



MPOAC GOVERNING BOARD MEETING

August 02, 2018
Orlando Airport Marriot Lakeside
7499 Augusta National Drive, Orlando, FL





Call to Order
&
Pledge of Allegiance



Approval of Minutes June 07, 2018



Public Comments (non-agenda items)



Executive Directors Report

UPWP Report
MPOAC Weekend Institute Overview

UPWP Report

A decorative graphic consisting of several overlapping, wavy, light blue and teal lines that curve upwards from the left and then downwards towards the right, positioned behind the title text.

Accomplishments are in the meeting packet

MPOAC finished SFY 2018 under budget



MPOAC Weekend Institute

Overall Summary

32 members attended

Participant surveys scored very well

54% of past attendees still on MPO
Boards



MPOAC
Weekend Institute
for
Elected
Officials

MPOAC Weekend Institute Overview

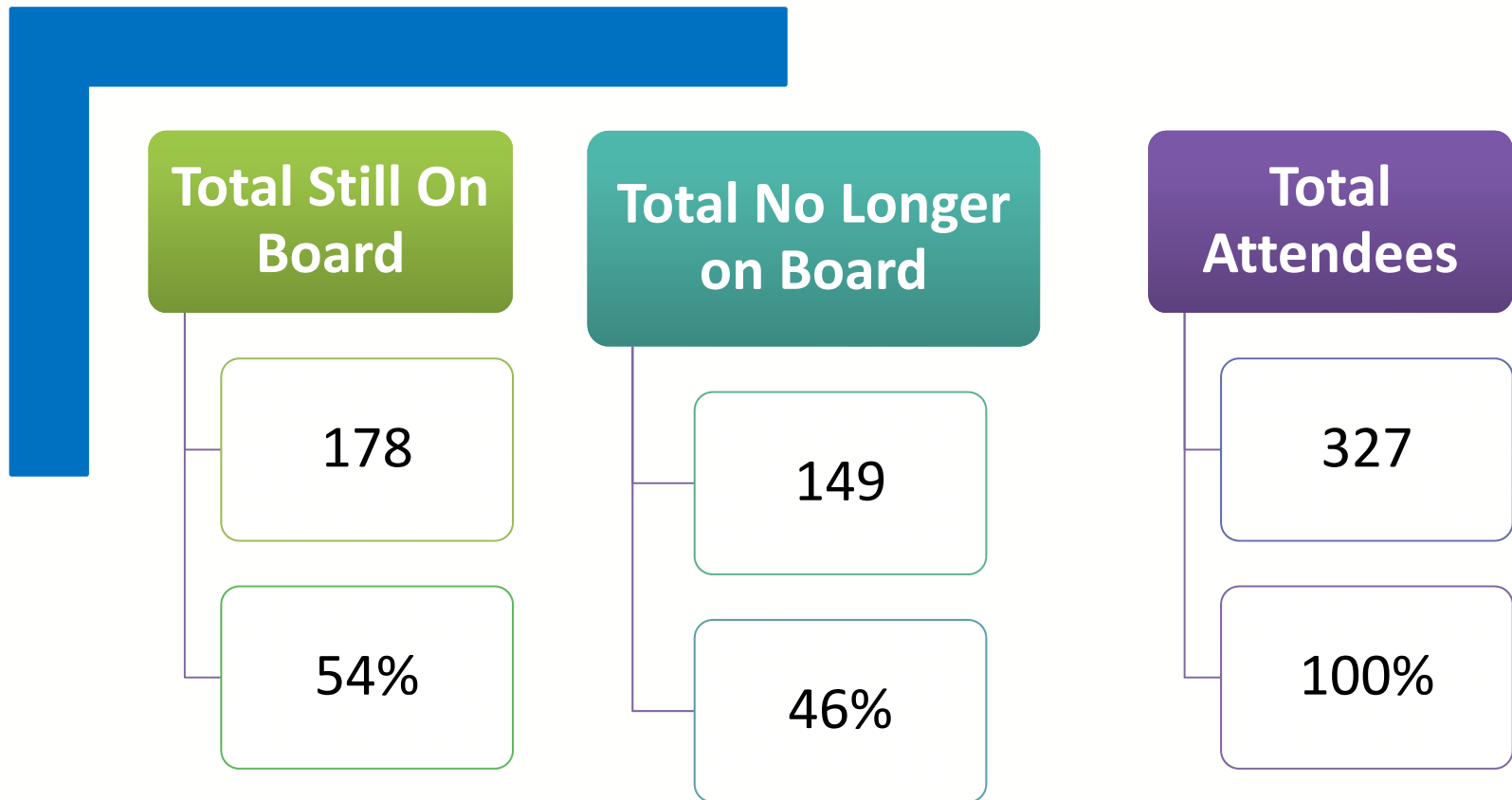
- The Institute provides MPO Board members with an opportunity to enhance their leadership skills and their understanding of transportation decision-making
- The Institute topics include:
 - Basic Concepts in Transportation Planning
 - Sources of Transportation Funding
 - Laws and Regulations Affecting MPOs
 - MPO Board Responsibilities and Authority
 - MPO Products and Processes
 - Critical Funding Issues
 - Origins of MPOs
 - Transportation Jargon & Acronyms



Institute Trainers

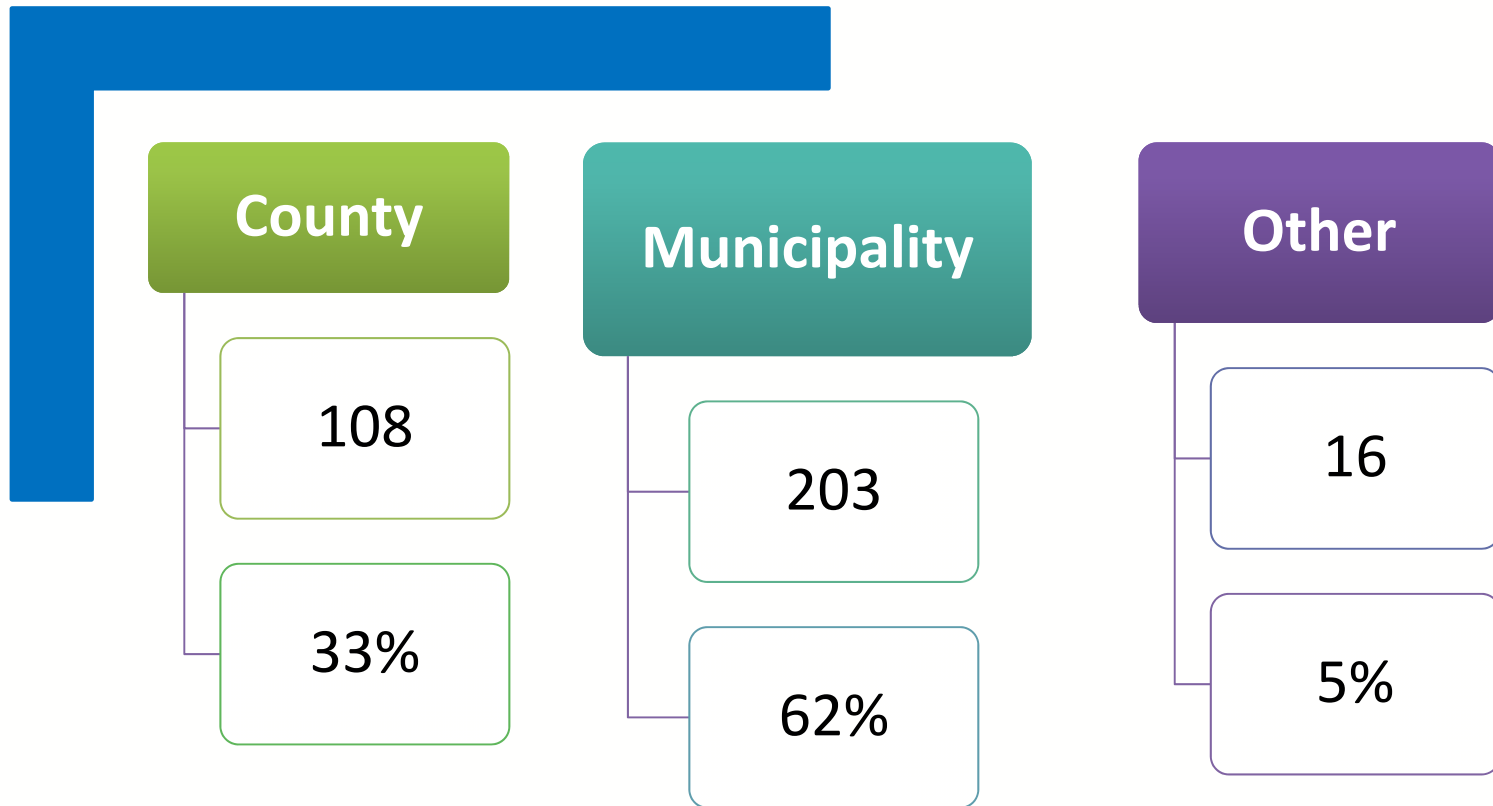


MPO Board Members Attending MPOAC Institute Training

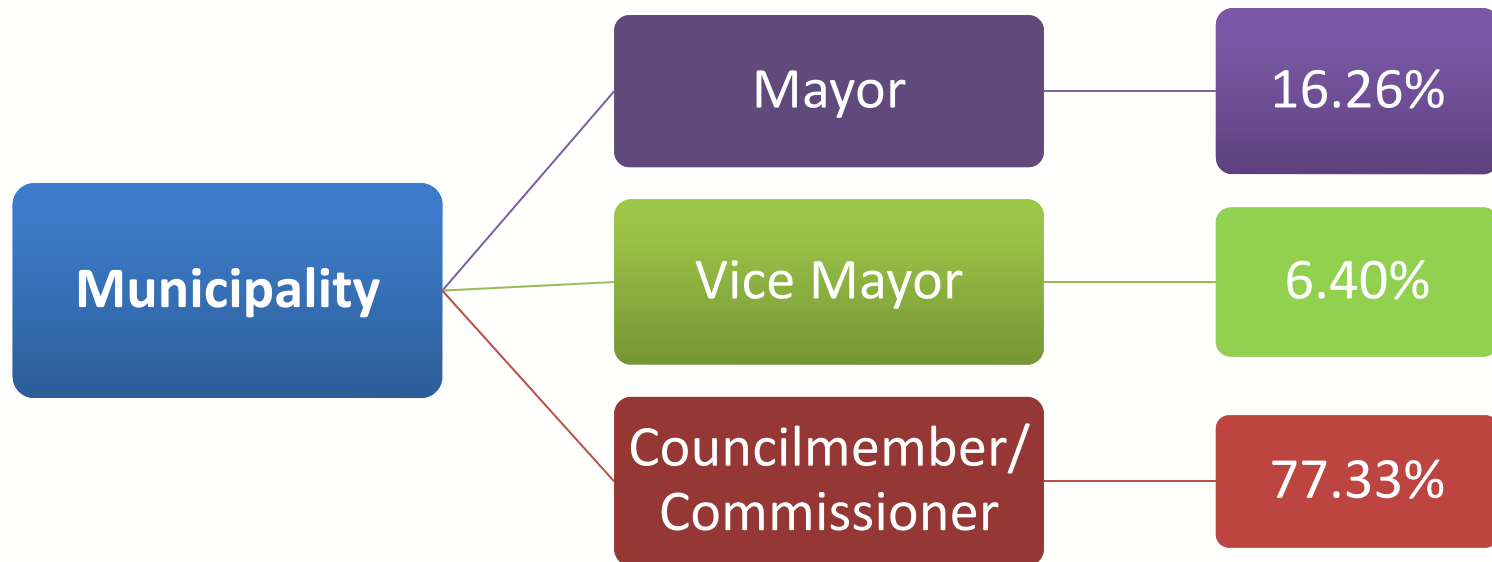


*As of 2018, there are **391** MPO board members across the state of Florida.

