



The Florida Metropolitan Planning Organization Advisory Council

Commissioner Nick Maddox
Chair

MPOAC Governing Board Meeting

Date: Thursday, July 29, 2021
Time: 3:00 p.m. – 5:30 p.m.
Location: Orlando Airport Marriott Lakeside
7499 Augusta National Drive, Orlando, FL 32822

Commissioner Nick Maddox, Presiding

- 1. Call to Order & Pledge of Allegiance**
- 2. Approval of Minutes: April 29, 2021 Meeting**
- 3. Public Comments (non-agenda items)**
- 4. Executive Director's Report**
 - A. UPWP Report**
 - B. Legislative Update**
- 5. Agency Reports**
 - A. Florida Department of Transportation**
 - B. Federal Highway Administration (cancelled)**
- 6. Business Items & Presentations**
 - A. MPOAC Legislative Priorities and Policy Positions**
 - B. MPOAC Meeting Dates for Calendar Year 2022**
 - C. Consolidated Planning Grant Resolution**
 - D. Review of the Recommendations for the MPOAC/FDOT MOU and Executive Director Job Description**
 - E. Strategic Intermodal System (SIS) Policy Plan Update**
- 7. Communications**
- 8. Member Comments**
- 9. Adjournment**

Any person who desires or decides to appeal any decision made by this Council with respect to any matter considered at this meeting will need a record of the proceedings. For such purposes, such person may need to ensure that a verbatim record of the proceedings is made which record includes testimony and evidence upon which appeal is to be based.

The needs of hearing or visually impaired persons shall be met by contacting the Council sponsoring such meeting at least 48 hours prior to the meeting. Please contact Johnathan Waldron at (850) 414-4037 or by email to John.waldron@dot.state.fl.us.

Item Number 1

Call to Order & Pledge of Allegiance

DISCUSSION:

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

REQUESTED ACTION:

None requested.

ATTACHMENT:

None.

Item Number 2

Approval of Minutes: April 29, 2021

DISCUSSION:

Review and comments from members.

REQUESTED ACTION:

Approval of Meeting Minutes from the April 29, 2021 meeting of the MPOAC Governing Board Meeting.

ATTACHMENT:

April 29, 2021 MPOAC Governing Board Meeting Minutes.

**Florida MPO Advisory Council
Meeting of the Governing Board
April 29, 2021
Orlando, Florida
Draft Meeting Minutes**

Governing Board Members in Attendance:

IN-PERSON (GOVERNING BOARD – A TOTAL OF 14 WITH 9 MAKING AN IN-PERSON QUORUM):

Commissioner Nick Maddox, Capital Region TPA, Chair
Vice Mayor Robert Weinroth, Palm Beach TPA, Vice-Chair
Commissioner Sandy Johnson, Broward MPO
Commissioner James Herston, Charlotte County-Punta Gorda MPO
Commissioner Robert Bender, Florida-Alabama TPO
Commissioner Terry Burroughs, Heartland TPO
Mr. Charles Klug, Hillsborough TPO
Commissioner Susan Adams, Indian River County MPO
Commissioner Michael Smith, Forward Pinellas
Commissioner Mayra Uribe, MetroPlan Orlando
Mayor Dick Ryneason, Okaloosa-Walton TPO
Commissioner Phillip Walker, Polk TPO
Commissioner Vanessa Baugh, Sarasota/Manatee MPO
Councilmember Andrea Young, Space Coast TPO

IN-PERSON (OTHERS):

Jeff Kramer, MPOAC, Center for Urban Transportation Research, USF
John Waldron, MPOAC
Paul Gougelman, MPOAC General Counsel
Brian Freeman, Indian River County MPO
Donald Scott, Lee County MPO
Georganna Gillette, Spacecoast TPO
Dave Hutchinson, Sarasota/Manatee MPO
Abra Horne, Florida Department of Transportation
Mark Reichert, Florida Department of Transportation
Alison Stettner, Florida Department of Transportation
Brenda Young, Florida Department of Transportation

VIRTUAL (GOVERNING BOARD – A TOTAL OF 7 THAT CANNOT CONTRIBUTE TO A QUORUM):

Commissioner Mary Alford, Alachua County, Gainesville MTPO
Commissioner Bill Dozier, Bay County TPO
Commissioner Bill McDaniel, Collier MPO
Commissioner Josh Blake, Lake-Sumter MPO
Commissioner Craig Curry, Ocala/Marion County MPO

Councilmember Stephanie Morgan, St. Lucie TPO
Councilmember Billie Wheeler, River to Sea TPO

VIRTUAL (OTHERS):

Commissioner Craig Estep, Lake-Sumter MPO
Tia Boyd, CUTR
Mary Beth Washnock, Bay County TPO
Paul Flavien, Broward MPO
Anne Mclaughlin, Collier MPO
Chelsea Favero, Forward Pinellas
Scott Koons, Gainesville MTPO
Mike Woods, Lake Sumter MPO
Ron Gogoi, Lee County MPO
Cynthia Lambert, MetroPlan Orlando
Leilani Vaiaoga, MetroPlan Orlando
Julia Davis, Polk TPO
Ryan Kordek, Polk TPO
Greg Scott, Polk TPO
Laura Carter, Space Coast TPO
Stacie Blizzard, Federal Highway Administration
Karen Brunelle, Federal Highway Administration
Jamie Christian, Federal Highway Administration
Carlos Gonzalez, Federal Highway Administration
Cathy Kendall, Federal Highway Administration
Jim Martin, Federal Highway Administration
Holly Liles, Federal Transit Administration
Siaosi Fine, Florida Department of Transportation
Scott Phillips, Florida Department of Transportation
Dana Reiding, Florida Department of Transportation
Erika Thompson, Florida Department of Transportation
Rakinya Hinson, Florida Department of Transportation
Erich Zimmermann, National Association of Regional Councils
Mike Williamson, Cambridge Systematics
Daniel Crotty, Whitehouse Group
Ned Baier, Volkert

There were an additional 6 people attending virtually who were unlabeled or identified only by a phone number

- **CALL TO ORDER**

Nick Maddox, Chair, Capital Regional TPA, called the meeting to order at 3:16 p.m. and a quorum was determined. All stood for the Pledge of Allegiance. All in attendance introduced themselves. Those attending online were then given an opportunity to introduce themselves.

A motion to allow online members to participate in the meeting due to the extraordinary circumstances of COVID-19 and to remove item 6E & 6F from the agenda was made by Commissioner Robert Weinroth, Vice-Chair, Palm Beach TPA. A second was made by Commissioner Vanessa Baugh, Sarasota/Manatee MPO. The motion was approved unanimously.

- **APPROVAL OF MINUTES: JANUARY 28, 2021 MEETING**

Commissioner Robert Weinroth, Palm Beach TPA, moved to approve the minutes of the January 28, 2021 MPOAC Governing Board meeting. A second was made by Commissioner Robert Bender, Florida-Alabama TPO. The motion carried unanimously.

- **PUBLIC COMMENTS**

No public comments were made.

- **EXECUTIVE DIRECTOR'S REPORT**

- A. **UPWP REPORT**

Mr. Jeff Kramer, Interim MPOAC Executive Director/Center for Urban Transportation Research (CUTR), presented the Unified Planning Work Program (UPWP) Report showing expenditures and budget for the third quarter of state fiscal year 2021 (January-March 2021). During his presentation, Mr. Kramer thanked the group for the opportunity to serve as the MPOAC Interim Executive Director. He shared that the MPOAC is operating under budget. Mr. Kramer explained that there was less travel and lower labor costs in the budget because a full-time executive director is not in place. AMPO and NARC dues, which represent significant costs, were paid in the 3rd quarter. The summary financial table was provided in the agenda packet.

- B. **LEGISLATIVE UPDATE**

Mr. Kramer presented a legislative update of bills that MPOAC and the transportation community are tracking through the 2021 Florida Legislative Session. Mr. Kramer thanked Carl Mikyska, Pasco County MPO, for continuing to update and share the Florida legislative newsletter. He encouraged those who receive the newsletter to share it with anyone who will benefit from the information and to call with questions they may have.

Mr. Kramer reminded the meeting attendees that April 30th is the last day of the regular session. There are several high profile, controversial proposals and as a result there was somewhat less time for transportation proposals. The following items were discussed:

- The 72 hour cooling off period following the publication of the general appropriations act
- The state budget is \$101.5B compared to \$92B in the current fiscal year. A smaller budget was expected, but revenue estimates increased (including federal American Rescue Plan funds, much of which will be for transportation purposes). The total transportation budget is \$10.4 billion, with \$9.4 billion in the FDOT Work Program.
- Key Transportation Bills include:
 - SB 100 – eliminates Multi-Use Corridors of Regional Economic Significance (M-CORES) as we know it, but maintains improvements for US 19 North and funds a PD&E study for an extension of Florida’s Turnpike to the Suncoast Parkway
 - HB 353 – permits bikes with no seats (elliptical bikes) to operate on public roadways
 - SB 566 – relating to motor vehicle rentals and peer-to-peer car-sharing program surcharges
 - SB 950 – revising requirements for motor vehicles passing bicyclists and other non-motorized vehicles
 - HB 1113 - Midblock crossing (still being considered as of 04/28/2021)
 - HB1126 - general transportation bill. Moves due dates for MPO project priorities from Oct 1st to Aug 1st
 - SB 1194 - transportation “train” that includes language separating the Chairs Coordinating Committee (CCC) from the Tampa Bay Area Regional Transit Authority (TBARTA) and does not require that TBARTA coordinate the regional Transit Development Plan (TDP) with area MPO plans
 - HB1289 – autonomous vehicle (AV) bill allowing low speed autonomous delivery vehicles to operate on roadways with 35mph speed limits
- Bills to keep an eye on next legislative session include:
 - SB138/140 electric vehicle (EV) infrastructure – did not pass, but would have required a registration fee for electric vehicles comparable to state gas tax paid by an average internal combustion vehicle
 - SB 62 Regional Planning Councils (RPCs) – did not pass, but would have repealed several provisions pertaining to Regional Planning Councils
 - There were hopes for a hands free driving bill, but such a bill was not considered this legislative session

Mr. Kramer reported that he will be completing legislative updates once the bills are signed into law.

• AGENCY REPORTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION

Mr. Mark Reichert, Administrator for Metropolitan Planning, Florida Department of Transportation (FDOT), updated the members on FDOT activities and brought forward information of importance to the membership.

Mark Reichert updated the group on the following topics:

- Federal stimulus funds
 - CARES (Coronavirus Aid, Relief and Economic Security Act) – March 2020, FAST Act extension with an additional \$39M in general funds of which \$31M is allocated through the Surface Transportation Block Grant (STBG) program of which \$13M were STBG–urban allocation (SU) funds
 - CRRSSA (Coronavirus Response and Relief Supplemental Appropriations Act) – December 27, 2020, \$470M went to FDOT, \$89M was sub-allocated to Transportation Management Areas (TMAs). The TMA funds are mostly boxed for next year to make sure budget is available to spend. There is no guidance yet on the remaining \$381M
 - American Rescue Plan – March 11, 2021, \$1.9T was allocated for various programs. \$10.2B went to Florida and the Governor said that \$2B will be used for transportation. The plan has a carve-out of \$30.5B for transit and \$8B for airports. There is no guidance from FHWA or FAA on how much will come to Florida.
 - American Jobs Plan - \$2.3T, of this amount, \$932B is for infrastructure of which \$571B is for transportation - \$115B to highways, \$80B to intercity rail, \$135B to electric vehicle infrastructure, \$110B to transit, \$25B to airports, \$17B to ports, \$44B to megaprojects, \$20B to Safety, and \$25B to equity
 - Highway funding is directed towards “fix-it-first” projects rather than new capacity, which could be problematic for states like Florida
 - Reauthorization of the FAST Act is still to come, but FDOT has taken the following positions:
 1. The new authorization must provide state, local and private partners the long-term funding certainty they need to effectively plan and deliver projects
 2. Such reauthorization must, at a minimum, address the long-term solvency of the Highway Trust Fund in a fiscally responsible manner
 3. Congress should distribute funds to the states using existing funding formula mechanisms
 4. Due to Florida’s explosive population growth, Congress should use the most-current census data available in distribution formulas
 5. Congress should emphasize streamlining and program simplification – while resisting new program creation

- Legislative update
 - Overall State Budget is \$101.B. FDOT's budget is \$10.26B of which \$9.447B is for the FDOT Work Program. Member projects total \$89.46M. The \$2B extra for FDOT is outlined in the federal appropriations bill, contingent upon receiving the COVID-19 Relief funds. \$1.750B is for state highway system projects, with the remaining \$250M being appropriated to the state's seaports. There is also a \$17M sweep of the State Transportation Trust Fund (STTF)
- Status of bills as of 10:00 am 4/29/21
 - SB 1126 (Department Bill) – is back in Senate as of 4/29. It revises the date for MPO's annual submissions of project priorities to the FDOT districts for purposes of developing the FDOT's tentative work program and MPO transportation improvement programs from October 1 to August 1
 - HB 1385 (Department Bill) – House companion bill was laid on the table on 4/27
 - SB 1194 (Transportation Train) – Passed the Senate 39 – 0 and on the Third Reading Calendar in House 4/27. 4/28 passed House, sent back to Senate
 - HB 57 (Transportation Train) – Laid on the table in House on 4/27
 - M-CORES (SB 100) – Passed Senate 39 – 1. Passed House 115 – 0. It allows for alternatives to extend Suncoast using US 19 and an extension of the Turnpike to a logical terminus, but eliminates the original southern corridor
- FDOT planning award ceremony was held on April 9th
 - 2020 Planning Professional of the Year: Conroy Jacobs (Osceola County, Transportation & Transit)
 - 2020 Planning Organization of the Year: Forward Pinellas
 - 2020 Planning Innovation of the Year: Mayor Castor's Crosswalks to Classrooms Program (City of Tampa)
- MPOAC Leadership Meeting
 - The meeting was held in person on April 19th-20th. Secretary Thibault joined the meeting
 - Notes have been shared with the group
- Partnership Quarterly Meeting
 - Notes will be shared from the March 9th quarterly meeting
 - Don Scott, Lee County MPO, and Jeff Kramer, MPOAC Interim Executive Director/CUTR, participated for the MPOs.
- FHWA Florida Planning Finding meeting in July
 - The group was reminded that the meetings are annual and the next meetings are scheduled for July 6 and 7th. Mr. Reichert invited the staff directors to participate
- FHWA Peer Exchange on Transportation Performance Management (TPM)
 - On April 9th, FDOT participated in an FHWA sponsored Peer Exchange with other state DOTs on the coordination efforts between FDOT and our MPOs on TPM. FDOT was asked to participate because of how well they have coordinated on the effort
- Unified Planning Work program (UPWP) template
 - On April 14, there was a working group meeting to discuss the UPWP template. Mr. Reichert shared that there was a lot of MPO participation. There is a follow-up on May

7th, 2021 and the group was asked to participate in this meeting. It was stated that the goal is to have an end product to help the review process

