MPOAC The Florida Metropolitan Planning Organization Advisory Council

Commissioner Nick Maddox
Chair

Staff Director's Committee Meeting

Date: **Thursday, August 02, 2018**

Time: **Noon – 2:30 p.m.**

Location: **Orlando Airport Marriott Lakeside**
7499 Augusta National Drive, Orlando, FL 32822

Greg Stuart, Presiding

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1. **Call to Order & Pledge of Allegiance**

2. **Approval of Minutes: June 07, 2018 Meeting**

3. **Public Comments (non-agenda items)**

4. **Executive Director's Report**
   - **A. UPWP Report**
   - **B. MPOAC Weekend Institute Overview**

5. **Agency Reports**
   - **A. Florida Department of Transportation**
   - **B. Federal Highway Administration**

6. **Business Items & Presentations**
   - **A. Legislative Policy Positions and Outreach**
   - **B. 2019 Meeting Schedule**
   - **C. Consolidated Planning Grant**
   - **D. Future Mobility Research Synthesis**
   - **E. FDOT CAV (Connected and Automated Vehicle) Status Report**

7. **Communications**

8. **Member Comments**

9. **Adjournment**

Carl Mikyska, Executive Director
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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 1

Call to Order & Pledge of Allegiance

DISCUSSION:

The Chair will open the meeting and quorum will be determined. All are asked to rise for the Pledge of Allegiance.

REQUESTED ACTION:

None

ATTACHMENTS:

None

Item Number 2

Approval of Minutes: June 07, 2018

DISCUSSION:

Review and comments from members.

REQUESTED ACTION:

Approval of Meeting Minutes from the June 07, 2018 Meeting of the Staff Directors' Committee.

ATTACHMENT:

June 07, 2018 MPOAC Staff Directors' Committee Meeting Minutes.

Florida MPO Advisory Council
Meeting of the Staff Directors
June 7, 2018
Orlando, Florida
Draft Meeting Minutes

Staff Directors in Attendance:

Greg Stuart, Chair, Broward County MPO
Lois Bollenback, Vice Chair, River to Sea MPO
Dawn Schwartz, Bay County TPO
Greg Slay, Capital Region TPA
Gary Harrell, Charlotte County - Punta Gorda MPO
Anne McLaughlin, Collier County MPO
Austin Mount, Florida-Alabama TPO
Whit Blanton, Forward Pinellas
Michael Escalante, Gainesville MTPO
Pat Steed, Heartland TPO
Steve Diez, Hernando/Citrus County MPO
Beth Alden, Hillsborough County MPO
Phil Matson, Indian River County MPO
Michael Woods, Lake-Sumter MPO
Beth Beltran, Martin MPO
Harold Barley, MetroPlan Orlando
Carlos Roa, Miami-Dade TPO
Denise Bunnewith, North Florida TPO
Mike Daniels, Ocala/Marion County TPO
Mary Beth Washnock, Okaloosa-Walton TPO
Nick Uhren, Palm Beach TPA
Ronnie Blackshear, Polk TPO
Dave Hutchinson, Sarasota/Manatee MPO
Georganna Gillette, Space Coast TPO
Peter Buchwald, St. Lucie TPO

OTHERS IN ATTENDANCE:

Carl Mikyska, MPOAC
Brigitte Messina, MPOAC
Paul Gougelman, MPOAC General Counsel
Jeff Kramer, Center for Urban Transportation Research, USF
Christen Miller, Center for Urban Transportation Research, USF
Stacie Blizzard, Florida Division, Federal Highway Administration

Karen Brunelle, Florida Division, Federal Highway Administration
Alex Gramovot, Florida Department of Transportation, Office of Policy Planning
Mark Reichert, Florida Department of Transportation, Office of Policy Planning
Jim Wood, Florida Department of Transportation, Office of Policy Planning
Conor Campobasso, Broward MPO
Paul Flavien, Broward MPO
Daniel Knickelbein, Broward MPO
Marybeth Soderstrom, Heartland TPO
Gary Huttmann, MetroPlan Orlando
Terry V. Watson, Florida Department of Transportation, Equal Opportunity Office
Kayleen Hamilton, Florida Department of Transportation, D5
Jamie Kersey, Florida Department of Transportation, D5
Kellie Smith, Florida Department of Transportation, D5
Janna Taylor, Florida Department of Transportation, D5
Vickie Wyche, Florida Department of Transportation, D5
Chris Edmonston, Florida Department of Transportation, Systems Implementation Office
Carol Scott, Florida Turnpike Enterprise
Sheri Coven, Cambridge Systematics
Michael Williamson, Cambridge Systematics
Alex Trauger, HDR
Jim Martin, HNTB Corporation
Dan Beaty, HNTB Corporation
Mary Schoelzel, HNTB Corporation
Rob Cursey, Tindale-Oliver
Todd Brauer, Whitehouse Group Inc.
Daniel Crotty, Whitehouse Group Inc.

• CALL TO ORDER

Greg Stuart, Chair, Broward MPO, called the meeting to order at 12:12 pm. The Chair welcomed those in attendance and self-introductions were made. All stood for the Pledge of Allegiance.

• APPROVAL OF MINUTES: FEBRUARY 01, 2018 MEETING

Greg Slay, Capital Region TPA, moved to approve the minutes of the February 01, 2018 Staff Director's Advisory Committee meeting. Lois Bollenback, River to Sea TPO, seconded. The motion carried unanimously.

• PUBLIC COMMENTS

No public comments were made.

• EXECUTIVE DIRECTOR'S REPORTAGENCY REPORTS

A. UPWP REPORT

Mr. Carl Mikyska, MPOAC Executive Director, presented the UPWP Report for the current fiscal year through March 31, 2018 timeframe and a list of activities of MPOAC from January through May of 2018.

Mr. Mikyska noted that it was a very busy legislative period because of a proposal (HB 575) which would have, had it passed, impacted MPO Governing Board structures in a variety of ways. Mr. Mikyska thanked the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) for their support during the legislative session.

Mr. Mikyska thanked Jeff Kramer and the Center for Urban Transportation Research (CUTR) team for conducting two successful MPOAC Weekend Institutes for Elected Officials. The Institutes provided MPO board members with an opportunity to enhance their understanding and leadership skills regarding transportation decision-making, including the key role they play in the process.

Mr. Mikyska mentioned that expenses are currently running slightly under budget. The MPOAC is on track to finish the year at or under budget.

B. FLORIDA LEGISLATIVE UPDATE

Mr. Carl Mikyska, MPOAC Executive Director, gave an overview of the completed 2018 Florida legislative session. There were 3,192 bills filed during the 2018 legislative session and 200 bills passed chambers. The Governor vetoed 2 bills. Very few bills that passed were related to transportation. These bills included the following topics:

- Facility specific
- Auto-cycles
- Mobile Carriers
- Ingress/Egress with Universities

Mr. Mikyska continued by giving a quick overview of the Transportation Budget:

- $10.8 billion total in the FDOT 5-Year Work Program
  - $9.8 billion for projects and activities
  - $780 million for operating expenses
  - $201 million for debt service
- HB 575 – "The MPO Bill" – primarily related to MPO Governing Board structures

Mr. Mikyska talked about HB 575 and how it was an unexpected billed. Every time there was a change made to the bill, it changed how it could affect Florida MPOs. The MPOAC Policy and Technical Committee will conduct a more exhaustive review of the 2018 Florida Legislative Session and transportation related issues at their meeting in July 2018. The results of their meeting/workshop will be reported to the MPOAC Staff Directors' Committee and Governing Board at their August 02, 2018 meetings.

- HB 575, had it been approved, would have revised MPO Governing Board structures in a variety of ways including capping voting membership, regulating County Commission membership, imposing term limits, changed reappointment provisions, and more

Michael Escalante, Gainesville MTPO, expressed concern that the legislators could place constraints on MPOs in the future. Mr. Mikyska responded by stating that the MPOAC needs to develop a strategy to better communicate with legislators and others the value MPO services provide to the state and regions.

• AGENCY REPORTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION

Mr. Mark Reichert, Transportation Planning Manager, FDOT Office of Policy Planning, updated the members on FDOT activities and brought forward information on the following topics:

- MPO autonomous vehicle guidance document developed by FDOT.
- Working with CUTR on an Autonomous Vehicle and Alternative Fuel Vehicle Florida Market Penetration Rate and VMT assessment study. FDOT has received the first two deliverables in draft form and FDOT is willing to share these deliverables with any interested MPOs.
- Another study on MPO Policy and Guidance for Transit Applications on Autonomous Vehicles is being conducted by the University of Florida. The final report is due in August 2018.

- FDOT is also working on a Future Mobility Syntheses that is reviewing the global literature on autonomous vehicles and connected vehicles. FDOT plans to present their findings to the MPOs during the August MPOAC meetings.
- CUTR is conducting a research study on MPO and Transit Agency Coordination. FDOT has received the draft of the literature review.

Federal transportation performance measures:

- FDOT has provided suggested language for safety performance measures that MPOs can use in their Transportation Improvement Programs (TIPs). Mr. Reichert congratulated Lois Bollenback, River to Sea TPO, for her MPOs TIP and said that other MPOs can look at River to Sea TPO's TIP as an example when completing their own TIP.
- FDOT is working to create suggested language for the Pavement and Bridge and the Mobility performance measures that MPOs can use in their TIP and Long Range Transportation Plan (LRTP) updates.
- Safety performance targets were set by February 27, 2018. All but 8 MPOs chose to support the statewide safety targets. The other 8 MPOs chose to set their own quantifiable targets.
- The Pavement and Bridge and the Mobility performance measure targets were set for the state on May 18, 2018. MPOs have 180 days, or until November 14, 2018, to set their own performance targets for the Pavement and Bridge and Mobility performance measures with the option to adopt FDOTs targets or to set their own quantifiable targets.
- FHWA permitted FDOT to develop a single agreement document on how FDOT and FHWA will work collaboratively towards setting the targets, developing the data, and reporting the progress towards meeting the transportation performance targets. The document was submitted May 25, 2018.
- A few MPOs have requested that FDOT release raw data that was collected for the Bridge and Pavement performance measures. Mr. Reichert asked how many MPOs were interested in seeing the data. Six MPOs indicated that they were interested in receiving the data.
- The Annual Joint Certification Process was revamped. Alex Gramovot, FDOT, Office of Policy Planning added that FDOT will be putting together a task team to look at the process and comments received to strengthen the process. He encouraged MPOs to share their feedback so that additional improvements could be made to the process in the future.
- Federal Infrastructure Bill: The approved appropriations bill provides $47.5 billion in project funding for the FWHA and includes another transfer of $2.5 billion from the general fund to help keep Federal Highway Trust Fund solvent.

- The BUILD program, formally known as the TIGER grants program, went from $500 million to $1.5 billion. The funding notice for the BUILD program went out May 22, 2018 and applications for the grants must be received by August 20, 2018. Grant awards will be announced December 18, 2018. There is a maximum grant size of $25 million and a minimum grant size of $5 million with a maximum federal share of 80%. Of the total funds provided from the grant program, 30% are being set aside for rural areas.
- On May 8, 2018 the White house announced their spending cut proposals. Of the $15.3 billion in total proposed spending cuts, just $279 million would come from transportation. Most of the transportation funding cuts would come from the elimination of dead earmarks, with an impact to Florida of roughly $1.8 million.
- Continuing the successful meeting last October 2017 in Tallahassee between FDOT and MPOAC leadership (including the MPOAC Executive Director and the Chair and Vice-Chair of the MPOAC Staff Directors' Advisory Committee), another MPOAC Leadership meeting was held April 23-23, 2018. The purpose of the meetings is to talk about issues that have come up over the year. The next meeting will be on October 25-26, 2018 in Tallahassee.
- FDOT is working with FHWA on a proposed Consolidated Grant Program for federal MPO planning funds. The goal is to consolidate the Federal Transit Administration (FTA) and the FHWA planning grant into a single grant. If approved, it will allow the state to provide support for both highway and transit planning activities in a single grant and create a more streamlined process.
- The LRTP revenue forecasts have been completed. The forecasts were presented to FDOT MPO Liaisons during their recent meeting in Tallahassee. FDOT will be sharing more information with the MPOs at the July MPOAC Policy and Technical Committee meeting in St. Petersburg, FL.
- While currently functional, FDOT is still in the process of working with a consultant to finalize the MPO external share point site. The share point site will act as a repository for MPOs plans, documents and other information of shared value to Florida's MPOs.
- The next Florida Metropolitan Planning Partnership meeting will be held in Orlando on December 11-12, 2018.
- A peer exchange, "Focus on Community", will be held at the Rosen Plaza Orlando Hotel on December 12-13, 2018. Focus on Community aims to build competencies and sensitivities that help practitioners reveal and address considerations and opportunities relative to public involvement, long-range planning, project planning, sociocultural effects evaluation, and Title VI/Environmental Justice programs.
- The 6th Annual Florida Automated Vehicle Summit will be held November 27-26, 2018 at the Marriott Waterside in Tampa.

Denise Bunnewith, North Florida TPO, thanked FDOT for the research projects. Ms. Bunnewith then asked if the department has a project prioritization process for the programing of Safety, Bridge and Pavement projects in the FDOT Work Program and if there is a written processes that can be shared with the MPOs. Chris Edmonston, FDOT Systems Implementation Office, replied that FDOT has put a document together called Prioritizing Florida Highway Projects. The document will be updated to include the new targets and can be found on the Strategic Intermodal System (SIS) website.

Mr. Reichert then introduced Mr. Chris Edmonston, FDOT Systems Implementation Office, who made a presentation about the SIS Designation Criteria update.

The Florida Transportation Plan (FTP) and SIS Policy Plan were updated together in a single update process. The SIS Policy Plan supports all seven FTP Goals, but focuses specifically on three core SIS Objectives including interregional connectivity, intermodal connectivity, and economic development.

In an effort to more effectively implement the updated SIS Policy Plan, the FDOT is now in the process of updating the SIS designation criteria, including revising the current SIS structure. Mr. Edmonston described how the SIS structure has changed over time, including the addition of five new facility types, and how the existing SIS facility categories became harder to work with. As a result, FDOT is proposing a new SIS structure as part of the designation criteria update.

The proposed new SIS structure does away with the existing three SIS categories (SIS, Emerging SIS, and Planned Add/Drop) and instead designates all facilities as either SIS facilities or “Strategic Growth” facilities, a category that is intended to serve small, fast growing facilities that present a compelling state interest (especially for strategic economic development). Strategic Growth criteria can be applied to SIS hubs and are slightly more subjective than SIS criteria, allowing greater flexibility in what can be designated. Mr. Edmonston then outlined in detail the criteria for determining if a facility is eligible for designation under the Strategic Growth category.

Mr. Edmonston then described the proposed changed to the SIS Designation criteria for all facility types eligible for designation as part of the SIS. He reminded the membership that if a facility does not meet the activity level thresholds established by the proposed criteria for the SIS, that it may still be eligible for designation as Strategic Growth.

Mr. Edmonston concluded his presentation by stating that the FDOT will be holding a Statewide Public Comment Webinar on the proposed SIS criteria and structure on June 21, 2018 and that the FDOT will be accepting public and partner comments on the Proposed SIS

Designation Criteria through July 19, 2018. Comments will be accepted online at http://www.fdot.gov/planning/systems/SISPublicComment.

Following the public comment period, FDOT will review all comments submitted, make appropriate adjustments, and present to the revised criteria and structure to FDOT management for final approval. FDOT will then update SIS Funding Eligibility guidance and the SIS Prioritization Process, with an expected completion date in December 2018.

A discussion took place about the different criteria. Beth Alden, Hillsborough MPO, asked if there are different thresholds between busways versus bus managed lanes. Mr. Edmonston replied that the thresholds will be the same.

B. FEDERAL HIGHWAY ADMINISTRATION

Ms. Karen Brunelle, Director, Federal Highway Administration (FHWA), Florida Division, Office of Project Development, and Ms. Stacie Blizzard, Planning Team, FHWA, Florida Division, Office of Project Development, made the following announcements:

- Lee Ann Jacobs, FHWA, retired in February 2018. Ms. Stacie Blizzard is the new MPO contact.
- An updated Transportation Management Area (TMA) Planning Certification Review Primer was issued in March 2018. The updated primer outlines key concepts and expectations of a TMA planning certification review, and is available as a resource for MPOs, State Departments of Transportation, public transportation operators, the general public, and other partners to prepare for their participation in a successful Certification Review.
- Applications for the Surface Transportation System Funding Alternative (STSFA) program are due July 15, 2018. This program provides funding to States or groups of States to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund.
- Applications for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program for F2018 are due June 18, 2018. The program purpose is to fund development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.
- The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, applications are due July 19, 2018. The criteria are similar to the old TIGER grant program with the addition of criteria that encourages new revenue streams for transportation.
- A funding opportunity from the National Economic Partnerships was announced. Letters of interest are due by July 9, 2018. Applicant invitations will be out August 3,

2018. An external webinar for potential applicants will be held on June 12, 2018 and June 27, 2018.

- MetroPlan Orlando received one of the FY 2017 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grants for the Advanced Congestion-Management Technologies project in Orlando.
- A FY 2017 TIGER grant was awarded to Collier County. The project will construct complete streets improvements in Immokalee, Florida, including approximately 20 miles of new sidewalks, a bike boulevard network, a shared-use path, street lighting, bus shelters, a new transit center, landscaping, drainage improvements, and intersection and traffic calming retreats.
- Alternative Fuel Corridor destinations were awarded to I-10 and I-295. Alternative Fuel Corridor Designations included 58 nominations of segments or entire lengths of 71 interstate corridors.
- On June 4, 2018 the Nonattainment Air Quality Designations for the 2015 Ozone National Ambient Air Quality standards were announced and no area in Florida was listed as nonattainment.

Ms. Brunelle shared several additional updates including changes to the Florida Division Website, including a new report entitled "Transportation Performance Management: MPO FAQs from FHWA/FTA/FDOT/MPO One on One Discussions." The documents on the website have been developed for FHWA Florida Division's partners to assist them with the implementation of transportation performance measures and other strategies for transforming their planning processes into a performance-based process.

Ms. Brunelle notified the membership that the new USDOT Performance Management Form (PMF) is now available. The PMF is an electronic reporting tool where FDOT can enter data for all performance management targets except for the safety targets. States must upload their information by Oct 1, 2018 and every two years thereafter. Ms. Brunelle noted that every state's 2017 Safety Targets are published online at https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/.

