



AGENDA

February 15, 2019 • 10:00 a.m.



MEETING NOTICE

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

Date: Friday, February 15, 2019

Time: 10:00 a.m.

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

AGENDA



Wireless Access Available
Network = MpoGuest
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Thank you for silencing your cell phones during the meeting.

Honorable Deb Denys, 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 October 12, 2018 Central Florida MPO Alliance meeting minutes.

VIII. Presentations/Discussion

a. Central Florida MPO Alliance Overview

Presenter: Ms. Virginia Whittington

Ms. Whittington will provide a brief overview of the Central Florida MPO Alliance.

b. Regional Prioritized Project List and Revised Prioritization Process

TAB 3

Presenters: Ms. Lois Bollenback and Mr. Eric Hill

Ms. Bollenback will provide an overview of the process used previously for the development of the Regional Prioritized Project list and will propose a schedule of activities to update the lists for the upcoming annual cycle. This involves the staff Directors working together to update the regional list of priorities and presenting these to the Alliance for approval at the April 12, 2019 meeting. Mr. Hill will provide an update on efforts to add Transportation Systems Operations & Maintenance (TSMO) projects onto the regional priority list.

A copy of the priority lists approved last year along with the recently revised prioritization process (adopted October 12, 2018) are attached.

c. *Best Foot Forward for Pedestrian Safety*

Presenter: Ms. Amanda Day, President/CEO, Bike/Walk Central Florida

Ms. Day will present a report on the latest activities of the Best Foot Forward pedestrian safety program. Following her presentation, the Alliance directors will highlight other bicycle and pedestrian safety efforts currently underway throughout the region.

d. Presentation on Brightline/Virgin Trains USA

Presenter: Mr. Bob O'Malley, Brightline/Virgin Trains USA

Members will receive an update on the status of the Brightline/Virgin Trains USA rail project.

e. Voyages (Door-to-door Autonomous Taxi Service)

Presenter: Dr. Dean Bushey, Voyage

Prior to expanding to The Villages in Sumter County, Voyage has operated a handful of self-driving cars in a San Jose, California-based retirement community also called The Villages. Voyage brings communities together with self-driving cars by enabling residents to summon an autonomous vehicle and move effortlessly from A to B. Dr. Dean Bushey will provide an overview of a current demonstration project in The Villages (Florida), home to 125,000 residents.

IX. Information Items

TAB 4

a. 2019 Regional Legislative Priorities

Copies of 2019 legislative priorities and positions adopted by Alliance partner M/TPOs and the MPOAC are provided for use and information.

X. Member Comments

XI. Public Comments

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

**XII. Next meeting – April 12, 2019
MetroPlan Orlando
250 S. Orange Avenue, Suite 200
Orlando, FL 32801**

Remaining 2019 Meeting Dates: April 12, 2019, October 11, 2019

XIII. 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



Central Florida Metropolitan Planning Organization Alliance LAKE~SUMTER MPO PROJECT UPDATES – February 2019

- **US 301 Project Development and Environment (PD&E) Study (Sumter County)**

US 301 is being studied from SR 44 in Wildwood south to C-470 (west) in Sumterville. The study will lead to specific operational improvements and design improvements to the interchange of US 301 and Florida's Turnpike and to the intersection of US 301 and SR 44. The study is also examining the concept of a new alignment east and south of Coleman. The planning effort is being coordinated with other Sumter County projects including the I-75/CR 514 proposed interchange and the C-470 study. Public Alternatives Meeting #2 was held in May. A public hearing on the recommended alternatives will be held in summer 2018. The preferred design alternative was presented for public comments at the Final Public Hearing in December. At the end of the study in spring 2019, a recommended design alternative and all engineering and environmental reports will be finalized. The project is funded for the design phase in FY 2020/21.

For More information please visit the Project Website: [US301 Sumter.com](#)

- **I-75/CR 514 PD&E Study (Sumter County near Coleman)**

The Florida Department of Transportation (FDOT), District 5 has initiated a Project Development & Environment (PD&E) Study to evaluate a new interchange near the Interstate 75 (I-75) at County Road (C.R.) 514 (Warm Springs Avenue) overpass. The project area is located approximately 4.0 miles south of the I-75 and Florida Turnpike interchange and approximately 3.5 miles north of the I-75 at C.R. 470 interchange in Sumter County. The project limits extend north and south along I-75 at C.R. 514 and along C.R. 514 from 0.5 mile west of I-75 east 0.75 mile to the C.R. 525 Extension. C.R. 514 is a two-lane, undivided, local roadway that crosses over I-75 at the project location.

Project webpage: [I75 @ CR 514 Project Website](#)

- **C-470 PD&E Study**

FDOT is nearing completion of a Project Development and Environment Study for C-470 in Sumter County east into Lake County across Florida's Turnpike. The study is examining future needs for the roadway through 2040. The study is also part of an initiative to have 470 in both counties designated as a state road from I-75 in Sumter County east to US 27 in Lake County. The study is now in final documentation phase and concludes this month. The project is funded for the design phase in FY 2019/20.

Project webpage: [CR470 Project Website](#)

- **Wekiva Parkway Project**

The Central Florida Expressway Authority is now constructing all remaining segments in Orange County and new SR 453 from Orange County into Lake County from SR 429 to SR

**Central Florida Metropolitan Planning Organization Alliance
LAKE~SUMTER MPO PROJECT UPDATES – February 2019**

46. The FDOT has moved into the construction phase for segments of SR 46, SR 429, and CR 46A in Lake County.

Project Website: [Wekiva Parkway](#)

- **Trails: Central Florida C2C Trail and Wekiva Trail**

Because of the Central Florida MPO Alliance prioritization of Regional Trails, almost all phases of the C2C Trail have received advancements of funding from FDOT for each needed phase in both counties. The FDOT recently announced forthcoming programming of the subsequent phases of each segment of the C2C. Only the segment through downtown Groveland is absent from the FDOT Work Program. Meanwhile, the Wekiva Trail has two segments out of four segments committed for construction to be complete by 2019/20. Segment 2 is now in design and Segment 1 is seeking ROW funding. Project website: [Florida SUNTrail Website](#)

- **Lake-Orange Parkway & Schofield Road Concepts (US 27 to SR 429)**

In March 2018, the Central Florida Expressway Authority (CFX) began a Feasibility, Project Development and Environment (PD&E) Study for the Lake/Orange County Connector. The study takes a fresh look at previously studied alignment alternatives seeking to promote regional connectivity via a limited access facility between US 27 in south Lake County and SR 429 in west Orange County. The study will also determine if such a project would be viable and fundable in accordance with CFX policies and procedures.

Project website: <https://www.cfxway.com/agency-information/plans-studies/project-studies/lake-orange-connector-study/>

- **SR 50 PD&E Study**

The State Road (S.R.) 50 Project Development and Environment (PD&E) Study is being conducted to evaluate transportation improvements to the approximately 20 mile section of S.R. 50 between U.S. 301 in Hernando County to County Road (C.R.) 33 in Lake County. The PD&E study is specifically looking at options such as widening to four-lanes, the addition of passing lanes, or a combination of these improvements. The PD&E study started in January 2017 and is in the final phase with completion Spring 2019. The Design phase is funded and will begin FY 2021/22.

Project website: [SR 50 PD&E](#)

- **Complete Streets Projects**

The MPO is managing two Complete Streets projects, East Ave. in Clermont and US 301 in Wildwood. Both projects are underway and will be completed by the end of 2019.

MetroPlan Orlando Delegation Report

February 2019

Corrine Drive Complete Streets Study

MetroPlan Orlando is leading the Corrine Drive Complete Streets Study, in coordination with 3 local governments. Phases 1 and 2 of the study are complete. The Draft Plan will be released in the spring. In Phase 1, MetroPlan Orlando conducted an Existing Conditions assessment, which informed the development of 6 potential concepts for the future Corrine Drive. These concepts, plus 7 safety solutions, were presented in Phase 2 for public feedback. MetroPlan Orlando has completed the technical work and is currently preparing for public release and implementation.

Health and Sustainability White Paper Series

MetroPlan Orlando recently completed an 18-month applied research project, using the Federal Highway Administration's Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) [guidance](#). The project resulted in the publication of three white papers. The white papers are an extension of the February 2018 Transportation Think-In. This project was made possible through a FHWA INVEST grant. The three white papers:

- [Housing: A primer for transportation professionals in Central Florida](#) discusses how transportation and housing work together now, and transportation's role in Central Florida's current housing issues.
- [Tran\\$formation: Funding healthy and sustainable transportation options](#) – a plain language guide for how we fund transportation today and ways we can fund it tomorrow.
- [Framing the Future: Preparing MetroPlan Orlando to enhance Central Florida's quality of life](#) – Healthy communities require collaborative institutions. This report analyzes how MetroPlan Orlando can help improve quality of life in Central Florida.

TOD and Potential SunRail Riders: What's the Connection?

MetroPlan Orlando recently completed a project with Florida State University to learn more about the relationship between the multiple transit-oriented developments that have been recently built and SunRail's current and potential riders. This is the first research the agency has done to understand the interplay between transit and real estate development. The [full report](#) is available on the MetroPlan Orlando website.

Traffic Signal Retiming Contract

MetroPlan Orlando is now in its third year of managing traffic signal retiming contracts for the agencies in our planning area, in coordination with FDOT. Retiming work under MetroPlan Orlando's 2018-2019 Signal Retiming Program is under way, as of September 2018. For this year, the retiming work is being conducted by the three consultants selected during the procurement process - Faller Davis & Associates, Inc., Metric Engineering, and Albeck Gerken, Inc. Signal timings developed by these consultants for the 240 selected intersections throughout Orange, Osceola, and Seminole Counties, and the City of Orlando are anticipated to be implemented by the end of May, 2019.

