



AGENDA

January 10, 2020 • 10:00 a.m.



MEETING NOTICE

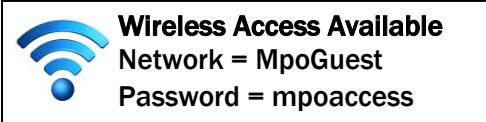
Please be advised that the next Central Florida MPO Alliance meeting will be held on:

Date: Friday, January 10, 2020

Time: 10:00 a.m.

Location: MetroPlan Orlando
David L. Grovdahl Board Room
250 S. Orange Avenue, Suite 200
Orlando, Florida 32801

AGENDA



Thank you for silencing your cell phones during the meeting.

Chairman Roy Tyler, presiding

I. Call to Order

II. Pledge of Allegiance

III. Introductions

IV. Public Comment on Action Items

People wishing to comment on Action Items must complete a "Speakers Introduction Card" at the reception desk. Each speaker is limited to two minutes.

V. Reports**Tab 1****a. Delegation Reports (Info only)**

- Lake-Sumter MPO Report
- MetroPlan Orlando Report
- Ocala/Marion TPO Report
- Polk TPO Report
- Space Coast TPO Report
- River to Sea TPO Report

b. FDOT District Reports

- District I
- District V
- Florida's Turnpike Enterprise

VI. Action Items**a. Approval of Previous Meeting Minutes****TAB 2**

Action is requested for approval of the October 11, 2019 Central Florida MPO Alliance meeting minutes.

b. Recommended Revisions to the Regional Project Prioritization Process**TAB 3**

Presenter: Ms. Lois Bollenback

VII. Presentations/Discussion**a. Central Florida Expressway Authority (CFX) Update**

Presenter: Mr. Glenn Pressimone, Chief of Infrastructure, CFX

b. FDOT Funding Levels

Presenter: Ms. Alison Stettner, Director of Policy Planning, FDOT Central Office

c. Florida Transportation Plan (FTP) Update

Presenter: Ms. Alison Stettner, Director of Policy Planning, FDOT Central Office

VIII. Information Items**TAB 4****a. 2020 MPOAC Legislative Priorities and Policy Positions are provided for information purposes only.****IX. Member Comments****X. Public Comments**

People wishing to speak must complete a "Speakers Introduction Card" at the reception desk. Each speaker is limited to two minutes.

XI. Next meeting – April 10, 2020
MetroPlan Orlando
250 S. Orange Avenue, Suite 200
Orlando, FL 32801

XII. Adjournment

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at info@metroplanorlando.org at least three business days prior to the event.

La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico info@metroplanorlando.org por lo menos tres días antes del evento.

TAB I



MetroPlan Orlando Delegation Report

JANUARY 2020

MetroPlan Orlando Strategic Plan

The MetroPlan Orlando Board adopted its new five-year Strategic Plan which provides a guide to navigate challenges and opportunities facing the region. The plan reflects the priorities identified by Board members, stakeholders, and staff, and focuses on those activities that will be most significant for MetroPlan Orlando to undertake during the next five year period. Among the challenges are rapidly evolving transportation technologies such as automated and connected vehicles. The Plan also reaffirms the mission and vision, and outlines five overarching strategic goals:

1. Continue excellence in traditional and mandated MPO activities.
2. Support the region in providing multimodal solutions and optimizing the safety, efficiency, and management of the transportation system.
3. Strengthen MetroPlan Orlando's leader and convener role on regional issues.
4. Strengthen the effectiveness of MetroPlan Orlando's Board and Committees to provide leadership and technical guidance on a wide range of regional issues.
5. Continue to ensure operational excellence including MetroPlan Orlando's ability to attract and retain highly qualified, talented staff.

2045 Metropolitan Transportation Plan

MetroPlan Orlando staff have initiated the update to the region's long range transportation plan. Ongoing tasks include: approval of the Public Participation Plan, setting goals and objectives, documentation of existing conditions and transportation trends, and updating the congestion management process. MPO staff is also in direct coordination with FDOT regarding the development of the Central Florida Regional Planning Model and 2045 socioeconomic/land use forecast.

Transportation Improvement Program (TIP) Web Map

MetroPlan Orlando staff recently overhauled the agency's online companion to the TIP. The new web-based tool is powered by ArcGIS Online. By using the web map's dynamic search, sort, summary and filter tools, users are able explore the transportation improvement program and learn more about the projects impacting their daily lives. Hyperlink: <https://metropolanorlando.org/maps-tools/tipwebmap/>

Corridor Safety Studies, Phase 1

MetroPlan Orlando staff recently completed phase 1 of the corridor safety studies process. This work included gathering, reviewing and compiling safety findings from previously performed studies along significant bicyclist and pedestrian crash corridors; and coordination with FDOT District Five Safety, Traffic, Planning, and Design offices. In the next phase of this project, individual safety corridor studies will be performed along the study area segments determined in Phase 1 with the purpose of identifying safety issues and improvement strategies.

Work and Upcoming Studies:

Belle Isle Transportation Feasibility Study

The purpose of this study is to evaluate the feasibility of improvements outlined in the City of Belle Isle's recently adopted Transportation Master Plan. Along with the feasibility and concept development, a potential implementation plan for projects within the plan will be developed.

Bicycle and Pedestrian Safety Action Plan

The purpose of this study is to produce implementation plans for the key behavioral, design and control countermeasures identified in Phase One. Behavioral Countermeasures will be developed based on input from professionals in behavioral change, local law enforcement, local government staff, non-governmental partners, and the general public, this plan will identify key messages and message distribution strategies to encourage the motorist, pedestrian and bicyclist behaviors most likely to reduce crashes. Design Countermeasures will be based on field reviews and other data from Phase One, this plan will identify locations for infrastructure design changes most likely to reduce crashes. Such countermeasures will be focused on the corridors studied in Phase One, and other locations where crash history, crash typology and environmental factors indicate the likelihood of effectiveness.

