

REVIEW OF MPO  
LONG RANGE TRANSPORTATION PLANS  
AND REGIONAL MPO PLANNING  
ACTIVITIES AND PRODUCTS

*Final Technical Memorandum*

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## DISCLAIMER

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of Florida Department of Transportation.

## Executive Summary

The Florida Department of Transportation (FDOT) is currently updating the Florida Transportation Plan (FTP). Federal planning codes and regulations (23 USC 135(b) and (23 CFR 450.208(a)(1) and 450.214(f)) provide that statewide planning be coordinated with metropolitan planning in the state.

Toward that end, the FDOT requested research assistance from the Center for Urban Transportation Research (CUTR) at the University of South Florida (USF) in identifying transportation priorities of Florida's metropolitan planning organizations (MPOs) and understanding actions taken by the MPOs to advance the goals and objectives of the 2025 FTP. Specifically, CUTR researchers:

- Reviewed and summarized Florida MPO long range transportation plan (LRTP) goals, objectives and planning priorities
- Assessed the status of transportation-related planning products produced and activities performed by regional groupings of MPOs
- Generally evaluated the status of the stated actions contained in the adopted Florida MPO Advisory Council (MPOAC) 2025 FTP implementation action plan

### MPO Planning Priorities

CUTR reviewed MPO long-range transportation plans produced by all 26 Florida MPOs. The various policy statements (goals, objectives and other policy statements) from individual MPO LRTPs were synthesized into generalized goal statements describing key transportation planning priorities representing the most frequently stated priorities of individual MPOs. In all, 18 generalized goal statements were developed.

The 18 generalized goal statements, including the percentage of MPO LRTPs that have goals, objectives and/or policy statements reflected by the given generalized goal statement, are as follows:

- Enhance transportation system safety (100%)
- Provide viable modal alternatives to the single occupancy vehicle (100%)
- Enhance intermodal connections to improve the ability to get from one place to another on multiple modes seamlessly and efficiently (96%)
- Maximize system capacity and relieve congestion through operational improvements, management systems, technology and changed user behaviors (92%)
- Promote urban design strategies and land development regulations that support the integration of land use and transportation (88%)
- Facilitate the movement of goods and people across and between regions (88%)
- Coordinate programs, plans and investments with and between public and private partners (88%)
- Minimize and/or mitigate the impacts of the transportation system to preserve environmental resources (83%)

- Identify and meet mobility needs of various populations during the transportation decision-making process while minimizing/mitigating the negative impacts of those transportation decisions (83%)
- Enhance transportation system security and facilitate access and egress during emergency situations (83%)
- Promote livable communities through the design of a transportation system that is both sustainable and sensitive to community visions, values, character and aesthetics (83%)
- Promote economic vitality by focusing on mobility to, between, and within major economic activity centers and major transportation facilities (79%)
- Increase available transportation funding resources by maximizing traditional revenue sources and identifying new and innovative revenue sources (71%)
- Plan and develop mechanisms to reserve future transportation rights-of-ways (63%)
- Protect the public investment in transportation facilities by preserving and maintaining the existing transportation system (58%)
- Improve the connectivity of the transportation roadway network through the provision of alternate routes (58%)
- Promote energy conservation and the use of alternative fuels (50%)
- Implement public involvement and education activities that promote broad participation in and understanding of the transportation planning process (46%)

MPOs adopting goals, objectives and policy statements in 2009 or 2010 felt more strongly (to varying degrees) than those adopting goals, objectives and policy statements prior to 2009 about the following planning and policy priorities:

- Integrating land use and transportation
- Coordinating programs, plans and investments
- Increasing transportation funding
- Promoting energy conservation and using alternative fuels

MPOs adopting goals, objectives and policy statements in 2009 or 2010 felt less strongly than those adopting goals, objectives and policy statements prior to 2009 about the following planning and policy priority:

- Facilitating the regional movement of goods and people

### **Regional Transportation Products and Activities**

An assessment of the status of regional transportation products was conducted and an inventory of regional transportation planning products and activities was created. In all, a total of 22 of Florida's 26 MPOs had entered into formal arrangements to coordinate regional transportation planning activities with one or more neighboring MPOs. Several of those efforts involve three or more MPOs working through a regional association of MPOs, while the rest include two contiguous MPOs.

Given the widespread existence of regional MPO alliances, quite a few regional transportation products have been produced around the state. These include regional long range transportation plans, regional goals and objectives, regional project priority lists, regional multi-modal transportation network maps, regional transportation demand models, regional congestion management processes, regional public involvement programs, regional transit development plans, regional conflict resolutions processes, regional Limited English Proficiency (LEP) plans and more.

In terms of regional transportation planning products that would provide useful policy guidance for the Florida Transportation Plan update, regional goals and objective statements best serve that purpose. Of the nine regional transportation planning efforts around the state, five have produced regional transportation goals and objectives. In general, the regional goals and objectives developed around the state mirror those found at the metropolitan level.

### **MPOAC 2025 Florida Transportation Plan (FTP) Action Plan Status**

In April 2007, the Florida MPO Advisory Council (MPOAC) adopted an implementation action plan for the 2025 Florida Transportation Plan (FTP). General implementation actions were identified as were implementation actions associated with specific 2025 FTP goals. The actions were intended to guide individual MPO and MPOAC planning practices and activities to advance the goals of the 2025 FTP.

A general evaluation of the status of the stated actions in the implementation action plan was conducted. Activities were not summarized for each MPO, but reflected the implementation status for MPOs as a whole based on common practices. In all, the evaluation revealed that MPOs across the state, both individually and collectively through the actions of the Florida MPO Advisory Council (MPOAC), had implemented the vast majority of the general and specific implementation actions identified in the Action Plan.



# Table of Contents

Executive Summary.....	iii
Introduction .....	1
MPO Planning Priorities .....	2
Regional Transportation Planning Activities and Products.....	21
Implementation Action Plan Status .....	49



## **Introduction**

The Florida Department of Transportation (FDOT) is currently updating the Florida Transportation Plan (FTP). Federal planning codes and regulations (23 USC 135(b) and (23 CFR 450.208(a)(1) and 450.214(f)) provide that statewide planning be coordinated with metropolitan planning in the state.

Toward that end, the FDOT requested research assistance from the Center for Urban Transportation Research (CUTR) at the University of South Florida (USF) in identifying transportation priorities of Florida's metropolitan planning organizations (MPOs) and understanding actions taken by the MPOs to advance the goals and objectives of the 2025 FTP.

