58-Deck, 59-Superstructure, 60-Substructure)	1 metric classification (62-Culverts)	
✓ Good	All metrics rated "Good"	Metric rated "Good"	→ percentage of deck area classified as in "Good" condition
✓ Poor	Any metric rated "Poor"	Metric rated "Poor"	→ percentage of deck area classified as in "Poor" condition
✗ Fair	Minimum rated metric "Fair"	Metric rated "Fair"	



Pavement Measures



U.S. Department of Transportation
Federal Highway Administration

Pavement Measures

Pavement Condition Measures	
Interstate System	Non-Interstate NHS
Percentage of pavements of the Interstate System in Good condition	Percentage of pavements of the non-Interstate NHS in Good condition
Percentage of pavements of the Interstate System in Poor condition	Percentage of pavements of the non-Interstate NHS in Poor condition



Data Needed for Calculating the National Pavement Measures

Condition Data:

- Roughness (IRI)
- Rutting (asphalt pavements only)
- Cracking
- Faulting (concrete pavements only)
- Can use Present Serviceability Rating (PSR) only where speed limit < 40 mph



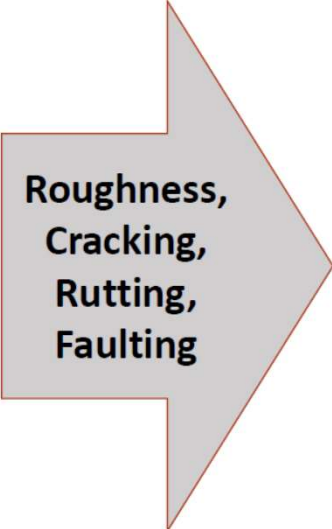
Pavement Condition Thresholds

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)



Key Deadlines & Dates

Pavement TPM Regulations: Required Data Reporting

	Interstate	Non-Interstate	
 <p>Roughness, Cracking, Rutting, Faulting</p>	April 15	June 15	<i>Due Date</i>
	Every Year	2 Years	<i>Frequency</i>
	Full Extent 1 Lane 1 Direction	Full Extent 1 Lane 1 Direction	<i>Coverage</i>



Data Sources

HPMS Field Manual (State DOTs report for each pavement section)

	Condition Metrics*	Inventory Data Elements	Effective Date
Interstate System	IRI, Rutting, Faulting, Cracking Percent	Through Lanes Surface Type Structure Type	January 1, 2018
Non-Interstate NHS	IRI, Rutting, Faulting, Cracking Percent	Through Lanes Surface Type Structure Type	January 1, 2020

**Per the existing HPMS Field Manual, only IRI and the inventory data elements are currently required for all segments of the NHS. This requirement changes on the effective date shown.*



***Pavement TPM Regulations:
Minimum Condition and Penalty***

Minimum Condition Level: % of lane-miles of **Interstate System** in poor condition shall not exceed 5.0%

FHWA will assess the minimum condition level annually using data in HPMS as of June 15

Penalty: If minimum is not met, State must obligate more of NHPP funds and transfer some of STP funds to Interstate Program in next fiscal year



Systems Performance Measures



U.S. Department of Transportation
Federal Highway Administration

Final Measures: System Performance and Freight

Measure Area	Performance Measures
Performance of the National Highway System (Subpart E)	<ul style="list-style-type: none">• Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable• Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
Freight Movement on the Interstate System (Subpart F)	<ul style="list-style-type: none">• Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

Note: These measures contribute to assessing the National Highway Performance Program (NHPP) and National Highway Freight Program (NHFP)

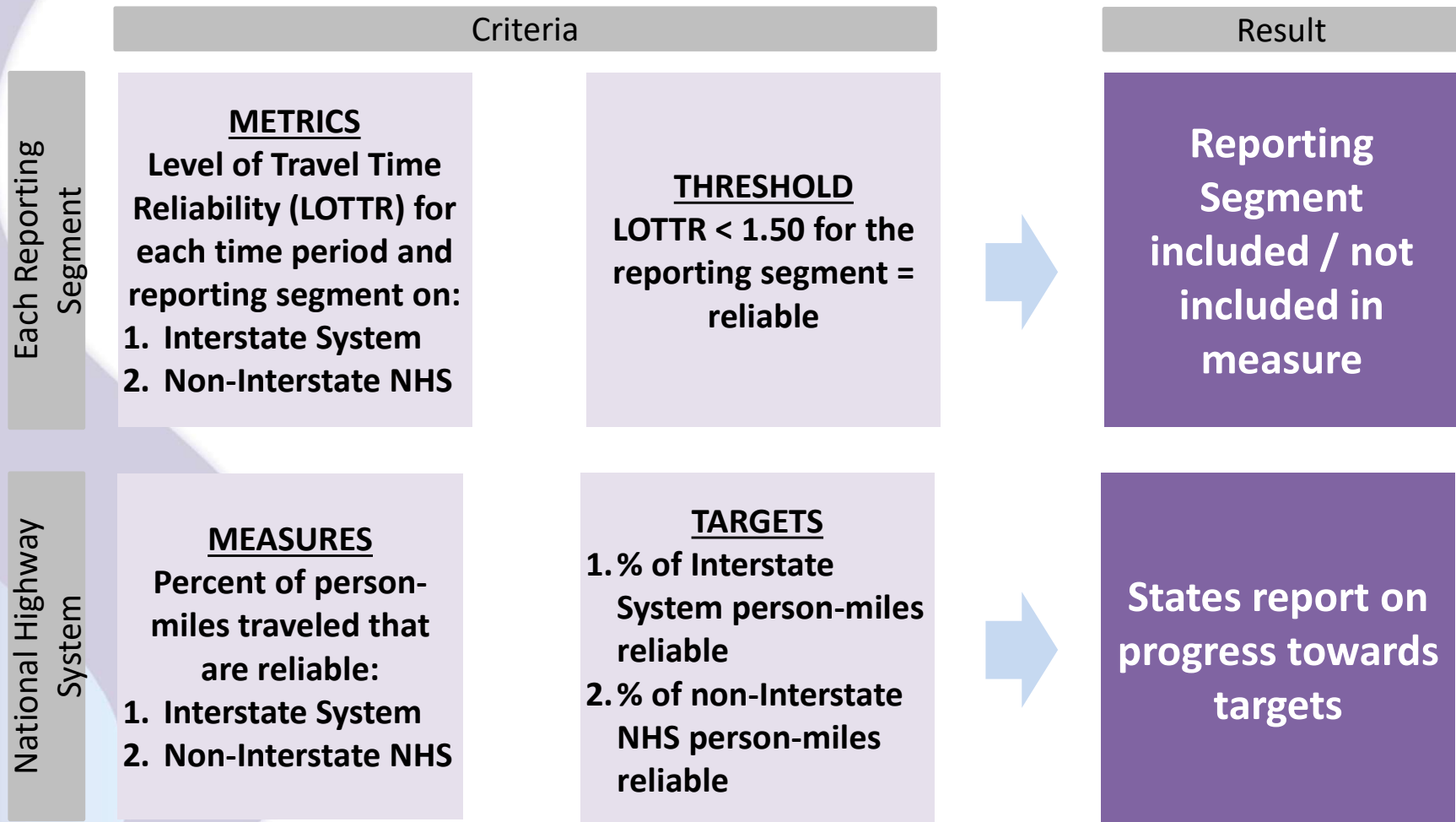


GHG Measure Delayed

- While the rule took effect on May 20, 2017, certain portions of the rule pertaining to the GHG measure (the percent change in CO₂ emissions from 2017, generated by on-road mobile sources on the NHS) have been delayed indefinitely.
- FHWA will be publishing a NPRM in the *Federal Register* pertaining to the GHG measure.



§ 490.507 Travel Time Reliability Measures



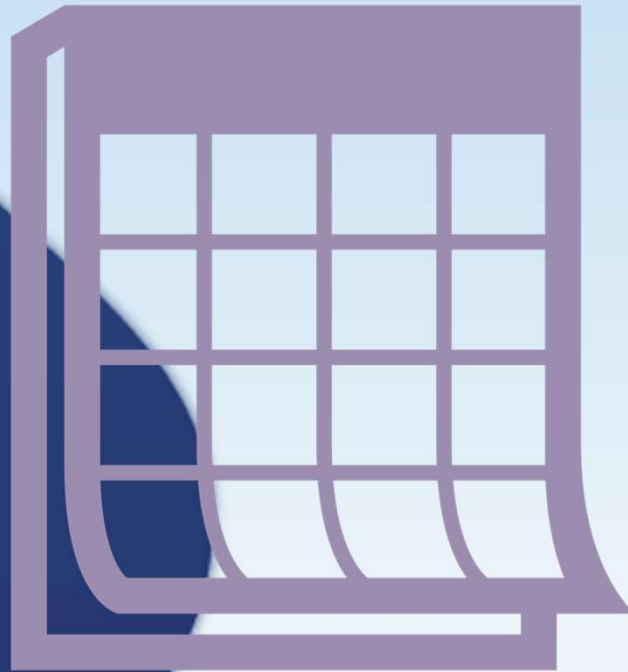
§ 490.509 Travel Time Reliability Data Sources

Relevant Data	Data Source(s)
<ul style="list-style-type: none">• Travel times• NHS travel time segments	<ul style="list-style-type: none">• National Performance Management Research Data Set (NPMRDS) , OR• Equivalent data set
<ul style="list-style-type: none">• AADT/volumes• Annual traffic volume (AADT x 365)	<ul style="list-style-type: none">• Highway Performance Monitoring System (HPMS)
<ul style="list-style-type: none">• Occupancy factors	<ul style="list-style-type: none">• Provided by FHWA, likely based on national surveys, OR• Other allowed data sources