The project will develop detailed proposals for safety infrastructure projects for the county and city streets studied in Phase One.

Corridor Safety Concept Development & Countermeasure Study

The purpose of this study is to address safety as one of the MetroPlan Orlando Board emphases areas. The organization is committed to continuing to tackle this complex issue within its reach. In addition to educational and enforcement initiatives, MetroPlan Orlando staff has been in direct coordination with FDOT District Five's Traffic Operations and Safety Offices to establish a holistic engineering analysis approach consistent with FDOT standards to address safety issues and propose solutions on the state highway system to accompany the Bicycle & Pedestrian Safety Action Plan. The study will develop detailed Countermeasures and Concept Development for the 38 miles of State Roadways that represent more than 23% of all crashes on our system.

Multimodal Accessibility with LOTIS

In October 2018, MetroPlan Orlando and the East Central Florida Regional Planning Council (ECRPC) were awarded a "Multimodal Network Connectivity Pilot" grant from the Federal Highway Administration to develop data pertaining to bicycle and pedestrian safety, connectivity and mobility in the 3-county Orlando-Kissimmee-Sanford Metropolitan Area.

As part of this project, the ECRPC developed the "LOTIS" database (Land Overlayed on Transportation Information System), a smart-cities-focused platform of ArcGIS applications that stores, visualizes, and runs algorithmic functions on highly-accurate land use and transportation data. MetroPlan Orlando and ECRPC are continuing this partnership to develop multimodal accessibility metrics and visualizations. There are several areas in the region that don't have access to essential services like; grocery stores, pharmacies, health services, government services, etc. The team will use the tool and data collected during the MTP to identify these areas and develop multimodal needs to make these areas more accessible to all users with all abilities.

Traffic Signal Retiming Contract

The 2018-2019 Traffic Signal Retiming is complete, including retiming on 29 corridors throughout the MetroPlan Orlando planning area. Notable observations:

- Twenty-five of the corridors averaged an eight percent reduction in travel time; however, 14 percent had an average increase of one percent in travel time. Overall benefit to cost ratio of 13.6 to 1.

- Corridors with a higher beginning travel time tended to have a greater reduction in travel time after retiming;
- Corridors with more lanes in each direction tend to have a higher b/c ratio
- Travel time reduced by 7% on average after retiming.
- Regular signal retiming helps improve traffic flow and account for changes in traffic patterns.

The 2019-2020 Traffic Signal Retiming is underway, with 34 corridors and 5 standalone intersections being retimed throughout the MetroPlan Orlando planning area. The retimings will be completed by Spring 2020 and an assessment of impacts of the retimings will be completed and presented to regional partners in Summer 2020.

CAV Readiness Study

MetroPlan Orlando is completing a Connected and Autonomous Vehicle (CAV) Readiness Study to evaluate the readiness of the local counties and cities for the emergence of CAVs. A CAV Industry Best Practices Review technical memorandum is complete. It provides a comprehensive analysis of the current state of the CAV industry in the MetroPlan Orlando Planning area, the state of Florida, and nationwide – including best practices. An Evaluation of Local Existing Capabilities technical memorandum is also complete and provides a review of existing connected vehicle (CV) and automated vehicle (AV) infrastructure and practices in Orange, Seminole and Osceola counties. Partner agencies within the MetroPlan Orlando planning area were interviewed to help determine the current state of CAV readiness. The memorandum also compiles a list of current connected and automated vehicle (CAV) projects in the region.

The study team recently concluded the third task of the study with the completion of three public workshops held in each of the three counties – Orange, Osceola and Seminole – where MetroPlan Orlando leads regional transportation planning efforts. At the workshops, the study team was able to communicate how CAVs will impact local and regional transportation planning efforts; convey current and projected status of applicable legislation, policies and regulation; and identify opportunities for public and private sector relationship building. Attendees at all three workshops consistently showed an understanding and favorable opinion of CAV concepts. However, attendees had safety, privacy and data security concerns, along with believing that vehicle technology development, workforce training and data storage will be the biggest challenges in the region as CAVs emerge on public roads.

MetroPlan Orlando will use information gathered during the three workshops to develop CAV preparedness recommendations provided as short-term (2-3 years) or mid-term (4-8 years) concepts and plans. The recommendations will be integrated in the longer-term 2045 Metropolitan Transportation Plan (MTP). MetroPlan Orlando will deliver a final public presentation to the region's leaders that provides a summary of the study methodology, findings and recommendations.



Ocala/Marion County Transportation Planning Organization (TPO) Delegation Report – January 2020

New TPO Offices Completed – at Marion County Growth Services

Effective July 1, 2019, the TPO changed host government agencies from the City of Ocala to Marion County. During the summer and fall months, the TPO in collaboration with Marion County, constructed new staff offices, including a reception area and conference room. The TPO staff are proud to have a first class office environment. We are also very appreciative of Marion County and the TPO Board for their support and accommodations.



2045 Long Range Transportation Plan (LRTP) – Visioning for the Future Continues

The TPO is currently reviewing the goals, objectives, and the weights for developing the 2045 LRTP. This process will continue through late January due to extensive interest by our TPO Board and partners. After the Goals and Objectives are finalized, the TPO will embark on another round of public involvement throughout Marion County, which will focus on developing the Needs list. We anticipate the next round of public involvement will take place from March to April. The 2045 LRTP is due for adoption by our TPO Board in November 2020.