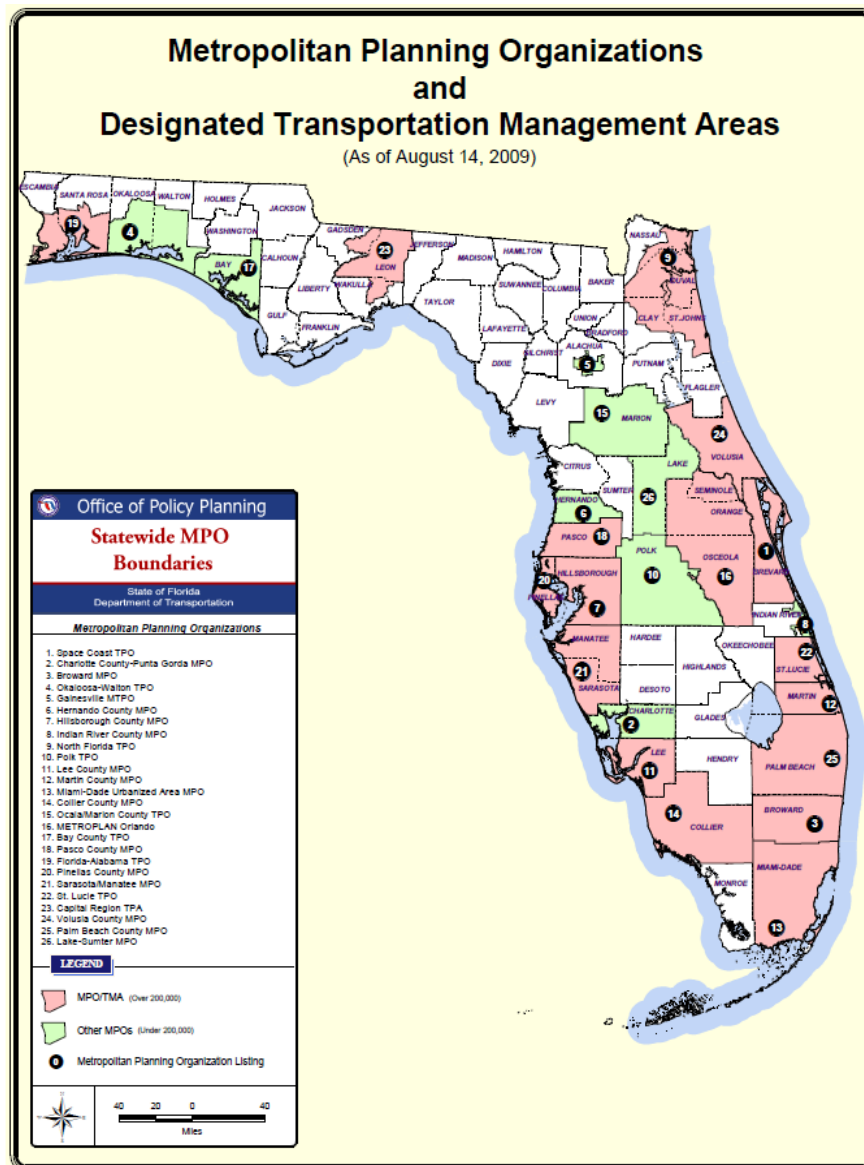
CUTR completed three distinct research tasks to provide the information requested by the FDOT. Those tasks included:

1. Reviewing and summarizing Florida MPO long range transportation plan (LRTP) goals, objectives and planning priorities
2. Assessing the status of regional transportation planning products and activities and creating an inventory of both completed and planned regional transportation planning products and activities
3. Generally evaluating the status of the stated actions contained in the adopted Florida MPO Advisory Council (MPOAC) 2025 FTP implementation action plan (activities were not summarized for each MPO, but were summarized for MPOs as a whole based on common practices)

The research results are documented in this technical memorandum.

# MPO Planning Priorities

A Metropolitan Planning Organization (MPO) is an area-wide, multi-jurisdictional agency mandated by federal and state law for urbanized areas of more than 50,000 people to provide a continuing, cooperative and comprehensive regional transportation planning process. An MPO is responsible for planning and programming, in cooperation with local transportation agencies and the Florida Department of Transportation (FDOT), for the expenditure of federal and state transportation funds in an effort to enhance the statewide and regional multimodal transportation system. There are 26 MPOs in Florida (Figure 1) covering all or part of 37 of Florida’s 67 counties and approximately 17.5 million people (approximately 93% of the 18.7 people living in Florida).



**Figure 1. Metropolitan Planning Organizations and Designated Transportation Management Planning Areas, as of August 14, 2009.**

To achieve their planning and programming objectives, MPOs develop and regularly update a 20-year long range transportation plan (LRTP). In their LRTPs, MPOs:

1. document the key transportation issues being faced in their metropolitan areas,
2. establish planning goals, objectives and policies to guide future transportation decision making, and
3. outline a course of action for addressing those issues.

CUTR reviewed MPO LRTPs to identify the key transportation planning priorities of Florida's MPOs. MPOs provided relevant sections of their long-range transportation plan updates including goals, objectives, vision statements, mission statements, transportation policy statements or any other text that would reveal the MPOs transportation planning priorities. Table 1 documents the adoption and horizon for each LRTP. It should be noted that two pairs of MPOs jointly adopted LRTP goals, objectives and policy statements (the St. Lucie and Martin TPOs and the Collier and Lee MPOs). Therefore, the 24 listings in Table 1 act as a complete representation of the MPO population of Florida.

For those familiar with MPO products, it comes as no surprise that no two MPO LRTPs were the same in terms of content or format. In order to provide useful input to the FDOT, the various policy statements from individual MPO LRTPs were synthesized into generalized goal statements describing key transportation planning priorities representing the most frequently stated priorities of individual MPOs. In all, 18 generalized goal statements were developed to describe the key transportation planning priorities of Florida's MPOs. MPO priorities touched on a variety of issue areas affecting transportation system function, sociocultural effects of the transportation system in the community and the impact of transportation on regional economic competitiveness. The 18 generalized goal statements are displayed in Table 2. Two of the 18 generalized goal statements reflect the policy intent of all Florida MPOs as signified by the goals, objectives and/or policy statements contained in their individual MPO LRTPs. The remaining 16 generalized goal statements reflected the policy intent of between 11 (46%) and 23 (96%) MPOs, again as indicated by the goals, objectives and/or policy statements contained in their respective MPO LRTPs. A detailed description of each generalized goal statement, along with examples of goals, objectives and other policy statements related to this generalized goal statement, follows Table 2.