- UPWP amendment thresholds
 - Recommendations are being developed based on the 2020 findings. The first meeting was on April 5th and they are making progress. Mr. Reichert shared that everyone is on board to cut down on UPWP amendments
- UPWP invoice tracker
 - The UPWP invoice tracker was created by an MPO Liaison in District 4. The tracker was shared with Liaisons to help with the budgeting process and liaisons are sharing it with MPOs. The group was encouraged to ask their Liaison about the tracker if they haven't received it yet
- UPWP Funds
 - The group was reminded to spend conservatively in the 1st Quarter of the fiscal year, but to still spend their funds - \$4.7M was left on the table during the Close-Out process
- FTA allocations
 - The annual FTA allocations have been released. MPO Staff Directors were encouraged to reach out to their Liaison if their Liaison has not yet reached out themselves. The allocations are for FFY 20/21 and available for spending by the MPO in state fiscal year 21/22
- Portal Update
 - FTA has indicated that they continue to have technical issues with the Portal on their side (it may be a Firewall issue), and as a result, they will no longer be using the Portal, not even as a document repository. Nothing changes for the MPOs. The MPO Staff Directors were asked to please continue to upload planning documents and amendments into the portal. FDOT will continue to conduct its reviews in the Portal and send copies of the document to FTA
- Public Transportation Agency Safety Plan (PTASP) targets
 - Due to the COVID-19 national emergency, FTA granted an extension of the Public Transportation Agency Safety Plan (PTASP) performance target compliance date to 7/20/21. The 180-day timeframe for MPOs to set targets begins when the MPO receives the safety targets from the transit providers. FDOT and MPO LRTP and STIP/TIP updates or amendments approved on or after this date must include Transportation Performance Management (TPM) elements for applicable transit safety performance measures and targets. The expectation from FTA is for MPOs to adopt transit safety targets ASAP if the transit agency has already adopted the PTASP regardless of the 180-day timeframe
- Transportation Improvement Program (TIP) consensus document
 - In the past, the TIP was used as vehicle to submit MPO Governing Board approval of the consensus document and, as a result, the consensus document approval died every year as the TIP was updated. It was recommended that MPOs take the consensus document to their Governing Board as separate document. Five MPOs decided to continue to use the TIP as the vehicle for Board approval of the Consensus Document and therefore, they must continue to do so this cycle. The five MPOs are: Charlotte

County-Punta Gorda MPO, Hillsborough MPO, Indian River County MPO, River to Sea TPO, and St. Lucie TPO

- Research projects
 - RSG (an FDOT consultant) will be reaching out to some of the Florida MPOs about a briefing paper addressing Transportation Equity. Also, Gannett-Fleming will be reaching out on a Resiliency project. In this project, they will be assessing the current state of practice in Florida for how MPOs are integrating resiliency into their long-range planning process and will be reviewing the 2045 LRTPs (that are available). They will also be assessing the specific data, tools, and guidance needed to advance climate planning for regional transportation agencies. They are hoping that the relevant MPO staff will meet with them (virtually) to share their perspectives on the current state of practice and needs. They will be reaching out in May to schedule interviews
- Announcing new FDOT Metropolitan Planning Administrator
 - Mr. Reichert shared that he will be retiring and tomorrow (04/30/2021) is his last official day with FDOT. Ms. Abra Horne will be his replacement. Mr. Reichert shared the following: Abra is a transportation planner with more than 25 years of experience. She has served as a local government representative at two MPOs. Managed eleven MPO push button contracts. Managed projects that required coordination with nine MPOs. And conducted corridor and policy studies throughout Florida. Abra also served as an in-house PD&E consultant project manager at the Turnpike Enterprise

Members requested that Mr. Reichert send his update report and the MPOAC leadership meeting notes to Jeff Kramer, who can disseminate the notes to the group.

B. FLORIDA DIVISION OF FEDERAL HIGHWAY ADMINISTRATION

Ms. Cathy Kendall, Team Leader of the Planning Team, and Ms. Karen Brunelle, Director of Program Development, Florida Division, Federal Highway Administration (FHWA), updated the members on the activities of the Florida Division Office of FHWA and brought forward information of importance to the membership.

- General announcements
 - Cathy Kendall shared a notice from the US Census Bureau. The notice stated that they are taking comments on the proposed criteria to define urban areas based on the 2020 Census. Comments are due by May 20, 2021
 - Karen Brunelle shared an announcement about the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants (former TIGER and BUILD). The information provided in the packet includes the links for accessing the grants, which are due on July 12th, 2021. The grants focus on planning and capital projects. She encouraged everyone to reach out if they had questions
- Transportation Performance Management updates
 - For PM2 Bridge data, most MPOs are in fair or good condition and only a few have bridges that are considered poor. Those in fair condition will move to poor if projects

aren't submitted in a timely manner. The tables included in the agenda packet provide useful talking points when talking to FDOT about bridge replacement projects.

- PM3 tables included in the agenda packet include travel time reliability, sources are provided on each presentation slide. She encouraged everyone to reach out to planners if there are questions
- CRRSAA guidance
 - The guidance memo is included in the agenda packet. The slides from the presentation can be used as a cliff notes for the guidance document

● BUSINESS ITEMS & PRESENTATIONS

A. MPOAC FREIGHT PROJECT PRIORITIES LIST

Michael Williamson, Cambridge Systematics, and Daniel Crotty, Whitehouse Group, presented this item. The MPOAC Freight Committee identifies high priority freight projects on an annual basis to provide MPOs from across the state with an opportunity to collectively promote and endorse these projects for funding under the National Highway Freight program and other federal and state sources. The Freight Committee worked with the 27 Florida MPOs to develop the statewide MPOAC freight project priority list which will be shared with FDOT for consideration during the upcoming 5-Year Work Program development cycle. All projects have been screened by the Freight Committee to ensure that the projects support the agreed upon intent of the program. Each project listed in the document has the same priority.

Mr. Williamson described the program purpose and the summary of submittals. He reported that 18 of 27 MPOs submitted projects for a total of 36 projects. They worked with District freight coordinators and asked if projects were a District freight coordinator priority.

Mr. Crotty shared a map of the identified projects and noted that there is at least one project in each District. He proceeded to describe the list of projects for each district, concluding by requesting approval of the 2021 MPOAC Freight Project Priorities List.

Charles Klug, Hillsborough TPO, made a motion to approve the 2021 MPOAC Freight Project Priorities List and that the list be transmitted to Florida DOT. Commissioner Robert Bender, Florida-Alabama TPO, seconded. The motion passed unanimously.

Don Scott, Chair of the Staff Directors' Advisory Committee, reported that the Staff Directors discussed multiple proposals made during the Freight Committee meeting related to modifying the eligibility requirements for the Freight Project Priority List, expanding the scope and purpose of the Freight Committee to include passenger rail development, updating the name of the Freight Committee to match the expanded scope and purpose, and to conduct a review of the membership of the Freight Committee. He shared that the Staff Directors passed a second motion to recommend approval to:

- modify the eligibility requirements for the Freight Project Priority List to include projects that were not already funded at some level and projects that might supplement or support the national freight network, but are not on the freight network
- update scope and purpose of the Freight Committee to incorporate rail
- change the name of the “Freight Committee” to the “Freight and Rail Committee”
- review and update the Freight and Rail Committee membership list

Commissioner Mayra Uribe, MetroPlan Orlando, made a motion to approve the Staff Directors recommendations. Commissioner Phillip Walker, Polk TPO, seconded. The motion passed unanimously.

B. MPOAC EXECUTIVE DIRECTOR

Commissioner Nick Maddox, Chair of the Governing Board, presented this item with assistance from Paul Gougelman, MPOAC General Counsel. Commissioner Maddox described that in February 2021, the MPOAC Executive Director announced his resignation, effective March 5, 2021. The MPOAC has limited experience filling the position of Executive Director (there have only been 2 Executive Directors in the history of the organization) and requires time to consider how to approach filling the position. At the request of the MPOAC Executive Committee made during a meeting held on February 24, 2021, Mr. Jeff Kramer with the Center for Urban Transportation Research (CUTR) at the University of South Florida (USF) has agreed to act as the Interim MPOAC Executive Director, providing the MPOAC with time to develop and execute a plan for filling the position of MPOAC Executive Director. Commissioner Maddox then asked for a report from the MPOAC Staff Directors’ Advisory Committee on this subject.

Don Scott, Chair of the Staff Directors’ Advisory Committee, provided highlights from the discussion from the Staff Directors’ meeting. He reported that:

- The Staff Directors recommended that the MPOAC Policy and Technical Committee provide information for the job description and the positives/negatives of extricating from or staying with FDOT, and then they will come back to the Governing Board at a future date. The motion for this recommendation was approved 20 to 4.
- There were concerns from the Staff Directors regarding the following:
 - What should be included in the position description and the advertisement,
 - Where and when the position should be advertised,
 - The vision and mission of the MPOAC as stated in the Strategic Directions Plan and how that relates to filling the vacant position,
 - How to handle the MPOAC Transportation Planner position, and
 - The costs and mechanics associated with this process.

Commissioner Maddox asked for additional details around the discussion. Mr. Scott answered that there was a lengthy discussion on the issues. Highlights from the discussion included:

- The future of the MPOAC Executive Director position,
- The pros and cons of separating from FDOT, and
- How these changes would impact the organization.

Commissioner Maddox asked if the conversion included extending the contract that ends in December 2021 for the Interim Director position. Mr. Scott confirmed that there was some discussion about the timeframe for the Interim Director contract between FDOT and CUTR. He clarified that the need for an extension depends on how quickly the process of developing the MPOAC Executive Director position description and hiring a candidate can be completed. The Staff Directors concluded that, in light of the limited timeframe for this process, the Policy and Technical Committee should meet as soon as possible to prevent delays. Governing Board members expressed similar concerns about the end date for the Interim Executive Director contract. It was indicated that they should move forward knowing they can come back after the process and make additional recommendations. Commissioner Maddox asked for clarification if concerns over the timeline could be addressed by extending the interim period. Chair Scott responded that there is not an issue with asking for more time (but not cost) in the Interim Executive Director contract.

Commissioner Maddox shared that there were previous discussions to better clarify the MPOAC Executive Director's role and tasks. There is flexibility in the way the statute is currently written and FDOT is exploring how to accommodate the needs of the MPOAC without a legislative update. One such suggestion was to require an MPOAC staff person in Tallahassee, but to give flexibility to the Executive Director and allow them to work off-site.

Commissioner Maddox presented two options to the Board members. The options presented were to:

1. Keep the MPOAC Executive Director description as is, with the new Executive Director understanding that the position will be under FDOT as the MPOAC determines if a legislative change is possible, or
2. Slow down and let the Policy and Technical Committee develop the job description, go through the approval process, and then advertise the new job description.

Jeff Kramer, MPOAC Interim Director/CUTR, described the status of the Interim Director contract, explaining that the contract is not renewable, but it may be extendable. Alison Stettner, Director of the Office of Policy Planning, clarified that the contract can be extended, but new funding will require an additional contract. She explained that because there is now a contract mechanism in place, it should not take as long to create a new task work order (TWO) and allocate funding.

Mr. Kramer stated that by mid-Fall the timeframe would need to be established to ensure that there is adequate time for a new contract to be put in place on January 1st, if needed. Commissioner Maddox asked if they would be able to ask for an extension to April 1, 2022 if recommendations are provided for final approval by July and they immediately advertise

the position. Ms. Stettner stated that that timeline could work if additional funding is not needed. If additional funding is needed, a separate contract would have to be executed to provide additional time to cover the transitional period. Commissioner Maddox asked for clarification if a new contract could be in place for January 1, 2022.

Ms. Stettner clarified that there are two contracts with CUTR to support the MPOAC. The Interim Executive Director contract is an additional contract to increase support services so that Mr. Kramer can serve as the Interim Executive Director. Mr. Kramer explained that the Executive Director of the MPOAC doesn't work under a contract, the new hire would be a FDOT employee, and the interim Director contract wouldn't be necessary, but the existing support services contract would continue. To provide additional clarification, Ms. Stettner described the FDOT contracting process and available funding. Ms. Stettner further clarified that FDOT is balancing out of staff salaries and contractual services already allocated to the MPOAC. There is funding throughout the UPWP to cover contractual services and to hire. The contractual services exceed the Executive Director's current salary because there is more than one staff person on the new contract and additional incidentals are included.

Commissioner Maddox considered if the extension can be requested in July after the recommendations are provided. Commissioner Bender, Florida-Alabama TPO, hoped that the extension would get them beyond the session so that when a decision on an Executive Director is made, they would know the direction that the MPOAC is headed.

Commissioner Maddox suggested that they approve the Staff Directors recommendations and ask for feedback at the July meeting for the approval of the job description and strategies to address the arrangements with FDOT. The Chair requested a motion approving the Staff Directors recommendation for the Policy and Technical Committee to bring their findings in July for the Governing Board to approve and advertise following the meeting. He explained that they can make a decision to extend the timeline in the contract in July if necessary.

Commissioner Mayra Uribe, MetroPlan Orlando, made a motion to approve the Staff Directors recommendation. Commissioner Robert Weinroth, Palm Beach TPA, seconded. The motion was approved unanimously.

C. PRESENTATION BY NATIONAL ASSOCIATION OF REGIONAL COUNCILS

NARC serves as the national voice for regions by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues, including in the area of transportation. Hundreds of MPOs across the country are NARC members, including all twenty-seven Florida MPOs. Erich Zimmermann is the Deputy Director of NARC and also the Director of Transportation Programs where he oversees NARC's efforts on behalf of MPOs. Mr. Zimmermann discussed

NARC services for its MPO members and provided an overview on current federal legislative and administrative issues, including the status of efforts to reauthorize the federal transportation law (FAST Act).

Mr. Zimmermann also summarized the national and state level efforts to identify a sustainable replacement for the motor fuel tax. This is in response to direction from the MPOAC Governing Board at their January 2021 meeting to work with transportation partners to hold a discussion on alternative transportation revenue mechanisms as part of a future MPOAC meeting agenda item.

Items shared by Mr. Zimmermann included the following:

- 35 states have either enacted and implemented vehicle miles traveled (VMT) programs, are testing VMT pilot projects, or are currently researching VMT options.
- Two regional groups of states, Road Usage Charging (RUC) West and the I-95 Corridor Coalition /Eastern Transportation Coalition (ETC), have coordinated efforts and resources around VMT issues to leverage resources and to focus funding efforts. The ETC recently put out results from a pilot study in Delaware and Pennsylvania.
- RUC West members are organized into three tiers of member States including states with policies enacted to implement RUC programs, states testing RUC programs, state researching RUC programs
- Oregon (OReGO), Utah, and Virginia have active programs replacing gas taxes with mileage-based programs. Mr. Zimmermann described these programs in greater detail
- Florida is included in testing Implementation Paths for Mileage Based User Fees (MBUF): The Coalition studies MBUF through ETC, and there is nothing specific to Florida at this time
- There is Federal legislation since the FAST ACT was authorized that funds some work in this area
 - The Surface Transportation System Funding Alternatives is the most recent distribution of funds (it is the 5th distribution of funds under this program).

Mr. Zimmermann made the following general observations based on his research:

- The road usage charge concept having been implemented in a red, a purple, and a blue state (Oregon, Utah and Virginia) indicates that the approach itself is somewhat nonpartisan
- These programs are not replacing what is being collected in terms of fuel tax
- At the state level there has been progress, but there is uncertainty as to whether there will be policy movement toward a similar approach at the federal level

Meeting attendees noted that in Oregon they implemented the program incrementally and asked if this was the case in Utah and Virginia. Mr. Zimmermann answered that in Utah, they went right into a program that was a part of a larger gas tax and user fee package. In Oregon a task force was created to look at some of these issues. Jeff Kramer, MPOAC Interim Executive Director/CUTR, explained that Utah learned from Oregon. Mr.

Zimmermann added that he wasn't sure about Virginia, but explained that there was a change in party structure that has resulted in more aggressive strategies to find new avenues for funding.

D. MPOAC TRANSPORTATION REVENUE STUDY

Mr. Jeff Kramer, MPOAC Interim Director/CUTR, provided an overview of the MPOAC Transportation Revenue Study published by the MPOAC in 2012. Recognizing that current funding sources were declining and unsustainable over the long term, the MPOAC funded a 2-year study with the goal of developing recommendations to deal with the future transportation funding needs of Florida's metropolitan areas and state. The MPOAC developed a set of 14 transportation revenue options that were both sustainable and innovative, including draft legislative language for 6 of the options. The study effort was guided by an advisory committee made up of diverse transportation interests representing business organizations, local governments, environmental groups, and freight shippers.

