

EVERY DAY COUNTS EDC-3

REGIONAL MODELS OF COOPERATION

STATUS OF REGIONAL COORDINATION AND
PERFORMANCE MEASURES REGIONAL
COLLABORATION PILOT PROJECT



December 2016



Florida Department of Transportation

Executive Summary

Purpose

The Florida Department of Transportation (FDOT) has a long history of involvement with the Every Day Counts (EDC) program, which was initiated in 2009 by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO). The EDC program is a state-based model to aid in the identification of proven but underutilized innovations to shorten project delivery, improve safety, decrease congestion, and increase environmental sustainability at the state and local level. Three groups of initiatives have been released thus far: EDC -1, EDC-2, and EDC-3.

This report serves as an update to the EDC-3 Regional Models of Cooperation Report that was released in February 2015, which highlights the ongoing efforts of regional metropolitan planning organization (MPO) collaboration, cooperation, and coordination within Florida. It highlights the initiatives that FDOT and **Florida's MPOs have been involved with related to EDC-3**, through a review of:

- Structure of MPO Coordination in Florida
- Overview of Key Updates from Previous Report
- Accomplishments, Best Practices, and Lessons Learned
- Performance Measure Coordination and Collaboration
- FDOT Central Office Regional Coordination Efforts

Summary of Updates (Since the Last Report)

The 2015 EDC-3 Regional Models of Cooperation Report provided a rich level of context on regional transportation planning that was occurring throughout Florida—**at FDOT as well as at Florida's MPOs**. In addition to providing updated information on the level of regional collaboration occurring in Florida, this report illuminates additional information not contained in the previous report, most notably:

- **Classification of Florida's MPOs into 3 categories:**
 - MPOs that are part of a regional alliance of three or more MPOs (17 MPOs)
 - MPOs that are stand-alone multi-county and are not part of a regional alliance (3 MPOs)
 - MPOs that are contiguous with another MPO(s) working together to coordinate their regional planning efforts (7 MPOs)
- Review of regional MPO alliances, partnerships and processes
- Review of collaboration/**coordination occurring between FDOT and Florida's MPOs**
- Review of linkages between **FDOT's planning efforts with Florida's MPOs, modal partners, and numerous stakeholders**
- Notable accomplishments of regional collaboration
- **FDOT's leadership in collaborative performance management/measurement outreach**

Notable Accomplishments

FDOT and Florida's MPOs have been engaged in regional collaboration for a number of years. This report highlights some of these notable accomplishments.

FDOT

Florida has been nationally recognized for its work in performance measurement, and continues to be at the forefront of this effort nationwide. Through a collaborative process, FDOT has hosted a series of Performance Workshops at the last three annual statewide Florida Metropolitan Planning Partnership (FMPP) Statewide meetings. These workshops provide a forum for the MPOs, FDOT, FHWA and FTA to collaborate and improve the ways they conduct business and interact with each other. Key areas have been identified, and apply not only to performance reporting, but to the overall planning process. As a result of increased collaboration between FDOT and the MPOs, a Performance Measures Collaboration **Pilot Project was launched to analyze the effort required to develop performance reports for Florida's MPOs.** The resulting effort is meant to standardize the performance reporting process and develop a dataset to be used by **Florida's** MPOs for performance measure development.

FDOT Central Office has been involved with a variety of different efforts related to statewide/regional coordination, including:

- Florida Transportation Plan (FTP) and Strategic Intermodal Systems (SIS) Policy Plan - Over the past two years, FDOT has been engaged in a collaborative process with its partners to update the Florida Transportation Plan (FTP), which is the long-range transportation plan for the state of Florida, and the Strategic Intermodal Systems (SIS) Policy Plan, which includes policies for the **development and implementation of Florida's statewide high-priority network of transportation facilities.** **FDOT has been a leader in coordinating its planning efforts with Florida's MPOs and other numerous stakeholders, with participation from approximately 15,000 individuals.**
- Performance Measurement - Florida has been nationally recognized for its work in performance measurement, and continues to be at the forefront of this effort nationwide. FDOT has been producing annual performance reports since 2013 that not only address the requirements first established in MAP-21, but have also been at the forefront of progressively targeting performance priorities.
- **Florida's Future Corridors Initiative - The Florida's Future Corridors Initiative is a statewide effort led by FDOT in collaboration with statewide, regional and local partners to plan for the future of Florida's major statewide transportation corridors over the next 50 years. This effort, which was coordinated with the update of the FTP, is coordinating the planning for a transportation system that will maintain Florida's economic competitiveness and quality of life while addressing the state's transportation needs.**
- Safety - FDOT aims to continually improve the safety of the traveling public through the development and implementation of the Florida Strategic Highway Safety Plan (SHSP), which was updated this year. The SHSP was updated by FDOT in coordination with other state agencies, metropolitan planning organizations, local governments, and other stakeholder partners.

MPOs

Florida's MPOs are actively engaged in regional coordination efforts in carrying out their transportation planning activities. Through these efforts, the MPOs have been successful in identifying key regional priorities, streamlining project development, and ensuring broad public participation. These approaches

vary from MPO to MPO, and many have been fine-tuned over the years to produce a process that can be used as an example for other MPOs. Though not exhaustive, some key successes include:

- The Central Florida MPO Alliance (CFMPOA) is using a bottoms-up approach to develop a 2040 Regional LRTP that builds upon individual MPO LRTPs adopted throughout the region.
- MegaRegion joint meetings between the CFMPOA and the Tampa Bay Area Regional Transportation Authority (TBARTA) MPOs Chairs Coordinating Committee engages business leaders in transportation planning and maintains relationships among officials.
- The Southeast Florida Transportation Council (SEFTC) is partnering with FDOT in a pilot test designed to produce data for nine mobility performance measures.
- Each of the MPOs in the SEFTC will be partnering to conduct the 4th Annual Safe Streets Summit in January 2017, which is South Florida's premier educational event aimed at promoting and creating healthier, safer, and more vibrant communities by encouraging and building the necessary skills to implement Complete Streets.
- The Broward MPO managed development of the Southeast Florida Freight Plan which became the Freight element of the SEFTC Regional Transportation Plan.
- The TBARTA MPOs Chairs Coordinating Committee adopted regional project priorities that are **intended to improve the region's transportation system, economy, and quality of life.**
- At the urging of the Tampa Bay Transportation Management Area (TMA) Leadership Group, and funded by FDOT, the Hillsborough Area Regional Transit Authority (HART) is leading a regional feasibility study of premium transit options for the three-county area.
- The regional Martin-St. Lucie Regional Waterways Plan, an initiative of the Martin MPO and St. Lucie TPO, explores strategies to leverage the economic benefits of its waterways.
- The North Florida TPO funded the construction of a Regional Transportation Management Center (RTMC) in 2015 to foster collaboration between agency partners. The RTMC is home to FDOT, **Florida Highway Patrol, Florida Fish and Wildlife Conservation Commission, Jacksonville Sheriff's Office** and other entities.
- The Northwest Florida RTPO is holding its third Emerald Coast Transportation Symposium to provide a leadership forum on cross-organizational collaboration and the sharing of best practices and innovation.

Going Forward

The potential of planning is being realized in Florida. This report demonstrates that a wide range of regional coordination activities are occurring that enhance the transportation decision-making process. Particularly important are those activities that recognize that transportation impacts transcend geographic boundaries and as such organizations must collaborate to have the greatest impact possible. Further, Florida appears to be a unique model of **state-regional collaboration with FDOT's active involvement** in the MPO planning process, including but not limited to participation in regional planning forums, technical assistance, and partnership on major initiatives such as performance measurement.

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1. Introduction

Overview of FHWA Every Day Counts Program

The Every Day Counts (EDC) program was initiated in 2009 by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO). The EDC program is a state-based model to aid in the identification of proven but underutilized innovations and to quickly apply these methods to shorten project delivery, improve safety, decrease congestion, and increase environmental sustainability at the state and local level. Greater streamlining of the project delivery process through the use of proven innovative ideas can increase efficiency and effectiveness. This process is intended to reduce costs, which in turn can be used for other projects.

In order to promote the use of underutilized, yet proven practices, they must first be identified. Partnering with state and local agencies, FHWA utilizes the EDC model to identify innovative practices, which stakeholders help to select every two years through a collaborative and cooperative process. The EDC process considers innovative practices across a wide range of planning, environmental, and **engineering topics. Criteria considered during the selection process included “market readiness, impacts, benefits, and ease of adoption of the innovation.”** The first set of innovative practices, labeled EDC-1, were selected in 2011. The second round of projects labeled EDC-2 kicked-off in 2013, and the third round of projects labeled EDC-3 kicked-off in 2015. The newest round of projects labeled EDC-4 will commence in 2017.

For all EDC projects, once innovative practices are identified, they are refined through a series of summits across the country. This process was initiated through collaboration with state and local stakeholders focusing on the identification of innovative practices that were most applicable to each subject area. Performance goals were then established to measure progress over the two-year period. This information was shared with stakeholders to educate others about innovative practices, project delivery, and management nationwide.

This report describes the efforts of the Florida Department of Transportation (FDOT) as it documents the **regional collaboration/cooperation occurring among Florida’s 27 metropolitan planning organizations (MPOs)** as part of the EDC-3 process of Models of Regional Cooperation.

Summary of the 2015 EDC-3 Regional Models of Cooperation Report

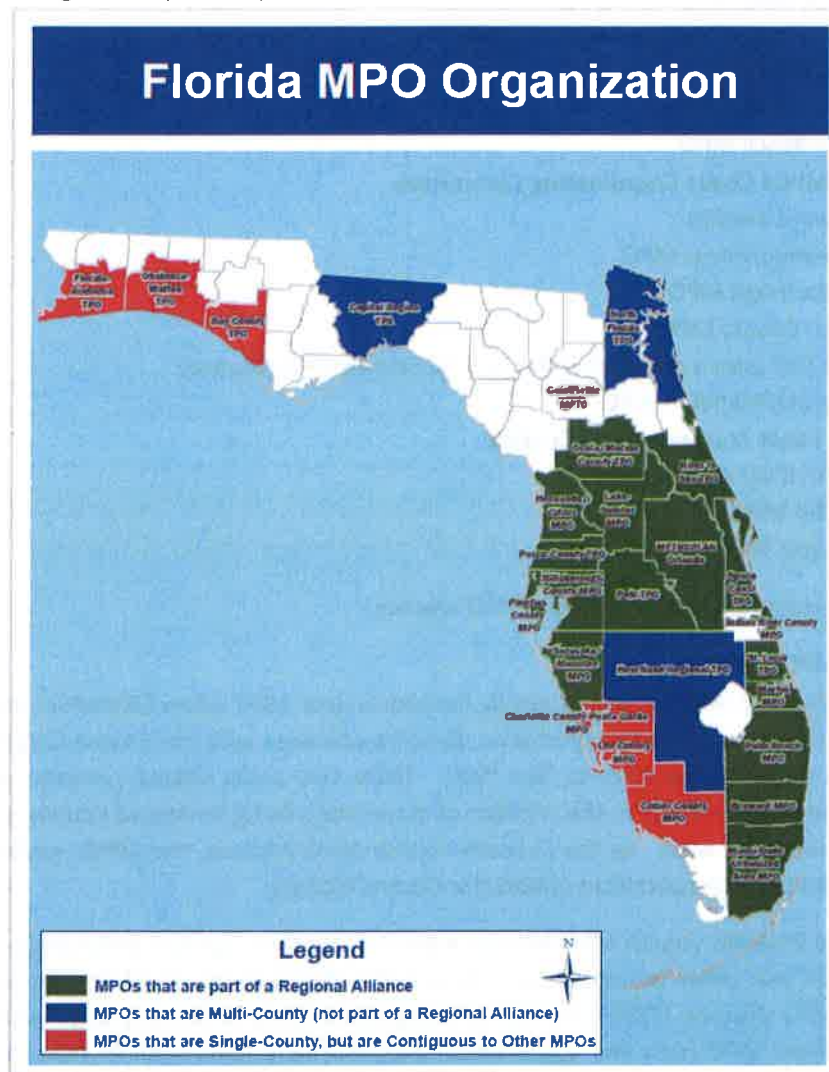
The Florida Department of Transportation (FDOT) has long been involved with EDC initiatives. Previous initiatives focused on construction and design related initiatives. Florida welcomed the opportunity to be involved in the first EDC planning initiative. The effort was kicked-off with the regional coordination workshop in Tampa hosted by the FHWA Regional Models of Cooperation team in 2014. FDOT staff also attended the coordination meeting held in North Carolina in December, 2014. With 27 Florida Metropolitan Planning Organizations (MPOs), regional coordination is essential, as planning activities span multiple jurisdictional boundaries. The EDC-3 Regional Models of Cooperation Report issued in February 2015 outlined the history of Florida’s regional MPO coordination.

At the statewide level, the MPO Advisory Council (MPOAC), which was established by the Florida **Legislature in the late 1980's, also facilitates** planning efforts by providing an opportunity for increased **coordination through a Council that involves representatives from all of Florida's MPOs. As a result of** this, and many other efforts by state and local partners, regional transportation projects have been coordinated and implemented statewide.

2. Structure of MPO Regional Coordination in Florida

As of 2016, formal coordination agreements exist between 22 of Florida's 27 metropolitan planning organizations (MPOs) to further facilitate their planning coordination activities. Within this effort each Florida MPO has been classified into one of three groups:

1. MPOs that are part of a regional alliance of three or more MPOs (17 MPOs),
2. MPOs that are stand-alone multi-county and are not part of a regional alliance (3 MPOs), or
3. MPOs that are contiguous with another MPO(s) working together to coordinate their regional planning efforts (7 MPOs).



The following is a brief description of the three types of organizational approaches that Florida's MPOs are utilizing to coordinate across regional areas.

Regional Alliance of MPOs

Of Florida's 27 MPOs, 17 MPOs belong to one of four regional alliances. The four regional alliances include the following MPOs:

- **Central Florida MPO Alliance**
 - Lake-Sumter MPO
 - MetroPlan Orlando
 - Ocala/Marion TPO
 - Polk TPO (also a member of the TBARTA MPO Chairs Coordinating Committee)
 - River to Sea TPO
 - Space Coast TPO
- **Southeast Florida Transportation Council**
 - Broward MPO
 - Miami-Dade MPO
 - Palm Beach MPO
- **TBARTA MPOs Chairs Coordinating Committee**
 - Forward Pinellas
 - Hernando/Citrus MPO
 - Hillsborough MPO
 - Pasco County MPO
 - Polk TPO (also a member of the Central Florida MPO Alliance)
 - Sarasota/Manatee MPO
- **Treasure Coast Transportation Council**
 - Indian River County MPO
 - Martin MPO
 - St. Lucie TPO

Below is a brief description of each regional MPO alliance.

