

I-4 CORRIDOR COALITION (REGIONAL TSMO PROGRAM)
WORKING GROUP
VIRTUAL MEETING NOTICE

HOSTED BY:



Date: Friday, August 21, 2020

Time: 10:00 a.m.

Location: VIRTUAL MEETING

PUBLIC ACCESS: To join the meeting from your computer, tablet or smartphone, please use this link:

<https://us02web.zoom.us/j/83634243512?pwd=VnpxaFY2bC85SCtBcWlycXg5TGxMdz09>

Passcode: 521502

To dial in, please see the calendar item for this meeting:

<https://metroplanorlando.org/meetings/i-4-corridor-coalition-08-13-20/>

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- [How meeting roles and public participation happen virtually](#)
- [Steps and options for making a public comment at a virtual meeting](#)

This information can be accessed at: MetroPlanOrlando.org/Virtualmeetings

AGENDA

I. Welcome	Eric Hill, MetroPlan Orlando
II. Introductions	Eric Hill, MetroPlan Orlando
III. Purpose	Eric Hill, MetroPlan Orlando
IV. Review: follow-up to July 10 Summit	Eric Hill, MetroPlan Orlando
V. Perspective: FDOT, Office of Policy Planning	Alison Stettner, FDOT

VI. **Discussion section:** what are we covering today? Eric Hill, MetroPlan Orlando

- a. State Transportation Innovation Council (STIC) Incentive Program (Tab 1)
- b. Memorandum of Regional Cooperation (Tab 2)
- c. Membership List (Tab 3)

VII. **Decision making:** Eric Hill, MetroPlan Orlando

What do we need to decide today to move forward, and what are the steps that we need to take in the next months to make that happen?

VIII. 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 1

**Proposal to the
Federal Highway Administration (FHWA)
State Transportation Innovation Council (STIC) Incentive Program
For
I-4 Corridor Coalition**

Description

This proposal is to develop an Interstate (I-4) Corridor Coalition as a multi-regional innovative planning effort to advance Transportation Systems Management and Operations (TSMO).

This corridor qualifies as a Megaregion according to the report, *Defining U.S. Megaregions* on the Federal Highway Administration (FHWA) website.¹ The Coalition is proposed between the following **Stakeholders** that have a significant role in implementing transportation planning in Central Florida. They include:

- Florida Department of Transportation
 - Central Office
 - District One
 - District Five
 - District Seven
 - Florida Turnpike Enterprise (FTE)
- MPOs/TPOs
 - MetroPlan Orlando
 - River To Sea
 - Space Coast
 - Polk
 - Hillsborough
 - Forward Pinellas
 - Sarasota-Manatee
 - Pasco

