



AGENDA

April 21, 2017 • 10:00 a.m.



MEETING NOTICE

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

Date: Friday, April 21, 2017

Full agenda packet available for download at www.metroplanorlando.com

Time: 10:00 a.m.

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

AGENDA

Honorable Kathy Meehan, presiding

I. Call to Order

II. Pledge of Allegiance

III. Introductions

IV. Chairman's Announcements

V. 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.

VI. 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

VII. Action Items

a. Approval of Previous Meeting Minutes

Tab 2

Action is requested for approval of the January 13, 2017 Central Florida MPO Alliance meeting minutes.

VIII. Presentations/Discussion

a. CFMPOA Priority Project List Kick-off and Update on the CFMPOA LRTP Interlocal Agreement
Presenter: Mr. TJ Fish, Lake-Sumter MPO

Mr. TJ Fish will provide an overview of the process that will be taken to begin updating the CFMPOA priority project list as well as provide an update on the LRTP Interlocal Agreement.

b. Update on Notice of Proposed Rulemaking
Presenter: Mr. Mike Daniels, Ocala-Marion TPO

Mr. Mike Daniels will update the Alliance on the USDOT Metropolitan Planning Organization Coordination and Planning Area Reform final rule.

c. Coast-to-Coast Implementation Update
Presenter: Ms. Tara McCue, East Central Florida Regional Planning Council (ECFRPC)

The East Central Florida Regional Planning Council, in partnership with Tampa Bay Regional Planning Council, received grant funding from the Florida Department of Economic Opportunity to conduct a series of projects to advance coordinated trail planning and marketing along the Coast to Coast Trail. In 2015, a system wide way-finding and branding concept and a corridor wide Atlas was created. Then, in 2016, the team received additional funding to advance the initial project by developing an Implementation Guidebook and a Marketing Tool Kit, in addition to a website for use across the corridor. This presentation will provide an overview of the work that has taken place over the past two years. Ms. Tara McCue will present the update.

d. Presentation on Sun Trails Prioritization Process
Presenter: Ms. Heather Garcia, FDOT Planning and Corridor Development Manager

Ms. Heather Garcia will provide an overview of the Sun Trails prioritization process including the timeline for the next call for projects.

- e. **CFMPOA Regional Transit Study Update** Tab 3
Presenter: Mr. Mark Hardgrove, Planning Innovations

Mr. Mark Hardgrove will provide an update on activities surrounding the CFMPOA Regional Transit Study.

IX. Other Business

- a. **Discussion on Inventory of Truck Rest Areas** Tab 4
Presenter: Mr. Harry Barley, MetroPlan Orlando

Mr. Barley will provide an update on action steps taken since the last Alliance meeting including a review of the Scope of Services for Freight and Logistics Consultant Contract: 2017 Truck Parking Study, Phase 1 and correspondence received from Mr. Tom Byron, FDOT Assistant Secretary, Strategic Development. Additionally, Mr. Ronnie Blackshear, Polk TPO, will report on truck rest area activities in District 1.

- b. **Pedestrian Safety Presentation**
Presenter: Mr. Mighk Wilson, MetroPlan Orlando

At the January 13, 2017 CFMPOA meeting considerable discussion ensued regarding the Dangerous by Design report and its implications for the region. Mr. Mighk Wilson, MetroPlan Orlando staff, will give an overview of efforts currently underway throughout the region, and present on how new complete streets policies can help address the operating speeds and other factors contributing to our high pedestrian fatality rates.

X. Information Items

- a. CFMPOA 2017 Legislative Priorities
- b. MPOAC 2017 Legislative Priorities
- c. Bike Safety Month Activities – May 2017

XI. Member Comments

XII. Public Comments

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

- XIII. Next meeting – June 16, 2017 at 10:00 a.m. and 11:30 a.m., respectively ****
MetroPlan Orlando
250 S. Orange Avenue, Suite 200
Orlando, FL 32801
NOTE: The annual joint meeting of the CFMPOA and TBARTA/WCFCCC will immediately follow the CFMPOA meeting.*

XIV. Adjournment

*In accordance with the **Americans with Disabilities Act (ADA)**, if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, he or she should contact **Ms. Lisa Smith, MetroPlan Orlando**, 250 S. Orange Avenue, Suite 200, Orlando, FL 32801 **or by telephone at (407) 481-5672 x307 at least three business days prior to the event.***

*Persons who require translation services, which are provided at no cost, should contact **MetroPlan Orlando at (407) 481-5672 x315** or by email at lsmith@metropланorlando.org at least three business days prior to the event.*

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

TAB I



MetroPlan Orlando Delegation Report

Central Florida MPO Alliance Meeting -
April 2017

Real Time Travel Information

MetroPlan Orlando, in partnership with reThink Your Commute, is now hosting the first TransitScreen in Central Florida. TransitScreen is a form of civic technology that displays up-to-date travel information for all transit stops around the MetroPlan Orlando office. Visitors to the office will know when the next SunRail train and LYNX/Lymmo bus will arrive; the number of Juice bikes and Zipcars available; and the time it takes to walk to each transit stop.

Traffic Signal Retiming Contract

Through our coordination with the Department, and at their request, MetroPlan Orlando will now be managing traffic signal retiming contracts for the agencies in our planning area that maintain traffic signals. Staff has issued work orders for the consultant teams to begin data collection and analyses of signal timing and intersection operations. This work is under contract to Faller Davis & Associates, Inc., HDR, and Albeck Gerken, Inc.

Lidar 3D Scanners

MetroPlan Orlando has partnered with CFX in pilot programs for Lidar 3D Scanners, geared towards alleviating traffic congestion through quicker turnaround times during crash scene investigations than with use of traditional crash survey methods. Following a period of trainings and information sessions with shareholders and Florida Highway Patrol (FHP) personnel, a Riegl Lidar 3D scanner was handed over officially to FHP in November 2016. A second pilot program for a Leica 3D scanner was kicked off in February of 2017 and training sessions with Orlando Police Department (OPD) for use of that unit will take place in April 2017.

Corrine Drive Complete Streets Study

The Corrine Drive study is using MetroPlan Orlando's draft Complete Streets policy to showcase how Complete Streets approaches can shape a corridor. The study is currently in its Existing Conditions phase, which features a robust data collection and public involvement plan. To date, the community survey has received nearly 1,000 responses. MetroPlan Orlando is leading the Corrine Drive Complete Streets Study in coordination with Orange County, City of Orlando, and City of Winter Park.

Health and Transportation

MetroPlan Orlando is the only MPO in Florida to be awarded an INVEST Implementation grant from FHWA. The funds will be used to incorporate health and sustainability metrics into the regional transportation planning process. This effort enhances our previous health planning work and strengthens our role as the leader for transportation and health planning in the state.

Orange Avenue Corridor Study

MetroPlan Orlando is working on the Orange Avenue Corridor study between Pineloch Avenue and Hoffner Avenue. FDOT completed similar studies on the Northern Section for the City of Orlando and the Southern Section for Orange County. Current activity includes development of alternatives for short-term and long term improvements. Some of the components include wider bike lanes, access management improvements to allow for landscaped medians, and improvements to pedestrian facilities. The proposed alternatives also address long-term traffic operations at the Gatlin/Holden intersection and changes to land use guidelines that support the City of Edgewood Goals and needed to support the long term transportation recommendations. Recommended Alternatives have been presented to the City of Edgewood and will be presented to the MetroPlan Orlando Board and Committees in April & May of 2017. With the completion of the Pineloch Avenue to Hoffner Avenue (middle) section, MetroPlan Orlando can begin working with FDOT and the regional partners on combining the three studies and implementing complete street improvements on Orange Avenue.