**Table 1. Horizon Year of MPO Long-Range Transportation Plans Reviewed**

MPO	L RTP Adoption Year	L RTP Horizon Year
Bay County TPO	2005	2030
Broward MPO	2009	2035
Capital Region TPA	2005	2030
Charlotte County-Punta Gorda MPO	2006	2030
Collier & Lee MPOs <sup>1,2</sup>	2009	2035
Florida-Alabama TPO	2005	2030
Gainesville MTPO <sup>2</sup>	2009	2035
Hernando County MPO	2009	2035
Hillsborough County MPO	2009	2035
Indian River County MPO	2005	2030
Lake-Sumter MPO	2005	2025
METROPLAN Orlando	2009	2030
Miami-Dade Urbanized Area MPO	2009	2035
North Florida TPO	2009	2035
Ocala/Marion County TPO	2005	2030
Okaloosa-Walton TPO	2005	2030
Palm Beach MPO	2009	2035
Pasco County MPO	2009	2035
Pinellas County MPO	2009	2035
Polk TPO	2005	2030
Sarasota/Manatee MPO	2005	2030
Space Coast TPO	2005	2025
St. Lucie & Martin TPOs <sup>1</sup>	2006	2030
Volusia MPO	2005	2025

<sup>1</sup> Two pairs of MPOs jointly adopted LRTP goals, objectives and policy statements (the St. Lucie and Martin TPOs and the Collier and Lee MPOs).

<sup>2</sup> Two sets of goals, objectives and policy statements (for the Gainesville MTPO and the Collier and Lee MPOs) were adopted prior to the adoption of the respective long range transportation plans outside of the timeframe of this analysis. These adopted goal statements were used for the purposes of this analysis.

**Table 2. Generalized Goal Statements Reflecting Policy Intent of Individual MPOS**

Statement Identifier	Generalized Goal Statements	Reflects Policy Intent of MPOs	
		# MPOs	% MPOS
A	Enhance transportation system safety	24	100%
B	Provide viable modal alternatives to the single occupancy vehicle	24	100%
C	Enhance intermodal connections	23	96%
D	Maximize system capacity and relieve congestion	22	92%
E	Promote the integration of land use and transportation	21	88%
F	Facilitate the regional movement of goods and people	21	88%
G	Coordinate programs, plans and investments	21	88%
H	Minimize and/or mitigate impacts on the environment	20	83%
I	Meet mobility needs of various populations	20	83%
J	Enhance transportation system security/emergency evacuation	20	83%
K	Promote livable communities through transportation design	20	83%
L	Promote economic vitality	19	79%
M	Increase available transportation funding	17	71%
N	Preserve future transportation rights-of-way	15	63%
O	Preserve and maintain the existing transportation system	14	58%
P	Improve the connectivity of the roadway network	14	58%
Q	Promote energy conservation and the use of alternative fuels	12	50%
R	Implement public involvement and education activities	11	46%

Note: MPOs adopting goals, objectives and policy statements in 2009 or 2010 felt more strongly (to varying degrees) than those adopting goals, objectives and policy statements prior to 2009 about the following planning and policy priorities:

- Integrating land use and transportation
- Coordinating programs, plans and investments
- Increasing transportation funding
- Promoting energy conservation and using alternative fuels

MPOs adopting goals, objectives and policy statements in 2009 or 2010 felt less strongly than those adopting goals, objectives and policy statements prior to 2009 about the following planning and policy priority:

- Facilitating the regional movement of goods and people

## **A. Enhance transportation system safety**

**(100%)**

This generalized goal statement reflects the policy priorities of all 24 LRTPs reviewed. It relates directly to one of the federal transportation planning emphasis areas and a goal of the 2025 Florida Transportation Plan. The primary objective for most of the MPOs is to reduce the rates of crashes, particularly fatal crashes, and to reduce the number of conflicts between public transit, pedestrians and automobile traffic. Also, many of the MPOs wanted to focus their attention on making specific components of the transportation system that have a higher incidence of crashes and conflicts (sidewalks, bike paths, intersections, bus stops, etc.) safer. Many of the MPOs hope to achieve safety improvements through improved technological and operational strategies, as well as improved street design techniques. Many of the MPOs also indicated that increased emphasis should be placed on regular maintenance activities as a means to making transportation systems safer.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Broward MPO: “Increase the safety of the transportation system for all of its users.”
- Volusia MPO: “The LRTP shall use available data to identify safety and security concerns in order to develop implementation strategies.”
- Sarasota/Manatee MPO: “Improve pedestrian safety through intersection design, visibility and provision of accessible pedestrian facilities.”
- Gainesville MTP: “Implement techniques and roadway design to reduce fatalities and serious injuries from common intersection crashes, lane departure crashes, and aggressive driving.”
- Indian River County MPO: “Reduce the crash fatality rate by an average of 1 percent each year for the period from 2006 to 2030.”
- Miami-Dade Urbanized Area MPO: “Provide appropriate monitoring and maintenance to preserve and enhance system safety and security.”

## **B. Provide viable modal alternatives to the single occupancy vehicle**

**(100%)**

This generalized goal statement reflects the policy priorities of all 24 LRTPs reviewed. Increased multi-modalism is a key component of federal and state transportation policy. Individual MPO priority statements touched on a variety of issues and subjects, each of which can be categorized generally under a desire by MPOs to increase modal alternatives to the single occupancy vehicle. Many MPOs simply stated this desire to have a balance between modes in very general terms. Most MPOs want to increase fixed route bus transit service, as well as, to enhance, protect existing, and provide more sidewalks and bicycle facilities. A few of the larger MPOs indicated a strong desire to see premium transit services (bus rapid transit, commuter rail, light rail, etc.) implemented in their region during the life of their current LRTP.

Many MPOs expressed a clear and specific desire to make alternative modes of transportation more viable by making them more competitive with travel by the single occupant vehicle through improved travel times, accessibility, and aesthetics.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Pasco County MPO: “The Plan will consider effective alternative modes of transportation to the automobile.”
- Volusia MPO: “The LRTP will strive to reduce dependence on automobiles by promoting alternative modes of transportation.”
- Collier & Lee County MPOs: “Provide a balanced system with viable multi-modal options that are consistent with local comprehensive plans.”
- METROPLAN Orlando: “Provide effective local and regional transit options (rail and bus) that are safe and convenient.”
- Bay County TPO: “Encourage developers in the local government site plan review process to include provisions for alternate forms of transportation such as bicycle racks, trolley, golf cart, and designated park and ride lots.”
- Hillsborough County MPO: “Promote accessibility and mobility by increasing and improving multi-modal transportation choices, and the connectivity across and between modes, for people and freight.”

**C. Enhance intermodal connections to improve the ability to get from one place to another on multiple modes seamlessly and efficiently (96%)**

This generalized goal statement reflects the policy priorities of 23 of the 24 LRTPs reviewed. Most of the MPOs generally indicated the need to provide facilities that made possible the smooth connection between various modes of transportation to create a more efficient and integrated transportation network. Several specifically indicated the need to develop multi-modal terminals in major activity centers and to make those intermodal facilities the hubs of the metropolitan transportation network.