§ 490.509 Travel Time Reliability

Applicable Time Periods

Full Year (Jan 1-Dec 31)



Weekdays (Mon – Fri)

6 – 10am

10am – 4pm

4 – 8pm

Weekends

6am – 8pm

Four Total Time Periods

§ 490.511 Level of Travel Time Reliability (LOTTR) Metric (Example)

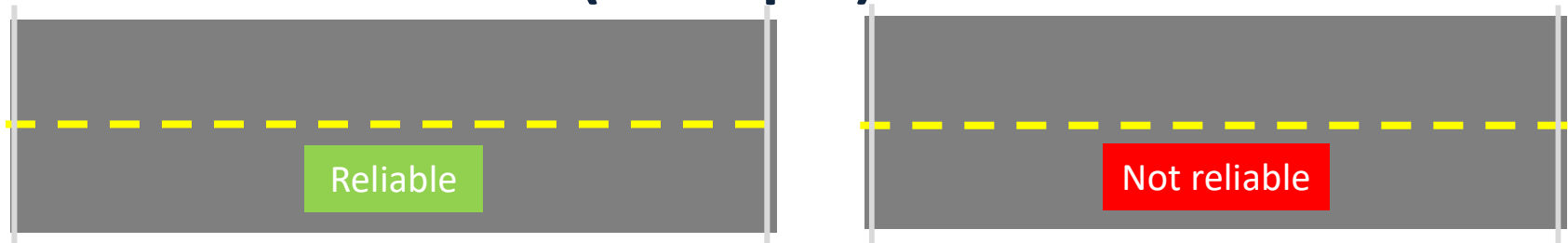
$$\frac{\text{Longer Travel Time (80th)}}{\text{Normal Travel Time (50th)}} = \frac{\# \text{ seconds}}{\# \text{ seconds}} = \text{Level of Travel Time Reliability Ratio}$$

Level of Travel Time Reliability (LOTTR) <i>(Single Segment, Interstate Highway System)</i>		
Monday – Friday	6am – 10am	LOTTR = $\frac{44 \text{ sec}}{35 \text{ sec}} = 1.26$
	10am – 4pm	LOTTR = 1.39
	4pm – 8pm	LOTTR = 1.54
Weekends	6am – 8pm	LOTTR = 1.31
Must exhibit LOTTR below 1.50 during all of the time periods		Segment is not reliable

HPMS Submittal: Starting in 2018, State DOTs report LOTTR metrics and the corresponding 80th and 50th percentile times for each time period and directional AADT for each reporting segment by June 15 of each year, for the previous year's measures



§ 490.513 Calculating Travel Time Reliability Measures (Example)



Length	1.000 mi.	0.750 mi.
Annual Traffic Volume	2,000,000	3,500,000
Occupancy Factor	1.3 persons/vehicle	1.7 persons/vehicle
Segment Total	Reliable: 2,600,000 person-miles	Unreliable: 4,462,500 person-miles
	$\frac{\Sigma (\text{Reliable person-miles})}{\Sigma (\text{Total person-miles})}$	

Measure: % of person-miles reliable, for full extent of the system



§ 490.609 Freight Reliability Data Sources

Relevant Data

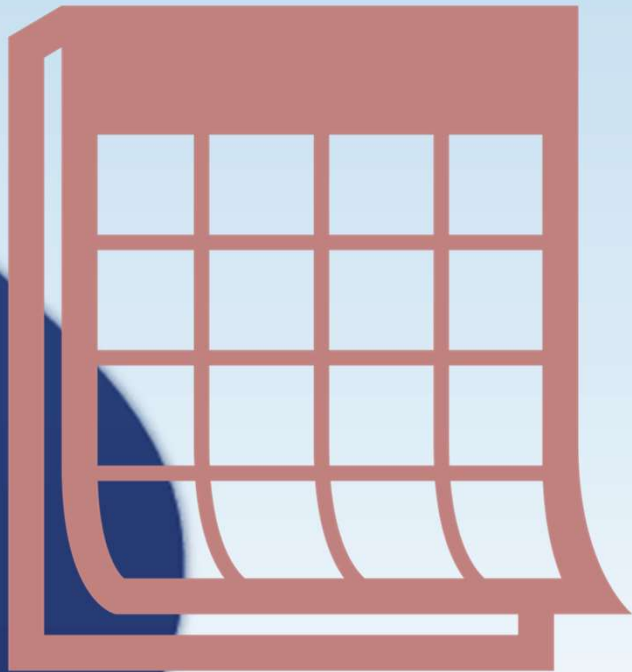
- Truck travel times
- Interstate travel time segments

Data Source Options

- NPMRDS, ***OR***
- Equivalent data set

§ 490.609 & 490.611 Freight Reliability Applicable Time Periods

Full Year (Jan 1-Dec 31)



Weekdays (Mon – Fri)

6 – 10am

10am – 4pm

4 – 8pm

Overnight (all days)
8pm – 6am

Weekends

**6am –
8pm**

Five Total Time Periods

Final Measures: CMAQ Program

Measure Area	Performance Measures
Measures to Assess the CMAQ Program – Traffic Congestion (Subpart G)	<ul style="list-style-type: none">• Peak Hour Excessive Delay(PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita• Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
Measure to Assess the CMAQ Program – On-Road Mobile Source Emissions (Subpart H)	<ul style="list-style-type: none">• Emissions Measure: Total Emissions Reduction

N/A for Florida



Asset Management



U.S. Department of Transportation
Federal Highway Administration

Asset Management Goal

- Maintain the highway infrastructure asset system in a state of good repair
- Manage network for the long term at the minimum practical cost to:
 - Improve or Preserve asset condition and system performance
 - Manage risk
- Short-term performance target are key indicators



Key Requirements

- Each State DOT must develop a Transportation Asset Management Plan (TAMP) for the NHS to improve or preserve the condition of the assets and the performance of the NHS
- TAMP must cover a 10-year period



Key DEADLINES & Dates

- By April 30, 2018: State must submit risk-based **initial TAMP**
- **By June 30, 2019: State must submit fully compliant TAMP**
- Every 4 years thereafter: Recertification for updates
- **By July 31 each year: Annual Determination by FHWA**
- October 1, 2019 and each year: If TAMP not developed and implemented, Federal share on NHPP will be reduced to 65% in that fiscal year.



Risk-Based TAMP

Key Plan Contents:

- Pavement and bridge inventory and conditions on the NHS
- Objectives, measures, and targets
- Performance gap identification
- Lifecycle Planning
- Risk Management Analysis
- Financial Plan
- Investment Strategies



For Additional Information



- Danielle Blackshear – Districts 1, 3 – danielle.blackshear@dot.gov
- Shundreka Givan – District 2 – shundreka.givan@dot.gov
- Stacie Blizzard – Districts 4, 6 – stacie.blizzard@dot.gov
- Teresa Parker – Districts 5, 7 - teresa.parker@dot.gov



Summary of FHWA Planning Requirements for MPOs*		
Due Date: May 27, 2018		
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)		
*Does not include every individual regulation change or may be paraphrased language.		
MPO Underlying Processes	L RTP	TIP
<p>PERFORMANCE-DRIVEN, OUTCOME-BASED APPROACH TO PLANNING: 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.</p>	<p>INTEGRATE ASSET MGMT PLAN: 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 NHS.</p>	<p>No TIP Non-Performance Planning Changes (12 Month Conformity Lapse Grace Period Implemented - N/A for FL) or Changes Covered by Underlying Processes</p>
<p>PLANNING FACTORS: 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 774.17), and housing and community development.</p>	<p>INTEGRATE FREIGHT PLAN: 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.</p>	<p>DESIGNED TO ACHIEVE TARGETS: 450.326(c) Designed such that once implemented, it makes progress toward achieving the performance targets.</p> <p>SAFETY MEASURES SYSTEM PERFORMANCE MEASURES BRIDGE MEASURES PAVEMENT MEASURES</p> <p>ASSET MANAGEMENT PLAN - if Targets are Included in Plan. FREIGHT PLAN - if Targets are Included in Plan.</p>
<p>TMA STRUCTURE: 450.310(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 12/18/91 caveat.</p>	<p>CURRENT TRANSPORTATION DEMAND: 450.324(f)(1) The LRTP shall, at a minimum, include: The <i>current</i> and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan.</p>	<p>PERFORMANCE OF TIP: 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.</p> <p>SAFETY MEASURES SYSTEM PERFORMANCE MEASURES BRIDGE MEASURES PAVEMENT MEASURES</p> <p>ASSET MANAGEMENT PLAN - if Targets are Included in Plan. FREIGHT PLAN - if Targets are Included in Plan.</p>
<p>AGREEMENTS: 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 attainment of critical outcomes for the MPO, and collection of data for the State asset management plan for the NHS. Provisions must be documented by agreement or other method.</p>	<p>PERFORMANCE MEASURES DESCRIPTION: 450.324(f)(3) 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(d).</p> <p>SAFETY MEASURES {Also see 450.306(d)(4)(ii) An MPO shall integrate in the metropolitan transportation planning process directly or by reference, the goals, objectives, performance measures, and targets described in the applicable portions of the HSIP, including the SHSP.} SYSTEM PERFORMANCE MEASURES BRIDGE MEASURES PAVEMENT MEASURES</p> <p>ASSET MANAGEMENT PLAN - if Targets are Included in Plan. FREIGHT PLAN - if Targets are Included in Plan.</p>	
<p>PUBLIC PARTICIPATION: 450.316(a) The MPO shall develop and use a documented plan that defines a process for providing...public ports, private transportation providers (intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program)...with reasonable opportunities to be involved in the planning process. (b) Consultation should also include tourism and natural disaster risk reduction.</p>	<p>SYSTEM PERFORMANCE REPORT: 450.324(f)(4) The metropolitan transportation plan shall, at a minimum, include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 450.306(d) including progress achieved in comparison with previous reports/baseline data; and if multiple scenarios developed, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.</p> <p>SAFETY MEASURES SYSTEM PERFORMANCE MEASURES BRIDGE MEASURES PAVEMENT MEASURES</p> <p>ASSET MANAGEMENT PLAN - if Targets are Included in Plan. FREIGHT PLAN - if Targets are Included in Plan.</p>	