Travel Data Program

The Travel Data Program adopted by MetroPlan Orlando provides a first step to assess how well big datasets can help inform land use and transportation decision-making in the region. MetroPlan Orlando recently acquired two months of AirSage analytics data to explore how this dataset can be best managed for trend tracking, and to identify various types of analyses that can help support the region's current transportation planning and decision making. The intent of this program is to yield more accurate analyses and results which may mean more operational efficiencies, cost reductions, and reduced risks for MetroPlan and its partner agencies. The program has also led to the development of a web-based presentation tool that enables dicing and slicing of the AirSage dataset. Phase III is currently underway which includes building upon this dataset with travel time and distance information by mode to provide valuable transportation characteristics for plans and studies.

Work and Other Studies:

- Annual Travel Time and Delay Study
- Regional Origin and Destination Analysis using Cellular Data
- Work Zone Impact Strategy Estimator (WISE)
- Data Development for the Central Florida Regional Planning Model (CFRPM)



DELEGATION REPORT

April 2017

Heart of Florida Loop Trail

Design/build contracts have been awarded for 2 segments of the Heart of Florida Loop Trail, the Santos Gap and the Land Bridge Gap. The construction is currently underway

ITS Master Plan

An evaluation of the existing components of the existing ITS system is being completed. A scope of services is being developed for the ITS Master Plan.

Transit Development Plan

Tindale Oliver is under contract to start the update of the Transit Development Plan and Transportation Disadvantaged Service Plan Update. Upcoming activities include public outreach, ridership surveys, and route analysis.

Transit Shelter Installation

Eleven locations and design for new transit shelters have been identified and approved by the TPO Board, a contractor has been awarded and the construction process is underway.

Bicycle/Pedestrian Safety Review

Staff is reviewing high-crash locations to identify potential safety improvements.

Ocala Midtown Master Plan

Coordinating with the City of Ocala as they develop their Midtown Master Plan to identify and program multimodal improvements to the City's Midtown area. The proposed plan includes potential for multimodal improvements such as additional bike lanes, sidewalks, transit shelters and a potential road diet on NE 8th Avenue between SR 40 and SR 492.

Cooperative and comprehensive planning for our transportation needs

Marion County • City of Belleview • City of Dunnellon • City of Ocala

121 S.E. Watula Avenue • Ocala, Florida 34471

Telephone: (352) 629-8297 • Fax: (352) 629-8240 • www.ocalamariontpo.org



Polk Transportation Planning Organization

Polk TPO Report

April 2017

Widening of SR 60 to Osceola County Line – The Florida Department of Transportation (FDOT) made presentations to the Polk TPO's Technical Advisory Committee and Board on the current Project Development and Environmental (PD&E) Study for the widening of SR 60 from CR 630 to east of the Kissimmee river bridge. This is the last remaining two-lane segment of SR 60 in Polk County, and the widening of SR 60 to Florida's Turnpike has been a longstanding priority of the Polk TPO.

Widening of SR 570 (Polk Parkway) and Construction of Braddock Road Interchange – Florida's Turnpike Enterprise is conducting a PD&E Study for widening the remaining the two-lane portion of the Polk Parkway and constructing the interchange in support of its SunTrax Test Facility. These road improvements are funded for construction.

Complete Street Corridor Master Plan – FDOT District One completed the South Florida Avenue (SR 37) Master Plan for a 1.4 mile segment of SR 37 in Lakeland. This master plan integrates land use and transportation considerations, and the FDOT expects this to be a prototype for future similar studies.

Roadway Safety Audits – As part of the implementation of its Pedestrian and Bicycle Safety Action Plans, the TPO approved a consultant services authorization with Sprinkle Consulting to conduct four (4) roadway safety audits for identified high crash corridors.

Pledge to Slow Down Campaign – The Polk TPO Board approved a Pledge to Slow Down Campaign. This campaign, set to start in June, will feature celebrity pledges, a series of public service announcements and education material that highlight how speed plays a role in the number and severity of crashes.



2725 Judge Fran Jamieson Way, Bldg. B
Viera, Florida 32940
Telephone: (321) 690-6890
Fax: (321) 690-6827
www.spacecoasttpo.com

April 21, 2017
DELEGATION REPORT

- **House Bill 299 Passed for Expansion of CFX membership to include Brevard County**

House Bill 299 Passed for the creation of a 10th seat on the Central Florida Expressway Authority Board for a Brevard County representative. The CFX Board also approved a resolution supporting the House Bill. A companion Bill, Senate Bill 720, awaits two hearings in the Senate.

- **State of the System Report**

TPO Staff is continuing the refinement and ranking criteria for our annual “State of the System Report” summarizing the performance of transportation variables. The report provides technical analysis to support the Project Priorities. We received final comments from the TPO’s Growth Management Subcommittee.

This year’s report includes a new section on evaluating the performance of corridors as a whole, not as just individual segments. Looking at major corridors provides a comprehensive approach to seeing how the entire system is functioning and how all types of plans (ITS, Bike/Ped, Transit, etc.) are being integrated. Reviewing corridors in such a manner is in line with how the TPO’s 2040 Long Range Transportation Plan was developed.



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

January 2017

Planning Projects – Underway and Upcoming

- **Flagler County School Safety Studies** – The R2CTPO is conducting evaluations of the safety and accessibility surrounding elementary and middle schools in the TPO planning area in Flagler County. The final schools are being completed and the report is expected to be adopted in May 2017.
- **Sea Level Rise & Storm Surge Resiliency Assessment** – The R2CTPO is working with the ECFRPC to complete a resiliency assessment of transportation facilities for the impacts of sea level rise along with a storm surge. The report is expected to be adopted in May 2017.
- **Crash Analysis Report** – As a result of observations noted in the Congestion Management & Performance Measures Report, a more detailed analysis of crash data including a focus on intersection crashes is being completed. The final report is expected to be complete in June 2017.
- **Transit Development** – R2CTPO staff have developed a scope of services to assist Flagler County Public Transit (FCPT) develop an implementation plan for initiating fixed route bus service. Start date TBD.
- **Bus Stop Improvement Plan** - R2CTPO staff are assisting Votran in a review of transit stops to identify and prioritize the safety and accessibility improvements needed to increase access to fixed route transit service. The project includes an inventory of all bus stops and an assessment of County maintained bus stops. Phase 1 is expected to be complete by September 2017.
- **I-95 to SR 417 Connector Environmental Analysis** – In partnership with Florida's Turnpike Enterprise, R2CTPO is initiating an environmental evaluation of alternatives for an east-west transportation corridor in Southeast Volusia County. The planning effort will continue through January 2018.
- **Intelligent Technology System (ITS) Planning** – The R2CTPO is set to amend the UPWP to add funding that will support the development a coordinated masterplan to continue the deployment of ITS technology. The planning effort will continue through February 2018.
- **SR A1A Pedestrian Safety and Mobility Study** – The R2CTPO, in partnership with FDOT, completed a pedestrian mobility and safety study for SR/CR A1A throughout the entire 51 mile planning area boundary involving detailed field reviews of nine high crash locations. A follow-up corridor plan is being pursued by FDOT to include SR A1A throughout the R2C and Space Coast TPO areas to include additional recommendations considering complete streets applications.

Annual Call for Projects -- The R2CTPO is engaged in the annual project review and priority ranking process. The deadline for applications was March 31st and draft lists will be presented in May with final adoption in June.

Florida Greenways and Trails (FGTS) System Plan Review -- The R2CTPO is coordinating an area-wide review of the opportunity & priority maps for segments to be added to the statewide FGTS during the current update.