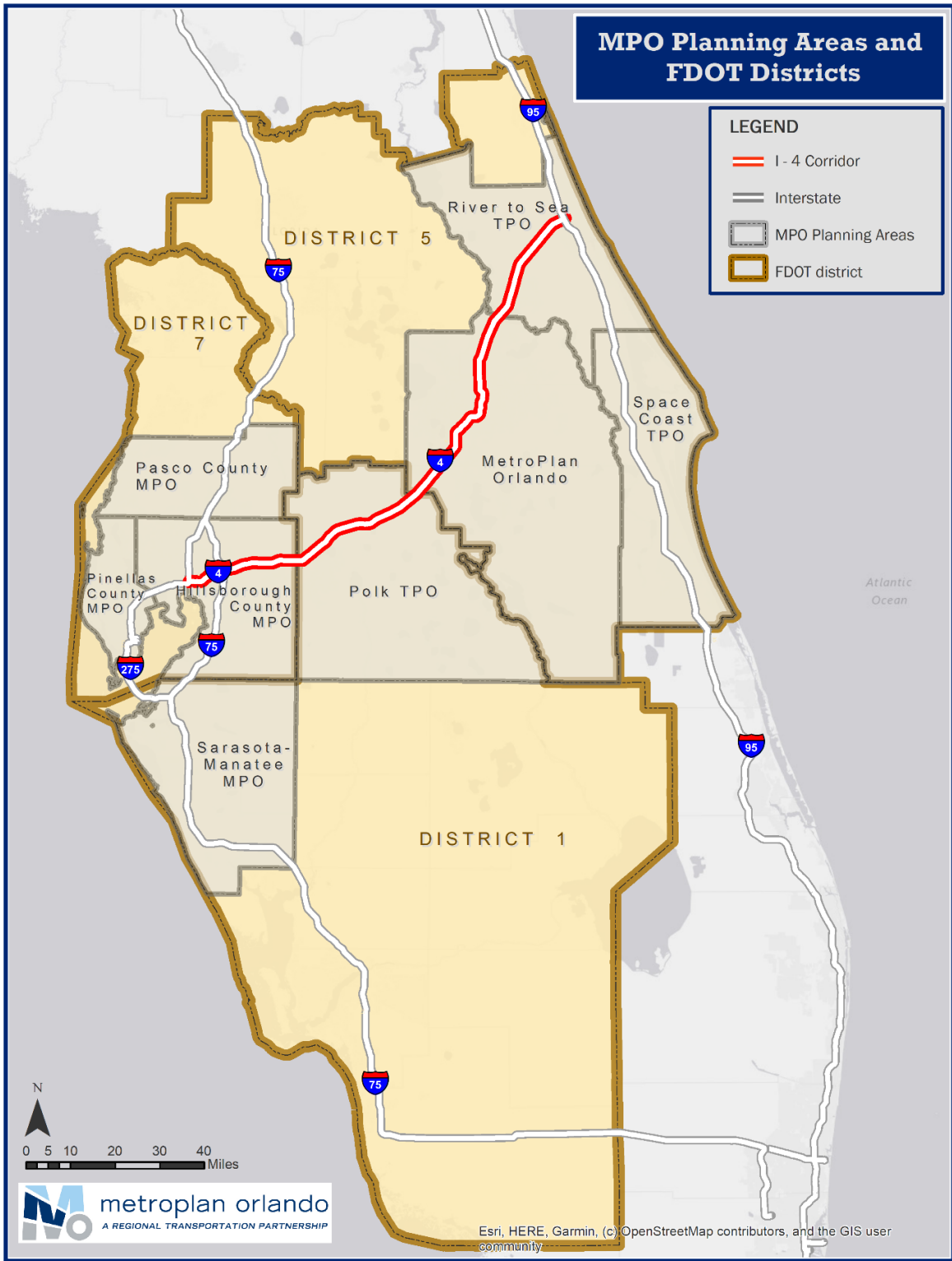
As a sub-recipient to the Florida Department of Transportation (FDOT) for the use of the State Transportation Innovation Council (STIC) Incentive Program funds, MetroPlan Orlando will coordinate the integration of multi-jurisdictional collaboration, planning and research of TSMO strategies into MPO/TPO practices and procedures; work with the other MPOs/TPOs in the I-4 Corridor to enhance the role of TSMO in meeting mobility demands and safety concerns; and provide assistance as needed to cultivate a culture at the MPOs to enable a methodology for supporting TSMO projects. It is

¹ https://www.fhwa.dot.gov/planning/megaregions/what_are/

anticipated the Coalition will showcase the benefits of exercising TSMO in a Mega-Region. Lastly, this concept will follow the framework used for establishing the I-75, I-81 and I-95 Corridor Coalitions for improving communication and coordination among the transportation partners. The focus will be the exchange of information to plan and guide mobility needs throughout the I-4 corridor using TSMO strategies.

A map of the planning agencies and FDOT Districts is provided in Figure 1 below.

Figure 1



Note: FDOT Central Office and FTE are not shown on map.

- **Background**

Residents, commuters and visitors traveling in the I-4 corridor are directly impacted by both daily and incident-related congestion on I-4 and surface roadways in the corridor. When incidents occur on I-4 blocking lanes, arterial roadways are flooded with cars and trucks trying to find a way around the delay. This by-passing traffic causes congestion, delay, safety and environmental problems within the corridor on parallel roads impacting local communities. Following are the key issues that require immediate attention:

1. Operational issues:

- One full closure every six (6) days
- Average of three (3) lane closing events per day

2. Safety issues:

- Referred to as “most dangerous highway in America” - ABC News, November 2017
 - Segment limits: west side of Tampa to I-4 Ultimate Improvement Project in Orlando
- Experiences an average of 17 fatal crashes per year

3. Economic issues:

- Florida experienced record tourism in 2018 with over 127 million visitors, most of whom visit in the Orlando and Tampa areas.
 - 4-Percent increase from 2017
- Florida’s major tourism is along I-4 which includes theme parks and beach activities in Tampa, Orlando, Cocoa Beach, and Daytona Beach.