TPO Public Outreach 2020

The TPO has undertaken a comprehensive approach to improve public involvement through a new website, social media platform, informational fact sheets and infographics. All four elements will be launched in late January. The goal is to better connect with residents and partner agencies through engagement, education and awareness, and information dissemination. Please visit OcalaMarionTPO.org in late January and connect with us via Facebook and Twitter!



River to Sea TPO's Delegation Report to the Central Florida MPO Alliance

January 2020

Planning Projects – Underway and Upcoming

- **Community Safety Action Plan (C-SAP)** – This plan builds on previous efforts of the TPO to address issues of transportation safety. Using crash data and stakeholder input, staff identified transportation safety issues and outlined a plan to increase awareness through community activities, partnerships and events.
- **Bike-Ped Counts** – R2CTPO staff are participating in the bicycle and pedestrian counting initiative led by FDOT Central Office. An initial report of local count station data is anticipated in February 2019.
- **Traffic Operations and Bike-Ped Feasibility Studies** – The R2CTPO sets-aside \$200,000 each year to complete project feasibility studies for a variety of operations and safety related project improvements to be funded with TMA funds and administered through the Local Area Program (LAP). There are currently 5 studies underway in support of local government funding requests prioritized by the R2CTPO.
- **Connected and Automated Vehicle (CAV) Readiness Study** – With support from Kittleson & Associates, the R2CTPO has initiated a planning activity intended to continue the advancement of transportation technology throughout the planning area by assessing current activities and increasing local understanding of the opportunities and strategies for deploying transportation technology.

Public Outreach Activities

- Every other year, the R2CTPO engages in a “Tell the TPO” Survey that is used both to inform the public about current trends and issues in transportation and to solicit input on a variety of topics relevant to the decision-making of the organization. The TPO typically records more than 2,000 responses. Development of the survey development will begin in January and results will be presented in June.

2045 Long Range Transportation Plan

- Development of the R2CTPO Long Range Plan is progressing. Focus groups will be meeting in January and the development of transportation alternatives will occur over the next several months. Alternatives include Resiliency, Funding and Technology considerations.

Unified Planning Work Program (UPWP) Development

- TPO staff are working with a subcommittee to develop tasks that will be considered for inclusion in the two-year UPWP that will guide planning and outreach activities beginning on July 1, 2020



Polk Transportation Planning Organization

Polk TPO Delegation Report - January 2020

Investment Strategy – Momentum 2045

The Polk Transportation Planning Organization (TPO) has begun preparation of Phase III of its Transportation Investment Strategy for the future based on emerging transportation technologies; automated, connected, electric and shared vehicles (ACES), that:

- Maximize safety and mobility for people and goods;
- Support the delivery of community, medical and social services;
- Support local land use plans and parking management strategies; and
- Maximize the use of existing infrastructure and the return on investment.

The primary purpose of Phase III is Needs Assessment; to obtain information from local jurisdictions, FDOT, and project stakeholders regarding what ACES-related projects and programs they have initiated, planned and what the TPO's strategy is for inclusion of those projects in the 2045 LRTP.

Priority Transportation Projects

The TPO's top two (2) 2019 Priority Transportation Projects received additional funding and are regionally significant projects. Central Polk Parkway's Segment One (Phase I & II) is a new 9-mile long, four-lane divided tolled highway. The project is currently in the PD&E and Design phase. Proposed interchanges are: SR 60, 91 Mine Road, US Hwy 17, SR 540 and SR 570 (Polk Parkway). State Road 557, from US Hwy 17/92 to I-4, is a north-south, two to four-lane widening project providing an alternative to US Hwy 27 and complementing FDOT's interchange project at I-4 in fast-growing NE Polk County.



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Space Coast TPO's Delegation Report to the Central Florida MPO Alliance January 10, 2020

2019 Public Participation Plan (PPP) Update

The PPP was created to outline the guidelines used by the Space Coast TPO during public participation activities. The Plan tells our citizens how we're going to engage with them and how they can be involved in transportation decisions. This Plan includes the policies, objectives and assessment tools to evaluate public outreach effectiveness. The Governing Board adopted the PPP on December 12, 2019.

Space Coast TPO Vision Zero Action Plan

The next Vision Zero Task Force will be held on January 31, 2020. The TPO Governing Board endorsed Vision Zero as part of a comprehensive effort to achieve zero traffic deaths and serious injuries. The Action Plan includes data collection and analysis, development of TPO strategies and actions to support Vision Zero. It also includes a tool kit for local municipalities that can be used to develop and implement Vision Zero at the local level.

2045 Long Range Transportation Plan Update

The Space Coast TPO is asking for input on where our limited transportation monies will be spent. The LRTP's **Voice Your Vision** survey is currently open to provide transportation plan preferences. The next steps will include scheduling stakeholder meetings to discuss the transportation *Needs Plan*.

Intelligent Transportation System (ITS) Master Plan Update

The ITS Master Plan is the TPO's guiding document for implementing technology on the transportation network. The update will focus on using technology to improve traffic flow and aim to maximize existing infrastructure to provide an accessible, safe, reliable, efficient, and secure transportation system for all users on the Space Coast. The draft Goals and Objectives and existing conditions report are under development. It is anticipated the project will be completed by the fall of 2020.

Other Studies (Space Coast TPO cont.)

- School Routes Analysis of nine schools in Palm Bay and Melbourne
- Minton Road Feasibility Study - corridor includes two bus routes, nine public and private schools, a variety of land use, parks and housing facilities for special needs adults.

