

MPOAC STRATEGIC DIRECTIONS ADVISORY COMMITTEE

PRE-MEETING SURVEY REPORT
September 2015



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STRATEGIC DIRECTIONS PRE-MEETING SURVEY REPORT

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I. MPOAC STRATEGIC DIRECTIONS- SUCCESS

What would be a successful outcome for the MPOAC Strategic Directions process in the coming year?

SDAC Member Responses from the Pre-Meeting Survey

- A clear direction for allocating and spending funds received by the MPOAC.
- A clear direction for the operation of the organization and the means by which we fully engage stakeholders including MPO's and TPOs.
- The MPOAC comes out with a clear direction for expenditure of any funds allocated to it.
- The MPOAC provides a clear direction as to how they will assist local MPOs and TPOs in their work efforts.
- A Strategic Plan that provides vision, leadership, and clarity for a 3-5 year time frame is the outcome I expect from this process.
- Completed, agreed upon Strategic Plan that enhances our overall ability to meet all mission requirements and shapes/defines our legislative agenda providing maximum value for the MPOAC and the organizations and citizens that we serve.
- A new strategic plan to guide the efforts of the organization.
- A simple to understand Strategic Plan that is endorsed by most.
- A series of strategic directions that we can recommend to the Governing Board.
- The development of a 10-year implementable plan for the MPOAC to evolve into a most productive organization that meets the needs of its members
- The MPOAC provides a clear communication strategy for working with MPOs and TPOs.
- Improved statewide transportation as well as funding
- Vision and Mission statement created, Goals and Objectives identified and Implementation strategies identified
- A concrete set of guiding principles that can effectively frame participation, consensus building and elevates MPOs to their rightful place in the decision making of the transportation planning process.

II. LOOKING BACK- SHARED HISTORY

MPO Milestones

- **1962:** Federal-Aid Highway Act- metropolitan planning recognized “for populations exceeding 50,000, a highway project could receive federal funding only if it was planned as part of a comprehensive, continuing, cooperative regional (3-C) process, and was implemented in order to ensure that major road projects did not disrupt local communities and community values
- **1964:** Federal aid for Urban Mass Transit Systems
- **1970** Federal-Aid Highway Act clarifies role, responsibilities of regional transportation organizations

- **1973-** Federal- Aid Highway Act uses term MPOs for first time and earmarks funds for MPOs
- **1975-** Federal Highway Administration/Urban Mass Transportation Administration publish “Joint Planning Regulations” address MPO designation and role
- **1978-** Federal- Aid Highway Act – MPO designations made “by agreement among the units of general purpose local government and the Governor”
- **1991-** ISTEA (Intermodal Surface Transportation Efficiency Act) empowered MPOs as the primary transportation planning entity for urbanized areas
- **1998-** TEA-21 (Transportation Equity Act for the 21st Century)- Continued and expanded MPO role and funding
- **2003:** Florida Legislature authorizes MPO inter local coordination agreements
- **2005-** SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)- Continued and expanded MPO role and funding
- **2012-** MAP-21 (Moving Ahead for Progress in the 21st Century Act).

What were the MPOAC’s greatest moments of success over the past two decades?

Responses from the Pre-Meeting Survey

Influencing Legislative Policy on Transportation. (6)

- Taking a more active role with legislative matters
- Legislative advocacy (State and Federal)
- Changes to Chapter 339, F.S. expanding voting membership cap from 19 to 25;
- The participation of the MPOAC in state-wide legislative coalitions.
- Passage of several of the MPOAC's legislative priorities
- Achieving consensus on items such as the PL funding allocation and the 2-year UPWP

MPOAC Training/MPOAC Institute (5)

- Being able to bring together officials from all over the state for training is a great accomplishment that benefits not only the organization, but all of the governing bodies who send their officials to the training.
- Launching the MPOAC Institute
- I believe the MPOAC Institute is the best accomplishment. It provides excellent education as well as a forum for leaders to share their thoughts and concerns.
- Advocacy Creation of the MPOAC Institute
- The MPOAC Institute is the single most important enhancement that we provide. I am sure there have been few significant legislative priority items but can not quote exactly what they were. This is one of the reasons why we need a clear strategic plan that documents, tracks, measures and provides a vehicle for educating others as well as

ourselves on our successes.

