



# **FLORIDA MPOAC GOVERNING BOARD MEETING**

January 30, 2020

Orlando, FL

**Councilmember Bryan Caletka, Presiding**



# **CALL TO ORDER & PLEDGE OF ALLEGIANCE**





**APPROVAL OF MINUTES:  
OCTOBER 29, 2019 MEETING**





## **PUBLIC COMMENTS (NON-AGENDA ITEMS)**





# **EXECUTIVE DIRECTOR'S REPORT**

**A. UPWP Report**

**B. Legislative Report**



# UPWP Report

- Accomplishments are in the packet
  - Registrations for MPOAC Weekend Institute
    - March 20 – Orlando – 6 registered so far
    - April 17 – Tampa – 4 registered so far
  - Monitoring transportation legislation
- Budget overall is on track



# MPOAC Legislative Report

- Transportation Budget Request – \$9.9 B
- Safety, System Preservation, Relieve Congestion and Leverage Technology
- Met with Governor's Staff yesterday
  - Water Quality
  - Teacher Pay
  - FLC and FAC – Short term rentals, preemption



# MPOAC Legislative Report

- HB 1371/SB 1000 – Mid-Block Crossings
  - Would require a signal at each Mid-Block crossing
  - Or removal of MBC
  - October 01, 2024 implementation date
  - Cost concerns (\$386K/1, \$1M/5)
  - Senate intent is for a full signal
  - Senator Perry open to looking at engineering studies to determine signal need
  - Passed House Committee easily



# MPOAC Legislative Report

- HB 395/SB 1172 – Transportation Bill
- HB 971/SB 1148 – Electric Bicycles
- SB 1192/HB 6061 – Aviation Fuel Tax
- HB 1039/SB 1352 – Transportation Companies – Movable billboards
- HB 1315 – Transportation Bill
  - MPOs mentioned – submittal of LOPP by August 1<sup>st</sup>.



# Coming up at the April Meeting

- Set meeting dates for 2021 & 2022
  - 5<sup>th</sup> week option not available
  - Calendar of available dates will be shared
- Approval of the UPWP, draft presented at this meeting.
- FTP Workshop

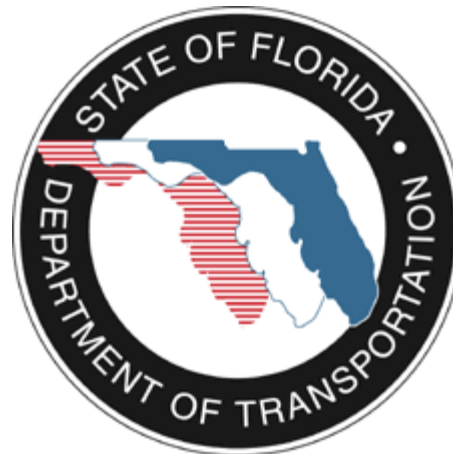


## **AGENCY REPORTS**

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



# Florida Department of Transportation





**STRATEGIC INTERMODAL SYSTEM**

# **2045 Long Range Cost Feasible Plan**

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**FY 2031/32-2044/45**



# Presentation Outline

- Purpose
- Methodology
- Timeline
- Questions



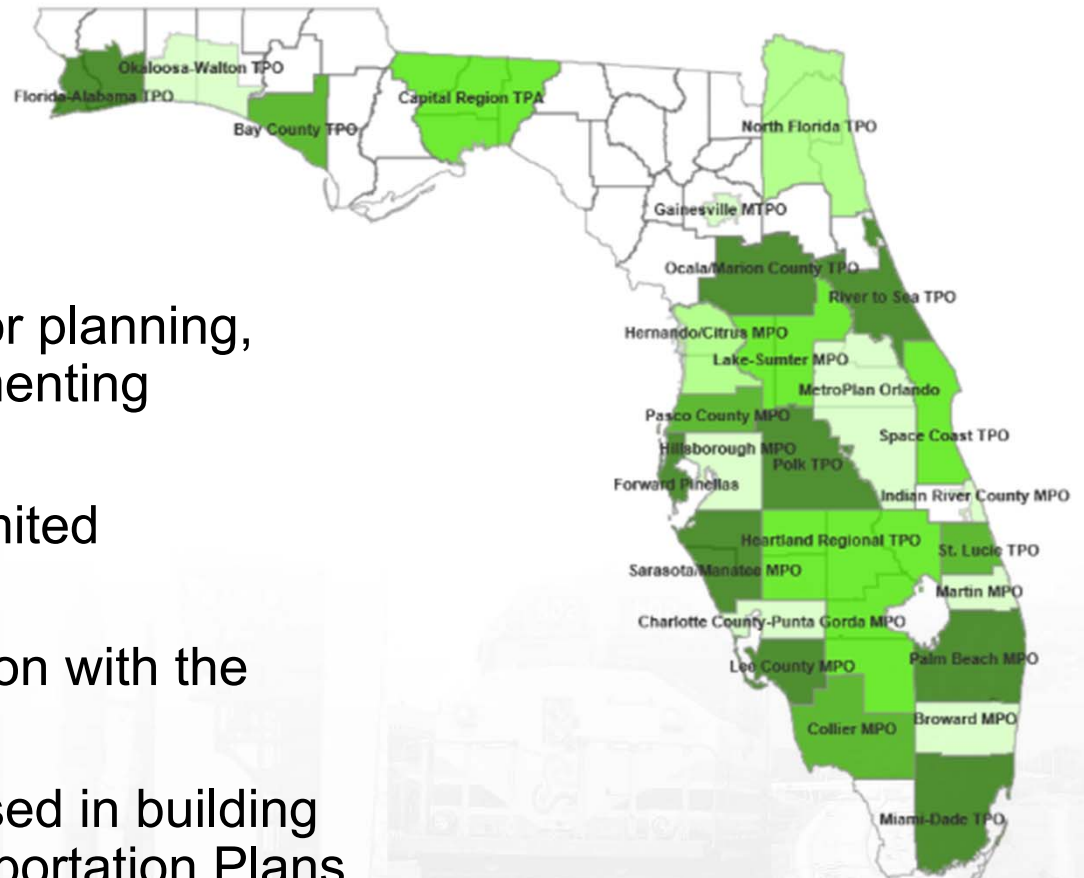


# **Purpose of the Strategic Intermodal System (SIS)**

## **Cost Feasible Plan (CFP)**

# Purpose of the SIS Funding Strategy

- Provides the framework for planning, programming, and implementing transportation projects.
- Supports investment of limited transportation funds.
- Is conducted in coordination with the Districts and their MPOs.
- Identifies projects to be used in building MPOs Long-Range Transportation Plans.



# SIS Funding Strategy

**SIS Funding Strategy** is comprised of three sequential plans that identify SIS capacity enhancements:

- **1<sup>st</sup> Five-Year Work Program**
- **2<sup>nd</sup> Five-Year Plan**
- **Cost Feasible Plan**

## **Multimodal Unfunded Needs Plan (MMUNP)**

Transportation projects that meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy



# Purpose of the CFP

- Meet statutory requirement of Chapter 339.64(4)(d), F.S.
- Evaluate the SIS needs while considering future revenues
- Develop a phased financial plan for projects
- Ensure consistency with goals of the Florida Transportation Plan (FTP) and the objectives of the SIS Policy Plan\*





# Methodology

# 2045 CFP Update Planning Process

## Updated 2045 CFP will reflect:

- Project phases advanced into the SIS 10-Year Work Program
- Project phases deferred during the last Work Program Development Cycle
- Projects advanced into plan from the *SIS 2045 Multi-Modal Unfunded Needs Plan*
- New priority projects identified by executive management, the Districts, and MPOs

# 2045 CFP Update Planning Process

## Funding Bands and Costs

- Project Costs reflected in Present Day Costs (PDC)
- 3 Funding Bands:
  - 1<sup>st</sup> Band 2031/32 – 2034/35
  - 2<sup>nd</sup> Band 2035/36 – 2039/40
  - 3<sup>rd</sup> Band 2040/41 – 2044/45
- Conversion of the final plan to Year of Expenditure (YOE) will be done by Central Office upon final approval



# Project Identification

- Review and update project features:
  - Costs
  - Project segmentation (project limits)
    - Update Roadway ID Information
- Identify and evaluate new projects for funding consideration\*:
  - Statewide importance;
  - Expand trade and tourism corridors;
  - Represent the completion of a corridor;
  - Promote overall connectivity;
  - Consistent with local plans; and
  - Meet SIS eligibility criteria\*\*.