TAB 2



Central Florida MPO Alliance Meeting Minutes

Friday, October 11, 2019

MetroPlan Orlando
David L. Grovdahl Board Room
250 S. Orange Avenue, Suite 200
Orlando, Florida 32801

Vice-Chairman Roy Tyler, presiding

MEMBERS IN ATTENDANCE:

Honorable Cheryl Grieb
Honorable Christine Moore
Honorable Leslie Campione
Honorable Nick Girone
Honorable Michelle Stone
Honorable David Moore
Honorable Roy Tyler
Honorable Brandon Kneeled
Honorable Chris Cloudman
Honorable Chris Nabicht
Honorable Kathy Meehan
Honorable Rocky Randel
Honorable Brian Anderson

REPRESENTING:

MetroPlan Orlando
MetroPlan Orlando
Lake-Sumter MPO
Lake-Sumter MPO
Ocala/Marion County TPO
Ocala/Marion County TPO
Polk TPO
Polk TPO
River to Sea TPO
River to Sea TPO
Space Coast TPO
Space Coast TPO
Space Coast TPO

MEMBERS NOT IN ATTENDANCE:

Honorable Deb Denys
Honorable Jay Zembower
Honorable Tim Sullivan
Honorable Jeff Gold
Honorable Collins Smith

River to Sea TPO
MetroPlan Orlando
Lake-Sumter MPO
Ocala/Marion County TPO
Polk TPO

OTHERS IN ATTENDANCE:

Ms. Virginia Whittington
Mr. Robert Balmes
Mr. Ronnie Blackshear
Ms. Georganna Gillette
Ms. Lois Bollenback
Mr. Siaosi Fine
Ms. Loreen Bobo
Ms. Nicole Mills

MetroPlan Orlando
Ocala/Marion County TPO
Polk TPO
Space Coast TPO
River to Sea TPO
Florida's Turnpike Enterprise
FDOT - District 5
FDOT - District 1

A complete list of all others in attendance may be obtained upon request.

I. Call to Order

Vice-Chairman Roy Tyler called the May 31, 2019 Central Florida MPO Alliance meeting to order at 10:00 a.m., and welcomed everyone.

II. Pledge of Allegiance

Vice-Chairman Tyler led the Pledge of Allegiance.

III. Introductions

Vice-Chairman Tyler gave Alliance members the opportunity to introduce themselves. Ms. Whittington introduced new MetroPlan Orlando staff members. She noted that there are no changes to the agenda.

IV. Chairwoman's Announcements

None.

V. Public Comment on Action Items

None.

VI. Reports

Vice-Chairman Tyler called attention to written delegation reports which were provided for information only.

a. Delegation Reports

- Lake-Sumter MPO Report
- MetroPlan Orlando Report
- Space Coast TPO Report
- River to Sea TPO Report
- Polk TPO Report

b. FDOT District Reports

Ms. Nicole Mills, District 1, reported that Task Force Meeting #2 for the Southwest Central Florida Connector will be held on October 30, 2019 at 10:00 a.m. at Polk State College in Lakeland. She provided the website address so that Alliance members can get more information: <https://floridamcores.com/>.

Ms. Loreen Bobo, District 5, announced that the Work Program online public hearing will run from October 21st through October 25th. A public outreach meeting is scheduled for October 24th at the Deland District office from 4:30 p.m. until 6:30 p.m. Ms. Bobo stated that the work program is still being balanced. She told Alliance members that at the last revenue estimating conference, statewide revenue projections show that the State Transportation Trust Fund has a reduction of \$235 million through FY24/25, and \$373 million through FY 27/28. Ms. Bobo explained that it is believed that reduced revenue projections are due to lower fuel consumption (as compared to earlier estimates), lower forecast for tourism which resulted in lower projected rental car surcharge proceeds, and

lower forecast for additional registration fees. She said that this is only an early snapshot of the work program, and there maybe additional impacts after the work program public hearing. She commented that stakeholders will be kept abreast of any changes that occur. Ms. Bobo gave a thank you to the participants in the Local Agency Program (LAP) incubator earlier in the week. She said that great feedback was given at the meeting, and once the comments have been reviewed and the proper adjustments are made, another draft of the policy will be released for a 30 day comment period.

Mr. Siaosi Fine, FTE, provided Alliance members with an overview of the Florida Transportation Plan. He stated that the plan is divided into three elements: vision, policy, and implementation. He provided the website address so that Alliance members can get more information and provide input: <http://floridatransportationplan.com/>.

Mayor Tyler acknowledged Mr. Jim Martin, with Federal Highway Administration and Secretary Mike Shannon, FDOT District 5, who were present in the audience

VII. Action Items

a. Approval of Previous Meeting Minutes

Action is requested for approval of the May 31, 2019 Central Florida MPO Alliance meeting minutes.

MOTION: Commissioner David Moore moved approval of the May 31, 2019 meeting minutes. Mayor Kathy Meehan seconded the motion. Motion carried unanimously.

b. Approval of 2020 Proposed Meeting Calendar

Ms. Whittington, MetroPlan Orlando, presented the proposed meeting calendar for 2020. She reminded Alliance members that for 2019, consensus of the Alliance members was to eliminate the summer meeting because of issues in securing a quorum. Ms. Whittington explained that for 2020, staff proposed adding the summer meeting back into the schedule for two reasons. The first being that Hillsborough County had a successful referendum where a one cent sales tax was passed. The second being to build upon the efforts of MetroPlan Orlando Director of TSMO Eric Hill to collaborate with the West coast partners on regional TSMO efforts. Consensus of the Alliance members was to accept the 2020 meeting schedule as proposed by staff.