Summary of FHWA Planning Requirements for MPOs*		
Due Date: May 27, 2018		
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)		
*Does not include every individual regulation change or may be paraphrased language.		
MPO Underlying Processes	L RTP	TIP
<p>PROGRAMMATIC MITIGATION PLANS: Optional. See 450.320 for requirements.</p>	<p>TRANSIT ACTIVITIES: 450.324(f)(8) The L RTP shall, at a minimum, include: transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.</p>	
<p>CONGESTION MANAGEMENT PROCESS: 450.322(a) Planning process in a TMA shall address congestion management...through the use of travel demand reduction (including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program)... Note: A documented plan is optional, see (h) for requirements.</p>	<p>INTEGRATE SAFETY STRATEGIES OR EMERGENCY PLANS: 450.324(h) The L RTP <i>should</i> integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans, and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.</p>	
	<p>SCENARIO PLANNING: Optional. See 450.324(i) for requirements.</p>	

23 CFR 490 - Subpart B - National Performance Management Measures for the Highway Safety Improvement Program For Full Version of the Rule, See: https://www.federalregister.gov/documents/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program			
SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATE
§ 490.201 - Purpose	The purpose of this subpart is to implement the requirements of 23 U.S.C. 150(c)(4) , which requires the Secretary of Transportation to establish performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for State departments of transportation (State DOTs) to use in assessing: (a) Serious injuries and fatalities per vehicle miles traveled (VMT); and (b) Number of serious injuries and fatalities.		
§ 490.207	National performance management measures for the Highway Safety Improvement Program.		
§ 490.207 (a)	There are five performance measures for the purpose of carrying out the HSIP. They are: (1) Number of fatalities; (2) Rate of fatalities; (3) Number of serious injuries; (4) Rate of serious injuries; and, (5) Number of non-motorized fatalities and non-motorized serious injuries.	The five safety performance measures are listed with three (fatalities, serious injuries and fatality rate) being shared with NHTSA.	
§ 490.209	Establishment of performance targets. For target setting see 490.207 & 490.209 for additional requirements.		
§ 490.209 (c)	The Metropolitan Planning Organizations (MPO) shall establish performance targets for each of the measures identified in § 490.207(a) , where applicable, in a manner that is consistent with the following: (1) The MPOs shall establish targets not later than 180 days after the respective State DOT establishes and reports targets in the State HSIP annual report. (2) The MPO target shall represent performance outcomes anticipated for the same calendar year as the State target. (3) After the MPOs within each State establish the targets, the State DOT must be able to provide those targets to FHWA, upon request. (4) For each performance measure, the MPOs shall establish a target by either: (i) Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure; or (ii) Committing to a quantifiable target for that performance measure for their metropolitan planning area. (5) The MPOs that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable. (6) The MPO targets established under paragraph (c)(4) of this section specific to the metropolitan planning area shall represent the anticipated performance outcome for all public roadways within the metropolitan planning boundary regardless of ownership or functional class.	MPO shall establish the targets by either adopting a State's performance targets and supporting the State's effort at achieving those targets, or establishing its own quantifiable performance targets.	MPO's must establish targets by February 27, 2018.

23 CFR 490 - Subpart B - National Performance Management Measures for the Highway Safety Improvement Program For Full Version of the Rule, See: https://www.federalregister.gov/documents/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program			
SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATE
§ 490.209 (d)	(1) The State DOT and relevant MPOs shall coordinate on the establishment of targets in accordance with 23 CFR part 450 to ensure consistency, to the maximum extent practicable.	State DOT & MPO's must coordinate their target setting with State DOT. Multi-state MPO's must support and contribute toward state targets in each respective	
	(2) The MPOs with multi-State boundaries that agree to plan and program projects to contribute toward State targets in accordance with paragraph (c)(4)(i) of this section shall plan and program safety projects in support of the State DOT targets for each area within each State (e.g., MPOs that extend into two States shall agree to plan and program projects to contribute toward two separate sets of targets (one set for each State)).		
§ 490.211	Determining whether a State department of transportation has met or made significant progress toward meeting performance targets. See Final Rule Section 490 - Subpart C.		
§ 490.213	Reporting of targets for the Highway Safety Improvement Program		
§ 490.213 (b)	The MPOs shall annually report their established safety targets to their respective State DOT, in a manner that is documented and mutually agreed upon by both parties.	MPOs must provide State DOT with safety targets.	
§ 490.213 (c)	The MPOs shall report baseline safety performance, VMT estimate and methodology if a quantifiable rate target was established, and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan in accordance with 23 CFR part 450 . Safety performance and progress shall be reported based on the following data sources:	MPOs must report baseline safety performance, VMT, etc. and progress towards targets in MTP.	
	(1) The most recent available Final FARS data for the fatality number. The FARS ARF may be used if Final FARS is not available;		
	(2) The most recent available Final FARS and MPO VMT estimate for the fatality rate. The FARS ARF may be used if Final FARS is not available;		
	(3) The most recent available Final FARS data for the non-motorized fatality number. The FARS ARF may be used if Final FARS is not available;		
	(4) State reported data for the serious injuries number;		
	(5) State reported data and MPO VMT estimate for the serious injuries rate; and		
(6) State reported data for the non-motorized serious injuries number.			

23 CFR Part 490 - Subpart D—National Performance Management Measures for Assessing Bridge Condition

For Full Version of the Rule, See:

<https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway>

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATE
§ 490.401 Purpose	The <u>purpose</u> of this subpart is to implement the requirements of 23 U.S.C. 150(c)(3)(A)(ii)(III), which requires the Secretary of Transportation to establish performance measures for the purpose of carrying out the NHPP and for State DOTs and MPOs to use in assessing the condition of bridges carrying the NHS which includes on and off-ramps connected to the NHS.		Effective Date: May 20, 2017
§ 490.403 Applicability	The section is only applicable to bridges carrying the NHS, which includes on- and off-ramps connected to the NHS.		
§ 490.405 Definitions.	The following definitions are only applicable to this subpart, unless otherwise provided: Structurally deficient as used in §§ 490.411 and 490.413 is a classification given to a bridge which has any component in Poor or worse condition or the adequacy of the waterway opening provided by the bridge is determined to be insufficient to the point of causing overtopping with intolerable traffic interruptions. Beginning with calendar year 2018 and thereafter, structurally deficient as used in §§ 490.411 and 490.413 is a classification given to a bridge which has any component in Poor or worse condition.	Current Structurally Deficient (SD) definition takes into consideration items 58, 59, 60, 62, 67 and 71. New definition consider only items 58, 59, 60 and 62.	Becomes effective January 1, 2018.
§ 490.101 Definitions	<u>Performance period</u> means a determined time period during which condition/performance is measured and evaluated to: Assess condition/performance with respect to baseline condition/performance; and track progress toward the achievement of the targets that represent the intended condition/performance level at the midpoint and at the end of that time period. The term “performance period” applies to all proposed measures in this part, except the measures proposed for the Highway Safety Improvement Program (HSIP) in subpart B of this part. Each performance period covers a 4-year duration beginning on a specified date (provided in § 490.105). <u>Target</u> means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration (FHWA).	All performance periods have a 4 year duration starting on January 1 and finishing in December 31.	First Performance Period: Begins: January 1, 2018 Ends: December 31, 2021
§ 490.407 National performance management measures for assessing bridge condition	(a) There are three classifications for the purpose of assessing bridge condition. They are: (1) Percentage of NHS bridges classified as in Good condition; (2) Percentage of NHS bridges classified as in Fair condition; and (3) Percentage of NHS bridges classified as in Poor condition. (b) [Reserved] (c) To carry out the NHPP, two of the three classifications are performance measures for State DOTs to use to assess bridge condition on the NHS. They are: (1) Percentage of NHS bridges classified as in Good condition; and (2) Percentage of NHS bridges classified as in Poor condition. (d) Determination of Good and Poor conditions are described in § 490.409. See full version of the rule for section § 490.409.	1. State DOTs and MPOs shall establish a minimum of two condition performance measures: good condition & poor condition performance measures. 2. Calculation of measure must also include on-and-off ramps connected to the NHS within a State; and bridges carrying the NHS that cross State borders (border bridges count toward both States DOTs calculations)	

23 CFR Part 490 - Subpart D—National Performance Management Measures for Assessing Bridge Condition

For Full Version of the Rule, See:

<https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway>

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATE
<p>§ 490.409 Calculation of National performance management measures for assessing bridge condition</p>	<p>(a) The bridge measures in § 490.407 shall be calculated in accordance with this section and used by State DOTs and MPOs to carry out the bridge condition related requirements of this part and by FHWA to make the significant progress determination specified in § 490.109.</p> <p>(b) The condition of bridges carrying the NHS, which includes on- and off-ramps connected to the NHS, shall be classified as Good, Fair, or Poor following the criteria specified in this paragraph. The assignment of a classification of Good, Fair, or Poor shall be based on the bridge's condition ratings for NBI Items 58—Deck, 59—Superstructure, 60—Substructure, and 62—Culverts. For the purposes of national performance measures under the NHPP, the method of assessment to determine the classification of a bridge will be the minimum of condition rating method (i.e., the condition ratings for lowest rating of a bridge's 3 NBI Items, 58—Deck, 59—Superstructure, and 60—Substructure). For culverts, the rating of its NBI Item, 62—Culverts, will determine its classification. The bridges carrying the NHS which includes on and off-ramps connected to the NHS will be classified as Good, Fair, or Poor based on the following criteria:</p> <p>(1) Good: When the lowest rating of the 3 NBI items for a bridge (Items 58—Deck, 59—Superstructure, 60—Substructure) is 7, 8, or 9, the bridge will be classified as Good. When the rating of NBI item for a culvert (Item 62—Culverts) is 7, 8, or 9, the culvert will be classified as Good.</p> <p>(2) Fair: When the lowest rating of the 3 NBI items for a bridge is 5 or 6, the bridge will be classified as Fair. When the rating of NBI item for a culvert is 5 or 6, the culvert will be classified as Fair.</p> <p>(3) Poor: When the lowest rating of the 3 NBI items for a bridge is 4, 3, 2, 1, or 0, the bridge will be classified as Poor. When the rating of NBI item for a culvert is 4, 3, 2, 1, or 0, the culvert will be classified as Poor.</p> <p>(c) The bridge measures specified in § 490.407(c) shall be calculated for the applicable bridges per paragraph (a) that pertain to each target established by the State DOT or MPO in §§ 490.105(e) and 490.105(f), respectively, as follows:</p> <p>(1) For § 490.407(c)(1), the measure for the percentage of bridges classified as in Good condition shall be computed and reported to the one tenth of a percent as follows: See full version of the rule - section § 490.409 for formula.</p> <p>(2) For § 490.407(c)(2), the measure for the percentage of bridges classified as in Poor condition shall be computed and reported to the one tenth of a percent as follows: See full version of the rule - section § 490.409 for formula.</p>	<p>1. The condition classification of Good, Fair, or Poor shall be based on the bridge's condition ratings for NBI Items 58—Deck, 59—Superstructure, 60—Substructure, and 62—Culverts.</p> <p>2. Performance measures are to be calculated only for:</p> <p style="margin-left: 20px;">a. % bridges in Good condition</p> <p style="margin-left: 20px;">b. % bridges in Poor condition</p> $100 \times \frac{\sum_{p=1}^{POOR} [Length \times Width]_{Bridge\ p}}{\sum_{s=1}^{TOTAL} [Length \times Width]_{Bridge\ s}}$ $100 \times \frac{\sum_{g=1}^{GOOD} [Length \times Width]_{Bridge\ g}}{\sum_{s=1}^{TOTAL} [Length \times Width]_{Bridge\ s}}$	

23 CFR Part 490 - Subpart D—National Performance Management Measures for Assessing Bridge Condition

For Full Version of the Rule, See:

<https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway>

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATE
<p>§ 490.105 Establishment of performance targets</p>	<p>(a) In general. State departments of transportation (State DOT) shall establish performance targets for all measures specified in paragraph (c) of this section for the respective target scope identified in paragraph (d) of this section with the requirements specified in paragraph (e) of this section, and the Metropolitan Planning Organizations (MPO) shall establish performance targets for all measures specified in paragraph (c) of this section for respective target scope identified in paragraph (d) of this section with the requirements specified in paragraph (f) of this section.</p> <p>(c) Applicable measures. State DOTs and MPOs that include, within their respective geographic boundaries, any portion of the applicable transportation network shall establish performance targets for the performance measures identified in 23 CFR sections—</p> <p>(3) 490.407(c)(1) and 490.407(c)(2) for the condition of bridges on the NHS.</p> <p>(d) Target scope. Targets established by the State DOT and MPO shall, regardless of ownership, represent the transportation network, including bridges that cross State borders, that are applicable to the measures as specified in paragraphs (d)(1) and (2) of this section.</p> <p>(1) State DOTs and MPOs shall establish Statewide and metropolitan planning area wide targets, respectively, that represent the condition/performance of the transportation network that is applicable to the measures, as specified in 23 CFR sections—</p> <p>(i) 490.303 for the condition of pavements on the Interstate System measures specified in §§ 490.307(a)(1) and (a)(2);</p> <p>(ii) 490.303 for the condition of pavements on the National Highway System (NHS) (excluding the Interstate) measures specified in §§ 490.307(a)(3) and (a)(4); and</p> <p>(iii) 490.403 for the condition of bridges on the NHS measures specified in §§ 490.407(c)(1) and (c)(2).</p> <p>(2) [Reserved]</p> <p>(3) For the purpose of target establishment in this section, reporting targets and progress evaluation in § 490.107 and significant progress determination in § 490.109, State DOTs shall declare and describe the urbanized area boundaries within the State boundary in the Baseline Performance Period Report required by § 490.107(b)(1). Any changes in urbanized area boundaries during a performance period would not be accounted for until the following performance period.</p>	<p>1. Applicable Measures. State DOTs and MPOs respective geographic boundaries.</p> <p>2. State DOTs and MPOs shall establish Statewide and metropolitan planning area wide targets, respectively.</p>	

23 CFR Part 490 - Subpart D—National Performance Management Measures for Assessing Bridge Condition

For Full Version of the Rule, See:

<https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway>

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATE
<p>§ 490.105(f) Establishment of performance targets (MPOs)</p>	<p>(f) The MPOs shall establish targets for each of the performance measures identified in paragraph (c) of this section for the respective target scope identified in paragraph (d) of this section as follows:</p> <p>(1) Schedule. The MPOs shall establish targets no later than 180 days after the respective State DOT(s) establishes their targets, described in paragraph (e)(1) of this section.</p> <p>(i) The MPOs shall establish 4-year targets, described in paragraph (e)(4)(iv) of this section, for all applicable measures, described in paragraphs (c) and (d) of this section.</p> <p>(ii) [Reserved.]</p> <p>(2) Coordination. The MPOs shall coordinate with relevant State DOT(s) on the selection of targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.</p> <p>(3) Target establishment options. For each performance measure identified in paragraph (c) of this section, MPOs shall establish a target by either:</p> <p>(i) Agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure; or</p> <p>(ii) Committing to a quantifiable target for that performance measure for their metropolitan planning area.</p> <p>(4) MPOs serving a multistate metropolitan planning area.—For each performance measure identified in paragraph (c)(1) through (c)(3) of this section, MPOs, with metropolitan planning areas extending across multiple State boundaries shall follow these requirements:</p> <p>(i) For each measure, MPOs may choose different target establishment options, provided in paragraph (3) of this section, for each portion of the metropolitan area within each State.</p> <p>(ii) If MPOs choose the option to agree to plan and program projects to contribute toward State DOT targets, in accordance with paragraph (3)(i) of this section, for a measure, then they shall plan and program projects in support of State DOT targets for each portion of the metropolitan area within each State.</p>	<p>1. MPO shall establish 4-year targets by either adopting a State's performance targets and supporting the State's effort at achieving those targets, or establishing its own quantifiable performance targets.</p> <p>2. MPO shall coordinate with relevant State DOT(s) on the selection of targets.</p> <p>3. If the State DOT adjusts a 4-year target in the State DOT's Mid Performance Period Progress Report, MPO can decide to contribute to the adjusted target or commit to a new quantifiable target.</p>	<p>MPOs to establish targets within 180 days of relevant State DOT establishing targets.</p>

23 CFR Part 490 - Subpart D—National Performance Management Measures for Assessing Bridge Condition

For Full Version of the Rule, See:

<https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway>

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATE
<p>§ 490.105(f) Establishment of performance targets (MPOs)</p>	<p>(5)–(6) [Reserved]</p> <p>(7) MPO response to State DOT target adjustment.—For the established targets in paragraph (3) of this section, if the State DOT adjusts a 4-year target in the State DOT’s Mid Performance Period Progress Report and if, for that respective target, the MPO established a target by supporting the State DOT target as allowed under paragraph (f)(3)(i) of this section, then the MPO shall, within 180 days, report to the State DOT whether they will either:</p> <p>(i) Agree to plan a program of projects so that they contribute to the adjusted State DOT target for that performance measure; or</p> <p>(ii) Commit to a new quantifiable target for that performance measure for its metropolitan planning area.</p> <p>(8) Target adjustment. If the MPO establishes its target by committing to a quantifiable target, described in paragraph (f)(3)(ii) of this section, then the MPOs may adjust its target(s) in a manner that is mutually agreed upon by the State DOT and MPO.</p> <p>(9) Reporting. The MPOs shall report targets and progress toward the achievement of their targets as specified in § 490.107(c). After the MPOs establish or adjust their targets, the relevant State DOT(s) must be able to provide these targets to FHWA, upon request.</p>		
<p>§ 490.107 Reporting on performance targets</p>	<p>(c) MPO Report. The MPOs shall establish targets in accordance with § 490.105 and report targets and progress toward the achievement of their targets in a manner that is consistent with the following:</p> <p>(1) The MPOs shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.</p> <p>(2) The MPOs shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan in accordance with Part 450 of this chapter.</p>		