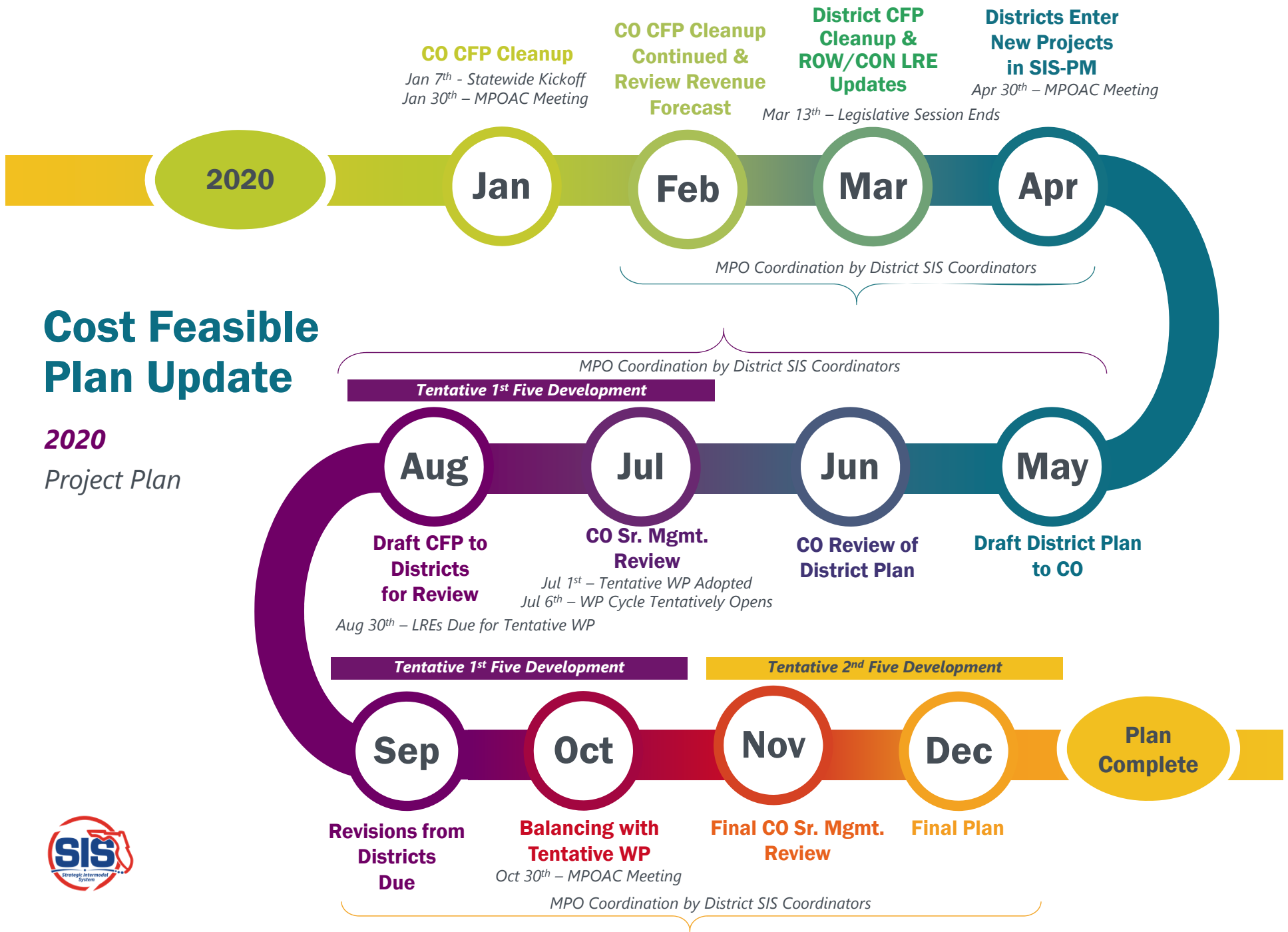
*\*For more information, please see the Funding Eligibility Guidance Document at:  
<https://www.fdot.gov/planning/systems/documents/brochures/default.shtm>*

# Project Selection

- ✓ As part of the selection process, potential projects are analyzed using the Strategic Investment Tool (SIT)\*\*
- ✓ The SIT analysis takes into consideration:
  - ✓ FTP goals and SIS objectives
  - ✓ SIS eligibility and designation criteria
  - ✓ Safety issues
  - ✓ System connectivity
- ✓ Analysis using the CFP Tool is used to create a draft plan\*\*\*. Attributes include:
  - ✓ Funding availability
  - ✓ Project costs
  - ✓ District priorities
  - ✓ MPO priorities
  - ✓ Statewide priorities
  - ✓ Production schedule
  - ✓ Project phasing
- ✓ Senior management and executive guidance



# Timeline



# Cost Feasible Plan Update

2020  
Project Plan



# 2045 CFP – Beginning Stages

- FDOT Central Office data clean-up:
  - Reflecting projects advanced/deferred into/from the SIS 10-Year Plan
  - Update costs to 2020 dollars
- Review revenue forecasts provided by the FDOT Office of Policy Planning
- Begin preliminary coordination efforts
  - Review local/regional plans to identify and consider the priorities of:
    - MPOs
    - Expressway Authorities
    - Regional Planning Councils
    - Local governments (Non-MPO areas)
    - Other stakeholders

# Coordination

- District SIS Coordinators and MPO Liaisons are to work with the MPO staff and sub-committees in sharing information regarding the CFP process
- In non-MPO areas, FDOT District staff are to coordinate directly with the applicable county officials
- Central Office staff will meet with FDOT District staff to track progress, provide resources, address concerns and ensure that MPOs are being fully involved in the CFP update process.

# Guidance Documents



STRATEGIC INTERMODAL SYSTEM

## Cost Feasible Plan (CFP)

### Update Process and Methodology



### SIS LONG-RANGE PLANNING CONSISTENCY CHECKLIST FOR FDOT SIS COORDINATORS



- Coordinate with MPO Liaisons throughout the SIS long-range plan development process
- Coordinate with the MPO Liaisons throughout the L RTP development process
- Meet with the MPO Liaison to:
  - Confirm/identify MPO L RTP schedules
  - Share SIS long-range planning schedule and process
    - Share planning year time bands
    - Share project phase definitions (i.e., PD&E, PE, ROW, CON)
- Working with the MPO Liaison, create a coordination schedule incorporating SIS long-range planning dates and MPO L RTP dates
  - Identify key milestones related to Needs and Cost Feasible Plan development
  - Identify check-ins
  - Identify time periods accounting for L RTP review time
- Provide a copy of the SIS plan project related files to the MPO Liaison to share with L RTP project managers
  - Provide the project type
  - Provide the project limits
  - Provide the project phases
  - Provide the project timing per phase
  - Provide the project costs per phase and in total (including year of expenditure)
- Request to be included in the review of draft L RTPs
  - Recommend language be included in the L RTP to disclose why inconsistencies exist (where consistency cannot exist for various reasons)
- Provide FDOT Central Office Statewide Policy Program Coordinator and SIS Planning Manager consistency review documentation
- Provide SIS long-range planning amendments/project changes to the MPO Liaison to share with MPOs for L RTP amendment purposes
  - Request to be part of L RTP amendment reviews
- Provide FDOT Central Office Statewide Policy Program Coordinator and SIS Planning Manager consistency review documentation related to amendments

MAY 2009 VERSION



## STRATEGIC INTERMODAL SYSTEM BRIEFING



2



## SIS Funding Strategy

The FDOT Systems Implementation Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period. The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight.