Multimodal Connectivity Pilot

Connectivity is one of several concepts commonly used in transportation performance measurement to describe the ease with which people can travel across the transportation system. At its simplest level, network connectivity addresses the question, “Can I get where I want to go easily and safely?” Multimodal network connectivity adds the dimension of travel choices to the picture: “Can I get where I want to go easily and safely in whatever way I choose—for example, walking, bicycling, using transit, or driving?” When there is a connected multimodal network, people can travel by whatever mode they choose and the transportation system also works for those that do not drive or that don’t have access to a motor vehicle.

The proposed activities will allow MetroPlan Orlando to evaluate needs beyond congestion and prioritize projects for mobility as we urbanize, diversify, and grow. The pilot will enhance our current work and position us to create a long range plan that supports the continued transformation of Central Florida. The pilot will advance the completion of the remaining data needs by MetroPlan Orlando, complete the East Central Florida Regional Planning Councils route condition tool, calibrate and test Sugar Access for multimodal needs, and develop metrics and performance measures for project prioritization.

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant

On January 8, 2018, the Florida Department of Transportation (FDOT) District Five officially entered into an award agreement with the Federal Highway Administration (FHWA) in conjunction with the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program. District Five was awarded grant funding not to exceed \$11,946,279 in an effort to support the Connecting the East Orlando Communities program, in partnership with MetroPlan Orlando and the University of Central Florida. This grant deployment lasts approximately five years. This grant includes four major elements: PedSafe, Greenway, SmartCommunity and SunStore. Each element has four tasks: Planning, Design, Build/Deploy, and Operations & Maintenance. Additional information on this project is available at: <http://www.cflsmartroads.com/projects/ATCMTD.html>.

Work and Other Studies:

- Annual Travel Time and Delay Study
- Data Development for the Central Florida Regional Planning Model (CFRPM)
- Major Amendments to the 2040 Long Range Transportation Plan – Performance Measures and Targets
- Silver Star Road Complete Streets Study
- Bicycle and Pedestrian Safety Action Plan
- SR 436 Premium Transit Study
- LYNX Transit Development Plan and Route Optimization Study



Polk Transportation Planning Organization

Polk TPO Delegation Report

February 2019

Adviser Network Community Forum

2018

The TPO held a community forum on the State of the Transportation System the morning of February 1, 2018. The objectives of the forum was to increase awareness of the TPO's recently completed and upcoming projects, highlight safety initiatives (Bike/Ped quiz, Pledge to Slow Down), and promote a dialogue on how volunteer transportation services can increase senior mobility.

The TPO held a community forum on Distracted Driving the evening of June 14, 2018. Distracted driving is any activity that diverts attention away from the primary use of driving. Joel Feldman, founder of End Distracted Driving, was the keynote speaker.

The TPO held a community forum on August 16, 2018, on SunTrax, the state-of-the-art facility dedicated to the research, development and testing of emerging transportation technologies in safe and controlled environments. The 400-acre site will contain a multi-lane 2.25 mile long oval track providing an opportunity for high-speed testing, along with a 200-acre infield specifically designed to test and develop automated driving systems. Construction began in June 2017 with the high-speed oval track scheduled to be completed in the Spring 2019. Paul Satchfield, Program Management Administrator with Florida's Turnpike Enterprise, was the keynote speaker.

2019

The TPO will be holding a community forum on the State of the Transportation System, providing key transportation statistics on how the transportation system measures up the morning of February 14, 2019. The objectives of the forum are to increase awareness of the TPO's recently completed and upcoming projects, and highlight safety initiatives.

Pledge to Slow Down Campaign

2018

Polk Government Television (PGTV) produced the final public service announcements (PSA) for the campaign. Public outreach has continued to ask citizens to pledge to slow down (650+ pledges to date).

The public service announcements include a series of five short (30 second) videos on the following topics:

- ☐ Local Dignitaries Taking the Pledge;
- ☐ Speed Kills;
- ☐ Everyone is Someone's Love One;
- ☐ Time to See and Stop; and
- ☐ Getting There Safe.

You can view the PSAs and take the pledge at: www.pledgetoslowdown.com

At this year's National Association of Telecommunications Officers and Advisors (NATOA) annual conference, PGTV received the highest honor for its "Pledge to Slow Down" public service announcement (PSA) series winning first place as the Best Promotional Video Campaign in 2018.

2019

The pledge campaign is designed to be portable to other communities. The Polk TPO and Polk Government Television gave brief presentations on how campaign material can be tailored to other communities for their use at the January 30, 2019 Florida MPOAC Staff Director's Committee and Governing Board meetings.

Bicycle and Pedestrian Safety Team Tactical Plan

2018

The TPO recently presented the Bicycle and Pedestrian Safety Team Tactical Plan to Polk Vision in the Fall 2018. The Plan outlines countermeasure safety activities to bicycle and pedestrian crashes. Polk Vision is an organization that identifies and builds awareness of community priorities, promotes partnerships and encourages accountability.



Space Coast TPO's Delegation Report to the Central Florida MPO Alliance February 15, 2019

2045 Long Range Transportation Plan Update

Technical socio-economic data for the year 2015 has been reviewed by locals for planning model. Future year data is currently being developed and reviewed. 2015 is the base year of the model with forecast year as 2045.

The 2045 LRTP Public Involvement Plan (PIP) was approved in October and outlines the public outreach activities and methods that will be used during the 2045 LRTP update process. A promotional video has been developed and is scheduled to launch in conjunction with project website in December. As part of the public outreach efforts, the SCTPO is seeking input through our ***Voice Your Vision*** survey to help guide the long term transportation needs.

ADA Bus Stop Assessment Update

The update will catalog improvements that have been made since the original assessment, create a dashboard/database that can easily be updated and used to identify projects and export data, and develop an implementation guide. The ADA Bus Stop assessment was presented to our committees and the TPO Board in December 2018. Now that the assessment is finalized, SCTPO staff and Space Coast Area Transit are having individual local government meetings to discuss bus stop compliance, needs and plans for their specific area.

Bicycle/Pedestrian Master Plan Update

The existing facility inventory have been collected and mapped. The public outreach survey was launched in September and will run until the end of December to gather feedback on public priorities related to bicycle, pedestrian and trail facilities. A series of public meetings have begun to gather input on bicycle and pedestrian needs in the north, central and south part of the county in January and February.

Other Studies

- Sarno Road Corridor Study
- Banana River / Pine Tree Drive Complete Street
- School Safety Study Scope Development



River to Sea TPO's Delegation Report to the Central Florida MPO Alliance February 2019

Planning Projects – Underway and Upcoming

- **Bicycle Suitability Map** – The R2CTPO is completing work on the Bicycling Suitability Map that rates roadways and cycling routes for suitability. The map represents an expanded version of the previous bike route map and is expected to be approved in February.
- **Annual Call for Projects** – R2CTPO issued the annual Call for Projects notice on January 24, 2019 with a deadline of Friday, March 29, 2019 for the submission of project applications. Project scoring criteria was updated this year to incorporate new TPM requirements.
- **Legislative Positions for 2019** – The R2CTPO approved an update of legislative positions for the 2019 session of the Florida Legislature.

Transportation Performance Measures

- In October 2018, the River to Sea TPO advisory committees and board approved performance measures in the following four categories: bridge condition, pavement condition, travel time reliability and transit asset management.
- In February 2019, the R2CTPO will approve an update of the safety targets.

2040 Long Range Transportation Plan (LRTP) Amendment

- An amendment to the 2040 LRTP was approved in January 2019 to move two interchange projects on I-95 from the “needs” plan to the “cost feasible” section of the plan. The amendment included the incorporation of new planning rule changes including new planning factors and TPM.

2045 Long Range Transportation Plan

- Development of the Central Florida Regional Planning Model (CFRPM) is currently underway with the base-year model currently being validated and calibrated. The future year data sets and existing plus committed network is currently under development with FDOT taking the lead in coordinating activities. The R2CTPO is set to advertise for consultant support in developing the 2045 LRTP.

TAB 2



**Central Florida MPO Alliance
Meeting Minutes**

Friday, October 12, 2018

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

Chair Leslie Campione, presiding

MEMBERS IN ATTENDANCE:

Honorable Leslie Campione
Honorable Nick Girone
Honorable Cheryl Grieb
Honorable Lee Constantine
Honorable Michelle Stone
Honorable Roy Tyler
Honorable Deb Denys
Honorable Lita Handy-Peters
Honorable Leigh Matusick
Honorable Rocky Randel
Honorable Tres Holton

REPRESENTING:

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

MEMBERS NOT IN ATTENDANCE:

Honorable Tim Sullivan
Honorable John Horan
Honorable Jennifer Thompson
Honorable Brent Malever
Honorable Ron Livsey
Honorable Trish Pfeiffer
Honorable Collins Smith
Honorable Kathy Meehan

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

OTHERS IN ATTENDANCE:

Ms. Virginia Whittington
Mr. Gary Huttman
Mr. Mike Woods
Mr. Michael Daniels
Mr. Ronnie Blackshear
Mr. Bob Kamm
Ms. Lois Bollenback
Mr. Jim Martin
Secretary Mike Shannon

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 5

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

I. Call to Order

Chair Leslie Campione called the January 19, 2018 Central Florida MPO Alliance meeting to order at 10:00 a.m., and welcomed everyone. Chair Campione called for a moment of silence for the victims of Hurricane Michael.