TAB 2



Central Florida MPO Alliance Meeting Minutes

Friday, January 13, 2017

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

Chairman Kathy Meehan, presiding

MEMBERS IN ATTENDANCE:

Honorable Leslie Campione
Honorable Pat Kelley
Honorable Sean Parks for
Honorable Ray Goodgame
Honorable Bob Dallari
Honorable Cheryl Grieb
Honorable Roy Tyler
Honorable Collins Smith
Honorable Lita Handy-Peters
Honorable Deb Denys
Honorable Leigh Matusick
Honorable Kathy Meehan
Honorable Tres Holton
Honorable T. Patrick O'Neill

REPRESENTING:

Lake-Sumter MPO
Lake-Sumter MPO

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

MEMBERS NOT IN ATTENDANCE:

Honorable Kathy Bryant
Honorable Carl Zalak
Honorable James Hilty
Honorable Pat Huff
Vacant

Ocala/Marion County TPO
Ocala/Marion County TPO
Ocala/Marion County TPO
Polk TPO
MetroPlan Orlando

OTHERS IN ATTENDANCE:

Ms. Virginia Whittington
Mr. Harry Barley
Mr. T. J. Fish
Mr. Michael Daniels
Mr. Ronnie Blackshear
Mr. Bob Kamm
Ms. Lois Bollenback
Ms. Carol Scott
Secretary Noranne Downs
Ms. Laura Herrscher

MetroPlan Orlando
MetroPlan Orlando
Lake-Sumter MPO
Ocala/Marion County TPO
Polk TPO
Space Coast TPO
River to Sea TPO
Florida's Turnpike Enterprise
FDOT - District V
FDOT - District I

Ms. Kellie Smith
Ms. Brenda Young
Ms. Britney Moore

FDOT – District V
FDOT – District V
DEP/OGT

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

I. Call to Order

Chairman Kathy Meehan called the January 13, 2017 Central Florida MPO Alliance meeting to order at 10:00 a.m.

II. Pledge of Allegiance

Chairman Meehan led the Pledge of Allegiance.

III. Introductions

Chairman Meehan welcomed everyone and invited Alliance members to introduce themselves.

IV. Chairman's Announcements

Chairman Meehan announced the retirement of FDOT District 5 Secretary, Noranne Downs. She reported that Mr. Steve Martin will be the new FDOT District 5 Secretary. Secretary Martin told CFMPOA members that he looks forward to working with them.

Ms. Virginia Whittington thanked Secretary Downs and welcomed Secretary Martin. Commissioner Bob Dallari and Council Member Deb Denys expressed their appreciation for Secretary Downs' work in the community.

V. Public Comment on Action Items

None

VI. Reports

Chairman Meehan called attention to written delegation reports which had been provided for information only.

a. Delegation Reports

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

b. FDOT District Reports

Ms. Laura Herrscher, FDOT District I reported that District I is making progress on the Transportation Land Use Study for SR 37. She noted that staff has looked at the market in the area and conducted outreach to local governments and the community.

Secretary Noranne Downs, FDOT District V, reported that sections of the Wekiva Parkway are undergoing right-of-way acquisition in addition to some construction underway. She noted that the I-4 Ultimate project and the Wekiva Parkway are both scheduled to be completed by 2021. Secretary Downs told CFMPOA members that the 21 miles of the I-4 Ultimate are 35% completed and a good job has been done managing the 2,000 workers currently on the project. She added that the SunRail Phase II expansion to Poinciana Boulevard is projected to be completed in 2018 and the Kissimmee parking garage is scheduled to be completed in the first quarter of 2017.

Ms. Carol Scott, Florida's Turnpike Enterprise (FTE), reported that FTE and the City of Orlando applied to USDOT to become an Autonomous Vehicles Proving Ground and were awarded the designation. A collaborative partnership has been formed with local agencies and universities and the SunTrax testing facility is planned for a location next to Florida Polytechnic University in Polk County.

VII. Action Items

a. Approval of Previous Meeting Minutes

Action was requested for approval of the October 14, 2016 Central Florida MPO Alliance meeting minutes.

MOTION: Councilman Pat O'Neill moved approval of the October 14, 2016 meeting minutes. Commissioner Bob Dallari seconded the motion; which carried unanimously.

b. Approval of the REVISED 2017 Quarterly Meeting Schedule

A request was made by TBARTA to move the joint meeting date from July to June. Staff requested approval to revise the meeting to June 16, 2017.

MOTION: Commissioner Bob Dallari moved approval of the Revised 2017 Quarterly Meeting Schedule. Mayor Pro-Tem Leigh Matusick seconded the motion; which carried unanimously.

c. Approval of 2017 CFMPOA Legislative Priorities

Ms. Virginia Whittington told CFMPOA members that she compiled the lists submitted from the CFMPOA partner M/TPOs into the draft list being presented. She noted that the two main areas of focus for the priorities were safety and funding, with some additional items that would be monitored and supported. In terms of safety, she reported, was supporting legislation to increase funding for bicycle/pedestrian safety including looking at current legislation. Ms. Whittington added that the funding focus was on identifying funding

resources for operations and maintenance of SunTrails projects, enhancing/protecting Transportation Disadvantaged funding, and amending the Charter County Surtax for M/TPOs. Discussion ensued on the recent Dangerous by Design report and its implications for the region including tourism and economic. Councilman Tres Holton suggested bringing the issue back as an action item on a future agenda and Commissioner Dallari suggested a work session to take an in-depth look at the safety issue. Mr. Bob Kamm commented that this has been an ongoing issue and effort and suggested compiling a list of what is already being done, so efforts could be streamlined and coordinated to maximize results. Mr. Barley added that an analysis of what has been done by M/TPOs for years would be helpful and the bicycle and pedestrian safety issue deserves a regional approach. Additional discussion ensued regarding the role of law enforcement and complete street efforts underway.

MOTION: Councilman Tres Holton moved approval of including a bicycle and pedestrian safety presentation and discussion at the April CFMPOA meeting. Mayor Pro-Tem Leigh Matusick seconded the motion; which carried unanimously.

Mr. Bob Kamm suggested sending a letter from the CFMPOA regarding the Dangerous by Design report to the legislative delegation acknowledging the problem and the concerns of the CFMPOA members. Discussion ensued regarding who should receive the letter, the best way of delivering it, and who is ultimately responsible for implementing the countermeasures.

MOTION: Commissioner Cheryl Grieb moved approval of the 2017 CFMPOA Legislative Priorities with the additional companion piece letter regarding the Dangerous by Design report sent to legislators. Commissioner Bob Dallari seconded the motion; which carried unanimously.

d. Central Florida MPO Alliance LRTP Update

Mr. T. J. Fish reported that the new USDOT Metropolitan Planning Organization Coordination and Planning Area Reform final rule was just issued and provided three options for M/TPOs. These options included merging M/TPOs based on the 2020 census, M/TPOs engaging in joint planning efforts, or appealing to the Governor to sign off on an M/TPO not being required to adhere to the new rule. Mr. Fish noted that the CFMPOA had produced a joint LRTP in the past and the same processes could be used to generate an updated the combined LRTP Executive Summary. Mr. Bob Kamm noted that TBARTA generated a joint LRTP for that area and if CFMPOA members joined with TBARTA they could produce an LRTP that would encompass the entire Central Florida area. CFMPOA members were asked to contribute \$2,500 each to produce and print a joint LRTP Executive Summary for the CFMPOA member M/TPOs.

MOTION: Commissioner Roy Tyler moved approval of drafting an Interlocal Agreement for a joint LRTP Executive Summary of not more than 16 pages. The agreement would include the Lake-Sumter MPO managing the project and consultants. Commissioner Bob Dallari seconded the motion; which carried unanimously.