FHWA is responsible for evaluating the MPOs to ensure that they make significant progress towards meeting their annual performance targets. FHWA has published the documents that contain the tools that FHWA looks for when evaluating progress. These documents can be found at https://www.fhwa.dot.gov/tpm/guidance/.

Ms. Brunelle continued by providing clarifications related to Transportation Asset Management Plans (TAMPs). TAMPs act as a focal point for information about transportation assets in the state, their management strategies, long-term expenditure forecasts, and business management processes. Each State is required to develop a risk-based asset management plan for the National Highway System (NHS) to improve or

preserve the condition of their assets and the performance of the system. States must address pavement and bridge conditions, but are encouraged to include all infrastructure assets within the highway right-of-way in their risk-based asset management plan. The initial state TAMPs were due April 30, 2018 and did not require the inclusion of targets. The final TAMPs are due June 30, 2019 and must include measures, targets, and analyses.

Continuing her discussion on performance measurement targets, Ms. Brunelle informed the membership that October 2018 MPO TIPs will have to address safety measures and targets. The TIPs will need to be designed to achieve the targets and describe how the MPO and FDOT will link project selection and investment decisions to anticipate target achievement. All Bridge, Pavement and System Performance targets are not required to be addressed in the October 2018 TIPs. In future TIPs, MPOs will need to explain how the program of projects from the prior TIP achieved results or what progress was made if results were not achieved.

Ms. Brunelle outlined important upcoming dates, including:

- June 15: FDOT HPMS submittal for new PM3 travel time metrics. FDOT will submit Urbanized Area Boundaries if setting PM3 urbanized targets.
- Aug 31: FDOT will set Safety 2019 Target.
- Oct 1: S/TIP with Safety Targets Addressed.
    - FDOT will 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 14: MPO Sets Bridge, Pavement and System Performance Targets

Ms. Brunelle concluded by presenting the Florida TMA Certification Risk Assessment Process for 2018. Federal regulations require that FDOT, as the pass-through entity for federal planning funds, assess the level of risk for each TMA MPO and undertake monitoring activities, as appropriate, depending on the identified risk level of the MPO. The FL TMA Certification Risk Assessment focuses on the Federal Risk. Each MPO's risk level will be assessed using a scale of low, moderate, elevated, and high.

The FL TMA Certification Risk Assessment will addresses risk at the program level instead of the project level. It will be an individualized certification review, not one size fits all, and will shape the way FHWA approaches responsibilities. FHWA will still provide technical assistance, and require approvals.

The new assessment will feature a few visible changes including:

- New Appendix in the Certification Report
- Streamlined Certification Report Sections
- Timing and Quantity of Certification Review Questions
- Shortened Site Visits

Peter Buchwald, St. Lucie TPO, asked for clarification on the Code of Federal Regulations (CFR) reference for incorporating performance targets into the TIP. Ms. Brunelle explained that the language can be found in 326 C and 326 D and if an MPO set their own target then the MPO needs to define how they are going to meet their target.

• BUSINESS ITEMS & PRESENTATIONS

A. MPOAC FREIGHT COMMITTEE PROJECT PRIORITIES LIST

Michael Williamson, Cambridge Systematics, Inc., gave an overview of the 2018 Freight Priorities Project List.

Since 2013, the MPOAC Freight Committee has met 15 times. The Freight Committee worked with the 27 Florida MPOs to develop a process whereby MPOs can submit their highest priority freight-related transportation projects to the MPOAC who in turn assembled a statewide MPO priority list which will be shared with the Florida Department of Transportation (FDOT).

The process started with a "Call for Projects" email that was distributed to each MPO on March 12, 2018. MPOs were then provided with a fact sheet, instructions, and a check list template. In addition, training webinars were conducted on March 16, 2018 and March 19, 2018. MPOs were then asked to complete check lists for up to 3 eligible projects. Project check lists were reviewed for completeness and vetted for content. Requests for additional information were submitted to each MPO. Final checklists were reviewed and used to develop the 2018 MPOAC Freight Priorities Project List.

A total of 37 projects were submitted by 16 of Florida's 27 MPOs. Projects were provided by MPOs in all 7 FDOT Districts. All projects supported at least 2 Florida Transportation Plan (FTP) goals with the majority supporting 3 or more. All projects were screened by the MPOAC Freight Committee to insure that the projects support the agreed upon intent of the program. The list of projects (included in the meeting agenda package) is intended to assist FDOT in their project programming efforts.

Projects are listed in alphabetical order and then by MPO name. Each project has the same priority.

Pat Steed, Heartland Regional TPO, moved to approve the list of 2018 MPOAC Freight Priority Projects for transmittal to Florida DOT. Beth Alden, Hillsborough MPO, seconded. The motion carried.

B. 2018 MPOAC MEETING SCHEDULE

Mr. Carl Mikyska, MPOAC Executive Director, gave a brief overview about the upcoming MPOAC meeting schedule.

At the February 01, 2018 MPOAC Governing Board Meeting, direction was given to MPOAC staff to conduct a survey of the 27 MPOs and determine what days of the month the MPOAC could meet without conflicting with one of the MPO's Governing Board meeting dates. Understanding that the day before a Board meeting is also a busy day for MPO staff, attempts were made to avoid those days as well. Holidays were also to be avoided.

The objective is to set a standard meeting schedule and have MPOAC staff set meeting dates at least three years in advance. This would be helpful for MPOs in scheduling meeting dates (for committees, project advisory groups, public meetings, etc.) and for MPOAC Governing Board members in setting their busy calendars.

Mr. Mikyska then shared calendars of available dates for upcoming MPOAC meetings for the next three years, as identified through the survey.

A discussion took place about the available meeting dates. Many members stated that they would have conflicts with the suggested meeting dates and asked that Wednesdays be removed from the calendar as an available meeting day. Greg Stuart, Chair, Broward MPO recommended that the available dates be revised and presented again at the upcoming MPOAC meeting in August.

Phil Matson, Indian River County MPO, moved to revise the available meeting date calendars and present them again at the upcoming MPOAC meeting in August. Greg Slay, Capital Region TPA, seconded. The motion carried.

C. FINAL MPOAC FY 2019-20 UPWP APPROVAL

The MPOAC Draft Unified Planning Work Program (UPWP) has been developed by MPOAC Staff. The draft UPWP (included in the agenda package) was distributed to FDOT, FHWA and FTA for review and comment. The draft was also distributed to the 27 Florida MPOs and the MPOAC email contact list. Additionally, the draft UPWP was available on the MPOAC

website with a request for comments for 21 days. All comments received have been addressed in the current draft UPWP.

Denise Bunnewith, North Florida TPO, moved to approve of the draft MPOAC FY 2019-20 UPWP as presented and allow MPOAC staff to make any changes as necessary and requested by approving agencies. David Hutchinson, Sarasota/Manatee MPO, seconded. The motion was approved.

D. DISABLED VETERANS AND FLORIDA TOLLS

At the February 01, 2018 MPOAC Governing Board Meeting, MPOAC staff were directed to craft a resolution which would request that disabled veterans be exempted from tolls on Florida's toll facilities. MPOAC staff produced a resolution (included in the agenda package) addressing the direction given by the MPOAC Governing Board and clarified that the exemption from tolls would apply only to Florida residents who are disabled veterans.

Gary Harrell, Charlotte County-Punta Gorda MPO, moved to approve the proposed resolution. Pat Steed, Heartland Regional TPO, seconded. The motion carried.

E. AV/CV MARKET PENETRATION IN MPO LRTPS

Mr. Mark Reichert, FDOT Office of Policy Planning, FDOT, introduced Dan Beaty, HNTB, to discuss a nearly completed FDOT funded guidance document entitled, "Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles" (referred to as ACES).

The purpose of the document is to provide guidance to MPOs regarding the potential effects of automated vehicles (AV) and connected vehicles (CV) may have on Long Range Transportation Plans (LRTPs).

"Automated" means the car essentially drives itself. "Connected" means the vehicle can communicate with other vehicles, people, or infrastructure. "Electric" vehicles (EV) are included because most prototype autonomous vehicles have electric propulsion. Finally, shared-use vehicles are those vehicles that can be utilized by more than one person. Transit busses and Uber or Lyft vehicles are examples of shared use vehicles.

The project analyzes different scenarios for AV/CV integration into vehicle fleets and their impact on transportation demand. The second component of the project is MPO coordination through the MPOAC and the Florida Model Task Force on other AV/CV planning considerations such as impacts to socio-economic assumptions, infrastructure plans such as vehicle charging stations, and traffic operations planning.

One product of this effort is the development of an MPO Planning Guide to assist MPOs during LRTP updates on potential considerations of AV and CV in the future years.

Mr. Beaty then described six possible scenarios for future integration of AV/CV technologies into the vehicle fleet. These include scenarios where the technologies enhance the driving experience, scenarios where drivers become mobility consumers in an increasingly autonomous fleet, and scenarios where the technology is slowly rolled out by focusing on incremental advances in safety and other driver support services.

As MPOs go through their LRTP update process, Mr. Beaty noted that it's important to consider the six potential scenarios and to discuss these with the public to help determine which scenario seems most likely and has community support for its influences on the system. At that point, MPOs can consider including specific ACES projects or traditional projects with ACES enhancements into their LRTPs. They can also analyze how ACES may impact their performance targets. They can also align the most likely scenario with the goals and objectives of the Florida Transportation Plan (FTP).

Mr. Beaty continued by describing how ACES has the potential to dramatically impact the revenues associated with transportation. From increased use of electric and hybrid vehicles reducing the need for gasoline and therefore reducing gas tax collections, to automated vehicles not needing to park and driving safer causing a reduction in parking garage revenues, to a reduction in speeding ticket revenues, ACES can impact a region's ability to fund transportation through traditional sources. It's important for a region to understand exactly what regional funds are used for transportation projects, so they can understand how this may affect their ability to fund projects in the future.

Mr. Beaty informed the membership that FDOT has also recently partnered with CUTR to conduct a study that will dive a little deeper into conducting a comprehensive market penetration analysis of AV and alternative fuel vehicles and what the potential impact will be on system vehicle miles travelled (VMT). The study will also consider future transportation funding needs and revenue requirements as market penetration rates are achieved. The study will additionally take into account what the potential increased use of technology has for innovative funding opportunities. The guidance provides some national examples of how other areas are working to broaden the net of revenue sources to fund transportation improvements.

Mr. Beaty noted that the guidance document is not a set of rules that every MPO must follow. Instead, it is intended to help frame the discussion, provide some reasonable parameters for consideration when developing LRTP goals, objectives, or performance measures, and help link ACES implications or opportunities to LRTP development. Mr. Beaty

concluded his presentation by highlighting a couple of the areas summarized in the report that can help guide the framework for MPO LRTP development.

Denise Bunnewith, North Florida TPO, praised the study, voiced her concern about budgeting, and creating an LRTP that appropriately addresses AV/CV technology. She asked for guidelines or insights. Ms. Karen Brunelle replied that everything is continuing to evolve and that MPOs need to be flexible. Mr. Beaty added that FDOT plans to give MPOs a place where they can start and said the MPOs are better off to start planning for ACES now than putting off consideration until later.

Due to time restraints Greg Stuart, Chair, Broward MPO asked that FDOT come back at a future date to continue its presentation on guidance for ACES. He also moved to postpone items 6F and 6G for a later date and have Items 7 and 8 discussed offline. The motion carried.

F. DBE DATABASE AND MPO PARTICIPATION

Postponed.

G. TRAC-N-RIDES PROGRAM UPDATE

Postponed.

• COMMUNICATIONS

N/A

• MEMBER COMMENTS

Gary Harrell, Charlotte County-Punta Gorda MPO, announced that they are taking applications for an open planner position and to contact him if they have a potential candidate in mind.

• ADJOURNMENT

Beth Alden, Hillsborough MPO moved to adjourn. Greg Slay, Capital Region TPA, seconded. The meeting adjourned at 2:36 p.m.

The next meeting of the MPOAC Staff Directors' Advisory Committee will be held on August 02, 2018 at the Orlando Airport Marriot Lakeside, 7499 Augusta National Drive, Orlando, FL 32822.

The MPOAC has reserved a block of rooms for $145 per night for the nights of August 1st and 2nd. The Marriot's phone number is (407) 851-9000.

Item Number 3

Public Comments (non-agenda items)

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 showing expenditures and budget for the full state fiscal year 2018 and a list of activities of the MPOAC from May through June of 2018.

MPOAC finished state fiscal year 2018 under budget.

REQUESTED ACTION:

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

ATTACHMENTS:

1. UPWP Activities Report – May through June 2018
2. MPOAC Budget Report – State Fiscal Year 2018

MPOAC Quarterly UPWP Report
May 2018 – June 2018

Task 1.1 – Development of UPWP

- Finalized the MPOAC UPWP for State Fiscal Years 2019-2020 using a new format as directed by MPOAC Leadership.

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 MPOAC Governing Board and Staff Director's Committee Meetings.

Task 1.4 – Legal Services

- Represented MPOAC at the June quarterly meeting of the MPOAC Governing Board and Staff Director's Committee Meetings.
- Working with the Executive Director, researched and prepared a resolution related to Tolls in Florida and Disabled Veterans.

Task 1.5 – Membership Dues

- All State Fiscal Year 2018 dues are paid except ITS Florida – They have not submitted an open records statement which is required by Florida Department of Financial Services to release their membership dues. MPOAC has requested this statement from ITS Florida multiple times.

Task 1.6 – MPOAC Administration

- Ongoing task, payment of invoices, requisitions, travel vouchers and expenses of MPOAC – occurring quarterly.
- Began the annual contracting process for CUTR and Legal Services.

Task 2.1 – Intergovernmental and Regional Coordination

- Participated in the Florida Greenways and Trails Foundation Meetings.
- Attended the National Association of Regional Councils annual conference in Orlando, FL.
- Working with Florida DOT, assisted in developing example language for Florida MPOs to use in their LRTPs and TIPs related to Performance Measures.

Task 2.2 – MPOAC Agenda Packages & Meetings

- Hosted the June 07, 2018 meetings of the MPOAC Freight Committee, Noteworthy Practices Working Group, Staff Director's Committee and the MPOAC Governing Board meetings.
- Produced the agenda packages for the June 07, 2018 MPOAC Staff Director's Committee and Governing Board meetings.

Task 2.3 – MPOAC Policy and Technical Committee

- Produced an agenda and assembled meeting materials for the July 16, 2018 Policy and Technical Committee meeting.

Task 2.4 – MPOAC Freight Committee

- Transmitted the MPO Freight Project Priorities list, as approved by the MPOAC Staff Directors' Committee and Governing Board to Florida DOT.

Task 3.1 – MPOAC Policy Positions

- Produced a set of draft policy positions to be used in the 2019 legislative session for consideration by the MPOAC Policy and Technical Committee.
- Researched the origin of HB 575 and why it was introduced.
- Communicated with one of the sponsors of the 2018 Texting While Driving Bill.

Task 3.2 – MPOAC Website

- Maintained and updated as necessary the MPOAC.org website.

Task 3.3 – MPOAC Institute Training Activities

- Conducted the June 01-03 training in Tampa.
- Summarized the participant survey information and prepared a power point presentation of the data.

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

- Continued working with Florida DOT and MPOs to produce the "Roles and Responsibilities" document.
- Have regularly met with, and coordinated with, the Florida DOT Forecasting and Trends Office regarding MPO customized performance measures.
- Coordinated with several offices in FDOT, AMPO, NARC and Florida MPOs on the Federal Register Notice of Agency Information Collection Activities: Request for Comments for a New Information Collection which was noticed in the May 09, 2018 Federal Register.

Task 4.5 – MPOAC Strategic Plan and Implementation

- Produced the agenda and hosted the June 07, 2018 meeting of the Noteworthy Practices Committee.
- Produced the agenda package for the upcoming July meeting of the Complete Streets Committee.

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

Category	Annual Allocation	1st Qtr Expenditures 7/1/17-9/30/17	2nd Qtr Expenditures 10/1/17-12/31/17	3rd Qtr Expenditures 1/1/18-3/31/18	4th Quarter Expenditures 4/1/18-6/30/18	Expenditures to Date	Remaining Balance
Salaries/Benefits	$ 175,000	$ 43,220	$ 46,932	$ 45,535	$ 39,313	$ 175,000	$ -
Expense	$ 45,807						
Travel	$ 20,000	$ 5,693	$ 4,525	$ 2,208	$ 4,037	$ 16,463	$ 3,537
Meetings	$ 18,000	$ 3,767	$ 4,535	$ 8,439	$ 7,948	$ 24,689	$ (6,689)
Administrative	$ 5,887	$ 832	$ 602	$ 226	$ 308	$ 1,968	$ 3,919
Membership Dues *	$ 1,920	$ 1,000	$ 500	$ -	$ -	$ 1,500	$ 420
Contracted Services							
General Counsel	$ 22,000	$ 984	$ 3,922	$ 6,680	$ 676	$ 12,262	$ 9,738
Transportation Planning							
Univ. South FL (CUTR)	$ 92,500	$ 13,750	$ 13,750	$ 32,500	$ 32,500	$ 92,500	$ -
MPOAC Institute	$ 85,000	$ 12,750	$ 12,750	$ 17,000	$ 42,500	$ 85,000	$ -
Strategic Plan							
Florida State University	$ 5,000	$ -	$ -	$ -	$ -	$ -	$ 5,000
Total Federal Funds	$ 471,114	$ 81,996	$ 87,516	$ 112,588	$ 127,282	$ 409,382	$ 15,925
Advocacy Activities Local Funds	$ 10,000	$ -	$ 1,810	$ 6,807	$ 416	$ 9,033	$ 967
Total Budget	$ 481,114	$ 81,996	$ 89,326	$ 119,395	$ 127,698	$ 418,415	$ 16,892

***** FBT, FPTA, ITSFL

Item Number 4B

Executive Director's Report
MPOAC Weekend Institute Overview

DISCUSSION:

Mr. Carl Mikyska, MPOAC Executive Director, will be presenting an overview and the results of the participant survey from the two 2018 sessions of the MPOAC Weekend Institute.