Attendance by Jurisdiction:

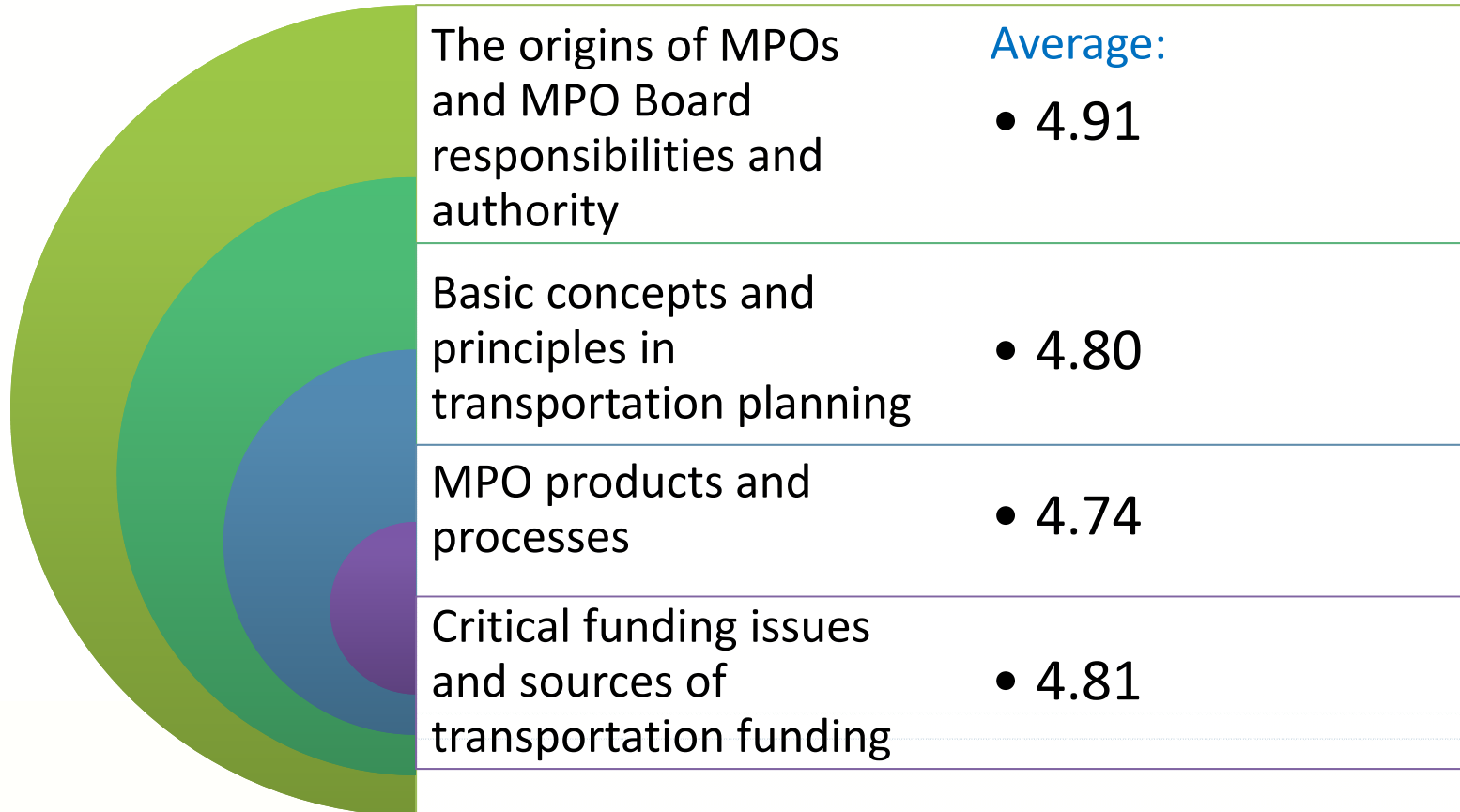


Municipality Attendance:



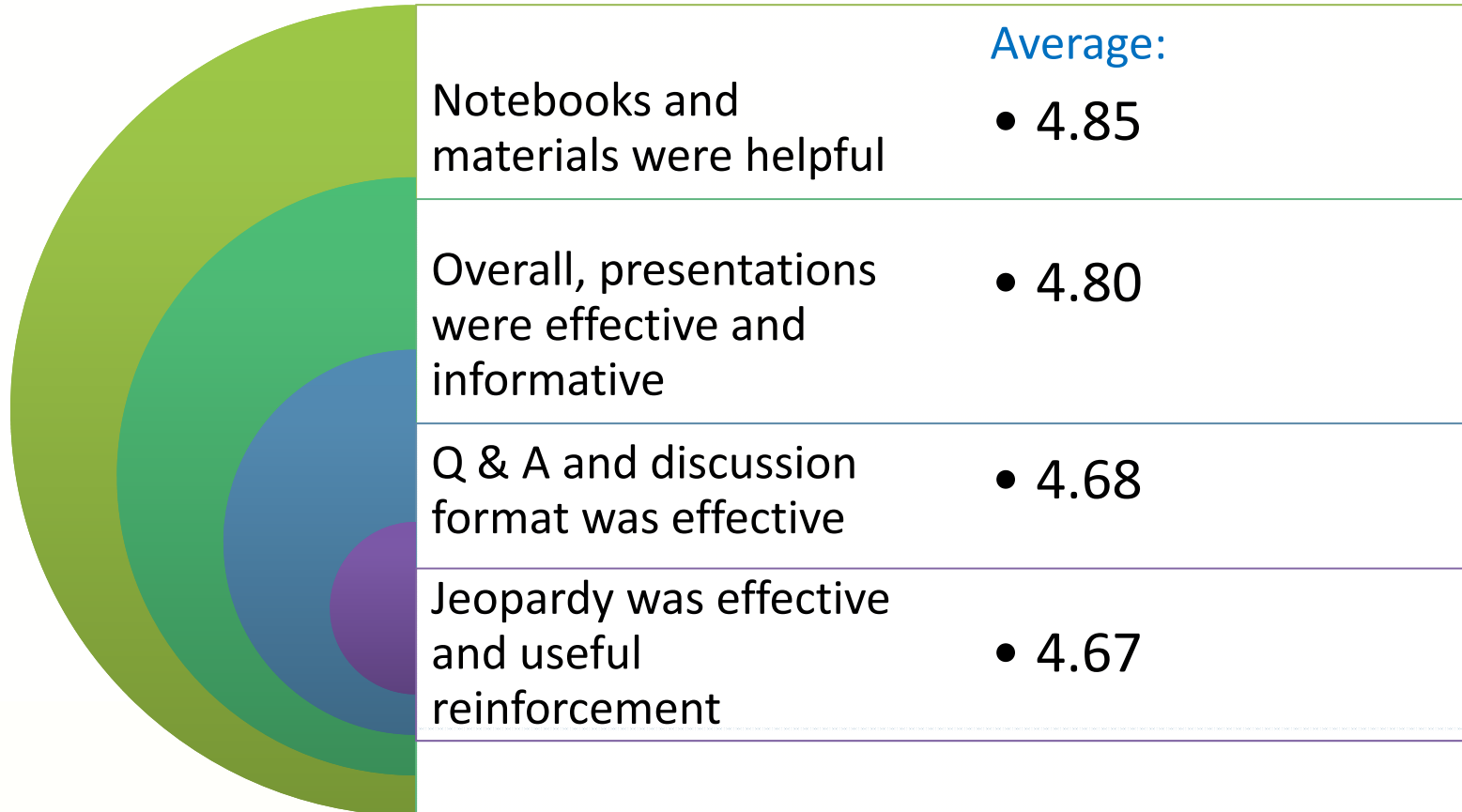
MPOAC Weekend Institute Evaluation Results from 2007 to 2018

Did the Institute effectively inform you on the following topics?