Building Effective MPO/FDOT Relationship. (4)

- Building effective relationship with FDOT for all MPOs
- The increasing recognition of the value of the MPOAC by FDOT.
- Perfected interaction with FDOT on different areas of collaboration including funding.
- Perfected interaction with FDOT on different areas of collaboration including funding.

Excellent State Association. (4)

- Building a statewide association that has earned a national reputation.
- Moving towards an involved executive committee
- Internal relationship building among MPO directors and board members.
- Achieving consensus on items such as the PL funding allocation and the 2-year UPWP

Revenue Study (3)

- Revenue Study (2)
- Alternative Funding Study

Forum for Collaboration.

- Providing statewide forum for MPO collaboration

Freight Committee.

- Establishment of a Freight Committee;

Work Programs.

- Two year Unified Planning Work Programs;

Regional Governance Study discussion

Communicating MPOAC Successes

- I have been a member of the MPOAC for 4-5 years so I cannot speak to successes or failures before that time. I do not think we necessarily list those successes so that our members can understand exactly what benefit we bring to the overall transportation mission.

III. LOOKING AROUND

Members responded to the following questions about the factors and trends they see currently influencing the MPOAC and MPO's/TPO's in Florida that should be considered in the MPOAC Strategic Directions Plan. Below is a table overview of the responses followed by the survey responses.

Tailwinds	Headwinds	Trends
<ul style="list-style-type: none"> • Engaged local elected officials • Great staff • Valued at local and regional levels • MPOAC Institute • Increasing role in the planning process • Providing cost savings opportunities for regional transportation efforts • New leadership at MPOAC & MPOs • Active membership in MPOs across the state • Good relationship with FDOT • Leaders support for multi-modal solutions 	<ul style="list-style-type: none"> • State legislators who don't see MPOs contributions and value • View that private sector does transportation planning better. • Inadequate funding in light of declining gas tax revenue • Regional governance issues and MPOs role • Lack of MPOAC vision and strategic plan • Inability to create regional MPOs • Lack of understanding of MPO role in planning under state and federal statutes. • Inability to share best practices • Lack of specifics in legislative priorities • Lack of MPOAC representation in NWFL • Large membership and long cumbersome meetings. 	<ul style="list-style-type: none"> • Rise of autonomous vehicles • Insufficient and declining gas tax revenues • Transition to a new system to fund transportation. • Legislative gridlock and gloomy role for federal role in transportation planning • Lack of informed leadership in removing local government tax authority • Transition in leadership to a younger generation • Alternative energy fueled vehicles. • Growth of texting/distracted drivers and traffic fatalities • Greater social media use and presence • Desire to streamline government • Pressure to consolidate MPOs • Economic development as a priority

A. Tailwinds (Strengths): List any factors enhancing the success of the MPOAC:

Responses from the Pre-Meeting Survey

- The local elected officials who are engaged in the process of the MPOAC.
- The staff members from various MPOs/TPOs who dedicate their time to attend and participate in MPOAC meetings.
- Valued at a regional and local level
- Effective engagement of local elected officials
- MPOAC Institute Terrific forum for collaboration
- Active membership in TPOs/MPOs around the state.
- The need for a statewide approach to transportation funding.
- Leaders in the Florida legislature that place a value on local government.

- Stronger overall interest in the MPO process
- Creating a platform to assist M/TPO's to become independent;
- Increasing the role of an M/TPO in the planning process;
- Provide cost savings opportunities to regionalization.
- Voice of the community for ground up transportation planning.
- Leaders in our regions influencing the shift to multi-modal solutions.
- Our role as regionalists in solving transportation issues.
- Our role as educators of the public and other units of government.
- Cooperative climate with FDOT
- New leadership at the MPOs and MPOAC
- The MPOAC Institute. I would like to see more education to elected officials over and above the Institute. I would like to see a traveling roadshow that can be used for municipalities/counties to educate their members and staffs on transportation planning. Conversely to the public. - Relationship with FDOT and local Planning Councils/TPOs
- Partnership and collaboration