Since 2012, the MPOAC has advocated for the implementation of strategies to expand transportation revenue sources and stabilize transportation funding levels that are directly based on the revenue options identified in the MPOAC Transportation Revenue Study. Mr. Kramer shared that the brochure is provided in the agenda packet. The following items were discussed:

- State Trust Fund purchasing power
- State transportation taxes and fees
- The impact of electric vehicle miles traveled (EVMT)/autonomous vehicles (AV) on motor fuel consumption and revenue
- The 14 options that the MPOAC endorsed
- Top revenue options
- Remaining revenue options

Mr. Kramer pointed out that what came out of this revenue study remains the basis for the MPOAC Legislative Policy Position #1 which focuses on expanding transportation revenue sources and stabilizing transportation funding levels in Florida.

After Mr. Kramer's presentation, there was a discussion on the following topics:

- Revenue sources that can be used for infrastructure, including transportation infrastructure
- re-entry into the Paris Agreement (an international treaty on climate change) and national goals to reduce greenhouse gas pollution
- competing interests on actions that subvert the migration of people from internal combustion engine (ICE) to electric vehicles (EV)
- A holistic viewpoint of this shift and how Florida MPOs can avoid going in a different direction from the President's initiative
- Gas tax revenue decline and the impact on system maintenance

Mr. Kramer stated that technology can help address some of the concerns associated with future funding issues, particularly the issue of declining revenue generated by the current motor fuel tax. Two obstacles to moving to alternative mechanisms for providing sustainable revenue for transportation were 1) the potential of charging fees on the use of electric vehicles (such as a registration fee) to discourage people from switching from ICE to EV, and 2) the potential privacy concerns associated with a mileage-based user fee that employs tracking technology. A variety of states have explored other alternatives. For example, some states have employed the following strategies:

- The registration fee paid on alternatively fueled vehicles is the equivalent to what the average ICE vehicle would pay per year in motor fuel tax
- Placing a cap on fees such that alternatively fueled vehicles never pay more than an ICE vehicle as a way to avoid any unintended disincentives
- The privacy debate is attempting to be addressed with 3rd party agencies to collect the data and then destroy the data once the information has been used

Meeting attendees stated that a pay-as-you-go model is oftentimes easier than paying upfront and at some point a parity between users of AV and EV will need to be determined. This may translate to an impact fee on the front end when buying a new vehicle. The discussion continued to include the following topics:

- Potential pushback from the auto industry if there are upfront costs added to the price of electric vehicles. There is concern that the extra costs will impact people who want to purchase EVs with the intention of saving the environment and not just cost savings. It was explained that it will be up to legislators and local governments to reach a balance between the issues of cost savings versus environmental impacts.
- The feasibility of a pay-as-you-go model versus paying up front and how to address EVs that are already on the road, e.g. TESLAs, if a pay up front model is implemented. The programs Mr. Zimmermann described provides drivers with two options to pay registration up front or pay a per mile fee. The tradeoff is the privacy issue. There is also a distinction between knowing where someone has been versus how many miles they've driven. The states have to decide the approach they will use.
- Board Members asked follow up questions on the miles driven and the possibility of crossing state lines for gas/other benefits. States need to think about the impact that the weight of vehicles have. For example, a TESLA weighs more than a regular sedan and can cause just as much, if not more, damage and deterioration to the roadways. The states are not getting the necessary funding to replace these roads.
 - It was explained that the technology would provide the most accurate rates by using location-based mileage tracking. An algorithm is needed to determine how fees are returned to the jurisdictions.

• MEMBER COMMENTS

No member comments.

- **ADJOURNMENT**

The next meeting of the MPOAC Governing Board will be on July 29, 2021. A meeting notice will be sent out at least one month prior to the meeting date.

The Chair adjourned the meeting at 5:17pm

Item Number 3

Public Comments (non-agenda items)

DISCUSSION:

Recommendations or comments by the public.

REQUESTED ACTION:

As may be desired.

ATTACHMENT:

None.

Item Number 4

Executive Director's Report

DISCUSSION:

Mr. Jeff Kramer, Interim MPOAC Executive Director, will be presenting the UPWP Report showing expenditures and budget for the fourth quarter of state fiscal year 2021 (April-June 2021). Mr. Kramer will also provide an update of federal legislative activity of interest to the MPOAC membership.

REQUESTED ACTION:

As may be desired.

ATTACHMENTS:

Budget Table for State Fiscal Year 2021 to date.
March 2021 Maricopa Association of Governments (MAG) newsletter.
Federal Proposal to conduct a highway formula modernization study.

Florida Metropolitan Planning Organization Advisory Council
FY 2020/2021 Budget
July 1, 2020 to June 30, 2021

Category	Annual Allocation	1st Qtr Expenditures 7/1/20-9/30/20	2nd Qtr Expenditures 10/1/20-12/31/20	3rd Qtr Expenditures 1/1/21-3/31/21	4th Quarter Expenditures 4/1/21-6/30/21	Expenditures to Date	Remaining Balance
Salaries/Benefits	\$ 182,310	\$ 39,882	\$ 43,687	\$ 46,481	\$ 39,174	\$ 169,224	\$ 13,086
Expense	\$ 55,661						
Travel	\$ 25,000	\$ 242	\$ 1,850	\$ 1,567	\$ 6,671	\$ 10,330	\$ 14,670
Meetings	\$ 23,274	\$ -	\$ 6,582	\$ 5,168	\$ 4,216	\$ 15,966	\$ 7,308
Administrative	\$ 5,887	\$ 506	\$ 399	\$ 191	\$ 215	\$ 1,311	\$ 4,576
Membership Dues *	\$ 171,826	\$ -	\$ -	\$ 169,272	\$ -	\$ 169,272	\$ 2,554
							\$ -
Contracted Services							\$ -
General Counsel	\$ 22,000	\$ 1,914	\$ 4,422	\$ 1,943	\$ 11,665	\$ 19,944	\$ 2,056
							\$ -
Transportation Planning							\$ -
Univ. South FL (CUTR)	\$ 92,500	\$ 23,125	\$ 23,125	\$ 23,125	\$ 23,125	\$ 92,500	\$ -
MPOAC Institute	\$ 85,000	\$ 21,250	\$ 21,250	\$ 21,250	\$ 21,250	\$ 85,000	\$ -
							\$ -
Strategic Plan							\$ -
Florida State University	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 5,000
							\$ -
Total Federal Funds	\$ 612,797	\$ 86,919	\$ 80,065	\$ 247,747.37	\$ 106,315.52	\$ 521,047	\$ 91,750
							\$ -
Advocacy Activities							\$ -
Local Funds	\$ 10,500	\$ 0	\$ -			\$ 0	\$ 10,500
							\$ -
Total Budget	\$ 623,297	\$ 86,919	\$ 80,065	\$ 247,747	\$ 106,316	\$ 521,047	\$ 102,250

* FBT, FPTA, NARC & AMPO



Current Federal Funding Allocations Hurt High Growth States Like Arizona

Request: An adjustment to funding formula allocations for states and local areas to better reflect current conditions, especially as they relate to population, lane miles, and vehicle miles traveled.

Issue

The Fixing America's Surface Transportation (FAST) Act, enacted in 2015, is the current authorization of the federal highway program. Similar to previous surface transportation authorizations, the FAST Act has continued to use 2009 methods to allocate funding through Federal Fiscal Year 2022, including the use of 2000 census data for population. This undermines much-needed funding to areas like Arizona and the Maricopa Association of Governments (MAG) region, which have experienced significant growth since 2000.

Impacts:

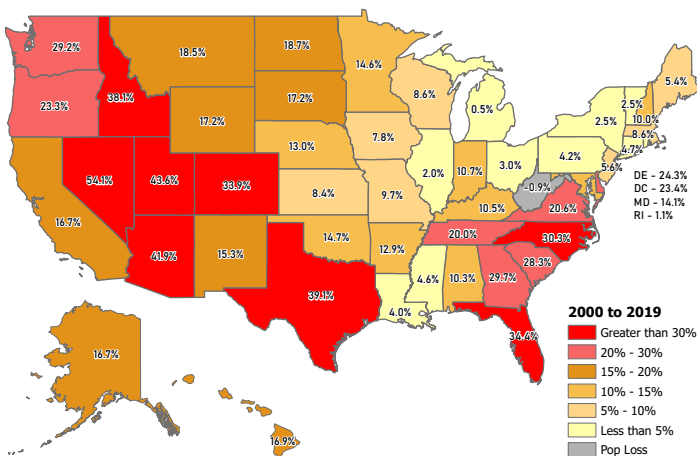
Arizona has lost real dollars due to the lack of updated allocation data. An example of the impact of using old data for the apportionment of federal highway funds is for PL (metropolitan planning) funds, which are allocated to metropolitan planning organizations (MPOs) to support the required transportation planning programs. Although Arizona has experienced rapid growth in the urbanized areas in the state, Arizona's share of PL funding has fallen from 1.94% of the PL allocations to 1.76% in 2020. While the total allocation of PL funds increased overall by 17.8% from 2009 to 2020, Arizona's PL funding only increased 7% over the same period. The growth at the national level is almost equal to the inflation of about 18% from 2010 to 2020. In addition, in 2010, the PL funding allocated to Arizona supported five MPOs. In 2020, PL supports eight MPOs in the state. This means the average PL funding per MPO fell from \$1.2 million to \$789,000.

Background:

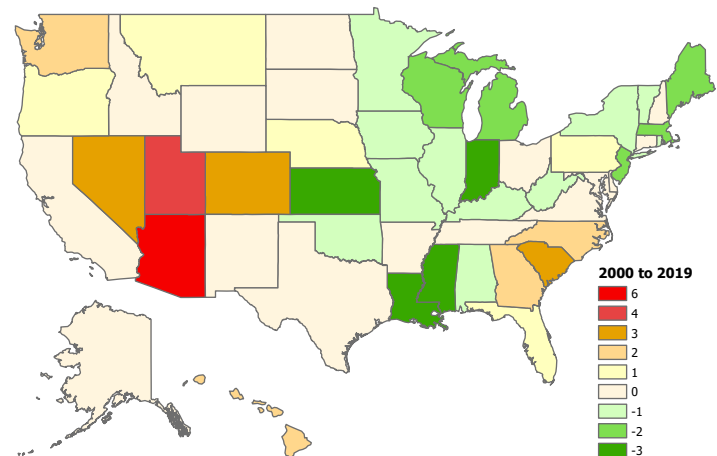
The FAST Act uses funding formulas adopted in 2005 with the passage of SAFETEA-LU, including population data from the 2000 census. Utilizing methodologies and data from the previous decades means that states and regions with high growth—like Arizona and the MAG region—do not receive a fair and proportional share of federal transportation funding. This results in a cumulative, negative impact to the state of Arizona and the MAG region through the erosion of funding over time. Federal legislation should be reflective of current conditions and responsive to the demands placed on our infrastructure as we grow our state and regional populations, increase our economic opportunities, and improve the quality of life for residents.

Apportionments of PL Funds (thousands)			
Fiscal Year	Arizona	U.S.	Arizona as % of U.S.
2009	\$ 5,900.2	\$ 303,966.6	1.941%
2020	\$ 6,311.5	\$ 358,213.4	1.762%
Percent Change	7.0%	17.8%	
Inflation (PCE)	16.2%	16.2%	

Percent Change in Population



Change in Population Rank



For more information, please contact:

Nathan Pryor, Policy and Government Relations Director, MAG, at npryor@azmag.gov or 602-254-6300.

117TH CONGRESS
1ST SESSION

S. _____

To require the Secretary of Transportation to carry out a highway formula modernization study, and for other purposes.

IN THE SENATE OF THE UNITED STATES

Mr. KELLY (for himself and Mr. CRUZ) introduced the following bill; which was read twice and referred to the Committee on _____

A BILL

To require the Secretary of Transportation to carry out a highway formula modernization study, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Highway Formula
5 Modernization Act of 2021”.

6 **SEC. 2. HIGHWAY FORMULA MODERNIZATION STUDY.**

7 (a) IN GENERAL.—The Secretary of Transportation
8 (referred to in this section as the “Secretary”), in con-
9 sultation with the State departments of transportation
10 and representatives of local governments (including metro-

1 politan planning organizations), shall conduct a highway
2 formula modernization study to assess the method and
3 data used to apportion Federal-aid highway funds under
4 subsections (b) and (c) of section 104 of title 23, United
5 States Code, and issue recommendations relating to that
6 method and data.

7 (b) ASSESSMENT.—The highway formula moderniza-
8 tion study required under subsection (a) shall include an
9 assessment of, based on the latest available data, whether
10 the apportionment method described in that subsection re-
11 sults in—

12 (1) an equitable distribution of funds based on
13 the estimated tax payments attributable to—

14 (A) highway users in the State that are
15 paid into the Highway Trust Fund; and

16 (B) individuals in the State that are paid
17 to the Treasury, based on contributions to the
18 Highway Trust Fund from the general fund of
19 the Treasury; and

20 (2) the achievement of the goals described in
21 section 101(b)(3) of title 23, United States Code.

22 (c) CONSIDERATIONS.—In the assessment under sub-
23 section (b), the Secretary shall consider the following:

24 (1) The factors described in sections 104(b),
25 104(f)(2), 104(h)(2), 130(f), and 144(e) of title 23,

1 United States Code, as in effect on the date of en-
2 actment of SAFETEA-LU (Public Law 109-59;
3 119 Stat. 1144).

4 (2) The availability and accuracy of data nec-
5 essary to calculate formula apportionments under
6 the factors described in paragraph (1).

7 (3) The measures established under section 150
8 of title 23, United States Code, and whether those
9 measures are appropriate for consideration as for-
10 mula apportionment factors.

11 (4) Any other factors that the Secretary deter-
12 mines are appropriate.

13 (d) RECOMMENDATIONS.—The Secretary, in con-
14 sultation with the State departments of transportation
15 and representatives of local governments (including metro-
16 politan planning organizations), shall develop rec-
17 ommendations on a new apportionment method, includ-
18 ing—

19 (1) the factors recommended to be included in
20 the new apportionment method;

21 (2) the weighting recommended to be applied to
22 the factors recommended under paragraph (1); and

23 (3) any other recommendations to ensure that
24 the new apportionment method best achieves an eq-
25 uitable distribution of funds described under sub-

- 1 section (b)(1) and the goals described in subsection
- 2 (b)(2).

Item Number 5A

Agency Reports – Florida Department of Transportation

DISCUSSION:

The FDOT Agency Report will review recent FDOT activities of note for the MPOs and their partners. Ms. Alison Stettner, Director of the Office of Policy Planning and Ms. Abra Horne, Metropolitan Planning Administrator, will present this item.

REQUESTED ACTION:

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

ATTACHMENT:

None.

Item Number 5B

Agency Reports – Florida Division of Federal Highway Administration

DISCUSSION:

No agenda item for this meeting. Key updates in the last quarter have already been sent via email.

REQUESTED ACTION:

None requested.

ATTACHMENTS:

None.

Item Number 6A

Business Items & Presentations MPOAC Legislative Priorities and Policy Positions

DISCUSSION:

The 2022 Legislative session will begin with committee meetings in the Fall of 2021 and the full legislative session will begin on January 11, 2022. The MPOAC develops a set of legislative priorities and policy positions every year. The legislative policy positions included in this meeting packet are the culmination of staff recommendations and review by the Staff Directors' Advisory Committee. The MPOAC Policy and Technical Committee met on July 7, 2021 and developed a draft set of legislative priorities and policy positions. The recommendations from that meeting include (a reminder that all positions start with the phrase "The MPOAC supports State Legislation that"):

- Revising current Position 1 as follows:
 - Amending the position to read "Supports an increase in transportation investment through dedicated and sustainable funding, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects."
 - Adding language to the Key Recommendations emphasizing support for an electric vehicle registration fee and opposing reductions in local option transportation revenue sources.
- Deleting language in Position 5 to maintain consistency with the policy positions of the Florida Public Transit Association (FPTA). And to address minor grammatical errors.

