



STATEWIDE COLLABORATION MEETING

Location: Microsoft Teams

April 17, 2023

Florida Metropolitan Planning Partnership (FMPP) Meeting Summary

April 17, 10:00 am – 12:00 pm

Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Florida's Metropolitan Planning Organizations (MPO) met to collaborate on transportation planning activities in Florida. The partnership between these entities provides valuable support for funding and program implementation.

Welcome and Introductions

Mike Neidhart, FDOT Office of Policy Planning (OPP) welcomed all the attendees to FMPP.

Revenue Forecast Update

- FDOT will present the revenue forecast to MPOs at the April 27th MPO Advisory Committee (MPOAC) meeting.
- The handbook includes statewide, district, and MPO tables. FDOT will share hard copies of the MPO tables at the MPOAC meeting and an electronic PDF of the handbook.
- The revenue forecast will be used to update Long Range Transportation Plans (LRTPs) and the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP).
- There will be a webinar on May 22nd.
- SunTrail is included in the revenue forecast but does not include the additional \$25 million.

Apportionment Plan/Metropolitan MPA Boundary Maps

- FDOT will officially provide Census urban area data on May 15th. Preliminary data can be viewed [here](#).
- MPOs will have 180 days to develop the Apportionment Plan and Metropolitan Planning Area (MPA) Boundary Map. Plans and maps will be due by November 13th if the data is released on May 15th.
- Districts will have 14 days to review plans and maps (November 27th). Then, OPP will have 14 days to review plans and maps and submit comments to the Governor's Office (December 11th).
- MPOs with little to no changes to boundaries or voting membership do not need to redesignate but do need to provide an Apportionment Plan.
 - FDOT is working on guidance that will describe the information that MPOs need to provide for little to no changes or substantial changes.



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Performance Data Integration Space (PDIS)

- FDOT Forecasting and Trends Office (FTO) created a [hub](#) to house data for MPOs to develop performance targets.
 - Vehicle miles traveled (VMT) and Signal4 data will be available here.
- FDOT moved to Signal4 as the safety data source and will be providing resources to use and access Signal4.
- FDOT will provide training on how to do analysis outside of Signal4. Signal4 also provides resources, and you can download data directly.
- The Safety Office addressed the quality assurance/quality control (QA/QC) process for Signal4 data, and FTO will follow up.
- Local agencies will have to coordinate with the MPO to access Signal4 data.

Resilience Action Plan (RAP)

- FDOT will have a draft plan ready for review during the public comment period in May.
- The plan is due on June 30, 2023.
- The plan includes a vulnerability assessment, strategies, and a prioritized project list.
 - Population, VMT, and economic activity levels may be taken into consideration during prioritization when the plan is updated or during other project phases (i.e., project development and environment (PD&E) and design).
- The LRTP Resilience Quick Guide was updated and is available on the [FDOT Resilience website](#).
- Once the plan is complete, FDOT will focus on updating the plan to meet federal requirements.

Disadvantaged Business Enterprises (DBE)

- FDOT shared a memorandum describing necessary Grant Application Process (GAP) and Equal Opportunity Compliance (EOC) System updates. Paper forms (Bidders Opportunity List (BOL) form and tracking of commitments and payments) should be used until updates are complete.
- EOC and GAP updates should be complete by the end of the year.

Carbon Reduction Strategy (CRS)

- The CRS plan builds upon the Florida Transportation Plan (FTP) by addressing gaps and opportunities.
- FDOT is refining the trends and conditions, conducting outreach, and preparing strategies for the plan.
- The LRTP Quick Guide is available on the [CRS website](#).
- The plan is due on November 15th, 2023.

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- A draft will be available for the MPOs to review in June or July.
- Major themes for the plan:
 - Funds are not for capacity projects for general purpose lanes
 - Promote partnership
 - More regional and local coordination
 - Improve mobility choices
 - Support zero and low-emission vehicle technology
- Programming of Carbon Reduction Program (CRP) funds were discussed:
 - FDOT will follow up with Broward MPO on ramp improvements.
 - FDOT will follow up with Charlotte County-Punta Gorda MPO as well.
 - It was suggested that the Work Program Instructions be updated.
- Transportation Choices
 - **Strategy 1:** Encourage regional agencies, local agencies, and private partners to employ, monitor, and analyze strategies aimed at maximizing traveler choices or **transportation demand management**.
 - Traveler choices require funding.
 - There is a need to consider resource allocation priorities and costs.
 - Low-density and rural areas have different considerations.
 - Develop projects that incorporate green infrastructure and protect existing green infrastructure. A mature tree captures 48 pounds of carbon dioxide from the atmosphere.
 - Some MPOs may already be doing analyses.
 - **Strategy 2:** **Encourage and support regional agencies, local agencies, and private partners to implement intra- and inter-regional transit and linked mobility services, including on-demand mobility solutions and first and last-mile connections.**
 - Transit system payment interoperability. There are multiple applications and payment methods.
 - Regional fare v. fare card.
 - Shuttles and ride-shares are not available in some places.
 - **Strategy 3:** Enhance the attractiveness, competitiveness, and reliability of **transit, micro-mobility, and on-demand mobility choices** for all customers, including low-income, senior, and mobility-impaired customers, with solutions like universally accessible payment systems.
 - Some people cannot pay with a phone or with credit cards. There need to be options for payment methods.
 - Training example: Safe Mobility for Life for Seniors.
 - Consider the safety of the systems.