Central Florida MPO Alliance

The Central Florida MPO Alliance was originally formed in June 1997 when MetroPlan Orlando entered into an agreement to coordinate transportation planning activities with the Volusia County MPO (which later changed its name to the River to Sea TPO). These two areas shared common and immediate transportation issues, due largely to the number of commuters living in Volusia County and traveling to the Orlando metropolitan area. As the Orlando-Volusia MPO Alliance, the MPOs worked together to coordinate and improve transportation options for Central Florida.

The success of the Orlando-Volusia MPO Alliance encouraged other counties in the region to coordinate planning efforts so that other transportation needs and regional issues could also be addressed. The Central Florida MPO Alliance (CFMPOA) was officially established in January 2001 with membership including the Brevard MPO (now the Space Coast TPO), the Lake County MPO (now the Lake-Sumter MPO), MetroPlan Orlando, and the Volusia County MPO (now the River to Sea TPO). Since then, the Alliance's regional membership has expanded to include the Ocala/Marion TPO and the Polk TPO. The

Alliance was further strengthened in 2005 when the MPOs entered into an inter-local agreement. The 18 voting members of the CFMPOA Policy Board are augmented by non-voting advisors from the FDOT Districts 1 and 5 and the Florida Turnpike Enterprise. The CFMPOA Policy Board meets quarterly in the MetroPlan Orlando offices and operates under the basis of consensus. The CFMPOA does not have subcommittees.

Annual funding for the CFMPOA is \$30,000 -- \$5,000 from each member. Additional funds are raised through special assessments for joint studies and other regional initiatives. The annual contribution from the members is used for staff support, including but not limited to, staff support, off-site meeting expenses, meeting advertising costs, and other related administrative expenses.

Individual member MPOs contract with consultants for a variety of planning activities. While there is no dedicated CFMPOA website, MetroPlan Orlando hosts CFMPOA documents and other relevant information on a dedicated page on its website:

<http://www.metroplanorlando.com/partnerships/central-florida-sm-po-alliance>

Southeast Florida Transportation Council

The Southeast Florida Transportation Council (SEFTC) is comprised of three MPOs: the Broward MPO, the Miami-Dade MPO, and the Palm Beach MPO. The SEFTC was formed through an inter-local agreement in 2005 following the designation of Miami-Dade, Ft. Lauderdale, and West Palm Beach as a single urbanized area as a result of the decennial 2000 U.S. Census. This paved the way for the first meeting in January 2006. The SEFTC was created under Section 339.175, Florida Statute, to serve as a forum for policy coordination and communication to carry out regional initiatives agreed to by the three MPOs. The SEFTC inter-local agreement states that SEFTC is responsible for producing a regional long range transportation plan, a process for prioritizing regional projects, developing a regional public involvement process, and the development of performance measures to assess the effectiveness of regional coordination activities.

The SEFTC governing board, comprised of members from each of the three MPOs, meets quarterly. The location of the meetings rotates between the offices of the member MPOs, Regional Planning Councils, and the South Florida Regional Transportation Authority (SFRTA). The SEFTC receives staff support from the Regional Technical Advisory Committee (RTTAC), which is made up of staff from the three MPOs, FDOT Districts 4 and 6, the Florida Turnpike Enterprise, the Miami-Dade Expressway Authority, the SFRTA, the four local transit agencies, and the two Regional Planning Councils. A principal responsibility of the RTTAC is to address many of the issues brought before the SFRTC and to make recommendations to the SEFTC Leadership.

The SEFTC staff is responsible for developing a Regional Long Range Transportation Plan, for organizing and managing the SEFTC meetings, keeping meeting minutes, managing the <http://www.seftc.org/> website, and coordinating activities between the three member MPOs. The SEFTC website contains various information about the agency including contact information, meeting schedules and minutes, committees and documents produced by SEFTC. Each MPO contributes equally towards the cost of consultant services, as well as providing staff to the Board and various committees. This funding commitment is included in the Unified Planning Work Programs (UPWPs) of each MPO.

The RTTAC provides support to four subcommittees, which focus on different technical aspects of regional collaboration:

- The RTTAC Modeling Subcommittee consists of modeling experts from various agencies throughout the region. This group collectively determines guidelines, policies, and technical applications for travel demand modeling activities in the Southeast region.
- The RTTAC Regional Public Participation Subcommittee consists of the Public Information Officer from the three MPOs, and FDOT Districts 4 and 6. The Subcommittee focuses on regional-level public involvement activities in Southeast Florida.
- The RTTAC Freight Subcommittee consists of private, air, rail and sea freight providers and representatives from the airport, seaport, rail industries and Chamber of Commerce, the three MPOs, the two Regional Planning Councils, FDOT, and others.
- The RTTAC Transportation System Management and Operation (TSM&O) Subcommittee consists of traffic management experts from the three MPOs and FDOT Districts 4 and 6. The focus is on Intelligent Transportation System (ITS) applications and equipment to manage regional transportation operations and address congestion issues.

TBARTA MPOs Chairs Coordinating Committee

The Tampa Bay Area Regional Transportation Authority (TBARTA) MPOs Chairs Coordinating Committee is comprised of six MPOs: Forward Pinellas, the Hernando/Citrus MPO, the Hillsborough MPO, the Pasco County MPO, the Polk TPO, and the Sarasota/Manatee MPO. Originally known as the West Central Florida MPO Chairs Coordinating Committee (CCC) when formed in 1993 following the 1990 census and redesignation of the regions MPOs; the CCC at that time consisted of three MPOs: the Hillsborough MPO, the Pinellas County MPO (which later changed its name to Forward Pinellas), and the Pasco County MPO. It was the first MPO alliance in Florida, and the only one created by state statute. When the Hernando County MPO joined the CCC, the name was changed to the Tampa Bay Area's Chairs Coordinating Committee. In 2000, the Polk TPO and the Sarasota/Manatee MPO were added through an amendment to Florida Statute and the name was changed to the West Central Florida Chairs Coordinating Committee. In 2004, an inter-local agreement was signed between the members of the Chairs Coordinating Committee. The CCC functioned through this inter-local operating agreement among the partner MPOs, which provided for the Chair rotation and the process for coordinating regional meetings of the group. MPO staff directors and other regional agency partners met every two weeks to coordinate the region's transportation planning activities. Each MPO contributed financially to the development of regional transportation plans and work products.

In 2007, the Tampa Bay Area Regional Transportation Authority (TBARTA) was created to develop and implement a regional transportation Master Plan covering seven counties within the Tampa Bay region. The TBARTA consisted of a:

- Governing Board made up of elected officials and appointed members throughout the region,
- Citizens Advisory Committee made up of citizen representatives appointed by the TBARTA Board,
- Transit Management Committee made up of the executive directors of the transit agencies in the region, and
- Land Use Working Group made up of representatives from local government and regional land use planning agencies, environmental groups, development community, transportation agencies, and the public.

Over time, the rotating responsibilities established in the original inter-local agreement signed in 2004 largely shifted from the CCC to TBARTA, as well as the coordination of meetings. In 2011 the CCC entered into an agreement with TBARTA to provide administrative services to the CCC, with each MPO providing \$5,000 annually to cover these activities. Over the past several years, the CCC and TBARTA have integrated their regional planning efforts more closely, and as of July 1, 2016, the CCC was merged into TBARTA. The CCC is now referred to as the TBARTA MPOs Chairs Coordinating Committee. Florida Governor Rick Scott signed House Bill 7061 into law merging the CCC into TBARTA.

The TBARTA MPOs CCC Board includes voting and non-voting members. The six voting members include the Chairs of the six MPOs/TPOs. The non-voting members include the FDOT Secretaries from District 1 and 7, the Florida Turnpike Enterprise, TBARTA, and the Central Florida, Tampa Bay and Southwest Florida Regional Planning Councils. The Board conducts two meetings a year, one in the summer and one in the fall.

Treasure Coast Transportation Council

The Treasure Coast Transportation Council (TCTC) is comprised of three MPOs: the Indian River County MPO, the Martin MPO, and the St. Lucie TPO, and was formed by an inter-local agreement in 2006. The agreement resulted in a collaborative forum to coordinate the efforts between the MPOs. Representatives from all three MPOs comprise the six voting members of the TCTC; two elected officials from each MPO/TPO. The Council also includes three ex-officio, non-voting advisors—one from FDOT District 4, one from the Florida Turnpike Enterprise, and one from the Treasure Coast Regional Planning Council.

Each MPO has an equal role as a member of the TCTC, in the collaborative development of the 2040 Regional Long Range Transportation Plan (RLRTP) and the annual prioritized regional project list. Each of the MPOs of the TCTC dedicates federal PL planning funds for regional planning to support the TCTC through the inclusion of a regional task in their respective Unified Planning Work Programs (UPWPs). In the current UPWPs, each MPO has dedicated \$20,000 for the development of the 2040 RLRTP. Each MPO takes turns supporting and hosting meetings and managing regional planning projects such as the RLRTP. The TCTC meets annually to coordinate regional planning issues, projects, and funding. There is no formal TCTC website, but information about the TCTC can be found on each member MPO's website.

Stand Alone Multi-County MPOs

There are three stand-alone multi-county MPOs in Florida that are not currently a member of a regional coordinating alliance. These MPOs include the North Florida TPO, the Capital Region TPA, and the Heartland Regional TPO. Since these MPOs are multi-county, regional coordination is largely satisfied within the boundaries of the respective MPOs. Below is a brief description of these MPOs.

North Florida Transportation Planning Organization

The North Florida Transportation Planning Organization (North Florida TPO) consists of members from Clay, Duval, Nassau, and St. Johns counties. The TPO board consists of elected officials representing the counties and municipalities, and other members representing various transportation authorities, including the Jacksonville Aviation Authority, the Jacksonville Port Authority, the Jacksonville Transportation Authority (JTA), the Nassau County Ocean Highway and Port Authority, and the St. Augustine-St. Johns County Airport Authority. There are also three non-voting advisors consisting of a county commissioner from both Baker and Putnam counties as well as the Commanding Officer from the

Naval Air Station in Jacksonville. The FDOT District 2 Secretary serves as an advisor to the North Florida TPO.

The North Florida TPO augments its federal funds through an annual assessment of its member governments, using a 25 cents per capita by county formula. In addition, the various Authorities pay one-sixth the assessment of the county they are located in. The North Florida TPO operates under four agreements: (1) an Inter-local Agreement (between all members), (2) an Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement, (3) a Metropolitan Planning Agreement, and (4) a Transportation Regional Incentive Program (TRIP) Agreement. The six-county North Florida TRIP Agency approves TRIP funding. The North Florida TPO along with Baker and Putnam County Commission representatives serve on the TRIP Agency Board.

Capital Region Transportation Planning Agency

The Capital Region Transportation Planning Agency (CRTPA) consists of members from Gadsden, Jefferson, Leon, and Wakulla counties. The organization is memorialized via an inter-local agreement that includes the signatures of all four counties, 10 incorporated municipalities, the Leon County School Board, FDOT District 3, and the CRTPA Board. **The City of Tallahassee serves as the “host” government to the CRTPA through a staff services agreement that provides office space, accounting services, procurement and other necessary functions that are paid for by an “allocated cost” assessment.**

The CRTPA board structure uses a weighted voting system that accounts for changes based on the decennial census. The vote of each representative is based on the population that they represent from the decennial census. For example, Leon County and the City of Tallahassee were the CRTPA’s original members (before expansion to the four-county area) when the Tallahassee-Leon County MPO was established in the late 1970’s. **These two governments represent 75 percent of the population and therefore have 75 percent of the weighted vote of the organization.** The two governments have always utilized a 50/50 approach in decision-making whether it be as the Tallahassee-Leon County MPO or the CRTPA. Therefore, 75 percent of the vote is further shared between the county and the city (after providing one voting point to the Leon County School Board) with each having a weighted vote of 37 points. The remaining 25 votes are divided among the other three counties taking into account the decennial census population. In addition to the voting members, the CRTPA board also has non-voting members from the StarMetro transit agency, FDOT District 3, FHWA and the Apalachee Regional Planning Council.

It should be noted that the CRTPA was not required to become a regional organization. Gadsden, Jefferson, and Wakulla counties are rural counties that recognized the importance and value of being **involved with the region’s transportation activities.** Leon County and the City of Tallahassee saw the need to expand beyond their boundaries to effectively consider regional transportation and coordination activities.

The CRTPA’s priority is to ensure that all member governments have the opportunity to pursue various projects, including but not limited to various state funding programs, such as the County Incentive Grant Program and the Small County Outreach Program. This is above and beyond the annual Priority Project Process or the LRTP.

Heartland Regional Transportation Planning Organization

The Heartland Regional Transportation Planning Organization (HRTPO) consists of members from DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee counties and the cities of Sebring and Avon Park. The formational meeting of the HRTPO took place on April 29, 2015. The Heartland RTPO counties also form the South Central Economic Region of Florida.

The HRTPO is the newest of Florida's MPOs and was designated by Governor Rick Scott on November 17, 2014. The HRTPO organizational structure reflects an approved membership apportionment plan that includes 12 voting members with weighted voting. The weight per vote is proportionate to each local government's share of the total planning area population. The Counties of DeSoto, Glades, Hardee, Hendry and Okeechobee have a combined weighted vote of 61 percent, while Highlands County has 39 percent of the weighted total. The Town of Lake Placid and the Cities of Avon Park and Sebring are members of the board and have a portion of the votes within Highlands County. The Inter-local agreement creating the HRTPO was signed on April 28, 2015 between the respective counties, municipalities and FDOT. The staff services agreement between the Central Florida Regional Planning Council and the HRTPO was executed on May 13, 2015.

Contiguous MPOs

There are six MPOs that are contiguous/adjacent to one another (or another county) *and* are working cooperatively together, but are not members of a regional MPO coordinating alliance. These MPOs include the Bay County TPO, the Charlotte County-Punta Gorda MPO, the Collier MPO, the Florida-Alabama TPO, the Gainesville MTPO, and the Okaloosa-Walton TPO. Below is a brief description of these MPOs and the counties and organizations they collaborate with.