The combined document set illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

STRATEGIC INTERMODAL SYSTEM

# Comments



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# Federal Highway Administration



# Transportation Performance Measurement

*Updates*

January 2020



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

## Recent TPM Activities



- November 2019:
  - FHWA TPM Safety Target Setting Workshop – Hosted by Hillsborough MPO
- December 2019:
  - FHWA TPM Website Reorganized
    - » [www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm)
    - » Added Performance and Targets from all States for the 17 Measures
  - New HEPGIS Annual Travel Time Reliability and Congestion Metrics Maps Updated for TPM Data
    - » <https://hepgis.fhwa.dot.gov/fhwagis/#> (See Performance Metrics Tab)



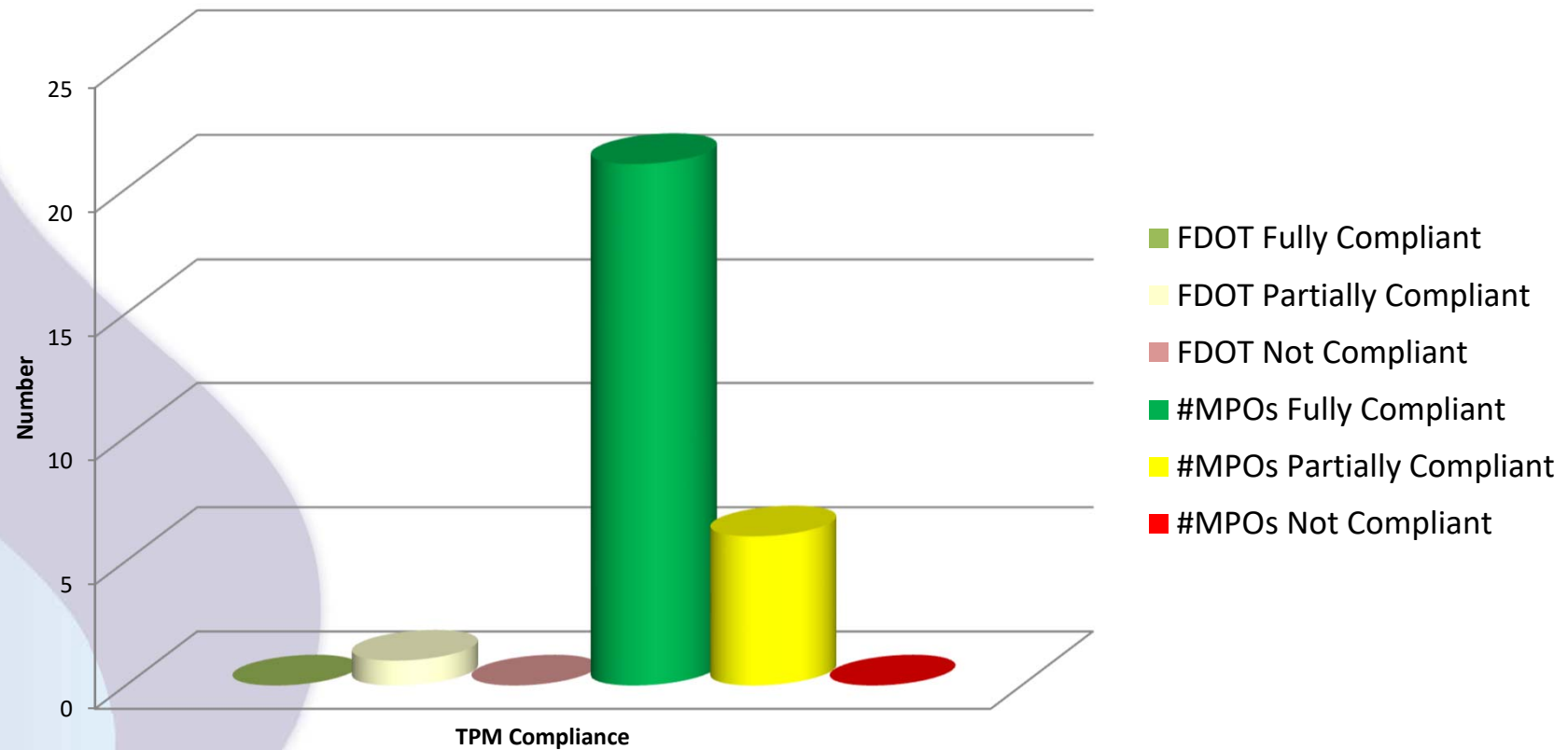


- TIPs:
  - Consistency with Regulations Varied
    - » Reg: Description of how MPO/FDOT linked project selections and investments to anticipate target achievement.
    - » What We Saw: Deferring to LRTP project prioritization rather than TIP prioritization for furthering progress towards targets.
  - Reminder – FDOT TIP Templates Available
- Performance of TPM Compliance