VIII. Presentations/Discussion

a. Notice of Proposed Rulemaking Final Rule

Mr. T.J. Fish updated the Alliance on the new USDOT Metropolitan Planning Organization Coordination and Planning Area Reform final rule under the LRTP update agenda item.

b. Discussion on Inventory of Rest Areas

At the October Alliance meeting, discussion ensued regarding a request for FDOT/D5 to take the lead on a study of truck rest stop areas in the 10-county area covered by the Central Florida MPO Alliance. Staff provided an update on the request and reported out on action taken by the River-to-Sea TPO and Volusia County Council. Mr. Barley told CFMPOA members that there are safety and economic factors related to truck rest stops and truck traffic is projected to increase by 45% over the next 30 years. He noted that under the FAST Act, funding a comprehensive freight plan is required. Mayor Pro-Tem Matusick commented that there are two issues, the difference between a rest stop and a major truck stop. Discussion ensued regarding off-system truck stops and recommendations to send a letter to Secretary Boxold with the framework for addressing the issue, focusing on public/private partnerships, having FDOT District 5 take the lead on the issue, including truck stops in the LRTP, PPL, etc., and including the rest stop issue as a legislative priority. Council Member Deb Denys commented that Volusia County and the River to Sea TPO would be opposed to relocating a rest stop in Volusia County. She noted that while they acknowledged the need for rest stops, there would be no welcome mat for locating them in Volusia. Further discussion ensued in regards to the elimination of some rest areas in the past and the reason for the elimination, law enforcement issues with rest areas, comp plans not allowing for rest areas and balancing economic development and truck stops. Mr. Kamm commented that MetroPlan Orlando conducted the first regional freight study and the Longwood rest stop was included. The Longwood stop is in high demand due to it being the last place to stop outside regular delivery hours. Mr. Barley added that some businesses have a window for delivery that trucks must adhere to. Commissioner Dallari commented that Seminole County was not trying to tell Volusia County what to do, however, the area relies on freight movement. He suggested a holistic, regional approach on what the real issue is and how to manage it through a long-term plan, since the truck stop issue will eventually affect everyone eventually. Secretary Downs reported that FDOT District 5 had begun the project to upgrade the rest stop, however, they encountered opposition to having the rest stop located on the current site. She added that FDOT looked at alternate sites, including in Volusia County, through a concept study, but met with opposition to the sites identified. Ms. Lois Bollenback commented that the original scope was limited. She recommended all stakeholders be included in future conversations.

MOTION: Commissioner Bob Dallari moved approval of the recommendations presented with the caveat that regarding the number five recommendation, to provide guidance to staff on possible request for legislative action, the legislators are kept informed of the motor carrier plan issue, without site specific detail and looking at the issue holistically. Council Member Deb Denys seconded the motion.

Discussion ensued regarding how keeping legislators informed would be defined, including comments and concerns expressed by CFMPOA members, ensuring the statewide motor carrier plan includes local input, consideration of the current legislative climate before requesting legislation, and the short window of opportunity to introduce any legislation for the current legislative session.

AMENDED MOTION: Commissioner Bob Dallari moved approval of the recommendations presented with the caveat that number five recommendation be removed and replaced with including information to update staff so they could address the issues in their motor carrier plan. Council Member Deb Denys seconded the motion; which carried unanimously.

Mayor Pro-Tem Matusick and other CFMPOA members requested a copy of the presentation. Ms. Whittington responded that the presentation would be forwarded to CFMPOA members.

IX. Other Business

None

X. Information Items

None

XI. Member Comments

Mr. T. J. Fish thanked Secretary Downs and commented on how safety could be improved if the same funds as were being spent on the I-4 Ultimate project be allocated to safety issues.

XII. Public Comments

None

XIII. Adjournment

There being no further discussion, the meeting adjourned at 11:53 a.m. Respectfully transcribed by Cathy Goldfarb, Deputy Clerk, MetroPlan Orlando.

Central Florida MPO Alliance

Hon. Kathy Meehan, Chairman

Attest:

Cathy Goldfarb, Deputy Clerk

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

Central Florida Regional Transit Study



PURPOSE

- Create consensus on regional priorities
- Collect data on current and projected traffic demands
- Incorporate changing demographics and technologies as well as increased desire for transportation options
- Identify gaps and opportunities in transit planning, from land use policy to funding
- Create a vision for the future of transit in East Central Florida to be incorporated into the East Central Florida Corridor Evaluation Study, with specific suggestions of projects in which to invest

STUDY AREA

Ten counties in East Central Florida (Brevard, Flagler, Lake, Marion, Orange, Osceola, Polk, Volusia, Seminole, and Sumter)

STUDY TIMELINE

Completion in March 2018

THE STUDY WILL PROVIDE

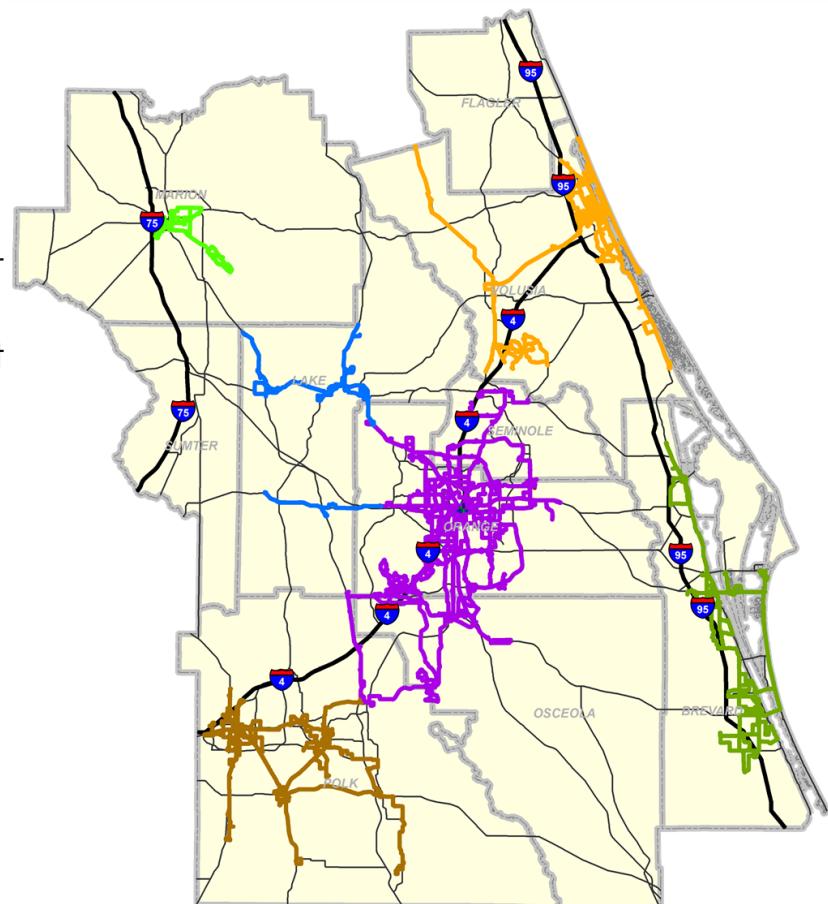
- Transit Investment & Policy Assessment
- Regional Travel Pattern & Market Analysis
- Regional Transit Vision Framework

LEAD AGENCIES

Central Florida MPO Alliance

Virginia Whittington, MetroPlan
Orlando
(407) 481-5672

Florida Department of Transportation
John Zielinski, FDOT District Five
(407) 482-7868