23 CFR Part 490 - Subpart C—National Performance Management Measures for Assessing Pavement Condition

For full version of the Rule, please see:

<https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway#sectno-reference-490.105%20>

Regulation Section	Regulation Text	KEY COMPONENT SYNOPSIS	KEY DATE
§ 490.301 Purpose	<p>The purpose of this subpart is to implement the following statutory requirements of 23 U.S.C. 150(c)(3) to:</p> <p>(a) Establish measures for State DOTs and MPOs to assess the condition of pavements on the Interstate System;</p> <p>(b) Establish measures for State DOTs and MPOs to assess the condition of pavements on the NHS (excluding the Interstate);</p> <p>(c) Establish minimum levels for pavement condition on the Interstate System, only for purposes of carrying out 23 U.S.C. 119(f)(1);</p> <p>(d) Establish data elements that are necessary to collect and maintain standardized data to carry out a performance-based approach; and</p> <p>(e) Consider regional differences in establishing the minimum levels for pavement conditions on the Interstate System.</p>		Effective Date: May 20, 2017
§ 490.303 Applicability	The performance measures in this subpart are applicable to the mainline highways on the Interstate System and on the non-Interstate NHS.		
§ 490.101 Definitions	<p><u>Performance period</u> means a determined time period during which condition/performance is measured and evaluated to: Assess condition/performance with respect to baseline condition/performance; and track progress toward the achievement of the targets that represent the intended condition/performance level at the midpoint and at the end of that time period. The term “performance period” applies to all proposed measures in this part, except the measures proposed for the Highway Safety Improvement Program (HSIP) in subpart B of this part. Each performance period covers a 4-year duration beginning on a specified date (provided in § 490.105).</p> <p><u>Target</u> means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration (FHWA).</p>	All performance periods have a 4 year duration starting on January 1 and finishing in December 31.	First Performance Period: Begins: January 1, 2018 Ends: December 31, 2021
§ 490.307 National performance management measures for assessing pavement condition	<p>To carry out the NHPP, the performance measures for State DOTs to assess pavement condition are:</p> <p>(1) Percentage of pavements of the Interstate System in Good condition;</p> <p>(2) Percentage of pavements of the Interstate System in Poor condition;</p> <p>(3) Percentage of pavements of the non-Interstate NHS in Good condition; and</p> <p>(4) Percentage of pavements of the non-Interstate NHS in Poor condition.</p>		

23 CFR Part 490 - Subpart C—National Performance Management Measures for Assessing Pavement Condition

For full version of the Rule, please see:

<https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway#sectno-reference-490.105%20>

Regulation Section	Regulation Text	KEY COMPONENT SYNOPSIS				KEY DATE
§ 490.313 Calculation of performance management measures	<p>Calculation of performance management measures</p> <p>(a) The pavement measures in § 490.307 shall be calculated in accordance with this section and used by State DOTs and MPOs to carry out the pavement condition related requirements of this part, and by FHWA to make the significant progress and minimum condition determinations specified in §§ 490.109 and 490.317, respectively.</p> <p>(b) The performance measure for pavements shall be calculated based on the data collected in § 490.309 and pavement condition metrics computed in § 490.311. The performance measure for pavements shall be based on three condition ratings of Good, Fair, and Poor calculated for each pavement section.</p> <p>Note: Refer to the final rules section § 490.313 for rating determination. The summary of this section and rating factors have been shown under the " Key Component Synopsis" column of this excel sheet</p>	Rating	Good	Fair	Poor	
		IRI (Inch/mile)	<95	95-170	>170	
		PSR (0.0-5.0 Value)	≥ 0.4	2.0-4.0	≤2.0	
		Cracking Percent (%)	<5	CRCP: 5-10 Jointed: 5-15 Asphalt: 5-20	>10 >15 >20	
		Rutting (inches)	<0.20	0.20-0.40	>0.40	
		Faulting (inches)	<0.10	0.10-0.15	>0.15	
§ 490.103 Data requirements.	<p>a) In general. Unless otherwise noted below, the data requirements in this section applies to the measures identified in subparts C and D of this part. Additional data requirements for specific performance measures are identified in 23 CFR sections—</p> <p>(3) 490.409 for the condition of bridges on the NHS;</p>					

23 CFR Part 490 - Subpart C—National Performance Management Measures for Assessing Pavement Condition

For full version of the Rule, please see:

<https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway#sectno-reference-490.105%20>

Regulation Section	Regulation Text	KEY COMPONENT SYNOPSIS	KEY DATE
§ 490.105 Establishment of performance targets	<p>(a) In general. State departments of transportation (State DOT) shall establish performance targets for all measures specified in paragraph (c) of this section for the respective target scope identified in paragraph (d) of this section with the requirements specified in paragraph (e) of this section, and the Metropolitan Planning Organizations (MPO) shall establish performance targets for all measures specified in paragraph (c) of this section for respective target scope identified in paragraph (d) of this section with the requirements specified in paragraph (f) of this section.</p> <p>(c) Applicable measures. State DOTs and MPOs that include, within their respective geographic boundaries, any portion of the applicable transportation network shall establish performance targets for the performance measures identified in 23 CFR sections—</p> <p style="margin-left: 20px;">(1) 490.307(a)(1) and 490.307(a)(2) for the condition of pavements on the Interstate System</p> <p style="margin-left: 20px;">(2) 490.307(a)(3) and 490.307(a)(4) for the condition of pavements on the National Highway System (NHS) (excluding the Interstate)</p> <p>(d) Target scope. Targets established by the State DOT and MPO shall, regardless of ownership, represent the transportation network, including bridges that cross State borders, that are applicable to the measures as specified in paragraphs (d)(1) and (2) of this section.</p> <p style="margin-left: 20px;">(1) State DOTs and MPOs shall establish Statewide and metropolitan planning area wide targets, respectively, that represent the condition/performance of the transportation network that is applicable to the measures, as specified in 23 CFR sections—</p> <p style="margin-left: 40px;">(i) 490.303 for the condition of pavements on the Interstate System measures specified in §§ 490.307(a)(1) and (a)(2);</p> <p style="margin-left: 40px;">(ii) 490.303 for the condition of pavements on the National Highway System (NHS) (excluding the Interstate) measures specified in §§ 490.307(a)(3) and (a)(4);</p> <p style="margin-left: 20px;">(2) [Reserved]</p> <p style="margin-left: 20px;">(3) For the purpose of target establishment in this section, reporting targets and progress evaluation in § 490.107 and significant progress determination in § 490.109, State DOTs shall declare and describe the urbanized area boundaries within the State boundary in the Baseline Performance Period Report required by § 490.107(b)(1). Any changes in urbanized area boundaries during a performance period would not be accounted for until the following performance period.</p>	<p>1. Applicable Measures. State DOTs and MPOs respective geographic boundaries.</p> <p>2 State DOTs and MPOs shall establish Statewide and metropolitan planning area wide targets, respectively.</p>	<p>State DOT's to establish targets by: May 20, 2018</p>

23 CFR Part 490 - Subpart C—National Performance Management Measures for Assessing Pavement Condition

For full version of the Rule, please see:

<https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway#sectno-reference-490.105%20>

Regulation Section	Regulation Text	KEY COMPONENT SYNOPSIS	KEY DATE
§ 490.105(f) Establishment of performance targets (MPOs)	<p>(f) The MPOs shall establish targets for each of the performance measures identified in paragraph (c) of this section for the respective target scope identified in paragraph (d) of this section as (5)–(6) [Reserved]</p> <p>(7) MPO response to State DOT target adjustment.—For the established targets in paragraph (3) of this section, if the State DOT adjusts a 4-year target in the State DOT’s Mid Performance Period Progress Report and if, for that respective target, the MPO established a target by supporting the State DOT target as allowed under paragraph (f)(3)(i) of this section, then the MPO shall, within 180 days, report to the State DOT whether they will either:</p> <p style="margin-left: 40px;">(i) Agree to plan a program of projects so that they contribute to the adjusted State DOT target for that performance measure; or</p> <p style="margin-left: 40px;">(ii) Commit to a new quantifiable target for that performance measure for its metropolitan planning area.</p> <p>(8) Target adjustment. If the MPO establishes its target by committing to a quantifiable target, described in paragraph (f)(3)(ii) of this section, then the MPOs may adjust its target(s) in a manner that is mutually agreed upon by the State DOT and MPO.</p> <p>(9) Reporting. The MPOs shall report targets and progress toward the achievement of their targets as specified in § 490.107(c). After the MPOs establish or adjust their targets, the relevant State DOT(s) must be able to provide these targets to FHWA, upon request.</p>	<ol style="list-style-type: none"> 1. MPO shall establish 4-year targets by either adopting a State's performance targets and supporting the State's effort at achieving those targets, or establishing its own quantifiable performance targets. 2. MPO shall coordinate with relevant State DOT(s) on the selection of targets. 3. If the State DOT adjusts a 4-year target in the State DOT’s Mid Performance Period Progress Report, MPO can decide to contribute to the adjusted target or commit to a new quantifiable target. 	<p>MPOs to establish targets within 180 days of relevant State DOT establishing targets.</p> <p>- Note: A multiple planning area may choose different target establishment options for the portion of the planning area within each state.</p>
§ 490.107 Reporting on performance targets	<p>(c) MPO Report. The MPOs shall establish targets in accordance with § 490.105 and report targets and progress toward the achievement of their targets in a manner that is consistent with the following:</p> <p style="margin-left: 40px;">(1) The MPOs shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.</p> <p style="margin-left: 40px;">(2) The MPOs shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan in accordance with Part 450 of this chapter.</p>		