MOTION: Mayor Roy Tyler moved approval of the 2020 Proposed Meeting Calendar. Mayor Kathy Meehan seconded the motion. Motion carried unanimously.

c. Election of 2020 CMFPOA officers

Ms. Whittington, MetroPlan Orlando, presented the selection of officers for 2020. Consensus of the members of the Alliance was to support the rotation of officers as presented by staff. The members of the Alliance unanimously agreed to appoint Mayor Roy Tyler, Polk TPO as Chair; Commissioner Michelle Stone, Ocala/Marion TPO as Vice-Chair and Commissioner Christine Moore, MetroPlan Orlando as Secretary.

MOTION: Commissioner Brandon Kneeled moved to appoint Mayor Roy Tyler, Polk TPO, as Chair. Commissioner Cheryl Grieb seconded the motion. Motion carried unanimously.

MOTION: Commissioner David Moore moved to appoint Commissioner Michelle Stone, Ocala/Marion TPO, as Vice-Chair. Mayor Kathy Meehan seconded the motion. Motion carried unanimously.

MOTION: Commissioner Christine Moore moved to appoint Commissioner Cheryl Grieb, MetroPlan Orlando, as Secretary. Commissioner Michelle Stone seconded the motion. Motion carried unanimously.

VIII. Presentations/Discussion

a. Discussion: FDOT TRIP Funding Process

Presenter: All

CFMPOA Members, Staff Directors, and FDOT staff, discussed the FDOT TRIP Funding Process. A discussion ensued concerning the process FDOT uses to fund TRIP projects. Recently revised TRIP project lists were provided for use and information. Ms. Allison Stettner provided an overview of how TRIP funds are allocated. Consensus was that Alliance Directors will meet to discuss the process for developing a regional TRIP list.

b. Coast to Coast Update and SUN Trails Update

Ms. Julie Holtzhausen on behalf of Heather Garcia, FDOT District 5, presented an update on the Coast-to-Coast and the Shared Use Non-motorized (SUN) Trail network. The program is allocated \$25 million for paved trails with no sunset date. She explained that in order to be eligible the following criteria must be met: the project must be on SUN Trail Priority Network, consistent with local Comprehensive Plans, on a MPO/TPO Priority List, and maintained by Local Government. Ms. Holtzhausen added that funding, design, and right-of-way considerations are also weighed in. She pointed out on the map displayed current trail projects under development in the FDOT District 5 region. A SUN Trail Solicitation call for projects opens on October 1, 2019 and runs through December 20, 2019.

c. Central Florida Visitor Study

Ms. Taylor Laurent on behalf of Heather Garcia, FDOT District 5, presented the objectives, outcomes, and results of the Central Florida Visitor Study. She provided insight on how the can be incorporated into the Metropolitan Transportation Plan (MTP) and its processes. The study began in 2015 to fully understand visitor travel within the region and develop strategies to prepare for expected growth. Ms. Laurent explained that the study was undertaken with four objectives: to fully understand visitor travel in the region in order to enhance planning tools; to create visitor economic impact analysis tool in order to assess future transportation strategies; maximize return on investment for tourist related transportation projects to ultimately assist MPO partners with meeting FAST Act Requirements. A project advisory group was formed, made up of various regional partners that met throughout the duration of

the project. The PAG members were able to provide local feedback throughout the project to help ensure that the goals were implementable and that regional needs were met. She highlighted the four published reports that came about as a result of the study, visitor characteristics, and scenario planning and recommendations.

d. Update on Four Corners Council Project

Mr. Ronnie Blackshear, Polk TPO, and Mr. Rafael Montalvo, presented an update on the Four Corners One Vision project that is made up of Polk, Lake, Osceola and Orange Counties. Mr. Blackshear stated there have been meetings of both the steering and technical committees with the vision of the project group being to formulate a series of recommendations for uniform land development regulations for the tourist corridor of U.S. 192 (i.e.: design standards and guidelines, transportation, and affordable housing). He said that a map has been developed of the general four corners area, in an effort to begin development of uniform standards. Mr. Blackshear advised that Osceola County has taken the lead on drafting design guidelines, and a draft is anticipated for November 2019. Transportation projects that cross county and FDOT lines have been identified (i.e.: U.S. 192 Corridor Planning Study and the U.S. 27 Mobility Study). He added that the Four Corners LRTP process is underway and Polk County taking the lead on this project. He commented that Mike Woods, Lake/Sumter MPO and Nick Lepp, MetroPlan Orlando have been designated as points of contact.

Mr. Rafael Montalvo, Consensus Center, provided insight as to how the coordination effort came together. He explained that the Council is a public/private partnership funded equally by the four counties, and the Osceola/Kissimmee Chamber of Commerce. Mr. Montalvo said that the Council came out of the need and desire to harmonize land uses and design for the U.S. 192 corridor. The Council is made up of a steering committee made up of a public and private representative from each county. The technical committee is made up of staff from each of the four counties. Mr. Montalvo stated that much of the work of the first year has been dedicated to land use, and all of the four counties are currently working on a proposed set of amendments to their individual land development regulations. He noted that completion of the land use regulations is anticipated for January/February 2020. The four county managers have met and have expressed support of continuing the joint effort. Second year efforts will focus on effective transportation in the four corners area.

IX. Member Comments

Commissioner Campione reported that on October 10th the CFX Board approved both the Lake/Orange Connector and the Poinciana Expressway PD&Es. She thanked both Mr. Blackshear and Mr. Montalvo for the update on the Four Corners and expressed support of the efforts of the Four Corners Council. She said that she is excited to see the jurisdictions come together and looks forward to seeing the work products that are brought forward.

X. Public Comments

Mr. T.J. Fish, City of Groveland, spoke on the importance of the Alliance and urged the members not to lose momentum. He said that he feels that the work the Alliance does is necessary in getting transportation projects funded in the Region. Mr. Fish stated that he would like to see the Regional Legislative Delegation re-convene to lobby for improving

transportation in the State of Florida. He said that he feels that it is necessary to get projects funded that are on the regional list of priorities.