B. Headwinds (Weaknesses): List any factors impeding the success of the MPOAC:

Responses from the Pre-Meeting Survey

- State officials (legislators) who don't see the benefit of the MPOAC or any local government organization that seeks to provide information to the state legislature.
- Those who believe the private sector can do transportation planning better.
- Inadequate program funding Inability to create regional MPOs, reducing overall number
- Leaders in the Florida Legislature that do not place a value on local government.
- Push from private entities for autonomous vehicles.
-
- Challenge to provide funding for transportation with a declining gasoline tax base.
- Diminishing Funding
- Lack of Funding (2)
- Lack of independent vision for M/TPO's and MPOAC;
- Weak understanding of Federal and State Statute to support M/TPO's roles in planning;
- No clear vision for the statewide association and its role in supporting M/TPO's statewide.
- Regional governance issues We have an identity crisis (No one understands who we are or what we do)
- We don't have a strategic plan
- Lack of understanding what MPOs do and their ability to solve problems
- Inability to share best practices
- Protection of existing silos
- More public education/advocacy.
- Lack of specifics in legislative priorities (TRIP funding is an example. We have called

for more, but we need to be more specific with amounts, back-up sources etc.

- No strategic plan that provides clear goals and measurable results.
- Maybe more social media venues (Facebook) and a redesigned website
- Lack of representation by NWFL (Only 3 reps of 27 on governing board)
- Funding Mechanisms to deliver projects

C. Trends: List any trends (e.g. technical, social, political, economic, etc.) you see affecting and impacting the MPOAC in the coming years?

Responses from the Pre-Meeting Survey

- The rise of autonomous vehicles.
- Insufficient gasoline tax revenues
- Movement to a new system to fund transportation
- Technology advances will affect transportation planning process
- Gloomy forecast for federal role in transportation;
- lack of leadership
- Autonomous vehicles
- Alternative energy fueled vehicles
- Legislative leadership that wants to reduce tax burden by removing local government taxation authority.
- Growth of personal device usage while driving increases traffic fatalities.
- Diminishing transportation funding
- Need to create excitement "sense of purpose" to serve on a M/TPO Board and on the MPOAC Board.
- Share knowledge to assist all M/TPO's achieve a clear mission and vision.
- Large membership (governing board and staff directors) = long cumbersome meetings.
- The cost to travel.
- No social media presence.
- Lack of funding Constraints from FDOT
- Political pressure to consolidate MPO's due to lack of understanding what we do.
- Upcoming federal legislation's role in funding and defining planning activities
- The transitioning of leadership at all levels of government from a retiring generation to the younger generations
- The desire to streamline government
- Trend of more social media use by the public. Another tool for education. –
- Transportation advocacy in the face of challenging conflicting political goals and ever changing public opinions.
- Economic development versus public safety and quality of life
- Diversity

IV. LOOKING AHEAD- Envisioning a Successful Future for the MPOAC

"We are completely lost, but we are making good time." —Y. Berra
"I skate to where the puck will be, not to where it's been." —W. Gretsky

A. Please describe a very *undesirable picture of failure* for the MPOAC in five years:

- The Florida Legislature has dismantled the TPOs and MPOs and provided funding for private entities to manage transportation needs across the state. The MPOAC is dissolved and one entity drives transportation needs for the state. It is full of corruption and local governments revolt against the poor leadership in Tallahassee.
- Lack of MPO Process
- If you don't know where you are going, you are certain to end up somewhere else. Yogi Berra
- Lack of participation, no support for funding, disbanding the organization
- Poor attendance, minimal relationships with other groups, ignored by FDOT and other policy makers
- "The song remains the same"-L. Zeppelin
- Are we there yet? Then, when? - Everything's going to be OK. Maybe not today but eventually!

B. Now envision a successful future for the MPOAC in five years in which everything is going right. Please describe what this ideal future would look like by answering either (or both) of the following questions:

1. It's 2020. You are drafting a column for Florida Trend on the stellar accomplishments of the MPOAC and the key role it has played in improving the state's transportation system over the past five years. What would be the headline? What would you say?