TAB 4

**SCOPE OF SERVICES
FOR
FREIGHT AND LOGISTICS CONSULTANT CONTRACT
CONTRACT NO. C9J97**

**TASK WORK ORDER No. 9
2017 TRUCK PARKING STUDY, PHASE 1
FIN No.: 437314-1-12-01**

PURPOSE

The Florida Department of Transportation (FDOT) requires professional services of a Consultant to conduct a freight truck parking study throughout District Five to address the shortage of available spaces and plan for the anticipated need over the next 20 years. While it is acknowledged that new technologies, such as vehicle automation, are being explored, this study will focus on traditional truck movements with recommendations focused on what may be needed in the next 10 years. As the State's population continues to grow and freight movement advances, truck parking needs must be addressed to ensure the trucking industry has the necessary infrastructure to serve global trade while complying with trucking regulations and the quality of life of nearby communities. Truck parking shortages are a national safety concern and inadequate supply of truck parking spaces can result in negative consequences. To plan for steady growth in the District and support the ongoing expansion in the truck parking infrastructure, this study will seek to understand existing facilities, the unmet parking need and demand for truck movements in today's economy, and the regulations and policies in order to provide for additional truck parking facilities. All elements of this effort will be coordinated through industry and public agencies. This study will be conducted in two phases. The identified outcomes of the study (by phase) include:

Phase I:

- an inventory and evaluation of the supply and demand at current public (rest areas, weigh stations, etc.) and commercially operated truck parking locations within District Five;
- a documented sample of existing truck parking utilization;
- a documented sample of truck parking usage of unauthorized/undesignated locations that are used for overnight truck parking or required driver rest breaks;
- a forecast of future truck parking demands (10 and 20 year horizons);
- identification of strategic needs, policies, and projects to meet future truck parking demand;
- identification of opportunities for private/commercial services to match the forecasted need (focused on 10 year horizon);

Phase II:

- prioritization of projects and investments to support future demand identified in Phase 1;

- development of preliminary cost estimates and general project components/features; and
- identification of potential funding sources and processes to pursue necessary funding.

The following scope outlines the efforts for the first phase of the effort.

TASK 1: PRIVATE INDUSTRY ENGAGEMENT & PUBLIC OUTREACH

The objective of this task is to identify and collect data and studies that describe commercial truck parking conditions in Central Florida as well as best practices/existing practices in other states and regions that could provide insights to this effort. This will include a literature review of existing studies. The industry/stakeholder surveys will identify issues and trends facing truck drivers and help identify how tractor-trailer truck parking is currently being addressed off of the interstate system.

Task 1.1: Data Collection & Literature Review

This will include but not be limited to work done locally in District Five and local MPOs to address truck parking as well as national level work including the NCHRP Synthesis 317 Report, the FHWA Study of Adequacy of Commercial Truck Parking Facilities, and Jason's Law Survey, ATRI National Truck Parking Survey, and select work from other regions and states including any work undertaken by FDOT Central Office. This task will build on previous efforts to summarize the following studies reviewed at a high level to date. The expanded literature review will use a summary table format.

- Miami-Dade MPO Comprehensive Parking Study for Freight Transport in Miami-Dade County (September 2010)
- Miami-Dade MPO Development of Truck Parking Facilities in Miami Dade County Phase 2 Options for Implementation (November 2012)
- FDOT Commercial Motor Vehicle Parking Trends at Rest Areas and Weigh Stations (December 2012)
- FDOT Truck Parking Utilization Study Turnpike Service Plazas and Tandem Truck Staging Lots (July 2015)
- USDOT Jason's Law Truck Parking Survey Results and Comparative Analysis (August 2015)
- FDOT District Five Site Analysis for I-4 Corridor Truck Service Plaza (March 2016)
- FDOT District One Truck Parking Task Work Order Scope
- FDOT District Four Truck Parking Supply and Demand Phase 1 Scope
- Sample Local Truck/Noise Ordinances
- MetroPlan Orlando's Freight and Goods Movement Study

Task 1.2: Development of Stakeholder Engagement Tools

Based upon a review of available data and studies, one (1) online survey will be developed to collect information on the key characteristics of truck parking in Central Florida. Other industry surveys, including truck parking surveys distributed in other FDOT Districts, will be reviewed to help develop this tool. In addition, one (1) in-person survey version will be developed to support truck driver surveys at select sites. One (1) interview guide also will be developed to outline the procedures for conducting the limited number of stakeholder interviews (up to 10). Stakeholder interviews will be conducted under Task 1.6.

Task 1.3: Identify Key Industry & Public Stakeholders to Participate in the Surveys & Interviews

A mix of industry, planning, enforcement, and regulatory representatives will be included to ensure we gather input on demand, supply, and need across all key components. Stakeholders will likely include:

- Florida Trucking Association;
- Federal Motor Carrier Safety Administration;
- Federal Highway Administration;
- FDOT Central Office (Motor Carrier Planning; and Commercial Vehicle Operations);
- FDOT Turnpike Enterprise (rest area related staff);
- FDOT D5 (rest area maintenance and management related staff);
- FDOT D1, D2, D4, D6, and D7 freight planning staff (to ensure coordination with truck parking initiatives in adjacent Districts);
- Florida Highway Patrol (commercial vehicle enforcement officers);
- Existing truck stop owners and local developers;
- Trucking companies based and/or operating in Central Florida;
- Owner Operator Independent Drivers Association (OOIDA);
- National Association of Truck Stop Operators (NATSO); and
- Enforcement representative(s)

To really engage these stakeholders, the study will include two working groups:

1. **Industry working group.** This group will be made up of industry representatives with a goal of ensuring the study reports on the existing truck parking challenges from a user perspective and identifies solutions that will support truck drivers.
2. **Public agency working group.** This group will consist of public agency partners such as counties and MPOs that plan for and fund transportation system studies and improvements.

Both Central Office and the District will participate in identifying and engaging stakeholders. Four (4) meeting will be held to engage these working groups:

1. Task 1: Industry working group kickoff meeting to explain the purpose of the study and their role in providing information. Participants will also assist in identifying sample data collection sites.

2. Task 2: Industry working group meeting to present findings of expanded truck parking inventory and parking utilization for top five parking facilities.
3. Task 3: Public agency working group meeting to present a summary of the industry working group meetings and next steps.
4. Task 5: Combined industry working group meeting and public agency working group meeting to summarize Phase 1 efforts and present the initial draft recommendations prior to being finalized.

The industry working group kickoff meeting will be conducted during Task 1.

Task 1.4: In-Person Truck Driver Survey Site Selection

Up to five (5) sites will be identified where tractor-trailer truck drivers will be surveyed. The sites will be selected to obtain input from both public and private areas.

Task 1.5: Conduct Truck Driver/Company Stakeholder Surveys

An online survey will be distributed electronically to identified truck company stakeholders. For in-person surveys, the consultant team (and possibly FDOT staff) will schedule and conduct surveys at the selected truck driver locations. These surveys will be conducted for limited time windows based on driver availability (up to four hours per site). The surveys will be designed to capture all necessary input to feed the remaining tasks.

Task 1.6: Stakeholder Interviews

Up to 10 interviews will be conducted with key stakeholders to explore in more detail key characteristics of the truck parking conditions in Central Florida. This may expand on information collected in the survey results as well as include outreach activities with key agencies and businesses to further recruit survey participants.

Task 1.7: Identity Industry Trends & Factors Affecting Existing & Future Demand

Based on the stakeholder outreach and literature review this subtask will compile and characterize the various influences that impact truck parking demand in Central Florida. Topics to be considered would include:

- Hours of Service regulations in relation to routes, origin-destinations
- Parking availability information
- Vehicle technologies
- State and federal policies and regulations
- Summary of peak and off peak times

Task 1.8: Task 1 Summary & Technical Memo

All the data and literature review material will be organized and summarized as appropriate to facilitate the conduct of the remaining tasks. This will include summaries of the on-line and in-person surveys as well as the stakeholder interviews.

Task 1 Deliverables: The deliverables for this task will include an expanded literature review summary matrix as well as the surveys, interview guide, and summarized data from completed surveys and interviews. These materials will be used to help identify off-system existing supply of and issues driving the demand for tractor-trailer truck parking in Central Florida.