Mr. Jeff Kramer, MPOAC Interim Executive Director, will present this item.

REQUESTED ACTIONS:

For review, discussion, and approval by the MPOAC Governing Board.

ATTACHMENTS:

2022 Draft MPOAC Legislative Priorities and Policy Positions.

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

2022 DRAFT LEGISLATIVE PRIORITIES AND POLICY POSITIONS

Each Policy Position Starts with: “The MPOAC supports State Legislation that:”

2021 Legislative Policy Position with suggested edits:

1. ~~Expands transportation revenue sources and stabilizes transportation funding levels.~~ Supports an increase in transportation investment through dedicated and sustainable funding, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects.

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, such as an electric vehicle registration fee.
- No reduction in local option transportation revenue sources.
- Use the existing MPO and local planning processes to select individual transportation projects rather than legislative appropriations (commonly referred to as earmarks). Ensure that all legislative appropriations that are passed come from non-transportation funding sources (i.e. general revenue funds).
- Fund the Transportation Regional Incentive Program (TRIP) at a predictable level of \$250 Million per year.

MPOAC Staff Directors’ Advisory Committee Recommended Language

for 2022: Amends the position to read, “Supports an increase in transportation investment through dedicated and sustainable funding, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects.” Also emphasizes support for an electric vehicle registration fee and adds an additional recommendation opposing reductions in local option transportation revenue sources.

2021 Legislative Policy Position with suggested edits:

- 2. Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.**

The 2018 Florida legislature enacted the “Wireless Communications While Driving” law that makes texting while driving a primary offense. One of the expressed concerns of opponents of this law is the potential for racial profiling during enforcement. This legislative proposal would increase roadway safety by prohibiting the handheld use of electronic wireless devices for any purpose, making enforcement easier and reducing the potential for racial profiling.

MPOAC Staff Directors’ Advisory Committee Recommended Language for 2022: Keep this policy position without change.

2021 Legislative Policy Position with suggested edits:

- 3. Adds provisions to Florida's Sunshine Law to allow all government entities to hold virtual meetings during a declared emergency plus a period of 90 days past the declared emergency dates.**

The ability to hold virtual meetings during the COVID-19 pandemic, resulting from Executive Orders issued by the Governor, has been a significant benefit to government agencies and the people of Florida. This proposal would permit units of government to meet virtually, so long as there is an opportunity for the public to participate, upon the declaration of an emergency by the Governor of Florida or the federal government. Recognizing that some declared emergencies can take extended periods of time to recover, this legislative proposal would also include an additional 90 days for governments to repair damaged facilities used to hold meetings or to hold meetings that have already been advertised as being virtual.

MPOAC Staff Directors' Advisory Committee Recommended Language for 2022: Keep this policy position without change.

2021 Legislative Policy Position with suggested edits:

- 4. Allows Strategic Intermodal System (SIS) funds to be used on roads, transit, 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, transit, 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. Additionally, the newly created Federal Transportation Performance Measures (TPM) apply to a larger network than just the Strategic Intermodal System. Therefore, it is appropriate to direct SIS funding to transit and roadway projects that relieve the SIS.

MPOAC Staff Directors' Advisory Committee Recommended Language for 2022: Keep this policy position without change.

2021 Legislative Policy Position with suggested edits:

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.

Additionally, state law should be changed to:

- Make FDOT and Transportation Disadvantaged Trust Fund (TDTF) grants more flexible:
 - Extend TDTF grants for each county to the next year,
 - Allow TDTF funds to be used for meal, grocery, and prescription deliveries, and
 - ~~At a minimum, earmark the TDTF dollars to ensure the funds go back to the TDTF and not moved elsewhere~~
 - Allow other FDOT grants to be used on transit improvement and operating funds.
- ~~Waive the 50/50 match for the State Public Transit Block Grant for a set period of time and include a sunset provision.~~

MPOAC Staff Directors' Advisory Committee Recommended Language

for 2022: MPOAC staff conferred with FPTA to align the language in this policy position with theirs, as was the case in the past. As a result, the following elements are recommended for deletion:

~~"At a minimum, earmark the TDTF dollars to ensure the Funds go back to the TD Trust Fund and not moved elsewhere"~~

~~"Waive the 50/50 match for the State Public Transit Block Grant for a set period of time and include a sunset provision."~~

Additionally, staff suggested minor grammatical edits which have been made.

2021 Legislative Policy Position with suggested edits:

- 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.

MPOAC Staff Directors' Advisory Committee Recommended Language for 2022: Keep this policy position without change.

2021 Legislative Policy Position with suggested edits:

- 7. Supports the advancement of innovative transportation mobility solutions and policies that promote creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.**

Transportation technologies have undergone a revolutionary leap forward over the past 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 state laws and funding mechanisms support the development and implementation of these technological advances in the way people and freight will move in and between our metropolitan areas. At the same time, it is incumbent upon the Florida legislature to ensure that the health and welfare of Florida's citizens and visitors are protected from possible harm presented by these new technologies, including the malicious and intentional interference of the proper functioning of transportation vehicles and systems. This proposal supports legislative efforts to implement innovative mobility solutions and policies while protecting the health and welfare of Florida's citizens and visitors.

MPOAC Staff Directors' Advisory Committee Recommended Language for 2022: Keep this policy position without change.

Item Number 6B

Business Items & Presentations MPOAC Meeting Dates for Calendar Year 2022

DISCUSSION:

The MPOAC Governing Board adopted a methodology for selecting meeting dates at their October 29, 2020 meeting. The adopted methodology states:

“In order of priority:

1. Hold the meetings on the 5th Tuesday, Wednesday or Thursday in the months of January, April, July and October.
2. If there was no 5th Tuesday, Wednesday or Thursday available in the months of January, April, July or October, then MPOAC meeting would move to the 4th Thursday of January, April, July and October.”

Additionally, it was decided that the MPOAC would announce the meeting dates for the upcoming year at the July MPOAC quarterly meetings or earlier and that meetings will be held in Orlando unless otherwise directed by the MPOAC Governing Board.

Applying the adopted MPOAC meeting date methodology, the MPOAC will meet in Orlando, FL on the following dates in calendar year 2022:

- January 27
- April 28
- July 28
- October 27

Mr. Jeff Kramer, MPOAC Interim Executive Director, will present this item.

REQUESTED ACTIONS:

Approval of proposed MPOAC quarterly meeting dates for calendar year 2022.

ATTACHMENTS:

Draft meeting date calendar.

2022 Meeting Dates

January 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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 MPOAC meeting	28	29
30	31					

April 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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 MPOAC meeting	29	30
1	2					

July 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28	29	30	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28 MPOAC meeting	29	30
31	1					

October 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
25	26	27	28	29	30	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27 MPOAC meeting	28	29
30	31					

Item Number 6C

Business Items & Presentations Consolidated Planning Grant Resolution

DISCUSSION:

The Consolidated Planning Grant (CPG) will be implemented next year. FDOT staff made a CPG presentation at the MPOAC Policy and Technical Committee meeting on July 7, 2021 as background for the CPG Resolution being considered by the MPOAC. At that meeting, FDOT requested a recommendation for approval of the CPG Resolution requested by FHWA to proceed with implementation. Ms. Abra Horne, Metropolitan Planning Administrator, FDOT Office of Policy Planning, will present this item.

REQUESTED ACTIONS:

Approval of the MPOAC Resolution 2021-02 relating to the endorsement of a Consolidated Planning Grant (CPG) program.

ATTACHMENTS:

Draft MPOAC Resolution 2021-02.

RESOLUTION NO. 2021-02

A RESOLUTION OF THE METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL RELATING TO ENDORSEMENT OF THE CONSOLIDATED PLANNING GRANT PROGRAM; MAKING FINDINGS; SUPPORTING THE CPG PROGRAM; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida Metropolitan Planning Organization Advisory Council (“MPOAC”) was created by Section 339.175(11), Florida Statutes, as the duly created body to support the 27 Metropolitan Planning Organizations (“MPOs”) in the State of Florida; and

WHEREAS, the Federal Transit Administration (“FTA”) 49 U.S.C. Section 5305(d) Metropolitan Planning Program funds and Federal Highway Administration (FHWA) Metropolitan Planning (PL) funds are the principal federal fund sources annually provided to MPOs to administer and manage metropolitan transportation planning activities; and

WHEREAS, the FTA Circular C 8100.1D and FHWA Order 4551.1 offers state departments of transportation, such as the Florida Department of Transportation (“FDOT”) the option to participate in the Consolidated Planning Grant (“CPG”) program; and

WHEREAS, state DOTs may merge FTA Section 5305(d) with FHWA PL funds into a single planning grant; and

WHEREAS, the FDOT has elected to participate in the CPG program, as the Designated Recipient of FTA 5305(d) and FHWA PL funds; and

WHEREAS, FDOT selects FHWA to serve as the CPG Grant Administrator; and

WHEREAS, the MPOs are a stakeholder in the implementation of the CPG program in partnership with FDOT, FTA and FHWA; and

WHEREAS, the MPOAC represents the interests of the 27 Florida MPOs regarding a variety of policy and funding topics; and

WHEREAS, the MPOAC has voted to support and to participate in the CPG program, subject to participating in a process by which the CPG grant documents will be negotiated and adopted.

NOW, THEREFORE, BE IT RESOLVED by the Florida Metropolitan Planning Organization Advisory Council as follows:

SECTION 1. Each and all of the foregoing recitals (“WHEREAS” clauses) be and the same are hereby incorporated herein and declared to be true and correct.

SECTION 2. The MPOAC hereby endorses and agrees to participate in the CPG program.

SECTION 3. This Resolution shall take effect upon the date of adoption. The Agency Clerk is directed to furnish copies of this Resolution to the FDOT, FHWA, and FTA.

PASSED AND DULY ADOPTED at a regular meeting of the Florida Metropolitan Planning Organization Advisory Council Governing Board on the _____ day of July, 2021.

METROPOLITAN PLANNING ORGANIZATION
ADVISORY COUNCIL, an agency of the State
of Florida operating pursuant to Section 339.175,
Florida Statutes

By: _____
Nick Maddox, Chairman

ATTEST:

Jeff Kramer, Agency Clerk

CERTIFICATE

The undersigned hereby certified that a signed original of this document was filed in the official records of the MPOAC on the ___ of _____, 2021, and on the ___ day of _____, 2021, signed copies were forwarded by official first class U.S. Mail to the FDOT at Alison Stettner, AICP, Director of the Office of Policy Planning, 605 Suwannee St. – MS-28, Tallahassee, FL 32399-0450, to the FHWA at Stacie E. Blizzard, Transportation Planning Specialist, Federal Highway Administration – Florida, 3500 Financial Plaza, Suite 400, Tallahassee, FL 32312-5902, and to the FTA at Holly Liles, Community Planner, US Department of Transportation, Federal Transit Administration, Region IV, 230 Peachtree Street NW, Suite 1400, Atlanta, GA 30303.

Jeff Kramer, Agency Clerk

Item Number 6D

Business Items & Presentations MPOAC Executive Director Position

DISCUSSION:

The MPOAC Governing Board, at the April 29, 2021 meeting in Orlando, FL, directed the MPOAC Policy and Technical Subcommittee to provide information for the MPOAC Executive Director job description and for strategies to address the arrangement with FDOT and associated issues. The Committee met on June 4 and July 7, 2021 to discuss the MPOAC Executive Director position and to make a recommendation for the MPOAC Governing Board to consider. The Committee developed a draft framework for a Memorandum of Understanding between the MPOAC and the FDOT to provide guidance to the roles of the respective organizations as well as a draft job description for the MPOAC Executive Director position.

Mr. Don Scott, MPOAC Staff Directors' Advisory Committee Chair, will present this agenda item.

REQUESTED ACTIONS:

- 1) Recommend approval of MPOAC Executive Director's job description;
- 2) Recommend approval of initial framework for agreement between FDOT and the MPOAC;
- 3) Recommend delegating authority to the MPOAC Executive Committee to prepare a timeline for recruitment of an Executive Director, prepare a short-list of candidates, conduct interviews, and recommend in order of preference, a list of finalists for MPOAC Governing Board approval; and
- 4) Recommend directing the Policy & Technical Committee to undertake recommendations to amend the MPOAC Strategic Directions Plan.

ATTACHMENT:

Draft Memorandum of Understanding framework.
Draft MPOAC Executive Director job description.



The Florida Metropolitan Planning Organization Advisory Council

*Commissioner Nick Maddox
Chair*

MEMORANDUM

DATE: July 15, 2021

TO: Nick Maddox, Chairman, and the MPOAC Governing Board

FROM: Don Scott, Policy & Technical Committee, Chair

SUBJECT: Executive Director Job Description & Framework for Agreement Between FDOT and MPOAC Regarding Relationship

The Policy & Technical Committee met twice to produce a new job description for the MPOAC Executive Director. The job description has also been reviewed by both the MPOAC General Counsel and a labor attorney under the General Counsel's direction.

During those meetings, the Committee also crafted the framework for an agreement between the FDOT and MPOAC providing in depth what the working relationship between the agencies would be. The Committee decided to delay drafting of the actual agreement. Instead, the contents of the agreement is recommended to be further explicated through amendment of the MPOAC Strategic Plan. Issues such as refining the pay plan require further exploration. Thus, agreement recommendation is presented as attached.

During both meetings representatives of FDOT attended and provided input. Former Executive Director Carl Mikyska also participated as the Executive Director of the Pasco County MPO.

REQUESTED ACTION:

- 1) Approve MPOAC Executive Director's Job Description;
- 2) Approve Initial Framework for Agreement Between FDOT and the MPOAC;
- 3) Delegate Authority to the MPOAC Executive Committee to Prepare a Time Line for Recruitment of an Executive Director, Prepare A Short-List of Candidates, Conduct Interviews, and Recommend in Order of Preference, a List of Finalists for MPOAC Governing Board Approval; and
- 4) Direct the Policy & Technical Committee to undertake Recommendations to Amend the MPOAC Strategic Plan Preparatory to Preparation of an Agreement between FDOT and the MPOAC Explaining the Agency's Relationship.

PRG/mb

Members of the Policy & Technical committee
Jeff Kramer, Interim Executive Director
Paul R. Gougelman, MPOAC General Counsel

1 **FRAMEWORK FOR AN MOU AGREEMENT BETWEEN MPOAC AND FDOT**

2 The Policy & Technical Committee recommends that an agreement between FDOT and
3 the MPOAC include the following:

- 4 • That FDOT “administratively hosts” the MPOAC at an FDOT Building. Specify that
5 the Executive Director reports to and works exclusively for the Governing Board,
6 Executive Committee for policy direction between Governing Board meetings, and
7 is supervised on a day-to-day basis by the Governing Board Chair, or in the Chair’s
8 absence, the Governing Board Vice-Chair.
9 ○ Specify that the Chair, or in the Chair’s absence the Vice-Chair, approves
10 the Executive Director’s time sheet.
- 11 • That the Governing Board sets the pay range (currently \$100,000-\$120,000) for
12 the Executive Director and provides periodic pay adjustments based on evaluation
13 reviews conducted by the Board.
- 14
- 15 • Work collaboratively to update the MPOAC Strategic Directions Plan to ensure
16 efficiency in the MPO Planning process and to gain input from the Governing Board
17 members on what priorities the MPOAC should be addressing.
- 18
19
20

Florida Metropolitan Planning Organization Advisory Council

MPOAC EXECUTIVE DIRECTOR

FLSA Classification	Select Exempt (Administrative)
Reports to	MPOAC Governing Board
Type	Regular, Full-time
Date Prepared	August 1, 2021
Date Modified	N/A

POSITION DESCRIPTION

General Statement of Position:

The Executive Director leads the multi-member Florida Metropolitan Planning Organization Advisory Council (MPOAC), which comprises Florida's 27 Metropolitan Planning Organizations (MPOs), by coordinating closely with partner agencies such as the Florida DOT, Federal Highway Administration, Federal Transit Administration and other statewide organizations on issues of importance to the MPO community. The position is also active in the National Association of Regional Councils and the Association of Metropolitan Planning Organizations. The MPOAC is housed within the Florida DOT for fiscal and accountability purposes. The Florida DOT is the host agency for MPOAC and the operation of MPOAC is funded mostly by federal planning funds.