II. Pledge of Allegiance

Chair Leslie Campione led the Pledge of Allegiance.

III. Introductions

Chair Campione gave Alliance members the opportunity to introduce themselves. Vice-Mayor Matusik introduced Councilman Chris Cloudman as her replacement for the River to Sea TPO.

IV. Chairman's Announcements

Ms. Whittington announced that Ms. Shannon Schmidt from the City of Clermont was not able to attend today's meeting, and Ms. Sarah Kraum, Space Coast TPO, will present regarding the Florida Trail Town Program. She called attention to the informational items in the supplemental folders.

Ms. Whittington, MetroPlan Orlando, acknowledged outgoing Alliance members: Deputy Mayor Trey Holton, Space Coast TPO, Vice-Mayor Leigh Matusick, River to Sea TPO, and Vice-Mayor Lita Handy-Peters, River to Sea TPO. She thanked them for their time served and commitment to the Alliance.

V. Public Comment on Action Items

Mr. T.J. Fish spoke concerning action item b, the regional prioritized project list and revised prioritization process. Mr. Fish spoke in favor of adopting the PPL and prioritization process. He encouraged that more consideration be given to funding small scale SIS projects that often get overshadowed by larger ones.

VI. Reports

Chair Campione called attention to written delegation reports which were 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

Secretary Mike Shannon reported on District 5 activities. He stated that the I-4 Ultimate project continues to move forward. Secretary Shannon said that currently, District 5 has two projects in the design/build phase: Phase 1 of the I-4 Beyond the Ultimate South which will complete the Sand Lake interchange, and a second project that will go from the Sand Lake interchange down to Disney. He noted that both are anticipated for completion in FY2021. The Design/Build phase for I-4 Beyond the Ultimate North is anticipated for completion in FY2026/2027. He said that all sections of the Wekiva Parkway are now out with contractors selected. Secretary Shannon added that Section 8 came in \$20 million less than estimated and construction is set to begin soon. He said that looking forward, the District is looking to begin PD&E studies on the I-75 corridor from Wildwood to Micanopy.

Mr. Jim Martin, Florida's Turnpike Enterprises, reported that the River to Sea TPO passed a resolution on 9/26/18 for the I-95/417 connector feasibility study. The purpose of study was to assess the additional needs of connecting the 417 in Seminole County to I-95 in Volusia County. The River to Sea TPO voted for no action/no build at this time due to major environmental impacts and project costs.

VII. Action Items

a. Approval of Previous Meeting Minutes

Action is requested for approval of the January 19, 2018 Central Florida MPO Alliance meeting minutes.

MOTION: Mayor Nick Girone moved approval of the January 19, 2018 meeting minutes. Commissioner Lee Constantine seconded the motion; which carried unanimously.

b. Approval of Regional Prioritized Project List and Revised Prioritization Process

Ms. Lois Bollenback, River to Sea TPO, requested approval of the CFMPOA regional prioritized project list. She highlighted recommended revisions to the regional prioritization process. A copy of the revised priority lists and the revised process was provided to Alliance members.

MOTION: Vice-Mayor Leigh Matusik moved approval of the Regional Prioritized Project List and the Revised Prioritization Process. Vice-Mayor Lita Handy-Peters seconded the motion; which carried unanimously.

c. Approval of the Regional Transit Study Report

Mr. Mark Hardgrove requested final approval of the regional transit study report. He presented the final regional transit study maps and report findings which included revisions and updates made as a result of presentations to the region's transit agencies and M/TPO technical committees and boards. The full report may be downloaded at:

https://metroplanorlando.org/wp-content/uploads/RTS-report_10.05.18.Final_.pdf

MOTION: Commissioner Cheryl Grieb moved approval of the final regional transit study report. Commissioner Lee Constantine seconded the motion; which carried unanimously.

VIII. Presentations/Discussion

a. Truck Parking Study Update

Mr. Trauger provided an update to Alliance members. He said that work done to date has been to develop an inventory of the existing truck parking; document truck parking usage; evaluate truck parking supply and demand; forecast future truck parking demand; identify needs and opportunities and continue agency and stakeholder efforts. He explained that a comparison was completed of the Central Florida Interstate Highway system for the nine county area. The comparison showed that Interstates 75 and 95 have an adequate supply to meet the demand. Interstate 4 has a significant parking deficit. He touched upon what measures have been implemented in other states to alleviate truck parking issues; compared the differences of publicly owned versus privately owned facilities; public/private partnership opportunities; and retrofitting large venues for truck parking (i.e.: mall parking lots, stadium parking lots). Mr. Trauger stated that as the study progresses, discussions will continue in an effort to reach a solution that meets stakeholder needs and addresses the issue of supply and demand. Once consensus has been met there are funds and investment opportunities that are available to DOT that will enable them to partner with local governments to come up with solutions that meets needs. Copies of Mr. Trauger's presentation was provided to CFMPOA members.

b. Regional Indicators Report

Ms. Nikhila Rose, MetroPlan Orlando, provided an overview of the latest Regional Indicators Report. In accordance with the Alliance Interlocal agreement, the Regional Indicators Report is a required document that must be updated annually. The full report may be downloaded at: https://metroplanorlando.org/wp-content/uploads/RegionalIndicatorsReport_2018.pdf

Discussion ensued concerning the accuracy of traffic counts for major roadways presented for CR 44/I-95 and LPGA Boulevard. Ms. Rose stated to the Alliance members that FDOT was the source of the traffic count for AADT, but that she would check the accuracy of the numbers. (Following the Alliance meeting Ms. Rose reported that the traffic counts noted on the FDOT traffic count were accurate but that they only reflected one-way travel. She reported that she would update the report with an explanation. Mr. Jon Cheney (Volusia County) also provided follow up information).

d. Florida's Coast to Coast Trail

Each staff director and Mr. Mighk Wilson, MetroPlan Orlando staff provided an update on progress being made closing the gaps along Florida's Coast to Coast Trail.

e. Florida Trail Town Program

Ms. Virginia Whittington will provided an overview of the Florida Trail Town Program. Ms. Sarah Kraum, Multi Modal Coordinator, highlighted the economic benefits that the City of Titusville has experienced since its designation as a Florida Trail Town.

IX. Work Session (Action Items Included)

a. Look Back/Path Forward

Ms. Virginia Whittington, MetroPlan Orlando, gave a presentation to the members of the Alliance to provide an overview of the history of the CFMPOA, to highlight accomplishments and projects of the CFMPOA, and to solicit direction regarding the upcoming year. She reviewed the 2019 proposed meeting schedule and proposed revisions to the Interlocal agreement.

Action items:

1. Draft 2019 CFMPOA Meeting Schedule

Ms. Whittington, MetroPlan Orlando, reviewed the 2019 proposed meeting schedule presented two proposed options for the 2019 meeting schedule. Discussion ensued regarding the 2019 meeting schedule with unanimous approval of: January 11, 2019, April 12, 2019 and October 11, 2019. The members of the Alliance also agreed that all meetings will continue to be held at MetroPlan Orlando.

MOTION: Commisisoner Cheryl Grieb moved to accept Option #2 to meet three times per year as proposed by staff. Commissioner Michelle Stone seconded the motion. Motion carried unanimously.

2. Approval of revisions to the Amended and Restated Interlocal Agreement

Ms. Whittington, MetroPlan Orlando, presented proposed amendments to the Interlocal Agreement. The members of the Alliance agreed that each of the six member organizations shall appoint three voting members and up to three alternates; that the Alliance will meet in January/February, April and September/October at MetroPlan Orlando; that the selection of officers will remain the same; and that the designated member count for a quorum will remain at ten.

MOTION: Councilwoman Deb Denys moved to accept the revisions to the Amended and Restated Interlocal Agreement as recommended by staff. Commissioner Michelle Stone seconded the motion. Motion carried unanimously.

3. Election of 2019 CFMPOA Officers

Ms. Whittington, MetroPlan Orlando, presented the selection of officers for 2019. The members of the Alliance were supportive of the rotation of officers. The members of the Alliance unanimously agreed to appoint Councilmember Deb Denys, River to Sea TPO as Chair; Mayor Roy Tyler, Polk TPO as Vice-Chair and Commissioner Michelle Stone, Ocala/Marion as Secretary.

MOTION: Commissioner Leigh Matusik moved to appoint Councilmember Deb Denys, River to Sea TPO, as Chairwoman. Commissioner Cheryl Grieb seconded the motion. Motion carried unanimously.

MOTION: Councilman Tres Holton moved to appoint Mayor Roy Tyler, Polk TPO, as Vice-Chairman. Councilmember Deb Denys seconded the motion. Motion carried unanimously.

MOTION: Commissioner Cheryl Grieb moved to appoint Commissioner Michelle Stone, Ocala/Marion TPO, as Secretary. Commissioner Lee Constantine seconded the motion. Motion carried unanimously.

Ms. Whittington, MetroPlan Orlando, acknowledged outgoing Alliance members: Deputy Mayor Trey Holton, Space Coast TPO, Vice-Mayor Leigh Matusick, River to Sea TPO, and Vice-Mayor Lita Handy-Peters, River to Sea TPO. She thanked them for their time served and commitment to the Alliance.

X. Information Items

A copy of the MPOAC 2018 Legislative Priorities and Policy Positions was provided.

XI. Member Comments

Commissioner Lee Constantine called attention to a letter recently sent to Secretary Mike Dew regarding a potential private truck stop in Seminole County.