REQUESTED ACTION:

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

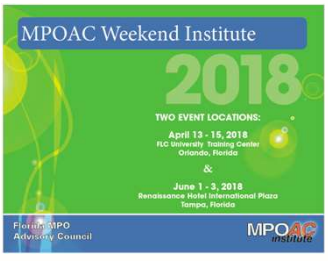
ATTACHMENT:

Power point slides

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



MPOAC institute

Institute Trainers

MPOAC institute

MPO Board Members Attending MPOAC Institute Training

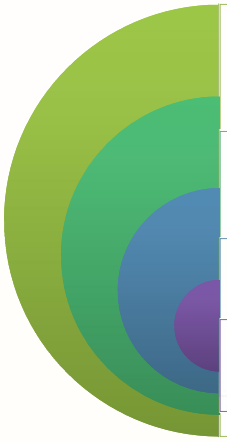
Total Still On Board	Total No Longer on Board	Total Attendees
178	149	327
54%	46%	100%

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

MPOAC institute

MPOAC Weekend Institute Evaluation Results from 2007 to 2018

Did the Institute effectively inform you on the following topics?

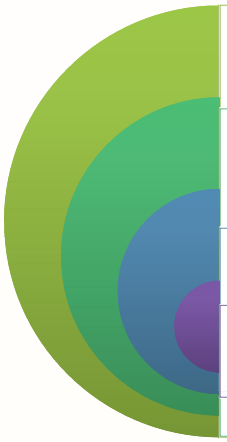


	Average:
The origins of MPOs and MPO Board responsibilities and authority	• 4.91
Basic concepts and principles in transportation planning	• 4.80
MPO products and processes	• 4.74
Critical funding issues and sources of transportation funding	• 4.81

MPOAC institute

MPOAC Weekend Institute Evaluation Results from 2007 to 2018

Was the Institute format effective?



	Average:
Notebooks and materials were helpful	• 4.85
Overall, presentations were effective and informative	• 4.80
Q & A and discussion format was effective	• 4.68
Jeopardy was effective and useful reinforcement	• 4.67

MPOAC institute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• 727.916.2599
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MPOAC institute

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:

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

REQUESTED ACTION:

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

ATTACHMENTS:

None

Item Number 5B

Agency Reports – Florida Division of Federal Highway Administration

DISCUSSION:

Ms. Karen Brunelle, Director, Office of Project Development and Ms. Stacie Blizzard of the Planning Team will bring forward information on the following topics:

- Announcements
- Funding Opportunities
- Transportation Performance Measures Updates

REQUESTED ACTION:

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

ATTACHMENT:

Transportation Performance Measures Update Power Point Slides

Transportation Performance Measurement

Updates

August 2018

US 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

Item Number 6A

Business Items & Presentations
Legislative Policy Positions and Outreach

DISCUSSION:

The 2019 Florida legislative session will start on March 5, 2019. Legislative committees will begin meeting a few months prior to the general session. In order for the MPOAC to have adopted policy positions available for distribution prior to the start of legislative committee meetings, the MPOAC Governing Board will need to formally adopt a platform of positions at the August 02, 2018 meeting.

The MPOAC Policy and Technical Committee reviewed the 2018 policy positions and considered new policy positions for the 2019 legislative session.

The Executive Director will present upcoming efforts by MPOAC to assist member MPOs in educating elected officials about the value of the MPO process.

REQUESTED ACTIONS:

Recommendation to the MPOAC Governing Board adoption of the policy positions as presented in the attachment.

ATTACHMENT:

Draft 2019 MPOAC Legislative Policy Positions

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

2019 DRAFT LEGISLATIVE POLICY POSITIONS
(Underlined text indicates additions to the 2018 Policy Positions)

Priority Policy Positions

The MPOAC supports State Legislation that:

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

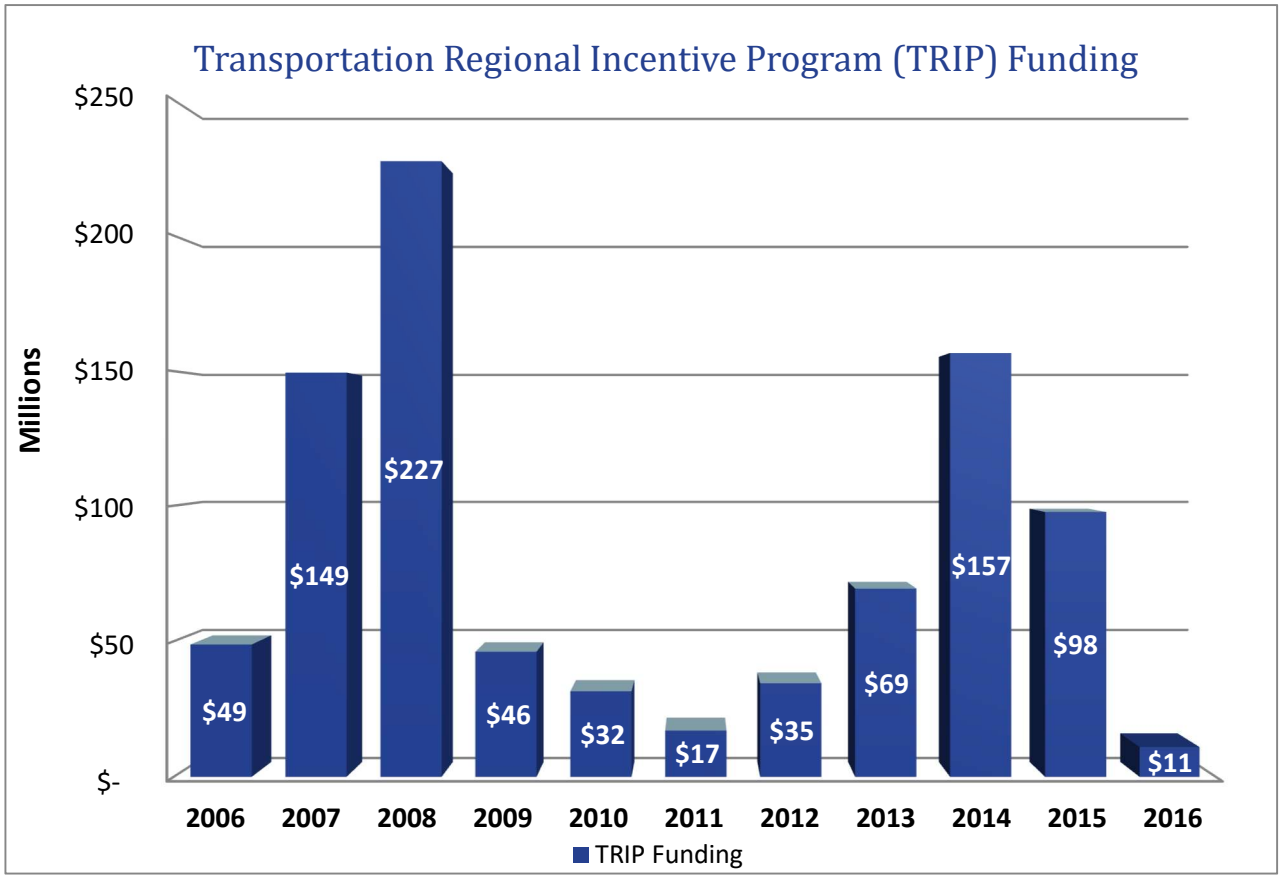
   Key Recommendations:

   - 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.

2. 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.

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



Additional Policy Positions

The MPOAC supports State Legislation that:

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

   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.

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

   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.

6. 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.

7. <u>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.</u>

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 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.

Item Number 6B

Business Items & Presentations
2019 MPOAC Meeting Schedule

DISCUSSION:

At the February 01, 2018 MPOAC Governing Board Meeting direction was given to MPOAC Staff to conduct a survey of the 27 MPOs and determine what days of the month MPOAC could meet without conflicting with one of the MPO's Board meetings. Understanding that the day before a Board meeting is also a busy day for MPO Staff, those days were avoided as well.

At the June 07, 2018 meetings of the MPOAC Staff Directors and MPOAC Governing Board the results of the survey were presented. Direction was given to MPOAC staff to revisit the calendar and to remove from consideration any MPO whose representative did not attend the last four MPOAC Governing Board meetings. Attached are the results of the survey which was conducted by MPOAC staff and calendars for the next two years showing dates available for MPOAC meetings. Dates highlighted/shaded are dates available for MPOAC meetings.

The objective of the study is to set a standard meeting schedule and have MPOAC Staff set meeting dates at least two years in advance. This is helpful for MPOs that do not have a set methodology for setting meeting dates, those MPOs would be able to see the future MPOAC meeting dates and avoid them when setting their calendars for the coming year.

MPOAC staff also considered the availability of legal counsel to attend and guide both the Staff Directors and Governing Board through the nuances of both federal and state laws affecting the business of MPOAC, the member MPOs and the Florida DOT.

REQUESTED ACTIONS:

Staff is recommending the last Tuesday of January, April, July and October for quarterly meeting dates in calendar years 2019 and 2020. Recommendation of these days to the MPOAC Governing Board for their approval.

ATTACHMENTS:

1. Meeting date survey summary document
2. Calendars showing available meeting dates for 2019 to 2021
   Note: Dates highlighted/shaded are available dates

MPOAC Scheduling Survey

2019-2021

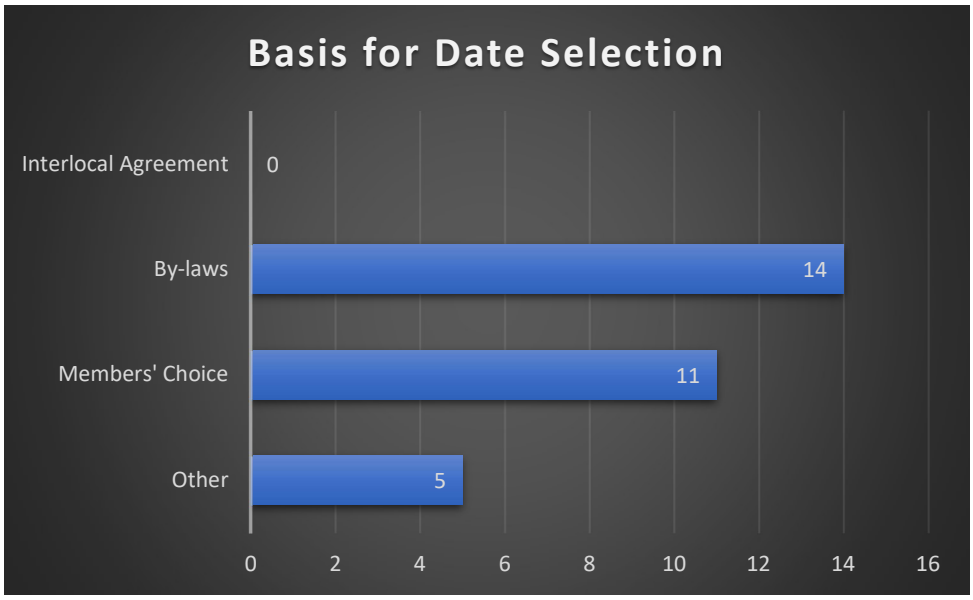
MPOAC

Table of Contents

MPOAC Scheduling Survey

The Center for Urban Transportation Research (CUTR) at the University of South Florida (USF) was tasked with conducting a survey regarding MPO Governing Board meeting dates at the direction of the MPOAC Executive Director. The survey asked when MPO Governing Boards meet and what methods were used to determine meeting dates. The survey was administered electronically using the survey program Qualtrics. An individual link was generated for each of the 27 MPOs and sent to the appropriate MPO via email during April 2018. The survey contained 14 possible questions, consisting of multiple choice and short-answer style items, as well as an interactive 2018 calendar that allowed respondents to select the dates for their Governing Board meetings for the entire year. The information collected from this survey will be used to create the 2019 MPOAC calendar, as well as future years' calendars, in a manner that avoids scheduling conflicts to the maximum extent feasible.

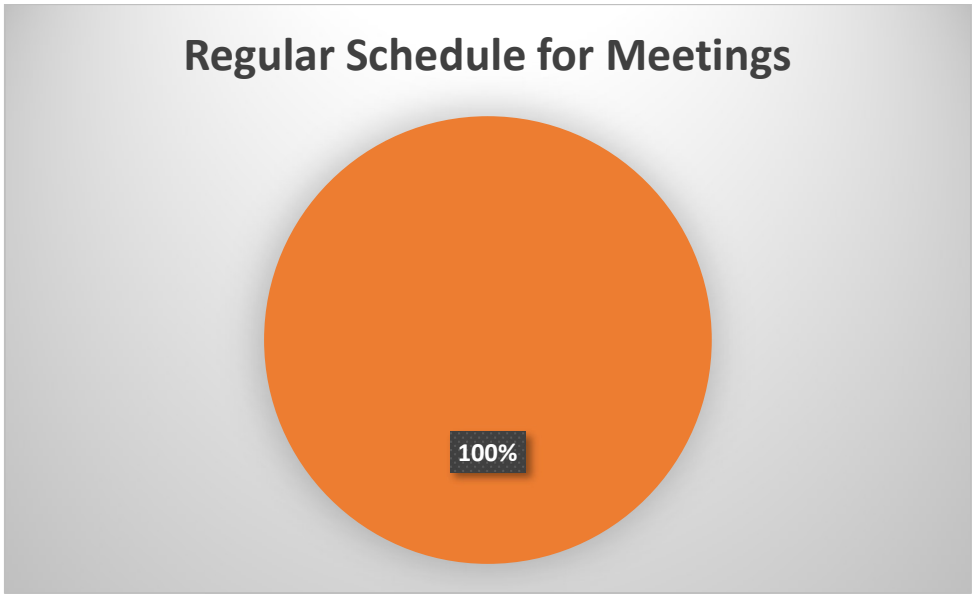
How are your meeting dates determined? Choose all that apply.



The majority of meeting dates were determined by either the organization's by-laws or the Governing Board members' choice. Some MPOs chose more than one answer for this question, bringing the total number of responses to 30. Multiple responses or responses recorded as "Other" were further explained as follows:

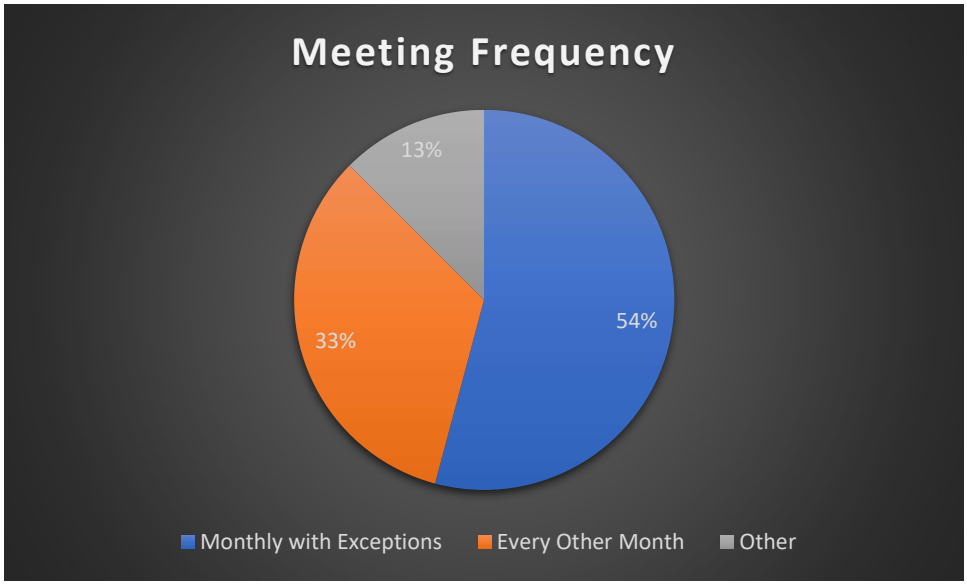
- ⇒ "Staff decision based on work product and annual due dates."
- ⇒ "The Board has met the second Thursday of the month for 30 or more years"
- ⇒ "Based on when the UPWP tasks and activities are to be completed"
- ⇒ "Each year a draft Board meeting schedule is distributed in the last quarter for the next calendar year, and adjusted based on any Board member comments received. That schedule is then presented to the Board and published for the upcoming year."
- ⇒ "Normally the first or second Monday of designated months. But meeting days are adjusted for availability of the … County Commissioners Meeting Room. We use that as it is set up for live broadcast and recording of our meetings."

Does your Governing Board meet on a regular schedule?



Every MPO reported that they meet on a regular schedule.

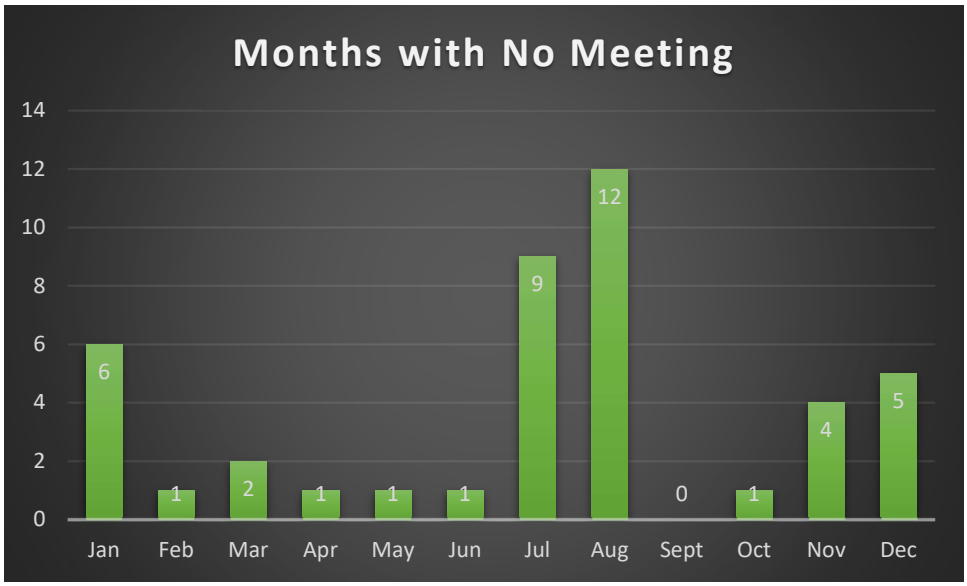
How often does your Governing Board meet?



