

**Minutes of the Florida MPO Advisory Council**  
**Governing Board**  
**January 22, 2015**

**Governing Board Members in Attendance:**

Mayor Susan Haynie, Palm Beach MPO, Chairperson  
Mayor Walter T. Kelley, Bay County TPO  
Councilmember Delores Madison, Capital Region TPA  
Commissioner James W. Herston, Charlotte County-Punta Gorda MPO  
Councilman Sam Saad, III, Collier MPO  
Councilmember Charles Bare, Florida-Alabama TPO  
Commissioner Helen K. Warren, Gainesville MTPO  
Nicholas Nicholson, Hernando/Citrus MPO  
Mayor Ray Goodman, Lake-Sumter MPO  
Councilman Jim Burch, Lee County MPO  
Councilman Jim Wood, Okaloosa-Walton TPO  
Vice-Mayor Doreen Hock-DiPolito, Pinellas County MPO  
Councilman Jim Bennett, Sarasota/Manatee MPO  
Mayor Kathy Meehan, Space Coast TPO  
Mr. Darrell Drummond, St. Lucie TPO

**Others in Attendance:**

Howard Glassman, MPOAC Executive Director  
Paul Gougelman, MPOAC General Counsel  
Brigitte Messina, MPOAC  
Jeff Kramer, USF/CUTR  
Christen Miller, USF/CUTR  
Karen Brunelle, FHWA  
Lee Ann Jacobs, FHWA  
Hal Beardall, FCRC Consensus Center  
Richard Biter, FDOT  
Yvonne Arens, FDOT  
Jim Wood, FDOT Policy Planning  
Harry Reed, Capital Region TPA  
Bob Herrington, Charlotte County-Punta Gorda MPO  
Mary Bo Robinson, Florida-Alabama, Okaloosa-Walton and Bay County TPOs  
Marlie Sanderson, Gainesville MTPO  
Rich Clarendon, Hillsborough MPO  
Eric Hill, MetroPlan Orlando  
Harold W. Barley, MetroPlan Orlando  
Nick Uhren, Palm Beach MPO  
Sarah Ward, Pinellas County MPO  
Tom Deardorff, Polk TPO  
David Hutchinson, Sarasota/Manatee MPO  
Peter Buchwald, St. Lucie TPO  
Bob Kamm, Space Coast TPO

Rocky Randels, Space Coast TPO  
Hope Abbott, Public

### **1. Approval of Minutes**

Councilmember Ray Goodgame, Lake-Sumter MPO, made a motion to approve the minutes of the October 30, 2014 meeting of the MPOAC Governing Board. Mayor Walter T. Kelley, Bay County TPO, seconded the motion. The motion was approved unanimously.

### **2. Public Comments**

No public comments were made.

### **3. Executive Director's Report**

Mr. Howard Glassman, MPOAC Executive Director, provided a status report on the MPOAC budget, referring to Attachment 1 of the MPOAC agenda package under the Executive Director's Report. During the period from October 1-December 31, 2014, a total of \$106,813 was spent, raising the total amount spent from the beginning of the fiscal year to \$200,210, roughly 45% of the total \$446,500 annual budget.

Mr. Glassman then presented the legislative status report. Mr. Glassman distributed a list of 14 bills that have been filed with the Florida Legislature to date and provided a summary of their intent. None of the bills have yet been heard in committee or had a staff analysis conducted. These bills focus on such issues as texting, wireless communication, hazardous walking, and public-private partnerships. The agency bill filed on behalf of the FDOT is not included as part of this list.

Mr. Paul R. Gougelman, MPOAC Counsel, provided an overview of the MPOAC Bylaws and Rules and asked for two actions; adoption of the bylaws and approval of the repeal of the existing rules that are published in the Florida administrative code. Mayor Susan Haynie, Chair, Palm Beach MPO, requested a motion to adopt the new bylaws and repeal the existing rules. Mayor Kathy Meehan, Space Coast TPO, motioned and Jim Burch, Lee County MPO, seconded. The motion carried unanimously.

Mayor Susan Haynie, Chair, Palm Beach MPO, gave an update on the status of the MPOAC Executive Director search, stating that the position was posted January 16, 2015 on the PeopleFirst website, the MPOAC website, the National Association of Regional Council (NARC) website, and the Association of MPOs (AMPO) website. The position will be open for a month, until February 13, 2015.

Mr. Glassman concluded his report by providing a summary of the MPOAC Freight Committee meeting held earlier in the day. He thanked all those who attended and summarized the presentation made by Dan Hardy, Renaissance Planning Group, which focused on design considerations in designing complete streets. He also thanked Statewide Freight Coordinator, Ricky Fitzgerald, for his attendance and for providing a summary of FDOT freight activities.