HEADLINES FOR MPOAC SUCCESS IN 2020

- **MPOAC moves Florida's success forward.**
- **Recent statewide survey shows MPOAC is respected, relevant and effective.**
- **Florida MPOAC in the Drivers Seat-** leading the way in transportation planning through education and policy development
- **MPOAC Continues and Expands its Award Winning Training Program,** on site and on line for all local elected officials across the state.
- **MPOAC has helped MPOs assume statewide transportation planning and programming roles while FDOT continues design and construction roles.**
- **MPOAC helps passage for the mileage based tax** that ensures mileage driven in Florida results in tax revenue that support the transportation infrastructure.
- Automated Vehicles have arrived along with a newly implemented mileage based tax
- **MPOAC has secured additional transportation funding**
- **MPOAC, M/TPO's are helping to support economic development,** higher paying jobs and further strengthen their communities through a better and smarter transportation system
- **Florida High Speed Rail breaks ground on first two segments** thanks to MPOAC leadership and consensus building on statewide transportation investments.

- The Florida MPOAC is in the Driver's Seat The Florida Metropolitan Organization Advisory Council is leading the way in transportation planning in Florida through education and policy development.
- The MPOAC provides a 5 part training program that includes both online and onsite training for all local elected officials across the state. This training provides them with valuable knowledge necessary to address the transportation needs in Florida communities.
- The arrival of autonomous vehicles and the newly-implemented mileage based transportation tax require significant involvement from local officials. The MPOAC was heavily involved in the process of establishing the mileage based tax. Their efforts led the way in ensuring that mileage driven in Florida would result in tax revenue here. This is critical to supporting the transportation infrastructure that accommodates millions of tourists each year.
- Additional Transportation Funds
- M/TPO's representing their Metropolitan Regions help achieve a better transportation system that has expanded economic development, helped create higher paying jobs and further strengthen their communities.
- Statewide transportation coalition succeeds with improving mobility
- MPOAC moves Florida's success forward.
- MPOs Assume Statewide Transportation Planning and Programming Roles FDOT to Continue Design and Construction Roles
- MPOAC is Respected, Relevant and Effective.
- Thanks to persistent MPOAC support and consensus-building in support of statewide transportation investments, the first two segments of the Florida High Speed Rail have broken ground.