XII. Public Comments

None

XIII. Next meeting – January 11, 2019 at 10:00 a.m.
MetroPlan Orlando
250 S. Orange Avenue, Suite 200
Orlando, FL 32801

XIV. Adjournment

There being no further discussion, the meeting adjourned at 11:45 a.m.

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

Central Florida MPO Alliance

Hon. Deb Denys, Chairwoman

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



CENTRAL FLORIDA
MPO
ALLIANCE

Regional Prioritization Priorities and Process

October 2018

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DRAFT



Regional Prioritization Initiative

Revised October 2018

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. 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, three categories have emerged through the consensus-building process. Strategic Intermodal System (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.

As a result of the "Close the Gaps" initiative that began in Central Florida in 2012, and the Florida Shared-Use Non-motorized (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.

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.

The CFMPOA is currently evaluating options to integrate Transportation Systems Management and Operations (TSMO) projects and Transportation Planning projects as additional categories in the future. See “Proposed Future Categories” below.

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 three aforementioned categories. The CFMPOA prioritization process will follow the order within each MPO’s list while melding the five lists into one regional list. 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.

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 Prioritization Priorities and 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.



Figure 1 Prioritization Process Timeline

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 three 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 CATEGORIES

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.

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.

DRAFT

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

FY 2018-2019 SIS HIGHWAY PROJECTS

Priority	FDOT Financial Management Number	Project Name	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
1	4269054	Ellis Rd Widening	I-95 (John Rhodes Blvd)	Wickham Rd.	2.00	Extend/Widening 2 to 4 Lanes	PE underway ROW 2020-2023	CST	TBD	Space Coast TPO
2	435209-1	I-75 Interchange	@ NW 49th Street		--	Construct New Interchange	PD&E (FY 2017/18) PE (FY 2021/22)	CST only	TBD	Ocala/Marion TPO
3	2424848& 4314561	I-4*	W of CR 532 (Polk/Osceola Line)	W of SR 528/Beachline Expy.	16.45	Beyond the Ultimate Configuration for General Use & Managed Lanes	ROW 2017/18- 2021/22	CST	\$1,731,919,000	MetroPlan
4a	2425924	I-4*	E of SR 434	Seminole/Volusia Co. Line	10.30	Beyond the Ultimate Configuration for General Use & Managed Lanes	Partial ROW 2021/22	ROW/CST	\$472,061,000	MetroPlan
4b	4084642	I-4*	Volusia/Seminole Co. Line	SR 472	---	Beyond the Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	\$667,608,000	River to Sea TPO
4c	2012103	I-4*	W of US 27	W of CR 532 (Polk/Osceola Line)	---	Beyond the Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	\$63,227,000	Polk TPO
5	4371811 4074023 4074024	SR 528 (Turnpike) SR 528 SR 528	SR 520 SR 524 (Industry) SR 3	SR 524 (Industry) East of SR 3 Port Canaveral Interchange	13.60 3.70 5.10	Widen 2 Lanes to 4 Lanes to include a Multiuse Trail	PD&E Design Design	DES/ROW/CST ROW/CST ROW/CST	TBD \$421,924,750 \$269,405,898	Space Coast TPO
6	4289471	SR 40	Williamson Blvd.	Breakaway Trail	---	Widen 4 to 6 lanes	PD&E complete PE FY 2022/23	ROW/CST	\$33,260,000	River to Sea TPO
7	2408371	SR 40	Cone Rd.	SR 11	---	Widen 2 to 4 lanes	PE/ENV 2015/16 ROW FY 2022/23	CST	\$58,148,130	River to Sea TPO
8	N/A	SR 25/US 27	CR 561 (west)	Florida's Turnpike (northern ramps)	2.14	Widen to 6 lanes	---	PD&E/PE/ ROW/CST	\$82,251,000	Lake~Sumter MPO
9	2408361	SR 40	SR 11	SR 15	---	Widen 2 to 4 lanes	PE 2013/14, ENV 2014/15, ROW 2022/23	CST	\$54,731,640	River to Sea TPO
10	4336521	I-75 Interchange Impr. at SR 40	SW 40th Avenue	SW 27 th Avenue	1.25	Operations and capacity improvements	Design underway; ROW (FY 2020/21 – 2022/23)	CST	\$15,000,000	Ocala/Marion TPO

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

Priority	FDOT Financial Management Number	Project Name	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
11a	410674-3	SR 40	CR 314	CR 314A	6.1	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	PE underway	ROW/CST	\$93,000,000	Ocala/Marion TPO
11b	410674-4	SR 40	CR 314A	Levy Hammock Road	2.8	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	PD&E	PE/ROW/CST	\$35,000,000	Ocala/Marion TPO
12	4270561	SR 50	CR 565 (Villa City Rd.)	CR 565A (Montevista Rd.)	1.6	Realign Road and add multi-use trail (South Lake Trail, Phase 3)	PD&E / PE (FY 2014/15)	ROW/CST	\$24,400,000	Lake~Sumter MPO
13	4354761	I-75 Interchange	@ CR 514		--	New Interchange	PD&E (FY 2015/16)	ROW/CST	TBD	Lake~Sumter MPO
14	4358592	West SR 50	US 98 (Hernando Co.)	CR 33 (Lake Co.)	20	Widen to 4 lanes (Project segmented: -2/-3/-4/-5/-6)	Study (FY 2015/16) PE (FY 2018/19)	ROW/CST	TBD	Lake~Sumter MPO
15	4404241	SR 405 Bridge Replacement (NASA Causeway)	----	----	---	Bridge Replacement	PD&E Underway PE (NASA)	CST	TBD	Space Coast TPO
16	#	SR 401 Bridge Replacement	SR 401 Interchange	Cape Canaveral Air Force Station	---	Bridge Replacement	----	PD&E	TBD	Space Coast TPO
17	#	SR100	Old Kings Road	Belle Terre Pkwy		Widen to 6 lanes	PE	ROW/CST	\$34,870,000	River to Sea TPO

*I-4 Ultimate Configuration is noted as a PPP project.

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

CENTRAL FLORIDA MPO ALLIANCE **SIS** HIGHWAY PROJECTS FOR PRIORIZATION **FUNDED FOR CONSTRUCTION**

Priority #	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
5	4102511	SR 15 (US 17)	Ponce de Leon Blvd.	SR 40	---	Widen to 2 Lanes to 4 Lanes	ROW 2016/17 to 2020/21 CST 2020/21 \$50,186,043	Fully Funded	NA	River to Sea TPO
3a	2424847	I-4*	S of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.90	Ultimate Configuration for General Use & Managed Lanes	CST 2019/20	Fully Funded		MetroPlan
3a	4269053	I-95/Ellis Road Interchange	---	---		New Interchange	CST 2016/17	Fully Funded	---	Space Coast TPO
10	4106742	SR 40	SR 35	CR 314	4.5	Widen 2 to 4 lanes	CST 2019/2020	Fully Funded	---	Ocala/Marion TPO

NOTE: Although funded for construction, projects will continue to be shown until construction starts.

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

REGIONAL TRAIL PRIORITIES FUNDED THROUGH CONSTRUCTION							
Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega Trail	Latest Project Phase Funded	MPO
Seminole Volusia Gap Spring to Spring Trail	436434-2	Old DeLand Road @ US 17/92	@ Lake Monroe Park	0.8	Heart of Florida: Coast to Coast	PE underway	River to Sea TPO
South Lake Trail Phase 3B	422570-3	SR 33 (Crittenden St.)	Silver Eagle Road	2.1	Heart of Florida: Coast to Coast	Update of PD&E Study and Design underway - ROW 2017-19, CST 2020	Lake~Sumter MPO
Clarcona-Ocoee Trail		West Orange Trail	Clarcona-Ocoee Road	0.2	Heart of Florida; Coast-to-Coast	ROW programmed for 2018; Construction programmed for 2020	MetroPlan Orlando
Silver Springs Gap	435486-1	SE 64th Ave Trailhead	Silver Springs State Park	6.0	Heart of Florida	In Design, Construction - FY 2020	Ocala/Marion TPO
South Lake Trail Phase 4	435893-1	Van Fleet Trail	CR 565A (Villa City Rd.)	8.4	Heart of Florida; Coast-to-Coast	Design Phase underway; ROW 2018-21, CST 2022	Lake~Sumter MPO
Pruitt Gap & SR 200 Trail Underpass	435484-1	Bridge Rd.	SR 200	9.5	Heart of Florida	In Design, Construction - FY 2022 (Trail underpass may be programmed separately)	Ocala/Marion TPO
East Central FL Rail Trail	4154348	Guise Road	Gobblers Lodge	3.5	Coast to Coast; St. Johns River to Sea Loop	CST totaling \$5,003,500 has been advanced to FY 2017/18 (design build underway)	River to Sea TPO
Halifax River Greenway - Beach Street	4361391	Wilder Blvd	Shady Place	0.5	East Coast Greenway	CST FY 2017/18 \$525,517	River to Sea TPO
Space Coast Trail	426187-1 436187-2	Canaveral Avenue	W. Max Brewer Bridge	1.9	St. Johns River to Sea; Coast- to-Coast; East Coast Greenway	Downtown connector/ ECFRRT to MINWR; Construction FY 2020/21 \$1,707,000; City of Titusville will build with local \$ in FY 2016/17; Indian River Ave to West of Max Brewer Bridge 0.2 miles Fully Funded Design FY 17/18 (\$810,000); Construction FY 21/22 (\$2,161,095)	Space Coast TPO
Space Coast Trail	436187-3	Max Brewer Bridge East end	Merritt Island National Wildlife Refuge Entrance	1.9	St. Johns River to Sea; Coast- to-Coast	CST in FY 2018/19 \$400,492	Space Coast TPO
Shingle Creek Trail 3C		Taft Vineland Road	Town Loop Blvd.	2.8	Regional Trail	Fully Funded for CST	MetroPlan Orlando
Shingle Creek Trail 3B	430225-2	Town Loop Blvd.	Orange/Osceola Co. Line	2.0	Regional Trail	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	MetroPlan Orlando
Halifax River Greenway	439868-1	Bellevue Ave.	Marina Point Drive	0.23	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	River to Sea TPO

