



## STATEWIDE COLLABORATION MEETING

*Location: Turnpike Headquarters at the Turkey Lake Plaza*

*February 1, 2023*

### Florida Metropolitan Planning Partnership (FMPP) Meeting Summary

**February 1, 8:30 am – 5:00 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), and Alison Stettner, OPP, welcome all of the attendees to FMPP and provided the following updates:

- American Institute of Certified Planners (AICP) Certification Maintenance (CM) credits are available to attendees. More information can be found [here](#).
- Presentations and the FMPP Virtual Packet are available on the [FDOT Metropolitan Planning Support website](#).
- The [Transportation Improvement Program \(TIP\) Schedule](#) will be updated in the [MPO Handbook](#). Language will be updated to ensure clarity that MPOs must adopt and submit Final TIP before July 15 deadline.
- OPP is working with the Safety Office to be more involved in preparing and distributing the safety data each year to ensure that data is available in a timely manner.

#### **Federal Partner Update**

Karen Brunelle, FHWA, shared the following updates:

- New FHWA staff include:
  - Carlos Gonzales
  - Jean Parlow
  - Joe Sullivan,
  - Curlene Thomas, who will be moving from District 6 to join FHWA as a Senior Planner
- FHWA is moving to a lead and alternate structure for each MPO to improve customer service.
- [Every Day Counts \(EDC\) initiative](#) include nighttime visibility, technology for saving lives, greenhouse gases (GHG), enhancing performance, sustainable project delivery, Disadvantaged Business Enterprise (DBE), design-build, strategic workforce development, accelerated bridge construction, road diets, and safe transportation.
  - EDC 2023 Virtual Summit takes place February 14-16.
- Safe Streets for All Grant Awards were announced this February 1.



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- \$67 million on 37 projects in Florida.
- 34 Action Plans and 3 Implementation Grants.
- Awardees include Broward MPO, Charlotte County-Punta Gorda MPO, Collier MPO, Lee MPO, MetroPlan Orlando, River to Sea TPO, and multiple cities, counties, and regional planning councils around Florida.
- Questions:
  - What is the difference between Innovations and Planning Emphasis Areas (PEAs)?
    - Innovations are technology that has been tested and proven to be effective, while PEAs focus on developing the planning program.
  - Are there lists of two Innovations and PEAs on the website?
    - Yes, both are on the [website](#).
- Holly Liles with FTA shared an update:
  - FTA has Public Transit Agency Safety Plan (PTASP) and Transit Asset Management (TAM) FAQs that address Long-Range Plan requirement and how to incorporate project managers into the Long Range Transportation Plan (LRTP).
  - 5307 funds used for planning must be in the Unified Planning Work Program (UPWP).
  - FTA is working with FDOT for better descriptive material in the State Transportation Improvement Plan (STIP).
    - FTA cross-references projects with STIP and UPWP pages.
    - Activity type needs more information than one word (capital and operating).
    - Urbanized area (UZA) is often missing.
    - FTA needs the following information for applications: Year of funding, amount of funds, fund type, activity type, and UZA.
      - If the information is not there, you may need to update TIP/STIP.
- Cathy Kendall reviewed LRTP Expectations:
  - The Letter of Expectation is not available yet, but FHWA reviewing some things noticed the last few years.
    - Transportation Performance Measures (TPM)
    - Completed first 4 years of assessment
      - FDOT adopted new targets with a new baseline report
    - Federal PEAs
    - Coordination with the Department of Defense (DOD)
    - Data and transportation planning coordination
    - 23 CFR 667
    - Repeatedly damaged infrastructure