Choices for this question included: Quarterly, Monthly, Monthly with Exceptions, and Other. No MPO reported meeting on a quarterly basis. While "Every Other Month" was not listed as a multiple choice option, 8 organizations were found to meet on an every other month schedule based on their answers listed under "Other." This category comprises a third of all MPOs and should be added to future surveys. MPOs who answered "Other" but did not meet every other month explained the frequency of their meetings as follows:

- ⇒ "Typically, the … MPO Board meets 6 times per year: every other year a 7th meeting has been added when the Legislature meets in January; no meetings in July and August; and meetings are held in April, May and June in order to review documents and meet deadlines before the end of the fiscal year."
- ⇒ "Regular meetings are five times/year corresponding to required Board actions [or] for MPO business."
- ⇒ "Executive Committee meets first Thursday and Full Board on second Thursday."

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



Any organization that reported meeting "Monthly with Exceptions" was asked to clarify which months were exceptions to their regular schedule and why these were left out. Three MPOs reported meeting monthly without exceptions, but it was noted on their calendar responses that they did skip certain months of the year in 2018. September was the only month in which no MPO reported an exception; July and August saw the highest amount of reported exceptions at 9 and 12 MPOs skipping these months, respectively. Explanations for months with no meeting were given as follows:

- ⇒ "Because Christmas and New Year's/vacations it is too difficult to get agenda packages prepared and distributed for a January Meeting. We do not meet in July because it is difficult to get a quorum due to summer vacations."
- ⇒ "The Counties and the cities take off in July and August and in addition the Board recently discussed cutting down the number of meetings and that is why December came out as well."
- ⇒ "Not needed to conduct business"
- ⇒ "August is traditionally skipped for vacations. December is a more recent change to balance work load, but contingent on hurricane season."
- ⇒ "Meetings are held in February and August but later in the month due to MPO Board members having conflicting meetings. Usually our meetings are held on the second Thursday of the month outlined in the MPO Board Bylaws."
- ⇒ "expected lack of attendance"
- ⇒ "expected lack of attendance due to summer vacations and holiday vacations"
- ⇒ "These meetings are not necessary to comply with all requirements in the business cycle."
- ⇒ "Schedules are developed based MPO product due dates and on anticipated Board actions such as adoption of UPWP, Priorities, TIP, Performance Measure targets, LRTP,

amendments, etc., and on local jurisdiction preference, such as some of our jurisdictions recess (do not meet) in July and/or August and members requested that the MPO Board not meet in those months."

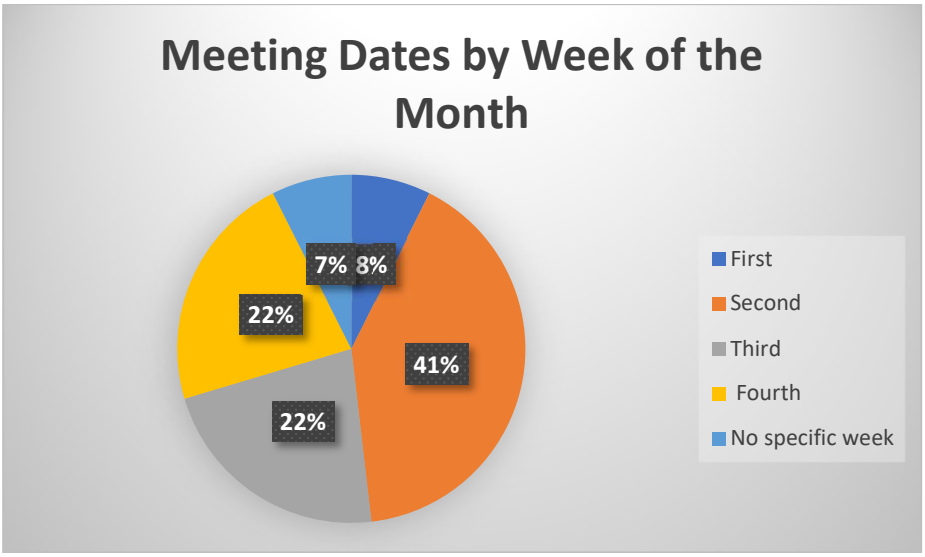
⇒ "January - agenda package has to be prepared over Christmas. Problem for staff
June - County Commission vacation month."
August - Conflict with League of Cities annual meeting"

⇒ "In January our TPA attends the regional Safe Streets Summit that rotates locations between Broward, Miami-Dade and Palm Beach.
In August and November we do not hold meetings as these months usually have lower attendance due to vacations."

⇒ "Expected lack of attendance. Also, meetings that are held typically correspond to the Federal and State Deadline Calendar (i.e. Priorities are due in September; the UPWP is due in May; the TWP is typically reviewed in October or November); etc."

⇒ "July, August - Summer break for the City of … and … County board members
December – holidays"

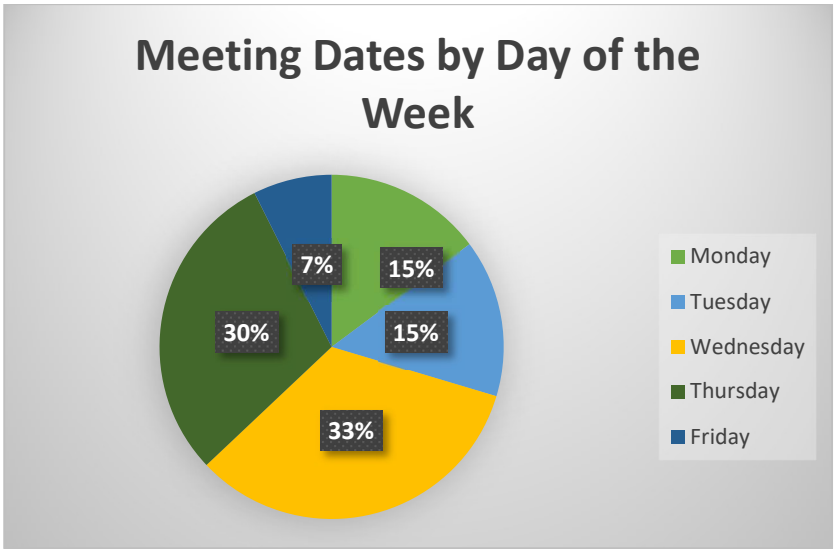
During which week of the month are your meetings held?



The most common week of the month for MPO Governing Board meetings was the second, used by 41% of MPOs surveyed, with the third and fourth weeks combined making up another 44% of all respondents. 7% did report that, although they met regularly, they did not have a specific week during the month that remained constant for their meetings dates. Explanations for this answer choice were as follows:

- ⇒ "Typically, the Board meets on the third Monday of the month unless it conflicts with a holiday (Presidents' Day) or is considered too close to a holiday (Christmas) or there is a deadline that needs to be accommodated (UPWP/May 15th every other year)."
- ⇒ "The Governing Board usually meets on the third or fourth week. However, in the month of December they will meet the 1st Thursday of the month."

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



A third of MPOs meet on Wednesday, and roughly another third meet on Thursday. Friday is the least common day for Governing Board meetings, with only two organizations (7%) choosing to meet on a Friday. Respondents were given an option for "No specific day," but none chose this answer.

Meeting Schedule by MPO

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

Using the available meeting dates and the direction given by the MPOAC Governing Board at their June 07, 2018 meeting to only consider the schedules of members who have attended at least one meeting of the last four MPOAC Governing Board meetings, the last Tuesday of first column as well as the first and fourth Thursday of each month are consistently available for MPOAC meetings. The methodology used in identifying available dates was to avoid meeting on the day of members' MPO governing board meetings as well as the day before an MPO governing board is scheduled to convene. The MPOAC legal counsel is available regularly on the last Tuesday of the first column of months.

2019-2021 Calendars of Available Meeting Dates

Calendars begin on the following page; available days for MPOAC meetings are highlighted in green.

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
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AUGUST

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18	19	20	21	22	23	24
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SEPTEMBER

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29	30	1	2	3	4	5
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OCTOBER

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20	21	22	23	24	25	26
27	28	29	30	31	1	2
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NOVEMBER

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17	18	19	20	21	22	23
24	25	26	27	28	29	30
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DECEMBER

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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
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FEBRUARY

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9	10	11	12	13	14	15
16	17	18	19	20	21	22
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MARCH

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22	23	24	25	26	27	28
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APRIL

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19	20	21	22	23	24	25
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MAY

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24	25	26	27	28	29	30
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JUNE

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21	22	23	24	25	26	27
28	29	30	1	2	3	4
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JULY

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AUGUST

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SEPTEMBER

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OCTOBER

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18	19	20	21	22	23	24
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NOVEMBER

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DECEMBER

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20	21	22	23	24	25	26
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YEAR

2021

MPOAC Meeting Dates

JANUARY

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24	25	26	27	28	29	30
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FEBRUARY

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MARCH

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APRIL

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MAY

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JUNE

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JULY

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AUGUST

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SEPTEMBER

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OCTOBER

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NOVEMBER

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DECEMBER

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Item Number 6C

Business Items & Presentations
Consolidated Planning Grant

DISCUSSION:

At the MPOAC Leadership meeting which was held in Tallahassee on April 23rd and 24th the topic of a Consolidated Planning Grant (CPG) was discussed by FDOT and MPOAC leadership. The leadership expressed an interest in pursuing the CPG because it would offer an easing of administrative burdens on both the MPO and FDOT staff. It is anticipated that the CPG would not alter the burden on FHWA and would ease the administrative burden on FTA. There would be no financial impact to Florida's MPOs. If Florida chooses to pursue the CPG, it would be effective with the next round of MPO UPWPs (State Fiscal Years 2012-22).

The prospect of implementing the CPG is planned to be discussed in detail at the Florida Metropolitan Planning Partnership (FMPP) meeting on December 11th and 12th in Orlando Florida at the Rosen Plaza Hotel. The purpose of presenting this information at this meeting is to give some background information on the program to MPOs so that the implications of a CPG can be considered thoroughly by the membership before being discussed at the FMPP later this year.

REQUESTED ACTIONS:

None

ATTACHMENT:

Fact Sheet on the benefits of Consolidated Planning Grants

BENEFITS OF THE CONSOLIDATED PLANNING GRANT TO THE STATES AND MPOS

- **No SF–424 (standard Federal application) is required.** FTA and FHWA will accept the metropolitan (and statewide) planning work programs as the grant application for both FTA planning funds. FTA will not require a separate SF–424 from the State under the CPG.

- **Elimination of separate FTA and FHWA budget detail.** Under the CPG, FTA will not require a separate FTA and FHWA budget document with activity line items (ALIs) for work program activities, such as long-range planning or Transportation Improvement Program (TIP) development. When needed for programmatic, not budget review purposes by FTA or FHWA, this activity information will be obtained from the work program documents. Financial data (scope level) will come from the funding summaries at the end of the Unified Planning Work Program (UPWP), thereby eliminating the potential for budget revisions. This also saves the States and MPOs from having to prepare individual budgets.

- **Expedited authorization of work.** States/MPOs will have to wait for only one source of funds, not both, to be made available at the beginning of their program period. As long as any planning funds (FTA or FHWA) are available to the "Lead Grant Agency," those funds can be used for any of the work. Work will be authorized based on availability of combined FHWA and FTA funds. This should lessen, if not eliminate, the need to use FTA's Letter of No Prejudice or FHWA's Advance Construction provisions, given that some funds (FHWA or FTA) should always be available at the beginning of the work program period.

- **Elimination of multiple budget ALIs in TEAM.** TEAM will show only the combined FHWA/FTA funding programmed for each State. Budget ALIs will be reported for total funding. By using data at this aggregate level, it will not be necessary for transfers among work program line items to be entered into TEAM.

- **Simplified work activity, accounting and billing.** The State/MPO will not need to identify which categories of fund(s) are budgeted for specific work program activities in the UPWP. Similarly, UPWP expenditures will not need to be tracked by source of funds and work program line items. The MPO requests for reimbursement will not need to indicate the source of the Federal funds claimed. The State's bill will need to specify only a funding source to be drawn down.

- **One Federal oversight agency.** The "Lead Grant Agency" will have responsibility for day-to-day grant program support activities. Draft and final work programs and progress and financial reports will need to be submitted to the "Lead Grant Agency" only, which will also handle other administrative matters, such as work program changes, allowable cost determination, and audit processing. FTA and FHWA will retain their responsibility for program management and oversight, including the review of the UPWP and UPWP amendments. The FHWA Division Office and the FTA Regional Office will coordinate review of the final reports and mutually determine whether the grant is ready to be closed by the FTA

region. Therefore, States/MPOs will need to work with only one Federal agency on administrative issues.

- **Simplified procedures for fund carryover/grant extension options.** In non-CPG States, FHWA funds in previous grants (work programs) may be released and reprogrammed, upon request of the State, in new work programs at any time. Unexpended balances from FTA grants that exceed the four-year period of availability will lapse to the State if deobligated. FTA will work with States that elect to participate in the CPG on a case-by-case basis to close out previous FTA planning grants without the lapsing of funds. In CPG States, FHWA funds transferred to FTA will be administered by FTA and will remain in an open grant in the TEAM system until either the funds are disbursed or if any funds remaining will not be spent then they will be deobligated. The goal of the CPG program is to have only one combined FTA/FHWA grant to which all incurred cost will be charged during the State's or MPO's program period. This will reduce the number of open grants and the associated accounting and paperwork burden. States' participants in the CPG have the option to treat the CPG grants as one-year grants with a new project and grant created for each year's work program or amend the original grant to include several successive years' work programs. For example, the original grant could, through successive amendments, extend over the life of the reauthorization legislation. (Note that SAFETEA–LU restructured FTA accounts. Beginning in FY2006, CPG program funds are trust funded and new grants had to be established for CPG program funds. Grants can be amended in subsequent years.)

- **Consolidated reporting.** The State will submit periodic progress and financial reports to only the "Lead Grant Agency" instead of to both FHWA and FTA. Reporting annually is the required minimum, but it could be more frequent as agreed to by the field offices. Under the CPG program, progress and financial reports submitted by the State and MPO just need to specify the amount of total Federal funds that have been expended on specific activities and will not have to specify how much FHWA and FTA funds have been spent on activities. MPO reports will be submitted through States in accordance with State procedures. Similarly, products produced with the consolidated funds would only need to be submitted to the lead administrative Federal agency.

- **Continuing/combined subgrant agreements.** States can enter into continuing agreements with MPOs that cover FTA and FHWA funded planning and then issue annual letters requesting transfer of each year's funding. This eliminates the need for annual negotiations and legal review of subgrant agreements.

- **Single Federal match ratio.** States with differing FTA and FHWA match ratios have the option to use the higher matching ratio.

- **Consolidated single audit reporting.** Expenditures of FHWA funds transferred to FTA can be reported under FTA's CFDA number(s), and expenditures of FTA funds transferred to FHWA can be reported under FHWA's CFDA number.

Item Number 6D

Business Items & Presentations
Future Mobility Research Synthesis

DISCUSSION:

The purpose of this research which FDOT undertook focused on assembling in one document an overview of recent research on and practices around rapidly evolving transportation technology and trends. This research by FDOT is intended to support State Metropolitan Planning Organizations (MPO) staff and prevent duplicative research among the State's 27 MPOs. This reflects the growing interest in both the technology and societal impacts of future mobility through Automated/Connected/Electrified/Shared (ACES) mobility options. MPOs preparing their next long-range transportation plans (LRTPs), which will have a horizon year of 2045 or beyond, are concerned with how to address these issues. This research will assist Florida's 27 MPOs by offering guidance for MPOs developing LRTPs.

REQUESTED ACTIONS:

None

ATTACHMENT:

Future Mobility Research Synthesis Report

FLORIDA DEPARTMENT OF TRANSPORTATION

FUTURE MOBILITY RESEARCH SYNTHESIS

July 18, 2018

PREPARED FOR:
FLORIDA DEPARTMENT OF TRANSPORTATION

SUBMITTED BY:
RSG

55 Railroad Row
White River Junction, VT 05001
802.295.4999
www.rsginc.com

Prepared for the Florida Department of Transportation

by

RSG

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LIST OF FIGURES

LIST OF TABLES

LIST OF ABBREVIATIONS

ACES ..... Automated/Connected/Electrified/Shared
AV ..... autonomous vehicle
BRT ..... bus rapid transit
CAV ..... connected and autonomous vehicle
CV ..... connected vehicle
C-V2X..... cellular vehicle-to-internet communication
DSRC ..... dedicated short-range communications
EV ..... electric vehicle
ITS ..... intelligent transportation system
LRTP ..... long-range transportation plan
MaaS ..... Mobility as a Service
MPO ..... metropolitan planning organization
MTP ..... metropolitan transportation plan
NHTSA ..... National Highway Traffic Safety Administration
PAV ..... privately or personally owned autonomous vehicle
SAE ..... Society of Automotive Engineers
SAV ..... shared autonomous vehicle
SWOT ..... Strengths, Weaknesses, Opportunities, Threats
TNC ..... transportation network company
TRB ..... Transportation Research Board
UAS ..... unmanned aircraft system
VMT ..... vehicle miles traveled
vplph ..... vehicles per lane per hour
ZOV ..... zero-occupant vehicle

1.0 INTRODUCTION

This task work order synthesizes recent research on and practices around rapidly evolving transportation technology and trends. This synthesis will help FDOT support State metropolitan planning organization (MPO) staff and prevent duplicative research among the State's 27 MPOs. The subject of the synthesis reflects the growing interest in both the technology and societal impacts of future mobility, which FDOT defines using the acronym ACES, which stands for Automated/Connected/Electrified/Shared mobility options. MPOs preparing their next long-range transportation plans (LRTPs), which will have a horizon year of 2045 or beyond, are concerned with how to address these issues. This synthesis will ameliorate those concerns and offer guidance for MPOs developing LRTPs.