The Executive Director is the face of the organization and assists in creating and directing policy decisions which affect the MPO community in Florida as well as the Florida DOT through engaging partners, making presentations and participating in a wide variety of public forums. The Executive Director sits in a Florida DOT office building and is allowed to access the building at all times of day and all days of the week. Because of this hosting arrangement the candidate must follow the terms of employment per Florida State Law and Florida DOT personnel procedures.

The Executive Director works with minimal supervision and must initiate projects and tasks independently, bringing them to conclusion and presenting the results to the various committees and Governing Board. Self-direction and self-motivation are key personal attributes of this position. The Executive Director has one direct report within Florida DOT and a small staff working contractually through the Center for Urban Transportation Research at the University of South Florida.

Position duties include:

- Provide overall staffing and management of MPOAC.
- Organize meetings, prepare agendas and supporting materials.
- Provide technical and administrative support in response to decisions resulting from MPOAC meetings.

- Develop effective working relationships with local elected officials, MPO Staffs, State legislative staffs and elected officials, the Florida DOT staff, FHWA and FTA staff, Florida League of Cities, Florida Association of Counties, Florida Public Transportation Association and other state agencies.
- Facilitating the continued evolution of the organization consistent with the vision of the MPOAC Governing Board.
- Monitors and reviews proposed Federal and State legislation that may affect MPOs, providing comments as needed in writing or verbally; act as a resource for the Florida Legislature regarding MPOs and transportation planning.
- Provide recommendations and drafts legislation as necessary.
- Attends relevant workshops, meetings and conferences, updating the MPOAC on the latest developments on issues affecting MPOs.
- Serves as the principle policy advisor to the MPOAC on Federal and State transportation planning activities.
- Reviews legislative and policy issues from the perspective of the MPO community.
- Leads staff conducting a wide range of activities including the development and implementation of various plans, transportation planning research, bicycle and pedestrian initiatives, transportation safety practices and the fairly new federal transportation performance measures.
- Monitors legislation and follows transportation related issues, reporting to the membership and partners on the status of legislation and actively working to support or oppose bills as needed.
- Lobbies the state legislature related to transportation issues using the annual contributions from each MPO member.
- Participates in and monitors the development of the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Strategic Plan to reflect the collective position of Florida's MPOs, making sure the FTP and SIS are developed in support of and in coordination with the MPO's plans and programs.
- Responsible for production, development, and revision of, as well as implementation of, the agency Unified Planning Work Program biennially.
- Responsible for the annual production and distribution of policy positions via a glossy printed brochure to each member of the Florida Legislature.
- Serves as a contract manager and oversees the administrative and technical details associated with the oversight of contracts. Coordinates with staff and consultants to ensure the delivery of quality products, the timely execution of tasks and the appropriate use of funds.
- Coordinates and provides presentations on a wide range of transportation policy and planning issues.
- Serves as a technical resource for FDOT, FHWA, FTA, and MPOs for the metropolitan planning function in Florida.
- The position is FDOT based. At least 25% up to approximately 50% of the Executive Director's time will require working in Tallahassee and visiting individual MPOs around the State and other transportation meetings and conferences. The position is currently based out of Tallahassee, but at the direction of the MPOAC

Governing Board, the position may be flexible re-located to a FDOT facility in other cities either used either as satellite offices or on a more permanent basis.

- Regular attendance at the workplace.
- The position is Broad based as a select, exempt position BB03 with a pay range of \$100,000 to \$120,000.

Minimum Qualifications:

To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed below are representative of the knowledge, skill, and/or ability required. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

Education and Experience:

A Masters Degree in a Planning related field is preferred but minimum qualifications include a Bachelors Degree in a Planning related field (e.g., B.A., B.S., or similar degree, preferably in public administration, planning, urban studies, business administration, political science, or closely related field) supplemented by eight (8) or more years' experience in the field of planning with a MPO, the U.S. DOT, a state DOT, or working with a private sector firm in planning; or an equivalent combination of education, certification, training and/or experience may be considered.

Certificates, Licenses, Registrations:

Valid Florida Driver's License and maintenance of clean driving record.

Certification by the American Institute of Certified Planners is preferred but not required.

Special Qualifications:

The MPOAC Executive Director must be a registered lobbyist with the State of Florida.

Knowledge:

- Federal planning regulations.
- Florida statutes related to MPOs, transportation planning and programming.
- Attributes of Florida State budgeting and fiscal policy.
- Local government comprehensive planning requirements relating to transportation.
- Organization of MPOs.
- Organization of FDOT and the Florida Legislature.
- Florida's transportation planning process and programs.

Skills:

- Preparing and giving oral presentations.

- Preparing and editing documents.
- General public administration including budgeting, personnel policies and file management.
- Speak English fluently and is clearly understandable.
- The ability to lift and carry 40 pounds as occasionally required.

Abilities:

- To communicate clearly both orally and in writing.
- To use computer applications including the Microsoft suite of software.
- To build strong relationships with others in the transportation community, government and interest groups.
- To supervise staff.
- To self-motivate and self-direct.
- To recognize the needs of the membership and initiate solutions without express direction from the Governing Board.
- To act as policy advisor on federal and statewide transportation planning activities.
- To coordinate implementation of multiple program and planning activities with a variety of government and private agencies.
- To read proposed legislation and rulemaking notices and recognize the potential impacts it may have on the MPO and transportation community.
- To serve effectively in group activities such as teams, task forces, and committees.
- To mediate, moderate and resolve conflicts.
- To understand complex issues and explain them in “plain speak”.
- To manage and prioritize multiple and complex tasks with time and budget constraints.
- To work with minimal supervision and direction and to initiate projects, and activities without direction.
- To work under pressure/stress with an extreme level of accuracy.
- Frequent overnight travel is expected. A valid Florida driver’s license will be required within 60 days of being hired and must be kept through the duration of employment. Loss of driving privileges may be grounds for dismissal-

Benefits:

The position earns 176 hours of vacation leave each year and may accumulate up to 480 hours. One personal day is given each year and sick leave is accumulated at a rate of 104 hours per year. There is no limit on the amount of sick leave that may be cumulatively accumulated. The successful candidate will start on day one with an annual allotment of leave as described and will be awarded one year of leave on each anniversary of employment. Employees with at least 10 years of service may cash in their sick leave upon separation at a rate of 25%. The position participates in the Florida Retirement System, and the candidate may select from the defined benefit program or an investment program. There is also a deferred compensation program (457 plan) available for the candidate to contribute pre-tax dollars towards a retirement savings account. Health, dental and vision insurance are available at very reasonable costs. Life insurance is

provided and additional coverage is available if desired. Other specialized health insurance products are available at additional cost to the employee.

Working Conditions:

While performing the duties of this job, the employee is subject to the following conditions:

- Environment:
 - The work is generally performed within an office environment.
 - Lighting and temperatures are typically adequate, and there are little hazardous or unpleasant conditions caused by noise levels, atmospheric levels, etc.
 - The noise level in the work environment is typically quiet to moderate.

- Physical Demands:
 - The employee is generally sedentary, but may occasionally be required to stand, walk, stoop, kneel or bend at the waist.
 - The ability to lift and carry 40 pounds as occasionally required.
 - Specific vision abilities required by this job include close vision, distance vision, color vision, peripheral vision, depth perception and ability to adjust focus.
 - Specific hearing abilities required by this job include the ability to hear and speak to communicate in person, before groups, and over the telephone.

- Work Authorization/Security Clearance
 - The employee must successfully pass a criminal and credit background.
 - The MPOAC will also verify the identity and employment authorization of individuals hired so the proper completion of Form I-9 is required, which includes the employee providing documents evidencing identity and employment authorization.
 - The MPOAC is a drug-free workplace as provided in Section 440.101 *et seq.*, Florida Statutes so the employee may be subject to drug and alcohol screens, as permitted by law.

Travel:

Approximately 25% up and not limited to 50% or more of the Executive Director's times will require working in Tallahassee and visiting individual MPOs around the State and other transportation meetings and conferences. Frequent overnight travel is expected

Other Duties:

The above information is intended to indicate the general nature and level of work performed by the employee in this position. This description is not intended to contain or be interpreted as a comprehensive inventory of all duties and qualifications required of employees assigned to this position. Duties, responsibilities and activities may change at any time with or without notice.

ACKNOWLEDGEMENT:

By signing below, employee acknowledges receipt of this MPOAC Executive Director position job description.

PRINTED NAME OF EMPLOYEE

SIGNATURE OF EMPLOYEE

(Date)

Item Number 6E

Business Items & Presentations Strategic Intermodal System (SIS) Policy Plan Update

DISCUSSION:

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP). The FTP was updated in 2020 and the FDOT is in the process of updating the SIS Policy Plan. Mr. Gerald Goosby, SIS Planning Manager, will share details of the SIS Policy Plan update process and seek input from the MPOAC membership to inform the update.

REQUESTED ACTIONS:

None. For review and discussion.

ATTACHMENTS:

SIS Policy Plan Update presentation.

SIS Policy Plan Update

presented by
Gerald Goosby
SIS Planning Manager

presented to
Metropolitan Planning
Organization Advisory
Council



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July 29, 2021

What is the Strategic Intermodal System?

Statewide
network of
high-priority
transportation
facilities

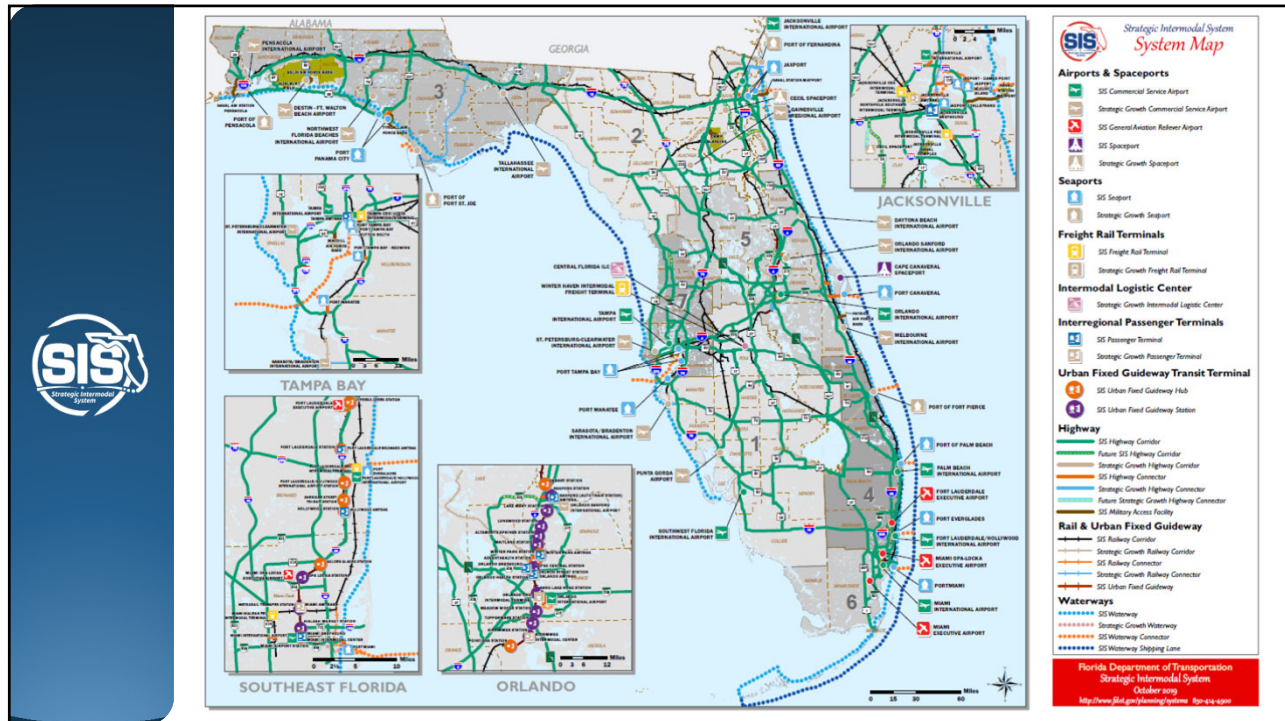
Largest and
most
significant
transportation
facilities

Primary
means for
moving
people and
freight



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How is the SIS Policy Plan developed?



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SIS Policy Plan Elements

OBJECTIVES

FOCUS AREAS

POLICIES/STRATEGIES

IMPLEMENTATION GUIDANCE



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Current SIS Objectives



**INTERREGIONAL
CONNECTIVITY**

Ensure the efficiency and reliability of multimodal transportation connectivity between Florida's economic regions and between Florida and other states and nations



**INTERMODAL
CONNECTIVITY**

Expand transportation choices and integrate modes for interregional trips



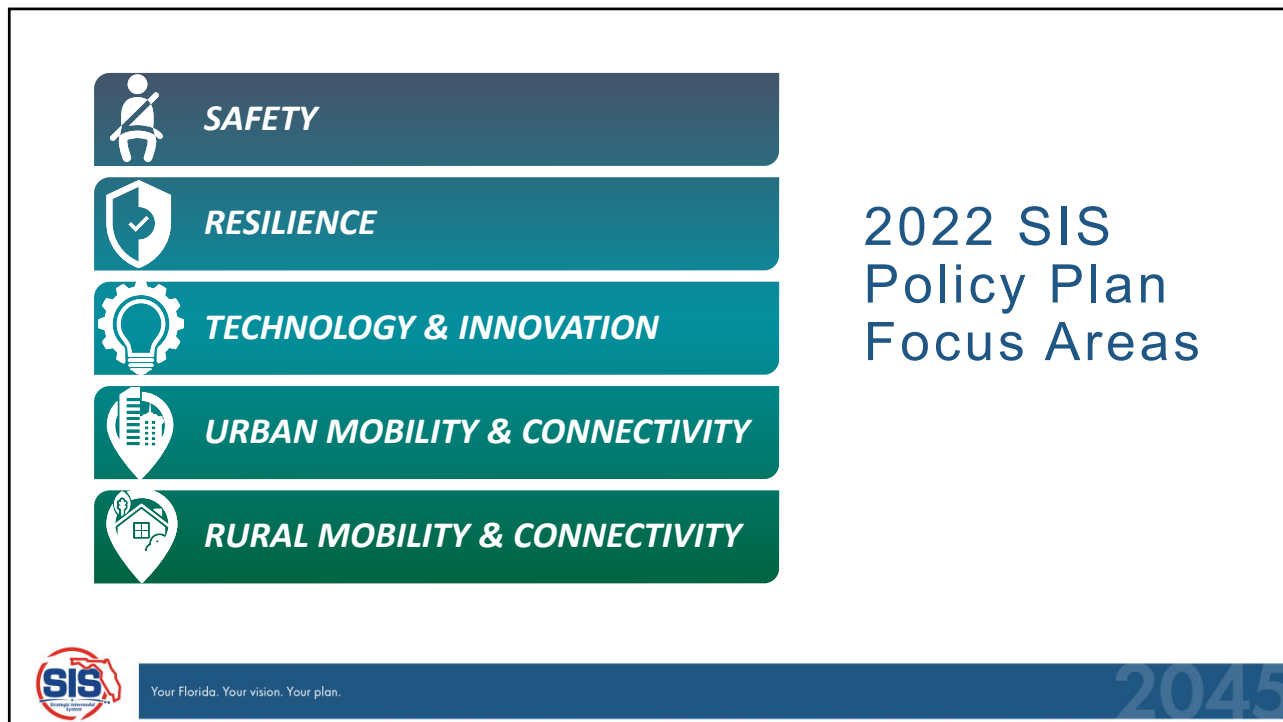
**ECONOMIC
DEVELOPMENT**

Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment









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2022 SIS Policy Plan Focus Areas