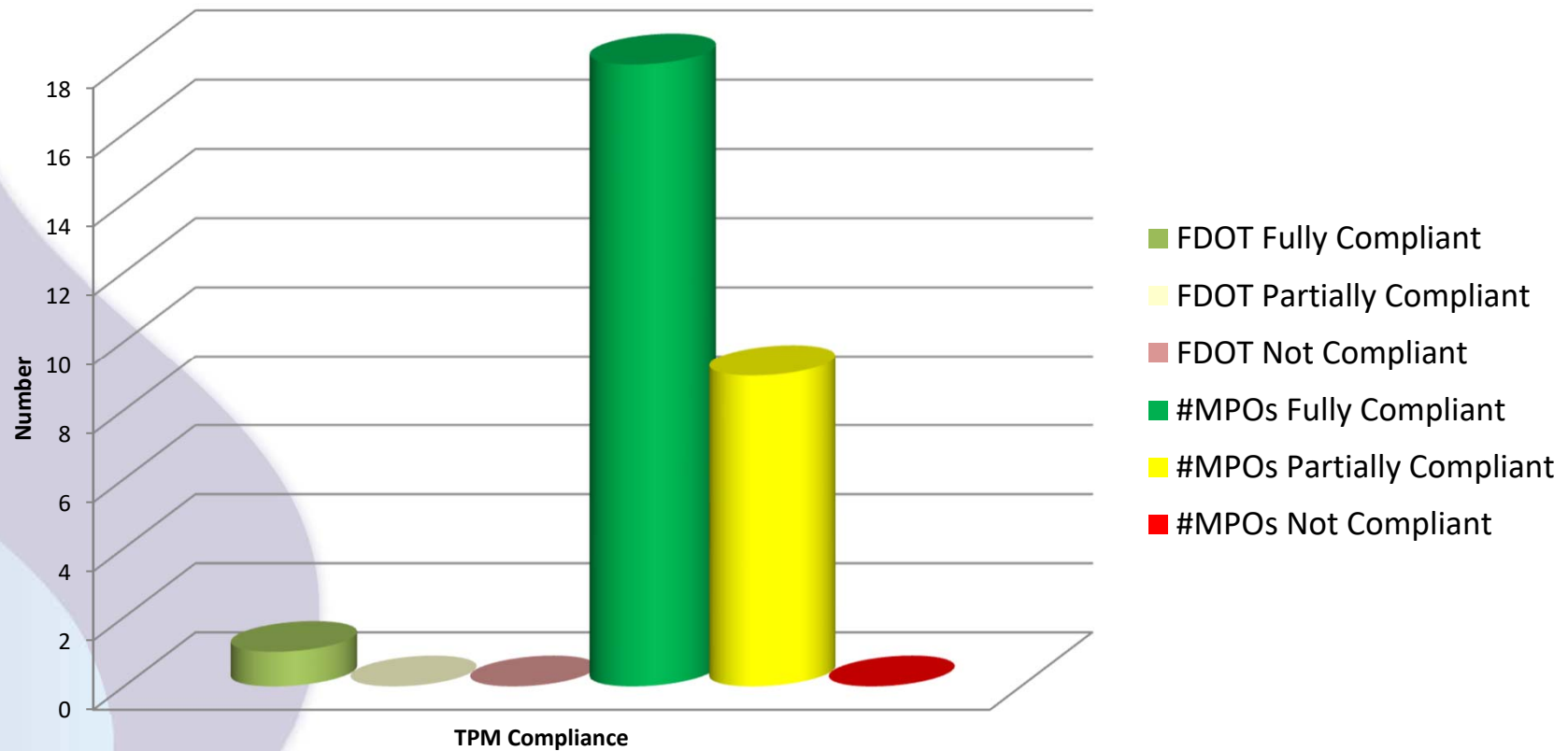
# Transportation Performance Management

S/TIP Effective October 1, 2018



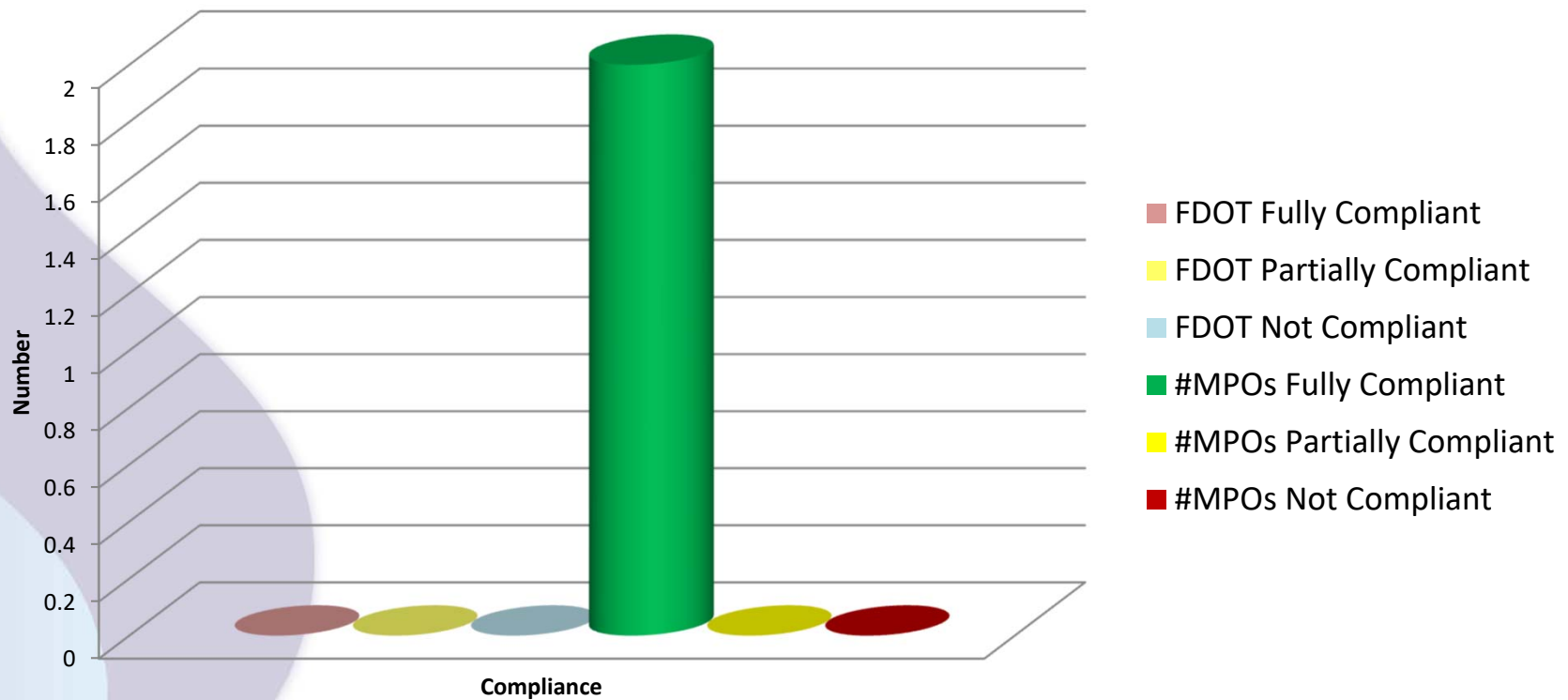
# Transportation Performance Management

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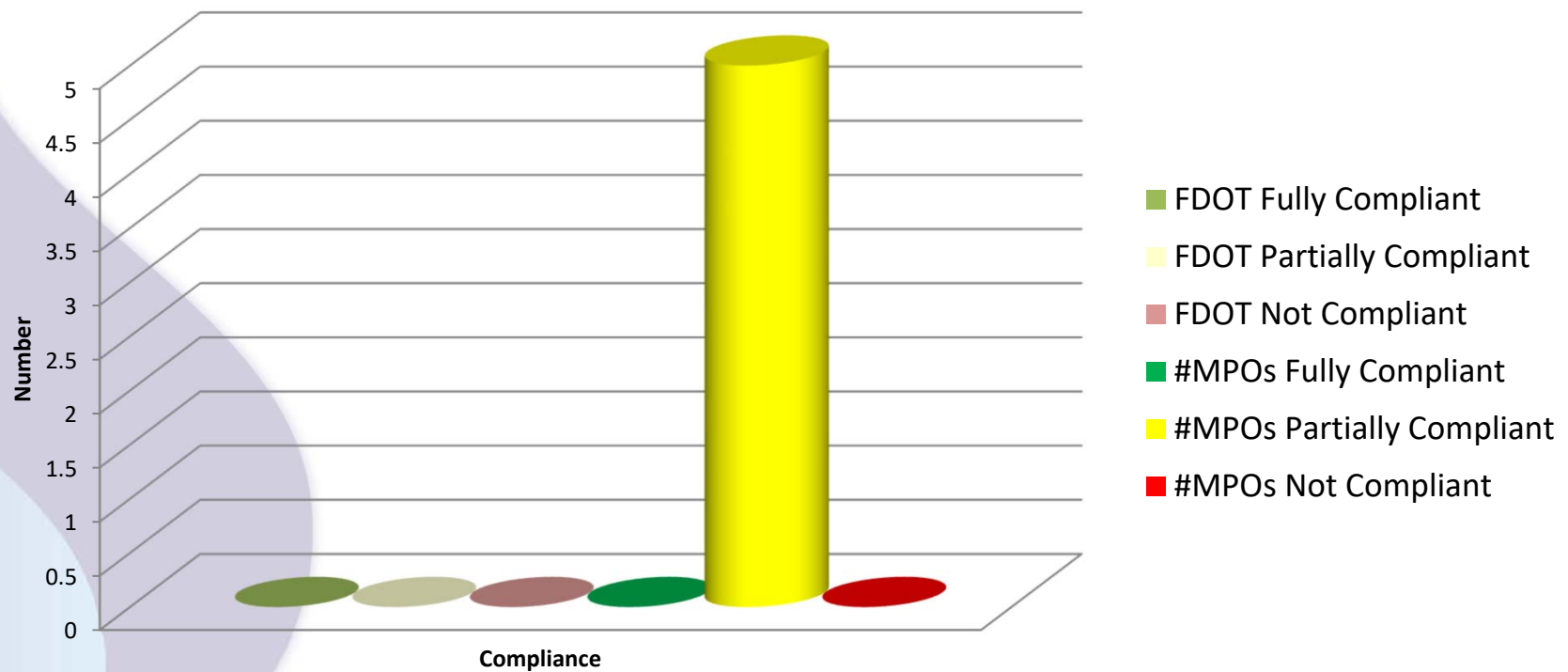
# Transportation Performance Management