#### **4. Election of Officers**

Mayor Susan Haynie, current chair of the MPOAC Governing Board, relinquished the Chair position to Mr. Gougelman, MPOAC Counsel, who introduced the election of officers – a Chairperson and Vice-Chairperson – for the MPOAC Governing Board. Mr. Gougelman noted for the record that the election was for a one-year term to begin at the MPOAC meeting to be held in July 2015.

Mr. Gougelman asked Mayor Haynie, Palm Beach MPO, if she would be willing to continue to serve if nominated. Mayor Haynie responded that she would. Councilmember Sam Saad, III, Collier MPO, nominated Mayor Susan Haynie to continue to serve as Chairperson. Sam Saad, III, Collier MPO, moved to close the nominations and Councilmember Delores Madison, Capital Region TPA, seconded. Mr. Gougelman closed the nominations and called the question by unanimous acclamation. The motion passed.

Councilmember Jim Burch, Lee County MPO, nominated Councilmember James Wood, Okaloosa-Walton TPO, to continue serving as Vice-Chairperson of the MPOAC Governing Board. Mayor Kathy Meehan, Space Coast TPO, moved to close the nominations and Councilmember Sam Saad, III, Collier MPO, seconded. Mr. Gougelman closed the nominations and called the question by unanimous acclamation. The motion passed.

Mayor Susan Haynie, Palm Beach MPO, nominated Councilmember Jim Burch, Lee County MPO, to serve as the at-large member of the MPOAC Executive Committee. Councilmember Sam Saad, III, Collier MPO, moved to close the nominations and Mayor Susan Haynie, Palm Beach MPO, seconded. Mr. Gougelman closed the nominations and called the question by unanimous acclamation. The motion passed.

#### **5. Agency Report**

##### **a. FDOT Agency Report**

Jim Wood, State Transportation Development Administrator, Florida Department of Transportation (FDOT), provided an update on statewide transportation planning activities. He mentioned that the Florida Transportation Plan (FTP) and Strategic Intermodal System (SIS) Plan will be updated this year, 2015. A flyer was distributed to members detailing opportunities for stakeholders and the public to become involved in the update processes at upcoming regional forums. Mr. Wood then summarized the output from the Vision Summit that took place in Orlando in December 2014. The summit focused on alternative futures, with a heavy emphasis on the technology that will change Florida's infrastructure. The output from the Vision Summit will be used to inform the updates of the FTP and SIS Plans.

Mr. Wood noted that the Steering Committee, overseeing the update of both the FTP and SIS Plans, will hold six meetings during 2015, starting on January 30. The MPOAC is represented on the Steering Committee by the Governing Board Chair, Susan Haynie, and Vice-Chair, Jim Wood. In addition to the Steering Committee, advisory groups will be appointed in March 2015 to provide additional guidance. Mr. Wood stated that the goal is to complete both plans by December 2015 and then provided a web

address ([www.floridatransporationplan.org](http://www.floridatransporationplan.org)) which will be updated regularly to provide current information as the plan updates move forward.

Mr. Wood continued by stating that the East Central Florida Corridor Task Force completed their work in November 2014 and presented it to Governor Scott in December 2014, including a Proposed Action Plan. FDOT will be working with the Space Coast TPO and MetroPlan Orlando on the Regional Transit System Plan for the East Central Florida Corridor (ECFC). FDOT will also be working with other regional transportation partners to identify needs on existing corridors and to conduct evaluation studies for newly identified corridors. FDOT will be looking to develop a variety of planning tools and legal instruments as models for creating a right-of-way reservation for recommended corridors in the Deseret Ranch area and elsewhere. Mr. Wood emphasized this particular area because it will help shape the FDOT's approach as it moves forward with work in other future corridors. Mr. Wood concluded by saying that the FDOT is interested in forming a coalition of interested parties to consider transportation and land use policies and decisions as the FDOT conducts similar processes in other parts of the state.

#### **b. FHWA Agency Report**

Ms. Karen Brunelle, Director, Office of Project Development, and Ms. Lee Ann Jacobs, Planning and Programs Coordinator at the FHWA Florida Division Office, shared FHWA activities.

Ms. Brunelle provided an overview of the Federal funding rules currently in place in which Congress approved funding through September 2015, but contracting authority only through May 2015. Ms. Brunelle read a statement on the interim final rule for 2 CFR 200 that was published in the Federal Register on December 19, 2014. She announced that "this interim rule, effective for new awards made on or after December 26, 2014, implements for all Federal award-making agencies the final guidance Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards issued by the Office of Management and Budget in December 2013. This interim rule is necessary to incorporate into regulation and bring into effect the Uniform Guidance as required by OMB. The interim final rule includes a new Part 1201 to reflect the Department of Transportation's adoption of 2 CFR 200, which supersedes and repeals the requirements of the Department of Transportation's Common Rule (49 CFR parts 18 and 19)." She then added that there was a 60-day public comment period to allow for feedback on the interim rule that would end on February 17, 2015.