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

REGIONAL TRAIL PRIORITIES FUNDED THROUGH CONSTRUCTION

Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega Trail	Latest Project Phase Funded	MPO
Halifax River Greenway	439869-1	Marina Point Drive	Orange Ave.	0.51	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	River to Sea TPO
Halifax River Greenway	439871-1	Sickler Drive	2nd Street	0.57	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	River to Sea TPO
Halifax River Greenway	439870-1	Ballough Road Bridge	Ballough Road Bridge	0.06	St. Johns River to Sea, East Coast Greenway	CST in FY 2017/18	River to Sea TPO
Spring to Spring Trail, Seg. 3b	439039-3	Benson Junction Road	W. Highbanks Road	5.0	Heart of Florida; St. Johns River to Sea	CST in FY 2018/19	River to Sea TPO
Spring to Spring Trail, Segs 5 & 6	439874-1	Lake Beresford Park	Grand Ave.	3.60	Heart of Florida; St. Johns River-to-Sea	\$750,000 PD&E FY 2017/18 CST funded in FY 2022/23	River to Sea TPO
Oak Hill to Edgewater Trail	439862-1	US 1/Kennedy Parkway	Dale Ave.	11.6	St. Johns River to Sea, East Coast Greenway	PD&E Study funded in FY 2017/18 CST funded in FY 2022/23	River to Sea TPO
Spring to Spring Trail	439875-1	Grand Ave./Baxter Street	US 17	1.3	Heart of Florida; St. Johns River-to-Sea	Design \$251,000/ROW \$400,000 funded in FY 2017/18 CST funded in FY2019/20	River to Sea TPO
Total Mileage of Priorities Programmed				77			

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

REGIONAL TRAILS RANKED PRIORITIES SUNRail TIER ONE COAST TO COAST TRAIL - REMAINING UNFUNDED PHASES										
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
T1-1	Space Coast Trail	437093-1	Playalinda Rd. West End/ Merritt Island NWR Entrance	Playalinda Rd. East End/Atlantic Ocean	10.5	St. Johns River to Sea; Coast- to-Coast	PD&E \$1,400,000 FY 15/16; Design funded for FY 22/23 (\$4,799,360.00)	ROW, CST	\$7,043,036	Space Coast TPO
			Playalinda Road	US 1 (Volusia Co. Line)	12.9					
T1-2	Clarcona-Ocoee Trail	436435-1	Pine Hills Trail	Hiawasse Road	1.5	Heart of Florida; Coast-to-Coast	CST partially funded (FY 2020/21)	CST	\$4,371,600	MetroPlan Orlando
T1-3	Pine Hills Trail Phase 3	436433-1	Clarcona-Ocoee Rd.	Seminole County Line	3.0	Heart of Florida; Coast-to-Coast	PD&E Complete	PE, ROW, CST		MetroPlan Orlando
T1-4	South Sumter Connector	435471-1	Withlacoochee Trail	Van Fleet Trail	19.5	Heart of Florida; Coast-to-Coast	PD&E programmed for 2017, Design 2019, ROW 2021	CST	\$9,000,000	Lake-Sumter MPO
T1-5	South Lake Trail Phase 3C	427056-1	CR 565A (Villa City Rd.)	SR 33 (Crittenden St.)	1.1	Heart of Florida; Coast-to-Coast	Design Complete, ROW FY 2018/19	CST (part of SR 50 realignment)	\$2,500,000	Lake-Sumter MPO
Total Mileage of Tier One					49	Total Estimated Remaining Costs for Tier One			\$22,914,636	

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

SUNTrail Tier Two (St. Johns River to Sea Loop) Projects Ready for Design, ROW & Construction										
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
Unranked	10th Street to SR 44/Lytle Ave. Trail	439864-1	10th Street	SR 44/Lytle Ave.	1.6	St. Johns River to Sea, East Coast Greenway	PD&E Funded in FY 2017/18 Design/Permitting funded in FY 2018/19	ROW, Construction	\$1,950,000	River-to-Sea TPO
Unranked	SR 44/Lytle Ave. to Beville Rd Trail	439865-1	SR 44/Lytle Av	Beville Road	12.5	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2018/19	ROW, Construction	TBD	River to Sea TPO
Projects Under Study										
Unranked	SR 40 Trail	439872-1	Cassen Park	SR A1A	1.1	St. Johns River to Sea	Feasibility Study funded in FY 2016/17	Design, ROW, Construction	TBD	River-to-Sea TPO
Unranked	Flagler Beach Trail	439873-1	South 26th Street	North 9th Street	2.9	St. Johns River to Sea, East Coast Greenway	Feasibility Study/PD&E Study funded in FY 2016/17 Design Funded in FY 2020/21	ROW, Construction	\$2,500,000	River-to-Sea TPO
Unranked	US 17 Trail	439876-1	SR 40	Putnam County line	14.0	St. Johns River-to-Sea	Feasibility Study/PD&E Study funded in FY 2017/18, PE funded FY 2020/21	ROW, CST	\$1,500,000	River-to-Sea TPO
Total Mileage for Tier Two					32	Total Estimated Remaining Costs for Tier Two			\$5,950,000	

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

SUNTrail Tier Three & Transportation Alternatives Eligible

Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
T3-1	Wekiva Trail	430975-3	CR 437	Red Tail Blvd	9.8	Mt. Dora Bikeway	PD&E Completed Design Funded FY 2015/16 \$2,636,810	ROW \$7,000,000 / CST \$7,658,566	\$14,658,566	Lake~Sumter MPO
		430975-2	Tremain St.	CR 437		Mt. Dora Bikeway	PD&E Completed	Design \$2,636,810 ROW \$10,000,000 / CST	\$17,000,000	
T3-2	Silver Springs to Mount Dora		SE 64th Ave Trailhead	CR 42	16.6	Heart of Florida; Mt. Dora Bikeway	Trail in Marion County will be on existing public lands.	Design and construction	\$7,300,000	Ocala/Marion TPO
T3-3	East Coast Greenway/SR 528	407402-3 407402-4	US 1	Port Canaveral	8.8	East Coast Greenway	Design funded FY 2016/17; part of two widening/reconstruction projects	CST phase needed in same FY as road widening/reconstruction of roadway	\$8,810,000	Space Coast TPO
T3-4	Black Bear Scenic Trail	4363601 4106742	Levy Hammock Road	US 17	27.7	Heart of Florida	Study Underway in FY 2018 PD&E Funded in FY2020	Design, ROW & CST Phases needed (a portion of the trail will be included w/ road widening project #4106742)	\$25,481,630	Lake~Sumter MPO, River to Sea TPO, Ocala Marion TPO
T3-5	Shingle Creek Trail 4	430225-1 430225-7 4302259 4398781	Orange/Osceola Co. Line	Kissimmee Lakefront Park	11.8	Shingle Creek Regional Trail	Yates Connector – PE FY16/17 Osceola Pkwy – PE FY16/17 Bridge over Osceola Pkwy – PE FY16/17	CST	\$7,782, 168 \$8,000,000 \$10,599,768	MetroPlan Orlando
T3-6	Space Coast Trail/US 1	#	SR 50	Grace Street	3.1	East Coast Greenway	Feasibility Study complete	Design, CST Phases needed	\$3,700,000	Space Coast TPO
T3-7	Pine Hills Trail Phase 2	#	Silver Star Road	Clarcona-Ocoee Road	2.30	Shingle Creek Regional Trail	PD&E	Design, ROW & CST Phases needed	\$1,591,942	MetroPlan Orlando
T3-8	West Orange Trail Phase 5a	#	Lester Road	Kelly Park	4.2	Heart of Florida; Mt. Dora Bikeway	ROW and design needed		\$7,800,000	MetroPlan Orlando
T3-9	Tav-Dora Trail	#	Tremain St	Wooton Park	8.3	Mt. Dora Bikeway	Trails MasterPlan Complete	PD&E, Design, ROW & CST Phases needed	\$4,500,000	Lake~Sumter MPO
T3-10	West Orange Trail Phase 5b	#	Rock Springs Road	Wekiva Springs SP entrance	2.8	Heart of Florida; Mt. Dora Bikeway	PD&E	Design, ROW & CST Phases needed	\$5,200,000	MetroPlan Orlando
T3-11	West Orange Trail Phase 5a	#	Lester Road	Kelly Park	4.2	Heart of Florida; Mt. Dora Bikeway	ROW and design needed		\$7,800,000	MetroPlan Orlando
T3-12	West Orange Trail Phase 4	#	Kelly Park	CR 435 in Orange Co.	3.7	Heart of Florida; Mt. Dora Bikeway	PD&E	Design, ROW & CST Phases needed	\$1,300,000	MetroPlan Orlando
T3-13	North Lake Trail	#	CR 450	SR 40	19.5		Study Underway FY 2018	PD&E, Design, ROW & CST needed	\$24,857,000	Lake~Sumter MPO
T3-14	Santos to Baseline Trail	#	Baseline Trailhead	Santos Trailhead	4.5	Heart of Florida	Design is 60% complete	Design (remaining portion only), CST	\$1,500,000	Ocala/Marion TPO
Total Mileage of Tier One Priorities			49	Total Estimated Remaining Costs for Tier Three and TA			\$ 157,881,074			
Total Mileage of Tier Two Priorities			32	Total Mileage of Tier Three & TA Priorities			127	Total Estimated Remaining Costs of Ranked Priorities (all Tiers)		\$186,745,710