Any LRTP Amended Between  
May 27, 2018 and May 19, 2019



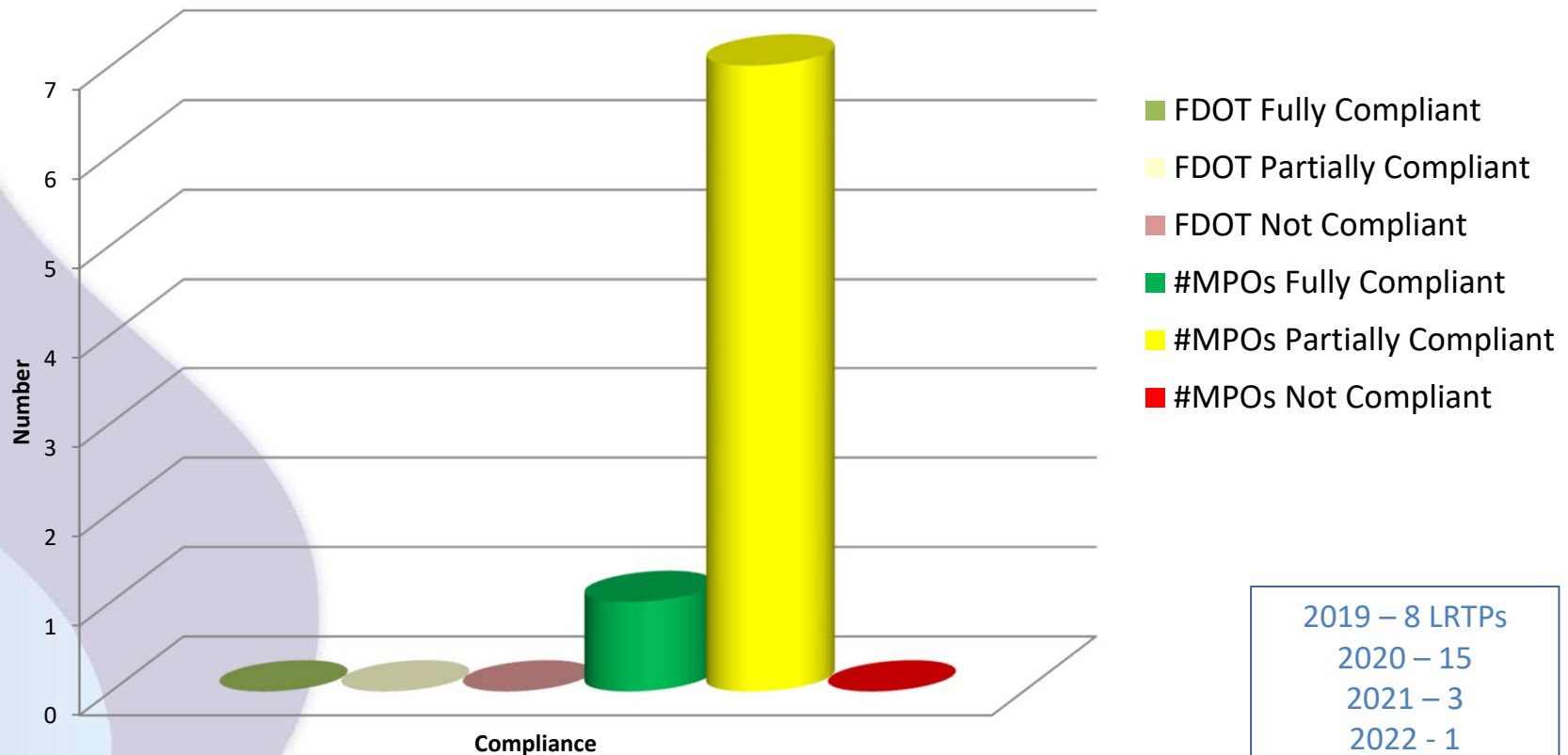
# Transportation Performance Management

Any LRTP Amended Between  
May 20, 2019 and new adoption date 2019/2020/2021/2022  
(First LRTPs Due Oct 2019)



# Transportation Performance Management

## Any LRTP Adopted in 2019/20/21/22



## Upcoming TPM Activities



- Feb 27: MPO Sets 2019 Safety Targets
- Oct 1: Adjusted Targets Due From FDOT
  - In the Mid Performance Period Progress Report
  - Applies to Systems Performance, Bridge, and Pavement Targets
  - All MPOs Supported State Targets
  - If FDOT adjusts, the MPOs have an opportunity to assess and adjust.



*Whether you are a driver, passenger, or  
pedestrian...*

*highway safety depends on YOU.*

*Be observant and be adaptable to be safe.*



U.S. Department of Transportation  
Federal Highway Administration



# **MPOAC STAFF DIRECTORS' BUSINESS ITEMS & PRESENTATIONS**

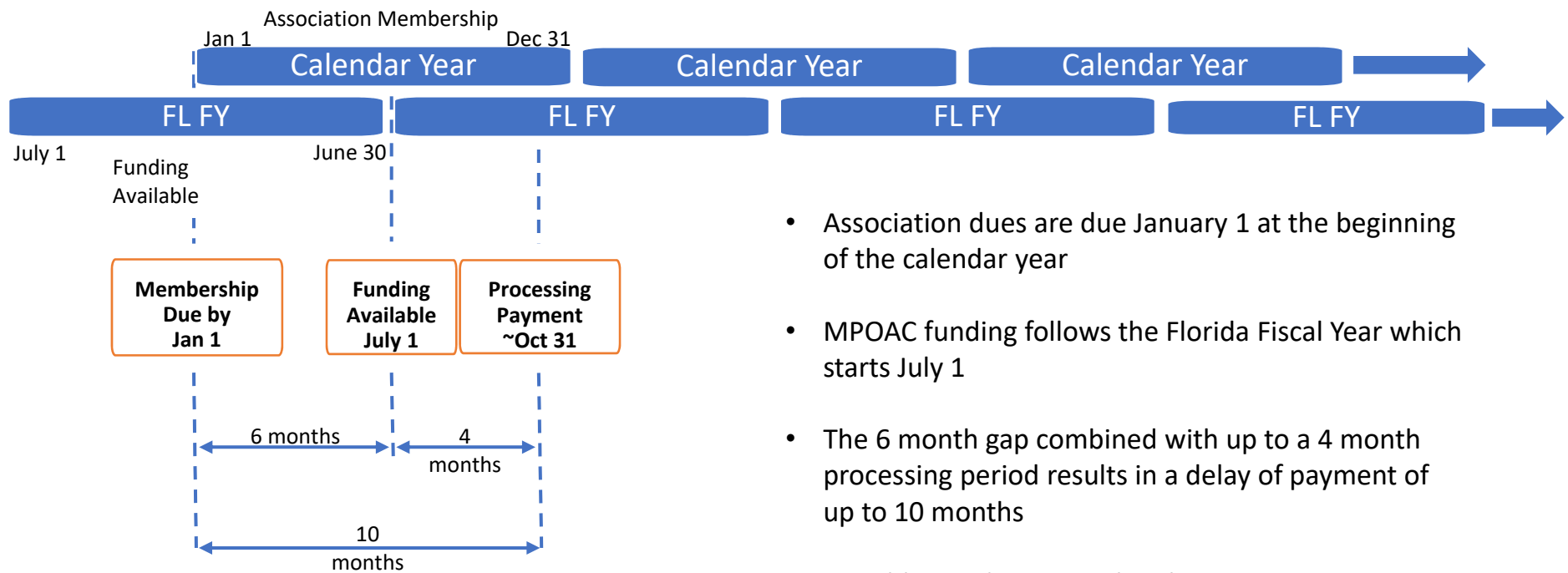


# Draft UPWP State Fiscal Years 2021-22

- Fairly similar to current UPWP
- Changes include:
  - Added M-CORES involvement
  - Census activity, formation of urbanized areas
    - Expect a Federal Register seeking comment on methodology
  - Earlier payment of AMPO & NARC dues