NATIONAL PERFORMANCE MANAGEMENT MEASURES 23 CFR Part 490
System Performance/Freight/CMAQ Performance Measures (Subparts A, E, F, G, and H)

MPO REQUIREMENTS

Citation	Requirement
490.103(e)	A State DOT and MPO(s) must use the same travel time data set for each reporting segment for the purposes of calculating the metrics and measures.
490.103(e)(1)	[If used] State DOTs and MPOs shall use the same equivalent data source(s) for a calendar year;
490.103(e)(2)	The State DOT shall request FHWA approval for the use of such equivalent data source(s) no later than October 1st before the beginning of the calendar year in which the data source would be used to calculate metrics and FHWA must approve the use of that data source prior to a State DOT and MPO(s)'s implementation and use of that data source.
490.103(e)(5)	If approved by FHWA, the equivalent data source(s) shall...(see requirements under 490.103(e)(5))
490.103(f)(4)	The State DOT and applicable MPOs shall document, in manner that mutually agreed upon by all relevant parties, the coordination and agreement on the travel time data set and the defined reporting segments.
490.105(a)	The MPOs shall establish performance targets for all measures specified in paragraph (c) of this section for respective target scope identified in paragraph (d) of this section with the requirements specified in paragraph (f) of this section.
490.105(c)	State DOTs and MPOs that include, within their respective geographic boundaries, any portion of the applicable transportation network or area shall establish performance targets for the performance measures identified in 23 CFR sections—... (4) 490.507(a)(1) and (2) for the NHS Travel Time Reliability;... (6) 490.607 for the freight movement on the Interstate System;
490.105(d)	Targets established by State DOTs and MPOs shall, regardless of ownership, represent the transportation network or geographic area, including bridges that cross State borders, that are applicable to the measures as specified in paragraphs (d)(1) and (2) of this section.
490.105(d)(1)	State DOTs and MPOs shall establish statewide and metropolitan planning area wide targets, respectively, that represent the condition/performance of the transportation network or geographic area that are applicable to the measures, as specified in 23 CFR sections—... (iv) 490.503(a)(1) for the Travel Time Reliability measures specified in § 490.507(a)(1) and (2);... (vi) 490.603 for the Freight Reliability measure specified in § 490.607;
490.105(f)	The MPOs shall establish targets for each of the performance measures identified in paragraph (c) of this section for the respective target scope identified in paragraph (d) of this section as follows:
490.105(f)(1)	The MPOs shall establish targets no later than 180 days after the respective State DOT(s) establishes their targets, as provided in paragraph (e)(1) of this section.
490.105(f)(1)(i)	The MPOs shall establish 4-year targets, described in paragraph (e)(4)(iv) of this section, for all applicable measures, described in paragraphs (c) and (d) of this section.
490.105(f)(1)(i)	If an MPO does not meet the criteria described in paragraph (f)(5)(i), (f)(5)(ii), or (f)(6)(iii) of this section, the MPO is not required to establish 2-year target(s) for the corresponding measure(s).

Citation	Requirement
490.105(f)(2)	The MPOs shall coordinate with relevant State DOT(s) on the selection of targets in accordance with <u>23 U.S.C. 134(h)(2)(B)(i)(II)</u> to ensure consistency, to the maximum extent practicable.
490.105(f)(3)	For each performance measure identified in paragraph (c) of this section, except the CMAQ Traffic Congestion measures in paragraph (f)(5) of this section, and MPOs meeting the criteria under paragraph (f)(6)(iii) of this section for Total Emissions Reduction measure, the MPOs shall establish targets by either:
490.105(f)(3)(i)	Agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure; or
490.105(f)(3)(ii)	Committing to a quantifiable target for that performance measure for their metropolitan planning area.
490.105(f)(5)(iv)	If an MPO does not meet the criteria specified in paragraph (f)(5)(i) or (ii) of this section at the time that is 1 year before when the State DOT Baseline Performance Period Report is due to FHWA, then that MPO is not required to establish targets for the CMAQ Traffic Congestion measure for that performance period.
490.105(f)(5)(v)	If the portion of the metropolitan planning area boundary within the urbanized area, in paragraph (f)(5)(i) or (ii) of this section, does not contain any part of a nonattainment or maintenance area for the applicable criteria pollutants, as specified in § 490.703, at the time that is 1 year before when the State DOT Mid Performance Period Progress Report is due to FHWA, as described in paragraph (f)(5)(iii)(F) of this section, then that MPO is not required to meet the requirements in § 490.107 for the CMAQ Traffic Congestion measures for that urbanized area for the remainder of that performance period.
490.105(f)(6)(vii)	If a metropolitan planning area boundary does not contain any part of nonattainment or maintenance areas for applicable criteria pollutants 1 year before when the State DOT Baseline Performance Period Report is due to FHWA, then that MPO is not required to establish targets for the Total Emissions Reduction measure for that performance period.
490.105(f)(6)(viii)	If the metropolitan planning area boundary, in paragraph (f)(6)(i) of this section, does not contain any part of a nonattainment or maintenance area for the applicable criteria pollutants, as specified in § 490.803, 1 year before the State DOT Mid Performance Period Progress Report is due to FHWA, as described in paragraph (f)(6)(v) of this section, then that MPO is not required to meet the requirements in § 490.107 for the Total Emissions Reduction measure for that applicable criteria pollutant or precursor for the remainder of that performance period.
490.105(f)(7)	For the established targets in paragraph (f)(3) of this section, if the State DOT adjusts a 4-year target in the State DOT's Mid Performance Period Progress Report and if, for that respective target, the MPO established a target by supporting the State DOT target as allowed under paragraph (f)(3)(i) of this section, then the MPO shall, within 180 days, report to the State DOT whether it will either:
490.105(f)(7)(i)	Agree to plan a program of projects so that they contribute to the adjusted State DOT target for that performance measure; or
490.105(f)(7)(ii)	Commit to a new quantifiable target for that performance measure for its metropolitan planning area.
490.105(f)(8)	If the MPO establishes its target by committing to a quantifiable target, described in paragraph (f)(3)(ii) of this section or establishes target(s) for the Total Emissions Reduction measure required in paragraph (f)(6)(iii) of this section, then the MPOs may adjust its target(s) in a manner that is collectively developed, documented, and mutually agreed upon by the State DOT and MPO.
490.105(f)(9)	The MPOs shall report targets and progress toward the achievement of their targets as specified in § 490.107(c).
490.107(a)	All State DOTs and MPOs shall report the information specified in this section for the targets required in § 490.105.

Citation	Requirement
490.107(a)(1)	All State DOTs and MPOs shall report in accordance with the schedule and content requirements under paragraphs (b) and (c) of this section, respectively.
490.107(c)	The MPOs shall establish targets in accordance with § 490.105 and report targets and progress toward the achievement of their targets in a manner that is consistent with the following... (see requirements under 490.107(c)).
490.107(c)(1)	The MPOs shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
490.501	The purpose of this subpart is to implement the requirements of 23 U.S.C. 150(c)(3)(A)(ii)(IV) and (V) to establish performance measures for State Departments of Transportation (State DOTs) and Metropolitan Planning Organizations (MPOs) to use to assess: (a) Performance of the Interstate System; and (b) Performance of the non-Interstate National Highway System (NHS).
490.509(d)	The average occupancy factors for the State and/or metropolitan area (as applicable) needed to calculate Travel Time Reliability measures shall come from the most recently available data tables published by FHWA unless using other allowed data source(s).
490.601	The purpose of this subpart is to implement the requirements of 23 U.S.C. 150(c)(6) to establish performance measures for State Departments of Transportation (State DOTs) and the Metropolitan Planning Organizations (MPOs) to use to assess the national freight movement on the Interstate System.
490.613(a)	The performance for freight movement on the Interstate in § 490.607 (the Freight Reliability measure) shall be calculated in accordance with this section by State DOTs and MPOs to carry out the freight movement on the Interstate System related requirements of this part, and by FHWA to make the significant progress determinations specified in § 490.109 and to report on freight performance of the Interstate System.

Item Number 6A

Business Items & Presentations 2018 MPOAC Meeting Schedule

DISCUSSION:

At the July 08, 2017 MPOAC Policy and Technical Committee meeting a draft set of meeting date options were presented. The committee provided direction related to the options presented at the meeting and asked that revised meeting date options be presented to the MPOAC Staff Director's Committee meeting on October 12, 2017.

REQUESTED ACTIONS:

Selection of a preferred meeting dates option for calendar year 2018 and recommendation to the MPOAC Governing Board for their approval.

ATTACHMENTS:

2018 Meeting date options document

Potential MPOAC Meeting Dates for 2018

Background: Traditionally the MPOAC met on the 4th Thursday of January, April, July and October. In 2016 the MPOAC meetings were shifted to the 1st 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. This was done to allow the Staff Directors to debate, refine and improve actionable items and policies before they are presented to the MPOAC Governing Board for approval.

Meeting Date Selection Criteria: Being sensitive to the needs of the member organizations, certain considerations were given to setting potential calendar dates. The day before an MPO Board Meeting is typically a busy day for MPOs and avoiding these days is helpful to the MPO Executive Directors, their staff and Governing Board Members. Typically there are four days in a month that are not on the day of an MPO Board meeting and/or not the day before an MPO Board Meeting. Those days are the first Monday, first Thursday, first Friday and the second Monday of each month.