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- FDOT provides a statement in STIP amendments that say whether this is the case or not.
- An assessment takes place to show if the improvement is appropriate.
- Air quality designations that occur before the LRTP update
  - If there are any nonconforming areas, LRTPs have to meet requirements.
- TMA planning certifications, Common corrective actions include:
  - Fiscal constraint
  - Missing first five years of projects
    - Relying on the TIP is not adequate because the TIP expires after the first year.
  - Clearly demonstrating that revenues exceed expenses
  - Explanation of federal funds on a project
  - Identification of projects by phase and fund sources
  - Include all regionally significant projects
  - Include all fund sources
  - Public participation
  - Consistency with the TIP
  - Title VI
  - Transit, via the PTASP
- Questions:
  - We use the TIP to build existing and committed funding in LRTP. Does it need to be in the Cost Feasible Plan (CFP) and Needs Plan?
    - Yes
  - Can the Expectations Letter be comprehensive, so the MPOs do not have to review the old letters? How will you work with MPOs on the inclusion of Moving Florida Forward in LRTPs?
    - FHWA White Paper and the FDOT Tech Memo summarize past letters. Current letters summarize current risk areas and will reference previous Expectations Letters.
  - For new sidewalk funding, anything in TIP/STIP needs to come from LRTP. If new sidewalk funding is coming, the projects need to be added to the LRTP. Boxed/blocked categories may be an approach the MPO can take to identify a pot of funds. We know the projects on the list. We can identify projects now but cannot demonstrate fiscal constraint until funding makes it through the legislature. It may be a modification or amendment. Some moved more than 1 band, which results in an amendment.

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- Planning grants need to be in the UPWP. Amendments need to be made before the grant agreement.
- How do we compare projects in TIP and LRTP, Federal v. State?
  - These projects need to be consistent between documents.
- Fiscal constraint is challenging in the first year of the TIP because a lot more money is available. It helps to have a realistic baseline.
- Roll Forward is likely the reason there are more funds than expected. The thresholds should help with that.

**New District Dedicated Revenue (DDR) Policy**

- Gabe Matthews, FDOT Public Transit Office (PTO), provides information on the new DDR policy:
  - New DDR became effective August 2022 and available on the [FTA website](#).
  - There was a request by locals and MPOs for increased FTA assistance for operations and maintenance (O&M).
    - This resulted in more flexibility to use DDR for O&M.
  - Funds can be used for new premium transit projects.
    - This includes commuter rail, light rail, BRT, SunRail, etc.
  - These funds can also apply to service extensions.
  - Flexibility to utilize up to 15% DDR for O&M.
  - Can you provide more clarification on this shift of funding?
    - The 15% can be used on non-state highway projects. What is new is that this can also be used for premium transit.
    - This update has been communicated to the Districts, but still needs to go through the MPO process. This is first cycle to implement.
  - Transit projects must be premium to be eligible for funding. All other criteria must be met.
  - If existing service is enhanced with Transit Signal Priority (TSP), the project would qualify. TSP alone may not qualify. Looking for increased capacity.
  - If local governments are looking for off-system Retrospective Reviews of Rules (RRR), work with District, and communicate in the MPO's List of Priority Projects (LOPP).
  - Clarification that DDR totals on slide are five year totals.
    - Yes, these are five year totals.
  - Interest in more information on the Dynamic Envelope depicted on the final safety slide.
    - More information can be provided in the FMPP Virtual Packet.

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### **Carbon Reduction Strategy (CRS)**

- Requirements include:
  - Reduce emissions for transportation sources
  - Developed in consultation with MPOs
  - Due to FHWA November 15, 2023
- LRTP Quick Guide December 14, 2022 provides information on:
  - Example goals and objectives
  - Case studies
  - Trends and conditions
- Feedback from December 12, 2022, meeting with MPOs included:
  - Remote working/flex hours
  - Truck parking
  - Tree cover
- Final strategy will include more trends.
- Recap of virtual meeting:
  - Funding is not available for new capacity
  - Importance of consultative process
- The Florida Transportation Plan (FTP) goals are used as a foundation. Notable goals focus on the natural environment and freight.
- CRS will tell the story of the work that we are already doing. FDOT may have not referred to it as carbon reduction in the past.
- FDOT needs to work on the gaps of the CRS.
- Today break out groups will help FDOT identify gaps.