Transportation Systems Management and Operations has become a vital and emerging discipline in transportation planning and is an effective alternative for mitigating the adverse effects of traffic congestion caused by crashes, special events, theme park events and weather. This is a result of the application of information and communication technologies (ICT) to manage and operate transportation systems. With the rise of connected and autonomous vehicles, ICT applications will expand and evolve as more innovative solutions and strategies appear in transportation operations and planning. Moreover, for transportation systems in the 21st Century, MPOs will need to further their capacity in this area through staff’s learned knowledge and understanding of its applications to improve the safety, efficiency and performance of a transportation system.

As a three county MPO, MetroPlan Orlando has been active in championing TSMO strategies for several years. This has been accomplished by: establishing TSMO as a business unit; enriching staff's abilities to integrate TSMO alternatives into investment planning; maintaining a formal TSMO Committee represented by planners and traffic engineers in the planning area; incorporating projects in our Transportation Improvement Program (TIP); and mainstreaming TSMO in the transportation planning process. Additionally, we have been successful in educating our Stakeholders on TSMO applications and benefits and to developing advocates on our Policy Board and among our State and Federal Legislators.

While MetroPlan Orlando provides an illustration of the opportunities for advancing TSMO through the planning process, it has enabled the agency to collaborate on local and regional strategies through the TSMO Consortium that is maintained by FDOT District Five. It is envisioned that a similar collaborative process can be accomplished through the STIC grant in Central Florida and can help advance the state of TSMO planning and project implementation among participating MPOs/TPOs.

- **Objective**

A knowledge transfer opportunity exists in creating an innovative relationship between MPOs/TPOs and FDOT Districts 1, 5 and 7 to develop or enhance the application of TSMO strategies in Central Florida.

MetroPlan Orlando is proposing, through a cooperative agreement between the agencies that participate, to assign Eric Hill, Director of TSMO for MetroPlan Orlando to manage the work of the Coalition. Mr. Hill is nationally recognized for his achievements in bringing TSMO to the vanguard of transportation planning and has been a leader in a variety of efforts toward integrating TSMO in the State of Florida. He is currently serving as an expert on the Federal Highway Administration (FHWA) Office of Operations project, Mainstreaming TSMO. He also currently serves on the Technical Advisory Committee for the National Operations Center of Excellence (NOCOe).

It is anticipated that the structure in place at MetroPlan Orlando could serve as a model for the Stakeholder MPOs/TPOs to practice. Thus, potentially leading to the creation of TSMO business units and formal committees at each of the MPOs, or a working group among the MPOs/TPOs and FDOT Districts in the Coalition as determined by the respective agencies. It is anticipated that this will lead to TSMO alternative strategies for the corridor.

This effort fits together nicely with the established relationship between the Central Florida MPO Alliance and the Tampa Bay Area Chairs Coordinating Committee. It also enhances the work underway by the Central Florida Autonomous Vehicles Partnership and developments by the FDOT to improve connectivity between transportation

jurisdictions in the FDOT Districts 1, 5, 7 and FTE **to** manage traffic better using existing capacity and emerging technologies.

Significant or widespread interest in solving transportation-related problems by sharing information on research, planning, technology resources and lessons learned is key to developing a successful TSMO program. This has been a popular means for State DOTs, commercial entities, and FHWA program offices to avoid duplicative efforts and achieve common goals. Pooling planning resources reduces costs and results in the efficient use of taxpayer dollars.

Lastly, given recent conversations regarding revenue forecasts and challenges in delivering ambitious Strategic Intermodal System (SIS) projects, the STIC grant will foster projects that improve efficiencies within the corridor, thereby reducing the dependence upon costly infrastructure improvements.

- **Resource Allocation**

MetroPlan Orlando is fully committed to providing the resources to cover the salary and overhead for Mr. Hill's proposed responsibilities under this arrangement and match requirements.

End Product/Result

A significant amount of work is anticipated in the areas of research and analysis of TSMO strategies, culture, decision-making, and information management that will lead to the integration and mainstreaming of TSMO throughout MPOs/TPOs and local agencies. This will include development of a business case for mainstreaming TSMO, identification of key aspects of and factors in mainstreaming with examples of successful initiatives and research. These findings will be shared with the MPOs/TPOs, municipalities, counties, operating agencies both within and outside the Coalition through white papers, case studies, videos, outreach materials and webinars.