Ms. Brunelle announced that the application process for the fifth round of the SHRP 2 Implementation Assistance Program (IAP) is now open. Applications for implementation assistance are open to State Departments of Transportation, metropolitan planning organizations, local governments, tribal agencies, and Federal Lands Highway Divisions.

Ms. Brunelle then provided an overview of the Planning Process Bundle; a related group of SHRP2 products within the Capacity focus area that addresses elements of transportation planning, programming, and project development that require collaboration with entities outside the primary transportation agency in order to achieve success. The five products within the Planning Process Bundle are Performance Measures for Highway Capacity Decision-Making (C02), Transportation Visioning for

Communities (C08), Incorporating Greenhouse Gas Emissions into the Collaborative Decision-Making Framework (C09), Guide to Public-Private Partnerships and Non-Standard Procurements (C12), and Integrating Freight Considerations into the Highway Capacity Planning Process (C15). Assistance is available at three participation levels: proof of concept pilots, lead adopter incentives, and user incentives. Applications are due February 13, 2015.

Ms. Brunelle concluded her remarks by stating that FHWA Order 5520, Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events, was published on December 15, 2014. The new order was issued to provide policy guidance on how to integrate the consideration of climate change and extreme weather risks into planning and operations policies and programs.

Ms. Jacobs announced that the Pavement and Bridge Performance Measurement notice of proposed rulemaking (NPRM) came out on January 5, 2015 and that comments are due by April 6, 2015. The document can be viewed and comments can be made at [www.regulations.gov](http://www.regulations.gov). The Highway Asset Management Plan NPRM is expected to be released soon and will have a 60 day comment period. The remaining Performance Measurement NPRM addressing issues related to Congestion/System Performance Measures are expected to be released in April with a 90 day comment period. Final rules for the Safety and Planning NPRMs, which have closed, are expected to be published in the fall of 2015.

Ms. Jacobs then described the USDOT Every Day Counts (EDC) initiative. It is a state based model to identify and rapidly deploy proven, but under-utilized, innovations to shorten project delivery and improve environmental sustainability, enhance safety, and reduce congestion. Ms. Jacobs stated that the third cycle, EDC 3, is currently in effect and focusing on innovations and efficiencies through technology collaboration.

Ms. Jacobs thanked all the MPOs that expressed interest in the Bicycle & Pedestrian Count Technology Pilot Program. The focus is going to be on larger MPOs (those with over one million in population) that currently do not have a count program for bicycles and pedestrians. The funding decision should be made, and MPOs should be notified by, January 30, 2015.

## **6. Florida Automated Vehicles Initiative**

Mr. Rich Biter, FDOT Assistant Secretary for Intermodal Systems Development, presented the Florida Automated Vehicles Initiative focusing on creating awareness of how Automated Vehicles technologies will impact the transportation system of the future. Mr. Biter explained that “Automated Vehicles” is an umbrella term that includes both autonomous and connected vehicle technologies. An autonomous vehicle (AV) is any vehicle equipped with advanced sensors (radar, LIDAR, cameras, etc.) and computing abilities to perceive its surroundings and activate steering, braking, and acceleration without operator input. Connected vehicles (CV) employ vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communication to provide real time warnings to a human driver to help them avoid crashes. Mr. Biter showed a video that demonstrated the different levels of automation and technologies being

intergraded into vehicles, stating that AV will enhance safety and livability as the technology becomes more and more available.

AV technologies provide a method for FDOT to achieve its vision to serve the people of Florida by delivering a transportation system that is free of fatalities and congestion. FDOT is concentrating on increasing Florida's transportation systems efficiency and safety by developing and planning for AV technology. FDOT aims to be a national leader by integrating AV into its infrastructure and encouraging more technology companies to relocate to Florida to utilize Florida's transportation system for AV testing. FDOT is considering policy development, land use impact, funding issues, regional planning, and applying AV technology to facility and infrastructure designs. He concluded his remarks by emphasizing the importance of the MPO role in considering the future of transportation as AV becomes more widely available and how the FDOT is looking to work with the MPOs to make that happen.

Mayor Susan Haynie, Palm Beach MPO, opened the floor for questions. A discussion took place concerning how the new technology will impact policies and the public's current perspective on driving. Mr. Biter replied to the concerns by explaining that this is an example of when technology out paces policies. He explained that once vehicles become fully autonomous, policies will drastically change, providing an example that it may not be necessary in the future for people to have a driver's license to use a car since the vehicles will not actually be "driven" by human beings anymore.