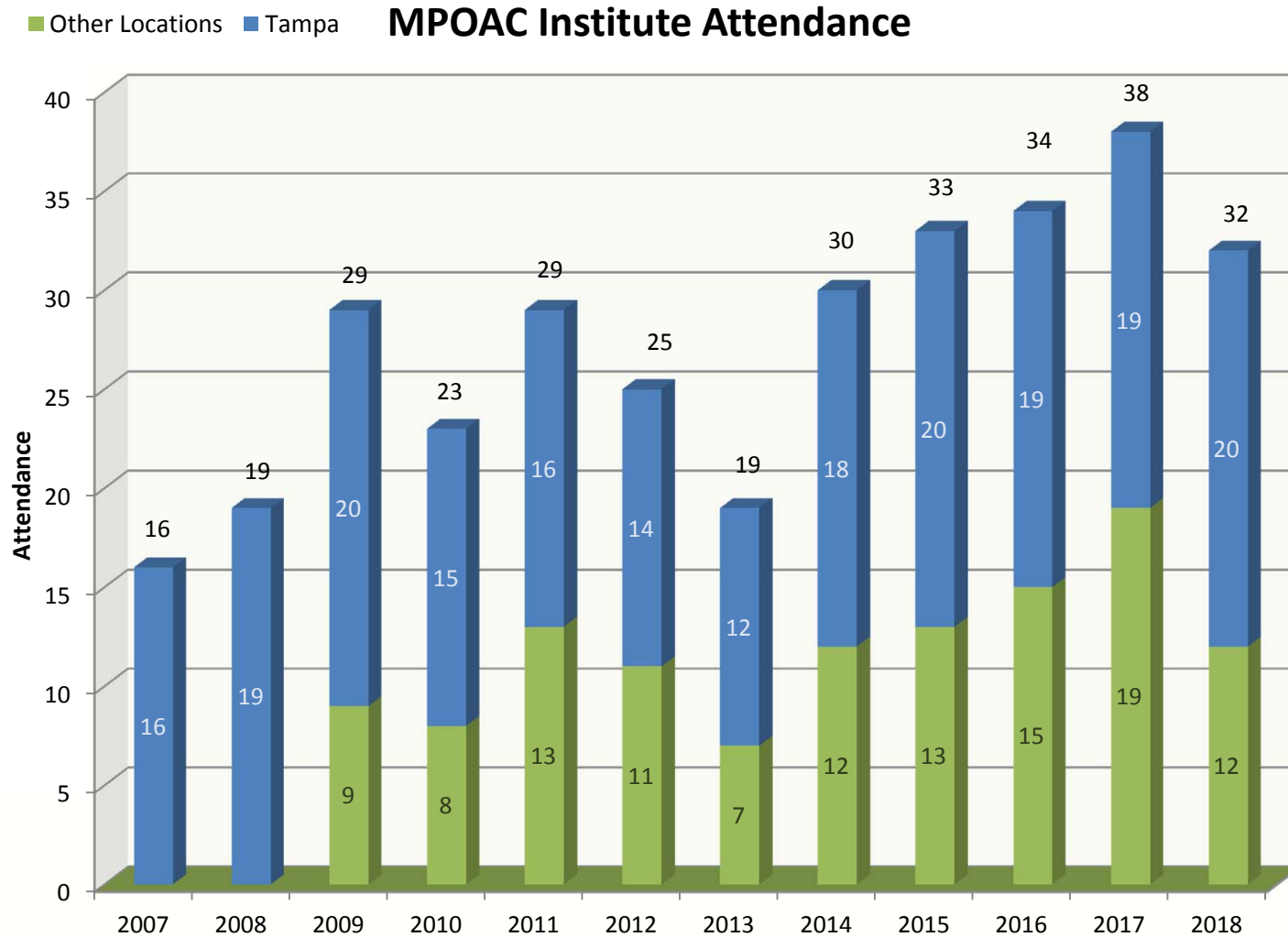


MPOAC Weekend Institute Evaluation Results from 2007 to 2018

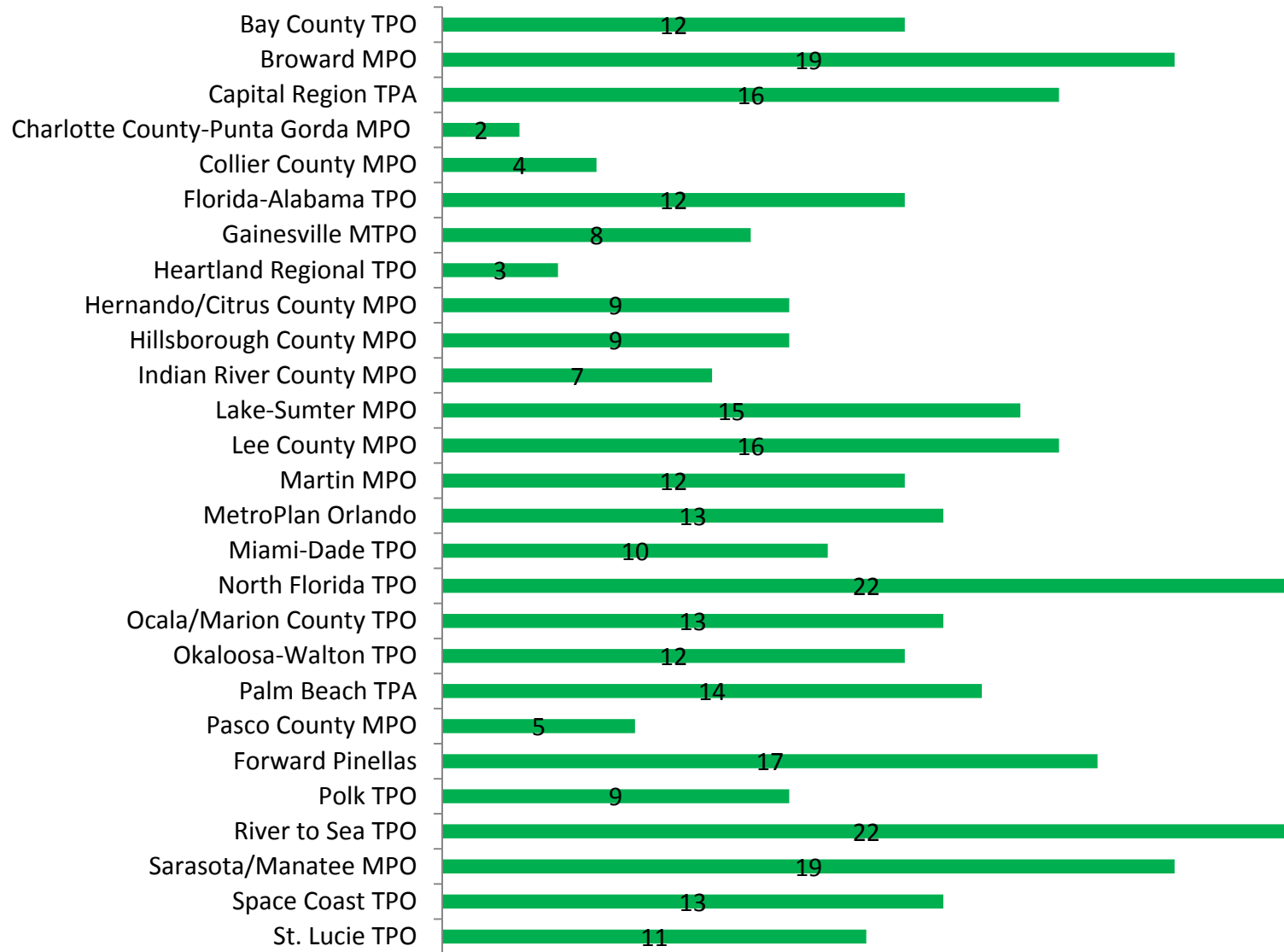
Was the Institute format effective?



MPOAC Institute Attendance based on Location



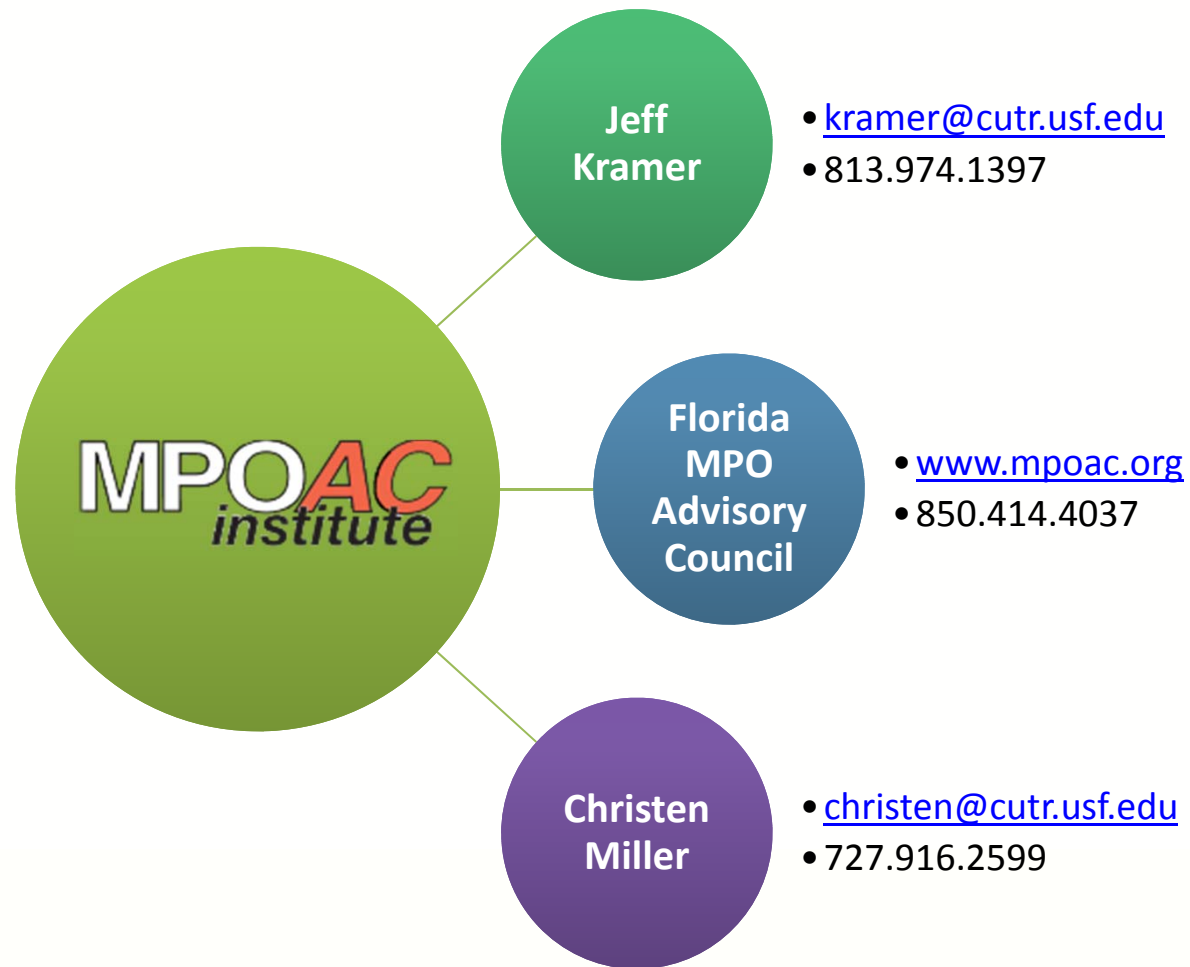
MPOAC Institute Attendance Record by MPO Cumulative for 2007-2018



Note: Excludes special engagements

Attendees

Contact Information



Florida DOT Presentation

A decorative graphic consisting of several overlapping, curved, light blue and teal wave-like shapes that sweep across the top right portion of the slide.

- Agency Status Update
- TRAC-N-Rides Update
- Call for FMPP Topics
- LRTP Revenue Follow-up
- State Annual Assessment, Federal Planning Finding

A decorative graphic consisting of several overlapping, curved, light blue and white shapes that resemble a stylized wave or a ribbon, positioned in the upper right quadrant of the slide.

FHWA

Florida Division

Presentation

- Announcements
- Funding Opportunities
- Transportation Performance Measures Updates

Transportation Performance Measurement

Updates

August 2018



U.S. Department of Transportation
Federal Highway Administration

Recent Milestones



- Planning Rule Effective: May 27
 - All LRTP & S/TIP Amendments Address Safety TPM
 - Underlying Planning Requirements Addressed
- June 15:
 - FDOT HPMS Submittal for new PM3 travel time metrics



What's New for FL?

- Reviewing TIP TPM Documentation when STIP Amendments Received
- Reviewing MPO Consensus Document
- Reviewing draft TIP Templates for PM2 and PM3
- Reviewing draft System Performance Report Framework



What's New in Guidance?