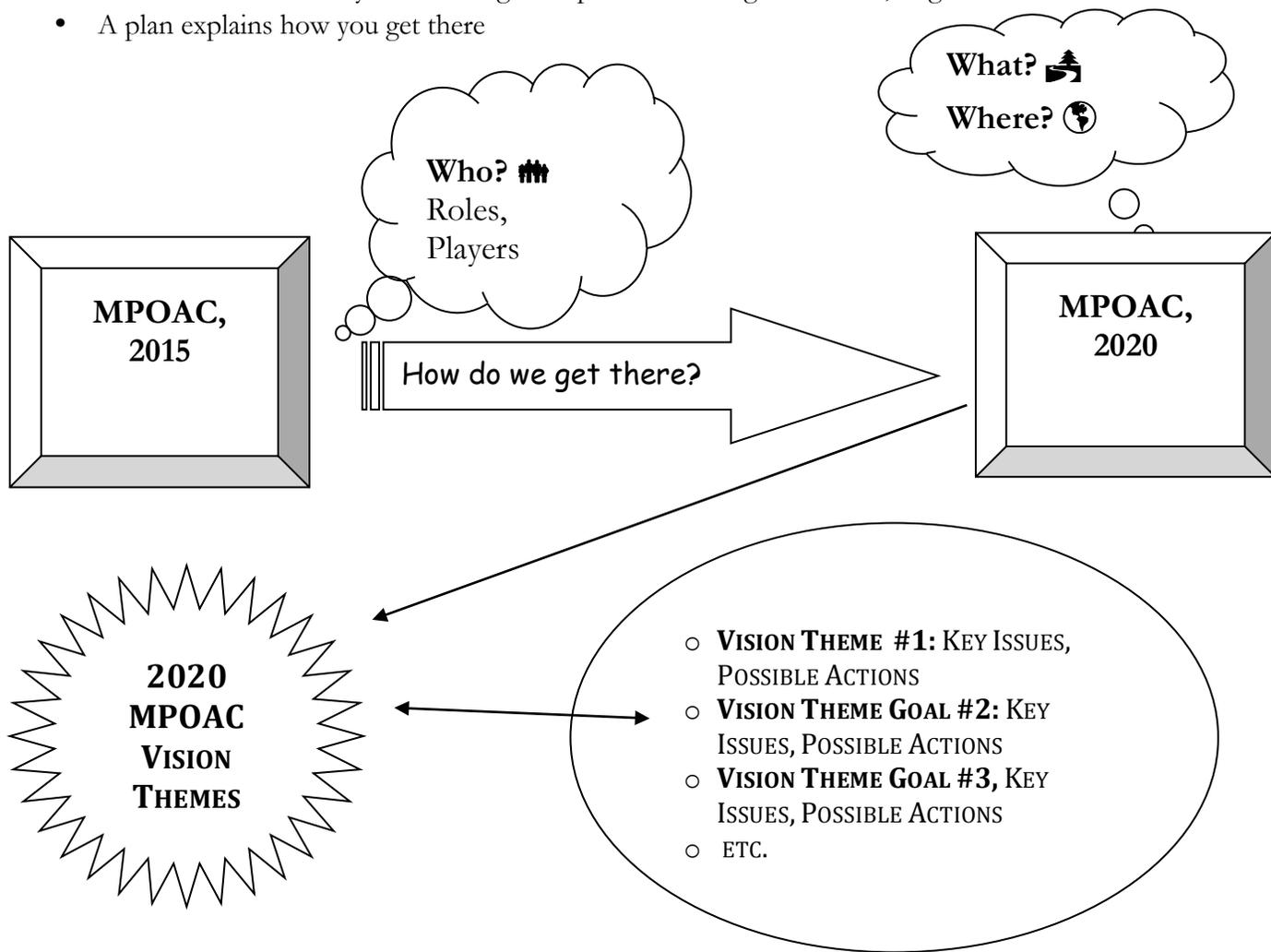
2. What would the MPOAC be doing in 2020 that is different from what it is doing today?

- Providing more training for local government officials.
- Leading the way in transportation policy on a state and federal level.
- Looking at additional funding alternatives
- Higher profile, greater advocacy
- We would be interacting with State and Federal legislators, Transportation Committees setting policy and influencing transportation investment.
- More information exchange between members
- Developing the Work Program
- Something meaningful.
- MPOAC will be providing the Florida legislature the "next set of priority projects needed for advancing Florida as the one the top 3 States in the Nation."

STRATEGIC VISIONING

“If you do not know to which port you are sailing, no wind is a good one.” –Seneca
“If you don't know where you are going, you might wind up someplace else.” – Y. Berra
“I skate to where the puck will be, not to where it's been.” –W. Gretsky

- Effective planning begins with a shared vision of the successful destination
- A strategic vision can establish the common ground upon which to build a plan for the future
- A vision shows where you want to go—it provides strategic direction, targets and a focus
- A plan explains how you get there



C. Key MPOAC Strategic Areas to Address in the Future

Members were asked to rate and comment on a series of key strategic areas and challenges for the MPOAC using the scale of 5 (very critical) to 1 (less critical), to indicate their view on how critical each strategic area listed below is in developing a strategic directions plan for the MPOAC. The strategic areas below have been ordered from highest average rating to lowest. The letter next to the strategic area is the letter assigned in the survey. Some members did not rate every strategic area.

1. (I.) Regional Cooperation

<i>Very Critical</i>		<i>Not Critical</i>			<i>Don't Know</i>	
5	4	3	2	1	0	Avg.
9	1	0	0	0	0	4.9

List the related issue(s) that the MPOAC could address:

- How does the MPOAC encourage cooperation and collaboration between TPOs and MPOs that about each other?
- What are the Transportation needs of regional partners
- What are the benefits and detriments of regional cooperation and mergers to the MPOs serving the needs of the communities that the MPOs represent?
- This is one of the most critical areas. In NWFL we have 3 TPOs and a Regional TPO. I do not see many cross county partnerships or teamwork on a myriad of issues. Someone needs to take the lead on fostering better cooperation especially in transportation planning.
- Need more TRIP and TAP dollars to provide more opportunities for local/regional leaders to impact on the transportation successes at their level.
- Are regions that grow together implementing the needed infrastructure?