XI. Next meeting – January 10, 2020 (subject to change)

MetroPlan Orlando
250 S. Orange Avenue, Suite 200
Orlando, FL 32801

XII. Adjournment

There being no further discussion, the meeting adjourned at 11:18 a.m.

Respectfully transcribed by Lisa Smith, Board Services Coordinator, MetroPlan Orlando.

Central Florida MPO Alliance

Mayor Roy Tyler, Chairman

Attest:

Lisa Smith, Board Services Coordinator

Section 286.0105, Florida Statutes, states that if a person decides to appeal any decision made by a board, agency, or commission with respect to any matter considered at a meeting or hearing, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

TAB 3



Regional Projects Prioritization Process

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January 2020

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Regional Prioritization Initiative
Adopted April 2013
January 2020

Deleted: Revised October 2018[1]

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Background

The Central Florida Metropolitan Planning Organization Alliance (CFMPOA) has been active as a six-MPO forum for more than a decade, meeting quarterly to address regional transportation issues and legislative items. The group has been successful in building consensus on regional transportation issues by working together to complete a variety of regional planning studies and by adopting policies that promote regional transportation decision-making. In 2013, the Alliance adopted a transportation project prioritization process to provide clear support to the Florida Department of Transportation regarding the collective priorities for the region. This process is used to create a Regional List of Project Priorities (LOPP) that respects the independent decision-making of each member-MPO while working through the CFMPOA to collectively benefit from a regional prioritization process. The process was revised in January 2019 to add two additional categories of regional importance: 1) Transportation Regional Incentive Program (TRIP) Projects; and 2) Transportation Systems Management and Operations (TSMO) Projects. By working as an Alliance to prioritize appropriate regional projects, each MPO will individually benefit while also benefitting the Central Florida Region. Through a unified approach, additional funding resources can be leveraged by working as an Alliance with the Florida Department of Transportation (FDOT).

The Project Categories

Not all transportation projects and funding categories are appropriate for a regional approach. However, five categories have emerged through the consensus-building process.

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1. **Strategic Intermodal System (SIS)** - SIS projects are of regional and statewide importance. Therefore SIS projects, both interstate and non-interstate projects, would be addressed by the Alliance in order to potentially leverage increased transportation resources for the region. This category would not include US highways and state roads that are funded through the FDOT's Other Arterials program.

2. **Florida Shared-Use Non-motorized (SUNTrails)** - As a result of the "Close

Moved down [1]: As a result of the "Close the Gaps" initiative that began in Central Florida in 2012, and the
Moved (Insertion) [1]

the Gaps" initiative that began in Central Florida in 2012, and the SUNTrails program established in 2015, Regional Trails comprise the second category of transportation projects to be prioritized by the Alliance. Through this regional approach, greater resources are leveraged by prioritizing among the five MPOs within FDOT District 5 the trail projects that can most quickly lead to completed systems of trails that connect populations and attractions, thus resulting in eco-tourism opportunities for the region. This category includes regional, showcase trails, not sidewalks, local trails and other enhancement projects.

3. **Regional Transit** - The third category for prioritization includes transit projects that contribute to connectivity on a regional scale. Transit projects that cross county lines and MPO boundaries could be considered for the Alliance prioritization process. Mass transit projects like SunRail and connections to the commuter rail system may be considered for regional prioritization. This category does not include localized transit projects.
4. **Transportation Regional Incentive Program (TRIP)** - The Transportation Regional Incentive Program (TRIP) is established under Florida Statutes to provide state matching funds as an incentive for cooperative inter-agency planning and programming of improvements to regionally significant transportation facilities. To support FDOT in the allocation of TRIP funding, the CFMPOA will include a TRIP category in the set of regional transportation projects assembled each year as part of the Regional List of Prioritized Projects (LOPP).
5. **Transportation Systems Management and Operations (TSMO)** - TSMO refers to "the application of multimodal transportation strategies and technologies intended to maximize the efficiency, safety, and utility of the existing transportation network". It includes a set of projects and strategies that use technology and real-time operational procedures. When well integrated at the state, regional and local levels, TSMO offers a cost effective, efficient platform to significantly improve safety while at the same time enhancing the movement of people and goods, all with a positive impact on individual and national economic prosperity.

The CFMPOA supported integrating Transportation Systems Management and Operations (TSMO) projects into the regional project prioritization process at their May 2019 meeting. Staffs continue to evaluate Transportation Planning projects as an additional category in the future. See "Proposed Future Categories" below.

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The Process

Each MPO adheres to an annual prioritization process to establish funding needs within individual MPO Areas. That annual process typically begins near the start of the calendar year and usually concludes in June or July of each year. September-November, the FDOT begins the process of gaming, which results in new projects entering into the

FDOT's Tentative Work Program or programmed projects being advanced in the Tentative Work Program. The five District 5 MPOs working on a unified priority list will empower the FDOT to incorporate the actions of the Alliance into the new Work Program.

The process will respect each MPO's order of projects within the five aforementioned categories. The CFMPOA prioritization process will follow the order within each MPO's list while melding the five lists into one regional list. Projects on the TRIP Lists will continue to be reflected under a heading for each MPO. Costs, the scale of magnitude of projects and the cost-benefit factor of projects will be considered, as well as the urbanized population and visitor population served by projects. To achieve a sense of equity, efforts will be made to rotate, as feasible, among the five MPOs to ensure the development of a regional list that advances projects important to each MPO in the region.