The synthesis first required a literature review. RSG set two limiting factors to guide the review:

1. Cite only academic research.
2. Cite no research published after February 1, 2018.

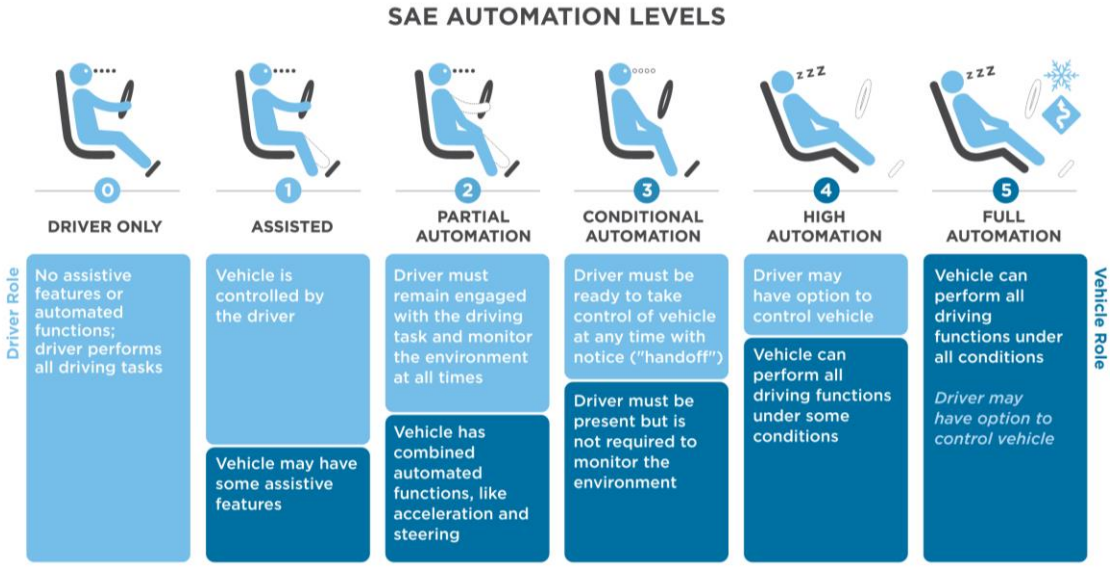
This synthesis relies primarily on the academic sources contained in the literature review, but it also cites some additional sources that are footnoted.

The framework depicted in Figure 2 and Figure 3 provided further structure using these definitions:

- **Passenger Modes**
  - **Connected vehicle (CV)**. These are otherwise conventional vehicles that have on-board communication technology—either dedicated short-range communications (DSRC) technology, a cellular alternative (C-V2X), or a network wide communication such as 5G. The purpose of these methods is vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), or vehicle-to-everything (V2X) communication.
  - **Autonomous vehicle (AV)**. These may range across the SAE spectrum depicted in Figure 1.
    - **Privately owned autonomous vehicle (PAV)**. The ownership model would not change from current standards, with AVs replacing conventional autos.
    - **Shared autonomous vehicle (SAV)**. Transportation network companies (TNCs) (like Uber or Lyft), transit authorities, or new business models may own autos. They are expected to operate in an on-demand model through reservations made via smartphone app and use algorithms to optimize trip-sharing and trip-chaining. The shared terminology is often used to refer to

both privately owned vehicles that are shared (e.g., Turo) and nonprivate ownership (e.g., fleet ownership). The shared terminology is sometimes incorrectly used to define vehicle occupancy.

FIGURE 1: LEVELS OF AUTOMATION DEVELOPED BY THE SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) INTERNATIONAL AND ADOPTED BY THE US DEPARTMENT OF TRANSPORTATION



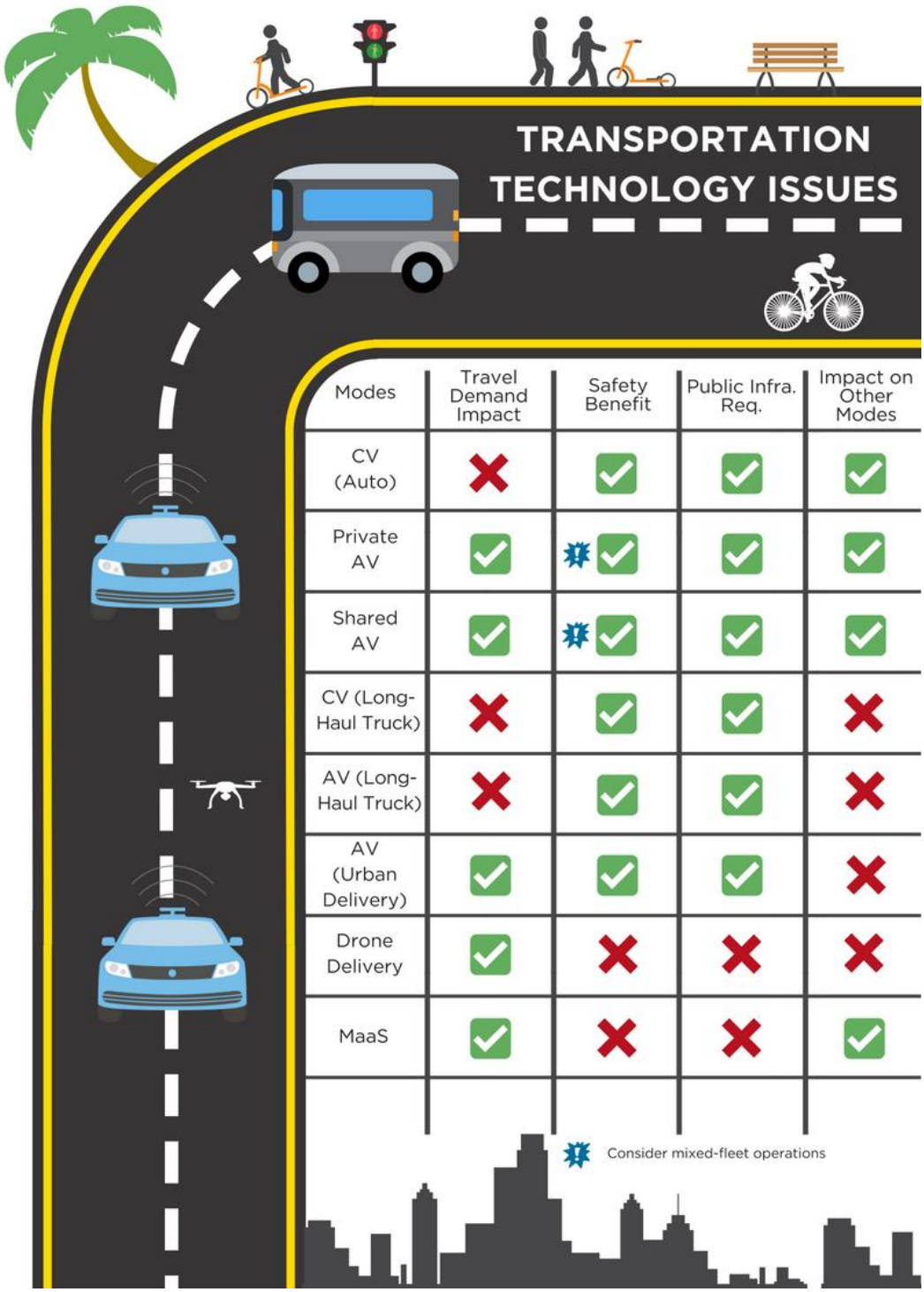
Source: RSG

- **Freight Modes**
  - **Connected vehicle, long-haul truck (CV-truck)**. These are otherwise conventional tractor-trailers that have on-board communication technology to support V2V, V2I, and V2X. A key V2V function is truck platooning. This allows trucks to travel in closely spaced groups to save fuel.
  - **Autonomous vehicle, long-haul truck (AV-truck)**. These will include high and full automation. Their use would likely be limited to long-haul trips.
  - **Autonomous vehicle, urban delivery (AV-urban truck)**. This includes trucks and related vehicles that are fully autonomous. They may be used for many purposes, including parcel delivery to homes and businesses, wholesale delivery to businesses, and garbage pickup and maintenance functions.
  - **Unmanned aircraft system (UAS)**. A subset of UAS are unmanned aerial vehicles, or drones, which have many uses; in this context, the purpose is package delivery.

- **Mobility as a Service (MaaS)**. MaaS is not about specific vehicle types; it is about people purchasing *trips* rather than vehicles. Currently, a person in a household that owns no vehicles may use transit, bikeshare, carshare, auto, or TNC for any given trip. Future mobility adds SAV to household choices.
- **Transportation Technology Issues**
  - **Travel demand impact**. Overall impact of each mode on trip-making by households and trips generated by businesses; effect on vehicle miles traveled (VMT), travel time, and congestion.
  - **Health and safety benefit**. Ability to reduce the number and severity of crashes. Positive public health benefits from automation, while maintaining benefits from utilization of active transport modes.
  - **Public infrastructure requirements**. What must transportation system owners and operators construct or deploy for a given mode to operate?
  - **Impact on other modes**. Most prominent is the impact on public transit, as it is currently constituted. Active modes, like walking and biking, have also been negatively affected by rise in ridesharing and TNCs.
- **Societal Issues**
  - **Social equity**. Impact on low-income and minority populations:
    - Will pricing preclude use of certain options by these populations?
    - Will underserved neighborhoods lack service? Or will these populations gain new mobility options?
    - Will technology barriers reduce access to new mobility options?
    - Will less desirable land uses like satellite parking or automated distribution centers be in underserved neighborhoods?
  - **Land use**. How will new mobility options change the way people select residential or business locations?
  - **Zoning and parking**. Impact on zoning requirements, especially in the realm of site design, and on-site and off-street parking. Adaptability of land uses to respond to new mobility options.
  - **Accessibility**. Impact on multimodal access to desired destinations.
  - **Employment—type and location**. Impact on specific employment types, both within and beyond the transportation sector and changes in location.

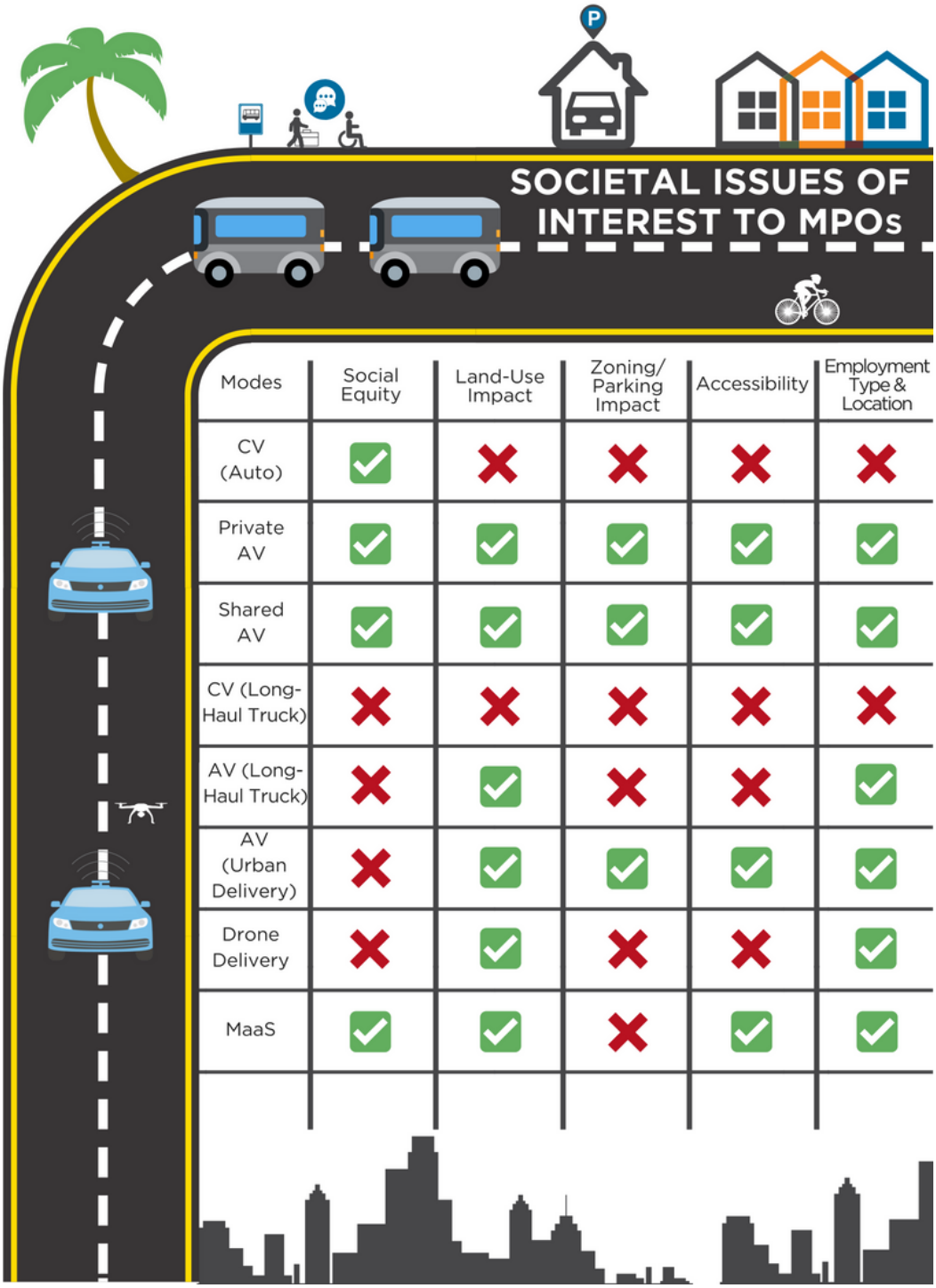
The breadth of findings revealed by this synthesis reflects the initial stages of development of the modes cited here. The purpose is not to draw conclusions, but to explain current thinking. This may sometimes be done via a “majority/minority” approach that indicates that much of the research supports a certain set of findings, but that other credible sources reach different conclusions. In other cases, no clear direction may yet exist, and that will also be shared.

FIGURE 2: TECHNOLOGY FRAMEWORK—TRANSPORTATION TECHNOLOGY ISSUES



Source: RSG

FIGURE 3: TECHNOLOGY FRAMEWORK—SOCIETAL ISSUES OF INTEREST TO MPOs



Source: RSG

2.0 SYNTHESIS[1]

MPOs are required to adopt a long range transportation plan (LRTP) that has a horizon year at least 20 years beyond the adoption date. An LRTP often relies on demographic forecasts that describe the future of population, employment, and land use to forecast travel demand. Next, a determination is made about the multimodal transportation system needed to serve that future region. This is then translated into a set of projects, actions, and strategies that guide the investment of federal, State, and other available financial resources.

Until recently, no reason existed for an MTP to assume significant changes in mobility options. Personal trips would be made by single or multioccupant auto, transit, bicycling, or walking. However, as suggested by this synthesis's framework, developing a successful LRTP with a horizon of 2045 or beyond now requires asking new questions that focus on the impact of future mobility options on personal travel and goods movement, transportation infrastructure, and land use:

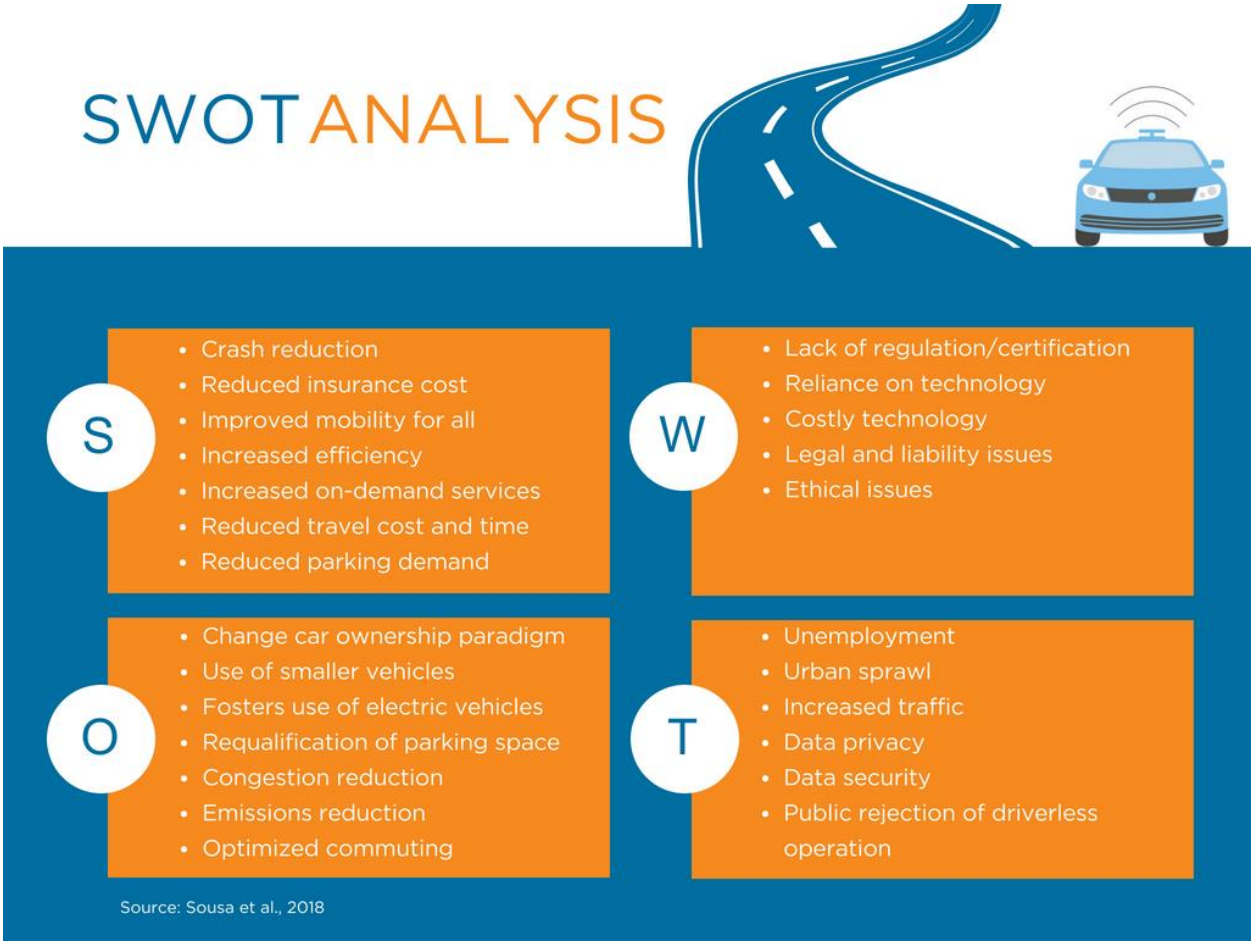
- What is the expected fleet composition and array of available mobility options at the midpoint of the LRTP and at the horizon?
- What is the expected timeline for implementing each form of future mobility?
- What is the expected impact on VMT and person-miles traveled (PMT)?
- What is the expected impact on mode share?
- Will there be new requirements and standards for physical infrastructure? For communications/intelligent transportation system (ITS) infrastructure?
- How will land-use forecasts be affected?
- How will transportation investment priorities and funding methods change to meet the region's transportation needs?

The Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis for AV shown in Figure 4, which is adapted from Sousa et al. (2018), provides a basis for working through many of these planning concepts.