-  **SAFETY**
-  **RESILIENCE**
-  **TECHNOLOGY & INNOVATION**
-  **URBAN MOBILITY & CONNECTIVITY**
-  **RURAL MOBILITY & CONNECTIVITY**

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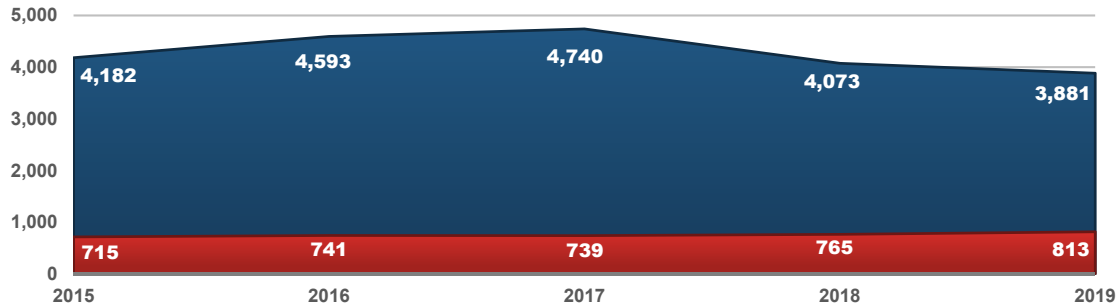
SIS Policy Questions

 DESIGNATION POLICIES	 NEEDS & PRIORITIZATION POLICIES	 PLANNING & COLLABORATION POLICIES
<p>What types of facilities should be part of the SIS?</p> <hr/> <p>What types of criteria should be used to identify these facilities?</p>	<p>What types of investments should be funded by statewide SIS funds?</p> <p>What factors should be considered in setting priorities?</p>	<p>How should FDOT work with partners to accomplish SIS objectives?</p>

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Safety

Fatalities/Serious Injuries



Roadway Fatalities (2015-2019 Average)

ALL ROADWAYS > **1.43 Fatalities per 100M VMT** // **1.10 Fatalities per 100M VMT** < **SIS ONLY**



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IDEAS FOR IMPROVING SAFETY

Increase emphasis on safety as factor for setting priorities among potential SIS projects

Provide more flexibility to include safety features as part of SIS capacity projects

Address high-risk emphasis areas (e.g., lane departure, commercial vehicles, and modal conflict)



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Resilience

2020 HURRICANE SEASON

MAY 2020 NOAA FORECAST

13-19 NAMED STORMS

6-10 HURRICANES

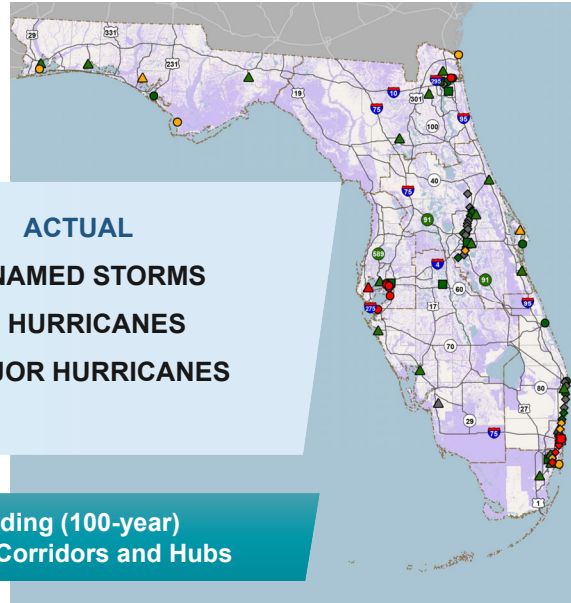
3-6 MAJOR HURRICANES

ACTUAL

30 NAMED STORMS

13 HURRICANES

6 MAJOR HURRICANES



Flooding (100-year)
SIS Corridors and Hubs



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IDEAS FOR IMPROVING RESILIENCE

Consider vulnerabilities in
community and
environment screening
process

Identify resilience strategies
as part of capacity needs
and projects

Expand funding eligibility
for adaptation or retrofit of
existing infrastructure

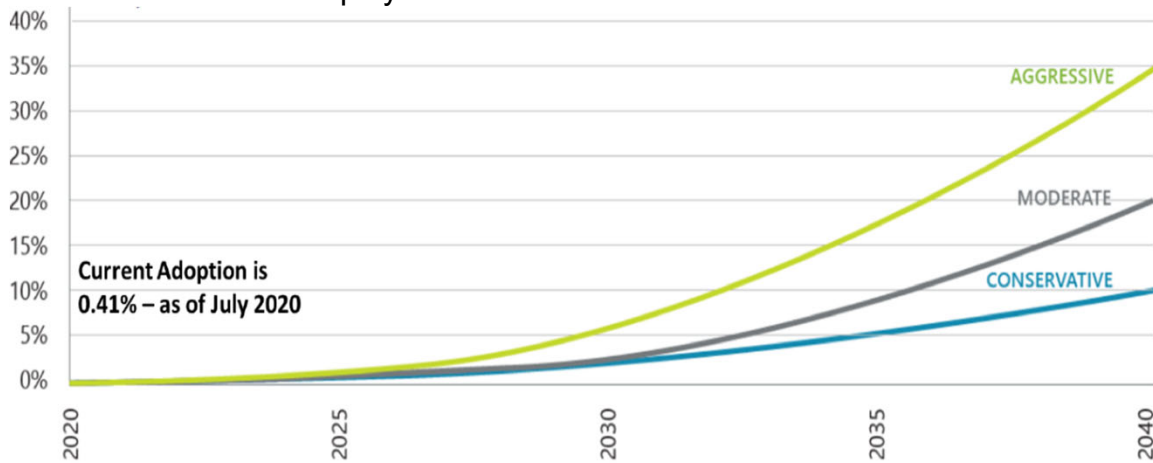


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Technology & Innovation

Electric Vehicle Deployment Scenarios



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IDEAS FOR IMPROVING TECHNOLOGY & INNOVATION

Redefine SIS capacity projects to include technology solutions for improving efficiency and reliability

Expand funding eligibility for technology infrastructure and associated asset management

Provide more flexibility for emerging mobility solutions such as "quick response" initiatives

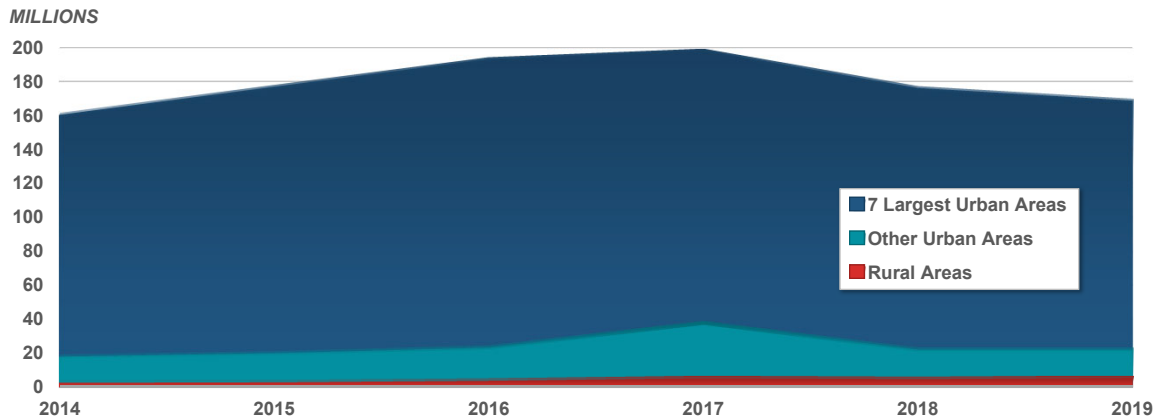


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Urban Mobility & Connectivity

SIS DELAY FOCUSED IN LARGE URBAN AREAS



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IDEAS FOR IMPROVING URBAN MOBILITY AND CONNECTIVITY

Redefine capacity to include mobility and reliability improvements

Prioritize projects that improve interregional travel on the SIS including multimodal travel options between Florida's large urban areas

Provide flexibility for use of SIS funds off-SIS to improve performance of the SIS



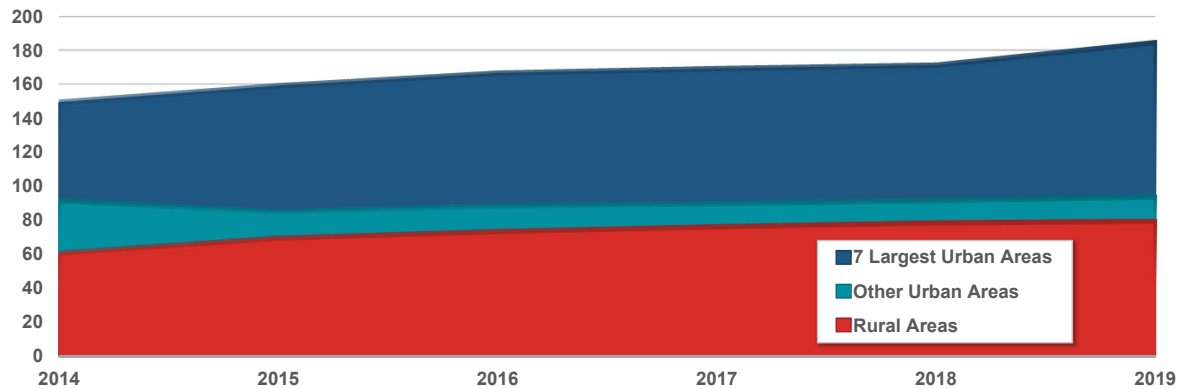
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Rural Mobility & Connectivity

VMT GROWTH ON THE SIS STRONGEST IN LARGE URBAN AREAS AND RURAL AREAS

DAILY VMT MILLIONS



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IDEAS FOR IMPROVING RURAL MOBILITY AND CONNECTIVITY

Reassess SIS highway criteria to emphasize on controlled access and context classification

Redefine capacity to include rural mobility/connectivity improvements

Strengthen regional and corridor planning in rural areas



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What's Next?

- Outreach to MPOs, RPCs, modal partners
- Draft plan by November 2021 for review by FTP/SIS Implementation Committee
- Public comment period
- Adoption in January 2022



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Questions?

GERALD GOOSBY

SIS Planning Manager
Florida Department of Transportation
gerald.goosby@dot.state.fl.us
850-414-4287

www.fdot.gov/planning/systems

Item Number 7
Communications

DISCUSSION:

For information only.

REQUESTED ACTION:

As may be desired.

ATTACHMENT:

2021 Freight Priorities Program project list letter to FDOT.



The Florida Metropolitan Planning Organization Advisory Council

Commissioner Nick Maddox
Chair

Kevin J. Thibault, Secretary
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399-0450

Dear Secretary Thibault:

On behalf of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), we are pleased to transmit our *2021 Freight Priorities Program* project list to FDOT for your consideration. This annual program, now in its fourth year, provides Florida's MPOs with the opportunity to identify and promote freight priority projects throughout the state that facilitate freight mobility, promote economic growth, and support the goals of the Florida Transportation Plan (FTP).

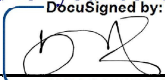
This list represents freight priority projects on State Roadways that are construction ready. Each project was reviewed and evaluated by the MPOAC to ensure consistency and relevance. The project list has been approved by the MPOAC's Freight Advisory Committee, the Staff Directors' Advisory Committee, and the Executive Board Committee.

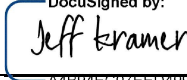
With our approval process complete, the MPOAC respectively submits the attached list of 36 projects (representing 18 MPOs and seven (7) FDOT Districts) to FDOT. We request that the Department review and consider these priorities during the annual update to FDOT's Five-Year Work Program across all relevant funding programs (e.g., NHFP, SIS, District Discretionary). The list is organized by FDOT District and then alphabetically by MPO name. In addition, a summary sheet is attached to share program highlights for this year's submissions.

We intend to reach out to your staff over the next few months to identify any priority projects the Department was able to advance and discuss ways we can improve the list for 2022.

If you have any questions about the program or the process, please do not hesitate to contact Jeff Kramer, and please reach out directly to your MPO partners to discuss specific projects.

Thank you for your continued support!

DocuSigned by:

4997E9A7C0EB4831
Commissioner Nick Maddox, Chair
MPOAC

DocuSigned by:

71B97ECC07EED7199...
Jeff Kramer, Acting Executive Director
MPOAC

Two Attachments:
2021 Freight Priorities Project List with Project Maps, and MPOAC Summary Presentation

Freight Priorities Program (FPP) Final 2021 Project List



April 29, 2021

Summary of Submittals

18 of Florida's 27 MPOs Submitted Projects

(67%)

36

total projects

7

FDOT Districts

25

Projects are on the SIS | 25 are on a regional freight network | 13 are on the NHFN