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE

LIST OF PRIORITY PROJECTS



Approved
October 12, 2018

CFMPOA Regional Transit Priorities
Transit Projects Programmed/Under Construction
<ul style="list-style-type: none">Brightline (West Palm Beach – Orlando) – Private Sector
Prospective Transit Projects Currently Being Pursued
<ul style="list-style-type: none">SunRail – Phase II North (DeBary – DeLand)
<ul style="list-style-type: none">SunRail – Phase III (Meadow Wood Station to OIA)
<ul style="list-style-type: none">OIA Refresh Alternatives Analysis
<ul style="list-style-type: none">US 192 Bus Rapid Transit
<ul style="list-style-type: none">SR 50 Bus Rapid Transit
<ul style="list-style-type: none">Lymmo Expansion (North/South)
<ul style="list-style-type: none">SR 436 – LYNX Premium Transit Service
<ul style="list-style-type: none">Prospective Brightline Brevard Station Study
Privately Funded Transit Projects Being Pursued
<ul style="list-style-type: none">Brightline (Orlando – Tampa)
Future Transit Projects that will be studied
<ul style="list-style-type: none">East Central Florida Corridor Task Force Transit Study

TAB 4



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

2019 Legislative Priorities and Positions

As of October 25, 2018

APPROVED BY
METROPLAN ORLANDO

C. Goldfarb 12-12-2018

Top priorities:

- Increase funding to improve bicycle and pedestrian safety awareness programs and bicycle and pedestrian facility improvements.
- Advocate for changes in legislation that makes texting while driving and/or distracted driving a primary offense.
- Seek funding for implementation of quiet safety zones along the SunRail corridor, Phase II South.
- Seek flexibility in the use of local option discretion taxes such as Charter County & Regional Transportation System Surtax and the Local Government Infrastructure Surtax.

We support legislation that:

- Provides funding for implementation of wrong-way driving detection equipment on limited access facilities where not currently in use.
- Further allows for testing and implementation of Autonomous Vehicle technology, including funding for infrastructure improvements that may be needed.
- Includes vulnerable road users (cyclists) in current Move Over Law (316.126 F.S.).
- Removes provision requiring FDOT Secretary approval of Central Florida Expressway Authority projects in Lake County.
- Authorizes a local option rental car surcharge (up to \$3.00; implemented through a public referendum) with proceeds committed to regional transportation projects.
- Preserves the State Transportation Trust Fund and funding for paratransit (ACCESS LYNX) service.
- Restores Transportation Regional Incentive Program (TRIP) funding to 2007 levels in order to promote regional planning and project development.
- Authorizes an exception to F.S. 934.50 to allow for the use of drone technology for traffic incident management and/or emergency response.

Oppose legislation that:

- Moves to rescind the legislation that authorized the use red light cameras.
- Negatively impacts funding for regional Shared Use Non-motorized (SUN) Trail projects.

Contact(s):

Gary Huttman, Executive Director, (407) 481-5672 x319

Virginia L. Whittington, Director of Regional Partnerships, (407) 481-5672 x314

2019 Legislative Positions

Adopted by River to Sea TPO Board 11-28-2018



River to Sea TPO Chairperson:

Lita Handy-Peters, City of DeBary Vice-Mayor



Contact: Lois Bollenback, Executive Director

Telephone: (386) 226-0422

E-mail: LBollenback@r2ctpo.org

Website: www.r2ctpo.org

“On behalf of the River to Sea Transportation Planning Organization, I want to thank you for the work you do for the State of Florida and as a representative of our planning area. As the pace of growth and development continues to increase throughout the state, we recognize the importance of maintaining an efficient and resilient transportation system that supports Florida’s economy and provides safe travel for residents and visitors alike. We look forward to working with you to tackle challenging transportation issues and to provide the support you may need during the 2019 Legislative Session.”

River to Sea TPO Chairperson, Lita Handy-Peters

2019 Legislative Positions

Adopted by River to Sea TPO Board 11-28-2018

- **Preserve the existing MPO structure**
- **Maintain transportation funding & increase funding flexibility**
- **Improve transportation safety by discouraging texting while driving & improving pedestrian safety**

Thank you for considering the legislative positions established by the River to Sea TPO. As these positions were developed, consideration was given to the positions established by organizations throughout the state of Florida including the Florida Association of Counties (FAC), the Florida League of Cities (FLC), Florida Public Transit Association (FPTA) and the Metropolitan Planning Organization Advisory Council (MPOAC). We value our relationship with these organizations and appreciate the support and leadership they provide.

River to Sea TPO Legislative Issues Subcommittee

Transportation Priority -- Preservation of MPOs

The River to Sea TPO opposes legislation that attempts to impose restrictions on Metropolitan Planning Organizations.

Background

Metropolitan Planning Organizations (MPO) play a key role in ensuring local input in transportation decision-making. Core activities of an MPO include communication, collaboration and continuous planning to ensure the provision of a safe and efficient transportation system. The contribution of local knowledge and understanding brought by members of an MPO helps to better address matters of transportation safety, public engagement, economic development, transportation disadvantaged populations, resiliency, and congestion management.

During the last legislative session bills were filed that sought to reduce the number of voting members on MPO Boards, remove the ability to have a weighted vote, and place term limits on board members. These restrictions would have a negative and disruptive impact on the River to Sea TPO Board's current structure and processes and would result in an unnecessary expense to the organization.

MPO Membership - The River to Sea TPO Board currently consists of 19 voting members representing the diverse interests of our planning area which spans two counties and includes 20 municipalities. When the TPO's planning area was expanded in 2013, members of the board took a strong position that supported the inclusion of all local governments that are impacted by the decision-making of the organization. Limiting the voting membership is contrary to that position.

Weighted Voting - Since the River to Sea TPO planning area represents local governments with varying population sizes, the TPO currently utilizes a weighted vote process where votes are allocated to each voting member based on their respective municipality's population. Additionally, a small city alliance, consisting of the smallest municipalities within the planning area, was formed with one vote allocated based on the cumulative population of the small cities. Eliminating the option for a weighted vote would diminish the proportionate voting representation provided by the largest cities while elevating the influence of much smaller governments.

Term Limits - The River to Sea TPO Board members currently serve at the will of the member local governments, thereby providing each local government the discretion of how they are represented on the TPO Board. Imposing term limits specific to the TPO Board undermines this authority of the local government. Additionally, placing term limits on board members will lead to a loss of institutional knowledge, experience, expertise, and continuity that are crucial to effective policy making.

Benefit

The River to Sea TPO functions well within the current rules established for membership. The board operates collaboratively and effectively and maintains a strong relationship with local advocacy groups, chambers of commerce and citizen groups. There would be no gain from legislation that disrupts our current membership or operating practices.

Transportation Priority -- Funding

The River to Sea TPO supports legislation that *preserves transportation funding and provides greater flexibility of funding* to support the safety, efficiency and preservation of the transportation system.

Background

Transportation revenue is collected to support the preservation and development of a safe and efficient transportation system that supports economic development, freight mobility, tourism, bicycle and pedestrian safety, accessibility and public transit among others. Actions that protect these programs include:

- **Consider Funding Options that Stabilize Local and State Transportation Funding**

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) completed a Transportation Revenue Study in 2012. The study found that transportation revenues were not keeping pace with increased costs over time. Subsequent analysis of fuel taxes by the Florida Transportation Commission also found the current structure to be unsustainable. The River to Sea TPO supports efforts to index city/county fuel taxes and to further evaluate options that would provide a more sustainable revenue source for transportation.

- **Increasing and Stabilizing Funding Levels for the Transportation Regional Incentive Program (TRIP)**

TRIP funding promotes regional transportation planning and project development and has been used to fund important infrastructure improvements. The program is funded primarily through Documentary Stamp proceeds and the allocations have varied significantly in recent years from a low of \$11 million in 2016 to approximately \$157 million in 2014. The R2CTPO supports stable and consistent funding through TRIP.

- **Protecting the State Transportation Trust Fund and the Transportation Disadvantaged Trust Fund**

In prior years, revenues generated by transportation-related surcharges have been directed outside the Transportation Trust Fund for other purposes. Overall, such diversions degrade the state's infrastructure and impacts overall competitiveness for federal discretionary funding. Likewise, revenue impacts to the Transportation Disadvantaged Trust Fund diminish transportation services provided to the most vulnerable citizens. The R2CTPO supports the use of transportation funding for transportation purposes.

- **Identify Resources for the Maintenance and Preservation the State SUN Trail System**

During the 2015 legislative session, the Florida Shared-Use Non-motorized Trail (SUN Trail) network was established. The River to Sea TPO supports this program and is 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 the program and the River to Sea TPO supports efforts to plan for and direct funding to ensure these statewide assets are maintained over time.

Benefit

Efficient transportation systems are necessary to support a strong economy. Inadequate funding to support capital projects as well as operations and maintenance will lead to increased congestion and degradation of vital infrastructure. Increased traffic congestion has negative economic and environmental impacts.

Transportation Priority -- Safety

The River to Sea TPO supports legislation that improves transportation safety.