Developing a successful LRTP with a horizon of 2045 or beyond now requires asking new questions that focus on the impact of future mobility options on personal travel and goods movement, transportation infrastructure, and land use.

[1] Sources from the Literature Review are identified with the author and date in parentheses and are listed in Section 3.0. Other references are footnoted.

FIGURE 4: SWOT ANALYSIS FOR AV



Source: RSG, based on research conducted by Sousa et al. (2018)

2.1 OVERARCHING ISSUES

This synthesis helps define two key overarching issues: the timeline of CAV[2] adoption and the CAV ownership model. Both are central factors to the development of LRTPs.

Timeline

Some uncertainty exists about the CV and AV adoption timeline (Figure 5), but agreement exists in the literature that CV adoption is imminent, with an important caveat. The National Highway Traffic Safety Administration (NHTSA) issued a Notice of Proposed Rulemaking in December 2016 regarding V2V communication. The proposed rule would require that all light-

[2] Because broad agreement exists that AVs will also be connected through similar forms of communication as conventional CVs, the acronym CAV (connected and autonomous vehicle) is often used.

duty vehicles come equipped with DSRC capability. NHTSA has not issued a Final Rule, leaving both the auto industry and public sector traffic operations agencies uncertain about whether DSRC or a cellular communication method will become the universal CV platform. Public agencies may consider the risk of deploying roadside devices and communication infrastructure to be too great until regulatory agencies promulgate clear guidance.

FIGURE 5: ADOPTION STEPS TO IMPLEMENTATION

Source: RSG

With AVs, the timespan between the introduction of AVs in the market and the achievement of near-universal fleet penetration is critical. The regulatory response and public costs and benefits are entirely different in mixed-fleet operations than for exclusive CAV operations. Specific impacts are addressed in the following section. An example scenario is whether CAV owners will demand exclusive AV lanes or facilities, so they can enjoy the full benefit of their vehicles.

Market penetration has been addressed by some research (Bozorg & Ali, 2016) in terms of modeling user acceptance. Vehicle cost, perceived risks and benefits, and peer influence will influence adoption rates. Savings on insurance and parking may offset, in part, added vehicle cost. Litman (2018) has proposed a detailed timeline of adoption and benefits (Table 1). While Litman (2018) sees fully autonomous vehicles available for sale in the 2020–30s, with some benefits accruing, he takes a more conservative view of market penetration. Litman (2018) projects a major share of AVs after 2040, near-universal use after 2050, and mandated use after 2060. A survey of OEMs[3] reveals that they all see fully autonomous vehicles being available around 2020. Several researchers (Wadud et al., 2016; Fagnant et al., 2015) note the average automobile fleet turnover rate of approximately 15 years, suggesting that it will take at least that long after initial market availability to realize significant penetration. This will require careful monitoring as to the potential for shared fleets that might alter expected behavior.

[3] Walker, J. 2018. "The Self-Driving Car Timeline — Predictions from the Top 11 Global Automakers," *Tech Emergence*. Please visit The Self-Driving Car Timeline - Predictions from the Top 11 Global Automakers: https:/www.techemergence.com/self-driving-car-timeline-themselves-top-11-automakers/.

TABLE 1: CV AND AV ADOPTION TIMELINE (SUGGESTED SCENARIO)[4]

Impact	Functional Requirements	Planning Impacts	Time Period
Become legal (already legal in Florida)	• Demonstrated functionality and safety	• Define performance, testing, and data collection requirements for automated driving on public roads	2015–25
Increase traffic density via vehicle coordination	• Road lanes dedicated to vehicles with coordinated platooning capability	• Evaluate impacts • Define requirements • Identify lanes to be dedicated to vehicles capable of coordinated operation	2020–40
Independent mobility for nondrivers	• Fully autonomous vehicles available for sale	• Allows affluent nondrivers to enjoy independent mobility	2020–30s
Autonomous carsharing/taxi	• Moderate price premium • Successful business model	• May provide demand-response services in affluent areas • Supports carsharing	2030–40s
Independent mobility for lower-income	• Affordable AVs for sale	• Reduced need for conventional public transit services in some areas	2040–50s
Reduced parking demand	• Major share of vehicles are autonomous	• Reduced parking requirements	2040–50s
Reduced traffic congestion	• Major share of urban peak vehicle travel is autonomous	• Reduced road supply	2050–60s
Increased safety	• Major share of vehicle travel is autonomous	• Reduced traffic risk • Possibly increased walking and cycling activity	2040–60s
Energy conservation and emissions reductions	• Major share of vehicle travel is autonomous • Walking and cycling become safer	• Supports energy conservation and emission reduction efforts through vehicle electrification and more nonmotorized travel	2040–60s
Improved vehicle control	• Most or all vehicles are autonomous	• Allows narrower lanes and interactive traffic controls	2050–70s
Need to plan for mixed traffic	• Major share of vehicles are autonomous	• More complex traffic • May justify restrictions on human-driven vehicles	2040–60s
Mandated AVs	• Most vehicles are autonomous and large benefits are proven	• Allows advanced traffic management	2060–80s

[4] Litman, T. 2018. “Autonomous Vehicle Implementation Predictions: Implications for Transport Planning,” Victoria Transport Policy Institute. Please visit Autonomous Vehicle Implementation Predictions: Implications for Transport Planning: https://www.vtpi.org/avip.pdf.

Ownership

Several researchers (Shaheen, 2017a; Fagnant & Kockelman, 2015; Litman, 2018; Redd & Jensen, 2018) have identified the critical nature of the car ownership model that emerges with CAV technology. If AVs are privately owned like today's conventional vehicles, then outcomes will significantly differ from a scenario where a shared ownership model emerges. The following sections discuss these potential outcomes in detail, including attendant impacts on VMT, mode share, infrastructure requirements, and land use.

Other Planning Issues

Alongside the potential changes described here, factors external to the transportation sector become important to any discussion regarding future outcomes, including how technology will affect employment across economic sectors like manufacturing, warehousing/distribution, and the service industries. Will 3-D/additive fabrication enable neighborhood micromanufacturing sites that change supply chains? How will fully automated warehouses impact logistics? Will online education reduce the need for school campuses?

> *Local governments that are accustomed to regulating use of public space are being caught off guard by private market initiatives.*

States and local governments must also grapple with policy and regulatory implications as they seek to influence how new mobility options are deployed. These range from what may seem like minor issues—like whether electric shared-use scooters are allowed on sidewalks or in bike lanes and streets—to major concerns about licensing and operation of fully autonomous cars and trucks. E-scooters (electrically powered scooters) are a new mobility mode that can be deployed for a modest capital investment. Several problems can result from indiscriminate use of the public right-of-way, scooters being left in inappropriate places, and safety of the user and the public. The lesson learned is that local governments that are accustomed to regulating use of public space are being caught off guard by private market initiatives.

New regulations will emerge. As CAVs become ubiquitous, cities may seek to regulate zero-occupant vehicle (ZOV) trips to reduce AV-induced VMT growth. Both private and shared-mobility models will require municipalities to examine how they regulate use of curb space and decide if streets are to be redesigned to accommodate a pickup/drop-off function. Rather than consolidated trips at a parking lot entrance, curb space will be used more frequently and create conflicts with other users on the street like other vehicles, bicyclists, and pedestrians on the sidewalks.

2.2 TRAVEL DEMAND IMPACT

Researchers agree that CAVs and MaaS will have an impact on travel demand, but there is a range of opinion as to the magnitude and timing. These factors are cited in the literature as leading to increased VMT:

- **Accessibility increases**. New level of mobility to those currently unable to drive, including the young, elderly, and disabled (Fagnant & Kockelman, 2015; Asher, 2014; Shaheen, et al., 2017a; Bozorg & Ali, 2016).
- **Adoption of a private/personal car ownership model**. If people replace conventional cars with AVs, then more ZOV trips will occur as cars are sent home to transport a second family member, sent to remote parking, or allowed to circle the block while the owner runs an errand (Litman, 2018; Fagnant & Kockelman, 2013).
- **Lower costs overall**. Reduced cost of travel per mile through higher utilization of the capital investment and lower variable costs (lower insurance, parking, and propulsion cost with utilization of EV) encourages more discretionary trip-making (Bozorg & Ali, 2016).
- **Turn away from transit**. Disincentive to use traditional public transit, especially fixed-route bus and rail for local trips due to relative convenience vs. cost trade off given new mobility options.
- **Land-use changes**. People may move to exurban or rural locations because it would cost less to travel and that in-transit time could become productive and would not incur a cost. Counter trends are discussed in Section 2.7.

The literature cites these factors as leading to reduced VMT:

- **Adoption of a SAV ownership model**. This model would require fleets of AVs owned and operated by TNCs, transit operators, or new mobility businesses. Like current TNCs, people could use a smartphone to summon an AV. Algorithms could dynamically match trips (like uberPOOL or Lyft Line) or chain trips. Depending on the density of demand, this could improve fleet utilization and significantly reduce ZOV trips (Shaheen, 2018; Boesch et al., 2016).
- **Redefining transit**. While there may still be a role for fixed-route transit service, especially the efficiency offered by rail or bus rapid transit (BRT), the institutionalization of microtransit service by providers like TransLoc, Chariot, Via, and others could group trips as both a feeder to a fixed route and for end-to-end travel. This may, however, lead to public subsidies of inefficient services (Watkins, 2018).
- **Replacing trips**. Trends are already in place that replace shopping trips with e-commerce and work trips with telecommuting. Both of these trends may continue or accelerate. Web-based education may replace school trips, and telemedicine may

replace some medical office visits (Polzin, 2016). Home-based and neighborhood-based 3-D printing may also replace shopping trips.

2.3 SAFETY IMPACT

Broad agreement exists among researchers on the positive safety benefits of CV technology. NHTSA has focused on safety as the primary benefit of connected CVs, identifying these benefits:[5]

- **V2I Applications**
  - Red light violation warning.
  - Stop sign violation warning.
  - Stop sign gap assist.
  - Pedestrian in signalized crosswalk warning.
  - Curve speed warning.
  - Spot weather impact warning.
  - Reduced speed work zone warning.
- **V2V Applications**
  - Forward-collision warning.
  - Emergency electronic braking.
  - Intersection-movement assist.
  - Left-turn assist.
  - Do-not-pass warning.
  - Blind-spot/lane-change warning.

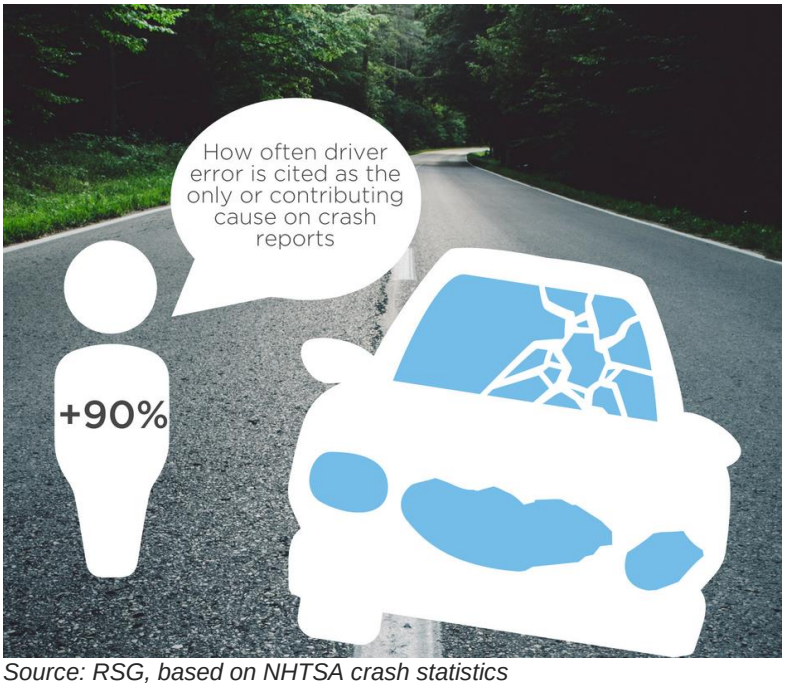
NHTSA estimates that V2I and V2V applications together could eliminate or mitigate 80% of crashes where the driver is fully attentive (i.e., not impaired, distracted, drowsy).

CAV technology brings additional safety benefits, but some research has also raised concerns. According to NHTSA, driver error is cited as the only—or a contributing—cause on the crash report in over 90% of crashes (Figure 7). The initial belief was that by eliminating the driver, CAVs with mature tested technology would eliminate these crashes. But certain scenarios exist in which crashes are deemed unavoidable (e.g., a pedestrian or animal darts in front of a car closer than the stopping distance). Kim, et al. (2017) also cites motorcycles, which will still be

[5] US Department of Transportation, Intelligent Transportation Systems Joint Program Office. 2017. "Connected Vehicle – Safety. ITS Benefits, Costs, and Lessons Learned: 2017 Update Report," ITS JPO Publication FHWA-JPO-17-500. Please visit Connected Vehicle – Safety. ITS Benefits, Costs, and Lessons Learned: 2017 Update Report: https://www.itsknowledgeresources.its.dot.gov/its/bcllupdate/pdf/BCLL_CVSafety_2017_FINAL.pdf.

permitted and operated in conventional human-driven mode and provide a continued opportunity for human-caused crashes.

FIGURE 6: HUMAN DRIVER ERROR CRASH STATISTICS



Source: RSG, based on NHTSA crash statistics

What is more problematic, and a subject on which little research was discovered, is forecasting the impact of CAVs operating in mixed traffic. One study (Kim et al., 2017) estimated results at market penetration rates of 10%, 50%, and 90%. For safety, crash types with human error causes were categorized as one of the following: driver intoxicated, aggressive, distracted, and inexperienced; lane-keeping errors; and all others. Kim et al. (2017) assigned crash reduction factors to each and adjusted for CAV fleet percentage. This study did not, however, estimate the safety concerns of mixed-fleet operation.

The threat of cybersecurity failure is also identified as a potential safety problem. Either individual vehicles or systems are vulnerable to hackers, with crashes being one potential result. The risk increases as more vehicles and devices are connected to the internet. The industry is aware of the need to address these issues at the early design stage of new systems (Petit & Shladover, 2014) and continuously monitored for intrusion. Traffic management centers (TMCs) become critical focal points. Protocols must be put in place by the agencies that operate TMCs for routine checks and upgrades of communications software.

In sum, the accepted expectation regarding safety benefits is that conventional CVs will show crash reduction rates of up to 50%, and CAVs will show reductions of up to 90%. The caveat is that this is based both on a high market penetration and full instrumentation of the infrastructure.

CVs can benefit from V2I applications where they are available, but V2V applications require many participating vehicles to be effective. Similarly, CAVs operating in mixed traffic are expected to experience a somewhat higher crash rate than in an exclusive CAV setting.

2.4 INFRASTRUCTURE REQUIREMENTS AND IMPACT

Broad agreement exists in the literature that both CV and AV technology will have infrastructure impacts. Some of these actions will require public investment; many will create benefits. CAV has much more profound impact on the transportation infrastructure. As noted for most of the CAV impacts, many of these will not be realized until there is a near-universal market penetration.

As explained earlier, CV V2V applications require the installation of communication technology in vehicles, while V2I applications also require roadside device capability. In this sense, CV is a new generation of ITS that enables direct communication to vehicles and drivers. The caveat in planning for investment is confirmation of the communication protocol or standards for interoperability regardless of the technology. Because NHTSA has not issued a Final Rule regarding V2V in all light-duty vehicles, public agencies may first choose to wait to see where the industry is going. Currently some car manufacturers (e.g., GM and Toyota) are relying on DSRC while others (e.g., Audi, VW, and Ford) are using C-V2X. To enable any of the V2V and V2I applications, an accepted communication backbone has to be available.

With CAVs, general agreement exists in the literature that the array of sensor technology in use on CAVs being currently tested requires highly visible pavement markings and signs. While a human driver may be able to interpret faded or absent pavement markings and continue within the designated lane, a CAV may need to “see” where to position itself on the pavement using a combination of cameras and other sensors like radar and lidar. This has implications for transportation agency business practices and budgets.

Many researchers (Fagnant, 2013; Shladover, 2015; Kim et al., 2017) predict that CAV technology will greatly reduce the need for the “safety buffer” that governs the design of streets and highways. Lanes can be narrower and vehicle spacing reduced. The applications of Cooperative Adaptive Cruise Control and Cooperative Speed Harmonization are forecasted to result in freeway capacity increases from 2,100 vehicles per lane per hour (vplph) to 2,500 vplph at 60% fleet penetration to 5,970 vplph at 100%. However, lane capacity is ultimately controlled by interchange and intersection capacity. Research was not found to propose capacity at these points with CAV optimization. The maximum benefit level can be achieved during the lengthy changeover period to CAV via designating exclusive lanes by converting either a general-purpose lane or an existing HOV/HOT lane. Doing so would maximize the time saving and safety benefits for CAV users, which may in turn act as an incentive for greater market acceptance.

The potential also exists that CAVs can be smaller and lighter (Sousa et al., 2018) as future vehicles would not necessarily look like today's automobiles. The narrowing of city streets can make public space available for other purposes (see Section 2.7). A countervailing need is curb space for pickup and drop-off by either privately owned or shared CAVs. This is an issue already being identified in terms of TNCs in urban areas and airports. The space freed by narrower lanes may permit an entire redesign of critical urban streets as an alternative to a policy approach to curb space use.

Another infrastructure issue is traffic control devices. While the literature does not anticipate changes in the mixed traffic transition period, it has been shown that a fully connected/ autonomous fleet may not require traffic signals and stop signs; instead, they will make right-of-way decisions cooperatively and in real time[6]. This presupposes that pedestrians, cyclists, and other users of personal mobility devices will have a means to communicate with vehicles to request right-of-way to cross streets.

Other research (Chen et al., 2016; Mersky & Samaras, 2018) explores how adoption of a SAV model can create the basis for greater use of electric vehicles (EVs). Resources are currently available to advise municipalities on the deployment and placement of publicly accessible EV charging stations. Stations are sometimes provided by employers in parking areas or by other businesses for customers. EV market penetration is influenced by consumer concerns about charging station access and vehicle range for unexpected travel. While a privately owned electric CAV can be sent home or to an available charging station, such a use would add to ZOV travel. A SAV fleet owner could optimize charger placement, manage charging time utilization, and always dispatch vehicles that have adequate range for the requested trip.