To better understand the dynamics involved with setting up and managing a Corridor Coalition, the STIC grant will be used to conduct a Peer Exchange including Stakeholders members and members of existing Corridor Coalitions. Peer exchanges have proven to be an effective and efficient forum to transfer knowledge across the transportation profession and generate innovative strategies to address complex challenges. Peer exchanges offer a unique opportunity to not only engage in discussion and share experiences and lessons learned, but also identify potential strategies and solutions for including advancing new research, connecting agencies with technical assistance, and other activities that foster collaboration and partnerships.

As stated earlier in the Background Section, these undertakings may include sharing of studies and resources, project planning, research, staff enrichment, and creating a culture for TSMO such as promoting a “Champion” for TSMO among elected Stakeholders. The Coalition will be developed through a Memorandum of Understanding, Interlocal Agreement or Partnerships Agreement between the agencies.

FDOT and MetroPlan Orlando staff will work with the MPO/TPO Directors and staff and conduct a literature review to best evaluate the performance of the Coalition. Effective performance should be based on outcomes over which the Coalition has control, such as information sharing and expansion of TSMO programs. Qualitative measures include the extent to which the Coalition helped to foster strong working relationships and increased communication between the FDOT, MPOs, counties and cities on TSMO activities.

Lastly, I-4 corridor is host to several event venues and attractions, e.g. March Madness, Pro Bowl, Spring Break, major college bowl games, Bike Week and Super Bowl. Widely accepted data show that events contribute to approximately five percent of traffic congestion on roadways. Thus, the corridor provides a living laboratory for TSMO strategies that can mitigate congestion caused by events and provide data to enhance the complete trips of guests and residents. Besides the work envisioned for the MPOs and FDOT, it is highly probable for additional research opportunities to blossom out of the Coalition’s potential partnership with the National Institute for Congestion Reduction (NICR) at CUTR. This could include developing a TSMO curriculum as part of the Engineering, Planning and Political Science Programs.

Budget and Cost

A preliminary amount of STIC incentive funding requested and commitment of other funding for managing the Coalition is provided below in Table 1. The budget justification reflects staff labor and expenses for 12 months.