Background

These items are intended to support safety initiatives in the State of Florida as well as the national emphasis on safety improvements outlined in the Fixing America's Surface Transportation (FAST) Act.

Pedestrian Safety

Florida consistently ranks at or near the top of the nation in pedestrian injuries and fatalities. Increasing safety and reducing these rates will require education, engineering and law enforcement efforts. The River to Sea TPO supports:

- enhanced funding for educational programs that show positive results;
- strengthening of existing pedestrian safety laws; and
- performance driven funding for projects that address unsafe conditions.

The 2016 Dangerous by Design report listed the Deltona-Daytona Beach-Ormond Beach Metropolitan Area as the fifth most dangerous area in the nation. Florida DOT is using the Alert Today, Alive Tomorrow program along with changes in design standards to drive down pedestrian fatalities and injuries throughout the state. Though not in the top 10, Flagler County has also recorded bicycle and pedestrian crashes, which may be addressed through proactive efforts involving evaluation, education, engineering and enforcement.

Texting While Driving

Recent crash analyses completed by the River to Sea TPO shows that crashes resulting from distracted driving occur at a rate almost five (5) times as frequent as other crash types. While further research is needed to determine the role of handheld devices in these crashes, other industry research has linked these devices to increases in vehicle crashes.

In 2013, the 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 be ticketed.

The River to Sea TPO supports legislation that would increase the penalty, making it a primary offense. Additionally, the River to Sea TPO supports expanding the law to include all uses of handheld electronic devices while driving. This would strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense to use handheld electronic wireless devices while driving.

Benefit

Transportation safety is critical for residents and for the thousands of visitors who choose to vacation here. Changes in Florida law along with other crash reduction efforts improve quality of life and support economic development.

Additional Positions

The River to Sea TPO also supports legislation that:

- Offers incentives for employers that reduce peak-hour demand by allowing off-peak commuting and telecommuting options to employees.
- Increases MPO/TPO involvement in growth management, mobility planning and visioning activities to promote a stronger linkage between land-use, transportation and economic development.
- Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will relieve congestion on the SIS.
- Allows state funds to be used for improvements to county, or other local service, collector and distributor roads that provide alternative access to controlled access state facilities.
- Increases the percentage of the state transportation capacity program allocated to non-SIS highways and transit programs in order to improve mobility on regional and metropolitan area transportation facilities.
- Requires TPO concurrence for public-private partnership agreements related to the lease or sale of transportation facilities that are publicly owned and operated within metropolitan areas and any subsequent modifications to such agreements.
- Promotes interoperable and multi-modal smartcard technology that is compatible, universal and accessible for use by all other smartcard technology systems.
- Maintains gross vehicle weight limitation and restrictions by not raising the maximum weight limit above 80,000 pounds (exceptions should only be granted when authorized by state and local governments and adequate compensation is paid to mitigate the impact to state and local transportation facilities).
- Provides mandatory funding for driver education programs in high schools.
- Changes the Consultants' Competitive Negotiation Act (CCNA) to allow agencies to introduce a "best-value" option that considers cost as a factor when selecting a firm.

The River to Sea TPO will monitor legislation that:

- Authorizes counties to form a regional transportation finance authority for the purpose of financing, constructing, maintaining and operating transportation projects that are consistent with MPO plans.
- 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.
- Promotes the continued development and expansion of bus and rail transit as well as efforts to accommodate the growing demand for alternative mobility vehicles (low-speed vehicles, electric vehicles and golf carts).
- Establishes reasonable limits on the amount of business damages awardable in an eminent domain action.
- Encourages continued intergovernmental coordination and support of shoreline stabilization efforts for SR A1A in Flagler County.
- Considers changes to the transportation analysis required for Developments of Regional Impacts (DRI).





2019 LEGISLATIVE PRIORITIES

SUPPORT INCREASED FUNDING FOR THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM

The Transportation Regional Incentive Program (TRIP) was established to encourage a regional approach to transportation system improvements. This program proved highly successful in the Central Florida area. Funding for the program has declined steadily since 2008 due to the economic downturn and a shift of million in 2014 the Florida Rail Enterprise. Restoring the program to its pre-recession levels enable local governments to accelerate a number of transportation projects.

SUPPORT EXPANDED AVAILABILITY OF THE CHARTER COUNTY AND REGIONAL TRANSPORTATION SYSTEM SURTAX

Section 212.055(1) F.S. authorizes charter counties to levy (by countywide referendum) up to 1¢ for various transportation uses including highway construction and maintenance as well as activities to support a transit system. Expanding eligibility for this surtax to counties that are members of a metropolitan/transportation planning organization would provide another resource for local governments in those counties to address transportation issues as well as provide a source of matching funds for programs such as the Transportation Regional Incentive Program (TRIP).

SUPPORT INDEXING OF LOCAL OPTION GAS TAXES

Current market conditions, including more fuel efficient vehicles, are greatly undermining the purchasing power of local option gas taxes. In 1997, the Legislature allowed state gas taxes to be indexed to the Consumer Price Index (CPI) each year. Providing local governments the same opportunity to index local option gas taxes would enable local governments to better address both capacity and maintenance issues. Since 1990, the purchasing power of local option taxes has decreased by approximately 40%.

SUPPORT REDUCTION OF DISTRACTED DRIVING BY DESIGNATING TEXTING WHILE DRIVING A PRIMARY OFFENSE

Traffic crashes caused by drivers using wireless communication devices continues to be a concern. In 2013, the legislation was enacted that prohibited use of such devices while driving as a secondary offense, meaning a driver has to have committed a more serious violation (i.e. speeding, careless driving) to be issued a citation for texting while driving. Designating distracted driving as a primary offense would further deter this dangerous activity.

ALLOWS STRATEGIC INTERMODAL SYSTEM (SIS) FUNDS TO BE USED ON ROADS AND OTHER TRANSPORTATION FACILITIES NOT DESIGNATED ON THE SIS IF THE IMPROVMENT 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.

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.

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.

SUPPORTS THE ADVANCEMENT OF INNOVATIVE TRANSPORTATION MOBILITY SOLUTIONS AND POLICIES THAT MAKE FLORIDA THE NATIONAL LEADER IN CREATIVE APPROACHES TO ADDRESSING TRANSPORTATION NEEDS, WHILE SIMULTANEOUSLY PROTECTING CITIZENS FROM MALICIOUS TAMPERING WITH SUCH TECHNOLOGIES BY MAKING TAMPERING A PUNISHABLE OFFENSE.

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



TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471

January 24, 2019

MINUTES

Members Present:

Commissioner Kathy Bryant (*arrived at 4:33pm*)
Councilwoman Valerie Hanchar
Councilman Justin Grabelle
Commissioner Ronald Livsey
Councilman Brent Malever
Commissioner David Moore
Councilman Jay Musleh
Commissioner Michelle Stone
Commissioner Carl Zalak (*arrived at 4:10pm*)

Members Not Present:

Commissioner Jeff Gold
Mayor Kent Guinn
Councilwoman Mary Rich

Others Present:

Robert Batsel, City of Ocala Attorney's Office
Heather Grubert, FDOT
Amber Gartner, Kimley-Horn
Jim Wood, Kimley-Horn
Alison Stettner
Carlos Rodriguez, Metric Engineering
Tom Wilder, Marion Senior Services
Oscar Tovar, City of Ocala
Alice Mitchell
Nate Grant
Gordon Mueller
Paul Marraffino
Darren Park

Steve Sherrer, RATP Dev
Oliver Cromwell, SunTran
Ken Odom, Marion County
Don Atwell, Marion County
Karen Williams, Marion Senior Services
Sean Lanier, City of Ocala
Gabriela Garcia, Metric Engineering
Doug Shearer
Michelle Shearer

Item 1. Call to Order and Roll Call

Chairman Moore called the meeting to order at 4:00 PM. Secretary Shakayla Pullings called the roll of members. A quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Pullings stated that the meeting had been published online on the TPO website and on the City of Ocala, Marion County, Belleview, and Dunnellon websites.

Item 6a. Tentative 5-Year Work Program Presentation

This item was moved up on the agenda by Chairman Moore at the request of the FDOT.

Loreen Bobo, Director of Transportation Development with the FDOT presented the Tentative 5-Year Work Program Presentation.

Ms. Bobo said the Work Program was a five-year plan that included: public transit, seaport, airport and rail projects. Transportation planning, Transportation Systems Management & Operations, engineering and design, right of way acquisition and construction activities. Also, included FDOT projects and local projects with FDOT involvement.

The total District Five Work Program funding was set at \$7,269,943,518.

Ms. Bobo talked about the Project Highlights which included Safety, Preservation, Capacity, Landscape, Bike/Pedestrian, and Miscellaneous. There was also Additions to the Five-Year Work Program in the amount of \$38,377,312.

Item 3a. NW 49th Street Interchange Project

Carlos Rodriguez with Metric Engineering presented the NW 49th Street Interchange Project.

Mr. Rodriguez said the purpose and need of the Interchange Project was to improve interstate and regional mobility within Marion County, accommodate future traffic growth, provide relief to existing interchanges at US 27 and SR 326 by providing alternate access to I-75, and improve economic vitality and promote job creation.

Mr. Rodriguez talked about the Phase 2C and Phase 2B of the NW 49th Street/ NW 35th Street Extension with Phase 2B in final design by Marion County.

The alternatives to I-75 at NW 49th Street included: Diamond Interchange Alternative, Single Point Urban Interchange, Partial Cloverleaf North East, and Partial Cloverleaf South East. The next steps were a Public Meeting that was to be held February 6, 2019 with ultimately final recommendations and documents in Spring 2020.