What key information is needed?

- A map of all the TPOs and MPOs and any projects or needs that cross boundaries between them.
- Regional Agreements
- MPOAC could document the coordination activities across the state.
- Assess progress made in key intervals, compare, suggest.

1. (A.) Funding (e.g. PL Funds, MPOAC funding, project/construction \$\$, etc.)

<i>Very Critical</i>		<i>Not Critical</i>			<i>Don't Know</i>	
5	4	3	2	1	0	Avg.
8	1	0	0	0	0	4.9

List the related issue(s) that the MPOAC could address:

- What funding source will replace gasoline tax?
- Alternative funding options
- Understanding that M/TPO funding is from the Federal Government, focus on importance of increasing Federal Funding, increase the role of the M/TPO in the

actual assignment of the Federal Funds. Encourage the State to provide real (not in kind) funding to M/TPO's to assist the State DOT in achieving Metropolitan consensus on state funded projects.

- More aggressive advocacy; more engagement of local elected officials
- Should the FDOT treat the MPOAC in a manner similar to the FTC as far as funding?
- Don't understand the question
- How can the MPOs increase their shares of funding and authority over the allocation of funding?
- What are the future plans for the U.S. Congress to provide PL Funds?
- Can we as the MPOAC craft a strategic plan that provides an ability to forecast future budgets and stay ahead of the curve on funding needs.
- How can the MPOs be provided the greatest amounts of funding and authority possible to address the transportation needs of the communities that the MPOs serve?
- SIS Policy needs to be modified to truly support multimodal options such as transit.

What key information is needed?

- Need to review what other states are doing to deal with funding issues in the wake of alternative fueled vehicles.
- Continue promotion of the Alternative Funding Study to the legislature
- Educate Board Members to the Federal Requirements of the M/TPO's and what the MPOAC can do to help further the mission of M/TPO's.
- How adequate funding of a core governmental function is consistent with conservative values. Not all taxes are bad.
- A new SIS policy that is inclusive of multimodal transportation

3. (J.) Enhancing the capacity and skills of MPO/TPO staff and policy makers to make progress on key challenges.

<i>Very Critical</i>				<i>Not Critical</i>	<i>Don't Know</i>	
5	4	3	2	1	0	Avg.
5	4	0	0	0	1	4.6

List the related issue(s) that the MPOAC could address:

- How can the MPOAC Institute be expanded and improved? Can the modules be provided in a digital format similar to the ethics training now offered?
- Early education on future needs
- Educate Board Members to the Federal Requirements of the M/TPO's and what the MPOAC can do to help further the mission of M/TPO's.
- We need to ensure that we are educated on the key challenges facing our state in transportation and provide leadership resolve them regardless of political ramifications.
- Why is "J" above so poorly written such that it is not easily understood?
- Keep supporting the MPOAC Institute and any similar engagements that promote

moving forward.

What key information is needed?

- Early Education
- The Institute is good. Not clear how other training would work as skill levels vary widely.

4. (C.) Public Sector Collaboration and Partnerships (i.e. federal, state and local)

<i>Very Critical</i>		<i>Not Critical</i>			<i>Don't Know</i>	
5	4	3	2	1	0	Avg.
6	3	1	0	0	0	4.5

List the related issue(s) that the MPOAC could address:

- What is the legislature's view of the MPOAC? Does the MPOAC assist local TPOs and MPOs with their relationships with federal and state entities?
- Stress more involvement from the public sector
- How will the relationships among the entities continue to evolve?
- Building better coordination between Visit Florida / other key recruiters of more folks to the state and the impact on transportation planning. The FTP states from Visit Florida that for 2015 tourism expectations for 99 million and goals for 2024 are 150 million. 9 years in transportation terms is tomorrow and we are not ready. There seems to be a disconnect between tourism, economic developers and transportation planners.
- Are federal and state funds flexible enough to bring the private sector into becoming a true player?

What key information is needed?