Bay County Transportation Planning Organization

The Bay County Transportation Planning Organization (TPO) is the local, intergovernmental transportation policy board for Bay County, Florida. The TPO's 18 member Governing Board is comprised of local government officials who make decisions regarding transportation at the county-regional level. The staff services for the Bay County TPO are provided by the Northwest Florida Regional Planning Council through a staff services agreement.

The Bay County TPO is also a key member of the Bay, Gulf, Holmes, and Washington Regional Transportation Partnership (RTP), which is comprised of representatives from the Bay County TPO along with representatives from the counties of Gulf, Holmes, and Washington. This partnership was formed in response to a growing awareness that transportation is regional in nature and that growth occurs across city limits and county boundaries. The Bay, Gulf, Holmes, and Washington RTP has two main purposes: 1) to implement regional coordination, and 2) to establish the regional partnership required by Florida Statutes to apply for the Transportation Regional Incentive Program (TRIP) funding. The Bay, Gulf, Holmes, and Washington RTP adopted criteria for the selection of regionally significant transportation facilities and services in 2006 and adopted bylaws in 2007 (which were later amended in 2010).

Charlotte County-Punta Gorda Metropolitan Planning Organization

The Charlotte County-Punta Gorda MPO is a single-county MPO. The MPO was designated in 1992, and its board consists of 5 voting members. The staff operates under a Staff Services Agreement with the Charlotte County Government. The Charlotte County-Punta Gorda MPO has inter-local agreements with both the Lee County MPO and the Sarasota/Manatee MPO. These agreements require public notice and

outreach to ensure public involvement for all regional activities. The boundaries of the Cape Coral Urbanized Area and the North Port-Port Charlotte Urbanized Area have been growing closer as population has increased, though they remain several miles apart from each other. It is become increasingly common for residents of southern Charlotte County (those living in Charlotte Harbor) to travel to Lee County for work, shopping, and recreation. Recognizing this increase in cross-county travel, the Charlotte County-Punta Gorda and the Lee County MPOs held a joint meeting of the two MPO Governing Boards in March of 2010. That same year, they adopted an inter-local agreement to establish a forum for regional transportation issues and coordinating regional transportation planning and policy decisions. The administrative duties associated with each meeting are performed by the staff of each member MPO on **a rotating basis. As part of the MPO's annual Regional Cooperation efforts with its neighboring MPOs**, they update the Regional Roadway Network and submit a list of priority projects for regional funding consideration.

Collier Metropolitan Planning Organization

The Collier MPO is a single-county MPO, designated in 1982, and is currently governed by an MPO Board consisting of nine members. The Collier MPO 2013 Apportionment Technical Memorandum is a plan that outlines the boundaries and jurisdiction of two separate MPOs – the Collier MPO and the Lee County MPO. It follows an earlier decision made by the two MPOs to not pursue consolidation or alter their metropolitan planning boundaries. Instead, the two MPOs directed staff to develop a joint resolution for coordinated transportation planning and policy activities in the bi-county region to promote regional solutions and enhance overall regional transportation system efficiency. The joint resolution was adopted by the Collier MPO on February 14, 2003 and by the Lee County MPO on March 21, 2003. Inter-County Agreements are an important component of the regional coordination between the two MPOs. The 2004 Inter-local Agreement for Joint Regional Transportation Planning was amended on March 20, 2009 to update provisions, set quorum provisions for joint meetings of the two governing bodies, provide for joint long range transportation plans with a focus on regional networks, joint regional project priorities, and a joint regional public involvement process and web page to be hosted on the Lee County MPO website. Notably, a conflict resolution clause was also added to the agreement. Joint MPO policy board meetings are held at least once a year. The inter-local agreement also allows for the respective MPO staff to serve as a voting member on each other's MPO's technical advisory committee.

Lee County Metropolitan Planning Organization

The Lee County MPO is responsible for transportation planning in the cities of Bonita Springs, Cape Coral, Fort Myers and Sanibel, the town of Fort Myers Beach, the Village of Estero, and unincorporated Lee County. The Lee County MPO has 18 members, including all five county commissioners, elected officials representing each incorporated area, plus the FDOT District 1 Secretary or designee. The Board meets monthly to provide direction for future transportation improvements and projects.

The MPO is located in Southwest Florida between two adjoining MPOs: the Collier MPO to its south and the Charlotte-Punta Gorda MPO to its north. The Collier and Lee County MPOs entered into an Inter-local Agreement for Joint Regional Transportation Planning and Coordination on March 20, 2009. This agreement establishes the commitment by the parties to develop joint regional transportation planning products and processes for the bi-county regions of Collier and Lee counties and provides targeted timeframes for their development. Likewise, on December 13, 2009 the Lee County MPO and the Charlotte County-Punta Gorda MPO entered into an Inter-local Agreement. The agreement codifies the

commitment by the parties to coordinate and collaborate in good faith and due diligence toward the development of joint regional transportation planning products and processes for the bi-county region of Charlotte and Lee counties.

Northwest Florida Regional Transportation Planning Organization

The Northwest Florida Regional Transportation Planning Organization (RTPO) consists of Escambia, Santa Rosa, Okaloosa, and Walton Counties. Originally established to implement a formal coordination process between the then-Pensacola MPO and the then-Ft. Walton Beach MPO, the Northwest Florida RTPO strives to plan for the future transportation needs of the region in a collaborative manner that is beneficial to all residents and visitors. Today, the Northwest Florida RTPO encompasses most of the planning boundaries of two adjacent MPOs: the Florida-Alabama TPO and the Okaloosa-Walton TPO. While the Florida-Alabama TPO is comprised of members from the City of Orange Beach and Baldwin County in Alabama, the Northwest Florida RTPO has members from Florida only.

The inter-local agreement creating the Northwest Florida RTPO was established on June 17, 2004. The agreement provides that the organization shall prepare and approve a regional transportation plan and to determine regional transportation policies and priorities. It also provides that the preparation of the plan, policies and priorities shall be a collaborative process whereby the two MPOs within the Northwest Florida RTPO shall approve those documents prior to adoption by the Northwest Florida RTPO Governing Board. There are sixteen voting representatives on the Northwest Florida RTPO Governing Board—eight from each of the two member TPOs. The FDOT District 3 Secretary serves as a non-voting representative on the Governing Board. Both the Florida DOT and the Alabama DOT participate in the activities of the Organization and provide project updates at meetings. The Northwest Florida RTPO meets quarterly in a regionally central location. The West Florida Regional Planning Council provides staff support to the Florida-Alabama TPO, the Okaloosa-Walton TPO, and to the Northwest Florida RTPO. The Organization is also supported by a technical working group comprised of members of the MPO Technical Advisory Committees from both MPOs.

Gainesville Metropolitan Transportation Planning Organization

The Gainesville Metropolitan Transportation Planning Organization (MTPO) is a single-county MPO consisting of all five Alachua County Commissioners and all six Gainesville City Commissioners. Non-voting members include a Rural Advisor, the FDOT District 2 Secretary and the University of Florida President or designee. MPO staffing is provided by the North Central Florida Regional Planning Council through a professional services agreement. The Gainesville MTPO is funded by the Federal Highway Administration, the Federal Transit Administration, Alachua County and the City of Gainesville.

The Gainesville MTPO coordinates with the Ocala/Marion TPO for the purpose of participation in the Transportation Regional Incentive Program (TRIP). An Executive Committee, composed of one Alachua County Commissioner, one Marion County Commissioner, one City of Gainesville Commissioner and one City of Ocala Commissioner meet on an as-needed basis to act on applications for TRIP program funding. **The MTPO's regional planning efforts focus on the preparation of a Regional Transportation Plan and Visioning Document, along with coordinating with other MPOs within the region, the North Central Florida Regional Planning Council, and other regional agencies.**

3. Overview of Key Updates from Previous Report

MPO Regional Coordination Alliances, Partnerships and Processes

This update of the Every Day Counts (EDC-3) Report on Regional Models of Cooperation expands and enhances the original February 2015 FDOT report. It updates much of the information on MPOs who are part of a regional alliance with a focus on MPO accomplishments and creative or unique approaches. The report also contains a new section on multi-county Stand Alone MPOs which are not part of a regional alliance. The organizational structure and accomplishments of these three MPOs were not included in the original report. In addition, the report updates the information on individual MPOs that are contiguous or adjacent to one another, but are not part of a regional alliance. In doing so, the report now provides information on all 27 MPOs in Florida and ensures that the accomplishments of each MPO in Florida is duly reflected in the report's findings.

The overall findings and accomplishments related to MPO regional models of cooperation are presented in the following three categories:

Regional Alliances of Three or more MPOs

The Central Florida MPO Alliance, the Southeast Florida Transportation Council, the Tampa Bay Area Regional Transportation Authority MPOs Chairs Coordinating Committee, and the Treasure Coast Transportation Council together represent the collective interest of 18 of Florida's 27 MPOs. The report identifies and updates information regarding regional transportation planning conducted by these four MPO alliances, including any substantive organizational changes. Of particular interest, are the steps taken by each of the alliances to update their regional long range transportation plans in relation to the individual MPO Long Range Transportation Plan updates that occurred during the last few years. Also highlighted in this section are examples of unique regional coordination initiatives being advanced by the individual MPOs that also serve on a regional alliance. These initiatives often serve the interests of individual MPOs and the collective interests of all members of a regional alliance.

Stand Alone MPOs not a Member of a Regional Alliance

The North Florida Transportation Planning Organization, the Capital Region Transportation Planning Agency, and the Heartland Regional Transportation Planning Organization constitute a new report section not included in the previous February 2015 EDC-3 Report. These three individual MPOs are comprised of local elected officials from four to six counties along with municipal representatives and other non-voting members. This section highlights the background, membership composition and regional coordination activities that are unique to these three regional MPOs. Of particular note, are the weighted voting methodologies employed by the Capital Region TPA and the Heartland TPO, as well as the regional project priority processes developed and used by these MPOs for ranking project priorities and in applying for Transportation Regional Incentive Program funds from FDOT.

MPOs that are Contiguous or Adjacent to Another MPO

This section expands upon the initial work compiled in the previous EDC-3 Report and adds information on two MPOs that were not included in the previous study—the Gainesville Metropolitan Transportation Planning Organization and the Bay County Transportation Planning Organization. It also updates the activities of the Northwest Florida Regional Transportation Planning Organization which encompasses most of the Florida-Alabama TPO and the Okaloosa-Walton TPO boundaries. This section also updates many of the regional coordination initiatives that are underway by contiguous MPOs; and includes an overview of the joint resolutions and inter-local agreements being used by contiguous or adjacent MPOs to promote regional coordination and collaboration.

Performance Measure Coordination and Collaboration

A key component of the update to the Every Day Counts (EDC-3) Report on Regional Models of Cooperation is the progressive and strategic initiatives that FDOT has advanced in collaborating with **Florida's MPOs on performance measures**. For the past three years FDOT has facilitated performance workshops that have engaged numerous stakeholders, as well as a Performance Summit for stakeholders that expanded FDOT's outreach beyond the typical governmental agencies. The following workshops and summit included:

- 2014 Collaboration Workshop on MAP-21 Performance Measures,
- 2015 Collaboration Workshop on Performance Measures,
- 2016 Collaboration Workshop on Performance Measures, and
- 2016 Performance Summit for Transportation Partners.

The three collaboration workshops included participation by Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and all 27 of Florida's metropolitan planning organizations (MPOs). The **2016 Performance Summit expanded FDOT's collaborative efforts even further by expanding its outreach on performance to a wider range of stakeholder agencies and organizations.**

This summit was hosted by the FDOT with leadership from a cross section of transportation stakeholders. The results from the summit are just the beginning of an ongoing process to collaborate on topics related to improved transportation system performance. In addition to typical participants, the summit included panelists from a wide range of organizations that have not typically been involved in transportation performance measurement, including:

- Asphalt Contractors Association,
- Aviation Authorities,
- Department of Environmental Protection,
- Department of Health,
- Florida Ports,
- Florida Trucking Association,
- Space Florida,
- Transit Agencies/Authorities, and
- Urban Land Institute.

Separate sessions were held on safety, preservation, mobility, the economy and environment with summaries of each session and an overall summary posted at: FDOTperforms.org. The summit's panelists

and participants asked questions, suggested potential performance measures, and suggested ideas and **issues to consider**. **Collaborative efforts like these demonstrate FDOT's commitment to performance management.**

FDOT Central Office Regional Coordination Efforts

The FDOT Central Office is making a concerted effort to increase coordination efforts between its partners and the MPOs. This section identifies the various planning initiatives that the Department has engaged in over the past year to promote coordination. These efforts include:

Florida Transportation Plan (FTP) and Strategic Intermodal Systems (SIS) Policy Plan

Over the past two years, the FDOT has been working with its partners to update the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Policy Plan. The Florida Transportation Plan (FTP) is the long-range transportation plan for the entire state. The Strategic Intermodal Systems (SIS) Policy Plan **includes policies for the development and implementation of Florida's statewide high-priority network of transportation facilities, known as the SIS**. This section explains the coordination efforts FDOT and its partners engaged in throughout the plan update process.

Florida's Future Corridor Planning Process

The **Florida's Future Corridor Planning Process** is a statewide effort led by FDOT in collaboration with statewide, regional and local partners to plan for the future of Florida's major statewide transportation corridors over the next 50 years. This section explains this effort, which has been made in coordination with the FTP to plan for a transportation system that **maintains Florida's economic competitiveness and quality of life by addressing the state's priority transportation needs**.

Transportation Regional Incentive Program (TRIP)

This section explains FDOT's efforts related to the Transportation Regional Incentive Program (TRIP), which was enacted in 2005 by the Florida Legislature to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities that have been identified and prioritized by regional partners.

Freight Planning

The FDOT Office of Freight, Logistics, and Passenger Operations oversees the freight planning process through coordination of public and private resources to increase connectivity and promote economic competitiveness **throughout the state**. This section explores FDOT's collaboration efforts related to the successful movement of freight statewide, and to meet established requirements outlined in MAP-21 and the FAST Act.