Item 3b. TPO Organization, Formation and Modification Procedures provided at the request of the TPO Chairman

Mr. Michael Daniels presented to the board the TPO Interlocal Agreements Summary, Potential separation of SunTran from the TPO, and MPO Voting Apportionment.

There was TPO board discussion on splitting the TPO and SunTran with the TPO having a Staff Services Agreement with Marion County and the SunTran under the City of Ocala.

There was board discussion about the responsibility of the TPO board with the TPO and SunTran under different daily management.

Mr. Bouyounes told the board that it did not matter who managed the TPO staff or SunTran that the TPO board would still be responsible for planning and projects both for the TPO and SunTran.

There was board discussion about the timeline of moving the TPO to Marion County and Mr. Bouyounes suggested that the beginning of the State's Fiscal Year July 1, 2020 would be good timing because there were many components to the move.

Mr. Zalak suggested October 1, 2018 the beginning of Marion County's fiscal year saying that he did not believe it would take more than six months to have the agreements finalized.

Ms. Stone suggested that an audit be done to see where all components of the TPO currently was. Mr. Bouyounes agreed that was a good idea when transitioning.

Mr. Daniels said that he could provide the latest audit reports on both the TPO and SunTran.

Chairman Moore entertained a motion for the presentation item.

Ms. Stone made a motion to move forward with the SunTran under the authority of City of Ocala and bringing the TPO under the direction of Marion County. Ms. Bryant seconded and the motion passed unanimously.

Item 3c. TPO Director Search

Mr. Jared Sorenson, Human Resources Director for the City of Ocala presented to the board and said that Kellie Smith, who was one of the finalist for the TPO Director position with Mr. Daniels had declined the TPO Director position and that the TPO Director position had been posted to various websites for advertisement and that there were twelve applicants with five of them meeting the minimum qualifications and that Marion County had full access to view all applicants.

Mr. Sorenson had also conducted a salary survey and had looked at MPOs throughout the state that were same in size and structure of Ocala Marion and from his research suggested the board range the salary from \$100,000 to \$110,000 with have relatively three to four years of experience.

Mr. Sorenson asked for direction on how to proceed with a Selection Committee to interview the applicants.

The board decided to put together a selection committee for the interviews that would consist of Mounir Bouyounes (Marion County Administrator), Tye Chighizola (City of Ocala Growth Management Director) or Peter Lee (City of Ocala Growth Management Chief Planning Director), and a designated representative for the Florida Department of Transportation (FDOT).

The board instructed that after the selection committee, had interviewed the applicants they would bring three to four candidates (or two candidates) to the TPO Board for final interviews.

Item 4b. Legislative Priorities

Mr. Daniels presented the Legislative Priorities which included the following:

- Support increased funding for the transportation regional incentive program
- Support expanded availability of the charter county system surtax
- Support indexing of local option gas taxes
- Support designating texting while driving a primary offense

- Allows Strategic Intermodal System (SIS) funds to be used on roads not designated on the SIS
- Establish predictable funding for transit projects
- Recognizes that federal MPO funds shall not be regarded as state funds
- Supports the advancement of innovative transportation mobility solutions while simultaneously protecting citizens from malicious tampering

Mr. Zalak made a motion to approve the Legislative Priorities. Ms. Bryant seconded and the motion passed unanimously.

Item 4b. Election of Chairman and Vice-Chairman

Ms. Bryant made a motion to elect Ms. Hanchar as Chair and Mr. Gold as Vice-Chair. Mr. Zalak seconded and the motion passed unanimously.

Item 4c. Appointment of Representatives to Central Florida MPO Alliance and MPO Advisory Council

Mr. Zalak made a motion to appoint Ms. Stone, Mr. Moore, and Mr. Gold as members for the Central Florida MPO Alliance with Mr. Wardell, Mr. Grabelle, and Ms. Hanchar as alternates. Mr. Musleh seconded and the motion passed unanimously.

Mr. Zalak made a motion to appoint Mr. Moore as the member for the MPO Alliance with Ms. Stone as the alternate. Ms. Hanchar seconded and the motion passed unanimously.

Item 4d. 2019 Meeting Schedule

Mr. Zalak made a motion to approve the 2019 Meeting Schedule. Ms. Stone seconded and the motion passed unanimously.

Item 5. Consent Agenda

Mr. Musleh mad a motion to approved the Consent Agenda. Mr. Zalak seconded and the motion passed unanimously.

Item 6. Comments by FDOT

Ms. Vickie Wyche with FDOT told the board about projects that were in PD&E for fiscal year 2020 and gave information on the February 6, 2019 Public Meeting at the Ocala Police Department for the I-75 Interchange Project.

Item 7. Comments by TPO Staff

Mr. Daniels gave a financial billing update to the board and also said that the TPO had been lifted from the Specific Conditions Requirements but wanted direction from the board to stay under the requirements allowing FDOT to review invoices and give comments prior to a final submittal of the invoices.

The board advised to stay under the requirements of FDOT to allow review of invoices.

Item 8. Comments by TPO Members

Mr. Zalak asked about the Apportionment and how to move forward.

Mr. Batsel said that the board should wait for the Census reports to come back before having the apportionment discussion.

Mr. Daniels mentioned the MPOAC Weekend Institute and asked board members to contact TPO staff if interested in attending.

Item 9. Public Comment

Michelle Shearer, 2301 SE 85th Street, Ocala, FL 34480 suggested that the TPO meeting be live streamed.

Item 10. Adjournment

Chairman Moore adjourned the meeting at 5:17PM.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant

2019

LEGISLATIVE PRIORITIES & POLICY POSITIONS

The MPOAC supports State Legislation that:

- 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 handheld 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 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.
- Supports the advancement of innovative transportation mobility solutions and policies that make Florida the national leader in creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.



Florida Metropolitan Planning Organization Advisory Council

MPOAC

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

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

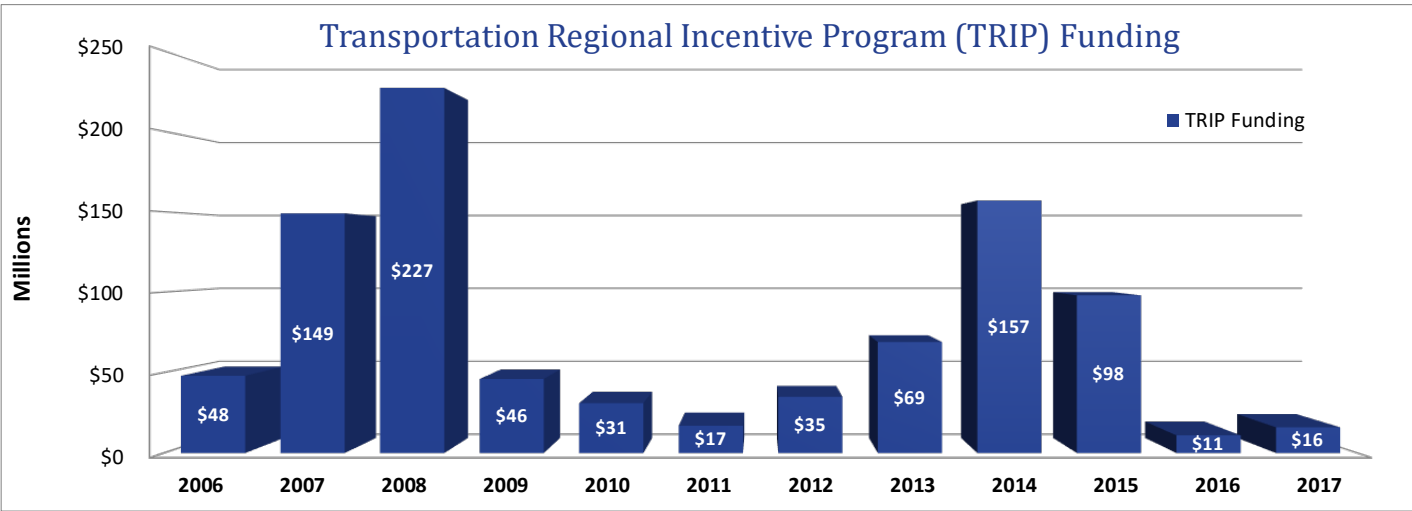
Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.
- Charge alternatively fueled vehicles a fee equal to the fuel tax paid by gasoline or diesel fueled vehicles.
- Ban legislative appropriations for individual transportation projects (commonly referred to as earmarks). As an alternative, create a competitive grant program that benefits local projects.

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

The 2013 Florida legislature enacted the "Florida Ban on Texting While Driving Law." The law prohibits operation of a moving motor vehicle while manually typing, sending or reading interpersonal communication (texting, e-mailing, instant messaging, etc.) using a wireless communications device, with certain exceptions. The law provides for enforcement of the ban as a secondary offense, meaning a driver would have to be pulled over for some other violation to get a ticket for violating the ban on texting. The 2014, 2015, 2016, 2017, and 2018 Florida Legislatures underscored the severity of distracted driving by considering bills that would have substantially increased the penalty for distracted driving, including making it a primary offense. Additionally, the legislature considered expanding the applicability of the law to include all uses of handheld electronic devices while driving. This legislative proposal would seek to strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense to use handheld electronic wireless devices while driving.

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



ADDITIONAL POLICY POSITIONS

The MPOAC Supports State Legislation that:

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

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

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

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

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

The United States Department of Transportation (USDOT) provides funding to metropolitan planning organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.

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

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

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