### *CRS Report Out*

- Transportation Choices
  - Last mile to and from destination
  - Shifting mindset of trails shift to include commuting, not just recreating
  - Prevalence of residential golf carts
  - Guidance and support for micro-mobility
  - NASA hovercraft for commuting
  - Road diets for multimodal facilities
  - Complete streets
  - Making public transit easier to use
  - Implementing park and ride through Public-Private Partnerships (PPP)
  - Placemaking
  - Better coordinate land use and transportation planning
  - Fast track transit

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- Behavioral changes related to land use and decisions related to completing daily activities
- Increasing density and intensity, making options for travel more appealing
- Planning and designing to reduce trips
- Building connected multimodal networks
- Increasing options for multimodal trips
- Reduce single-passenger trips by promoting multiuse trail
- Amenities like shade to make walking and biking more comfortable
- Transportation hubs to increase options (multiple modes in one location)
- Improving the frequency, quality, and attractiveness of transit
- Transit options like T-Pass
- Parking notification maps
- More crosswalks
- Sidewalk access to data for PMs and tracking
- Mixed use and joint development support
- Tag projects in the Work Program (WP) with PMs
  
- Congestion Management
  - Park and ride
  - Providing a library of studies to share information
  - Smart Cities
  - Coordinating with schools for better mobility
  - Congestion Management Process (CMP)
  - Fast tracking Intelligent Transportation System (ITS) projects, partnering with FDOT
  - Retrofitting cars to reduce emissions and subsidize
  - Roundabouts
  - Flexible work hours
  - Rates on express lanes
  - Carpooling
  - Reducing trips for freight movement – convert truck to rail
  - Freight amenities
  - Signal timing and coordination
  - Emphasizing Transportation Systems Management and Operations (TSM&O) and maximizing existing opportunities before other improvements
  - Truck parking and electrification, including shade for cabs
  - Trucking regulations – tandems
  - Data collection at distribution centers
  - Signage

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- Air taxis
- Energy Efficiency
  - Signal timing
  - Charging stations – land development code
  - Clarifying how efficiency can relate to energy
  - Alternative fuel sources and preparing infrastructure for it
  - Updating transit routes
  - Life cycle of batteries
  - Data collection at distribution centers
  - Fleet replacement
  - Solar panels
  - Electric vehicle (EV) bus charging
  - Better rail and port connections to support freight movement
  - Leadership in Energy and Environmental Design (LEED) certification for infrastructure
- Construction
  - Implementing Geographic Information Systems (GIS) and nature-based solutions
  - Sustainable construction materials, permeable pavement
  - Energy-efficient equipment and materials
  - Time of day for construction activities
  - Materials that improve the longevity of infrastructure
  - Reducing idling of construction equipment
  - Vegetation management – native vegetation may not need to be mowed
  - Encouraging contractors to use sustainable and recycled materials  
Encouraging/incentivizing through the contracting process
  - More resilient construction materials

**2020 Census Urban Areas, MPO Apportionment Plans, and MPA Boundary Maps**

- 2020 Census updated the urban area (UA) criteria.
- The Census Bureau published UAs. FHWA should publish TMAs this summer.
- The MPO Handbook will be updated to extend the Apportionment Plan and Metropolitan Planning Area (MPA) Boundary Map deadline from 120 days to 180 days after data is made available by FDOT in May 2023. Plans and maps will be due November 2023. FDOT will submit the information to the Governor's Office.
- MPO can request a UA be designated as a TMA if the UA does not meet the population threshold.
- Districts will coordinate guidance and help host regional workshops.

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- Data is available for download on the GIS online tool.
  - Procedures are available on the website.
- There are fewer UAs from 2010 to 2020.
- Lee and Collier Counties share a UA. This affects PL and SU allocations. MPOAC and FDOT are working on this topic.
- UA smoothing and fiscal constraint processes will be done at the same time.
  - Do not have to change UA boundaries.
  - Adjustments have to be coordinated across state lines.
- Will there be a corresponding update of context classifications?
  - This process does not include context classifications.
- Is there a cap on the miles being added to the fiscal constraint system?
  - It is a case-by-case scenario.
- My MPO is two people short of TMA status.
  - MPOAC Policy and Technical Committee are working on the PL formula and SU allocations.