Performance Measurement

Florida has been nationally recognized for its work in performance measurement, and continues to be at the forefront of this effort nationwide. FDOT has been producing annual performance reports since 2013 that not only address the requirements established in MAP-21, but have also been at the forefront of progressively targeting performance priorities. This section identifies the ways in which FDOT has coordinated with its partners to streamline performance management and measurement statewide.

FDOT Transportation Statistics Office

The FDOT Transportation Statistics Office is FDOT's main source for highway and traffic data collected by district offices. It offers a variety of programs and data services, as well as tools and training opportunities. **This section outlines FDOT's collaborative work to develop a Multimodal Mobility Measures Source Book, as well as its efforts related to data gathering across various transportation modes.**

FDOT Safety Office

The State Safety Office within FDOT aims to continually improve the safety of the traveling public. The Safety Office is also responsible for the Florida Strategic Highway Safety Plan (SHSP), which was updated this year. This section explains the plan update process, and identifies the ways the FDOT has collaborated with its partners to improve safety statewide.

4. Accomplishments, Best Practices, and Lessons Learned

At the regional level, coordination between the MPOs and their partner agencies and organizations is essential to carrying out their day-to-day activities, as well as meeting their requirements. To streamline coordination processes, many MPOs have developed methods that are effective and useful, and can be applied to other regions as well. For example, the Central Florida MPO Alliance (CFMPOA) uses a bottoms-up approach to develop their 2040 Regional LRTP that builds upon individual MPO LRTPs recently adopted throughout the region. MegaRegion joint meetings between CFMPOA and Tampa Bay Area Regional Transportation Authority (TBARTA) MPOs Chairs Coordinating Committee engage key business leaders in transportation planning and maintain relationships among officials. The Southeast Florida Transportation Council (SEFTC) is partnering with FDOT in a pilot test designed to produce data for nine mobility performance measures. The Martin-St. Lucie Regional Waterways Plan explores strategies to leverage the economic benefits of its waterways. Several of the MPOs, including the Capital Region TPA and Heartland Regional Transportation Planning Organization, have developed weighted voting methodologies for their multi-county regions.

The following section explores how the MPOs coordinate with their partners in transportation planning activities and developing regional priorities. Each MPO has a unique process, and all have been successful in building relationships that in turn contribute toward a more integrated transportation system throughout the state.

Regional Alliance of MPOs

Central Florida MPO Alliance

The Central Florida Metropolitan Planning Organization Alliance (CFMPOA) is a coalition of transportation and government organizations committed to addressing transportation challenges on a regional basis. The group is made up of representatives from six metropolitan planning organizations (MPOs) in Central Florida.

The CFMPOA used a bottoms-up approach to develop the 2025 Central Florida Long Range Transportation Plan (LRTP). The plan is a composite of the individual CFMPOA member MPO LRTPs and provides a synthesis of elements from each LRTP determined to be regionally significant. This determination was facilitated by a process described in the Regional Prioritization Priorities and Process. The CFMPOA LRTP includes a description of the need for regional transportation planning, provides a summary of each **member MPO's LRTP**, includes broad regional goals, and a list of regionally significant priority projects and the estimated costs to implement those projects.

CFMPOA member MPOs in 2015 completed the update of their individual metropolitan level LRTPs, with each plan now having a common 2040 horizon year. Subsequently, these individual MPO plans will be used to develop a 2040 Regional Long Range Transportation Plan. Multi-jurisdictional projects will be thoroughly coordinated among applicable MPOs. Collectively, over the years the CFMPOA has produced various regional documents, including the 2025 Regional Long Range Transportation Plan, a legislative

priorities list, participated in the regional Myregion.org visioning process, developed regional project priorities and process documents, and developed a regional trends tracking document.

In 2013 the CFMPOA developed a Regional List of Priority Projects organized in three categories: Strategic Intermodal System (SIS) projects, regional trail projects, and regional transit projects. The CFMPOA is now in its fourth iteration in developing a Regional List of Priority Projects, which was adopted on July 15, 2016. Project cost, scale of magnitude, and **cost-benefit factors are considered along with the project's** urbanized area population and visitor population served by the projects. There is not a CFMPOA regional Transportation Improvement Program (TIP), however, as regional priorities are addressed individually by each MPO within their respective TIPs.

The CFMPOA has supported a number of regionally significant projects. One of the most important was the first commuter rail system (SunRail) developed for Central Florida. The project is being constructed in two phases. Phase one of SunRail consists of 12 stops throughout Volusia, Seminole, and Orange counties. Phase two of SunRail includes the southern expansion into Osceola County set to begin in late 2016 with four new stations that will be under construction in Osceola and Orange counties. Plans also include double tracking most of the corridor, improving grade crossings, and building the four new stations and platforms. When completed, the SunRail line will run 61 miles.

All members of the CFMPOA have a stake in the development of the Coast-to-Coast Trail and have been enthusiastic supporters since its inception. The trail is projected to be approximately 250 miles long when completed and span from the Atlantic Coast to the Gulf of Mexico. This trail connector will provide a multi-use trail allowing residents and visitors to explore Central Florida by bicycle and foot. A spirit of collaboration continues as plans are advanced and attention shifts to focus on the importance of feeder facilities, operations and maintenance issues, trail amenities, nearby services, and promotional activities to assist with economic development objectives.

Once a year the CFMPOA and the Tampa Bay Area Regional Transportation Authority (TBARTA) MPOs Chairs Coordinating Committee holds a MegaRegion joint meeting. This is to call attention to the evolution of the Orlando-Tampa/Interstate 4 Corridor region by maintaining relationships among officials, exchanging information on major projects, and engaging business leaders in the transportation planning process. This collaborative process is expected to result in the resurrection of high speed rail in the corridor and, shortly thereafter, preparing a bid to host the Summer Olympics.

The CFMPOA is dealing with a new issue of regional significance—the siting and adequacy of rest areas and truck stops along the interstate and Florida Turnpike facilities. A cooperative approach for addressing this issue will be developed between the MPOs, FDOT District 5, and the Florida Turnpike Enterprise.

Each of the MPOs serving on the CFMPOA also contribute individually toward the achievement of regional coordination and to the success of the CFMPOA. Some examples of regional coordination initiatives by one or more of the CFMPOA MPOs include:

- River to Sea TPO attends and participates in meetings of neighboring MPOs, the East Central Florida Regional Planning Council, and statewide meetings of the Florida Metropolitan Planning Organization Advisory Council (MPOAC); participates in state and regional freight planning activities, the Central Florida Partnership Regional Values Survey, SunRail planning and coordination meetings, and the Coast-to-Coast Connector trail coordination process.

- MetroPlan Orlando, Space Coast TPO, River to Sea TPO, and the Lake-Sumter MPO are each participating in the development of Intelligent Transportation System (ITS) Master Plans within their respective areas. These plans are designed to complement the FDOT District 5 Central Florida Regional ITS Architecture and expand the collection and sharing of information between governmental agencies and system users, while enhancing the safety and performance of the multi-modal transportation system.
- Lake-Sumter MPO recently coordinated across FDOT District lines with the Hernando-Citrus MPO on the Coast-to-Coast Connector Trail and on a corridor feasibility study for State Road 50. The Lake-Sumter MPO also participates in regional or sub-regional coordination efforts through groups like the West Orange South Lake Transportation and Economic Development Task Force and the Northwest Orange-East Lake Regional Group.

Southeast Florida Transportation Council

The three MPOs in Southeast Florida (the Broward MPO, the Miami-Dade MPO, and the Palm Beach MPO) have been coordinating informally on regional transportation planning issues for many years. Initial activities focused on air quality, implementation of a coordinated Transportation System, and the establishment of the South Florida Regional Transportation Authority (SFRTA). Since its inception, the SEFTC has produced a variety of planning studies and documents that are intended to enhance regional transportation cooperation and collaboration.

In May 2008, the SEFTC developed a Regional Public Involvement Plan (RPIP) to serve as a guide for the selection and application of public involvement tools and strategies for use in regional studies. The RPIP established public involvement strategies to ensure the equal treatment of individual neighborhoods by: (1) creating Regional Public Involvement Management Teams to keep community members and their stakeholders informed on projects having a regional impact; (2) creating a Regional Citizen Advisory Committee that consists of members from each MPO's Citizen Advisory Committee to discuss and receive updates on current and future projects of regional significance; (3) updating the SEFTC website to provide important regional planning information for the community; and (4) Integrating Transportation Information System: a tool that enables public involvement professionals to review the social, economic and geographic characteristics of an area before public involvement activities begin as a means to develop a more effective outreach strategy.

The three MPOs and FDOT Districts 4 and 6 entered into a memorandum of understanding (MOU) in November 2014 to define future roles and responsibilities for the development and funding of the shared travel demand model Southeast Florida Regional Planning Model (SERPM) and the administration of the Southeast Florida Household Travel Survey. Based on the MOU, each MPO sets-aside funds within their respective Unified Planning Work Programs (UPWPs) for this purpose. The new advanced activity-based model has allowed SEFTC to more accurately predict the regional effects of proposed projects.

SEFTC developed and adopted the 2040 Regional Transportation Plan on October 27, 2015, which is updated every five years. The Regional Transportation Plan reflects the shared vision and goals of the three MPOs within the region. Many of the projects included in the regional plan will advance into each MPO's long range transportation plan. A core component of the 2040 Regional Transportation Plan was a series of goals and objectives to guide the transportation investment decisions made throughout the region. Performance measures were developed to monitor the progress and challenges in meeting the adopted regional goals and objectives. The MPOs will be reporting on the performance measures to

ensure they are being met, and will assess whether the existing performance measures continue to be the most appropriate measures available.

On November 6, 2015 the three member MPOs conducted a 2040 Regional Transportation Plan Public Rollout Event in all three counties to announce adoption of the Regional Transportation Plan. The event included brief ceremonies at Tri-Rail stations in each county that included elected officials as speakers, transportation related exhibits, and media coverage.

A prioritization methodology was designed to assess the relationship of individual regional projects to the Regional Transportation Plan Goals and Objectives. The process was coordinated closely with the three individual MPOs and was implemented after the adoption of the cost feasible plan by the MPOs. Categories of projects identified and prioritized in the Regional Transportation Plan include: unfunded needs, partially funded needs, and illustrative needs. A benefit/cost criteria was developed and included as one of the seven goals in the prioritization process that had been in place since October 2014.

The SEFTC has also been involved in utilizing mobility performance measures. In 2014, the FDOT Central Office partnered with the SEFTC to conduct a pilot test on the production of data for nine mobility performance measures for the three MPOs. It is anticipated that the reporting of these measures can be used for future MAP-21 reporting purposes, as well as for general tracking of performance for use in long range transportation planning purposes.

Each of the MPOs serving on the SEFTC also contribute individually toward the achievement of regional coordination and to the success of the SEFTC. Some examples of regional coordination initiatives by an individual MPO include:

- During the current Regional Transportation Plan update cycle, the Broward MPO was tasked with managing the development of the Southeast Florida Regional Freight Plan, the freight element of the Regional Transportation Plan.
- A video was produced jointly by the Palm Beach and Broward MPOs, with customizations for each MPO, through a partnership with South Florida Commuter Services. The purpose was to create public awareness of MPOs and how the public can get involved. The video was made available for broadcasting on local government cable television stations, and has been embedded on the MPO website home page. **The video is also available for viewing on the MPO's YouTube channel.**
- Each of the three MPOs will be partnering to conduct the 4th Annual Safe Streets Summit in **January 2017. The Safe Streets Summit is South Florida's premier educational event aimed at promoting and creating healthier, safer, and more vibrant communities by encouraging and building the necessary skills to implement Complete Streets.**

There remain other opportunities for SEFTC as it moves forward. They will continue to work with FDOT District 4 which develops and maintains the current SEFTC travel demand modeling tool. The MPOs are particularly interested in open access to the model and are considering a cloud-based platform that would allow that improved access and collaboration. The SEFTC is also planning to further cross-jurisdictional cooperation by developing metrics that quantify the benefits of working together on a regional scale. They want to better communicate and demonstrate to the public the actual benefits of working together and how it can help advance regional transportation projects and secure additional transportation dollars.

Tampa Bay Area Regional Transportation Authority MPOs Chairs Coordinating Committee

In 1993 the West Central MPOs Chairs Coordinating Committee (CCC) was created by the Florida Legislature to coordinate projects deemed regionally significant, review regionally significant land use decisions, review proposed regionally significant projects affecting more than one MPO, and institute a conflict resolution process. The CCC used a formal process and met at least once a year to coordinate projects, determine regional priorities and establish policies.

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created in 2007 by the Florida Legislature to develop and implement a regional transportation master plan for the seven-county West Central Florida region consisting of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota counties. In November 2007 the TBARTA Board adopted four guiding principles to shape the planning process within the region:

- **Regionalism:** develop an interconnected, balanced transportation system that, to the extent feasible, provides for long-term equity across the region.
- **Planning:** create an implementable Master Plan that builds on the lesson of others and comprehensively and sustainably addresses the needs of the region.
- **Funding & Financing:** develop equitable, sustainable funding options with public support that leverage multiple financing opportunities.
- **Communicating:** communicate with local jurisdictions and the public with honesty, integrity, and realism to build credible reputation in word and action.

Each year the TBARTA MPOs CCC Board receives public comments and adopts the West Central Florida Regional Roadway Network, Regional Priority Projects, Regional Multi-Use Trail Priority Projects, and Transportation Regional Incentive Program (TRIP) priority projects. In 2015, the TBARTA Master Plan was approved serving as the regional long range transportation plan for the region. The Master Plan is important because it defines a regional Vision to guide the planning process. The technical methodology used to determine regionally significant projects and priorities in the TBARTA Master Plan use the guiding principles adopted by TBARTA in 2007 and use criteria that ensure projects are regionally significant, offer immediate solutions, and can be implemented incrementally.

Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan Criteria

Project Type	Question	Evaluation Criteria
Priorities	Is the Project Regional?	Crosses County Lines or Serves a Tier 1 Activity Center
		Improves or Serves a Regional Corridor
		Inter-Regional Corridor
	Can the project be implemented soon?	Federal Support, Feasibility Study, Project Development and Environment (PD&E), and/or Design Complete or Underway
	Is the project supported?	Agency Action/Resolution
		State Commitment, FDOT Work Program (First 5 Years)
Future Priorities	Is the Project Regional?	Crosses County Lines or Serves an Activity Center
		Improves or Serves a Regional Corridor
		Inter-Regional Corridor
	Can the project be implemented soon?	FDOT 10-Year Strategic Intermodal System (SIS) (2nd 5 Years), SIS 2040 Cost Feasible (CF), MPO CF Plan or Committed, Federal Support
	Is the project supported?	Agency/Action Resolution
		State, CCC, or TMA Priority

As a result of the Master Plan update, the TBARTA and CCC eliminated duplication of efforts for the Master Plan and Regional LRTP updates by merging them into a single regional plan. Consolidating these activities reduced the cost for each organization and presented a clear, uniform planning process. The TBARTA Master Plan Update now aligns with the development of the MPOs LRTP updates. The next TBARTA Master Plan update will be in 2020 with a horizon year consistent with the member MPOs developing their 2045 long range transportation plans.

In addition, the MPOs worked closely with other Florida MPOs along the eastern coast of Florida and with TBARTA to build a seven-county trails consortium. This group was convened to develop the Southwest Coastal Regional Trail. The proposed system, which connects several existing trails, was selected as the third statewide priority to receive SUNTrail funding by the Florida Department of Environmental Protection. In 2012, the CCC developed a regional congestion management process and has developed the framework to collaborate on future air quality planning efforts should the region be designated as a non-attainment area. The Staff Directors from the region’s MPOs meet monthly to coordinate and implement regional policies, while setting agendas for Board meetings.

The TBARTA MPOs CCC Regional Priority Projects were adopted on July 15, 2016. They consist of nine **significant regional transportation projects which are intended to improve the regions' transportation system, economy, environment and quality of life.** They range from transportation corridor and gateway projects to downtown improvements, airport projects and other multi-modal transportation projects.

Tampa Bay Transportation Management Area Leadership Group

Tampa Bay Transportation Management Area (TMA) Leadership Group is an advisory committee to the Hillsborough, Pasco, and Forward Pinellas MPOs. It complements TBARTA and the TBARTA MPO CCCs. Its members include three elected officials from each MPO. FDOT District 7, TBARTA, Pinellas Suncoast Transit Agency, Hillsborough Area Regional Transit Agency (HART), and the Tampa Bay Regional Planning Council are invited to participate in the discussions, albeit as a non-voting participant. The TMA has met 4-5 times a year since 2014, with the goal of focusing on major cross-county transportation markets to help the Tampa Bay area speak with one voice for regional transportation priorities and financial issues—the staff directors for each agency meet monthly. The TMA Leadership Group serves as an advisory body to each MPO, making recommendations for the individual MPOs to consider and take action as **appropriate. In June 2015, the Leadership Group completed an annual update of its “top five” list of projects important to the TMA. All three MPO’s subsequently adopted those “top five” as part of their annual updates of priorities for their Transportation Improvement Program (TIP). As an example, in the case of the Hillsborough’s TIP priority list, the TMA’s regionally significant projects were placed at the top of the list of “Major Projects for Economic Growth,” and thereby received higher priority than any other road widening or fixed-guideway transit project on the MPO’s list.**

At the urging of the TMA Leadership Group, and funded by FDOT, HART is leading a regional feasibility study of premium transit options for the three-county area. Staff from each of the three MPOs and transit providers were invited to participate to coordinate in the development of a scope for this project, as well as the consultant selection process.

The Tri-County Transportation Disadvantaged Local Coordinating Board (TDLCB) subcommittee is **composed of several individuals from each MPO’s TDLCB and meets quarterly to discuss regional priorities** for the transportation disadvantaged, and how to work towards achieving those priorities. One priority area of the subcommittee is focused on the Federal Transit Administration (FTA) Section 5310 Program, administered through FDOT, which provides grant funding to nonprofits and transit agencies for enhancing mobility of seniors and Persons with Disabilities (PwD).

In January 2015, representatives from the Pinellas, Pasco, and Hillsborough Bicycle Pedestrian Advisory Committee (BPAC) began holding three meetings per year to coordinate regional activities, discuss challenges, share successes, and work together to advance regional bicycle and pedestrian initiatives through each respective MPO.

At the FDOT District level, the technical staff of each of the MPOs and transit providers meet regularly to maintain and update the single regional travel demand model that is utilized by all of the MPOs in the **region for long range planning. The Technical Review Team (TRT) is comprised of staff from the region’s MPOs, transit operators, and FDOT, and meets regularly to coordinate regional technical analysis.** Also at the District level, the MPOs participate in the Tampa Bay Goods Movement Advisory Committee, which is responsible for developing and maintaining the Tampa Bay Strategic Freight Study that addresses freight needs throughout the region.

As the primary author of the Regional Long Range Plan/Master Plan, the Regional Congestion Management Plan, and other regional project selection and prioritization efforts, the TBARTA MPOs CCC **has brought the area's MPOs and modal partners together to determine how regional investments can most effectively be applied.** Achieving this goal has required extensive coordination, usually meetings convened by the TBARTA MPOs CCC, where collaboration occurs based upon demands.

Each of the MPOs serving on the TBARTA MPOs CCC and the TMA also contribute as individual MPOs toward the achievement of regional coordination and to the success of their multi-MPO regional organizations. Some examples of regional coordination initiatives by one or more MPOs include:

- Forward Pinellas contributes to regional planning through initiatives such as the Enhancing Beach Community Access, developing a vision for the US 19 corridor, and planning for the Gateway/Mid-County employment area by identifying key issues, defining potential projects and building consensus for the support of regional strategies.
- Hillsborough MPO worked with its neighboring MPOs of the CCC to draft an interagency memorandum of agreement on air quality when the U.S. Environmental Protection Agency (EPA) was revising the standards for ozone precursors and it appeared that one of several counties might be in non-attainment. Although not finalized, this agreement in draft form could become a useful implementation document should it be needed in the future.
- Hillsborough MPO in 2010 and again in 2013-14 partnered with FDOT on incorporating transit into the I-275 corridor—first with a joint study for the future location of the Westshore Business District Intermodal Center, and later on a joint study of express bus service operations in the future express toll lanes. An express bus connection from Wesley Chapel in Pasco County through Tampa to St. Petersburg has been a principal topic of the TMA Leadership Group for several years.
- Polk TPO along with the Hillsborough MPO sponsored a 2016 joint study of goods movement. Together they produced a draft Freight Logistics Zone Strategic Plan that complies with Florida freight logistic zone legislation enacted in 2015, and would link the Winter Haven Intermodal Logistics Center to the Port Tampa and the Tampa International Airport. The draft document is **currently being circulated for review and approval, with incorporation into the counties' respective comprehensive plans.**
- Sarasota/Manatee MPO entered into an inter-local agreement with the Charlotte-Punta Gorda MPO in 2004 to coordinate regional transportation planning. The collaborative process resulted in annual joint board meetings, ongoing staff coordination on projects of regional significance, and the development and maintenance of a regionally significant roadways map used to determine eligibility for TRIP funding.
- Sarasota/Manatee MPO participates in regional planning initiatives such as the US 41 Multi-modal Emphasis Program and Vision for the US 41 corridor.

Treasure Coast Transportation Council

The Treasure Coast Transportation Council (TCTC) was established through an inter-local agreement on April 10, 2006 between the Martin, St. Lucie, and Indian River MPOs.

During its initial years, the TCTC developed a report in 2007 detailing the regional project prioritization criteria that was used to develop the Regionally Ranked 2030 Needs Projects. The Directors of the member MPOs continued to meet informally with FDOT in 2014 and 2015 to discuss updating the regional long range transportation plan (RLRTP) and the prioritized regional project list. The Treasure Coast

Technical Advisory Committee (TCTAC)—a subcommittee of the TCTC— was reorganized in 2015 for efficiency and now consists of the Chairperson of the Technical Advisory Committee from each MPO, a Transit Representative from each MPO, and a FDOT District 4 Representative. The TCTC met in 2015 to review the Scope of Services for the 2040 RL RTP, and in 2016 to review the work products of the 2040 RL RTP. TCTC subsequently met in 2016 to review the work and recommendations of the TCTAC.

The purpose of the TCTC is to serve as a forum for coordination and communication among the Treasure Coast MPOs, FDOT and other agencies to address regional transportation planning issues and project **priorities of FDOT's Transportation Regional Incentive Program (TRIP) funds** as they become available. To effect its intended purpose, the TCTC has initiated and developed regional plans, including the RL RTP. The 2040 RL RTP for the TCTC builds upon the 2040 LRTPs for the three MPOs. The 2040 RL RTP will be complementary to the MPO LRTPs focused on the community / county level and the RL RTP focused on the regional level. The intent is for the four plans together to provide a complete transportation system that meets regional and local mobility needs and is integrated with land use.

The development of the 2040 RL RTP is a truly collaborative effort among the TCTC MPOs and FDOT District 4. The St. Lucie TPO managed the preparation of the Scope of Services for the development of the 2040 RL RTP, while the Martin MPO managed the procurement of a consultant. The Martin MPO is also administering the consultant contract. FDOT District 4 is managing, through separate consultant contacts, both the freight component and the regional modeling activities associated with the Regional Needs Assessment of the RL RTP. All three MPOs along with FDOT District 4 coordinate their reviews of the RL RTP work products.

One of the tasks of the 2040 RL RTP currently being developed is the update of the priority process used to identify regional multimodal transportation system needs through 2040. The regional plan is unique in that it ranks projects by applying criteria, irrespective of county boundaries. The process develops a unified list that ranks regional projects.

Performance measures for the 2040 RL RTP will incorporate measures from the MPO's 2040 LRTPs, with an emphasis placed on the performance-based planning and programming provisions in MAP-21 and the FAST Act.

Each of the MPOs serving on the TCTC also contribute individually toward the achievement of regional coordination and to the success of the TCTC. Some examples of regional coordination initiatives by one or more MPOs include:

- **The Treasure Coast MPOs, in conjunction with FDOT's planning office, developed the first ever Activity Based Model for a small urban region.** The process ensured a regional model was available in time for LRTP development that allowed staff of the three MPOs to test alternative investments.
- The St. Lucie TPO created and published a regional map of the bus routes for all three transit systems in the TCTC region. In addition to bus stops and connections between the three transit systems, major attractions and destinations in the region are depicted on the map such as schools, medical/health facilities, community and recreation centers, parks, and shopping centers. The St. Lucie TPO is currently coordinating with its partners to update the map with the latest information.

- The Martin-St. Lucie Regional Waterways Plan is the first MPO regional plan of this type developed in Florida. This comprehensive work effort addresses specific issues including transportation, parks and recreation systems, land use patterns, and environmental and marine systems. Through this Plan, the Martin MPO, St. Lucie TPO and the Treasure Coast Regional Planning Council explored strategies to leverage the economic benefit of the waterways in Martin and St. Lucie counties, as part of a multimodal system for moving people and freight. The Plan includes implementation strategies for a variety of projects.

Stand Alone Multi-County MPOs

North Florida Transportation Planning Organization

The North Florida Transportation Planning Organization (North Florida TPO) is an independent four-county (Clay, Duval, Nassau, and St. Johns County) regional MPO incorporating two urbanized areas (Jacksonville and St. Augustine). The North Florida TPO does not have an adjoining or adjacent MPO, but because of its large geographic size, does engage in several regional initiatives. The TPO is a collaborative partner with each of its member governments, FDOT, the Jacksonville Transportation Authority (JTA), the Jacksonville Business Alliance, the Jacksonville Electric Authority (JEA), and the Northeast Florida Regional Transportation Commission. The North Florida TPO partnered with the JEA to purchase and install 25 electric charging stations within the JEA service area. The program is expanding to the full four-county TPO planning area. Using TRIP funds, the North Florida TPO funded a \$2.75 million public access **compressed natural gas (CNG) station at JTA's Myrtle Avenue facility. The TPO used congestion mitigation air quality (CMAQ) funds to assist St. Johns County to purchase a fleet of CNG vehicles and purchase six CNG garbage trucks for the City of Jacksonville.**

The North Florida TPO has collaborated with other entities to promote regional coordination and project development. Recently, the TPO, JTA, Jacksonville Business Alliance, City of Jacksonville, FDOT, CSX and Florida East Coast Railway collaborated on a federal FAST Lane application to update rail signals in downtown Jacksonville. The TPO, JTA, City of Jacksonville and Jacksonville Business Alliance also collaborated on a Smart City application. Although the grant was not successful, the TPO is moving forward with a Smart Region Master Plan.

The North Florida TPO has been instrumental in establishing numerous new and creative regional initiatives, including:

- The Jacksonville Business Alliance, a coalition of representatives of the business community focused on transportation and energy related issues. The Alliance is housed within the Jacksonville Chamber of Commerce.
- In April 2016 the U.S. Department of Energy designated the North Florida Clean Fuel Coalition as a Clean Cities Coalition. The Coalition promotes alternative fuels and alternative fueled vehicles. The North Florida TPO has an Alternative Fuels Master Plan and is using CMAQ funding to assist local governments in fleet conversion, partnering with JEA to purchase and install 25 electric charging stations and with FEC to purchase a liquid natural gas (LNG) conversion kit for a locomotive.
- The North Florida TPO has made significant investment in Intelligent Transportation Systems (ITS) throughout the region. Signal controllers on all major arterials have been replaced with state-of-the-art equipment, closed circuit cameras and a network of *BlueTOAD* Bluetooth detectors have been installed. All equipment is funded by the TPO,

purchased by FDOT District 2 and installed and maintained by the local governments. The TPO also funded the installation of wind speed monitors on more than 20 area bridges. These devices transmit a signal to a National Oceanic and Atmospheric Administration (NOAA) satellite that is relayed to FDOT and shared with local law enforcement.

- The North Florida TPO funded the construction of a Regional Transportation Management Center (RTMC) in 2015. The RTMC is home to FDOT, Florida Highway Patrol, Florida Fish and Wildlife Conservation Commission, **Jacksonville Sheriff's Office and other entities**. Regional 511 traveler information service operates out of the RTMC and all travel alerts **and dynamic messages originate there**. **The region's future managed lanes highway network will also be overseen by the RTMC.**
- The North Florida TPO has a Regional System Safety Plan and has initiated a number of targeted safety campaigns.

Capital Region Transportation Planning Agency

The Capital Region Transportation Planning Agency (CRTPA) is a four-county MPO located in North Florida that consists of voting members from Gadsden, Jefferson, Leon, and Wakulla counties.