- Answers to the questions above. --Charles Bare, City of Pensacola
- Examples of Public Sector Collaboration and Partnerships throughout the State
- How the MPOAC compliments the goals of other public infrastructure, funding and land use policy groups.
- Innovative funding partnerships that can allow MPOs the flexibility to streamline projects without risking leveraging federal and state funds.

5. (G.) Passenger Mobility

<i>Very Critical</i>		<i>Not Critical</i>			<i>Don't Know</i>	
5	4	3	2	1	0	Avg.
4	4	0	0	1	1	4.1

List the related issue(s) that the MPOAC could address:

- What are FDOT's plans for addressing passenger mobility to high traffic areas? How do the TPOs and MPOs address passenger vs. freight issues?
- What will encourage more ridership on public transit.
- Understanding the role of FTA/FRA in projects, efficiency in passenger mobility and roles/responsibilities.

- Are we providing passengers any transportation options so passenger mobility and efficiency of travel can be maximized? -

What key information is needed?

- What are the needs of potential ridership
- Please define. Each mode has problems and opportunities. Difficult to generalize.
- Maintain an updated inventory of Passenger Mobility corridors and hubs and deficiencies. Make use of Performance Measures

5. (F.) Freight Mobility

<i>Very Critical</i>		<i>Not Critical</i>			<i>Don't Know</i>	
5	4	3	2	1	0	Avg.
5	3	1	0	1	0	4.1

List the related issue(s) that the MPOAC could address:

- How does the state address freight mobility in transportation planning? What impact does freight moving through the state have on the economy and infrastructure?
- Why Freight Movement providers are not more involved in the MPO Process
- Again, national examples.
- Need a create regional freight hubs that coordinate and synchronize freight delivery in smaller communities and ensure that vehicular choices meet the needs and limitations of these communities
- Are freight and freight mobility are crucial to the economic vitality of the state. Are freight-specific funding sources at federal and state levels being formulated in the upcoming bill?

What key information is needed?

- Information from FDOT on funding for freight needs. Survey of ports to see what capabilities they have and how the port ties into other transportation systems.
- What are the needs of the Freight Community
- More informed Members and staff to help make decisions.
- Mainly responsibility of local or regional groups. Not sure MPOAC can accomplish too much on this.
- A Statewide Freight Plan and Priorities is already in place. Make use of Performance Measures

7. (B.) Advanced Transportation and Policy Plans

<i>Very Critical</i>		<i>Not Critical</i>			<i>Don't Know</i>	
5	4	3	2	1	0	Avg.
4	3	1	0	1	1	4.0

List the related issue(s) that the MPOAC could address:

- What role should the MPOAC play in policy development? To what extent does this assist or inhibit policy direction or development on the local level.
- Autonomous Vehicles

- A national review of M/TPO plans and policies to assist the Florida based M/TPO's compete on the national level.
- Is transportation planning in the US falling behind other countries? Are we taking a look at other countries that seem to be able to resolve their problems faster and with less money?

What key information is needed?

- What role do the members of the MPOAC and the members of TPOs/MPOs want to see for the MPOAC?
- Continued Updates as to the effects of Autonomous Vehicles on the transportation issues
- Seriously?
- Comparisons of how other places plan, build and deliver their projects.

7. (E.) Streamlining Project Decision-Making

<i>Very Critical</i>		<i>Less Critical</i>			<i>Don't Know</i>	
5	4	3	2	1	0	Avg.
5	3	0	1	1	0	4.0

List the related issue(s) that the MPOAC could address:

- What type of projects is the MPOAC trying to streamline? Is the MPOAC a project-based or informational organization?
- Project Decision Making process
- You need to make sure the roles are clearly defined and understood before you can stream line anything. If you don't know why your doing something then you will potential miss the reason things are done while stream lining a process.
- What role will the MPOs play in the streamlined decision-making?
- I am a firm believer in my TPO planning process (LRTP, Annual priorities FDOT 5 Year Plan, TIP/STIP, but timeliness, funding opportunities and flexibility are difficult and can be very onerous for smaller communities who rely on dollars and projects.
- Is the transportation decision-making process inherently delaying projects? Can streamlining a decision be seen more like the private sector sees it?