- Implementation of Bridge Penalty – June 2018
 - For States that do not meet or make significant progress towards their safety performance targets
- TPM Truck Freight Bottleneck Reporting Guidebook – July 2018

<https://www.fhwa.dot.gov/tpm/guidance/>



On the Horizon



- Aug 31: FDOT Sets Safety 2019 Target
- Oct 1:
 - S/TIP with Safety Targets Addressed
 - FDOT request for Using FDOT/MPO equivalent data sources (PM3)
 - FDOT to Report BR/Pvmt/Sys Perf Targets to FHWA
 - Baseline Reports for BR/Pvmt/Sys Perf (Interstate only)
- ~~Nov 16~~ **Nov 14**: MPO Sets Bridge, Pavement and System Performance Targets



For Additional Information



- Danielle Blackshear – Districts 1, 3 – danielle.blackshear@dot.gov
- Teresa Parker – Districts 2, 5, 7 - teresa.parker@dot.gov
- Stacie Blizzard – Districts 4, 6 – stacie.blizzard@dot.gov
- FHWA FL Division Website: www.fhwa.dot.gov/fldiv/tpm.cfm





MPOAC STAFF DIRECTORS' BUSINESS ITEMS & PRESENTATIONS





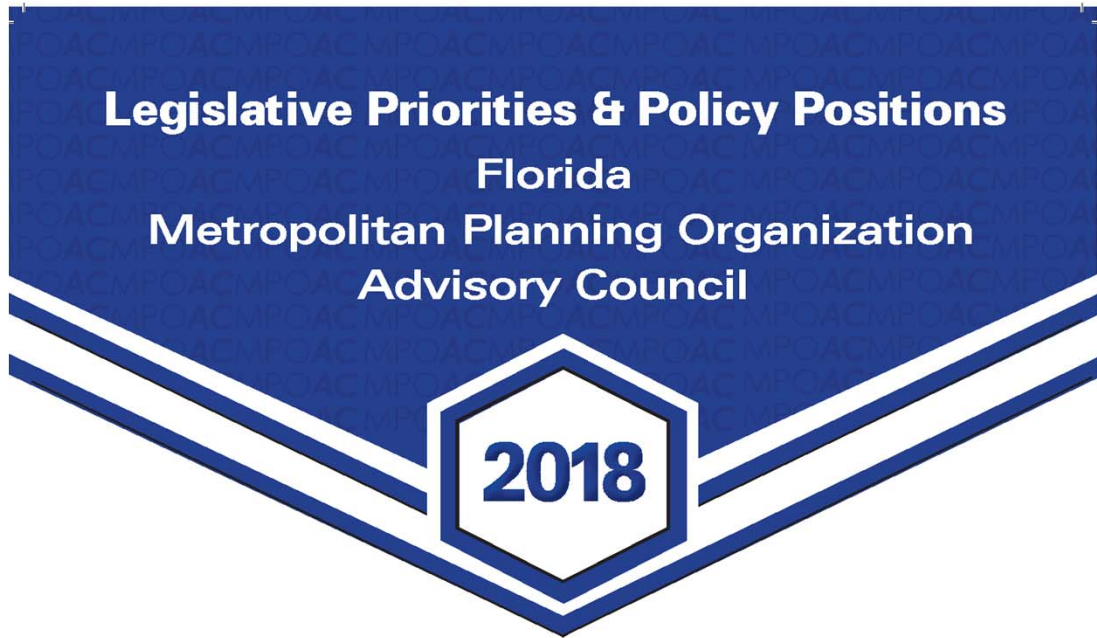
MPOAC Legislative Policy Positions and Outreach

The 2019 legislative session will start March 5th

Committee meetings will start in January

Need to distribute our policy positions

Explain the role and value of MPOs



Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.

Regulates distracted driving as a primary offense by prohibiting the use of two-way electronic wireless communication devices and other similar distracting devices while operating a motor vehicle, except when the device is part of, or physically docked in, the motor vehicle.

Restores funding to 2007 levels for the Transportation Regional Incentive Program (TRIP).

Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).

Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.



605 Suwannee Street | MS 28B | Tallahassee, FL 32399-0450
(850) 414-4037 | (850) 414-4895 fax
www.mpoac.org

Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.

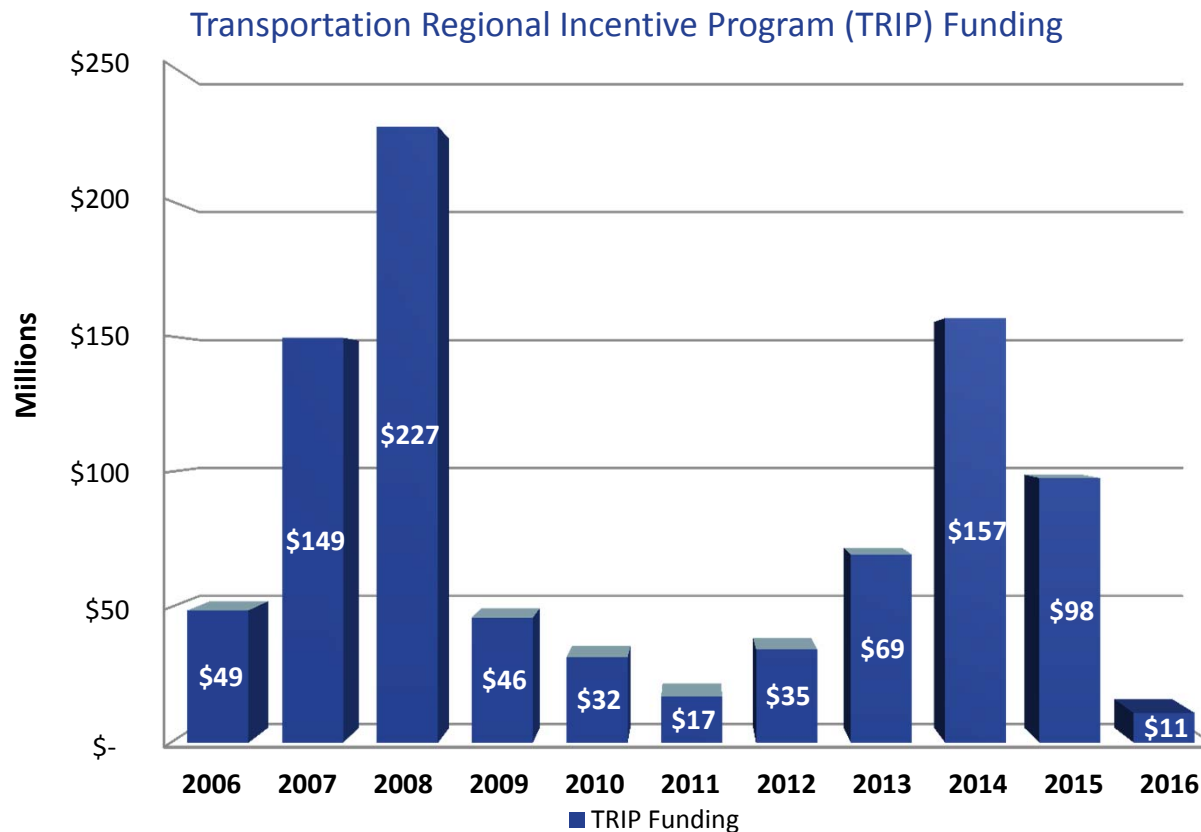
Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.
- Charge alternatively fueled vehicles a fee equal to the fuel tax paid by gasoline or diesel fueled vehicles.
- Ban legislative appropriations for individual transportation projects (commonly referred to as earmarks). As an alternative, create a competitive grant program that benefits local projects.

Regulates distracted driving as a *primary* offense by prohibiting the use of handheld electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.

The 2013 Florida legislature enacted the “Florida Ban on Texting While Driving Law.” The law prohibits operation of a moving motor vehicle while manually typing, sending or reading interpersonal communication (texting, e-mailing, instant messaging, etc.) using a wireless communications device, with certain exceptions. The law provides for enforcement of the ban as a secondary offense, meaning a driver would have to be pulled over for some other violation to get a ticket for violating the ban on texting. The 2014, 2015, 2016, 2017, and 2018 Florida Legislatures underscored the severity of distracted driving by considering bills that would have substantially increased the penalty for distracted driving, including making it a primary offense. Additionally, the legislature considered expanding the applicability of the law to include all uses of handheld electronic devices while driving. This legislative proposal would seek to strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense to use handheld electronic wireless devices while driving.

Restores funding to 2007 levels for the Transportation Regional Incentive Program (TRIP). The TRIP leverages state documentary stamp tax proceeds to promote regional planning and project development by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. This proposal seeks to restore TRIP funding by reducing diversions of documentary stamp proceeds for non-transportation purposes.



Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

Current state law does not permit SIS funds to be spent on roads or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. This legislative proposal would broaden the State's ability to improve passenger and freight mobility on SIS corridors by making eligible the expenditure of SIS funds on non-SIS roads and other transportation facilities where the benefit to users of SIS facilities can be demonstrated.

Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).

Current state law limits the amount of funding that can be made available from the STTF for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, makes transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of MPOs to implement priority transit projects. This proposal recognizes the critical role transit plays in moving people and goods within and between Florida's metropolitan areas by removing the distinction between transit and highway projects for the purpose of spending funds from the STTF.

Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.

The United States Department of Transportation (USDOT) provides funding to metropolitan planning organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.

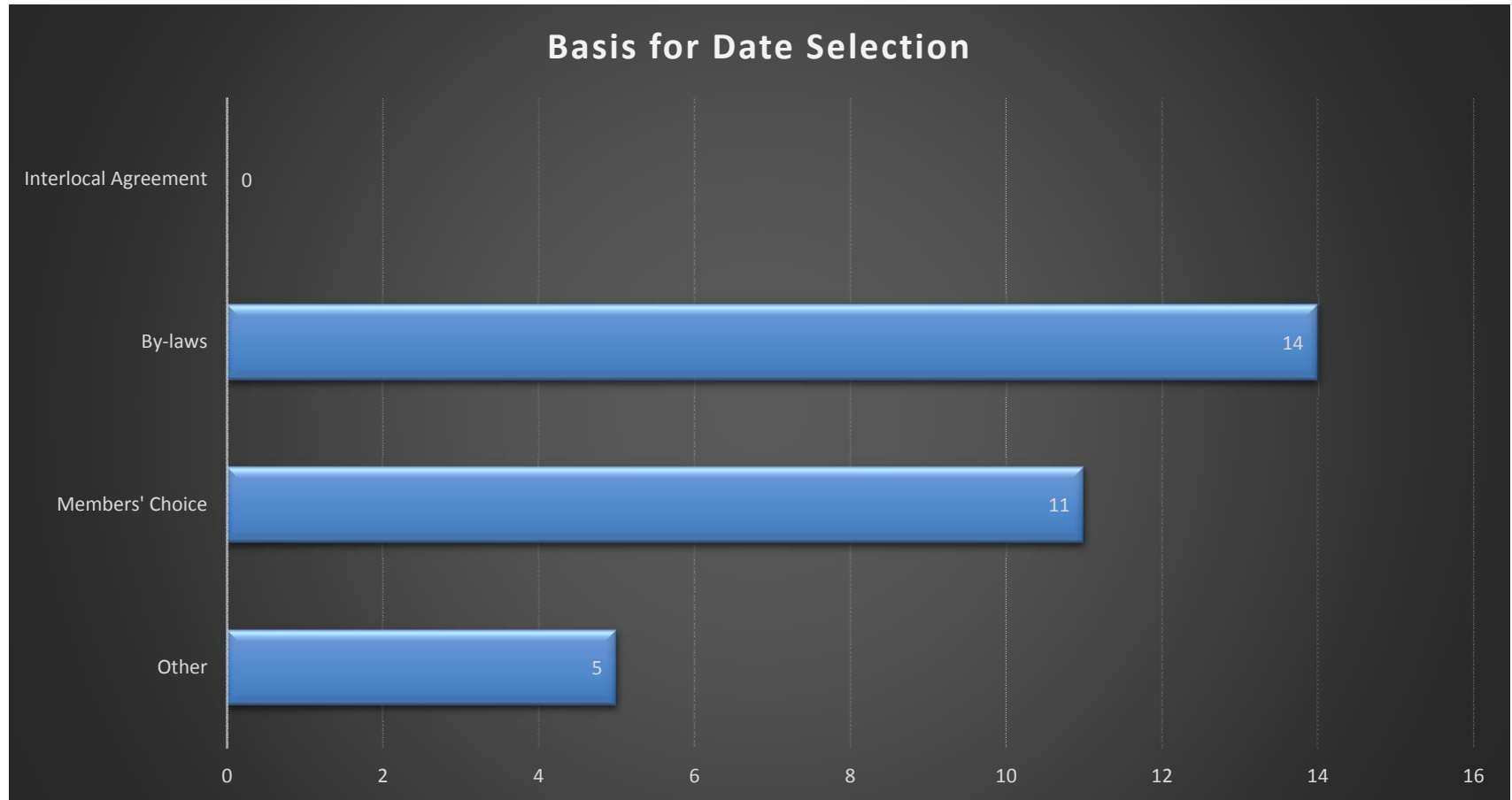
Supports the advancement of innovative transportation mobility solutions and policies that make Florida the national leader in creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.