Some MPOs discussed the need for integrated systems for bicycles, pedestrians and other alternative modes. Other MPOs stressed the need for improved connectivity between facilities intended for the same mode, but of a different functional classification (local roads connecting to collector roads connecting to arterial roadways, for example). Several identified the need to improve intermodal connections to enhance the built environment and to have a positive impact on community livability. Also, several MPOs emphasized the need for improved intermodal connectivity to enhance the movement of freight and goods in their metropolitan area, not just the movement of people.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Bay County TPO: “Provide multi-modal linkages to increase the range of choice to provide motorized and non-motorized means to connect with other modes of travel.”
- Miami-Dade Urbanized Area MPO: “Improve goods movement by enhanced intermodal access and other infrastructure that serve major freight origins and destinations in Miami-Dade County.”
- Gainesville MPTO: “Increase bicycle and pedestrian accessibility through an interconnected and continuous system of off-road trails and greenways.”
- St. Lucie & Martin TPOs: “Develop an interconnected, multimodal network to link walkable neighborhoods and centers, regional recreational trails and areas and employment hubs.”
- Okaloosa-Walton TPO: “Develop a Long Range Transportation Plan that identifies multi-modal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.”
- Charlotte County-Punta Gorda MPO: “Enhance and improve multi-modal connectivity throughout the region.”
- Collier & Lee MPOs: “Improve intermodal connectivity and access to intermodal facilities (e.g. airports, transit centers, Greyhound, rail, passenger ferries, etc.) and activity centers.”
- Volusia MPO: “The Plan will effectively address the integration of all modes of transportation and associated Intermodal facilities into a cohesive Intermodal system.”
- Florida-Alabama TPO: “Encourage a multi-modal network of user-friendly transportation systems for the movement of goods and people.”
- North Florida TPO: “Transportation corridor connectivity and connections between and among different modes.”

**D. Maximize system capacity and relieve congestion through operational improvements, management systems, technology and changed user behaviors (92%)**

This generalized goal statement reflects the policy priorities of 22 of the 24 L RTPs reviewed. In general, MPOs indicate that they want system congestion reduced primarily through maintenance and enhancement of the existing transportation system ahead of roadway expansion. Broad categories of mechanisms widely supported by MPOs to improve the existing transportation system without adding roadway mileage include implementing intelligent transportation systems (ITS), transportation systems management (TSM), access/corridor management, and transportation demand management (TDM) strategies. Additionally, MPOs suggested that alternatives for intersections be considered (i.e. roundabouts, flyovers, etc.) be considered to relieve problem intersections that act as bottlenecks.

Additionally, some MPOs placed emphasis on encouraging changes in user behavior to bring about desired relief in congestion and maximization of the transportation system. Changed user behaviors included reducing vehicle miles traveled by individual drivers, reducing single occupant vehicle dependency and increasing vehicle occupancy rates. Several MPOs also indicated wanting to encourage changes in employer policies (teleworking, compressed work schedules, job sharing, flex-time, etc.) that would induce changes in user behavior that would make it possible for people to avoid trips entirely.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- St. Lucie & Martin TPOs: “The useful life of the existing regional multimodal transportation system shall be maximized through the provision of Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), Transportation Systems Management, and access management strategies.”
- Pinellas County MPO: “Protect roadway capacity, optimize operating efficiency, enhance safety of transportation facilities and reduce congestion through the application of Intelligent Transportation Systems (ITS), system management and demand management strategies.”
- Charlotte County-Punta Gorda MPO: “Manage access for major and urban collectors and all arterials to preserve the capacity of these facilities, according to Ordinance 89-36, as revised and FDOT standards for new construction.”
- Capital Region TPA: “Support the improvements of the region’s information and technology infrastructure in order to mitigate regional transportation demands and impacts by enhancing the electronic transfer of goods and services and increasing the opportunity for tele-work and distance learning.”
- Polk TPO: “To implement sustainable transportation improvement projects and strategies while preserving and maximizing the existing transportation system.”
- Volusia MPO: “Congestion management strategies such as Transportation System Management (TSM) and Transportation Demand Management (TDM) techniques will be encouraged.”
- Collier & Lee MPOs: “Reduce peak period vehicular travel using Travel Demand Management measures (e.g., variable pricing, carpooling, vanpooling, telecommuting, flexible work hours, HOV tolling).”
- Bay County TPO: “Provide Ride-sharing programs to facilitate passenger transfer for all modes of travel.”

**E. Promote urban design strategies and land development regulations that support the integration of land use and transportation (88%)**

This generalized goal statement reflects the policy priorities of 21 of the 24 LRTPs reviewed. While local governments are directly in control of the land development process, Florida's MPOs express a clear interest in integrating transportation and land use decision-making through policy statements made in their LRTPs. Most MPOs expressed the desire in a general manner, often using popular terms to describe this desire (smart growth, community-oriented design, transit oriented design, etc.). Several MPOs articulated a clear desire to influence local land use through the provision of improved transportation design features, particularly along major transit corridors.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Gainesville MPTO: "Encourage location of health care and commerce in proximity to all residential areas."
- Palm Beach MPO: "The Plan will encourage transit-supportive land use decisions and opportunities to create transit oriented developments throughout Palm Beach County."
- Collier & Lee MPOs: "Increase mixed use development and densities along major transit corridors."
- Bay County TPO: "Minimize transportation costs by coordinating land use and existing land conditions with appropriate transportation facilities."
- Hillsborough County MPO: "Assure that transportation improvements coordinate closely with comprehensive land use plans and support anticipated growth and development patterns."
- Space Coast TPO: "Encourage maximum coordination of the transportation and land use planning processes."
- Pinellas County MPO: "Provide technical assistance to local governments in their efforts to develop and implement their comprehensive plans and related land development codes."

**F. Facilitate the movement of goods and people across and between regions (88%)**

This generalized goal statement reflects the policy priorities of 21 of the 24 LRTPs reviewed. The vast majority of MPOs focused on the need to create an integrated regional transportation network to facilitate the regional movement of freight and goods in general, mode-neutral terms. A few, however, focused on specific aspects including making efficient connections between modes (particularly at intermodal facilities such as airports, seaports and rail stations) and ensuring that the system enhances access to and between major regional economic activity centers.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Lake-Sumter MPO: “Improve connections between seaports, airports, railroads, and the highway system for efficient interregional movement of people and goods.”
- St. Lucie & Martin TPOs: “Create a premium regional transit network that serves the entire tri-county area with connections to adjacent regions.”
- Polk TPO: “To develop and implement transportation projects and strategies to facilitate the efficient movement of people and goods in central Florida.”
- Indian River County MPO: “Improve regional connectivity both within and outside of Indian River County by adding three new corridors to the Regional Road Network during the period from 2006 to 2030.”
- METROPLAN Orlando: “Support designated regional activity centers with high-quality transportation facilities and services.”
- Ocala/Marion County TPO: “The TPO shall support airport and railway infrastructure to maximize the mobility of people, services, goods, and freight to serve all of Marion County.”