What key information is needed?

- Understanding of what TPOs and MPOs look to the MPOAC for.
- Don't see this as a MPOAC activity, policy objective
- We need to be able to compare how a public project is delivered now and how can the private sector deliver it.

9. (H.) Transportation and Land Use

<i>Very Critical</i>		<i>Not Critical</i>			<i>Don't Know</i>	
5	4	3	2	1	0	Avg.
4	4	0	1	1	0	3.9

List the related issue(s) that the MPOAC could address:

- Based on future land use, what will the transportation needs be.
- A national review of M/TPO plans and policies to assist the Florida based M/TPO's compete on the national level.
- Coordinated land use is especially critical in the public transit planning process. In NWFL, lack of density limits success of systems.
- More and more local citizens want less intensity, density etc making success of needed systems difficult to meet and maintain.
- Is transportation investment occurring where it needs to occur? Are we holding back sprawl? Are densities being supported by land use?

What key information is needed?

- Land Use Needs
- Critical but we have all struggled for twenty+ years on how to better address this to no avail.
- Data

10. (D.) Private Sector Collaboration and Partnerships

<i>Very Critical</i>		<i>Not Critical</i>			<i>Don't Know</i>	
5	4	3	2	1	0	Avg.
3	1	3	1	1	0	3.4

List the related issue(s) that the MPOAC could address:

- What type of private sector collaboration makes sense for the MPOAC?
- Stress more involvement from the private sector
- A national review of M/TPO plans and policies to assist the Florida based M/TPO's compete on the national level.

What key information is needed?

- Research other states approach to transportation planning. Are there equivalent agencies in other states? Do they utilize private sector partners?
- Examples of Private Sector Collaboration and Partnerships throughout the State
- Positive relations with private sector trade groups
- Examples of other places (in the US and the world) where these approaches have worked

V. BEST PRACTICES

Are there any statewide strategic planning “best practices” or examples that the Committee should consider in developing a new strategic directions plan?

- Looking at additional funding alternatives
- I'm looking forward to your peer review and understanding what you have found.
- Any value to creating a 501c3 or 501c4?
- Six Pillars, FTP
- Use video to connect and discuss best practices, share ideas.
- No. The committee needs to look beyond any existing "best practices"
- Look not only in the US. The world is now a village.

VI. OTHER AREAS/ISSUES

Identify and define any additional issue(s) as you see them in the form of key questions that should be explored:

- Should we spend so much effort on legislative affairs?
- How can the MPOAC serve as a mechanism to share new ideas.
- Is transportation in Florida keeping up with economic vitality, quality of life and mobility?

Appendix #1 Names of SDAC Survey Respondents & SDAC Members

- Charles Bare | Florida-Alabama Transportation Planning Organization
- Harold Barley | MetroPlan Orlando
- Peter Buchwald | St. Lucie TPO
- Susan Haynie | Palm Beach MPO
- Bob Herrington | Charlotte County-Punta Gorda MPO
- Bob Kamm | SCTPO
- Nick Maddox | CRTPA
- Carlos Roa | Miami-Dade MPO
- Greg Stuart, Broward-MPO
- James Wood | MPOAC, NWFRTPO, O/W TPO



MPOAC STRATEGIC DIRECTIONS ADVISORY COMMITTEE MEMBERS

<i>Governing Board Members</i>	<i>MPO/TPO Staff Directors</i>
Susan Adams, City of Fellsmere, Indian River MPO	Harry Barley, Metroplan Orlando
Charles Bare, City of Pensacola, Florida Alabama TPO	Whit Blanton, Pinellas MPO
Jim Burch, Cape Coral, Lee County MPO	Peter Buchwald, St. Lucie County
Nick Maddox, Leon County, Capital Region TPA	Bob Herrington, Charlotte County Punta Gorda MPO
Les Miller, Hillsborough County, Hillsborough County MPO	Bob Kamm, Spacecoast MPO
Nick Nicholson, Hernando County, Hernando Citrus MPO	Carlos Roa, Miami Dade MPO
Jim Wood, City of Destin, Okaloosa Walton TPO	Greg Stuart, Broward County MPO