2.5 IMPACT ON MODE SHARE

Some sources reviewed for this synthesis expressed concern that shared AV services will result in substantial ridership loss on existing public transit systems. Evidence exists that TNCs have caused a shift away from transit (fixed-route rail and bus lines) in large cities, including New York City and San Francisco. However, researchers (Watkins, 2018; Polzin, 2016) have pointed out that the definition of public transit should encompass all forms of collective or shared mobility. On that basis, an uberPOOL vehicle with three passengers traveling to similar destinations is no less a transit service than a fixed-route bus. Rather than focusing on the potential loss of ridership in traditional service models, they propose reexamining the role that transit can play in providing mobility in a more automated world. In many places, transit agencies already serve the role of mobility manager, arranging appropriate rides for customers. These services may include fixed-route planning, paratransit, and nonemergency Medicaid trips.

[6] "Beyond Traffic Signals: A Paradigm Shift: Intersection Control for Autonomous Vehicles", FHWA Exploratory Advanced Research Fact Sheet, Publication No.FHWA-HRT-10-023 HRTM-04/11-09(1M)E

These agencies may consider one or more of the following mobility-oriented actions directly or in collaboration with private-sector providers:

- Continue to run bus, BRT, or rail on routes that meet high-volume demand.
- Replace inefficient service with ride-hailing services including microtransit; these can provide a wide area of coverage with higher level of service to the customer at a lower cost to the provider.
- Provide first/last mile connection to fixed-route service with microtransit.
- Use technology to improve demand-response paratransit service; persons with disabilities can avoid advance reservation requirements by ride-hailing an accessible vehicle that meets their specific needs.
- Serve as a testbed for autonomous bus or shuttle services.
- Maintain the traditional role of providing affordable mobility to those with few options.

The other mode share question relates to bicycle and pedestrian travel. Cost, convenience, and safety will continue to primarily govern mode use. Bikeshare, including the evolving dockless business model and electric bikes, has increased convenience by making bikes available on a per-trip basis, eliminating the need for purchase and secure storage. Some people may perceive riding near CAVs to be less safe until there is more experience with control sensors and algorithms. Additional street space could be used for more protected bike boulevards. No research suggests an impact on pedestrian 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.*

2.6 EQUITY CONCERNS

Transportation equity has long been a concern in both underserved urban neighborhoods and rural areas. Access to employment, health care, and social services is problematic for those who do not drive or do not have access to a car.

Research has examined access to both traditional public transit and new transportation services in low-income and minority communities. While the findings are not uniform, most demonstrate lower access. Specific concerns about TNC service are reflected in a recent Transportation Research Board (TRB) report, as illustrated by this excerpt:

> 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).[7]

Mobility services like ride-hailing and bikeshare are built on the foundation that the consumer has both a smartphone and internet-accessible banking via credit card or other means. A study by the Pew Research Center in 2016 found that only 64% of low-income adults have a smartphone.[8] The Brookings Institution found that 22% of low-income families did not have bank accounts.[9] This suggests that access to SAV and microtransit services via ride-hailing apps or services will be a challenge in low-income neighborhoods.

Another equity concern is transportation access by persons with disabilities (Claypool et al., 2017). Claypool et al. (2017) find that those with a disability that prevents them from driving face barriers to employment and community support services. While appropriately designed CAVs will provide improved mobility for those with cognitive or mobility impairments, public policy initiatives have not yet addressed the issue of guaranteeing accessible services.

To the extent that public transit operators lose mode share to SAV and do not take corrective actions (see Section 2.5), the conventional bus service that low-income households rely on could face service reductions (Shaheen, 2018). The result is a dual impact on mobility for some households: a lack of means to use new mobility services and a loss of access to conventional services.

An issue unique to certain parts of the country, including Florida, is emergency evacuation in response to large-scale natural or human-caused events. In a future that relies primarily on SAV, the vehicle owners may have an incentive to remotely move their vehicles to safe locations rather than providing them on demand to evacuate people. States will have the opportunity to preempt this problem with legal requirements that all mobility providers participate in evacuation planning and operations.

Little research exists on the impact of future mobility on rural residents. Low population density creates the same barriers to SAV as it does currently for public transit and TNC availability.

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[7] 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," Transportation Research Board. Please visit Special Report 319: Between Public and Private Mobility: Examining the Rise of Technology-Enabled Transportation Services: http://www.trb.org/Main/Blurbs/173511.aspx

[8] Anderson, M. 2017. "Digital divide persists even as lower-income Americans make gains in tech adoption," Pew Research Center. Please visit Digital divide persists even as lower-income Americans make gains in tech adoption: http://www.pewresearch.org/fact-tank/2017/03/22/digital-divide-persists-even-as-lower-income-americans-make-gains-in-tech-adoption/.

[9] Barr, M. 2004. "Banking the Poor: Policies to Bring Low-Income Americans Into the Financial Mainstream," Brookings Institution, p.1. Please visit Banking the Poor: Policies to Bring Low-Income Americans Into the Financial Mainstream: https://www.brookings.edu/research/banking-the-poor-policies-to-bring-low-income-americans-into-the-financial-mainstream/.

Longer trips and less demand mean higher costs for the provider and consumer. Personally owned AVs will offer users benefits by making travel time productive, but these services will not have an impact on improving equity.

Equity is an issue that is most often addressed by public policy. Examples include public subsidies for transit operations, the Americans with Disabilities Act (1990), and the Executive Order to Address Environmental Justice in Minority and Low-Income Populations (1994). None of these explicitly address the impacts that may result from various forms of future mobility. The expectation exists that government at all levels will need to act to ensure that additional barriers are not erected for transportation access in already-underserved communities.

2.7 IMPACT ON LAND USE AND ACCESSIBILITY

Much speculation—but little certainty—characterizes the discussion of future mobility's land-use impact. The land-use question has several facets:

- 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?

Many factors go into a residential location choice decision. Those who have written about CAV/SAV encouraging moves to far suburban and exurban locations focus on value of (travel) time and cost of housing. Reducing travel time is less important because occupants may productively use time spent in an AV. That change, of course, applies only to the driver. Passengers in conventional cars or on bus or rail transit can already use their digital devices or sleep. The cost of housing is typically less in locations more distant from city centers, although a report from the Federal Housing Finance Agency that examined eight large cities found that the rate of appreciation over previous years to be essentially the same from central city to distant suburb.[10] Increased demand for those locations will likely drive prices up.

Of equal importance are other factors influencing the choice of home location. These vary by age and stage of life. First, the travel time focus has been on the work trip commute, but households have many other travel needs. They may be much less willing to accept long travel times to health care and shopping, for example, even though they are in an AV. A stated preference survey on residential relocation in response to SAV (Lavasani et al., 2016) found that individuals (between the ages of 30 and 34) most likely to have younger children were the least likely to want to move to distant locations. Both young people and active older people are

[10] Federal Housing Finance Agency, "The Market Slowdown and Home Prices in the Suburbs and 'Exurbs'." Please visit The Market Slowdown and Home Prices in the Suburbs and "Exurbs": https://www.fhfa.gov/DataTools/Downloads/Documents/HPI_Focus_Pieces/2006Q4_HPIFocus_N508.pdf

attracted to the urban core because of convenience and accessibility to a breadth of social and cultural activities. An effort to model residential choice (Zhang et al., 2015) for those with access to SAV service found that people also responded to a perceived better level of transport service in compact zones. Residents of distant suburbs or exurbs are more likely to want to own their CAV, increasing personal costs and offsetting some of the collective benefits of SAV.

Less research has been done on the influence of future mobility on the location of commercial, industrial, and institutional employers. The continued growth of e-commerce and demand for quick delivery may require locating more warehouse/distribution/fulfillment centers in or close to urban cores where property is relatively more expensive. The advent of automated delivery vehicles could facilitate cheaper urban fringe locations by removing labor costs and restrictions.

2.8 PARKING

More research has been done on future mobility's impact on parking than on general land-use issues. Because privately owned cars are parked for 90–95% of a typical weekday (Figure 7), the provision of parking has always been a focus of land-use management. On-street parking is addressed through curb space management, and off-street parking is addressed through zoning and site plan regulation.

Several estimates exist of how much land in central cities is consumed by parking, from 14–25% (Chester et al., 2015; Shoup, 2011). While parking lots and structures are perceived as an undervalued use of urban land, the cost of parking can provide an incentive for commuters to use transit and ride-hailing services.[11] Zoning codes establish minimum parking requirements for each land use, typically based on residential units and square footage of commercial space. These requirements often lead to an oversupply of parking. Some cities are eliminating these requirements by recognizing the contribution of shared parking in urban settings. For example, a space used by an office employee during the day may be available for restaurant patrons or concert attendees in the evening.

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

Curb space management is a challenge in central cities of all sizes. Retail establishments often demand on-street parking near their stores. Many cities were not designed with off-street or alley access for deliveries, resulting in some curb space being set aside for loading zones.

[11] Cortright, J. 2016. "Cities and the price of parking," City Observatory. Please visit Cities and the price of parking: http://cityobservatory.org/cities_and_the-price-of-parking/.

While taxi stands are common in high-demand locations like hotels and transportation terminals, ride-hailing has increased demand for curb space for pickup and drop-off. While many airports are reserving curb space in their ground transportation areas for TNC pickup, it is uncommon in urban core locations.

FIGURE 7: PARKING STATISTICS

Source: RSG, based on research conducted by Chester et al. (2015), and Shoup (2011)

Parking is affected by CAVs in several ways:

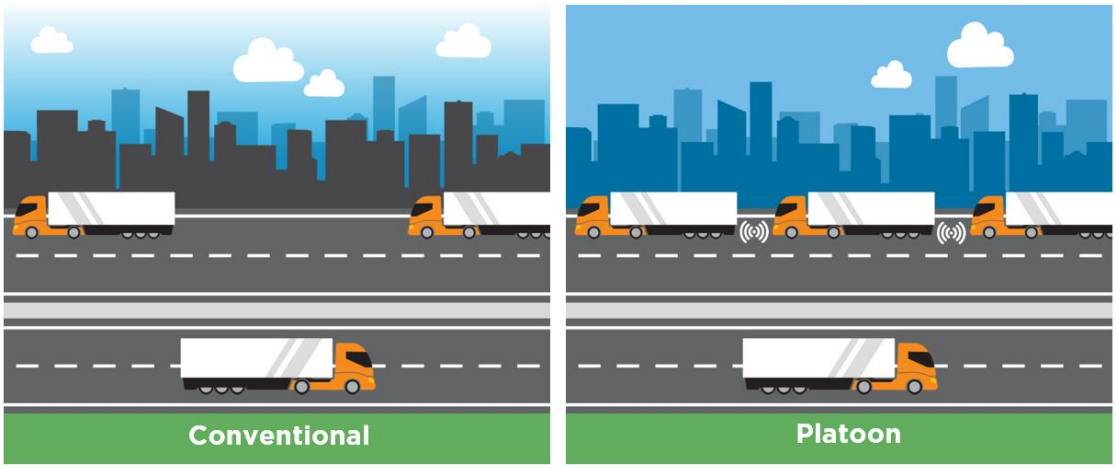
- Personally owned CAVs may be sent home or to fringe parking to avoid costly urban parking. This will reduce the number of spaces required but increase VMT.
- Shared CAVs will reduce parking demand (Litman, 2017; Shaheen et al., 2018; Asher, 2014; Fraedrich et al., 2017; Zhang et al., 2015). Zhang (2015) places parking demand reduction estimates as high as 90%, while Shaheen finds that each SAV could remove 4.6–20 cars with concomitant parking reduction.
- SAVs will require sites for vehicle maintenance, cleaning, fueling/charging, and parking during periods of lower demand. These may be satellite facilities constructed on lower-value land outside the urban center.
- SAVs will continue the trend of increasing demand for curb space for pickup and drop-off.
- Automated delivery trucks and secure delivery lockers will facilitate off-hours delivery and may reduce the need for curbside loading zones. Amazon Hub provides lockers in apartment buildings; recipients receive a code by e-mail to open their locker. Similar secure systems are being explored for larger deliveries to small businesses.

Cities will still need to monitor dynamic changes in parking demand and modify on-street parking ordinances and off-street parking zoning requirements accordingly. One potential solution proposed by Pandya (2016) is to work with designers to facilitate adaptive reuse of parking structures. Appropriate design considerations can also facilitate reconstruction of garages into commercial or residential space at modest cost, obviating the need for demolition.

2.9 FREIGHT MOVEMENT

Advanced transport technology will affect two primary categories of freight movement: long-haul shipping and urban delivery. While freight is moved by a variety of modes, trucks account for about 70% of US domestic freight movement measured by tonnage[12] and about 60% of tonnage and value for all freight including imports and exports.[13] The potential to improve the efficiency of truck movements can generate significant benefits. Several tests have demonstrated the feasibility of truck platooning using CV technology to improve efficiency. Truck platoons (Figure 8) will operate only on freeways, perhaps initially on rural interstate highways where there is little congestion and long spacing between interchanges. The V2V application of cooperative adaptive cruise control allows trucks to travel in more closely spaced groups (as little as 30 feet between vehicles) than would otherwise be safe. All these tests have involved conventional trucks with drivers, so the only benefit shown to date is fuel savings. Proposals exist for a hybrid system whereby the lead truck has a driver and the following trucks are autonomous. This could signal a future with AV trucks traveling separately or in platoons. Deng and Ma (2015) modeled the fuel savings and benefit to general traffic flow of truck platooning. They found positive benefits via increased highway capacity and fuel savings once penetration rates reach 40%.

FIGURE 8: CONVENTIONAL TRUCK TRAVEL (LEFT) AND TRUCK PLATOONING (RIGHT)



Source: RSG

[12] American Trucking Association, Reports, Trends, and Statistics, 2017.
[13] Bureau of Transportation Statistics, "Freight Facts and Figures 2017." Tables 2-1 and 2-2, 2018.

One of the challenges with truck platooning is whether platoon participation is dynamic or fixed. In other words, there will be a much lower rate of penetration if the platoon must travel together from origin to destination. The potential may exist for a broker role to be created that would arrange for platoons for certain trip segments. A fully dynamic model would allow a truck to request entry into a platoon.

Opportunities also exist to apply future mobility to urban goods movement, but little research has been done on the strategies, costs, and benefits. One study (Kamin & Morton, 2015) compared parcel delivery using self-driving trucks with “lockers on wheels” that would replace direct delivery with recipients retrieving parcels from coded lockers. Self-driving trucks would allow the courier to prepare subsequent deliveries while the vehicle was in motion. In the latter application, lockers would be loaded at a central location and set at a reserved location for a specified period. Kamin and Morton (2015) did not evaluate using a self-driving truck to move the lockers.

2.10 CONCLUSION

Upcoming rounds of MPO LRTPs and statewide transportation plans will need to address future mobility and its impact on multiple transportation and societal issues. This synthesis of recent research provides some direction to FDOT and its MPOs that are operating in an uncertain planning environment. It also underscores the value of a scenario-planning approach to consider the factors that exhibit the greatest uncertainty.

The two most important overarching factors from a planning perspective are the timeline for adoption of CV and AV technology and the ownership model (privately owned vs. SAV).

The two most important overarching factors from a planning perspective are the timeline for adoption of CV and AV technology and the ownership model (PAV vs. SAV). CV represents a near-term future opportunity, but development and deployment may stall while auto manufacturers and public agencies await a decision from NHTSA on communications technology and standards. If NHTSA opts not to finalize the rulemaking, the private sector may take the lead. Although general agreement exists in the literature that fully autonomous vehicles will be operational within the next five years, there is a greater range of opinion on how soon CAVs will be on the market and when they will be a near-universal presence on roadways. In the near term, as there is a transition from testing to independent operation, the technique of “geo-fencing” may be used to restrict CAV operation to a defined area or municipality. Because the timeline has specific implications for LRTPs, MPOs may craft scenarios around different levels of fleet penetration at the midpoint and horizon years of their plans.

The question of private/personal ownership versus shared use of CAVs is equally important. Research highlights the benefits and challenges associated with each model, but the present literature provides little basis for forecasting the ultimate choice. Waymo's recent announcement of its intended purchase of up to 62,000 Chrysler Pacifica minivans for use as robotaxis[14] provides some evidence that CAVs may appear first in shared-use fleet operation. However, serving a specific mobility niche does not mean that SAV will ultimately predominate over personally owned CAVs. This choice ultimately affects VMT forecasts, adaption of transportation infrastructure, social equity, and land-use and parking changes. All levels of government can influence the direction of this trend through policy initiatives. For example, promotion of SAV could occur by taxing private CAV purchases or imposing a VMT-based user fee. The technology will also exist to impose mileage-based fees on ZOV trips.

Impact on mode choice is also a significant issue for LRTPs. The research suggests that it may be more important to redefine transit than to forecast declining mode share in the face of shared-mobility options. This may involve working with transit agencies to see themselves as providers of shared mobility rather than operators of fixed-route bus and rail service. Broadening their service portfolio to include all sorts of shared mobility, including microtransit and ride-hailing, creates opportunities rather than threats.

One area where agreement exists in the literature is on the safety benefits of CV. This reflects the high percentage of crashes that are caused by human error and the opportunity to use technology as a preventive measure. An LRTP may include the caveat that safety benefits rely in great part on fleet penetration. A small number of CV-equipped cars will not measurably change the situation since benefits rely on V2V and V2I communication. CAVs are also likely to improve safety, noting that there are technical challenges to be resolved. Little research also exists on CAVs operating in mixed traffic, a situation that is likely to last for decades after their initial introduction.

Research also suggests that various applications of future mobility will shape the transportation infrastructure. At high levels of CAV use, roadway capacity is expected to increase. This may allow the roadway system to either absorb any increase in VMT or convert travel lanes to other uses. Many of these benefits may not be realized in mixed traffic situations unless exclusive AV-use lanes are designated. Accommodating changing demand for on- and off-street parking will present issues for curb space management and land use.

Land use has always been a critical component of transportation plans, as travel forecasts are based on location of residences, employment, and other key nonwork trip destinations. It is well understood that improving access increases land value and higher levels of utilization. But it is

[14] Boudette, N. 2018. "Waymo to Buy Up to 62,000 Chrysler Minivans for Ride-Hailing Service," *The New York Times*. Please visit Waymo to Buy Up to 62,000 Chrysler Minivans for Ride-Hailing Service: https://www.nytimes.com/2018/05/31/business/waymo-chrysler-minivans.html.

also recognized that the site selection decision-making process is guided as much by local factors as by default values. In some regions, the availability of CAVs may lead to greater fringe development as people search for cheaper land, while others may experience continued urban densification where people find more convenient transport options. Scenario planning supported by local knowledge may be the best means of addressing land use.