Setting Dates for 2018: Priority was given to avoiding individual MPO Board Meeting dates and the day prior to each MPO's Board Meeting. There are several options available to MPOAC which will avoid individual MPO Board Meeting dates and the day before. 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. A set of three options were presented to the MPOAC Technical & Policy Committee on July 13th. At that meeting, the options were reviewed, combined and altered to create the options shown below. At the same meeting, the direction of the committee was to continue for one more year the separated Staff Directors and MPOAC Governing Board meetings to give this new arrangement a full evaluation of its effectiveness.

Option 1: Utilize the second Monday of the month for the Staff Directors' Meeting and the first Friday of the month for the MPOAC Governing Board Meeting. Meetings would be approximately one month apart. Potential Conflicts: July 6th is near the 4th of July Holiday and may interfere with member's vacation travel plans.

Staff Directors' Committee
First Friday

MPOAC Governing Board Meeting
First Friday

January 5th

February 2nd

April 6th

May 4th

July 6th

August 3rd

October 5th

November 2nd

Option 2: Utilizing the first Thursday and Friday of the month, hold the Staff Directors' Committee on Thursday afternoon and the following morning 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 st	February 2 nd
May 3 rd	May 4 th
August 2 nd	August 3 rd
November 1 st	November 2 nd

Option 3: At the suggestion of the Policy & Technical Committee, this option was created to consider holding the Staff Director's Committee Meeting and the MPOAC Governing Board Meeting on the same day. The materials and agenda items considered by the Staff Directors would be presented to the MPOAC Governing Board at the next quarterly meeting. The premise is to minimize travel by having both meetings on the same day, but still allow the Staff Directors to shape the materials and refine agenda items before they are presented to the MPOAC Governing Board. Potential conflicts: None identified for 1st Monday and 1st Friday options shown below.

Staff Directors' Committee and MPOAC Governing Board Meetings

First Monday Option	First Friday Option	Second Monday Option
February 5	February 2	This option will not work due to holiday conflicts
May 7	May 4	
August 6	August 3	
November 5	November 2	

Option 4: Utilize the second Monday of the month for the Staff Directors' Meeting and the first Friday of the month for the MPOAC Governing Board Meeting. Meetings would be approximately one month apart. Potential Conflicts: None identified.

Staff Directors' Committee Second Monday	MPOAC Governing Board Meeting First Friday
January 8 th	February 2 nd
April 9 th	May 4 th
July 9 th	August 3 rd
October 8 th	November 2 nd

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 3rd through 6th 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	Marlin 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.

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

Sources: [My Jewish Learning](#)

Conflicts with Holidays (shown in highlights)

First Monday Dates

January 1 – New Year's Day

February 5

March 5

April 2

May 7

June 4

July 2 – Near July 4th Holiday, may interfere with member's vacation travel plans

August 6

September 3 – Labor Day

October 1

November 5

December 3

First Friday Dates

January 5

February 2

March 2

April 6

May 4

June 1

July 6 - Near July 4th Holiday, may interfere with member's vacation travel plans

August 3

September 7

October 5 – Friday before Columbus Day Holiday

November 2

December 7

Second Monday Dates

January 8

February 12

March 12

April 9

May 14 – Day after Mother's Day

June 11

July 9

August 13

September 10 – Rosh HaShanah

October 8 – Columbus Day

November 12 – Veteran's Day

December 10

First Thursday Dates

January 4

February 1

March 1

April 5

May 3

June 7

July 5 - Near July 4th Holiday, may interfere with member's vacation travel plans

August 2

September 6

October 4

November 1

December 6

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.

REQUESTED ACTIONS:

Select from the Staff Director's Committee a Training Working Group Chair and members. Recommend approval of the creation of the MPOAC Training Working Group to the MPOAC Governing Board with a slate of members and a working group chair.

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 Staff Director's Committee 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



October 12, 2017



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

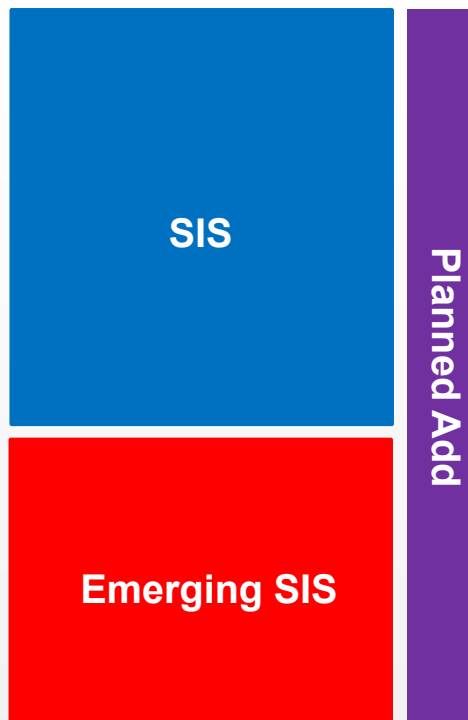


- **Continue to focus on largest and most strategic facilities by combining SIS and Emerging SIS components**
 - » Emerging SIS category would be sunset
 - » Most existing Emerging SIS facilities would meet SIS threshold
- **Recognize importance of smaller and high growth facilities by adding Strategic 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



Long Range Cost Feasible Plan





Purpose of the Cost Feasible Plan (CFP)

- **Identify cost feasible projects for the Strategic Intermodal System (SIS) through 2045**
- **The Cost Feasible Plan includes only highway projects**
 - Funds for other modes are set aside
- **Projects customarily originate from the 2045 Multi-Modal Unfunded Needs Plan**
- **Improvements not included in the Department's 10-Year Work Plan**





Project Identification

- **Review and refine the 2013 CFP Plan**
- **Update long range estimate costs**
 - Update project segmentations
 - Update project limits
- **Identify new projects from the Unfunded Needs Plan and other sources**
- **Project must meet the following criteria:**
 - Be of statewide importance
 - Contribute to the expansion of trade and tourism corridors
 - Contribute to the completion of a corridor
 - Contributes to the overall connectivity of the SIS
 - Is consistent with local plans
 - Meet SIS eligibility criteria





Project Selection

- **Analysis using planning tools**
 - SIT
 - CFP Tool
- **Consideration of safety issues**
- **District priorities**
- **MPO priorities**
- **SIS policies and procedures**
- **Project costs**
- **Production schedule**
- **System connectivity**
- **Funding availability in requested timeframes**
- **Senior management and executive guidance**





Oct-Nov – Coordinate CFP with MPO staff/tech committees

Dec 15, 2017 - Districts to submit final draft plans to CO

Dec 15 – Jan 30, 2018 – CO balances plan using draft revenue forecast and CFP Tool

Feb 2018 – Review and approval of draft plan with district management

March-April 2018 – Final District review of draft plan with MPOs

May 2018 - Final review of draft plan with CO Senior Management

June 13, 2018 – Adopt plan at Executive Board Meeting





Shared-Use Nonmotorized (SUN) Trail Program



Solicitation – *New Project Certification*



FDOT is soliciting new PROJECT CERTIFICATION(s) for funding **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 PROJECT CERTIFICATION 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 Project Certification – formerly the Project Application



Florida Department of
TRANSPORTATION

E-Updates | FL511 | Mobile | Site Map

Search FDOT...

Home About FDOT Contact Us Maps & Data Offices Performance

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.

Project Certification 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)**



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 Staff Director's Committee 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

Item Number 6E

Business Items & Presentations Performance Measure Planning/Mobility Measures

DISCUSSION:

Mr. Doug McLeod and Jessica VanDenBogaert 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 (80th percentile) travel time to the median (50th 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 95th percentile truck travel time to the median truck travel time (50th 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

MPO	2014	2015	2016
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

MPO	2014	2015	2016
Bay County TPO	n/a		
Broward MPO	1.84	1.97	1.96
Capital Region TPA	1.10	1.08	1.08
Charlotte County-Punta Gorda MPO	1.11	1.11	1.09
Collier County MPO	1.10	1.10	1.14
Florida-Alabama TPO	1.16	1.14	1.14
Gainesville MTPO	1.06	1.06	1.08
Heartland Regional TPO	n/a		
Hernando/Citrus MPO	1.10	1.11	1.08
Hillsborough County MPO	2.06	1.95	1.96
Indian River County MPO	1.11	1.10	1.07
Lake-Sumter MPO	1.11	1.16	1.14
Lee County MPO	1.14	1.16	1.22
Martin MPO	1.10	1.09	1.10
METROPLAN Orlando	2.85	2.91	2.80
Miami-Dade TPO	4.14	4.56	3.84
North Florida TPO	1.57	1.64	1.67
Ocala/Marion County TPO	1.11	1.13	1.12
Okaloosa-Walton TPO	1.11	1.10	1.10
Palm Beach MPO	1.74	1.81	1.84
Pasco County MPO	1.16	1.27	1.23
Pinellas County MPO	2.27	2.24	2.31
Polk TPO	1.14	1.21	1.36
River to Sea TPO	1.12	1.20	1.19
Sarasota/Manatee MPO	1.29	1.51	1.60
Space Coast TPO	1.10	1.09	1.08
St. Lucie TPO	1.13	1.11	1.10
Statewide	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 ¹	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 ¹	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) ²	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 ¹	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) ²	11.0	0.6			46.8	9%	89.3%	34.6%		

¹SIS travel time reliability and travel time variability excludes freeways

²Percent sidewalk coverage is limited to the urbanized area

Broward Metropolitan Planning Organization



Average Job Accessibility
within 30 Minute Car Trip

1.1 Million
Jobs



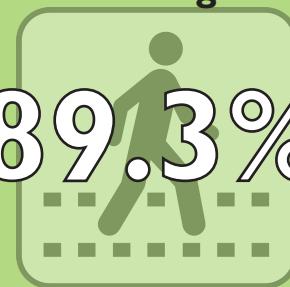
Average Job Accessibility
within 30 Minute Transit Trip