It is clear that transportation technologies will undergo a revolutionary leap forward over the next several years. A variety of transportation technologies are under development including autonomous vehicles and the hyperloop. It is the responsibility of the Florida legislature to ensure that the states laws and funding mechanisms support the development and implementation of these technological advances in the way people and freight will move in and between our metropolitan areas. At the same time, it is incumbent upon the Florida legislature to ensure that the health and welfare of Florida's citizens and visitors are protected from possible harm presented by these new technologies, including the malicious and intentional interference of the proper functioning of transportation vehicles and systems. This proposal supports legislative efforts to implement innovative mobility solutions and polices while protecting the health and welfare of Florida's citizens and visitors.

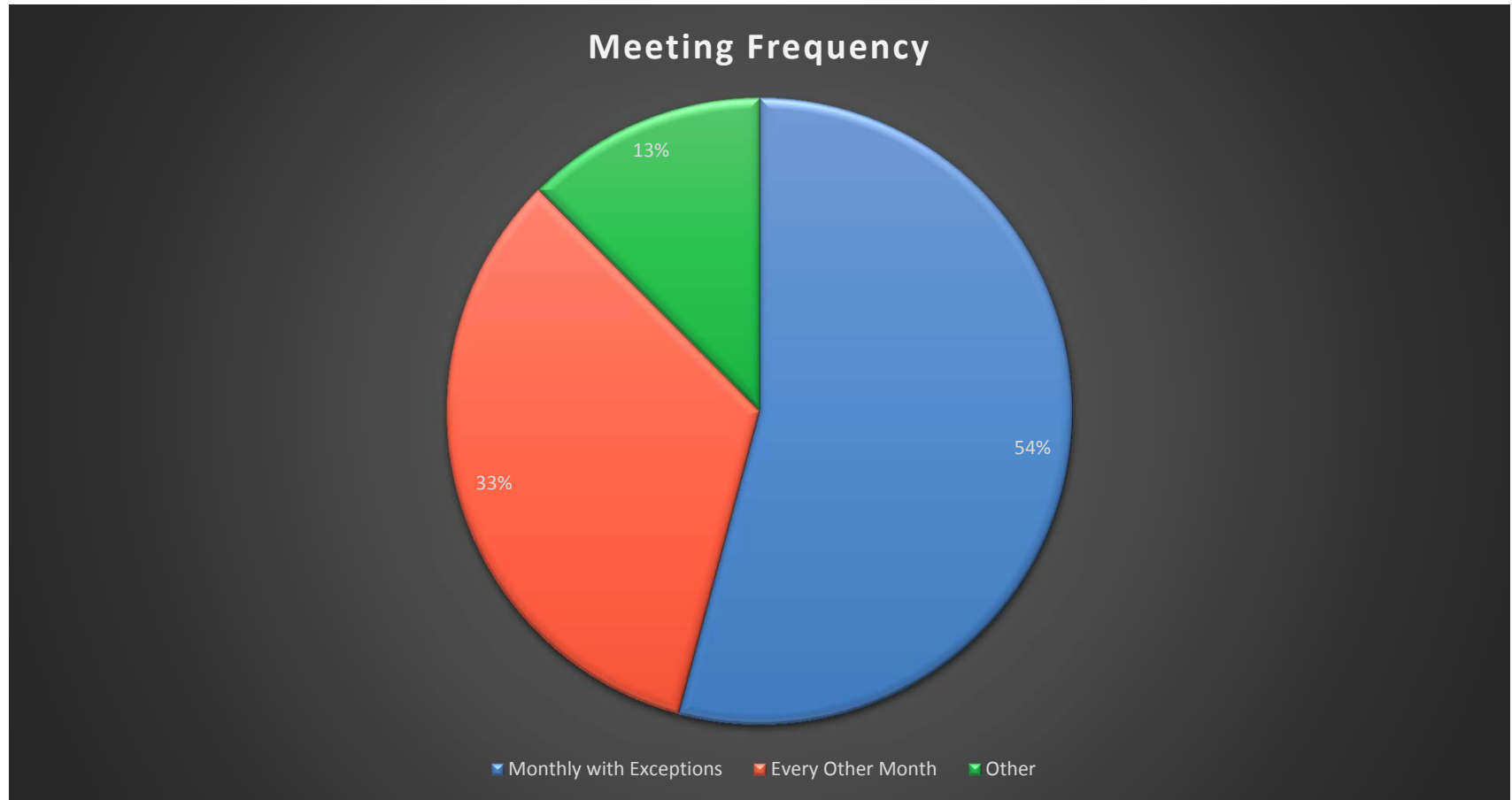


2018 MPOAC Meeting Schedule

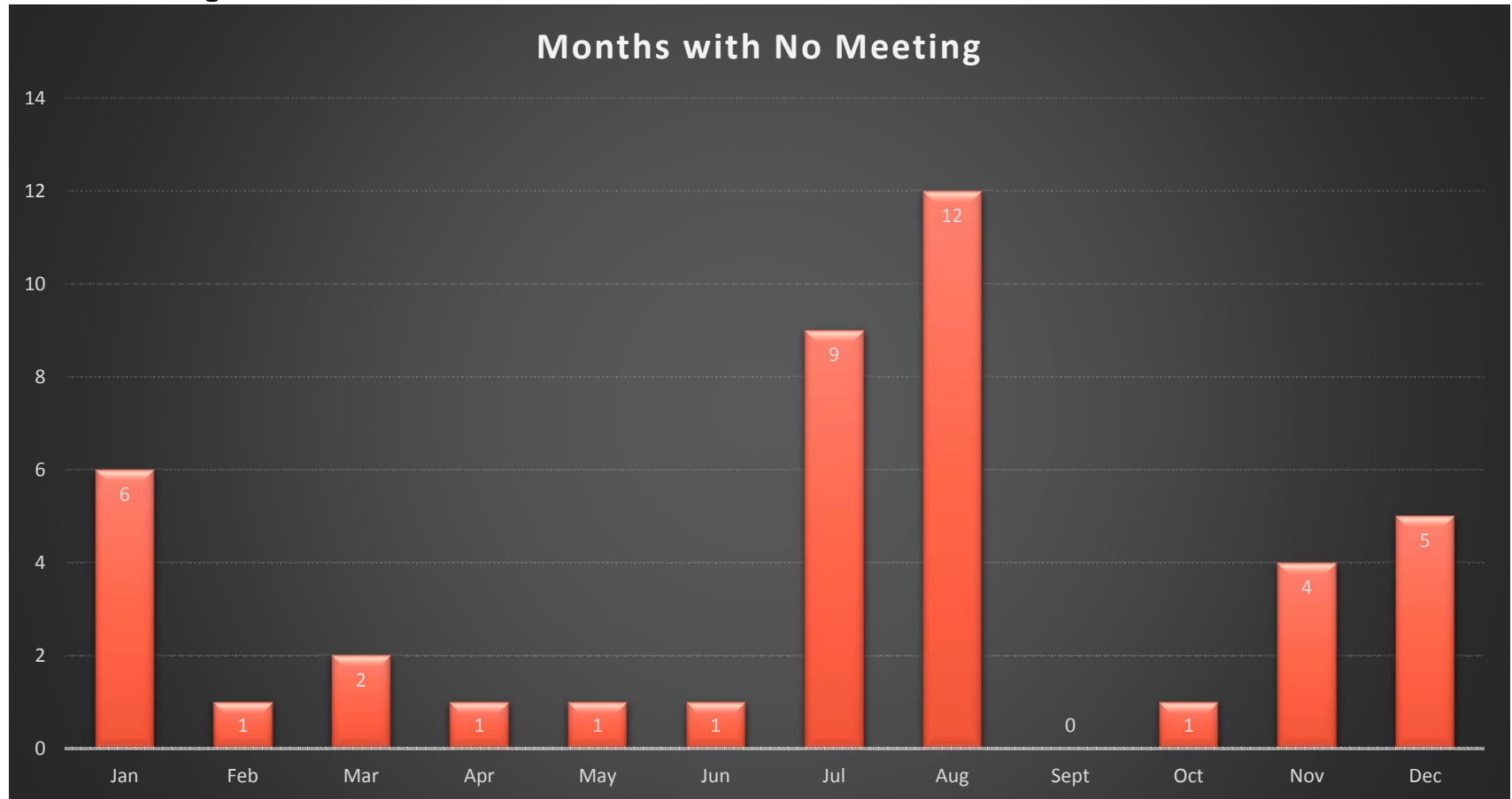
How are your meeting dates determined? Choose all that apply.



How often does your governing board meet?