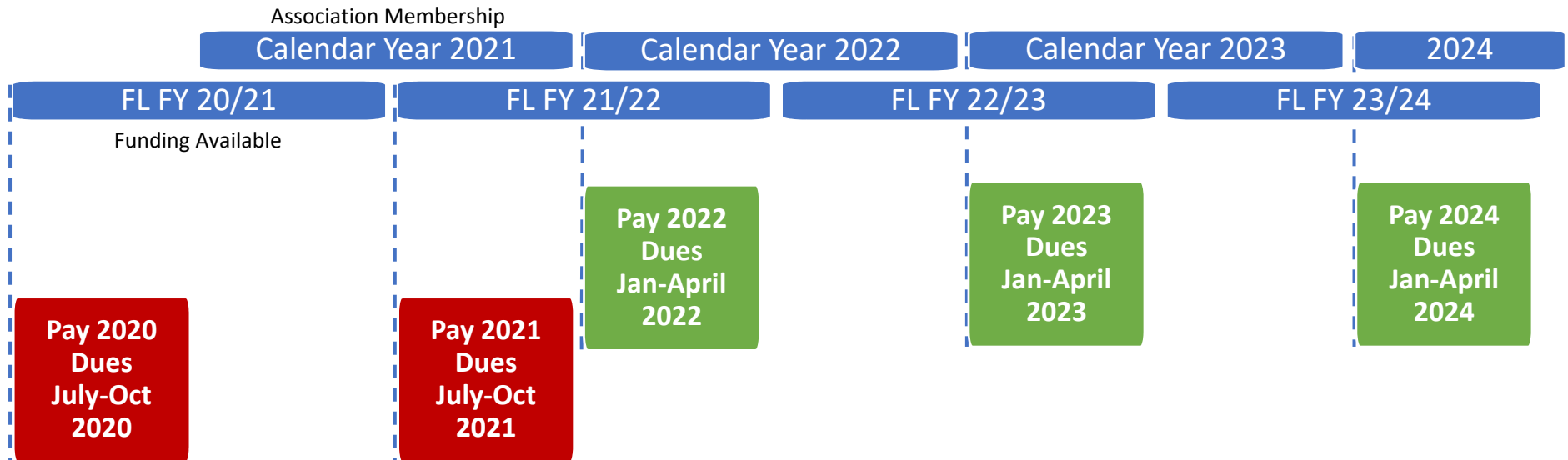
# Current Problem



- Association dues are due January 1 at the beginning of the calendar year
- MPOAC funding follows the Florida Fiscal Year which starts July 1
- The 6 month gap combined with up to a 4 month processing period results in a delay of payment of up to 10 months
- Tangible goods vs. Memberships

# Proposed Solution

- Make catch-up payment during FL FY 2021/22 to advance dues payment by 6 months





# Autonomous Vehicle and Alternate Fuel Vehicle FL Market Penetration Rate and VMT Assessment Study

**Sisinnio Concas, Ph.D., Program Director**  
*Autonomous and Connected Mobility Evaluation*

**Florida Metropolitan Planning Organization Advisory Council**  
**Orlando, January 30, 2020**



University of South Florida  
Center for Urban Transportation Research

## Background

- Autonomous Vehicle (AV) and Alternative Fuel Vehicle (AFV) Florida Market Penetration Rate and VMT Assessment Study
- Funded by FDOT
- 24-month project
- Completed: October 2019



Autonomous Vehicle (AV) and Alternative Fuel Vehicle (AFV) Florida Market Penetration Rate and VMT Assessment Study

Final Report

BDV25-977-48

Deliverable No. 10

PREPARED FOR  
Florida Department of Transportation



October 2019

Page Break

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Center for Urban Transportation Research  
University of South Florida  
4202 E. Fowler Ave., CS1100, Tampa, FL 33620-5375

## Reasons for Analysis

- To effectively plan and create a transportation system for the future, it is important for the state to consider AFV and AV market penetration scenarios and their potential impact on the state's vehicle miles traveled (VMT).
  - What impact will AFV and AV will have on transportation revenues?
  - What additional investments may be needed to facilitate their adoption?
  - What potential savings may be realized?



## Project Objectives

1. Conduct a comprehensive market penetration analysis of autonomous (AV) and alternative fuels vehicles (AFV) and their impact on the state's VMT over 30-year period
2. Produce high, medium, and low projections of market penetration rates and VMT
3. Estimate the impact to current motor fuel-based revenue sources
4. Identify potential investments needed and anticipated cost savings
5. Identify policy considerations for further development by FDOT and policymakers for transportation infrastructure design, construction, maintenance, and operation

## AV Market Penetration Rate Analysis – U.S.

- Review of relevant studies relating increased AV market penetration to changes in VMT at the national level
- By 2035, AVs may make up about 11-14% of private vehicle fleet and approximately 35% of private-vehicle VMT
- AV technologies are expected to be adopted in luxury segment first
- Level 4 may be available in medium, small, and lower priced vehicle categories in the mid-2020s to early-2030s.
- Level 5 expected to have an impact in the mid- to late-2030s.
- Providing shared mobility to underserved population can add 2-14% to VMT



## AFV Current Market Analysis – U.S.

- Review of relevant studies/literature
- 361,000 EVs sold in 2018 (2% of LD sales), half in CA
- EV vehicle stock remains low – 0.37% of LD vehicles
- 160,000 NGV vehicles in U.S., mostly HD
- Primary driver of EV/PHEV sales – battery cost
  - Cost of automotive batteries decreased from \$1,000/kWh in 2010 to under \$200/kWh in 2018
  - Projected to fall below \$100/kWh in 2025-2030 (EV will become comparable in price to ICE)



Other factors influencing EV market: government policy, consumer awareness, fueling infrastructure

## AFV Market Forecast – U.S.

- Projections vary significantly from source to source
- National forecasts imply short-to medium-term (10-15 years) annual growth rates of EV sales of 20.6%-25.1%; long-term (20+ years) growth: 7.5% - 16% per year.
- NGV sales: 10% of new MD and HD
- Fuel cell vehicle: 0.6% of total vehicle sales
- National EV stock projections range from 7 million vehicles in 2025, to 15 million vehicles in 2030 and to 41 million EVs in 2040
- EV fleet is not expected to exceed 15 percent of the overall U.S. vehicle stock in 2040.



## Florida VMT Projections

- Adjust FHWA long-term VMT forecast using weighted index of key demographic and macro-economic factors specific to Florida
- Multiple assumptions
- Categories of vehicles: LD vehicles, single unit trucks and buses, combination trucks
- Factors affecting VMT in Florida:
  - Population growth (higher than in U.S.)
  - Age (large percentage of 65+)
  - Population density (higher)
  - Household income (lower)
  - Geography and climate
  - Gasoline prices (lower)
  - AFV fueling infrastructure