All projects support at least three FTP goals

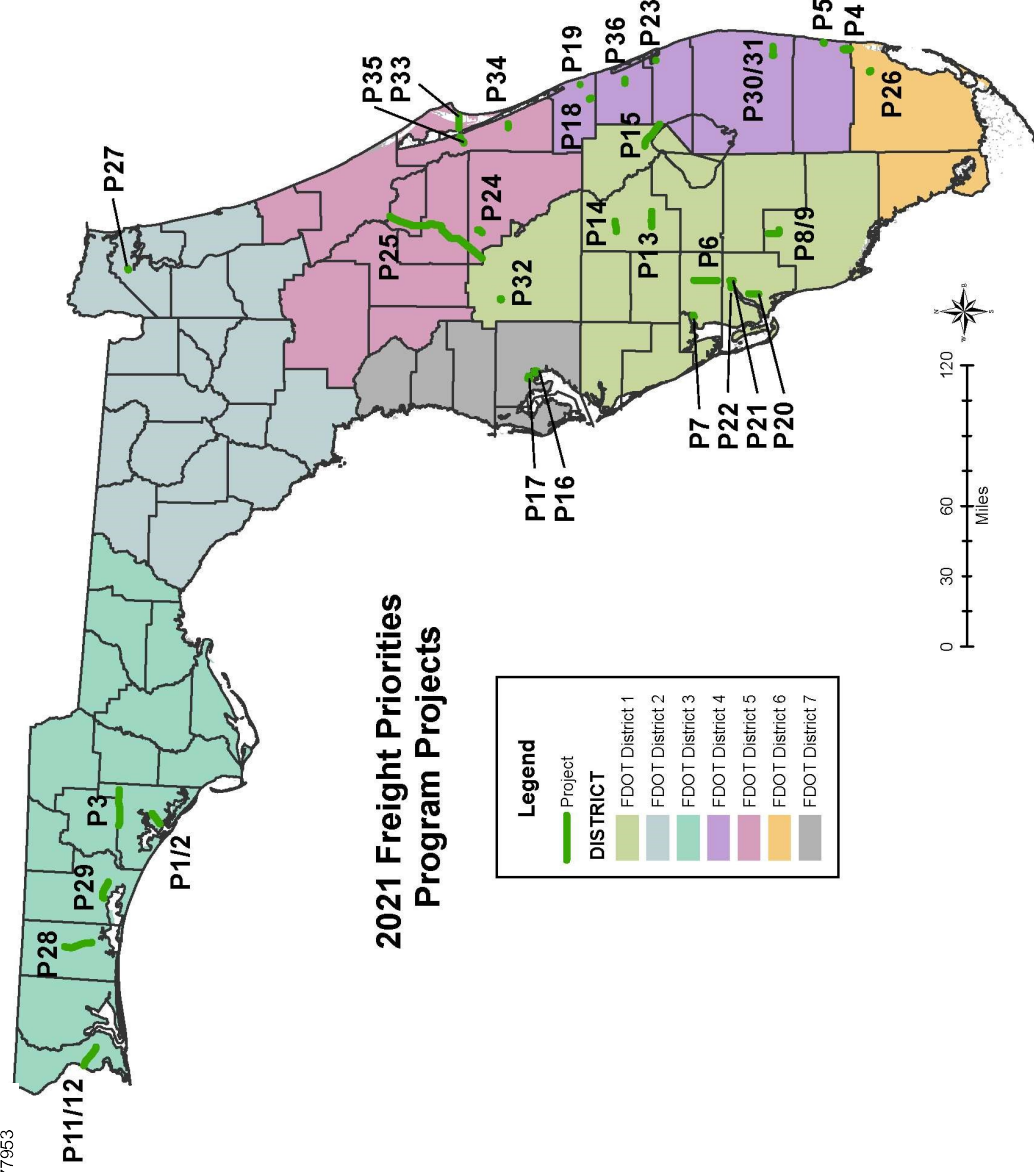
86%

of projects are District Freight Coordinator priorities

89%

of projects are for roadway capacity | approx. 133 miles

Project requests exceeded \$2.3 billion for phase advancements and new funding



2021 Freight Priorities Program Projects

2021 Project Priority List

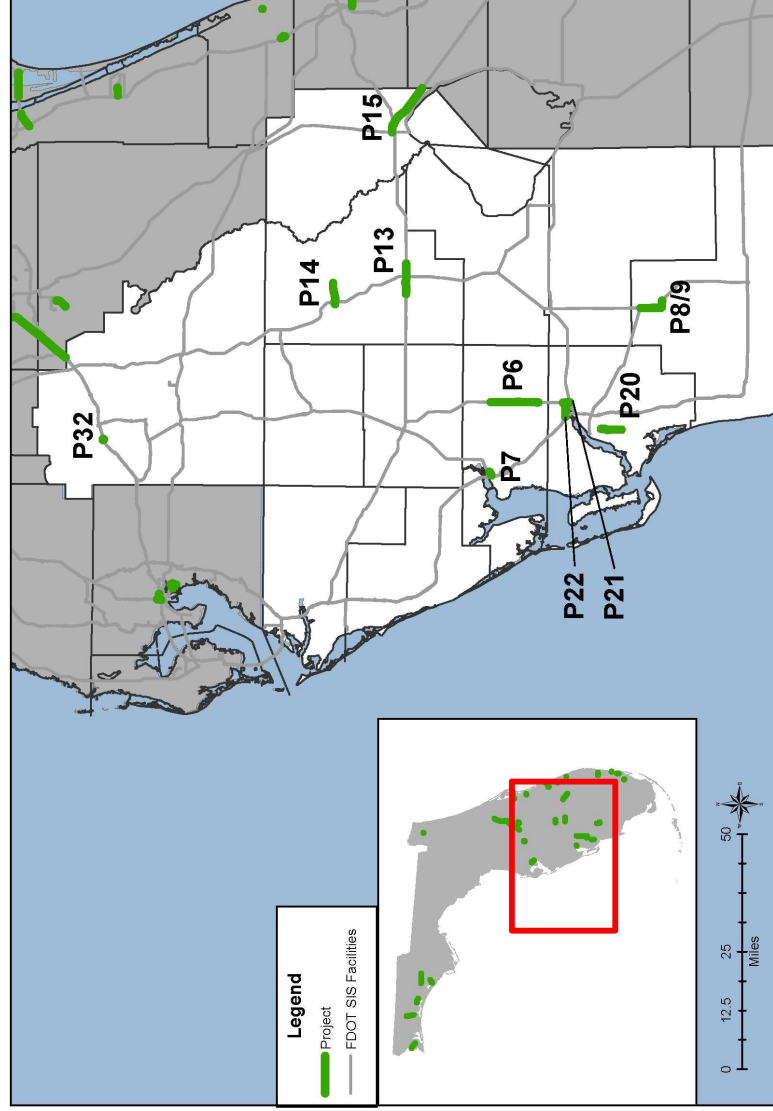


2021 Project Priority List - FDOT D1 (Freight Coordinator: Keith Robbins)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E Status	Project Cost (millions)	NHFN	SIS	RFN
Charlotte County – Punta Gorda MPO											
6	Road Widening from Cook Brown Rd to CR 74	Charlotte	Other Freight Priority	N/A	Yes	Roadway	Unfunded	\$6.26	No	Yes	No
7	Copley Ave to CR 74 (Bermont Rd)	Charlotte	Other Freight Priority	N/A	Yes	Roadway	Unfunded	\$17.84	No	Yes	No
Collier MPO											
8	SR 29 from CR 846 to N of New Market Road N	Collier	Freight Priority	4175405	Yes	Roadway	Complete	\$56.65	No	Yes	Yes
9	SR 29 from N of New Market Rd to SR 82 N	Collier	Freight Priority	4175406	Yes	Roadway	Complete	\$31.80	No	Yes	Yes
Heartland Regional TPO											
13	SR 70 From Jefferson Ave to CR 29	Highlands	Freight Priority	4145061	Yes	Roadway	On-Going	\$104.43	No	Yes	Yes
14	US 98 from US 27 to East of Airport Road	Highlands	Freight Priority	4145111 4145112	Yes	Roadway	Complete	\$36.12	No	Yes	Yes
15	SR 710 from US 441 to Martin Co/L Add Lanes to SR 710, including new road from SR 70 to US 441	Okeechobee	Freight Priority	4193443 4193444 4193445	Yes	Roadway	Complete	\$203.07	No	Yes	Yes
Lee County MPO											
20	Metro Pkwy Widening from Daniels Pkwy to Winkler Avenue	Lee	Freight Priority	4313341	No	Roadway	Unknown	\$105.32	No	No	Yes
21	SR 31 from SR 80 to SR 78	Lee	Freight Priority	N/A	Yes	Roadway	On-Going	\$103.50	No	Yes	Yes
22	SR 78 Widening from SR 31 to I 75 and SR 78 Interchange Improvements	Lee	Freight Priority	N/A	No	Roadway & Interchange	On-Going	\$63.40	No	No	Yes
Polk TPO											
32	I-4 (SR 400) at SR 33 Interchange Modification	Polk	Freight Priority	4301853 4301855	Yes	Interchange	Complete	\$72.35	No	Yes	Yes

2021 Project Priority List

2021 Freight Priorities Program Projects (District 1)



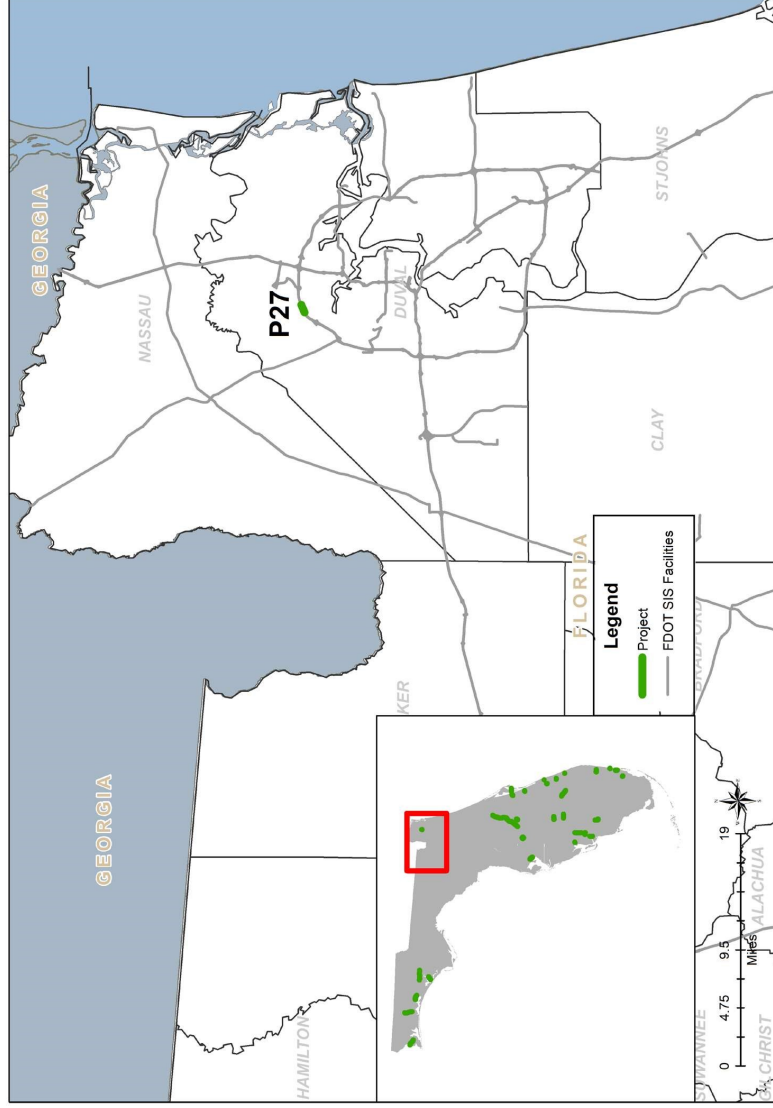


2021 Project Priority List - FDOT D2 (Freight Coordinator: Justin Ryan)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E	Project Cost (millions)	NHFN	SIS	RFN
North Florida TPO											
27	I-295 @ SR115 (Lem Turner) Add Lanes & Reconstruct	Duval	Freight Priority	4475291	Yes	Roadway	Funded	\$3.3	Yes	Yes	No

2021 Project Priority List

2021 Freight Priorities Program Projects (District 2)

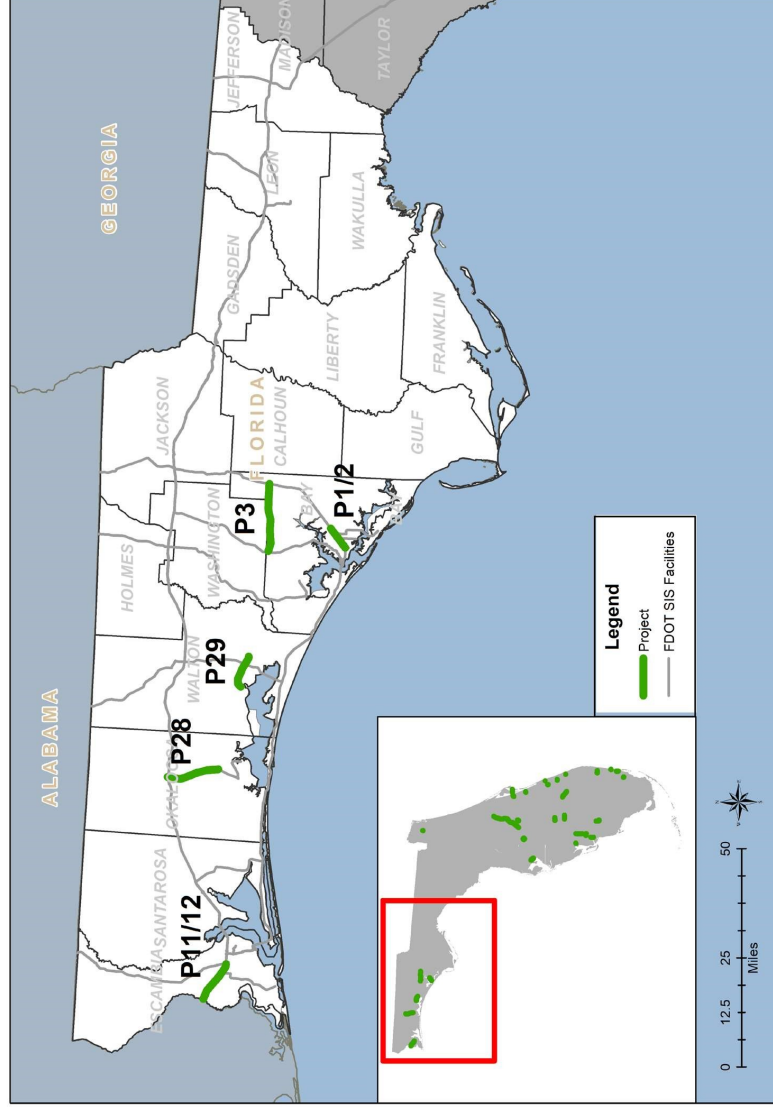


2021 Project Priority List - FDOT D3 (Freight Coordinator: Holly Cohen)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E	Project Cost (millions)	NHFN	SIS	RFN
Bay County TPO											
1	SR 75 (US 231) from SR 30A (US 98) to SR 368 (23rd St)	Bay	Freight Priority	2179107	Yes	Roadway	Complete	\$10.25	Yes	Yes	Yes
2	SR 75 (US 231) from SR 368 (23rd St) to South of Pipeline Rd.	Bay	Freight Priority	2179108	Yes	Roadway	Complete	\$25.59	Yes	Yes	Yes
3	Widening SR 20 form Washington County Line to SR 75 (US 231)	Bay	Freight Priority	2206356	Yes	Roadway	Funded	\$13.19	Yes	No	Yes
Florida-Alabama TPO											
10	Advanced Traffic Management System (ATMS)	Escambia Santa Rosa	Freight Priority	4280585	Yes	Traffic Management	Complete	\$12.68	No	Yes	Yes
11	I-10 at Beulah Road Interchange Improvement	Escambia	Freight Priority	4331131	Yes	Interchange	Funded	\$22.57	Yes	Yes	Yes
12	SR 8 (I-10) EB Weigh Station to W of SR 95 (US 29)	Escambia	Freight Priority	4379052 4379053	Yes	Roadway	Complete	\$13.20	Yes	Yes	Yes
Okaloosa-Walton TPO											
28	SR 85 Widening from SR 123 to I-10	Okaloosa	Freight Priority	2201714 2201715 2201716	Yes	Roadway	Funded	\$12.43	No	Yes	Yes
29	State Road 20 Widening	Okaloosa	Freight Priority	2206358	Yes	Roadway	Funded	\$92.00	Yes	No	Yes