**G. Coordinate programs, plans and investments with and between public and private partners (88%)**

This generalized goal statement reflects the policy priorities of 21 of the 24 LRTPs reviewed. Primarily, the MPOs believe that transportation plans and programs (their own and those of other transportation agencies) should be coordinated with a variety of public agencies and private industry groups, including transit agencies, emergency management agencies, police and fire departments, school boards, local governments (particularly with regard to comprehensive plans and concurrency management ordinances), the FDOT, Regional Planning Councils, utility companies, environmental regulatory agencies and other public interest groups. Several MPOs saw the need to coordinate land use, transportation and system investments both within individual local governments and with adjacent local governments. Some MPOs also indicated that transportation investments needed to be coordinated at the state, regional and local level to maximize the efficiency across the entire transportation system.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Miami-Dade Urbanized Area MPO: “Coordinate local, regional, state, federal and private transportation investments to maximize opportunities and benefits of joint study, design, and construction of projects that are contained in the region’s Long Range Transportation Plan.”
- Palm Beach MPO: “The Plan will coordinate with other transportation plans in the region and promote transportation and land use activities in support of regional travel for people and freight.”

- Bay County TPO: “Coordinate with and review utility companies’ long range plans so that public utilities and transportation projects are implemented in the most cost effective manner.”
- Charlotte County-Punta Gorda MPO: “Coordinate with State and local governments and transportation agencies to integrate public transit needs into the land use planning and development process.”
- Ocala/Marion County TPO: “Coordinate and participate with federal, state, local government and private organizations and groups to develop and maintain transportation safety programs.”
- North Florida TPO: “Consistency with goals, objectives and policies of local and regional plans.”

**H. Minimize and/or mitigate the impacts of the transportation system to preserve environmental resources (83%)**

This generalized goal statement reflects the policy priorities of 20 of the 24 LRTPs reviewed. This statement relates directly to a federal planning factor and a goal of the 2025 FTP. Most MPOs emphasized the need to, generally, minimize and/or mitigate impacts to air quality, water resources, natural habitats, sensitive habitats and endangered species and other environmentally sensitive areas. Several MPOs focused on the need for improved design elements in transportation planning and project development to make transportation more compatible with the built and natural environment. Also, several MPOs focused on the need for transportation facilities to work around natural habitats, thereby avoiding negative impacts.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Hillsborough County MPO: “Use appropriate planning and design criteria to protect and enhance the built and natural environment.”
- Sarasota/Manatee TPO: “Provide for wildlife corridors in the design of new transportation facilities, where appropriate, to minimize disruption of habitat and ensure access to food, water and shelter.”
- St. Lucie & Martin TPOs: “Minimize transportation system encroachment into areas that are part of environmentally significant, contiguous natural systems.”
- Okaloosa-Walton TPO: “Minimize adverse impacts on the environment by balancing the location, design, construction and operation of the transportation system with environmental features.”
- Gainesville MPTO: “Reduce the adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution.”
- Palm Beach MPO: “The requirements of EPA conformity regulations, including reduction of greenhouse gas emissions, will be addressed.”

**I. Identify and meet mobility needs of various populations during the transportation decision-making process while minimizing/mitigating the negative impacts of those transportation decisions (83%)**

This generalized goal statement reflects the policy priorities of 20 of the 24 LRTPs reviewed. MPOs in Florida expressed their belief that transportation benefits and burdens should be distributed fairly across populations in metropolitan areas. This belief appeared to not only be true of groups identified in federal civil rights law, but appeared to apply universally to the broader population as demonstrated by the inclusion of many subgroups in the policy and goal statements found in MPO LRTPs. Among the populations specifically identified were the young, the elderly, the transportation disadvantaged, low-income populations and minority populations, but there were often statements in MPO LRTPs that indicated that the needs of all populations that have traditionally been underserved by transportation services should be considered during the transportation planning process.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- METROPLAN Orlando: “Identify the needs of low-income and minority populations, involve these populations in the planning process, and seek to equitably distribute the benefits and burdens of transportation investments among all populations.”
- Hernando County MPO: “The Plan will provide for the transportation needs of the existing elderly, disabled, and low income population of the county and ensure the facilities are designed in such a manner as to not impair their use by this population.”
- Palm Beach MPO: “The needs of that portion of the population considered low income and/or traditionally underserved will be considered and transportation services available to meet the needs of the transportation disadvantaged population in Palm Beach County will be identified.”
- Bay County TPO: “Ensure no one segment of the population bears a disproportionate share of adverse impacts.”
- Lake-Sumter MPO: “Expand public and specialized transportation programs to meet the needs of the transportation disadvantaged.”
- Florida-Alabama TPO: “Enhance quality of life factors that will attract industry and skilled workers, and assist disabled and elderly populations.”

**J. Enhance transportation system security and facilitate access and egress during emergency situations (83%)**

This generalized goal statement reflects the policy priorities of 20 of the 24 LRTPs reviewed. There were two primary focuses under this planning priority statement. The first deals with making transportation infrastructure less vulnerable to acts of violence or terrorism and natural disasters. The majority of MPOs addressed this policy priority in general comments relating to

the need to make transportation infrastructure more secure with particular focus given to transit system facilities and intermodal facilities such as airports and seaports.

The second deals with access and egress during emergency situations including those caused by man (events related to acts of crime or terrorism, gas main leaks, etc.) or by nature (hurricanes, tornado, etc.). Most MPOs made general comments relating to the necessity to provide improved emergency evacuation routes (individuals leaving the scene of an emergency event), while a few made specific statements including improved access to emergency evacuation shelters and avoiding transportation improvements that encourage growth in high hazard coastal areas. MPOs also focused on emergency vehicle response. The prevailing general sentiment was to ensure that transportation planning and implementation decisions are made with the needs of emergency vehicle routing in mind, particularly the reduction of emergency response times.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Bay County TPO: “Enhance integration and connectivity of transportation system for purposes of safety, security, and emergency evacuation.”
- Charlotte County-Punta Gorda MPO: “Provide adequate access from I-75 into the community, and to I-75 for emergency evacuation to support its regional integrity.”
- Miami-Dade Urbanized Area MPO: “Ensure security at ports, airports, and major intermodal centers/terminals.”
- Capital Region TPA: “Balance the needs of evacuation route hazard mitigation objectives and initiatives into major roadway and intersection improvements with the need for multimodal active communities.”
- Collier & Lee MPOs: “Ensure transportation options are available for the elderly, persons with disabilities and other transportation-disadvantaged citizens during emergency evacuations.”
- Hernando County MPO: “The Plan will address and promote the use of mass transit as a viable alternative form of transportation and provide for the security of its users.”
- Broward MPO: “Roadway improvements to increase emergency evacuation capacity and response times on designated hurricane evacuation routes.”
- Palm Beach MPO: “Security of public transit services will be monitored and, if necessary, improved through appropriate design concepts and programs.”