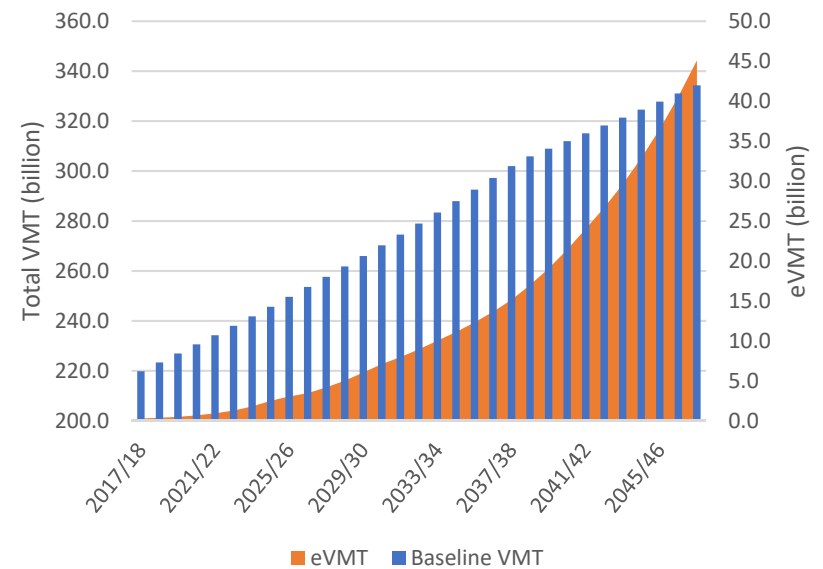
## Florida eVMT Projections

1. Project number of EVs in Florida
  - Adjust national trend using weighted indexes
  - EV critical factors: growth in disposable income, gasoline prices, electricity rates, prices of PV, government rebates, etc.
2. Project average eVMT per EV (BEV & PHEV)
  - BEV/PHEV split
  - Improvements in battery technology/range
3. Combine number of EVs and eVMT per EV to obtain total eVMT forecast
  - LD, single-unit trucks/buses, combinations trucks



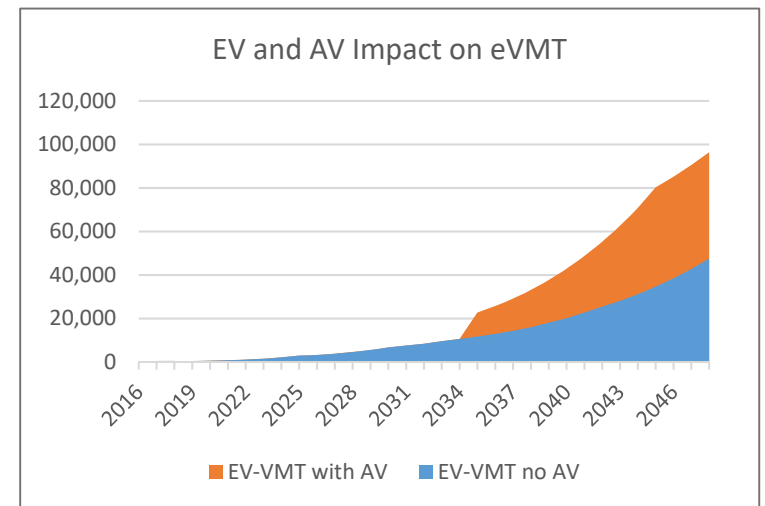
## AFV Market Penetration Rate and VMT Projection - Florida

- Moderate eVMT growth until 2030
- EV market accelerates after 2030-2035
- By 2048, eVMT will reach 47.5 billion (14% of the VMT)



## AV Market Penetration Rate and VMT Projection - Florida

- Low penetration rate until 2030-2035
- Starting in 2035:
  - eVMT will grow by 12% per year
- By the end of 2048:
  - 43% of vehicle fleet will be AV
  - VMT will increase by 14.6%
- eVMT is projected to account for 25.1% of total VMT in 2028
- Increased AV VMT fully absorbed by EV (eVMT)
- By end of 2048 AV will double eVMT



## AV and AFV Investment Requirement

- Most of AV capacity improvements will be achieved through vehicle cooperation
- Low levels of market penetration are associated with minimal capacity impacts
- As market penetration increases, the capacity increases remain minimal for non-cooperative AV but increase exponentially for connected AVs
  - 10%-40% connected AVs result in 12%-15% capacity increase
  - 100% connected AVs – 49%-270% capacity improvement
- Special infrastructure considerations for AVs: road markings and signage, managed/dedicated lanes, addition of drop-off lanes, ITS roadside devices (VTI), demand management strategies, etc.
- EV charging infrastructure needs in Florida (by 2040):
  - Additional 19,000 Level-2 public charging stations
  - Additional 2,350 DCFC



## AV and AFV Cost Savings

- Cumulative benefits for EV owners (2018-2048)
  - Fuel cost savings of \$15.6 billion
  - Life-cycle cost savings of \$40 billion
- HD vehicles will not demonstrate TCO savings until 2030-2035
- Significant savings can be expected from AVs:
  - Crash cost reductions (94% of all crashes can potentially be avoided)
  - Reduction in congestion (improvement in capacity)
- Capacity improvements do not eliminate the need to invest in road construction to address growth in travel demand

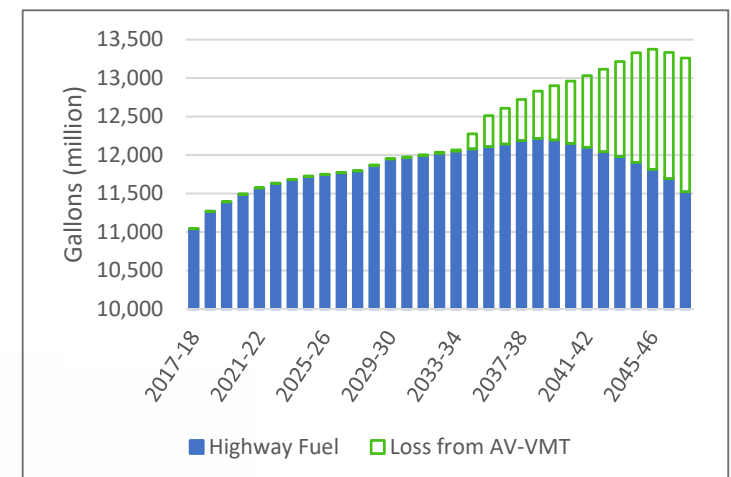
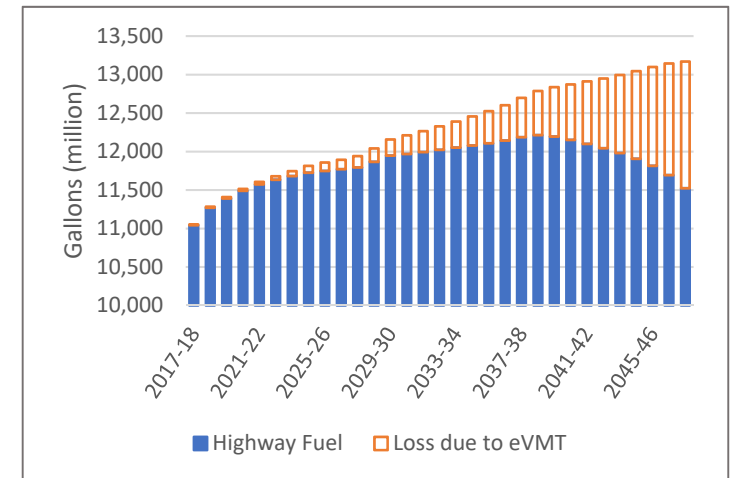


## Revenue Analysis

- Assess the impact of AV and AFV on state revenues
  - Federal – Federal Gas (18.4 cents/gal); Federal Diesel Added 6 cents/gal
  - State – State Sales (14.1 cents/gal); SCETS (7.8 cents/gal); 7-percent of 1-6 cents local option
  - Local Option – 1-6 cents/gal; local option 1-5 cents/gal; 9<sup>th</sup> cent/gal; constitutional, county, and municipal.
- Some are automatically adjusted to CPI, others are adjusted periodically by legislative actions
- Use approach by Florida Office and Demographic Research Revenue Estimating Conference (REC). Extend to FY 2047- 48.
- Employ forecasts of vehicle fleet composition, MPG, VMT, etc.