TASK 2: INVENTORY & UTILIZATION OF EXISTING TRUCK PARKING

The objective of this task is to identify and quantify the existing supply of tractor-trailer truck parking facilities in the District. Inventory information supplied by Central Office for Interstate Truck Rest Areas will be supplemented by developing an inventory of public (rest areas, weight stations, etc.) and private commercial parking areas that are off of the interstate highways.

Approach and Subtasks

The approach to this task will be to use available data sources, industry input, and field review to identify existing truck parking facilities in the District. Different types of facilities will be identified and summaries will be organized around the type of facility. A second industry working group meeting will be conducted prior to completing this task.

Task 2.1: Identify Existing Truck Parking Facilities

Based on the Task 1 data, existing truck parking facilities will be identified for inclusion in the inventory. Existing capacity and planned capacity in adjacent districts will be taken into consideration.

It is anticipated that the inventory of existing state maintained truck parking facilities will be provided by FDOT Central Office. Privately provided and off interstate parking will be identified from input in Task 1 and also using third party applications such as www.truckstops.com, www.truckerpath.com, and Rand McNally.

It will be important to identify locations that are not designated for parking that are routinely used for truck parking to understand the magnitude of the problem.

Task 2.2: Develop Inventory & Profile of Existing Trucking Facilities by Type

An inventory database will be developed to house the identified facilities. This inventory will provide a profile for each site summarizing capacity and amenities.

Task 2.3: Sample Truck Parking Utilization at Key Facilities

Based upon input from the survey, the top five (5) truck parking facilities will be studied to determine the truck parking demand and parking utilization. The truck volumes entering and exiting the sites will be collected for a to-be-determined period of time. The methods for data collection have not been determined and will be examined once the sites have been selected. The recommended data collection methods, equipment, staffing, logistics and resources required for this task will be provided under a separate task not included with this scope and fee.

It is expected that truck parking space occupancy will be recorded at the beginning and end of the collection period with a calibration sample collected at the mid-point of each study day. This data will also be used to evaluate and calibrate truck parking demand methodologies in subsequent tasks. The data will be analyzed to understand when the peak hours of demand occur during a 24-hour period.

Task 2.4: Task 2 Summary & Technical Memo

Near the completion of Task 2, the second industry working group meeting will be conducted to present the outcomes of Task 1 and Task 2. Participants will also be engaged to determine what features are desired at truck parking locations as well as the desired location(s). This information will be used in the public agency working group meeting conducted in Task 4.

A summary report will also be developed to quantify the available truck parking spaces by type based on the content of the inventory.

Task 2 Deliverables: The deliverables of this task will be an industry working group meeting, documentation of existing truck parking supply, including a profile for each identified site.. Actual data collection will be conducted as a lump sum fee under a separate work order once sites and collection techniques are determined.

TASK 3: FORECAST & FUTURE DEMAND (10 & 20 YEAR)

The objective of this task is to identify and quantify the demand for tractor-trailer truck parking spaces in the District. The focus of this forecast is for trucks requiring to park due to hours of service requirements or that require extended parking for delivery schedule requirements. Local truck deliveries, drayage and short duration parking at rest areas is considered but is not the focus of the forecast. Forecasts will be developed for the current freight movement trends for 10 and 20 year horizons. This forecast will not incorporate adjustments for new technologies such as vehicle automation. There is not enough

information at this time to understand how these technologies may impact the industry and truck parking demand in 10 to 20 years.

Approach and Subtasks

The approach to this task will be to use available data sources, methodologies, and industry input to develop an estimate of the truck parking demand. This demand will represent an estimate of the total existing demand (not limited to unmet demand). The estimated total demand will be compared to the total supply to estimate additional parking needed for commercial truck routes as part of Task 4 below. The first public agency working group meeting will be conducted early in this task to present a summary of the industry working group meetings before the analysis is completed.

Task 3.1: Evaluate & Test Existing Truck Parking Demand Estimation Methodologies

NCHRP and FHWA have both provided insights into market estimation methodologies that will be tested and evaluated as input to this study.

Task 3.2: Review & Analyze Available Trucking Industry Related Data Related to Need for Truck Parking

This will include truck registration data (intrastate and interstate).

Task 3.3: Review & Analyze Survey & Interview Results

This will include insights from existing truck parking facility operators regarding their perceptions of market size/demand.

Task 3.4: Identify Main Generators of Truck Trips Needing Parking

Within District Five this will include facilities like the Taft Industrial Park and will include existing traffic and the impact of growth forecasts. This will also acknowledge the potential demand generated in adjacent districts. As an urbanized area, it is important to address the borderless movements of trucks, meaning that truck parking and supply issues do not end at District boundaries.

Task 3.5: Develop Truck Parking Estimation Methodology

Based on the review of truck parking methodologies in Task 3.1 as well as industry input, and local data, a preferred methodology will be developed. This will incorporate as appropriate best practices into a customized approach for the District.

Task 3.6: Apply Methodology & Calculate Truck Parking Demand

Using the customized approach, an estimate of the truck parking demand by type will be developed. It is anticipated that low and high ranges will be developed to represent growth based on trends as well as based on more robust forecasts driven by local freight activity centers.

Task 3 Deliverables: The deliverables of this task will be documentation of the methodology used to calculate the existing truck parking demand, and documentation of the estimated demand. These materials will be used in Task 4 to support calculation of unmet demand.

TASK 4: IDENTIFY TRUCK PARKING NEEDS

The objective of this task is to develop an estimate of unmet tractor-trailer truck parking needs in the District.

Approach and Subtasks

The approach to this task will focus on the comparison of data on truck parking supply and demand prepared in the above tasks. Facilities and their amenities will be included as will geographic coverage.

Task 4.1: Calculate & Summarize Unmet Demand

The supply and demand data will be used to calculate unmet demand of tractor-trailer truck parking spaces. Any planned/programmed truck parking and/or approved plans for privately operated truck parking will be considered in the needs analysis. This will include geographic dispersal of spaces throughout the District where possible. The demand estimates will cover the low to high range in demand discussed in Task 3. This will include a narrative that discusses the range and the assumptions driving that range. It also will provide an overview of the type of facility/space, the need for geographic coverage, the impact of facilities in adjacent districts, and any other key factors influencing the results.

Task 4.2: Screen & Identify Potential Future Truck Parking Areas

The purpose of this subtask is to screen and identify FDOT, publicly owned lands within the District that could meet the general spatial requirements and access needs for truck parking. Private lands may also be identified to obtain a complete picture for future truck parking opportunities, but identified and shared for information purposes only during this phase of the study. Consideration will also be given to the suitability of prospective locations having to do with such factors as proximity to residential neighborhoods and air quality concerns as identified in Task 1.1. Once the initial screening has been completed, the potential locations will be presented at the first public agency working group meeting. The public agency working group will get a summary of the first two industry working group meetings and will be

asked to discuss preferred locations for future truck parking. The public agency input will be used to draft the Phase 1 recommendations that will be presented in Task 5.

Task 4 Deliverables: The deliverable of this task will be documentation of the unmet tractor-trailer truck parking demand and a public agency working group meeting. A summary GIS map of FDOT and publicly owned lands will be identified. This estimate and all supporting data will be used to inform Task 5.

TASK 5: RECOMMENDATIONS & IMPLEMENTATION ACTIONS

The objective of this task is to translate the findings of the above tasks into implementation actions to include state/local policies and projects. The specific areas to be addressed will include:

- Public rest areas/facilities
- Private sector role
- Supporting policies and programs

A combined industry working group and public agency working group meeting will be conducted during this task to present the outcomes of Phase 1 as well as the initial recommendations. Recommendations will be finalized after joint working group input and will be presented to the Central Florida MPO Alliance. Prior to Phase 2 of the study, the MPOs and local agencies will need to identify local and regional actions and implementation plans based on this study's outcomes.