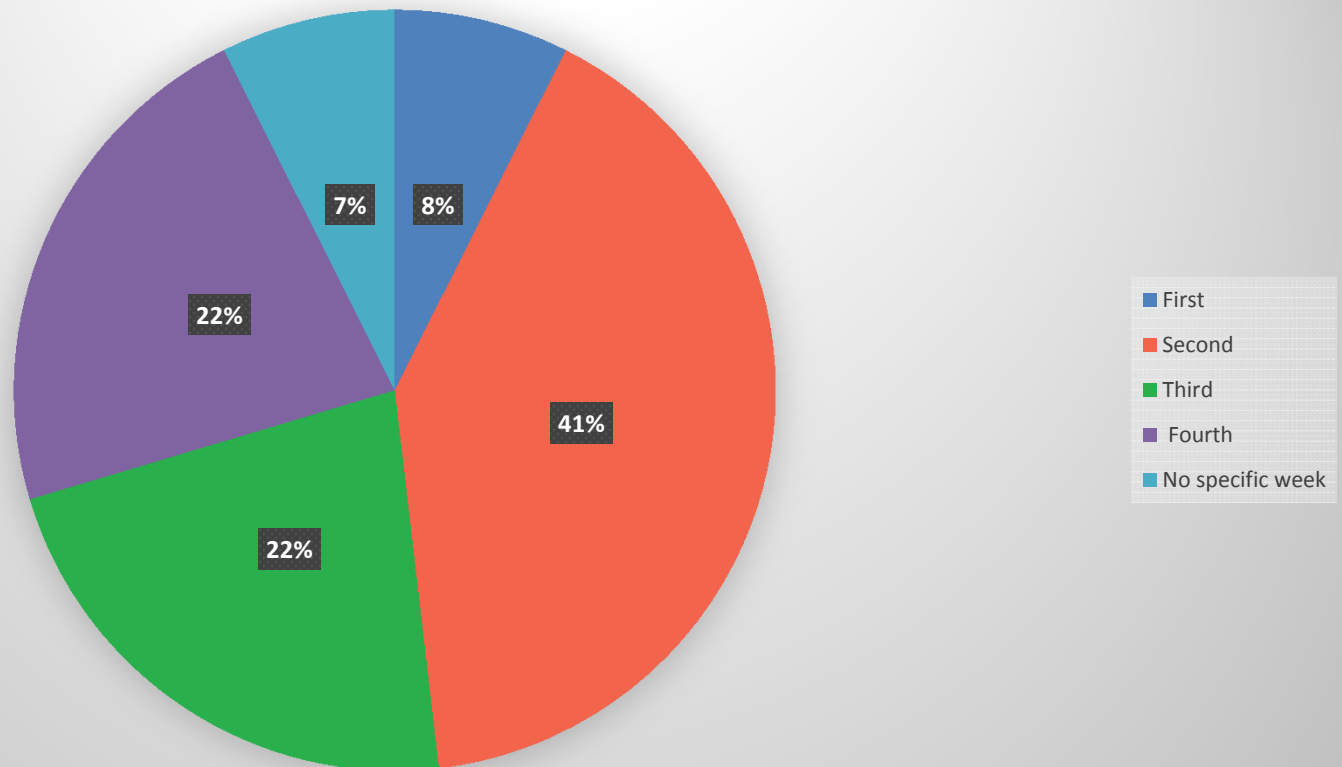


If you selected “Monthly with Exceptions,” which months are the exceptions?



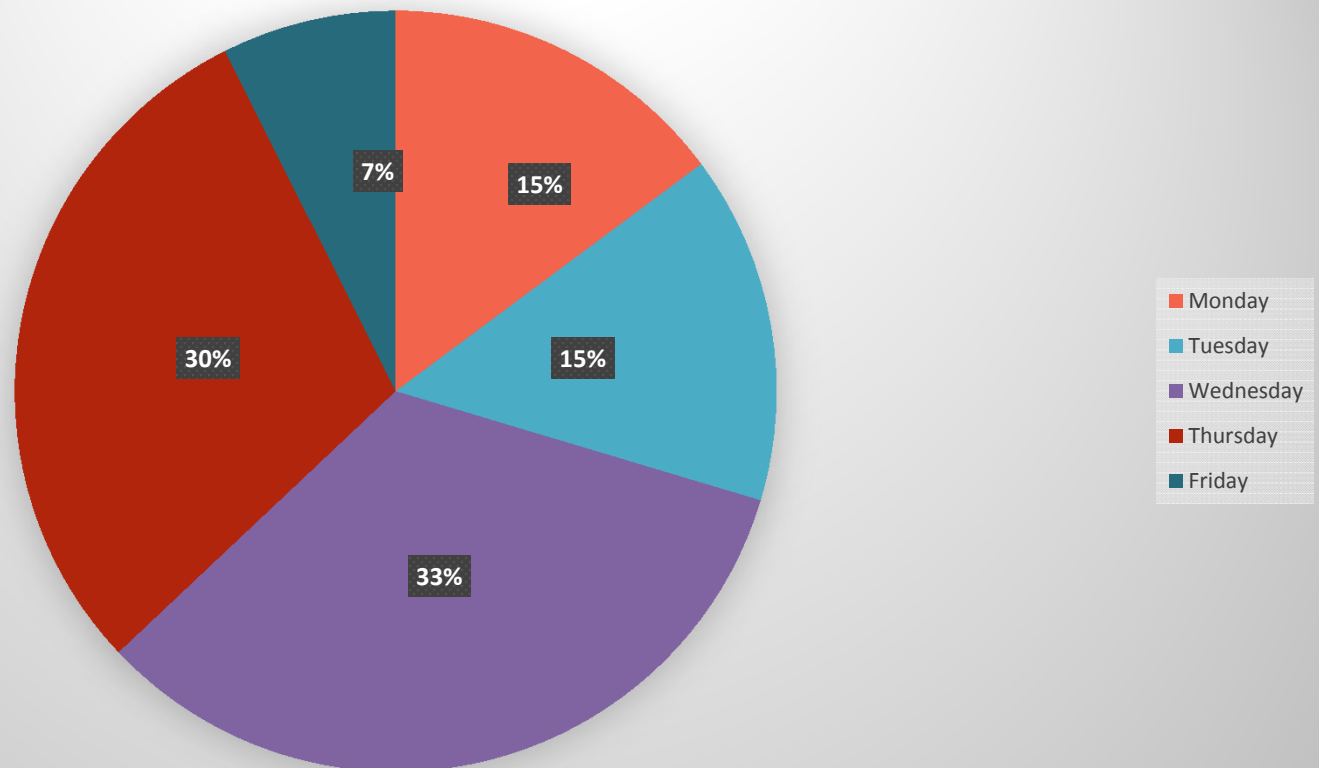
During which week of the month are your meetings held?

Meeting Dates by Week of the Month



On which day of the week do you typically hold meetings?

Meeting Dates by Day of the Week



Meeting Schedule by MPO

Bay County	4 th	Wednesday	Every other Month (EOM) (beginning Feb)
Broward	2 nd	Thursday	
Capital Region	3 rd	Tuesday	Except Jul/Aug/Dec
Charlotte County-Punta Gorda	2 nd	Monday	
Collier	2 nd	Friday	Except Jan/Jul/Aug
Florida-Alabama	2 nd	Wednesday	EOM (beginning Feb)
Forward Pinellas	2 nd	Wednesday	Except Jul/Dec
Gainesville	4 th	Monday	EOM (beginning Jan)
Heartland	3 rd	Wednesday	EOM (beginning Jan), except Jul
Hernando-Citrus	3 rd	Tuesday	EOM (beginning Jan)
Hillsborough	1 st	Tuesday	
Indian River County	2 nd	Wednesday	Except Jan/Jul/Aug
Lake-Sumter	4 th	Wednesday	Except Mar/Jul/Nov
Lee County	3 rd	Friday	Except Jul/Aug/Dec
Martin	No specific	Monday	
MetroPlan Orlando	2 nd	Wednesday	Except Jan/Apr/Aug/Oct
Miami-Dade	No specific	Thursday	
North Florida	2 nd	Thursday	Except Jan/Jul
Ocala-Marion	4 th	Tuesday	
Okaloosa-Walton	3 rd	Thursday	EOM (beginning Feb)
Palm Beach	3 rd	Thursday	Except Jan/Aug/Nov
Pasco County	2 nd	Thursday	Except Feb/Aug
Polk	2 nd	Thursday	EOM (beginning Jan)
River to Sea	4 th	Wednesday	Except Jul/Dec
St. Lucie	1 st	Wednesday	EOM (beginning Feb)
Sarasota/Manatee	4 th	Monday	Except Mar/May/Jul/Aug/Nov
Space Coast	2 nd	Thursday	Except Jan/June/Aug



YEAR 2019

MPOAC Meeting Dates

JANUARY

30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2
3	4	5	6	7	8	9

FEBRUARY

27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	1	2
3	4	5	6	7	8	9

MARCH

24	25	26	27	28	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

APRIL

31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5	6	7	8	9	10	11

MAY

28	29	30	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1
2	3	4	5	6	7	8

JUNE

26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	1	2	3	4	5	6

JULY

30	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3
4	5	6	7	8	9	10

AUGUST

28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
1	2	3	4	5	6	7

SEPTEMBER

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	1	2	3	4	5
6	7	8	9	10	11	12

OCTOBER

29	30	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2
3	4	5	6	7	8	9

NOVEMBER

27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
1	2	3	4	5	6	7

DECEMBER

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4
5	6	7	8	9	10	11

YEAR 2020

MPOAC Meeting Dates

JANUARY

29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1
2	3	4	5	6	7	8

FEBRUARY

26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
1	2	3	4	5	6	7

MARCH

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4
5	6	7	8	9	10	11

APRIL

29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	1	2
3	4	5	6	7	8	9

MAY

26	27	28	29	30	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

JUNE

31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5	6	7	8	9	10	11

JULY

28	29	30	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1
2	3	4	5	6	7	8

AUGUST

26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

SEPTEMBER

30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	1	2	3
4	5	6	7	8	9	10

OCTOBER

27	28	29	30	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
1	2	3	4	5	6	7

NOVEMBER

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	1	2	3	4	5
6	7	8	9	10	11	12

DECEMBER

29	30	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2
3	4	5	6	7	8	9

YEAR 2021

MPOAC Meeting Dates

JANUARY

27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

FEBRUARY

31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	1	2	3	4	5	6
7	8	9	10	11	12	13

MARCH

28	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3
4	5	6	7	8	9	10

APRIL

28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	1
2	3	4	5	6	7	8

MAY

25	26	27	28	29	30	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

JUNE

30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	1	2	3
4	5	6	7	8	9	10

JULY

27	28	29	30	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
1	2	3	4	5	6	7

AUGUST

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4
5	6	7	8	9	10	11

SEPTEMBER

29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	1	2
3	4	5	6	7	8	9

OCTOBER

26	27	28	29	30	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

NOVEMBER

31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5	6	7	8	9	10	11

DECEMBER

28	29	30	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1
2	3	4	5	6	7	8



Consolidated Planning Grant



CPG Benefits

- Elimination of separate budget detail
- One authorization of work
- Ease in accounting and billing
- One federal oversight agency
- One agency for fund carryover
- Consolidated reporting



Future Mobility Research Synthesis



What Future Mobility Means for MPO Long Range Planning

August 2, 2018

Synthesis of Current Research

Florida DOT asked us to discover and synthesize research findings about future mobility.