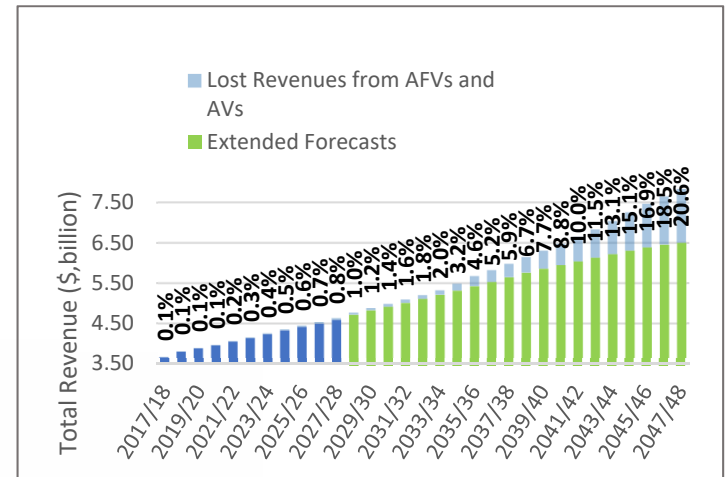
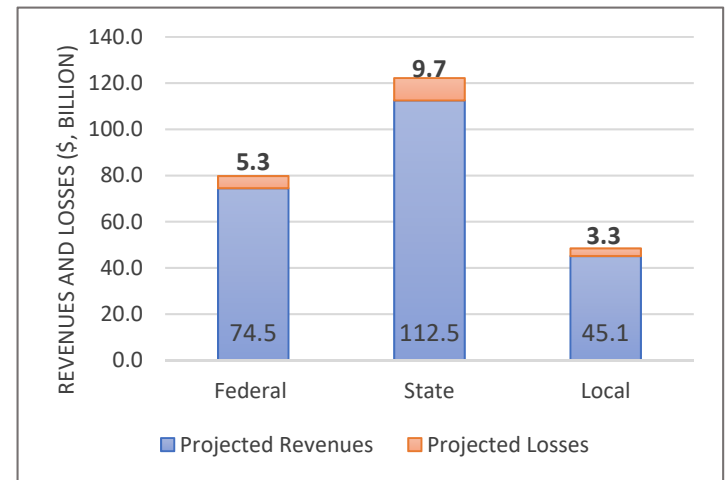
## Impact from AFV and AV on Highway Fuel

- By FY 2047-48 increased AFV market penetration will reduce demand for motor fuel by 1.6 billion gallons annually
- Fuel consumption decreases after 2039
- By FY 2047-48 AVs will reduce highway fuel demand by about 1.7 billion gallons annually



# Combined Impact of AFV and AV on Revenues

- Cumulative Revenue Loss over 30-year period
  - \$18.3 Billion federal, state and local
  - \$9.7 Billion loss from states sales
  - 8.6% of state revenues
  - Revenue loss until FY 2027-28 is insignificant
- By FY 2047-48 annual revenue losses will drastically increase
  - \$2.4 Billion/year
  - About 21 % of total revenues or 26 % of annual fuel-based state portion



## Factors Affecting the Projections

- Continuous improvements in ICE fuel efficiency not fully accounted for
- Average miles driven by EV and ICE
- PHEV utility factor (% of eVMT to total miles)
- Age of vehicle fleet
- EV and AV adoption rates
- Impact of EVs on fleet fuel efficiency
- Behavioral changes



Courtesy: EPA



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## Policy Considerations

- AFV Fees and Taxes
- Public-Private Partnerships for Transportation Infrastructure
- Tolling and Congestion Pricing
- Road Use Fee/VMT Fee



## Conclusions and Recommendations

- Identify policy-feasible alternatives that are revenue loss neutral and focused on infrastructure preservation.
- Conduct sensitivity analysis of selected policy options
- Continued monitoring of key trends affecting market adoption and VMT generation
- Update forecasts to include recent AFV-AV market developments and changes in regulation



# Thank you!



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# FDOT HURRICANE BEHAVIOR STUDY

And other fun modeling stuff!

*presented to*

**Florida MPOAC**

~~Presented by~~

State Modeling Manager

*January 30, 2020*



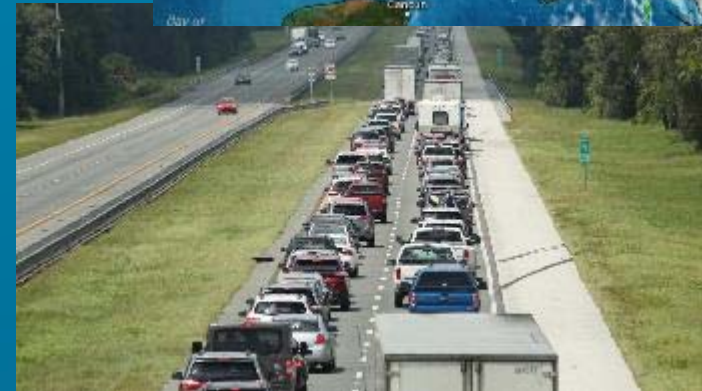
# OVERVIEW

- ▶ **Background**
- ▶ **Purpose of the study**
- ▶ **Goals**
- ▶ **Other Activities**



# BACKGROUND

- ▶ **TIME Hurricane Evacuation Model**
  - » Department of Emergency Management
  - » Purpose: County level demand / clearance times
  - » Free-flow conditions
- ▶ **Emergency Shoulder vs. Contraflow (2017)**
  - » FDOT Study: Legislature
  - » Hybrid: TIME / FISWM
- ▶ **Applications:**
  - » Hurricane Irma – September, 2017
  - » Hurricane Michael – October, 2018



# SURVEY PURPOSE

## ▮ **Demonstrated need for statewide hurricane model development**

- » Provide statewide information to Emergency Management
  - Travel demand projections
  - Estimates of congested speeds
  - Projection of bottlenecks
  - Evaluation of alternative evacuation scenarios
    - i.e., Route elimination

## ▮ **Understand the decision making process**

- » Primarily focus on Irma (2017) and Michael (2018)

# SURVEY PURPOSE

## ▮ Investigate behavioral preferences

- » Awareness: evacuate or shelter in place
- » Experience
- » Expected impact
- » Referenced resources for information

## ▮ Travel time information

- » How did residents react after an order of evacuation
- » How did they travel
- » Party size
- » Route

## ▮ New location technologies

- » Smartphone technologies
  - Realtime speed and congestion data
  - Changes in route choice
  - Changes in destinations



# WHAT ELSE?

## ▮ Release of the Update FISWM

- » Destination choice (2015/2045)
- » Long Distance Mode Choice
  - Air and Transit
  - AV/CV / Tourism
- » FreightSIM
  - Firm evolution

## ▮ Emergency Operations

- » Urban Evacuation Model

## ▮ Automated and Connected Vehicles

- » CAV Modeling applications (TWO)
  - Data surrogates
- » CAV Freight
  - Shifts in Mode Choice

## ▮ Research

- » Tourism
  - UF Department of Tourism
  - Tourist O/Ds
  - Tourist Flows
- » Trueshape Network
  - UF Department of Civil Engineering
- » Freight Economics
  - FreighTEC
- » SIS Integration
  - Strategic Implementation Office
- » Microsimulation
  - FIU Hadi

# OF NOTE:

## ▮ Florida MTF / Data Meeting

- » February 26 – 28, Orlando

## ▮ Training

- » Comprehensive Modeling
  - February 17 – 21, Fort Myers
- » FSUTMS Scripting
  - March 10-11, Orlando
- » FSUTMS Executive Level Workshop
  - March 24, Orlando Turnpike
- » Python Programming for Modeling
  - March 31 – April 1, Orlando Turnpike

## ▮ Future Training Courses ...

- » Mining Big Data
- » Development Review
- » CTPP
- » AVCV Analyses
- » Suggestions?

# Thank You *Questions?*

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# Election of Officers for 2020

- Chair of the MPOAC Governing Board
- Vice-Chair of the MPOAC Governing Board
- At-large member to the MPOAC Executive Committee





## **COMMUNICATIONS – IN YOUR PACKAGE**





# MEMBER COMMENTS





# ADJOURNMENT

Next Meeting – January 30, 2020  
Marriott Lakeside – Airport  
Orlando, FL