#### **7. MetroPlan Orlando's Value Pricing Pilot Study**

Mr. Eric Hill, MetroPlan Orlando, presented the Value Pricing Pilot Study. Mr. Hill informed the directors that the presentation found in the agenda packet is outdated and that he will be making a refreshed presentation which he could make available if desired. The proposed pilot study considers alternative transportation funding strategies such as a Fixed Mileage Based User Fee (where the price charged per mile would be fixed regardless of other variables such as time of day, route taken, traffic volume, etc.) , Variable Mileage Based User Fee (where the price charged per mile would depend on a variety of external variables), Parking/Area Pricing, and Road Space Management. Mr. Hill discussed how value pricing (congestion pricing) uses economic incentives to change driving behavior and to reduce congestion. He concluded by stating that the study will build upon transportation funding policies adopted by MetroPlan Orlando and the MPOAC.

Councilmember Charles Bare, Florida-Alabama TPO, expressed concern about the use of variables such as time of day, levels of congestions, and location as the basis for pricing the use of roadways. Councilmember Bare stated that he believed that the public will have a hard time accepting the concept of being tracked to obtain the data necessary to implement variable pricing strategies and how the public will likely view this as an invasion of their privacy. Mr. Hill replied by explaining that the idea behind variable pricing is to encourage people to change their travel behaviors (time of day of travel or route of travel, for example) through the cost of travel and that the issue of privacy was one of concern that needed to be considered before attempting to implement a value pricing strategy.

## **8. Hillsborough County MPO: Vulnerability Assessment and Adaptation Pilot Project**

Mr. Rich Clarendon, Hillsborough MPO, made a presentation focusing on their Vulnerability Assessment and Adaptation Pilot Project. The Hillsborough MPO was selected by the Federal Highway Administration (FHWA) for a pilot project to assess surface transportation resiliency to three climate-related hazards in Hillsborough County including sea level rise, storm surge and flooding.

The County's transportation infrastructure and operations have been severely impacted by extreme weather events in past years, causing damage, deterioration, and significant disruptions to the movement of people and goods and ultimately impacting the local economy.

The vulnerability assessment took a two-pronged approach: 1) to evaluate the impact of system-wide transportation disruption under a typical storm scenario, estimate the economic consequences of that disruption, and propose measures to mitigate the disruption; and 2) to look at up to six critical and vulnerable transportation facilities for a more detailed analysis. The goal was to develop investment levels for the Long Range Transportation Plan (LRTP) Safety and Security funding category in an effort to reduce Hillsborough County's vulnerability to extreme weather conditions. A second goal of the project was to integrate climate-related mitigation and adaptation measures into the planning process. The results of this pilot project will be shared as a national case study for the FHWA Climate Change Vulnerabilities Assessment Pilot program. The full report is available at <http://www.planhillsborough.org/hillsborough-transportation-vulnerability-assessment-pilot-project/>.

Mr. Clarendon described the specific segments of roadways assessed in the study, which included the Selmon Expressway (ramps), Gandy Boulevard, Memorial Highway, the Courtney Campbell Causeway and South 20th/22nd Streets (a segment of I-75 over the Alafia River was to be included in the analysis, but was not found to be vulnerable to the flooding scenarios considered). The assessments returned two summary variables that describe the relative cost-effectiveness of the illustrative adaptation strategy package proposed for each asset: 1) Estimated net benefits/avoided losses resulting from reductions in the duration of disruption (expressed in dollars), and 2) the "tipping point," the number of days of avoided disruption required for the strategy package to achieve cost neutrality. Notably, three of the five assessments were found to return a net loss (indicating a negative return on investment), while only the Memorial Highway and Gandy Boulevard segments were found to have a positive return on investment. However, the complementary regional-scale analysis illustrates the potential benefit of proactive adaptation countywide, returning positive potential net benefits in the tens of millions of dollars.

Mary Bo Robinson, Florida-Alabama, Okaloosa-Walton and Bay County TPOs, asked how an MPO can integrate adaptation mitigation strategies fit into an MPO Long Range Transportation Plan (LRTP). Mr. Clarendon answered by saying that the focus would be for an MPO to consider the long-term strategic needs of roadway network relative to vulnerability and to take opportunities to make improvements when funds can be made available.

## **9. Communications**

Mr. Howard Glassman noted that the communications for the quarter were included in the agenda packet:

- Memo from Jeff Kramer, CUTR, announcing the dates of the 2015 MPOAC Institutes, dated November 3, 2014.
- Letter to MPOAC from Tony Carvajal, Florida Chamber Foundation regarding the 2015 Transportation Summit, dated December 14, 2014.
- Letter to MPOAC from Joanna Turner, National Association of Regional Councils (NARC) regarding the 2014 Executive Directors Conference, dated October 24, 2014.

## **10. Member Comments**

There were no member comments.

**The meeting was adjourned at 5:39 pm.**