Consideration of future mobility is not new to Florida. Legislation was passed in 2012[15] to permit testing of automated vehicles on public roadways; and in 2016 to permit pilot testing of driver-assistive truck platooning applications, and amending the parameters for autonomous vehicle testing operation.[16] More recently, Florida statute defines an autonomous vehicle[17] and the requirement and role of a driver, allowing a person with a valid driver license to operate an autonomous vehicle when properly equipped.[18] FDOT is also participating in a pilot operation of autonomous shuttles in Gainesville. Named GAToRS, the University of Florida is a partner, as the shuttles will travel on a fixed route between the campus and downtown. One of the outcomes is to test public acceptance.

In sum, current research provides some direction to the consideration of future mobility in LRTPs. Florida's MPOs may use this information to make strategic decisions in their plans that seek to enable desirable outcomes while considering policies to avoid or mitigate negative impacts. They could be considering how underserved communities can receive full access to improved accessibility and productivity that SAV, microtransit, and other shared-mobility services may bring. They may also consider the benefit of early collaboration with private-sector interests, from AV manufacturers to mobility service providers. Acknowledging that the timeline and implementation of future mobility remains uncertain, each MPO should consider how to use its potential to help achieve their vision constrained by economic and behavioral principles, of how 21st century transportation technologies can help their region to thrive.

[15] HB 1207
[16] HB 7027
[17] Florida Statute 316.003
[18] Florida Statute 316.85

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Item Number 6E

Business Items & Presentations
FDOT CAV (Connected and Automated Vehicle) Status Report

DISCUSSION:

The Florida DOT Connected and Automated Vehicle (CAV) status report will discuss the various perspectives for delivering a consistent, coordinated and comprehensive statewide deployment-centric CAV Program and the opportunities, challenges and roles that can result in FDOT organizational alignment to expedite the deployment of CAV technology in a manner consistent with the FDOT Mission and Vision.

REQUESTED ACTIONS:

None

ATTACHMENTS:

None

Item Number 7

Communications

DISCUSSION:

For information only.

REQUESTED ACTION:

As may be desired.

ATTACHMENTS:

1. Letters sent to tolling agencies requesting free tolls for Florida's Disabled Veterans
2. MPOAC Resolution 2018-02 requesting free tolls for Florida's Disabled Veterans

MPOAC **The Florida Metropolitan Planning Organization Advisory Council**

Commissioner Nick Maddox
Chair

July 16, 2018

Mr. Robert Montgomery, Chair
North Florida Transportation
Corridor Authority
25 West Cedar Street, Suite 200
Pensacola, FL 32502

Dear Mr. Montgomery,

On behalf of the 27 member Metropolitan Planning Organizations (MPO) of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I am pleased to transmit the attached MPOAC resolution (MPOAC Resolution No. 2018-02) supporting disabled Florida veterans by providing them free use of Florida SunPass® equipped transportation facilities including tollways, bridges, and parking structures. The resolution was unanimously adopted by the MPOAC Governing Board at their June 07, 2018 meeting in Orlando, FL.

As you know, Florida statues currently allow all qualifying persons with an upper body disability to receive a non-revenue SunPass® transmitter. But this benefit is limited to only those persons with upper body disabilities and is not specifically targeted to disabled veterans. In contrast, other states such as Texas provide toll charge waivers to qualifying veterans, including disabled veterans.

We believe that the more than 1.5 million Floridians who became disabled while proudly serving our country and state are entitled to our deepest gratitude and enduring thanks. In Florida, qualifying disabled veterans are entitled to a variety of benefits, including an ad valorem tax exemption or discount, but do not receive a non-revenue SunPass® transmitter by virtue of being a disabled veteran. We strongly feel that they should.

I want to thank you for the valuable transportation services your agency provides to the citizens, visitors, and veterans of Florida. We look forward to working with you and your staff on this initiative to improve the lives of Florida's disabled veterans.

Thank you.

Sincerely,

Carl Mikyska, Executive Director
MPOAC

Attachment

MPOAC **The Florida Metropolitan Planning Organization Advisory Council**

Commissioner Nick Maddox
Chair

July 16, 2018

Mr. Javier Rodriguez, Executive Director
Miami-Dade Expressway
3790 NW 21st Street
Miami, FL 33142

Dear Mr. Rodriguez,

On behalf of the 27 member Metropolitan Planning Organizations (MPO) of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I am pleased to transmit the attached MPOAC resolution (MPOAC Resolution No. 2018-02) supporting disabled Florida veterans by providing them free use of Florida SunPass® equipped transportation facilities including tollways, bridges, and parking structures. The resolution was unanimously adopted by the MPOAC Governing Board at their June 07, 2018 meeting in Orlando, FL.

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Thank you.

Sincerely,

Carl Mikyska, Executive Director
MPOAC

Attachment

Carl Mikyska, Executive Director
605 Suwannee Street, MS 28B · Tallahassee, Florida 32399-0450
1-866-374-3368 x 4037 or 850-414-4037
www.mpoac.org

MPOAC **The Florida Metropolitan Planning Organization Advisory Council**

Commissioner Nick Maddox
Chair

July 16, 2018

Ms. Laura Kelley, Executive Director
Central Florida Expressway Authority
4974 ORL Tower Road
Orlando, FL 32807

Dear Ms. Kelley,

On behalf of the 27 member Metropolitan Planning Organizations (MPO) of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I am pleased to transmit the attached MPOAC resolution (MPOAC Resolution No. 2018-02) supporting disabled Florida veterans by providing them free use of Florida SunPass® equipped transportation facilities including tollways, bridges, and parking structures. The resolution was unanimously adopted by the MPOAC Governing Board at their June 07, 2018 meeting in Orlando, FL.

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Commissioner Nick Maddox
Chair

July 16, 2018

Mr. Van Fuller, Executive Director
Mid-Bay Bridge Authority
4400 FL-20 #501
Niceville, FL 32578

Dear Mr. Fuller,

On behalf of the 27 member Metropolitan Planning Organizations (MPO) of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I am pleased to transmit the attached MPOAC resolution (MPOAC Resolution No. 2018-02) supporting disabled Florida veterans by providing them free use of Florida SunPass® equipped transportation facilities including tollways, bridges, and parking structures. The resolution was unanimously adopted by the MPOAC Governing Board at their June 07, 2018 meeting in Orlando, FL.

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Commissioner Nick Maddox
Chair

July 16, 2018

Mr. Nathaniel Ford, Sr. CEO
Jacksonville Transportation Authority
P.O. Drawer "0"
Jacksonville, FL 32203

Dear Mr. Ford,

On behalf of the 27 member Metropolitan Planning Organizations (MPO) of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I am pleased to transmit the attached MPOAC resolution (MPOAC Resolution No. 2018-02) supporting disabled Florida veterans by providing them free use of Florida SunPass® equipped transportation facilities including tollways, bridges, and parking structures. The resolution was unanimously adopted by the MPOAC Governing Board at their June 07, 2018 meeting in Orlando, FL.

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MPOAC **The Florida Metropolitan Planning Organization Advisory Council**

Commissioner Nick Maddox
Chair

July 16, 2018

Mr. Jack Stephens, Executive Director
South Florida Regional Transportation Authority
801 NW 33rd Street
Pompano Beach, FL 33064

Dear Mr. Stephens,

On behalf of the 27 member Metropolitan Planning Organizations (MPO) of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I am pleased to transmit the attached MPOAC resolution (MPOAC Resolution No. 2018-02) supporting disabled Florida veterans by providing them free use of Florida SunPass® equipped transportation facilities including tollways, bridges, and parking structures. The resolution was unanimously adopted by the MPOAC Governing Board at their June 07, 2018 meeting in Orlando, FL.

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MPOAC The Florida Metropolitan Planning Organization Advisory Council

Commissioner Nick Maddox
Chair

July 16, 2018

Mr. Alan Mosley, Vice President
Transportation, Energy and Logistics
Jacksonville Chamber
3 Independent Drive
Jacksonville, FL 32202

Dear Mr. Mosley,

On behalf of the 27 member Metropolitan Planning Organizations (MPO) of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I am pleased to transmit the attached MPOAC resolution (MPOAC Resolution No. 2018-02) supporting disabled Florida veterans by providing them free use of Florida SunPass® equipped transportation facilities including tollways, bridges, and parking structures. The resolution was unanimously adopted by the MPOAC Governing Board at their June 07, 2018 meeting in Orlando, FL.

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MPOAC **The Florida Metropolitan Planning Organization Advisory Council**

Commissioner Nick Maddox
Chair

July 16, 2018

Ms. Tawny Olore, Executive Director
Transportation and Transit Department
1 Courthouse Square, Suite 3100
Kissimmee, FL 34741

Dear Ms. Olore,

On behalf of the 27 member Metropolitan Planning Organizations (MPO) of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I am pleased to transmit the attached MPOAC resolution (MPOAC Resolution No. 2018-02) supporting disabled Florida veterans by providing them free use of Florida SunPass® equipped transportation facilities including tollways, bridges, and parking structures. The resolution was unanimously adopted by the MPOAC Governing Board at their June 07, 2018 meeting in Orlando, FL.

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July 16, 2018

Mr. Joe Waggoner, Executive Director
Tampa-Hillsborough Co. Expressway Authority
1104 E Twiggs, Suite 300
Tampa, FL 33602

Dear Mr. Waggoner,

On behalf of the 27 member Metropolitan Planning Organizations (MPO) of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I am pleased to transmit the attached MPOAC resolution (MPOAC Resolution No. 2018-02) supporting disabled Florida veterans by providing them free use of Florida SunPass® equipped transportation facilities including tollways, bridges, and parking structures. The resolution was unanimously adopted by the MPOAC Governing Board at their June 07, 2018 meeting in Orlando, FL.

As you know, Florida statues currently allow all qualifying persons with an upper body disability to receive a non-revenue SunPass® transmitter. But this benefit is limited to only those persons with upper body disabilities and is not specifically targeted to disabled veterans. In contrast, other states such as Texas provide toll charge waivers to qualifying veterans, including disabled veterans.

We believe that the more than 1.5 million Floridians who became disabled while proudly serving our country and state are entitled to our deepest gratitude and enduring thanks. In Florida, qualifying disabled veterans are entitled to a variety of benefits, including an ad valorem tax exemption or discount, but do not receive a non-revenue SunPass® transmitter by virtue of being a disabled veteran. We strongly feel that they should.

I want to thank you for the valuable transportation services your agency provides to the citizens, visitors, and veterans of Florida. We look forward to working with you and your staff on this initiative to improve the lives of Florida's disabled veterans.

Thank you.

Sincerely,

Carl Mikyska, Executive Director
MPOAC

Attachment

Carl Mikyska, Executive Director
605 Suwannee Street, MS 28B · Tallahassee, Florida 32399-0450
1-866-374-3368 x 4037 or 850-414-4037
www.mpoac.org

RESOLUTION NO. 2018-02

A RESOLUTION OF THE FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL RELATING TO THE SUNPASS® TOLL SYSTEM; MAKING FINDINGS; SETTING FORTH DEFINITIONS; PROVIDING THAT DISABLED VETERANS SHOULD BE AFFORDED FREE USE OF FLORIDA SUNPASS® TOLLWAYS AND PARKING FACILITIES; PROVIDING FOR DISTRIBUTION OF THIS RESOLUTION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, in 1999, the State of Florida adopted the "SunPass®" system whereby as a car passes through SunPass® equipped lanes, the toll charges are electronically deducted from the person's prepaid toll account; and

WHEREAS, "SunPass®" has the goal of eliminating cash toll collection on various Florida toll roadways; and

WHEREAS, the Florida Department of Transportation estimates that 81 percent of all toll transactions on Florida's Turnpike System are done with SunPass®; and

WHEREAS, customers with certain SunPass®transponders can use their transponders to pay tolls throughout Florida, wherever SunPass®, E-Pass or LeeWay logos appear, and SunPass® customers pay less than cash customers at most toll booths; and

WHEREAS, SunPass® is now available on the Florida Turnpike, the Sawgrass Expressway in western Broward County; the Veterans Expressway and the I-4 Connector in Hillsborough County, the Garcon Point Bridge in Santa Rosa County, the Osceola Expressway and Poinciana Parkway in Kissimmee, the State Road 836/Dolphin Expressway in Miami-Dade County; the State Road 112/Airport Expressway in Miami-Dade County; the State Road 874, 878, and 924 in Miami-Dade County; the Bob Sikes Bridge in Escambia County, LeeWay in Lee County; the Selmon Expressway in Hillsborough County; the Rickenbacker, Venetian and Broad Causeways in Miami-Dade County; the First Coast Expressway in Duval County; Alligator Alley in Broward and Collier Counties; and the Mid-Bay Connector in Niceville, among others; and

WHEREAS, Florida has slightly over 1.5 million Veterans; and

WHEREAS, over 1.1 million Veterans are Wartime Veterans who have fought and risked their lives, some of whom were wounded, in World Wars I and II, the Korean War, the Vietnam War, Persian Gulf War, Operation Enduring Freedom, and Operation Iraqi Freedom; and

WHEREAS, many Florida Veterans are regarded as Disabled Veterans; and

WHEREAS, the Florida Department of Veterans' Affairs advises that Florida is the most veterans' friendly state in the nation; and

WHEREAS, the Florida Metropolitan Planning Organization Advisory Council ("MPOAC"), as a statewide transportation planning agency, finds that Florida Disabled Veterans should be further recognized and honored by being afford the right to use Florida's toll roads for free as a way of honoring their sacrifice and as an additional way of saying "thank you"; and

WHEREAS, the MPOAC Governing Board finds that this position is in the public interest,

NOW, THEREFORE, BE IT RESOLVED by the Governing Board of the Florida Metropolitan Planning Organization Advisory Council, that the following be and the same is hereby adopted:

SECTION 1. Each and all of the foregoing recitals be and the same are hereby incorporated herein.

SECTION 2. For purposes of this Resolution, the following terms used in this Resolution are defined as follows:

(a) "Disabled Veteran" is defined as any Veteran who is a *bona fide* resident of the State of Florida, who was discharged under honorable conditions, and who has been disabled to a degree of ten percent (10%) or more by misfortune or while serving during a period of Wartime Service. *See* §196.24(1), Florida Statutes.

(b) "Veteran" means a person who served in the active U.S. military, naval, or air service, or the Florida National Guard and who was discharged or released under honorable conditions only or who later received an upgraded discharge under honorable conditions, notwithstanding any action by the United States Department of Veterans Affairs on individuals discharged or released with other than honorable discharges. *See* §1.01(14), Florida Statutes.

(c) "Wartime Service" means a Veteran who served in a campaign or expedition for which a campaign badge has been authorized or during one of the following periods of Wartime Service:

(1) Spanish-American War: April 21, 1898, to July 4, 1902, and including the Philippine Insurrection and the Boxer Rebellion.

(2) Mexican Border Period: May 9, 1916, to April 5, 1917, in the case of a veteran who during such period served in Mexico, on the borders of, or in the waters adjacent to Mexico.

(3) World War I: April 6, 1917, to November 11, 1918; extended to April 1, 1920, for those veterans who served in Russia; also extended through July 1, 1921, for those veterans who served after November 11, 1918, and before July 2, 1921, provided such veterans had at least 1 day of service between April 5, 1917, and November 12, 1918.

(4) World War II: December 7, 1941, to December 31, 1946.

(5) Korean War: June 27, 1950, to January 31, 1955.

(6) Vietnam War: February 28, 1961, to May 7, 1975.

(7) Persian Gulf War: August 2, 1990, to January 2, 1992.

(8) Operation Enduring Freedom: October 7, 2001, and ending on the date thereafter prescribed by presidential proclamation or by law.

(d) (9) Operation Iraqi Freedom: March 19, 2003, and ending on the date thereafter prescribed by presidential proclamation or by law. *See* §1.01(14), Florida Statutes.

SECTION 3. Disabled Veterans should be honored for their service and their continuing and ongoing sacrifice to our State and to our Nation given their disability. The Governor of the State of Florida, Florida Legislature, Florida Department of Veterans Affairs, the Florida Department of Transportation, and various Florida bridge and expressway authorities should implement a program by which Disabled Veterans, who are users of SunPass®, the Florida Turnpike System, and various Florida toll bridges and expressways, should not have to pay a toll for use of parking facilities subject to SunPass® or toll roads. The unremarried surviving spouse of such a Disabled Veteran, who, on the date of the Disabled Veteran's death, had been married to the Disabled Veteran for at least five (5) years should also entitled to the exemption.

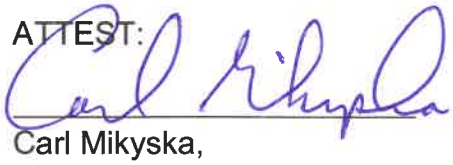
SECTION 4. The Governing Board hereby directs the MPOAC Agency Clerk to forward copies of this Resolution to: the Governor of the State of Florida; the Florida Senate President; the Speaker of the Florida House of Representatives; the Chairman of the Florida Senate Transportation Committee; the Chairman of the Florida House of Representatives Government Accountability Committee and the Transportation & Infrastructure Subcommittee; the Florida Department of Veterans' Affairs; the Secretary of the Florida Department of Transportation; the Florida Turnpike Headquarters; the SunPass® Prepaid Toll Program headquarters; Miami-Dade Expressway Authority in Miami; the Town of Bay Harbor Islands; Miami-Dade County as the authority for the Rickenbacker Causeway and the Venetian Causeway; the Santa Rosa Bridge Authority as the authority for the Garcon Point Bridge; the Mid-Bay Bridge Authority; the LeeWay Service Center; the Tampa-Hillsborough Expressway Authority; the Central Florida Expressway Authority; and the First Coast Expressway Authority.

SECTION 5. This Resolution is effective upon adoption.

PASSED AND ADOPTED by the Florida Metropolitan Planning Organization Advisory Council at a regular meeting this 7th day of June 2018.

Commissioner Nick Maddox
MPOAC Chair

ATTEST:



Carl Mikyska,
Agency Clerk

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 held on November 01, 2018 at the Rosen Plaza Hotel, 9700 International Drive, Orlando, FL 32819-8114. MPOAC has arranged for a room block at a rate of $129 per night. A meeting notice will be sent out at least one month prior to the meeting date.