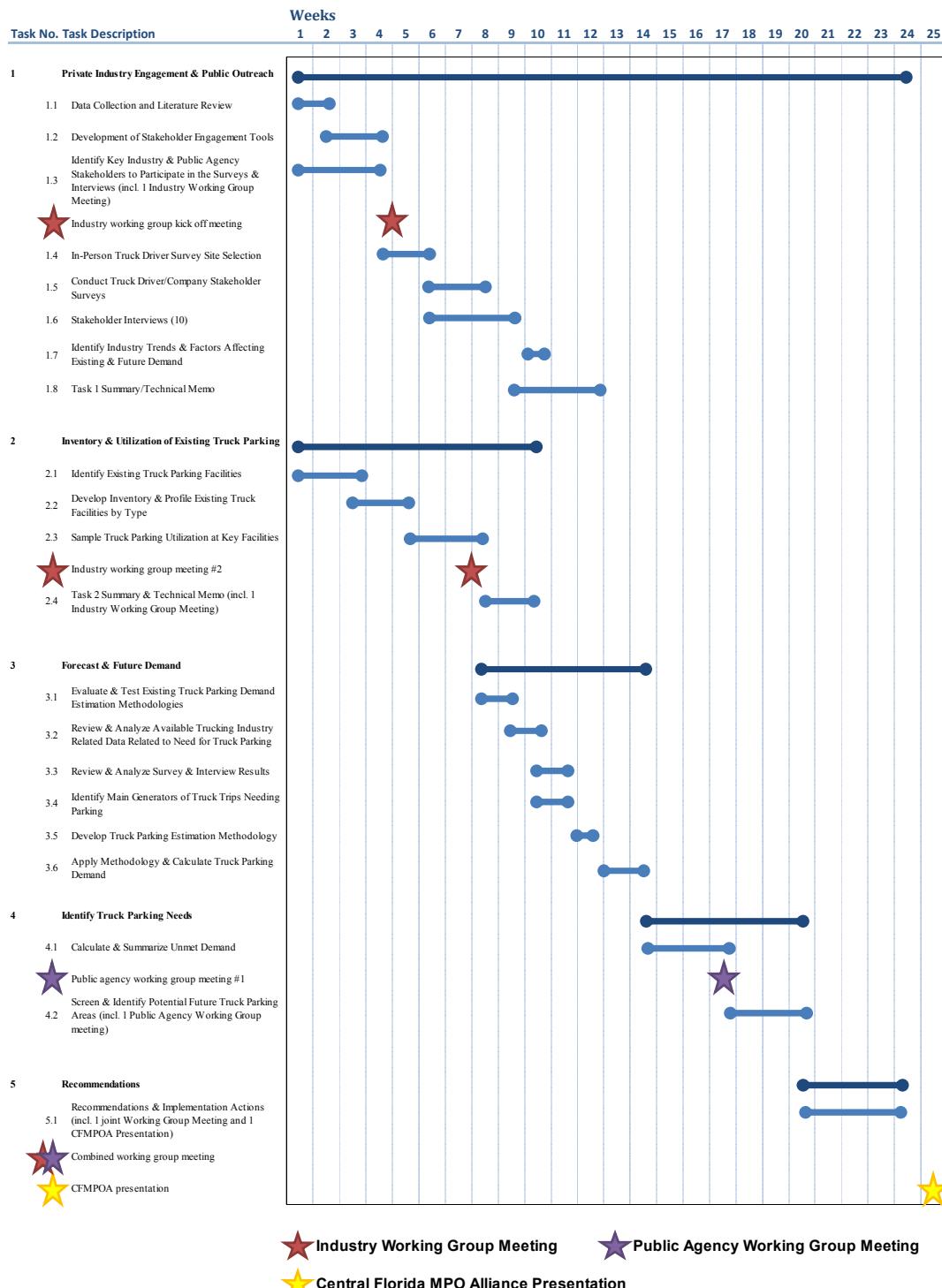
Task 5 Deliverables: The deliverable of this task will be one (1) draft and one (1) final tabular and graphic summary of project recommendations. The prioritization and schedule of projects is expected to take place in Phase 2 of this work effort. This estimate and all supporting data will be used to initiate Phase 2. Two (2) meetings are included:

- One (1) joint working groups meeting
- One (1) Central Florida MPO Alliance presentation

Once the MPOs and local agencies have determined local and regional next steps, Phase 2 efforts of this study are anticipated to include:

- Implement action items developed in Phase 1
- Identify agency and stakeholder roles and responsibilities
 - Preliminary project development and costs
 - Project priorities (establish criteria and performance measures)
 - Funding support (federal grant support and/or funding source evaluation)

SCHEDULE





Florida Department of Transportation

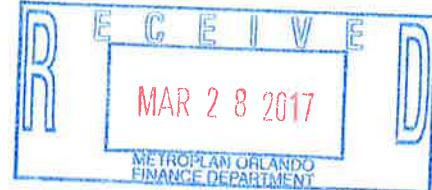
RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

RACHEL D. CONE
INTERIM SECRETARY

March 23, 2017

The Honorable Kathy Meehan
Mayor, City of Melbourne
Chair, Central Florida MPO Alliance
250 South Orange Avenue, Suite 200
Orlando, Florida 32801



Dear Mayor Meehan:

We appreciate your interest regarding truck rest stop areas along the I-4 corridor. As you stated in your letter, the Florida Department of Transportation is working diligently to address the truck parking issues that impact local, state, and national communities. Implementation of the Motor Carrier System Plan (MCSP) and the Truck Parking Availability System (TPAS) will provide solid solutions to address the truck parking issues not only in the I-4 corridor, but across the state as well. The MCSP is expected to be published within the next few weeks. The TPAS is an intelligent transportation system that will determine where truck parking is available. Information will be disseminated through roadside signs upstream of the location, through the 511 system, and third party data feeds. District 5 will be the first to deploy the TPAS in the fall of this year. Statewide implementation is expected by mid-2019. Nonetheless, the FDOT Central Office is working together with our partners, including the Florida Trucking Association and District Offices, to find short-term solutions in the interim.

Attached for your reference is "Recommendations of the MPO Alliance and D5 Actions." This document was developed by our District 5 Freight and Logistics Office in coordination with MetroPlan Orlando. We believe that this coordination is a great start and we look forward to working with you as we implement these recommendations. I believe it, the MCSP and TPAS demonstrate our commitment to finding solutions for the truck rest area issue and will provide you with some level of comfort that we are addressing your concerns.

Please feel free to contact Rickey Fitzgerald, Freight and Multimodal Operations Manager, at 850-414-4702, if you would like additional information

Sincerely,

Thomas C. Byron, P.E.
Assistant Secretary, Strategic Development

TCB/rfi
Enclosure

RECOMMENDATIONS OF THE MPO ALLIANCE OF 1-13-2017 & ACTIONS TAKEN BY FDOT/D5

- **Request FDOT/D5 take the lead on: Developing inventory of truck rest facilities on and off interstate in D5, D1, & on FTE facilities in CFL**
 - Action:
 - Working on a scope for conducting a Truck Parking Study in D5, and working with D1, for off interstate system truck parking
 - Working with Central Office in developing a statewide Truck Parking Study, which would include the NHFN (including I-4, I-95, I-75 and FTE in D5 and D1)
 - **Identifying prospective sites (on-and off-system) throughout the 10-county area to meet anticipated needs over the next 20 years**
 - Action:
 - Through the D5 and D1 studies, prospective sites will be identified to meet anticipated needs
 - Through the Central Office study, prospective sites will be identified for on interstate system
- **Bringing together a coalition of public & private interests to develop solutions for implementation**
 - Action:
 - Through the D5 and D1 studies, a coalition of public & private interests will be developed as applicable
 - Through the Central Office study, a coalition of public & private interests will be developed as applicable



APPROVED

2017 Legislative Session Transportation Priorities

Safety

Bicycle and Pedestrian Safety

Support legislation that increases funding to improve bicycle and pedestrian safety awareness programs, facility improvements, and seeks to reduce bicycle and pedestrian injuries and fatalities statewide. This includes support for reexamining current legislation to strengthen laws to protect bicyclists and pedestrians.