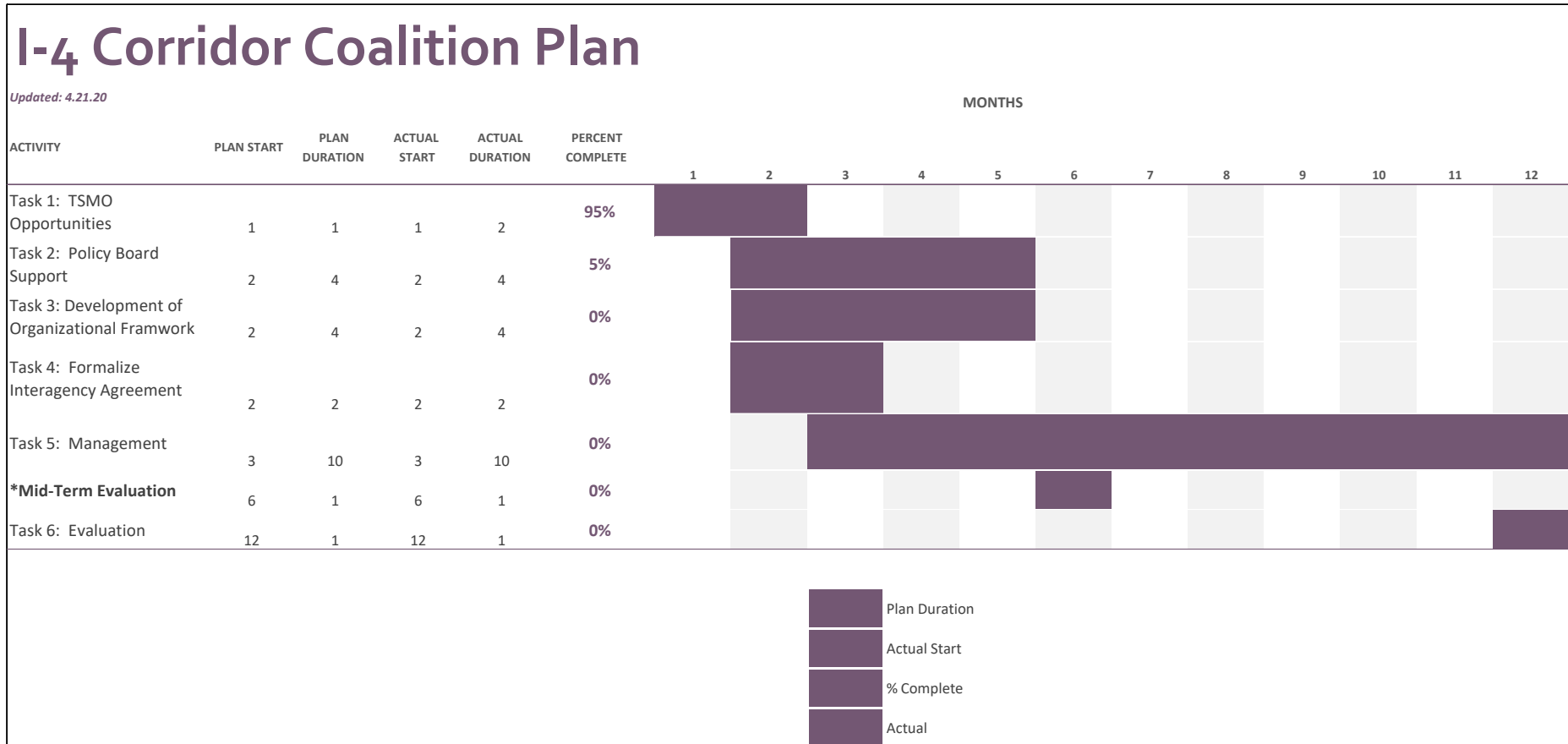
**Table 1
Preliminary Budget and Cost**

Project Name	Multi-Jurisdictional Approach to Transportation Systems Management and Operations (TSMO) Planning
MetroPlan Orlando Project Cost (FY 2019-FY 2021)	\$ 20,000
<i>Commitment of other Funds</i>	\$ TBD
STIC Funds	\$ 100,000
Total Federal Funding	\$ 100,000
% Match Request	20%

A work plan, including Tasks and project schedule are provided below in Table 2 and Figure 2. It provides a high-level description of the activities for the first year of the Coalition Plan. The activities in the Plan will be modified, as needed, to suit each of the MPOs under the agreement of the Coalition Plan. It will be used by staff to monitor the activities and progress on performance of the Plan. Lastly, it shows the Tasks, Action Steps, Responsible Party/ Partner and Completion Dates.

Table 2 Coalition Plan		
TASKS	Action Steps	Responsible Party/Partner
Task 1: Regional TSMO Opportunity	<ul style="list-style-type: none"> The MetroPlan Orlando staff will conference with Stakeholders for clarity on the need. 	MetroPlan Orlando staff
Task 2: Policy Board and Leadership Support	<ul style="list-style-type: none"> Discussion with Stakeholders to gain support from leadership and Board Members. Discussions with Stakeholders or presentation on benefits of resource sharing and successful programs. 	Stakeholders and staff
Task 3: Development of Organizational Framework	<ul style="list-style-type: none"> Discussion with Stakeholders to agree on an organizational framework. Development of framework Leverage Capability Maturity Model (CMM) to evaluate opportunities to improve TSMO effectiveness. Identify “Champions”. <i>Job description for MetroPlan Orlando Director of Regional TSMO</i> 	MetroPlan Orlando staff/Stakeholders
Task 4: Formalize Interagency Agreement	<ul style="list-style-type: none"> Review and discuss the following: agreements; logistics; allocation of time; level of responsibility; reporting arrangement; term length; resources, accountability, evaluation, etc. <i>Agreements modeled after existing agreements for state agencies in the State of Florida, or can be modeled after existing agreements in other states and transportation jurisdictions.</i> 	Stakeholders; Legal Counsel
Task 5: Management	<ul style="list-style-type: none"> Facilitate meetings and discussions. TSMO Program Plan Framework: strategic; programmatic; and tactical. Document outcomes and activities. 	Stakeholders
Task 6: Evaluation	<ul style="list-style-type: none"> Panel evaluation (3) Measurements developed under Task 4. 	Select Panel of Stakeholders