**K. Promote livable communities through the design of a transportation system that is both sustainable and sensitive to community visions, values, character and aesthetics (83%)**

This generalized goal statement reflects the policy priorities of 20 of the 24 LRTPs reviewed. The MPOs indicated a strong desire to support community livability through the transportation planning process. A majority placed emphasis on the promotion of non-motorized travel and

transit use by incorporating livable street design, community enhancing design features (pedestrian scale), and context sensitive design into the development of transportation facilities and corridors. Emphasis was also placed on the use of appropriate planning and design criteria to avoid or minimize negative impacts on residential neighborhoods or business districts by developing a roadway network that provides appropriate facilities for a variety of trip purposes (functional classification), implementing traffic calming techniques, and design techniques that make transportation improvements fit into the local context. MPOs also placed emphasis on the need to maintain access, to scenic, historical, archaeological, and cultural community resources.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Pinellas County MPO: “Promote “livable community” concepts that allow for people to travel freely and safely in the urban environment through non-motorized travel modes such as walking, bicycling and skating.”
- Hillsborough County MPO: “Use appropriate planning and design criteria to promote community cohesion and avoid or minimize negative impacts to residential neighborhoods.”
- Pasco County MPO: “The Plan will preserve and, wherever possible, enhance the community's social and environmental values.”
- Collier & Lee MPOs: “Enhance aesthetics and the character of neighborhoods, communities, commercial districts and transportation facilities.”
- Okaloosa-Walton TPO: “Improve the environmental and aesthetic features of the existing transportation system.”
- Sarasota/Manatee MPO: “Protect the historic character of established communities by minimizing transportation impacts and employing context sensitive design of transportation facilities when needed.”
- METROPLAN Orlando: “Implement a transportation system that supports the adopted regional growth vision and includes context-sensitive, pedestrian scale, and community enhancing design features.”
- Capital Region TPA: “Develop context sensitive design standards for transportation facilities to protect community character, provide for ‘complete streets’, enhance connectivity, and encourage the use of multiple modes of transportation.”

**L. Promote economic vitality by focusing on mobility to, between, and within major economic activity centers and major transportation facilities (79%)**

This generalized goal statement reflects the policy priorities of 19 of the 24 LRTPs reviewed. Most MPOs included a general policy statement in their LRTP that emphasized the need to ensure that the transportation system supports state and regional economic competitiveness goals. Several MPOs highlighted the need to focus on freight and goods movement as an

economic driver. Many MPOs focused on the need to improve multimodal connections and access to, between and within international airports, seaports and major economic centers to enhance economic vitality in their metropolitan area.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- METROPLAN Orlando: “Identify and promote transportation projects that expand and enhance economic vitality.”
- Hernando County MPO: “To the greatest extent possible, the Plan will identify bicycle and pedestrian facilities to safely link schools, recreational areas, and commercial centers with residential areas.”
- Broward MPO: “Ensure that the transportation system furthers the economic vitality of Broward County.”
- Gainesville MPTO: “Enhance transportation linkages to promote economic development and employment opportunities, especially in the eastern Gainesville Metropolitan Area.”
- Lake-Sumter MPO: “Improve major airports, seaports, railroads and truck facilities, to strengthen Florida’s position in the global economy.”
- St. Lucie & Martin TPOs: “The regional multimodal system shall include a tri-county network of premium transit that serves major employment hubs, intermodal and urban centers.”

**M. Increase available transportation funding resources by maximizing traditional revenue sources and identifying new and innovative revenue sources (71%)**

This generalized goal statement reflects the policy priorities of 17 of the 24 LRTPs reviewed. In an environment of increasing transportation needs and limited new sources of transportation funding, many MPOs stressed the need to maximize the effective use of existing transportation resources and the accurate assessment of true transportation costs. Among the various strategies supported by MPOs were prioritizing funding for projects that have already been funded for preliminary project phases (environmental study, final design or right-of-way acquisition), optimizing maintenance outlays, and accounting for operating and maintenance costs of transportation facilities (life cycle costs). Several MPOs have increased their emphasis on identifying and implementing new and innovative funding mechanisms, particularly at the local level. Suggestions included considering legislative changes to permit new local funding sources such as taxes, toll revenues and user fees. Additional funding sources recommended by MPOs included variable pricing strategies, indexing existing funding sources and creative public/private partnerships.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Palm Beach MPO: “The Plan will incorporate existing and alternative federal, state, and local revenue sources, and user fees (such as fuel taxes, developer contributions, tolls, farebox revenues), that are reasonably available to develop a financially feasible multimodal plan including both capital and operating costs.”
- Okaloosa-Walton TPO: “Encourage greater, state, federal and local revenue sources.”
- St. Lucie & Martin TPOs: “Identify and accommodate opportunities for private sector participation in funding the regional transit system through the use of vanpool, park and ride lots, concurrency ordinances, etc.”
- Broward MPO: “Public-private partnerships can make a new development or redevelopment commercially viable over the long term with a focus on transit oriented development (TOD) and contribute to a higher quality of life and economic activity.”

#### **N. Plan and develop mechanisms to reserve future transportation rights-of-ways (63%)**

This generalized goal statement reflects the policy priorities of 15 of the 24 LRTPs reviewed. MPOs supported efforts, primarily by local governments, to preserve transportation rights-of-way through both the development of land use regulations/ordinances (implemented through the land development process) and through advanced ROW acquisition programs. Many MPOs supported efforts to designate future corridor rights-of-way needs that would accommodate anticipated roadway, public transit, bicycle and pedestrian uses and to then protect those corridors from building encroachment.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Hillsborough County MPO: “Acquire and preserve right-of-way at the least possible economic, ecological and social cost.”
- Charlotte County-Punta Gorda MPO: “Implement multiple methods to acquire or otherwise protect existing and future right-of-way from building encroachment.”
- Lake-Sumter MPO: “Manage and preserve designated transportation corridors in cooperation with local governments and through advance acquisition of right-of-way.”
- Ocala/Marion County TPO: “Establish local land use regulations that emphasize preservation of right-of-way for all transportation facilities.”
- St. Lucie & Martin TPOs: “Provide for the protection of future public transit rights-of-way and exclusive public transit corridors along existing rail lines and other major transportation corridors.”
- Palm Beach MPO: “The Plan will support an advanced right-of-way acquisition program, including required right-of-way from developers at the time of development approval, for future planned improvements where economically advantageous.”