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- **Strategy 4:** Focus on **Complete Streets, safe multimodal connections, and transitions between modes** for vulnerable users, including lighting, **bicycle-pedestrian trail connections, continuous sidewalks, and mobility hubs.**
 - Address concerns of community members. Explain that Complete Streets is about providing options, not taking away the car.
 - Prioritize Complete Streets projects.
 - Fund vulnerable user audits of streets.
 - Miami-Dade TPO suggested a post audit or review of bicycle and pedestrian data for use with this program/lighting.
- **Strategy 5:** Implement safety improvement technology tools to **support active transportation and commuter mobility**, including advanced bicycle and pedestrian signals, pedestrian and bicycle presence sensors, or adaptive signal timing and transit signal priority.
- **Congestion Management**
 - **Strategy 6: Engage local governments early and often** in the planning process to ensure approaches for mobility hubs, logistics and distribution centers, and truck parking **consider idling reduction** and intermodal connectivity.
 - Acknowledge that vulnerability (or human injury tolerance) will be essential to signal safety, not just moving more cars and trucks.
 - **Strategy 7:** Continue trucking improvements to ensure motorists' safety and supply chain efficiency, including **increased truck parking and real-time programs to provide truck parking availability.**
 - The FDOT freight assessment considers deliveries, parking, and people.
 - There was a presentation to MPOs related to truck parking.
 - Partner with the private trucking industry to provide more truck parking and identify ways to improve safety and supply chain efficiency.
 - **Strategy 8:** Enhance safety by expanding the use of real-time tools such as statewide lane closure notification systems, wrong-way driver detection systems, advanced signal control technology, and Rapid Incidence Scene Clearance programs.
 - Partner with the private sector (Google Maps).
 - Enhancements involve additional funding requirements or project reprioritization.
 - **Strategy 9:** Expand the use of shipping and logistics automation, including port-wide scheduling platforms, cargo handling equipment, automated gate systems, and terminal operating systems to track shipment movement and other port activities to reduce freight bottlenecks.
 - Not applicable to non-port communities.
 - Discuss expanding freight rail capacity.

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- There can be issues with not owning right-of-way (ROW).
 - This topic includes air freight.
 - **Strategy 10:** Accelerate specific design improvements that will benefit carbon reduction while **providing proven safety and operational benefits such as roundabouts**, diverging diamonds, managed lanes, and traffic signal harmonization.
 - People do not like roundabouts. The benefits could be discussed at MPOAC Institute.
 - **Strategy 11:** Implement strategic curbside management approaches, such as curb ramps, signalized crosswalks and intersections, and pedestrian overpasses, that allocate and manage curb space while maximizing safety, mobility, and access for curb demands.
 - There are several topics in the statement that cross different areas of concern. Curbside management is important but does not directly address congestion.
 - Bring back alleys.
 - Large blocks cause some of these problems.
 - Curb ramps should not be a factor in curb space management.
 - Traffic control is not curb space management.
- **Energy Efficiency**
 - **Strategy 12:** Coordinate with **regional partners, private industry, and academic institutes** to provide accelerated training and to build a workforce capable of meeting the demand for technicians and mechanics in the emerging zero- or low-emissions vehicle industry.
 - **Strategy 13:** Implement cost-effective energy savings projects such as the conversion of traffic signals or streetlights to high-efficiency LED lamps and automated controls to minimize energy use and maximize energy efficiency.
 - Keep the sustainability of the grid in mind. Need sustainable power sources.
 - Make it a state mandate.
 - Make sure dark sky lighting is considered.
 - Requires project prioritization or funding changes.
 - **Strategy 14:** Locate and **leverage possible highway right-of-way land** to deploy solar panel installations, including service plazas, interchanges, and highway embankments.
 - Could work for bridge lighting with limited ROW.
 - Solar panels over parking garages provide a bonus amenity of covered parking.
 - Panels over trails along utility corridors provide shade to users.

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- **Strategy 15:** Seize opportunities to **implement shore power** at marine ports and truck stop facilities to enable ships and trucks to turn off diesel-powered auxiliary engines and **plug into low-emission hydroelectric or electric power.**
 - Electrify cruise ship terminals. Tying to this policy is helpful. This could apply to aviation as well.
 - Plant more mangroves and soft shorelines instead of hardened shorelines.
- **Strategy 16:** Examine ways to activate emerging technology such as autonomous transit and electric vertical take-off and landing (eVTOL) aircrafts to modernize systems and enhance resiliency.
 - Supports the state strategy.
- **Construction Practices**
 - **Strategy 17:** Continue to use and **reuse environmentally friendly construction materials**, such as recycled asphalt pavement, as well as materials that extend the life and durability of pavement and structures.
 - Asphalt materials designed for the heat island effect.
 - Include in FDOT Local Agency Program (LAP) project intake meetings.
 - **Strategy 18: Maximize tree and vegetation planting, and encourage shade** in transportation corridors to enhance livability, reduce surface temperatures, and support active transportation.
 - Maintenance is the issue.
 - Roots, tree litter, and vegetative ground cover beneath the trees can slow the travel of runoff, resulting in lower times of concentration than associated with bare earth or impervious surfaces, and thus lowering peak runoff rates.
 - Use native plants.
 - **Strategy 19: Encourage low- or no-emission alternatives for heavy transport and construction equipment, including the purchase or lease of zero-emission construction equipment such as electric cranes, compact excavators, and wheel loaders.**

Wrap Up

- Revenue Forecast available April 27th at MPOAC meeting.
- Apportionment Plan/MPA Map process starts May 15th.
- Now using Signal4 data for safety.
- RAP public comment period in May.
- Use paper forms for DBE compliance.
- FDOT will follow up on CRS programming.