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The Timeline

In order to meet the FDOT's deadline for release of the Tentative Work Program, each MPO will individually follow its own process. Meanwhile, the CFMPOA will review and update the Regional Projects Prioritization Process at the April meeting. A draft list will be developed for review and comment in July. Just prior to the July meeting, the executive directors will reconvene to refine the priority list for presentation to the Alliance. Based on action by the CFMPOA, the priority list will be compared to each individual MPO's priority list to ensure consistency with individual MPO priorities. Final action will occur in September or early-October on each individual MPO's List of Priority Projects. During years that the State Legislature sets an accelerated schedule, approval of the Regional Project Priorities will occur July.

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Once each MPO has taken action and transmitted their LOPPs to the FDOT, the executive directors will reconvene to review actions and to make a determination if changes are needed to the CFMPOA priority list. The finalized list will be presented to the Alliance at the October meeting for ratification and the list will be formally transmitted to the FDOT. From the time of adoption of each individual MPO's LOPP until ratification by the Alliance, the executive directors will remain in communication with FDOT personnel on the pending CFMPOA priority list to ensure awareness of progress on the regional effort.

The Outcomes

Once the CFMPOA ratifies the list in October, a landmark moment occurs in Florida as an unprecedented level of regional transportation coordination is formalized. For each of the five project categories, the potential outcomes are unique. For SIS priorities, the regional list affords the Central Office of FDOT an opportunity to look at the Central Florida Region in a new manner. When examining the potential funding of mega-projects, a unified list incorporating the five MPO's and nine counties of District 5, and potentially Polk County and the Polk County TPO, will enhance the process between MPOs and the FDOT of establishing priorities and programming funds. The planned outcome is the leveraging of greater resources to the region.

In light of the changes in state and federal funding opportunities for regional trail projects, a unified list of regional trail priorities is critical to meeting the goals of the "Close the Gaps" and SUNTrail program initiatives. Leveraging additional FDOT funds is the focus of the regional trail priority list. The regional trail section includes three independent lists of trail projects identified through the Tier I and Tier II SUNTrails program, as well as a master list of regional trail projects, ordered by phases so that shovel-ready projects are top priority. This list provides District 5 with an opportunity to program funds for multiple projects and supports applications from Alliance members for Tier III SUNTrail funding. The result is intended to expedite construction of multiple trail segments that will begin closing the gaps in the regional network. This approach will catalyze an eco-tourism opportunity of national and international proportions.

Regarding regional transit projects, the CFMPOA process is focused on mass transit that has regional implications beyond localized transit services. The Alliance list is intended to coalesce efforts throughout the region into a unified approach and to further the recommendations of the Regional Transit Study completed through the CFMPOA. Rail and bus-rapid-transit projects would be the focus of the CFMPOA list, while localized transit services would remain part of each individual MPO's prioritization process. This approach will aid the FDOT in developing a regional mass transit vision for Central Florida beyond the initial phases of SunRail.

Proposed Future Category

Regional Planning Studies

The CFMPOA also recognizes the opportunity to engage in various planning activities on a regional scale. Examples of this in recent years include the Regional Truck Parking Study, the Regional Transit Study and the development of a Regional Long Range Transportation Plan. These studies typically involve FDOT District 5 staff and outcomes that benefit from early involvement by stakeholders in the development of scopes of services and project schedules. In the coming year, members of the CFMPOA also intend to identify and develop a list of Planning Studies that will best advance the shared goals of the alliance.

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Deleted: Transportation Systems Management & Operations (TSMO)[¶]

[¶]Innovations in information and communications technologies are leading to improvements and efficiencies in transportation which provides another category of transportation projects to be prioritized by the Alliance. Transportation Systems Management and Operations (TSMO) refers to "the application of multimodal transportation strategies and technologies intended to maximize the efficiency, safety, and utility of the existing transportation network". It includes a set of projects and strategies that use technology and real-time operational procedures. When well integrated into at the state, regional and local levels, TSMO offers a cost effective, efficient platform to significantly improve safety while at the same time enhancing the movement of people and goods, all with a positive impact on individual and national economic prosperity.[¶]

[¶]In reviewing the Regional Prioritization Priorities and Process during the 2018 update, the growing influence of advanced technologies under the Transportation Systems Management and Operations (TSM&O) program was recognized. A regional consortium of industry professionals convenes regularly in FDOT District 5 to consider these evolving technologies and to work together in advancing their deployment. In addition, CFMPOA members are developing independent TSM&O programs and masterplans to effectively implement projects. Adding a TSMO project list conveys a strong message to the FDOT on the important role that information and communication technologies will play in a 21st Century transportation system. With this, and the endorsement of the Alliance, these projects will have a competitive advantage over projects that are submitted from other regions for FDOT funds targeted for projects in this category.[¶]

[¶]In the next year, CFMPOA members intend to work together, along with FDOT staff and the consortium, to develop a program that will incorporate regional TSM&O projects into the Regional List of Priority Projects. This will require defining a "regional" project, establishing a process that incorporates independent M/TPO's and outlining the funding opportunities.[¶]

TAB 4



MPOAC FEDERAL TRANSPORTATION POLICY POSITIONS

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the twenty-seven MPOs in the State of Florida. These policy positions are intended to serve as guidance to the United States Congress, the United States Department of Transportation, and the MPOAC's partner organizations.

MPO ADMINISTRATION AND FUNDING

- The MPOAC supports distributing federal funds to states using the most recently available census data.
- The MPOAC supports policies that streamline the federal-aid process by directly allocating and increasing Federal Surface Transportation Block Grant (STBG) Program funds to Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs) for planning, programming and implementation purposes.
- The MPOAC supports policies whereby the federal government promotes local home rule authority by guaranteeing membership for local units and transportation providers of government on an MPO Governing Board; and requires that federal planning funds shall be limited to only the restrictions placed upon them by the federal government.