8,920
Jobs



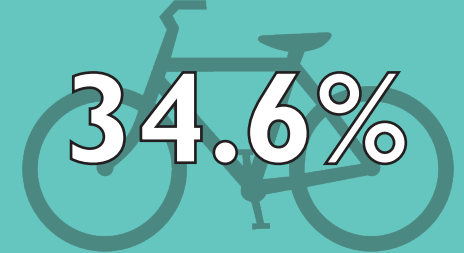
Percent Sidewalk
Coverage

89.3%

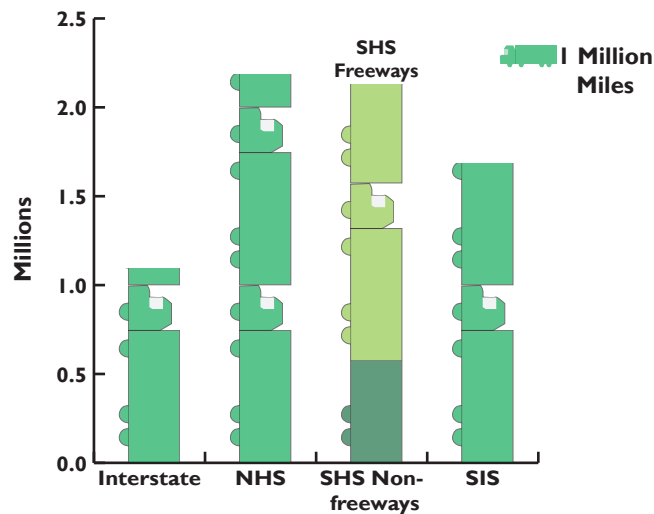


Percent Bicycle Lane
Coverage

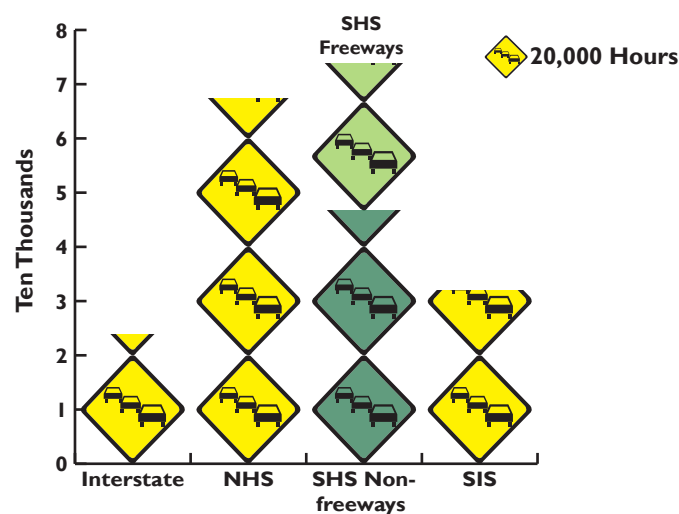
34.6%



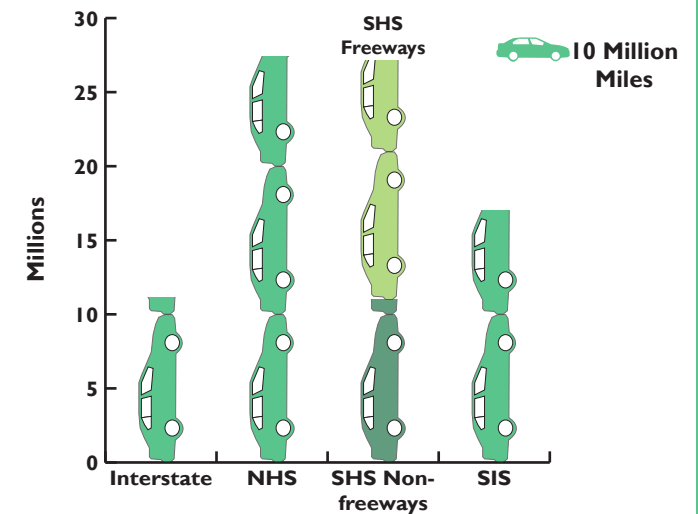
Daily Truck Miles Traveled



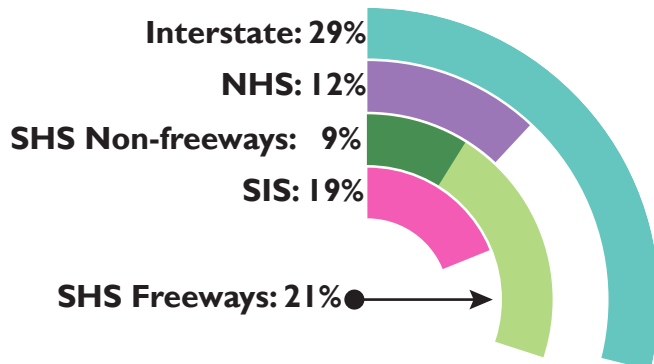
Daily Vehicle Hours of Delay



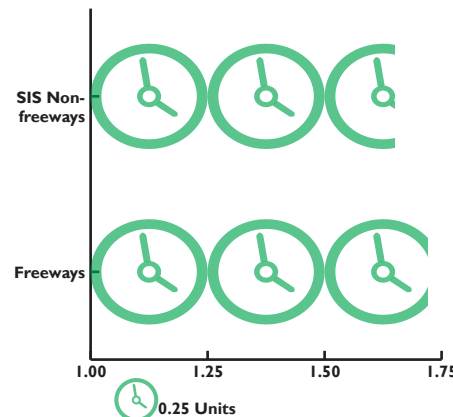
Daily Vehicle Miles Traveled



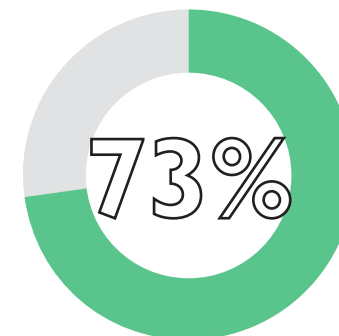
Percent Miles Heavily Congested



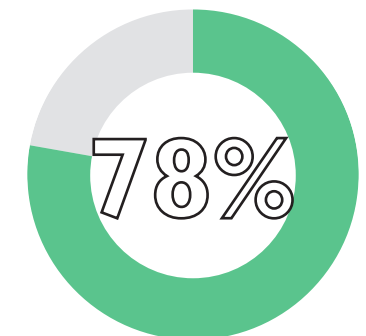
Travel Time Variability



Travel Time
Reliability: SIS
Non-freeways



Travel Time
Reliability: Freeways



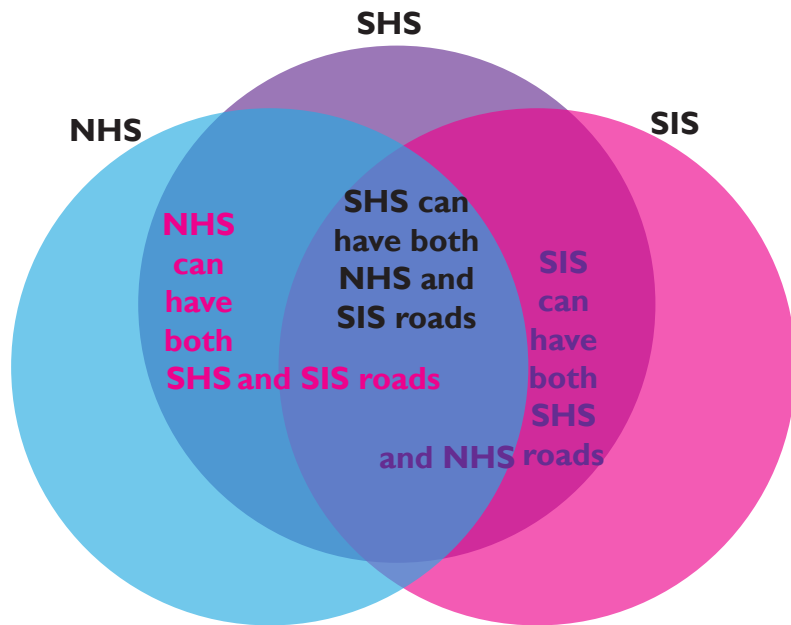


Daily Vehicle Hours of Delay: Delay is the product of directional hourly volume and the difference between travel time at “threshold” speeds and travel time at the average speed. The thresholds are based on LOS B as defined by FDOT.



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.

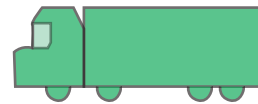
Level of Service (LOS): A quantitative stratification regarding the quality of service to a typical traveler of a service or facility into six letter grade levels, with “A” describing the highest quality and “F” describing the lowest quality.



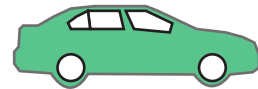
Travel Time Reliability: Travel time reliability (TTR) metric for highways is the percentage of trips traveling at greater than or equal to 5 mph below the posted speed limit. TTR metric for arterials is the percentage of trips traveling greater than or equal to 20 mph. TTR metric for freeways within 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

Deliverable Number	Deliverable Name	Percent Complete After Task	Due Date	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."

Ms. Elaine Chao
July 24, 2017
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 Staff Director's Advisory Committee will be determined by the schedule set under Business Items & Presentations, Item 6A.