The CRTPA's regional project priority process begins with the development of the Long Range Transportation Plan (LRTP), with the Cost Feasible Plan serving as the Priority Project List for the four-county region. During the development of the LRTP, the CRTPA met and coordinated with each of the individual counties to discuss their ideas and projects for incorporation into an "Opportunity Plan." This plan served as an unconstrained list of projects from all four counties, regardless of the project's eligibility for funding. This method provided citizens and elected officials an opportunity to identify any type of project they thought worthy.

After completing that phase of the process, a **"Needs Plan" was developed by examining the Opportunity Plan projects based on the type of project and whether it was better suited for a different FDOT transportation program. For example, the CRTPA is not responsible for bridge projects, roadway resurfacing or paving unpaved roads; therefore, any project identified as such was removed until a more refined list of projects was developed.**

Concurrently, criteria was created that was more globally reaching in terms of "General Considerations," "Roadway Considerations," and "Bike and Pedestrian Considerations." For example, the criteria for General Considerations included:

- **Project Status:** the status of the project in terms of what had been completed or programmed to that point.
- **Universal Accessibility:** there has always been a need to ensure that infrastructure meets or exceeds the ability to accommodate multiple user groups.
- **Part of an Adopted Plan:** As local governments develop their infrastructure plans it is typical to have a large number of projects that are limited by available and anticipated revenues. As long as these projects are in an adopted local government plan they will get points for those efforts.
- **Growth Center/Economic Development:** In developing the original Regional Mobility Plan (RMP), the project team created a map using environmental constraints to focus the effort on the growth areas in the region. Using various data sources, such as regional watershed data and Critical Lands and Water Inventory Project data, the CRTPA created a Quality Growth Plus scenario which was adopted and used for the RMP.

- Natural Environment: Minimizing the impact on the environment and identifying solutions for addressing environmental impacts.
- Social Environment: Based on the 2010 Census the region has designated areas of Title VI **populations. One of the CRTPA's directives is to provide transportation opportunities to these populations in the same manner as all other populations.**
- Identified Gateway: There are several identified gateway areas that have been identified for improvement in adopted plans.

Every project was assessed on the General Considerations criterion with additional assessment based on either the Bike and Pedestrian Considerations or the Roadway Considerations, depending on the type of project. This process coupled with the Needs Plan projects produced the Bike and Pedestrian Cost Feasible Plan and the Roadway Cost Feasible Plan for the CRTPA region.

Heartland Regional Transportation Planning Organization

The Heartland Regional Transportation Planning Organization (HRTPO) includes the six counties of DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee and the urbanized area of Highlands including the cities of Sebring and Avon Park. The HRTPO is actively involved in ongoing regional coordination with other MPOs/ TPOs, regional entities and regional transportation planning agencies, and participates in various statewide plans programs and initiatives. Some of the on-going initiatives include the Coordinated Urban Transportation Studies (CUTS) Committee of FDOT District 1 MPOs/TPOs, the Tampa Bay Area Regional Transportation Authority MPOs Chairs Coordinating Committee, the Florida Transportation Plan and Strategic Intermodal System Plan Steering Committee and the Continuing Florida Aviation System Planning Process.

The HRTPO is involved in other regional initiatives that promote regional cooperation among member governments, including:

- The Florida Heartland Economic Region of Opportunity (FLHERO) is composed of DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee counties that have a historic relationship, particularly related to economic development. The six counties are also members of the Heartland 2060 Consortium, which created a regional plan and brought together public, private, non-profit and citizen groups representing agriculture, environment, education, economic **development, and others. "Heartland 2060: Building a Resilient Region" served as both an award winning plan and as a continuing partnership.** The key need identified in the plan was for an ongoing regional transportation planning process and long range transportation plan. The HRTPO fulfills that need and continues to provide key transportation planning to support economic development initiatives and opportunities in the region, particularly those related to freight and logistics which is a key employment cluster in the Heartland region.
- The HRTPO developed a prioritization process for capacity and non-capacity projects, as well as for the Transportation Regional Incentive Program (TRIP). Since the six-counties of the Heartland area already served as the regional group ranking TRIP projects, this process has expanded their previous relationships. All six counties submit project applications to the HRTPO for review prior to submission to FDOT. These projects are then ranked by category, based upon criteria recommended by the Technical Advisory Committee and the Citizens Advisory Committee, and adopted by the HRTPO. The first list of recommended project priorities was submitted to FDOT in June 2016.

- The HRTPO long range transportation plan is based upon a Regional Roadway Network which is essential to the movement of people and goods to, and through the six-county region. Since the Heartland counties comprise over 30 percent of the FDOT District 1 Strategic Intermodal System (SIS) and non-SIS roads, regional coordination provided by HRTPO will also lead to an effective districtwide planning process.
- Performance measures are being discussed to address regional concerns such as economic competitiveness, safety, modal choice, and rigorous public involvement.

Contiguous MPOs

Bay County Transportation Planning Organization

The Bay County Transportation Planning Organization (TPO) is the local, intergovernmental transportation policy board for Bay County. The Bay County TPO 2040 Long Range Transportation Plan (LRTP) was adopted on June 22, 2016. The 2040 LRTP Evaluation Criteria allocates additional points for projects that provide a regional connection to facilitate freight movement. The Northwest Florida Regional Planning Model was used in the development the LRTP. Although it was originally thought the model would be used for areas not covered by the MPO travel demand models, the Northwest Florida Regional Planning Model will be used as a replacement for the Urban Area Models as well as for projects that are regional and affect more than one urban area.

The Bay County TPO adopted the Regional Intelligent Transportation System (ITS) Plan in 2010 along with the other two TPOs in Northwest Florida. The plan identifies current and future needs of the area to make the existing infrastructure and systems work in harmony.

The TPO also partners with neighboring Gulf, Holmes and Washington counties and serves as a member of the Regional Transportation Partnership (RTP), which is a regional transportation initiative built upon the collaboration of the Bay County TPO and the surrounding rural counties.

Charlotte County-Punta Gorda Metropolitan Planning Organization

The Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) has inter-local agreements with both the Lee County Metropolitan Planning Organization (MPO) and the Sarasota/Manatee Metropolitan Planning Organization (MPO). As part of the **MPO's regional cooperation with neighboring MPOs** they have annually updated the Regional Roadway Network and submitted an annual list of priority projects for regional funding considerations. The joint Charlotte/Lee Transportation Regional Incentive Program (TRIP) priorities document outlines prioritized projects consistent with the inter-local agreement which calls for the establishment of a joint regional multimodal transportation system.

The Sarasota/Manatee MPO and Charlotte County-Punta Gorda MPO inter-local agreement promotes **coordination and provides for a Joint Regional LRTP component in each MPO's LRTP. This involved the identification and designation of a Joint Regional Multi-Modal Transportation System as a component of each MPO's LRTP and specifically identified regionally significant corridors and facilities.**

Additionally, the Coordinated Urban Transportation Studies Group (CUTS), which is an informal group comprised of FDOT Central Office and District 1 planning staff, FHWA Florida Division planning staff and all District 1 MPO staffs, meets quarterly to discuss issues related to MPO business, operations and current federal and state transportation planning issues in Southwest Florida. While the CUTS group facilitates cooperation between the Southwest Florida MPOs at the staff level, it is not considered a formal MPO

Alliance as it does not have a formal organizational structure, such as through an inter-local agreement or bylaws, nor does it include involvement by the MPO Governing Board members.

Collier Metropolitan Planning Organization

The Collier Metropolitan Planning Organization (MPO) 2013 Apportionment Technical Memorandum outlines the boundaries and jurisdiction of two separate MPOs—the Collier MPO and the Lee County MPO.

In October of each year, the Collier MPO and the Lee County MPO jointly meet to address regional issues and adopt or update the Regional Road Network and project priorities, and adopt resolutions when appropriate. The responsibilities for the joint meetings and priorities are outlined below:

- **Hosting:** responsibility to host the annual meeting alternates yearly.
- **Voting:** conducted by each MPO Board to confirm joint adoption of the Regional Road Network. The Boards may adopt the Regional Non-Motorized Transportation Network independently or in a joint meeting.
- **Staffing:** **both MPO staff's provide joint meeting support. The Lee MPO staff provides GIS mapping support to develop and update regional network maps.**
- **Funding:** no special funding arrangements are in place. The Inter-local Agreement of January 2004 calls for an equitable sharing of staff resources and splitting non-staff services costs in proportion to the allocation of FHWA planning funds.
- **Joint Lee/Collier PAC:** In February of each year, the Pedestrian Advisory Committee recommends **Regional Non-Motorized Transportation Network and project priorities to each MPO's Board for adoption.**
- **Lee and Collier TAC:** **The Executive Director of each MPO is a voting member on the other MPO's Technical Advisory Committee.**
- **Lee MPO Congestion Management Operations Committee and the Collier MPO's Congestion Management System/ITS Committee:** the Executive Directors are non-voting members on each **other's MPO's committee.**

The Collier MPO has an MPO Board Strategic Plan that was adopted on June 10, 2016. It provides the **Board's expectation as to what the Executive Director should achieve for improved regional collaboration.** It includes a focus on building constructive regional relationships between MPOs as measured by updating regional plans and priorities and documented support provided for regional initiatives in keeping with Board priorities. In keeping with the Strategic Plan, the Executive Director signed a letter of support for the Southwest Coastal Regional Trail and Coast-to-Coast Connector Trail along with the Southwest Coastal Trail in response to a request by the Tampa Bay Area Regional Transportation Authority and the Lee County MPO. Further, at the September 9, 2016 Collier MPO Board meeting a resolution was introduced in support of the Regional MPO Alliance Initiative proposed by the Charlotte County-Punta Gorda MPO.

Lee County Metropolitan Planning Organization

The Lee County Metropolitan Planning Organization (MPO) is responsible for transportation planning in the cities of Bonita Springs, Cape Coral, Fort Myers and Sanibel, the town of Fort Myers Beach, the Village of Estero, and unincorporated Lee County. In an effort to improve regional coordination in transportation planning, the Lee County MPO and Collier MPO decided to use a joint public participation process and the joint Lee/Collier travel demand model to update the 2035 Long Range Transportation Plan (LRTP). While

the two MPOs were not able to apply the same joint public participation process during the 2040 LRTP update, they did engage in a variety of shared planning activities including a regional transportation model, regional freight summit, joint committee and board meetings, and joint coordination meetings. The 2040 LRTP update was adopted in December 2015 and includes long range and short range strategies applicable to each MPO that are consistent with state and local goals and objectives.

Northwest Florida Regional Transportation Planning Organization

The Northwest Florida Regional Transportation Planning Organization (RTPO) is comprised of representatives from the four westernmost counties in the Florida panhandle (Escambia, Santa Rosa, Okaloosa, and Walton).

The Northwest Florida RTPO meets quarterly in a regionally central location. The West Florida Regional Planning Council provides staff support to the Florida-Alabama TPO, the Okaloosa-Walton TPO, and to the Northwest Florida RTPO. The Organization is also supported by a technical working group comprised of members of the Technical Advisory Committees from both TPOs. At the May 18, 2016 meeting, the Northwest Florida RTPO approved a resolution amending the Regional Networks Map and adopted their Fiscal Year 2017 Transportation Regional Incentive Program (TRIP) project priorities. The action resulted in a ranking of TRIP projects for FDOT to use in providing TRIP funding.

The third annual Emerald Coast Transportation Symposium was held in Sandestin, Florida on November 12-13, 2015. The event provided a transportation leadership forum to explore cross-organization collaboration, development of lasting local and regional partnerships, sharing of best practices, and provided innovators a platform to inspire others. The Symposium is a collaborative effort of the West Florida Regional Planning Council, the Northwest Florida RTPO and the Bay County TPO. The next symposium is anticipated to be held in November 2017.

Gainesville Metropolitan Transportation Planning Organization

The Gainesville Metropolitan Transportation Planning Organization (Gainesville MTPO) consists of all five Alachua County Commissioners and all six Gainesville City Commissioners. Non-voting members include a Rural Advisor, the FDOT District 2 Secretary and the University of Florida President or Designee.

The Gainesville MTPO coordinates with the Ocala/Marion Transportation Planning Organization (TPO) for the purpose of participation in the Transportation Regional Incentive Program (TRIP). An Executive Committee meets as needed to act on applications for the TRIP program funding. Other than participation with the Ocala/Marion County TPO for the purpose of participation in the TRIP program, the Gainesville MTPO does not have a formal process for engaging in regional cooperation. It should be noted that the Gainesville Urbanized Area and the Ocala Urbanized Area are non-contiguous. However, the long-range planning models used for these two MPOs are contiguous and coordination of these models is facilitated by the respective FDOT Districts and the FDOT Statewide Model Task Force.

The MTPO participates in the statewide performance measures working group and is a small MPO participant in the FDOT MPO Performance Measure Pilot Program. As a task in its adopted 2016-17 and 2017-18 Unified Planning Work Program (UPWP), the Gainesville MTPO will address Regional Models of Cooperation as part of its long range transportation plan update and will also be developing a Regional Visioning document.

5. Performance Measure Coordination and Collaboration

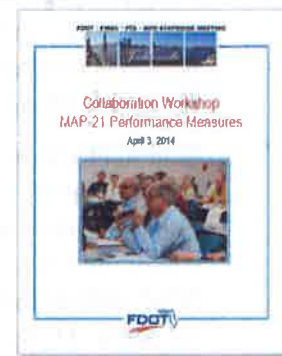
Statewide Performance Collaboration Workshops

Statewide Performance Collaboration Workshops have been held every year since 2014. Each of the **workshops included representation from the Florida Department of Transportation (FDOT), Florida's metropolitan planning organizations (MPOs), the Florida Metropolitan Planning Organization Advisory Council (MPOAC), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).** The 2014 meeting was held at the FDOT District 2 Office in Jacksonville on April 3, 2014, while the 2015 and 2016 meetings were held in Orlando at the Florida Turnpike Office on April 15, 2015 and September 28, 2016 respectively. These workshops were a component of the two-day annual statewide Florida Metropolitan Planning Partnership (FMPP) meetings. All three workshops included a series of presentations followed by facilitated discussions. This section includes a brief synopsis of these workshops, with a focus on the coordination and collaboration of the MPOs and FDOT in the discussion of Performance Measures and their application to regional coordination and planning efforts.