**Resilience Action Plan (RAP)**

- FTP includes a resilience goal. FTP resilience subcommittee provided input on strategies. These strategies are being used to develop RAP.
- Focus of resilience is on storms, flooding, and sea level rise (SLR).
- FDOT has been responding to hurricanes and updating design guideline before updating Resiliency Policy.
- FDOT has used inherent resilience to better prepare for storms and extreme events.
- LRTP Resilience Quick Guide is being updated.
- District 5 changes preserved road while beaches and sand washed away during Hurricane Ian and Nicole.
- Lessons learned: Inland flooding from rain, detours, supply chain issues, fuel supply.
- RAP due June 30, 2023, to Governor and State Legislature.
- Vulnerability assessment: SLR, Storm Surge Zones 1,3, & 5, and the 100 and 500-year flood zones. Focused on readily available data.
- Focus on criticality, including demographic information. Consider when we get to project implementation.
- Strategies apply to all infrastructure, not just state roads.
- FDOT will create a database of vulnerable assets.
- Next steps: Finalize assessment and prioritization, outreach, and technical assistance and database
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula and discretionary funding: Formula funding goes to

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the Districts and discretionary comes out this spring. State Resilience Improvement Plan (RIP) equals a higher federal share of funding.

Resilience Report Out responses:

*Activity 1*

- Coordination with local government
- Coordinating with locals on disaster response
- Policy on backup power generation for EVs
- Unified political buy in
- Design standards
- Coordinating joint studies with local partners and leaders
- Strike teams for emergency response
- Temporary transit routes
- Reviewing and updating data sources
- Identifying a champion for data analysis
- Dashboard for locals to download data
- Being intentional during Project Development and Environment (PD&E) for resilience purpose and needs statement
- Team around Chief Resilience Officer (CRO)
- Designating critical rural routes
- Making metrics specific to the region
- Annual briefings between MPO and emergency management staff
- Collaboration with regional planning councils (RPCs)
- Rainfall amount and intensity and river staging – What does that mean for road treatments?
- Adjusting to the new normal such as updating Florida Building Code (FBC) after Charlotte County-Punta Gorda MPO?
- Education on the disaster declaration process and mutual aid agreements.

*Activity 2*

- Prioritization
  - Considering king tides
  - Considering multiple events
  - Year associated with SLR
- Education on flood events
- Expanding on all-hazards to include extreme heat, sinkholes, wind, and wildfires
- Criticality

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- Hospitals, emergency services/first responders
- Nursing homes/extended care
- Locating fleet vehicles
- Activity centers/employment centers
- Emergency Operations Centers (EOCs)
- Redundancy/network density
- Consideration of retreat or buyout strategies

### **Activity 3**

- Training on FEMA and EOCs
- Data clearing house
- Scope templates
- Best practices
- Support team
- Benefit Cost Analysis/Return on Investment (BCA/ROI) tools
- LRTP review and best practices for putting resiliency studies together

### **MPOAC Led Group Discussion**

- An MPO had \$78,000 in PL funds stolen. Palm Beach TPA received invoices from vendors, paid the invoices, and the checks were stolen out of the mail and altered.
  - Palm Beach TPA is working with FHWA and US Postal Inspectors.
  - It was recommended that MPOs do not put mail with checks in Postal Office boxes.
- \$400-500 million in member projects were funded with General Revenue. An MPO is looking for funds for an SIS facility off the SHS. It is a perfect candidate for a member project funded by General Revenue. The MPO is considering changing its position on member projects.
  - The MPO recommends that local governments do not pursue member projects. The MPO is now recommending that if the local government does pursue member projects and that the projects be funded by General Revenue.
  - Moving Florida Forward (MFF) funded a project that was not the first priority.
  - The MPOAC adopted a policy position that incorporated language on this topic.
  - FDOT Work Program has submitted a question to the legislature related to earmarks. Earmarks disrupt the Work Program, and Work Program prefers the projects be funded by General Revenue.
  - Regardless of fund flavor, if the funds come from the State Transportation Trust Fund (STTF) and the project is vetoed by the Legislature, it cannot be funded for a year.



## STATEWIDE COLLABORATION MEETING

*Location: Turnpike Headquarters at the Turkey Lake Plaza*

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- District inconsistency in programming. MPO noticed an inconsistency with the Districts. Carbon funds are already applied to priority projects, but FDOT is working on the strategy now. TMA still working on Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) funds.
  - WP Instructions are not updated to be in alignment with some of the new funds. Updating WP Instructions would be helpful.
  - Updated WP Instructions will be made available in September.
  - Infrastructure Investment and Jobs Act (IIJA) requires coordination with non-TMA MPOs. Please provide more information on how the Department is doing that.
- One creative use of SU funds comes from CRTPA, who used a State Infrastructure Bank (SIB) loan for a trail project and paid back with SU funds.



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