Figure 2



TAB 2



THIS MEMORANDUM OF REGIONAL COOPERATION, is between MetroPlan Orlando, Forward Pinellas, Pinellas County MPO, Hillsborough MPO, Pasco County MPO, Polk County TPO, Sarasota/Manatee MPO, Space Coast TPO, and River-to-Sea TPO (hereafter referred to as the “the M/TPOs”) and Florida Department of Transportation Districts One, Five, Seven, Central Office and the Florida Turnpike Enterprise (FTE) to facilitate cooperation and coordination of the I-4 Corridor Coalition (Regional Transportation Systems Management & Operations (TSMO) Program) in Central Florida.

Whereas, TSMO is 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; and

Whereas, when integrated at the state, regional and local levels, TSMO enhances the movement of people and goods, all with a positive impact on individual and national economic prosperity; and

Whereas, TSMO strategies, services or projects that have proven effective include: Work Zone Management; Traffic Incident Management; Special Event Management; Transit Management; Traffic Signal Coordination; Congestion Pricing; Active Transportation and Demand Management; and Integrated Corridor Management; and

Whereas, the application of Information and Communication Technologies (ICT) to manage and operate transportation systems will expand and evolve as more innovative solutions appear in transportation operations and planning, including connected and autonomous vehicles; and

Whereas, for transportation systems in the 21st Century, M/TPOs will need to advance their capacity in this area through workforce development and understanding of TSMO applications to improve the safety, efficiency and performance of a transportation system; and

Whereas, the M/TPOs provide support for and implementation of individual TSMO programs at varying levels of maturity, a means of establishing a regional cooperative approach to TSMO may facilitate regional mobility across planning boundaries in the I-4 Corridor; and

Whereas, a knowledge transfer opportunity exists in creating an innovative relationship among the M/TPOs to develop or enhance the application of TSMO strategies in Central Florida; and

Whereas, MetroPlan Orlando has been active in deploying TSMO strategies for several years by: establishing TSMO as a business unit; enriching staff’s abilities to integrate TSMO alternatives investments; maintaining a formal TSMO Advisory Committee

represented by planners and traffic engineers in the planning area; allocating resources to deploy projects in our Transportation Improvement Program (TIP); mainstreaming TSMO in the transportation planning process; and cultivating local, state and federal “Champions”; and

Whereas, as the lead agency, MetroPlan Orlando proposes, through this Agreement of Regional Cooperation, to expand the position of Mr. Eric Hill, Director, TSMO to work with each M/TPO to advance their TSMO planning activities;

Now, therefore, it is agreed that by being a signatory to this Memorandum of Regional Cooperation, the M/TPOs, FDOT and FTE agree to the following:

1. Services provided by Mr. Eric Hill are at no cost to the partnering M/TPOs. MetroPlan Orlando shall continue to employ Mr. Hill under the terms and conditions of his employment; he shall at all times be bound by all personnel policies of MetroPlan Orlando, and shall receive all benefits of a MetroPlan Orlando employee.
2. A Work Plan, attached with this Memorandum, provides a high-level description of the activities for the first year. This will be modified, as needed, to suit each of the M/TPOs that are party to this Memorandum. It will be used by staff to monitor the activities and progress on performance of the Plan. Mr. Hill will perform work for the M/TPOs at a schedule to be determined by mutual agreement of the parties to this Memorandum.
3. During the times that Mr. Hill performs work for the M/TPOs, the parties to this Memorandum agree that the M/TPOs maintain the authority to direct and oversee the work performed.
4. Technical and/or additional administrative support will be provided by existing staff from each respective M/TPO.
5. This Agreement shall have an initial term of one (1) year, from , 202x, to , 202x. This Agreement shall automatically renew in each subsequent year in which Mr. Hill provides the shared services to the MPOs, unless terminated at least sixty (60) days prior to any renewed term.

Signed, sealed, and delivered in the presence of:

MetroPlan Orlando:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

Forward Pinellas:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

Hillsborough MPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

Pasco County MPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

Polk County TPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

Sarasota/Manatee MPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

Space Coast TPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

River-to-Sea TPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

TAB 3

Regional TSMO/I-4 Corridor Coalition Working Group

Name	Email address	Organization
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