RESEARCH NOTES

- Focused on planning context, not vehicle technology
- Includes academic research, not reporting in the popular press
- Includes a review of more than 100 papers



Research Framework

Transportation Technology Issues

- Impact on travel demand
- Impact on VMTs
- Impact on safety
- Public infrastructure requirements
- Impact on mode share

Societal Issues

- Social equity & accessibility
- Impact on land use
 - Residential location
 - Business location
 - Parking
 - Urban streets
- Freight movement



Future Mobility Definitions

VEHICLE MODES

- Connected Vehicles (CV): conventional autos or trucks with on-board technology to permit communication with other vehicles, infrastructure, and internet
- Autonomous Vehicles (AV): Autos and trucks that do not require driver intervention (SAE Level 4-5)

AUTONOMOUS VEHICLE OWNERSHIP

- Personal privately owned vehicles (PAV)
- Shared ownership vehicles (SAV) – a fleet may be owned and operated by a Transportation Network Company (Uber, Lyft), a transit authority, or a new business entity



Future Mobility Definitions

MOBILITY as a SERVICE (MaaS) or MOBILITY on DEMAND (MOD)

- Purchasing individual trips to meet personal travel needs

Examples



Transit



TNC



Bikeshare



Carshare



Scooter

Setting the Planning Stage

1. Question underlying assumptions. Future Mobility is changing the planning landscape
2. Societal issues are ever more important
3. The relationship of Private and Public is shifting
4. MPOs may facilitate a regional regulatory approach
5. Don't let uncertainty paralyze the planning process. Several trends are clear.

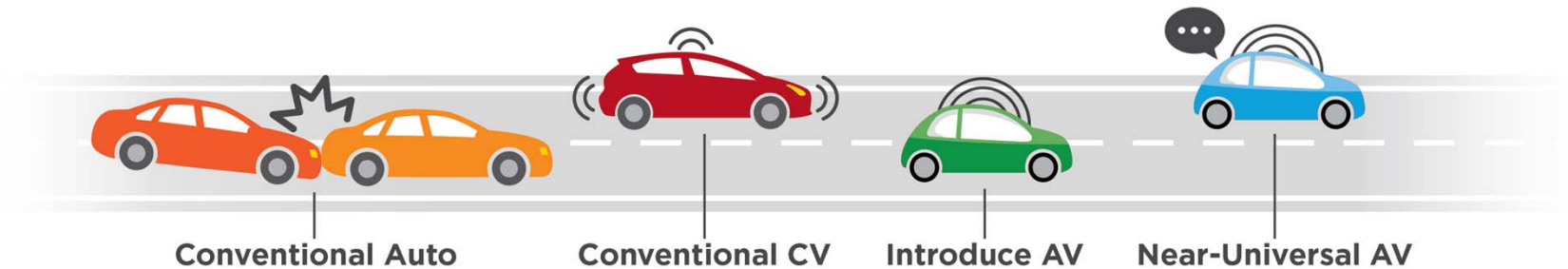




FINDINGS:

Overarching Issues

Overarching Issue: Adoption Timeline



- CV adoption is a near-future opportunity, pending in part final guidance from NHTSA on communication protocol
- AV may move from testing to use within ten years
- Decades of mixed traffic operation



Overarching Issue: AV Ownership

- Personally owned AVs and Shared AVs have very different impacts
- Will this be left to the marketplace, or is there an incentive to regulate?
- Initial deployment most likely to be shared fleets



Overarching Issue: Policy/Regulatory Approach

- Private sector mobility providers are getting in front of local and state governments
- Early focus on regulating AV testing, not future public operation
- Broad range of policy incentives and disincentives can be considered
- Example: NACTO “Guidelines for the Regulation and Management of Shared Active Transportation”



Institutional Landscape of Future Mobility

- Private Sector: Vehicle manufacturers, technology companies, TNCs and other mobility providers
- New Entrants: Electric utilities, healthcare, insurance
- Public Sector roles:
 - Federal: Address national issues – vehicle design, communications, interstate commerce
 - State: Regulate vehicle operations/licensing, state highway system, insurance
 - Local: Regulate use of public rights-of-way, land use
- MPO role: cooperative forum to bring parties together, provide regional uniformity and collaboration with private entities

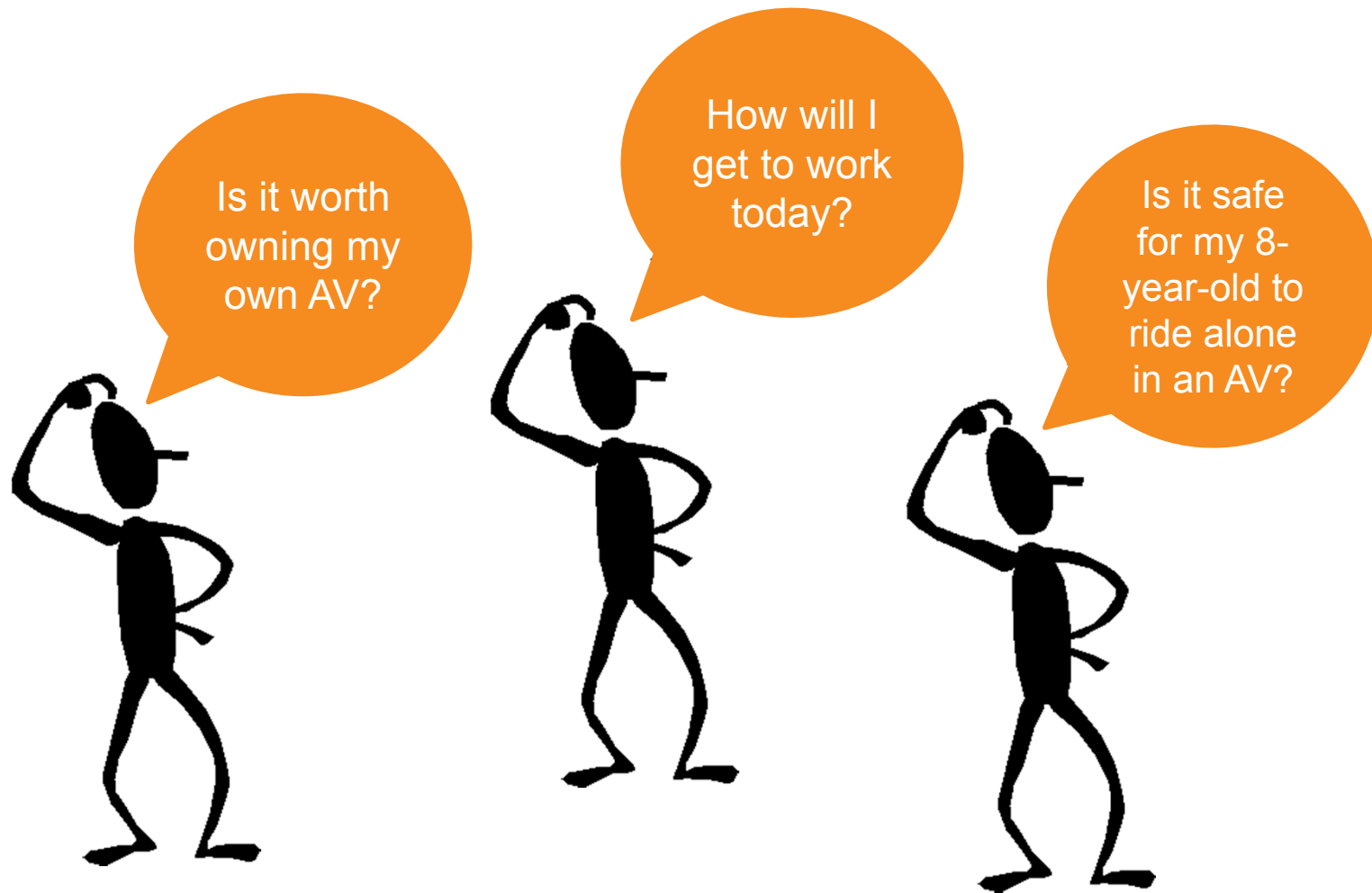




FINDINGS:

Transportation Technology Issues

Travel Demand: Personal Mobility Choices



Impact on VMTs: Autonomous Vehicles

Factors that may...



Increase VMT

- Access by non-drivers (young, old, disabled)
- PAV ownership model
- Zero-occupant vehicle trips
- Land use decisions that increase trip length
- Lower cost per mile
- Reduced use of traditional transit services

Decrease VMT



- SAV ownership model
- Redefining transit to include more shared-mobility options
- Mode shift to shared active transportation options
- Continued growth of e-commerce and micromanufacturing



Impact on Safety

Research suggests:

- CV may result in a **50%** crash reduction
- AV may result in a **90%** crash reduction



Source: USDOT ITS JPO

Caveat: Assumes high percentage of fleet penetration



Infrastructure Requirements

How will new mobility options impact publicly funded infrastructure?

- CV will require communications infrastructure
- AV reduces “safety buffer” may mean narrower lanes
 - Permit redesign of urban streets while still providing for all users
- Designing for EV charging requirements



Impact on Mode Share

Rather than focusing on the potential loss of ridership in traditional service models, [researchers] propose reexamining the role that transit can play in providing mobility in a more automated world.

Transit operators become providers of shared mobility:

- Traditional rail and bus services
- Microtransit replaces inefficient routes, provides first/last mile connections
- App-based paratransit





FINDINGS:

Societal Issues

Equity Concerns

“The innovative mobility options...have the potential to increase the accessibility of transportation for many Americans, including these disadvantaged populations. But they may also leave people who are already transportation-disadvantaged further behind, either because they will not be able to take advantage of these new services (making them relatively worse off) or because the rise of these new services could reduce some existing services (making them absolutely worse off).”

National Research Council's Committee for Review of Innovative Urban Mobility Services. 2016. "Special Report 319: Between Public and Private Mobility: Examining the Rise of Technology-Enabled Transportation Services,"



Equity Concerns

Access to mobility services requires smartphone and bank account.

As many as 36% of low-income households do not have a smartphone (Pew Research Center), and 22% do not use a bank (Brookings Institution).

- Transit operators that do not adapt to new mobility models may have to reduce traditional services
- Persons with disabilities may have reduced access
- Role in evacuation planning and operation



Future Mobility and Land Use

- What is the effect on residential location choice?
- What is the effect on employment-based site location choice?
- What are the impacts on parking demand and location in the urban core and in suburban locations?
- What are the constraints and opportunities for the reuse of street space?



Impact on Land Use: Parking

- Privately owned AVs may be sent home or to fringe lots to avoid cost of urban core parking, reducing need for urban spaces at the cost of increased VMT
- SAVs require storage and maintenance facilities, but these may be in remote locations; SAVs will be in operation for many hours/day
- All AVs will increase demand for curb space for pick-up/drop-off

Cities will need to monitor dynamic changes in parking demand and modify on-street parking ordinances and off-street parking zoning requirements accordingly.





DISCUSSION:

What Does This Mean for the LRTP?

What Does This Mean for the LRTP?

- More uncertainty about core planning issues of personal mobility and land use
- Need to be very strategic about investment choices
- Consider scenario planning built on a foundation of credible data and strategic models
- Recognize the importance of policy and regulatory approaches



THANK YOU!