2014 Results and Outcomes

The 2014 Performance Workshop focused on three broad areas:

1. **Performance Measurement Topics** – addressed as part of a **collaborative process between FDOT and Florida's MPOs**
2. **Value Added** – ways to approach and bring value from collaboration into the performance process
3. **Innovative Ideas** – through a facilitated discussion, workshop **participants provided suggestions as to what "innovation" related to performance measurement might look like**



From these discussion areas, the Performance Workshop discussion coalesced around eight themes:

1. **Standardize the data framework and process for performance measurement** - Discussion included the idea of streamlining the MPO data collection process into a single format instead of having a separate data collection processes for each MPO, as well as developing a single Performance Data System that can be used by the MPOs and FDOT. Discussion also ensued about ways to use performance measures to **reinforce "emphasis areas," and to use qualitative measures** in addition to quantitative measures.
2. **Standardize performance reports** - Discussion included the identification of **"best practices" via a national review** to develop benchmarks for a performance reporting template, and further incorporation of visualization techniques, such as interactive maps and graphics into performance reports. Increasing consistency between MPO performance reports, allowing Non-TMA MPOs to combine their LRTPs and transit development plans (TDPs), as well as considering the timeliness of performance measures and reports were also discussed.

3. **Improve communication and collaboration around performance** - Discussion included building upon the established collaboration network of the statewide MPOAC, increasing executive-level communication between the MPOs and FDOT, and considering the formation of a performance measurement group with the MPOs, FDOT Central Office and FDOT District Offices.
4. **Consider the implications of MPO size moving forward** - Discussion included identification of proposed performance reporting rules, delineation of requirements for smaller MPOs vs. larger MPOs, and the consideration of what smaller MPOs should be doing. Greater collaboration between smaller and larger MPOs can aid smaller MPOs through the sharing of resources and best practice ideas.
5. **Make sure that performance measurement incorporates planning Visions and that it is relevant to the public** - Discussion included the tie-in of performance measures to the planning visioning process by taking a proactive approach in measuring progress toward broader aspirations and strategic goals. Ensuring that performance measures have value and meaning to the public and that community Visions can assist with the integration of performance measures into the planning process.
6. **Consider performance measurement in relation to the various transportation systems and networks (e.g., statewide and lower order networks)** - Discussion included the development of performance measures that can be applied separately to higher and lower level transportation networks (national, state, and local). It is important to develop measures and targets for each network level, and to determine what information is needed/wanted by the MPOs.
7. **Communicate performance measurement expectations - align expectations with the level of effort required** - Discussion included the comparison of MPO performance measurement with other priorities, an examination of the performance requirements of MPOs, and an analysis of where the state should be in six months related to performance measurement. In six months, FDOT and the MPOs should have a better knowledge and understanding of federal rules, what is expected of FDOT and the MPOs, and where FDOT is headed as an agency statewide.
8. **Improve LRTPs by making them more performance-focused** - Discussion included using performance measures to evaluate LRTP progress, quantifying the benefits of LRTP projects, focusing on optimizing funds by grouping LRTP projects, incorporating additional mobility measures, and ensuring asset quality over time.

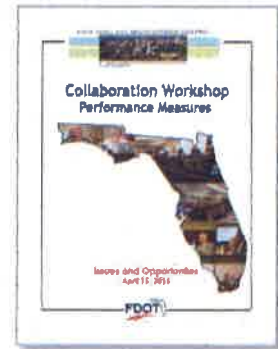
Workshop participants also provided additional feedback from 41 responses via a worksheet on performance measurement topics, collaboration and innovation. The additional feedback included more on collaboration/engagement and public involvement, consolidation and collaboration in data gathering and sharing, different measurement ideas, and managing the change to a greater performance measurement focus.

2015 Results and Outcomes

After the 2014 Workshop, FDOT began working with the MPOs on performance measurement. The intent of the 2015 Workshop was to identify issues and possible solutions to serve as the foundation for the future collaborative efforts between FDOT and the MPOs. Items identified were used to shape the discussions.

The 2015 Workshop focused on two broad topics:

1. **Issue Identification** - Identification of issues related to data sharing/reporting, and target setting and identification
2. **Solution Identification** - Identification of possible solutions to identified issues



Using the two identified topics to drive the conversation, the Performance Workshop feedback centered around seven themes, which were organized into five categories:

1. **Asset Management** - Discussion included the role of MPOs in asset management as related to performance measures, target setting for pavement condition statewide, and the coordination between FDOT and the MPOs related to pavement/bridge condition.
2. **Communicating the Performance Message/Story** - Discussion included ways for transit systems to increase ridership and funding, and how MPOs define and communicate their needs based on **the community's definition of Quality of Life**.
3. **Data (Data Sharing, Measures and Targets)** - Discussion included ways in which FDOT will provide mobility data to the MPOs to assist them in meeting MAP-21 reporting performance requirements, data integration at the state and local level, setting uniform bridge/pavement targets, and varying safety targets for MPOs.
4. **Roles, Responsibilities and Collaboration** - Discussion included the role of MPOs in performance measurement in relation to state and federal roles and responsibilities, usage of MPO measures to aid FDOT in determining where resources should be focused and aligned with state/MPO targets. Discussion also included whether MPOs would be setting their own targets and reporting individually or collectively with the state; the idea that MPOs should be using performance measures as indicators rather than final solutions; and using performance measures as a way of communicating desired outcomes in relation to other priorities.
5. **Training and Technical Assistance** - Discussion emphasized that FDOT is open to addressing all topics that are of interest to their partners to increase the coordination and collaboration between them. FHWA noted their interest in knowing what types of training are needed by the MPOs and FDOT to help address skill gaps.

Following the discussion, each panelist/discussion leader provided closing comments, along with next steps being identified. General conclusions centered around the efforts of FDOT to connect and collaborate with its partners on the topic of performance measures. It is important to consider how state, regional, and local measures integrate with larger national measures. By examining performance from a holistic perspective, MPOs and FDOT can develop measures that truly align with one another, working **together to achieve the states' goals**. **Moving forward, the results from the workshop will be reviewed to identify potential initiatives and projects to further this collaborative effort.**

2016 Results and Outcomes

The most recent Statewide Performance Collaboration Workshop was held at the Florida Turnpike Office in Orlando on September 28, 2016 as part of the Florida Metropolitan Planning Partnership (FMPP) Statewide Meeting. This partnership between FDOT, FHWA, FTA, Florida MPOs, and the MPOAC is to foster coordination and collaboration. The Statewide Performance Collaboration Workshop included five objectives:

1. Provide an interactive forum to engage, ask questions, and offer ideas
2. Review recent performance activities, data resources, and other developments
3. Discuss the respective roles of and expectations for Central Office, Districts, and MPOs
4. Review the MPO Performance Pilot project status and obtain feedback
5. Evaluate Workshop value to participants

The workshop included several presentations from FDOT, FHWA, and the four MPOs that are participating in a statewide pilot project on developing performance reports that MPOs can use to satisfy federal performance reporting requirements. A facilitated discussion ensued after the presentations. The workshop discussions addressed the following themes:

1. **The integration of MPOs into the Federal Performance Process** - FDOT has initiated a pilot project with four MPOs to develop a standardized performance report that meets federal reporting requirements. The process will involve increased coordination and technical assistance between FDOT and the MPOs, and will create a dataset that all Florida MPOs will have access to develop their own performance reports.
2. **Increased coordination between MPOs, FDOT, MPOAC, FHWA, and FTA** - FDOT and the MPOs have been streamlining their planning processes to improve communication and increase coordination through the MPOAC. In addition, the Florida Metropolitan Planning Partnership (FMPP) has provided a forum for the MPOs, FDOT, the MPOAC, FHWA, and FTA to meet and coordinate their respective planning processes, especially as it relates to performance measurement. The FMPP meetings provides the opportunity for members to discuss, coordinate, and collaborate with its partners.
3. **Standardizing the performance reporting process** - The FDOT pilot project to develop a standardized federal performance report for Florida's MPOs is also intended to create a standardized dataset that MPOs can use in developing their own federal performance reports. Standardizing the performance reporting process will make the process faster and more efficient.
4. **Streamlining of transportation planning and reporting performance** - FDOT has made a concerted effort to coordinate planning and performance reporting into a streamlined process. Through the incorporation of the state's long range plan (i.e., the Florida Transportation Plan (FTP)) goals into the FDOT Performance Reports, there is a means to begin measuring the success of the FTP implementation process. Seven goal areas of the FTP have been identified: safety and security; agile, resilient and quality infrastructure; efficient and reliable mobility; more transportation choices; economic competitiveness; quality places; and environment and energy conservation. These directly correlate with the state's performance report's focus areas: safety, preservation, mobility, economy, and environment. The FTP Implementation Committee will

continue to benefit from the performance measurement initiatives as will the MPOs and their boards.

For more information on these workshops, please visit the FDOT Performance website (under the section labeled “Partner Collaboration”) at <http://www.fdot.gov/agencyresources/performance.shtm>.

Application to Regional Planning and Decision Making

Regional planning involves multiple stakeholders and partners and requires their collaboration and coordination. The themes identified in the workshops directly or indirectly relate to the application of regional planning and decision making at these levels. However, the importance of collaboration and coordination was emphasized. Each entity involved in the regional planning process has a different viewpoint, responsibilities, and varying goals and objectives. Without collaboration, it would be nearly impossible for these entities to come together to achieve a common goal. These workshops provide a forum for MPOs, FDOT, FHWA and FTA representatives to discuss ways to improve the way they conduct business and interact with each other. Key areas have been identified, and apply not only to performance reporting, but to the overall planning process.

Through the streamlining of available data, Florida’s MPOs and FDOT can share information to analyze the impacts of plans, policy decisions and project investments. Various partner agencies are gathering and analyzing similar data, and sharing it allows for decision making processes to be more efficient and effective. This applies to multiple elements, including the development of performance reports, ensuring consistency, and standardizing reports. This is all possible because of an open dialogue between FDOT and the MPOs. It is also important to ensure that performance monitoring takes into account the long-term visions and plans for each of the MPOs. Performance measures must also take into account the various transportation systems and networks, i.e., maintaining a regional planning framework. It is important that the MPOs and FDOT have a clear understanding of the tasks they are required to fulfill in relation to performance measurement, and coordinating on the setting of targets is a positive move towards this goal. Providing technical training and assistance is also key to the success of MPOs and FDOT in fulfilling their responsibilities. Increased coordination between the MPOs and FDOT can also help to facilitate the use of performance measures in the evaluation of the progress of MPO LRTPs.

The overarching conclusions from the three workshops focused on several elements, including the idea that FDOT and MPO collaboration is essential to the successful development of performance measures and policy decisions—to share data, resources, and best practices. Moving forward, several items were posed for consideration including the formation of an ad hoc performance measurement collaboration working group with MPO, MPOAC and FDOT representation, which could help establish and carry out priorities, and evaluate its benefits. Through a working group, the MPOs and FDOT could evaluate whether identified ideas are being carried over into the decision making processes.

Performance Measures Regional Collaboration Pilot Project

As a result of increased MPO and FDOT collaboration through the Performance Workshops, FDOT initiated a pilot project to analyze the level of effort required to develop performance reports for Florida's MPOs. **Four MPO's were selected to participate in the pilot study:** the Broward MPO, the Hillsborough MPO, the Gainesville MTPO, and the Indian River County MPO. These MPOs represent a cross section of large versus small MPOs. The project was initiated in 2016 to develop standardized performance reports for the federal performance measures. This pilot project is still ongoing, and involves continual coordination and collaboration between FDOT and the MPOs as the year continues.



Below is a summary of the work that has been accomplished through FDOT and the MPOs collaborative efforts on the FDOT/MPO pilot project:

May 2016

- National Measures Briefing Factsheets – provided research on proposed pavement, bridge, safety, system performance, freight and CMAQ performance measure requirements and creation of *read ahead* fact sheets on measure content, what measures are being used today, and federal schedule/reporting requirements.
- Internal Meetings – held a series of in-person meetings with FDOT safety, congestion/freight, bridge and pavement staff and brainstorming sessions with FDOT to discuss how to develop MPO-level performance measure data for annual federal performance reports.
- Introductory Webinar Meetings with MPO Pilot Personnel – conducted *GoToMeetings* with MPO representatives from the pilot MPOs to present a concept for MPO-level reports in the areas of safety, bridges and system performance/freight.

July 2016

- Initial Analysis of Bridge and Safety Data – gathered data on safety and bridges, which was then broken down by MPO region.
- Reporting MPO level Bridge and Safety Data – conducted *GoToMeetings* with the four pilot MPOs to report on bridge and safety data (a separate meeting for each MPO).

August 2016

- System Performance/Freight Data - gathered data on system performance/freight broken out by MPO region, in addition to conducting a *GoToMeetings* with the four pilot MPOs to discuss data.

September 2016

- Presented an update on the status of the FDOT/MPO Pilot Study at the Florida Metropolitan Planning Partnership (FMPP) Statewide Meeting. As part of the meeting there was a facilitated discussion between FDOT, all of Florida's MPOs with a panel composed of the four pilot MPOs to discuss the results of the on-going pilot analyses.

Moving forward, the following efforts will be undertaken to complete the collaborative FDOT/MPO pilot study:

November 2016

- FDOT management briefed on initial thoughts and ideas by staff on target setting. Feedback will be shared with the pilot MPOs.

December 2016

- Final performance rules are anticipated to be published from FHWA. Alignment of pilot approaches with final rules will begin.

January/February 2016

- **Preparation of Florida's federal performance report, which includes the** four MPO pilots and is aligned with Federal rules.

At the September 2016 Florida Metropolitan Planning Partnership (FMPP) Statewide Meeting, FDOT organized a three-hour facilitated workshop to present and highlight efforts that have been on-going with the FDOT/MPO performance pilot project. The facilitated workshop included a panel discussion that included representation from each of the four **pilot MPOs**. **As part of FDOT's efforts to collaborate on performance measures with Florida's MPOs, the project includes a review of MPO-level performance results using the new federal performance measures that will include a comparison of statewide trends to MPO level trends.** The performance measures being examined through the pilot project include measures related to safety, pavement and bridges, and system performance and freight. The specific measures being used as part of the pilot project include:

Safety Measures (5-year rolling average):

- Number of fatalities,
- Number of serious injuries,
- Fatalities per 100 million vehicle miles traveled (VMT), and
- Number of non-motorized fatalities and serious injuries.