ROLES, RESPONSIBILITIES AND PROGRAMS

- The MPOAC supports the continued development of a multi-modal National Freight Network funded, in part, by a dedicated stream of fees and taxes on freight shipments and freight vehicles.
- The MPOAC supports toll projects and public/private partnerships that are consistent with the federally established metropolitan transportation planning process.
- The MPOAC supports policies that reward states for attaining federally mandated performance measures and targets, and do not redistribute funding among the states based on poor performance.
- The MPOAC supports policies that direct revenues generated from new tolls instituted on federal-aid facilities toward transportation improvements within that metropolitan area.
- The MPOAC supports allowing Metropolitan Planning Organizations (MPOs) to express metropolitan transportation plan (MTP) project costs in either current year dollars or year of expenditure dollars.
- Align the Transportation Performance Management Reporting dates for DOTs and MPOs.

TRANSPORTATION PROJECT FINANCE AND FUNDING

- The MPOAC supports indexing existing and all future federal transportation revenue streams (such as Vehicle Miles Traveled, User Fees, etc.) to the Consumer Price Index (CPI) in order to keep pace with inflation.
- The MPOAC supports addressing future transportation funding needs through new and innovative mechanisms (such as Vehicle Miles Traveled, User Fees, etc.).
- The MPOAC supports the Transit Capital Grant program (e.g., New Starts, Small Starts and Core Capacity) and ask that these programs be expanded for metropolitan areas.
- The MPOAC supports greater funding for non-motorized projects and programs which reduce VMT per capita and improve safety. With expanded funding of the Transportation Alternatives Program and fully sub-allocating these funds to MPOs transportation can better address the non-motorized needs while reducing emissions and safety concerns.
- MPOAC supports performance measures and targets that reduce per capita VMT.
- 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.

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2020

LEGISLATIVE PRIORITIES AND POLICY POSITIONS

The MPOAC supports State Legislation that:

- Expands transportation revenue sources and stabilizes transportation funding levels.
- Establishes a predictable funding level of \$250 million per year for the Transportation Regional Incentive Program.
- 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.
- 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.
- Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.
- 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.
- 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.



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MPOAC

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida's 27 MPOs, and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process.

The organization is made up of a 27 member Governing Board consisting of local elected officials from each of the MPOs and a Staff Directors' Advisory Committee consisting of the staff directors from each of the MPOs. The MPOAC annually prepares legislative policy positions and develops initiatives to be advanced during Florida's legislative session. The MPOAC actively participates in the activities of the national Association of MPOs (AMPO) and the National Association of Regional Councils (NARC) in Washington DC and works with other stakeholder groups to help shape state and national policy regarding metropolitan transportation issues.

PRIORITY POLICY POSITIONS

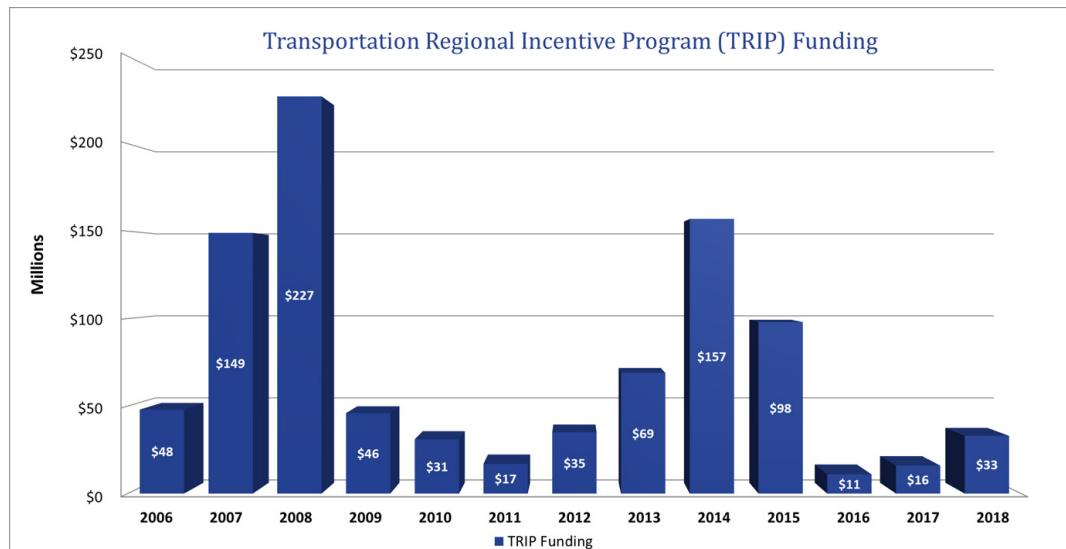
The MPOAC Supports State Legislation that:

1. Expands transportation revenue sources and stabilizes transportation funding levels.

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.
- Use the existing MPO and local planning processes to select individual transportation projects rather than project specific legislative appropriations (commonly referred to as earmarks) and ensure that all such earmarks come from non-transportation funding sources (i.e. general revenue funds).

2. Establishes a predictable funding level of \$250 million per year for the Transportation Regional Incentive Program (TRIP).



3. 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. The newly created Federal Transportation Performance Measures (TPM) apply to more than just the Strategic Intermodal System. It is appropriate to direct SIS funding to transit and roadway projects that relieve the SIS and are part of the TPM system.

ADDITIONAL POLICY POSITIONS

The MPOAC Supports State Legislation that:

- 4. 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.

- 5. 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.

- 6. 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.

- 7. 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 of 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.

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