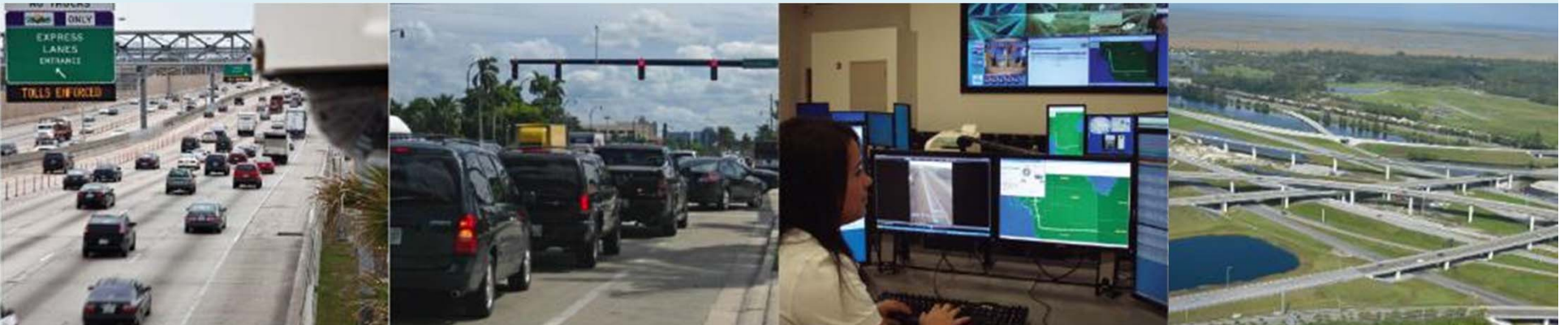




Florida DOT Connected and Automated Vehicle Status Report

FDOT Connected and Automated Vehicle (CAV) Initiative

MPOAC Meeting - August 2, 2018

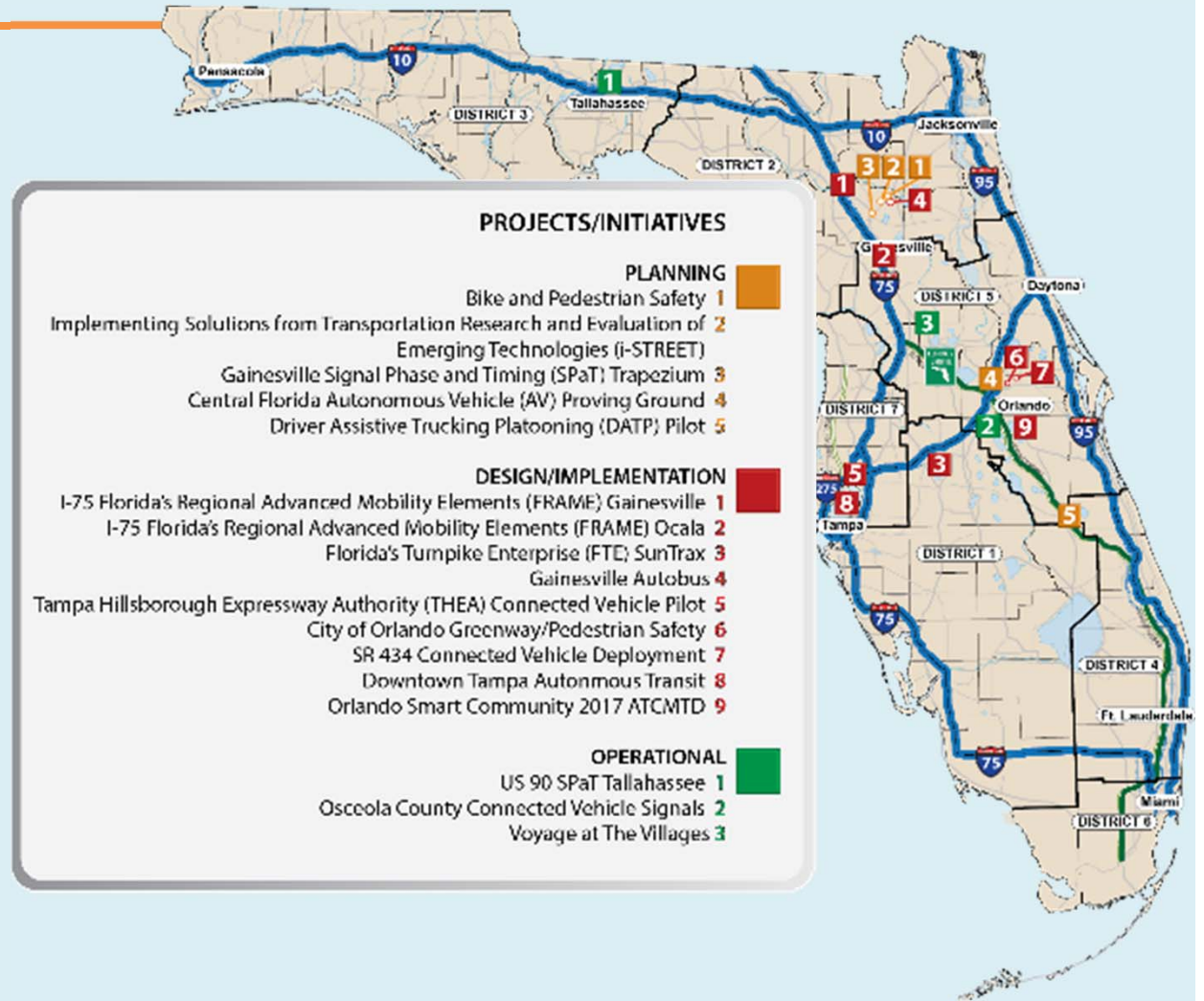


CAV Website

- Connected vehicles (CV) →
- 17 CV projects in development and planned statewide, to date
- Signal Phase and Timing (SPaT),
- Dedicated short-range communication (DSRC)
- Pedestrian safety systems

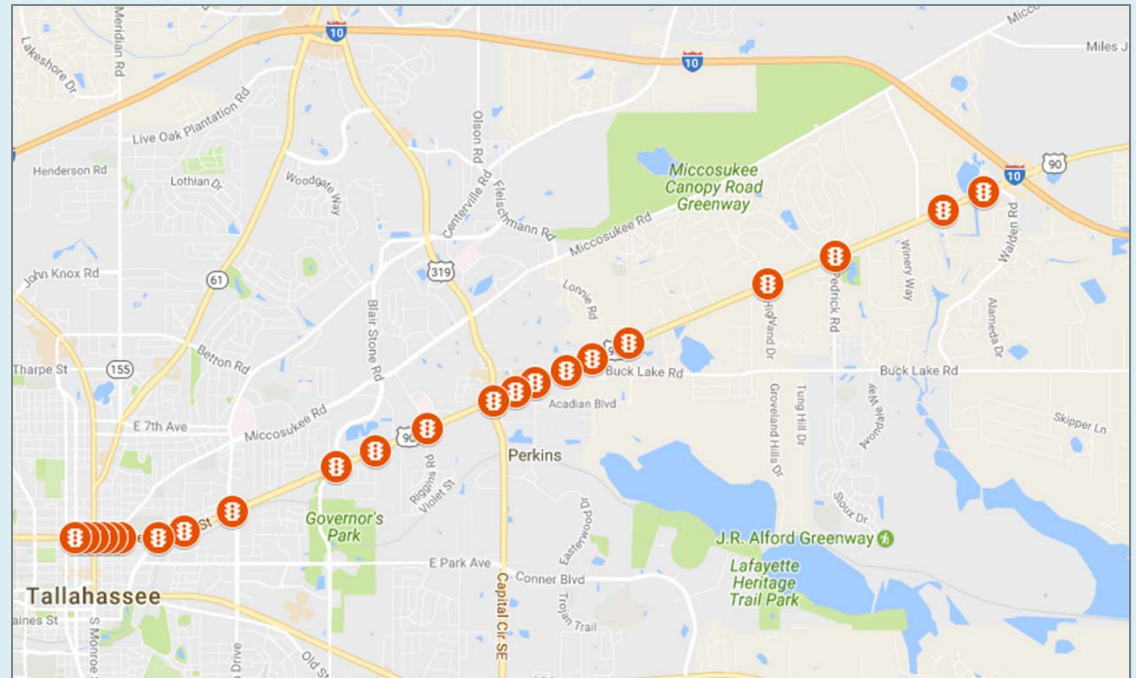
Connected Vehicle Website:

http://www.fdot.gov/traffic/ITS/Projects_Deploy/CV/Connected_Vehicles.shtm



Tallahassee US 90 SPaT Pilot Project

- 21 signalized intersections along US 90 (Mahan Drive) in Tallahassee
- FDOT and City of Tallahassee Partnership
 - City installed equipment
- Pre-deployment testing at the Traffic Engineering Research Laboratory (TERL)
- Project Deployed and Operationalized



I-75 FRAME Update

District 2 Update

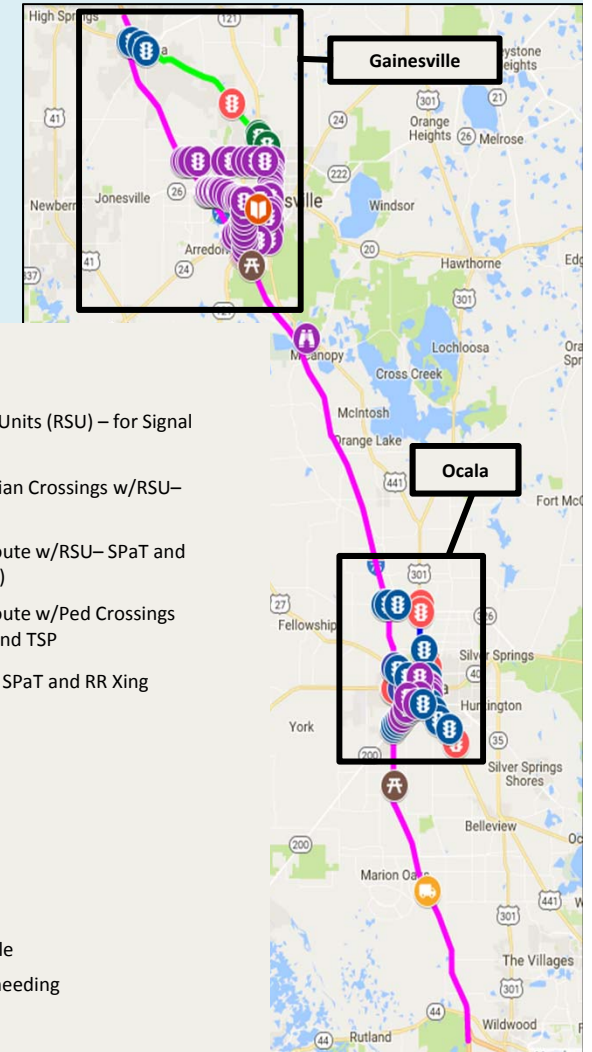
- Systems Manager was selected
- Production planned for 4th Quarter of 2018

District 5 Update

- Systems Manager was selected
- Production planned for 1st Quarter of 2019

Combined Effort

- Concept of Operations – being developed
- Coordination with stakeholders
- Active engagement with industry and vendors





Communications



Member Comments



Adjournment

Next Meeting – November 01, 2018
Orlando, FL