Strengthen Ban on Use of Hand-held Electronic Devices While Driving

Support legislation that reduces distracted driving by regulating as a primary offense the use of electronic wireless communications devices and other similar distracting devices while operating a motor vehicle.

Currently a secondary offense, the use of electronic wireless devices while driving leads to distracted drivers who may be manually texting, emailing, messaging, or utilizing the device without the hands-free feature. Bills increasing the penalty have been introduced in 2014 and 2015. The strengthening of the 2013 "Florida Ban on Texting While Driving Law" by establishing the violation as a primary offense would lead to stronger enforcement.

Funding

Identify Resources for the Maintenance and Preservation of the States SUN Trail System

During the 2015 legislative session, the Florida Shared-Use Non-motorized Trail (SUNTrail) network was established. The Central Florida MPO Alliance supports this program and our partners are currently developing projects that will help to complete the Coast to Coast Trail as well as the St. Johns River to Sea Loop Trail. We recognize, however, that preservation of transportation infrastructure is a key requirement of program and the Alliance supports efforts to plan for and direct funding to ensure these statewide assets are maintained over time.

Enhance and Protect the State Transportation Trust Fund and Transportation Disadvantaged Trust Fund

In addition to revenues generated by transportation-related surcharges already directed outside the Transportation Trust Fund, millions of transportation dollars have been diverted from the Transportation Trust Fund for other purposes. Overall, such diversions and lost revenues degrade the state's infrastructure and impact Central Florida's competitiveness for federal discretionary funding. Likewise, negative impacts to the Transportation Disadvantaged Trust Fund should also be discouraged.

Amend Charter County and Regional Transportation System Surtax to Make Eligible to all Counties with an MPO

The current legislation allows a surtax to be taken before voters as a referendum to fund transportation projects through an up to one percent consumption tax. The law has evolved through the last 25 years to now be eligible to all charter counties, as well as to any non-charter county that is part of a Regional Transportation Authority. The transportation surtax is an appropriate referendum option for urban counties and therefore should be extended to all counties served by a metropolitan planning organization in order to provide funding for cost-feasible transportation plans.

The CFMPOA will support legislation that:

- Increases and stabilizes funding for the Transportation Regional Incentive Program (TRIP) to promote regional planning and project development.
- Authorizes a local option rental car surcharge (implemented through a public referendum) with proceeds committed to regional transportation projects.
- Preserves transportation funding and provides greater flexibility of funding options at the state and local level that support the transportation system.
- Allows up to a one-cent municipal option sales tax for cities with population in excess of 150,000 (or the largest municipality in a county).
- Allows for indexing of local option fuel taxes to CPI, consistent with indexing allowed for state fuel taxes.
- Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvements will relieve congestion on the SIS.
- Preserves the existing coordinated system for paratransit service.
- Advances Florida's Comprehensive, Statewide Rail System Plan.
- Continues investments in Space Transportation Infrastructure.
- Prohibits additional increases in federal truck weight limits in the State of Florida.

The CFMPOA will monitor legislation that:

- Seeks to alter or repeal Red Light Camera Enforcement legislation.
- Proposes to establish Tax Increment Financing (TIF) districts associated with expressway or passenger rail corridors for the purposes of financing the debt issued to pay for the project.
- Negatively Impacts Funding for the Central Florida Coast-to-Coast Trail and Other Regional Trail Projects such as the Heart of Florida Loop.
- Legislation on Developments of Regional Impact (DRIs).

Contacts:

Lake-Sumter MPO	Mr. TJ Fish, Executive Director, (352) 315-0170
Polk TPO	Mr. Tom Deardorff, Director, (863) 534-6454
MetroPlan Orlando	Mr. Harold W. Barley, Executive Director, (407) 481-5672 x313
Ocala-Marion TPO	Mr. Michael Daniels, Executive Director, (352) 629-8297
Space Coast TPO	Mr. Bob Kamm, Executive Director, (321) 690-6890
River to Sea TPO	Ms. Lois Bollenback, Executive Director, (386) 226-0422 ext. 20419
CFMPOA	Ms. Virginia Whittington, Director of Regional Partnerships, (407) 481-5672 x314

Legislative Priorities & Policy Positions

Florida Metropolitan Planning Organization Advisory Council



2017

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

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

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

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

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

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



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

PRIORITY POLICY POSITIONS

The MPOAC Supports State Legislation that:

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

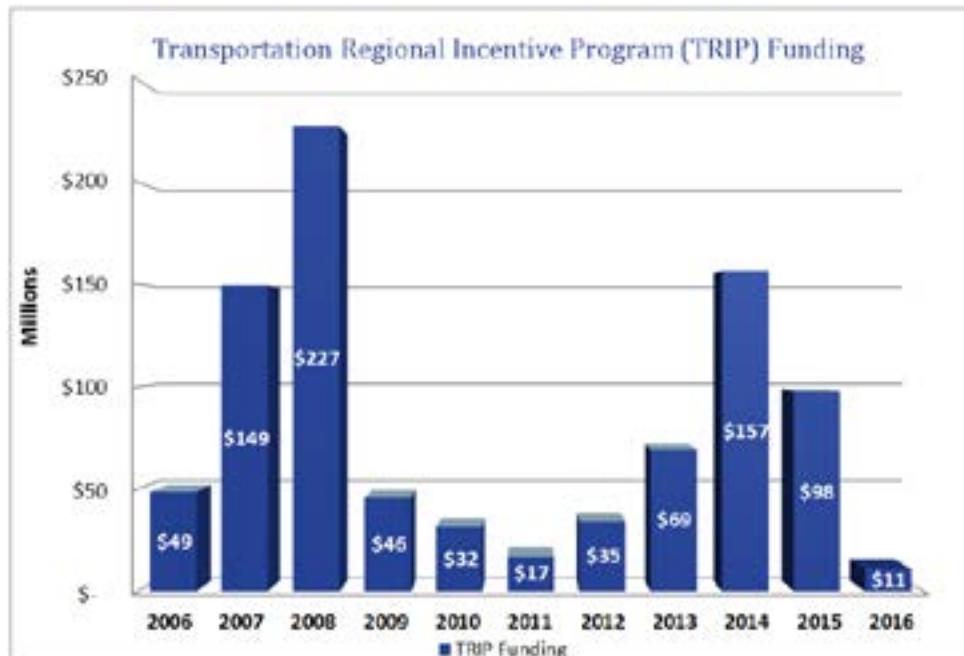
Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.

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

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

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



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.

ADDITIONAL POLICY POSITIONS

The MPOAC Supports State Legislation that:

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

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

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

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

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

The United States Department of Transportation (USDOT) provides federal 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 between the Florida Department of Transportation (FDOT) and the Florida MPOs. 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.

Florida Metropolitan Planning Organization Advisory Council



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Phil Matson
Indian River County MPO
T.J. Fish
Lake-Sumter MPO
Donald Scott
Lee County MPO
Beth Beltran
Martin MPO
Harold Barley
MetroPlan Orlando
Aileen Bouclé
Miami-Dade MPO

Jeff Sheffield
North Florida TPO
Michael Daniels
Ocala/Marion County TPO
Nick Uhren
Palm Beach MPO
Jim Edwards
Pasco County MPO
Tom Dearorff
Polk TPO
Lois Bollenback
River to Sea TPO
David Hutchinson
Sarasota/Manatee MPO
Bob Kamm
Space Coast TPO

Carl Mikyska, MPOAC Executive Director