**O. Protect the public investment in transportation facilities by preserving and maintaining the existing transportation system (58%)**

This generalized goal statement reflects the policy priorities of 14 of the 24 LRTPs reviewed. A majority of MPOs generally recognized the necessity to protect the public investment in the existing transportation system, primarily through maintenance and advanced management practices. It was clear that this was of particular importance given the difficult financial circumstances in which many local governments currently find themselves and the prospect that local and regional economic conditions may not dramatically improve in the foreseeable future, limiting the availability of funding for new transportation capacity.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Hillsborough County MPO: “Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.”
- Pasco County MPO: “Adequate and cost-efficient maintenance and preservation of Florida’s transportation assets.”
- Pinellas County MPO: “Preserve the existing transportation system to the fullest extent possible.”
- Polk TPO: “To implement sustainable transportation improvement projects and strategies while preserving and maximizing the existing transportation system.”
- Indian River County MPO: “A transportation system that is preserved and maintained through adequate investment and management of the infrastructure.”
- Lake-Sumter MPO: “Preserve the State Highway System.”
- Volusia MPO: “The LRTP will protect the public investment in transportation facilities.”
- Ocala/Marion County TPO: “Support local government maintenance of existing roadways and coordinate with FDOT on state and federal roadways.”

**P. Improve the connectivity of the transportation roadway network through the provision of alternate routes (58%)**

This generalized goal statement reflects the policy priorities of 14 of the 24 LRTPs reviewed. Most MPOs that addressed this issue focused on the need to improve connections between roadways of various functional classes (arterials, collectors, local roads, etc.) to encourage an appropriate distribution of vehicle traffic across the entire roadway system and relieve congestion on the higher order roadways. Some MPOs expanded on the concept to include access management treatments and grid-system development.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Gainesville MPTO: “Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways and provides a better parallel network for vulnerable users, including the elderly and children.”
- Sarasota/Manatee MPO: “Increase street connectivity and promote proper spacing of roadways to balance transportation demand and preserve mobility of regionally significant facilities.”
- Collier & Lee MPOs: “Reduce roadway congestion by maximizing ITS technologies, e.g., efficiently route traffic to alternate routes and divert around congested corridors or incidents.”

**Q. Promote energy conservation and the use of alternative fuels (50%)**

This generalized goal statement reflects the policy priorities of 12 of the 24 LRTPs reviewed. Half of the MPOs in Florida included policy statements in their LRTP focused on the reduction of energy consumption and fossil fuel use and promoting the use of alternative fuels. This policy priority was often connected to other priorities including the security of the transportation system, quality of life and environmental preservation.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Gainesville MTPO: “Support development of alternative fuel sources and infrastructure to provide continuing transportation services in the event of scarcity.”
- METROPLAN Orlando: “Promote the use of new technology and alternative fuels to minimize transportation impacts on the environment.”
- Pinellas County MPO: “Provide for a safe and energy efficient “multi-modal” and “intermodal” transportation system that serve the transportation needs of Pinellas County while enhancing the quality of life for its citizens.”
- Collier & Lee MPOs: “Minimize adverse environmental impacts, including noise and promote energy conservation.”
- Okaloosa-Walton TPO: “Reduce energy consumption by supporting modification of the existing transportation system to improve bicycle and pedestrian transportation.”

**R. Implement public involvement and education activities that promote broad participation in and understanding of the transportation planning process (46%)**

This generalized goal statement reflects the policy priorities of 11 of the 24 LRTPs reviewed. Several MPOs identified the importance of involving the public in the transportation planning process early, often, and at key milestones so that the transportation system reflects the needs of all citizens. MPOs recognized the need to inform the public on transportation planning and funding issues in a clear, concise and timely manner through a proactive public involvement process that reaches as many interested people as possible, including populations that have been traditionally underrepresented in the transportation planning processes.

Examples of goals, objectives and other policy statements related to this generalized goal statement include:

- Volusia MPO: “Early and continuing opportunities will be provided for citizens to express their views in the transportation planning process.”
- Okaloosa-Walton TPO: “Ensure a high level of citizen participation in the transportation planning process through an active Citizens’ Advisory Committee, Bicycle/Pedestrian Advisory Committee, public meetings, and continuing access to transportation officials.”
- Pinellas County MPO: “Inform and educate county residents and other interested parties about the MPO’s ongoing planning initiatives and responsibilities.”
- St. Lucie & Martin TPOs: “Coordinate public outreach, policies and decision-making pertaining to land use and transportation issues of regional significance.”

# Regional Transportation Planning Activities and Products

## Background

In 2005, CUTR researchers conducted an assessment of the status of regional transportation planning in Florida and of products being produced by regional alliances of MPOs in support of the 2025 Florida Transportation Plan (FTP) update. CUTR created an inventory of both completed and planned regional transportation planning products and a summary of regional transportation priorities developed by the regional alliances of MPOs in existence at that time.

The Florida Department of Transportation has asked that CUTR researchers refresh the 2025 assessment of regional transportation planning activities and products in support of the 2060 FTP update. The research findings below reflect the status of regional transportation planning activities and products being conducted and developed by Florida’s MPOs in 2010.

In all, a total of 22 of Florida’s 26 MPOs had entered into formal arrangements to coordinate regional transportation planning activities with one or more neighboring MPOs. Several of those efforts involve three or more MPOs working through a regional association of MPOs, while the rest include two contiguous MPOs working together to coordinate regional transportation planning and decision-making. The regional groupings of MPOs as of the writing of this technical memorandum are as follows, including the acronym and formation date for each (as applicable):

<b>Regional Alliances of MPOs (three or more MPOs working together)</b>
Central Florida MPO Alliance (CFMPOA/1997)
Southeast Florida Transportation Council (SEFTC/2005)
Treasure Coast Transportation Council (TCTC/2006)
West Central Florida MPO Chairs Coordinating Committee (CCC/1992)
<b>Contiguous MPOs (two MPOs working together)</b>
Charlotte County-Punta Gorda MPO and Lee County MPO (2010)
Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO (2004)
Collier County MPO and Lee County MPO (2004)
Martin MPO and St. Lucie TPO (2006)
Northwest Florida Regional Transportation Planning Organization (NWFL RTPO/2004)

Given the widespread existence of regional MPO alliances, quite a few regional transportation products have been produced around the state. These include regional long range transportation plans, regional goals and objectives, regional project priority lists, regional multimodal transportation network maps, regional transportation demand models, regional congestion management systems, regional freight plans, regional public involvement programs, regional transit development plans, regional conflict resolutions processes, regional Limited English Proficiency (LEP) plans and more.