Pavement & Bridges:

- Percent of pavement on Interstate & non-Interstate National Highway System in good/poor condition, and
- Percent of bridges on National Highway System in good/poor condition.

System Performance & Freight:

- Percent of Interstate and freeways providing for peak-hour reliable travel times, and
- Percent of Interstate and freeways providing for peak-hour reliable truck travel times.

Through this project, FDOT is working with the four pilot MPOs to develop a standardized performance report and a dataset that can be used by all of Florida's MPOs to report their area's performance as part of the federal performance reporting process.

Status of Federal Performance Measures Rulemaking Process

Setting national standards for the creation of federal performance measures was a requirement under MAP-21, and since then, state agencies and MPOs within Florida have been working together on how best to implement this process. After MAP-21 was enacted, the United States Department of Transportation (USDOT) began the federal rulemaking process to implement the intent of federal law. The rulemaking

process kicked-off in March 2014 and is still underway. Proposed rules are published as a Notice of Proposed Rulemaking (NPRM) in the Federal Register. After comments were received and considered by USDOT, final rules have been published for Safety Performance Measures; Highway Safety Improvement Program; and Statewide and Metropolitan Planning, Non-Metropolitan Planning and Highway Asset Management Plans. Final rules for Pavement and Bridge Condition Measures are expected to be published in December 2016. Final rules for System Performance, Freight, CMAQ and MPO Coordination have not been announced at this time.

6. FDOT Central Office Regional Coordination Efforts

Florida Transportation Plan (FTP) and Strategic Intermodal Systems (SIS) Policy Plan

The Florida Transportation Plan (FTP) is the long-range transportation plan for the state of Florida. It is a plan for all of Florida created by, and providing direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners.

The FTP is a collaborative effort of state, regional, and local transportation partners in the public and private sectors. The development process included:

- A 35-member steering committee representing all levels of government, multiple modes of transportation, business and economic development organizations, and community and environmental interests;
- Three advisory groups that identified issues and potential strategies in specific topical areas; and
- An extensive public involvement process that gathered input and feedback from more than 15,000 participants, including three statewide events, 13 regional forums or workshops, over 350 partner briefings, and an interactive website.

The FTP has three elements:

- A Vision Element that describes trends, uncertainties, and themes that will shape the future of transportation in Florida during the next 50 years;
- A Policy Element that defines goals and objectives to guide FDOT and its partners toward that vision during the next 25 years; and
- An Implementation Element that defines key actions to achieve the goals and objectives during the next 5 to 25 years.

The Vision Element and Policy Element were completed in 2015, and the Implementation Element is being drafted as an on-line, living document.

As a key emphasis of FTP implementation, FDOT updated Strategic Intermodal System (SIS) Policy Plan in early 2016 for consistency with the FTP. The SIS includes the **transportation hubs, corridors, and connectors that are most important to Florida's economic competitiveness because they connect Florida's regions or they connect Florida to other states and nations.** The SIS serves as the state's highest priority for statewide mobility. The SIS Policy Plan defines objectives, emphasis areas, and implementation strategies to guide planning and management of the SIS during the next five years.



For more information on these plans, please visit the FTP/SIS website at <http://floridatransportationplan.com/>.

Florida's Future Corridor Planning Process

Also in support of the FTP, FDOT is implementing the Future Corridors Planning Process to plan for the **major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years**. This process emphasizes corridors that connect Florida to other states, or that connect broad regions within Florida, generally via high-speed, high-capacity transportation facilities such as major rail lines, waterways, air service, and Interstate or other limited-access highways. The overall planning process considers opportunities for two types of long term improvements to Florida's major transportation corridors:

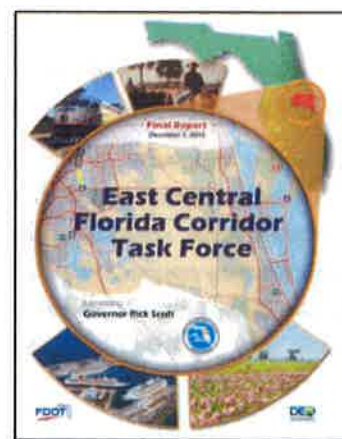
- Transforming existing facilities in a corridor to maximize their function, and
- Identifying corridor study areas for potential new parallel facilities to provide alternatives to existing congested facilities or potential new multimodal corridors in regions not well served by major corridors today.

FDOT has developed a three-stage process for planning the future of major transportation corridors:

1. Prepare a high-level **Concept Study** to identify anticipated statewide connectivity and mobility needs in the study area; determine whether a significant transportation corridor investment in the study area is consistent with statewide policies and available regional and community visions and plans for future growth; identify key community and environmental issues to be considered in future stages; and identify a framework for moving forward in this study area.
2. Conduct an **Evaluation Study** of one more segments of the full study area to identify and assess potential alternative solutions to the anticipated mobility and connectivity needs; work with partners to build consensus around potential solutions; and develop an action plan for future work on viable corridors.
3. Use FDOT's established **Project Development** processes to conduct more detailed analyses of specific alternative corridor improvements, continue coordination with partners, and advance specific projects into implementation.

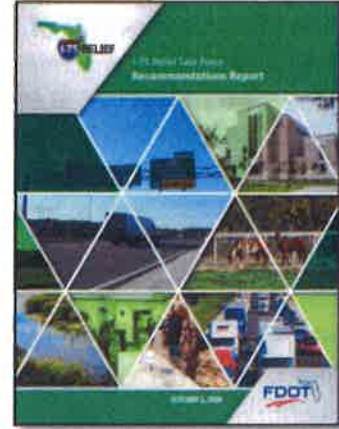
FDOT has worked with partners to develop guiding principles for planning future transportation corridors. These principles balance transportation needs with environmental, land use, economic development, and community development considerations. FDOT completed Concept Studies of two interregional study areas in 2013—a 15-county area from Tampa Bay through Orlando to the Atlantic Coast, and a 19-county area from Tampa Bay to Northeast Florida.

In 2013, the Governor by Executive Order established the East Central Florida Corridor Task Force to develop consensus recommendations on future transportation corridors serving established and emerging economic activity centers in portions of Brevard, Orange, and Osceola counties. The 13-member Task Force delivered its final report to the Governor in 2014, including nine transportation corridor alternatives for



further study and a proposed action plan for implementation of the **recommendations**. **FDOT's District 5 office is now leading** an Evaluation Study of the proposed corridor alternatives.

In 2015, the FDOT Secretary appointed the 21-member I-75 Relief Task Force to develop consensus recommendations on maximizing existing **and developing new high-capacity transportation corridors** to serve the area between Tampa Bay and Northeast Florida, with initial emphasis on **the counties along and to the west of I-75**. **The Task Force's final report** in 2016 recommended a framework of potential short, medium, and **long-term solutions for further study**. The primary and immediate **strategy is to evaluate the transformation of I-75 from Hernando to Columbia counties through approaches such as express lanes and truck-only lanes**. FDOT is now developing an I-75 Master Plan to implement this recommendation.



Additional information on the Future Corridor Planning Process can be found at <http://www.fdot.gov/planning/policy/corridors/>.

Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) was enacted in 2005 as part of the state's Growth Management Legislation (SB 360) to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities that have been identified and prioritized by regional partners. Eligible partners include:

- Two or more contiguous MPOs,
- One or more MPOs and one or more contiguous counties that are not members of an MPO,
- A multi-county regional transportation authority created by or pursuant to law,
- Two or more contiguous counties that are not members of an MPO, and
- MPOs comprised of three or more counties.

Eligible partners must sign an inter-local agreement that requires the development of a regional transportation plan and planning process to qualify for TRIP funding. The inter-local agreement also requires the identification of an entity responsible for the coordination and development of a regional transportation plan, the identification of boundaries of the regional transportation area, and a process for dispute resolution regarding the regional transportation plan. Projects funded through TRIP must meet certain eligibility criteria, with certain types of projects receiving priority. Projects that are assigned priority include those that:

- Provide connectivity to the Strategic Intermodal System (SIS),
- Support economic development and goods movement in rural areas of critical economic concern,
- Are subject to local ordinances that establish corridor management techniques,
- Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network, and
- Provide local matching funds available to be committed to the project.

Additional information on the Transportation Regional Incentive Program can be found at: <http://www.fdot.gov/programmanagement/LP/TRIP/Default.shtm>

Freight Planning

The efficient movement of freight is an essential component of Florida’s economic competitiveness. Beginning with the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (P.L. 102-240), the development of freight and multimodal plans has received greater attention nationally—with freight planning being carried forward with each succeeding transportation bill. Legislation has encouraged states to develop long range comprehensive freight plans to address future demands and prioritize investments in freight infrastructure.

These priorities were further incentivized by the **Fixing America’s Surface Transportation (FAST) Act**, which was enacted in December 2015. For the first time, this law provided a dedicated source of federal funds for freight projects. The FAST Act established the National Multimodal Freight Policy that requires the USDOT to establish and maintain a National Multimodal Freight Network, which assists states in prioritizing freight investments and directing resources toward improving overall system performance. The FAST Act also requires USDOT to develop a National Freight Strategic Plan to address existing conditions, forecast future demand, and identify priority corridors and interstate projects to increase connectivity and efficiency. The National Highway Freight Program (NHFP) was also created under the FAST Act, which allocates an annual average of \$1.2 billion for freight projects nationwide over the life of the bill. In order to qualify for funding under the NHFP, states are required to have freight plans adopted by December 2017.



The FDOT Office of Freight, Logistics, and Passenger Operations oversees the freight planning process through coordination of public and private resources to increase connectivity and promote economic competitiveness. The office coordinates between all modes to ensure that the state’s planning efforts are cohesive toward achieving the state’s vision. **FDOT is in the process of updating all of its modal plans: the Rail System Plan, Aviation System Plan, and the Seaports and Waterways System Plan will be consistent with the newly**

updated FTP as well as the Freight Mobility and Trade Plan, which was adopted in 2014. In addition, the Rail and Motor Carrier Service is developing a Motor Carrier System Plan for the first time. This plan is expected to be available for comment by the end of 2016.

In addition, the Florida Metropolitan Planning Organization Advisory Council (MPOAC) created a **Freight Committee to provide guidance and foster relationships between Florida’s MPOs, FDOT, and other public and private partners to coordinate freight planning initiatives. The MPOAC’s Freight Committee meets on an as-needed basis throughout the year, and provides a forum for the sharing of resources and information related to the successful growth and development of Florida’s multi-modal freight network.**

For more information on FDOT's Freight Initiatives, visit: <http://freightmovesflorida.com/>

Performance Measurement

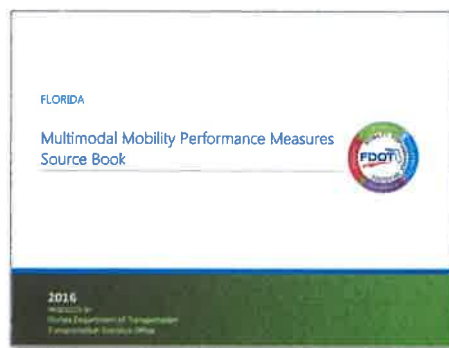
The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), also known as MAP-21, included increased requirements for performance reporting and measurement by states and MPOs through the federal rule making process. These requirements have been further defined in the Fixing America's Surface Transportation (FAST) Act. FDOT has been producing annual performance reports since 2013 that not only address the requirements first established in MAP-21, but other measures important to Florida Transportation System Performance. Most recently, the 2015 and 2016 Annual Performance Reports have been developed in close coordination with the update of the Florida Transportation Plan. This aligned effort is to foster coordination and cohesion between planning and performance, and to ensure that the measures identified represent the established goals of the FTP to the greatest extent practicable.

Florida has been nationally recognized for its performance measurement innovations, and continues to be at the forefront of this effort. Through a collaborative process, FDOT has hosted a series of Performance Workshops at the last three annual statewide Florida Metropolitan Planning Partnership (FMPP) Statewide Meetings. These workshops provide a forum for the MPOs, FDOT, FHWA and FTA to collaborate and improve the way they conduct business and interact with each other. Key areas have been identified, and apply not only to performance reporting, but to the overall planning process. As a result of increased collaboration between FDOT and the MPOs, a Performance Measures Collaboration Pilot Project was launched to help establish measures and targets. The resulting effort is meant to generally standardize the performance reporting process and develop a dataset for the MPOs for performance measure development.



FDOT Transportation Statistics (TranStat) Office

The FDOT Transportation Statistics Office is FDOT's main source for highway and traffic data gathered from district offices. It offers a variety of programs and data services, including the Freight and Modal Data Program, Geographic Information Systems (GIS), Highway Data, Highway Systems, Numbering, and Jurisdiction data, Mobility Performance Measures, a Roadway Characteristics Inventory (RCI), Straight-Line Diagrams, and Traffic Information. TranStat also offers tools and training on the different ways of analyzing and processing the data.



Most recently, the TranStat office released the *2016 Florida Multimodal Mobility Performance Measures Source Book*, which serves as the annual update of current and historical data describing the performance of the transportation system in Florida in relation to mobility. The office also released the *General Interest Highway Statistics Source Book*, with public road data and information. The newest changes to the 2016

Florida Multimodal Mobility Performance Measures Source Book include the addition of measures that **aggregate data for the “seven largest MPOs” as a proxy for urban mobility.** The Source Book also has a **new section on “People & Freight,”** which is meant to link related performance measures from both categories. It also complies with the request for an increased statewide focus on freight as outlined in the FAST Act. Other changes to the Source Book include the addition of three new measures, as well as other minor changes.

FDOT Safety Office



The State Safety Office within FDOT exists to continually improve the safety of the traveling public. The Safety Office is organized in several sections that relate to key programs and activities:

- Federal highway safety grants,
- Crash data,
- Bicycle pedestrian program,
- Safe Routes to School Program,
- Crossing guard train the trainer, and
- Employee health and safety.

The Safety Office is also responsible for the Florida Strategic Highway Safety Plan (SHSP), which was updated this year. The 2016 SHSP identifies strategies to advance the aspirational vision of ultimately eliminating fatalities and reducing serious injuries on all public roads. It has been updated in coordination with the FTP to ensure that the goals align in furthering the state’s transportation vision. The SHSP includes 13 emphasis areas, which reflect and identify recent trends related to Florida highway safety issues. The plan also identifies specific activities related to its implementation, and the roles of FDOT and its partners in that process.