2021 Project Priority List

2021 Freight Priorities Program Projects (District 3)

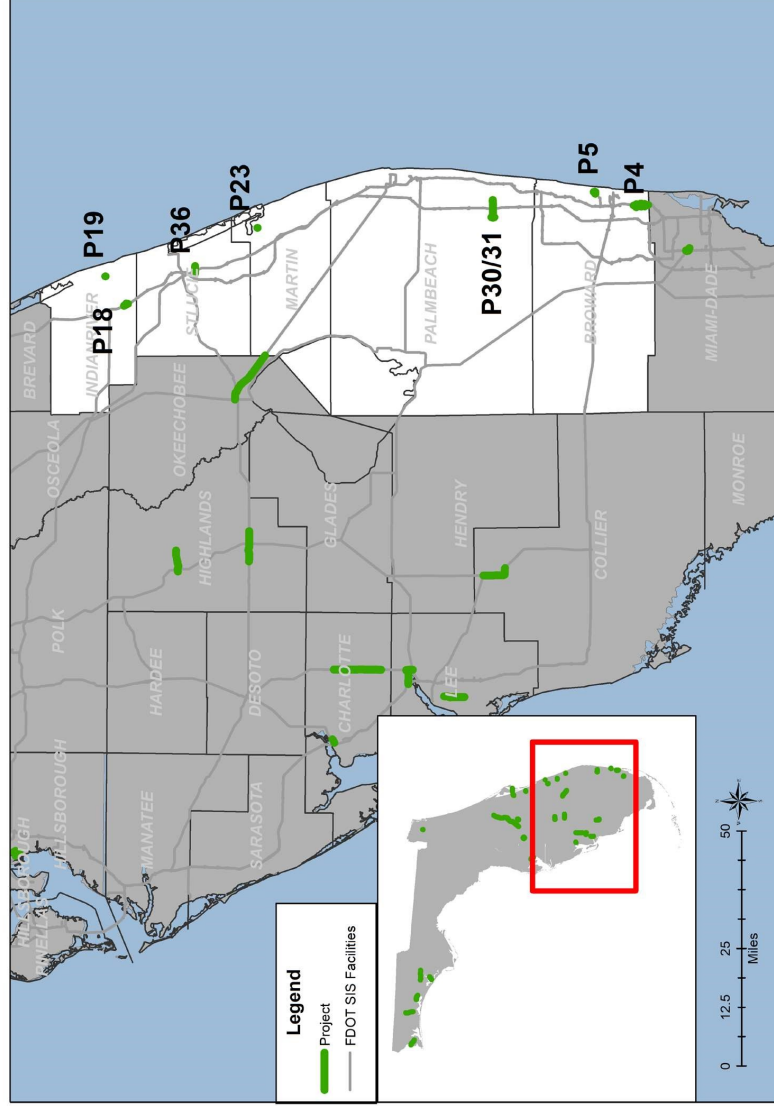


2021 Project Priority List - FDOT D4 (Freight Coordinator: Autumn Young)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E Status	Project Cost (millions)	NHFN	SIS	RFN
Broward MPO											
4	SR-9/I-95 from S. of SR-858/Hallandale Bch Blvd to N. of Hollywood Blvd	Broward	Freight Priority	4369031	Yes	Roadway	Complete	\$124.22	Yes	Yes	No
5	SR-5/US-1 @ SR-838/Sunrise Boulevard	Broward	Freight Priority	4419551	Yes	Roadway	Funded	\$4.01	No	No	No
Indian River County MPO											
18	I-95 Interchange at Oslo Road	Indian River	Freight Priority	4130482	Yes	Interchange	Funded	\$44.77	Yes	Yes	Yes
19	SR-5/US-1 at Aviation Boulevard (FEC Grade Separation PDE)	Indian River	Freight Priority	4416931	Yes	Grade Separation	Funded	\$20.22	No	No	No
Martin MPO											
23	Grade Separation of SR-714/Monterey Road at FEC Railroad Crossing	Martin	Freight Priority	4416362	Yes	Grade Separation	Funded	\$2.01	No	Yes	No
Palm Beach TPA											
30	Atlantic Ave from Lyons Rd to Jog Rd	Palm Beach	Freight Priority	4405751 4452911	No	Roadway	Complete	\$71.07	No	No	No
31	West of SR-7/US-441 to East of Lyons Road	Palm Beach	Freight Priority	2296584	No	Roadway	Complete	\$27.26	No	No	No
St Lucie TPO											
36	Midway Road Multimodal/Freight Improvements and Florida's Turnpike Connection (M-FITT)	St. Lucie	Freight Priority	2314403 2314404 2314405	Yes	Roadway	Complete	\$50.04	No	No	Yes

2021 Project Priority List

2021 Freight Priorities Program Projects (District 4)



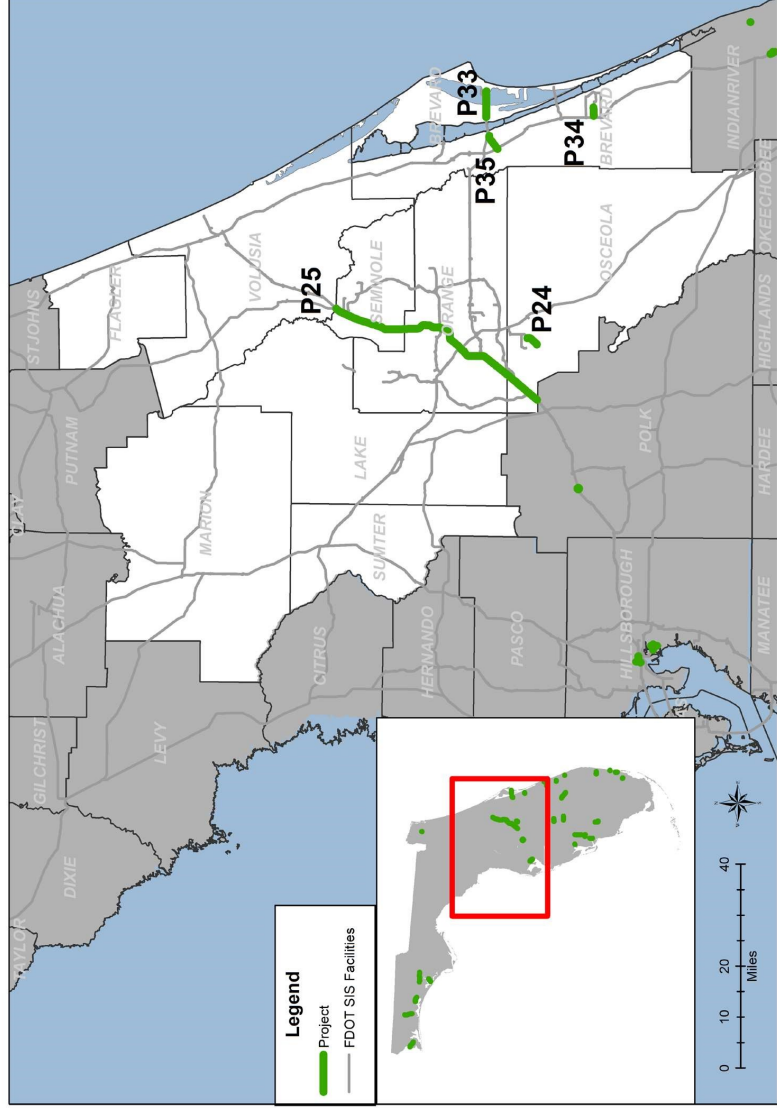


2021 Project Priority List - FDOT D5 (Freight Coordinator: Sarah Van Gundy)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E Status	Project Cost (millions)	NHFN	SIS	RFN
Space Coast TPO											
33	SR 528 from East of SR 3 to Port Canaveral Interchange	Brevard	Freight Priority	4074024	Yes	Roadway	Complete	\$149.16	Yes	Yes	Yes
34	St Johns Heritage Pkwy/Ellis Rd from John Rhodes Blvd to W of Wickham	Brevard	Freight Priority	4269054 4269052	Yes	Roadway	Complete	\$45.88	No	Yes	No
35	SR 524 from Friday Road to Industry Road	Brevard	Freight Priority	4379831	Yes	Roadway	Funded	\$491.00	No	No	Yes
MetroPlan Orlando											
25	I-4 Truck Parking Capacity Project	Orange Osceola Seminole	Freight Priority	4464451	Yes	Truck Parking	N/A	\$37.00	Yes	Yes	Yes
24	US 17/92 / SR 600 / John Young Parkway: Widen to 6 Lanes with a Flyover	Osceola	Freight Priority	4184033	Yes	Roadway	Complete	\$6.00	No	No	Yes

2021 Project Priority List

2021 Freight Priorities Program Projects (District 5)



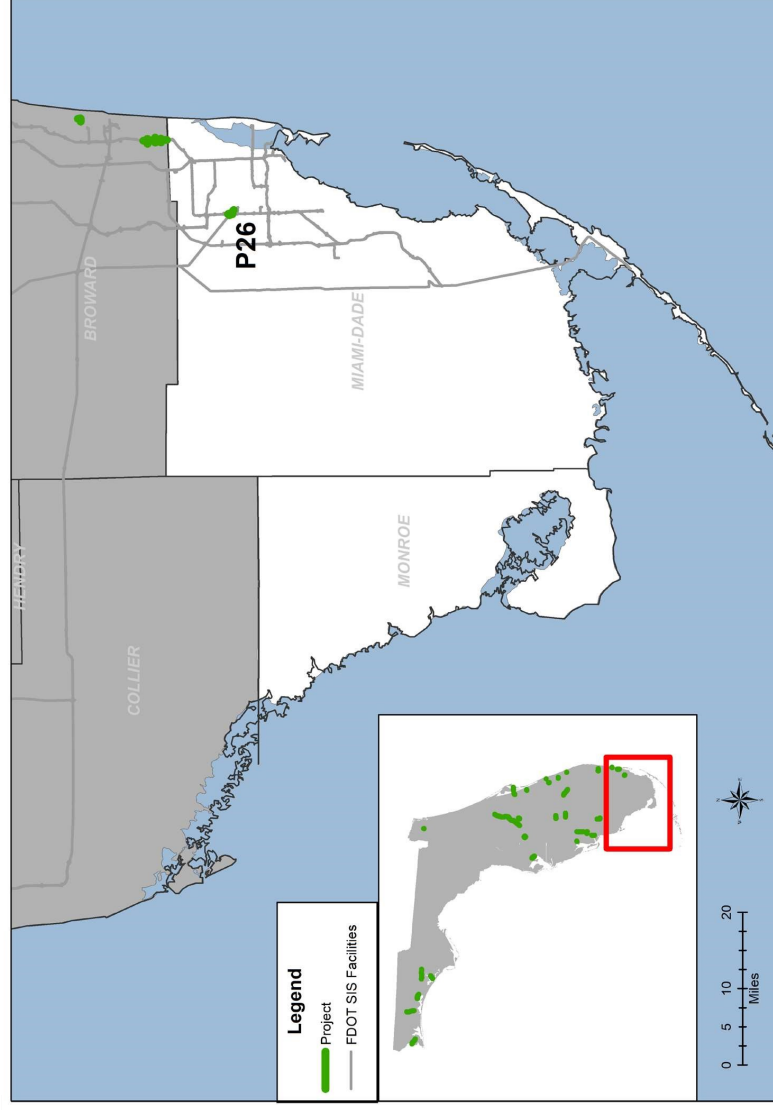


2021 Project Priority List - FDOT D6 (Freight Coordinator: Carlos Castro)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E Status	Project Cost (millions)	NHFN	SIS	RFN
26	SR 25/SR 826 Interchange	Miami-Dade	Freight Priority	4365651	Yes	Interchange	On-Going	\$36.50	Yes	Yes	No

2021 Project Priority List

2021 Freight Priorities Program Projects (District 6)



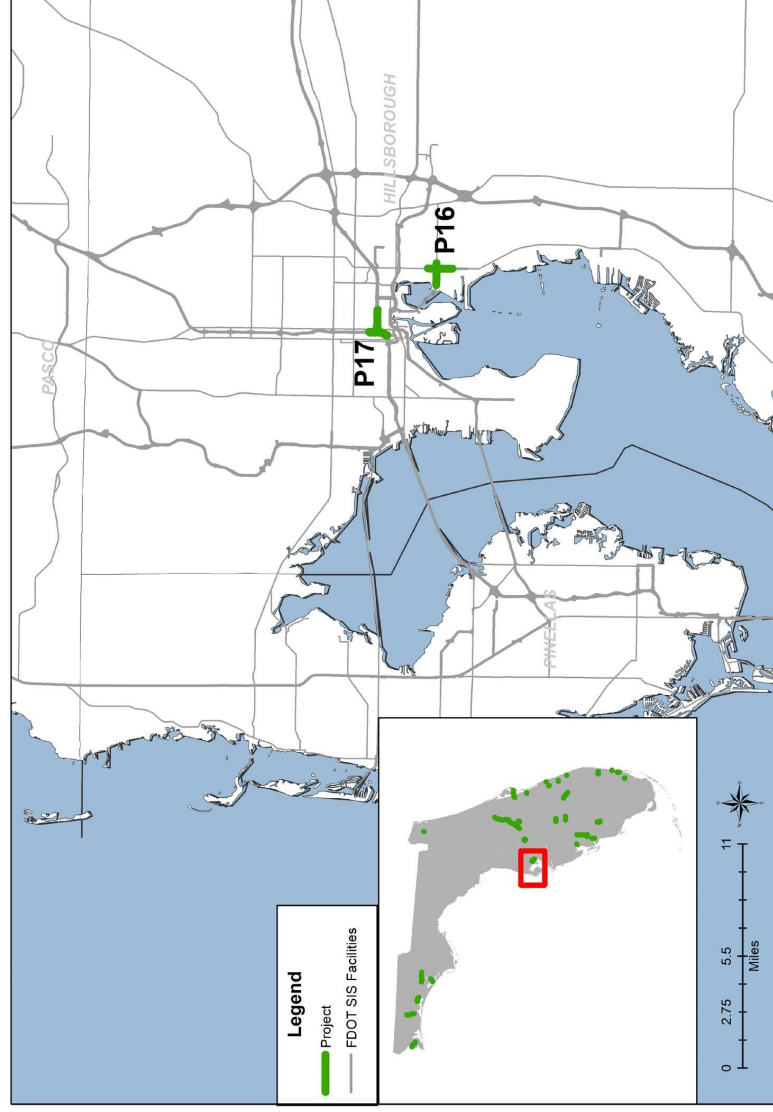


2021 Project Priority List - FDOT D7 (Freight Coordinator: Brian Hunter)

Map ID	Project Name	County	List Category	FM Number	DFC Priority Project	Project Category	PD&E Status	Project Cost (millions)	NHFN	SIS	RFN
Hillsborough MPO											
16	US 41 at CSX Grade Separation	Hillsborough	Freight Priority	440749-1-52-01	Yes	Grade Separation	On-going	\$92.11	Yes	Yes	Yes
17	Downtown Interchange Operational Improvements SECTION 6	Hillsborough	Freight Priority	4450571 4450561 4450562	Yes	Interchange & Traffic Management	Complete (SEIS)	\$135.64	Yes	Yes	Yes

2021 Project Priority List

2021 Freight Priorities Program Projects (District 7)





The Florida Metropolitan Planning Organization Advisory Council

2021 Freight Priorities Program

Program Overview

The Metropolitan Planning Organization Advisory Council (MPOAC) Freight Committee developed the *Freight Prioritization Program* (FPP) to identify and promote high-priority freight projects within the planning boundaries of Florida's Metropolitan Planning Organizations¹ for consideration in FDOT's 5-Year Work Program and other potential funding sources. The FPP's objective is to collaboratively develop a comprehensive list of projects that represents the unified input of the MPOAC. The MPOAC updates and endorses the FPP's project list on an annual basis.

Project Selection Overview

The 2021 FPP Project List contains all project submissions that passed the agreed-upon requirements as well as two supplemental projects. The vetting process reviewed each project submission for program eligibility and level of readiness for advanced phase (e.g., design, ROW, construction) funding. Key activities included:

1. The 2021 Call for Projects was distributed via email to each MPO on February 1st, with the due date of March 12th. MPOs were asked to submit up-to-3 eligible freight projects. The request included a program fact sheet, instructions, and a checklist template.
2. Training webinars were scheduled and conducted on February 10th and February 18th to provide assistance to MPO staff. One-on-one technical assistance was provided to answer specific questions.
3. An interim list was submitted to FDOT on March 31st. Project submissions were reviewed for completeness. Requests for additional information were submitted to each MPO.
4. Final submissions were reviewed and used to develop the 2021 FPP Project List. As in years past, the final list was reviewed and approved by the MPOAC's Freight Committee, Staff Directors' Advisory Committee, and Executive Board on April 29th.

Summary of 2021 FPP Project List

- 18 of Florida's 27 MPOs submitted a total of 36 projects spanning over 133 roadway miles.
- Projects were provided by MPOs for 7 of 7 FDOT Districts.
- 94 percent of projects submitted have a PD&E completed, underway, planned.
- 25 of 36 projects are on designated SIS roadways, and 13 are on the NHFN.
- 89 percent of projects are also FDOT District Freight Coordinator priorities.
- Funding requests totaled over \$2.3 billion across 36 projects.
- All projects support at least 3 of 7 Florida Transportation Plan goals, with a majority supporting all 7.

¹ "Metropolitan Planning Organizations" is not an exclusive term. It also encompasses Transportation Planning Organizations (TPO) and Transportation Planning Agencies (TPA).

**Item Number 8
Member Comments**

DISCUSSION:

Comments or recommendations by MPOAC members.

REQUESTED ACTION:

As may be desired.

ATTACHMENT:

None.

Item Number 9

Adjournment

The next meeting of the MPOAC Governing Board will be October 28, 2021. A meeting notice will be sent out at least one month prior to the meeting date.