In terms of regional transportation planning products that would provide useful policy guidance for the Florida Transportation Plan update, regional goals and objective statements best serve that purpose. Of the nine regional transportation planning efforts around the state, five have produced regional transportation goals and objectives (described in detail later in this section as part of a write-up of each regional grouping of MPOs). In general, the regional goals and objectives developed around the state mirror those found at the metropolitan level.

The following summarizes the transportation planning activities and products of each multi-MPO regional coordination effort. A listing of MPOs that have entered into interlocal agreements to be eligible for funding under the Transportation Regional Incentive Program (TRIP), including a description of TRIP eligibility requirements, is also included.

### **Regional Alliances of MPOs (three or more MPOs working together)**

#### ***Central Florida MPO Alliance***

The Central Florida MPO Alliance (CFMPOA) was formed in 1997 by METROPLAN ORLANDO and the Volusia TPO (then called the Volusia County MPO) as a regional collaborative to focus on regional transportation planning issues, including improvements to the I-4 bridge across the St. John's River. The CFMPOA has grown over the past thirteen (13) years to now include a voting membership of six (6) MPOs including the Space Coast TPO, the Lake-Sumter MPO, METROPLAN ORLANDO, the Ocala/Marion TPO, the Polk TPO and the Volusia TPO. Additionally, FDOT Districts 1 and 5 are both non-voting members of the CFMPOA. The CFMPOA was originally established and governed by a joint resolution of the participating member MPOs and the FDOT, but the members of the CFMPOA strengthened the formation documentation in 2005 by entering into an interlocal agreement.

The interlocal agreement identifies the following as the purposes for the alliance:

- Maintain and update a regional transportation plan
- Pursue funding opportunities to advance regionally significant facilities and services which may include the establishment of transportation project priorities for the Transportation Regional Incentive Program (TRIP)
- Serve as a forum for exchanging information between members, especially on projects of regional significance
- Coordinate regional transportation planning and policy development with FDOT
- Identify regional transportation opportunities
- Solve regional transportation issues
- Establish legislative priorities that will assist in addressing the region's transportation needs

The CFMPOA has produced numerous documents and performed various collaborative planning activities over the years.

CFMPOA products and activities include:

- Joint resolution and interlocal agreement
- 2025 Central Florida Long Range Transportation Plan (LRTP), most recently adopted in January 2007
  - A composite plan from individual MPO plans focusing on regionally significant transportation needs including highway, transit, ITS and trail projects
  - Identified regionally significant highway, transit, and trail corridors
- Annual Central Florida regional project priority list
- “Summary of Transportation Topics of Regional Significance” (a summation of the goals of the Central Florida Long Range Transportation Plan) Central Florida Regional Planning Model (CFRPM), covers the CFMPOA MPOs in FDOT District 5 (includes only the northeast portion of Polk County which is part of FDOT District 1)
- Annual Central Florida legislative program
- Central Florida MPO Alliance web page hosted on the METROPLAN ORLANDO website (<http://www.metroplanorlando.com/site/partnerships/cfmpoa.asp>)
- Participation in the initiation of commuter rail service (SunRail) and express bus service in Central Florida
- Products and activities to support the *myregion.org* initiative
  - PennDesign Central Florida, a study conducted by a team from the University of Pennsylvania focusing on the economic, environmental and demographic impacts that are projected to occur in the region by 2050
  - “How Shall We Grow?” – a 15-month visioning process initiated in 2006 which will serve as a framework for regional land use and transportation plans
  - “Connecting for Global Competitiveness - Florida’s Super Region” – Using computer-aided analysis based on population and job projections, this study presents two alternatives for the Central Florida Super Region in 2050, one that follows growth patterns already established in Florida and one that considers the potential for compact urban centers and infill development along transit corridors given the impending presence of high speed rail and local transit opportunities
- Central Florida Smart Growth Alliance (as an outgrowth of the CFMPOA process)
- Participation in an annual joint coordination meeting with the West Central Florida MPO Chairs Coordinating Committee (CCC)

<b>Planned CFMPOA products and activities:</b>
Annual Central Florida regional project priority list
Annual legislative priorities
Central Florida Long Range Transportation Plan update

The CFMPOA used a bottom-up approach to develop the Central Florida LRTP. It is a composite of the individual CFMPOA member MPO LRTPs and reflects a synthesis of those elements of each LRTP that were determined to be regionally significant. The Central Florida LRTP includes a description of the need for regional transportation planning, provides a summary of each

member MPO LRTP, broad regional goals, a list of regionally significant priority projects and the cost to implement those projects.

Because it is a composite plan, the Central Florida LRTP is well integrated with the individual MPO LRTPs. It is easy to read and an effective tool for conveying regional themes embraced by each of the individual member MPOs. It also provides a basis upon which member MPOs can make regional decisions, including the selection of regional project priorities for funding through the Transportation Regional Incentive Program (TRIP) and the coordination of regionally significant planning and programming activities.

The goals of the Central Florida LRTP are as follows:

- **Highways:** A safe, reliable, efficient and attractive regional highway system that provides connectivity and capacity for residents, businesses, and visitors
- **Non-Highway Modes:** A balanced regional transportation system that safely accommodates present and future needs of users on all modes (transit, rail, airports, seaports, spaceport, bicycle, pedestrian)
- **Planning & Policy:** A transportation planning and policy development process that cooperatively addresses priority regional transportation needs while remaining sensitive to local concerns
- **Funding:** Funding levels that are adequate to address the region's short and long range transportation needs in a cost-effective manner
- **Land Use/Transportation Coordination:** Coordination of land use and transportation planning decisions to optimize transportation efficiency while promoting quality of life and minimizing costs

***Southeast Florida Transportation Council***

Three MPOs in Southeast Florida (the Broward MPO, the Miami-Dade MPO, and the Palm Beach MPO) coordinated informally on regional transportation planning issues for many years. Most of the coordination activities focused on air quality coordination, the implementation of coordinated Intelligent Transportation Systems (ITS) and the establishment of the South Florida Regional Transportation Authority (SFRTA)<sup>1</sup>. These three MPOs also collaborated on joint studies and projects such as the Transit Bridge (a Bus Rapid Transit connection between the Broward County and Miami-Dade transit systems) and Tri-Rail services.

The West Palm Beach, Ft. Lauderdale and Miami-Dade urbanized areas were merged following the 2000 U.S. Census to form a single, significantly larger urbanized area covering all three MPOs in Southeastern Florida. In February 2003, the Secretary of the Florida Department of

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<sup>1</sup> On July 1, 2003, legislation passed by the Florida Senate and House of Representatives and signed by Governor Jeb Bush, transformed the Tri-County Commuter Rail Authority (Tri-Rail) into the South Florida Regional Transportation Authority (SFRTA.) The new Authority was created with a vision to provide greater mobility in South Florida, thereby improving the economic viability and quality of life of the community, region and state. The Authority's mission is to coordinate, develop and implement a viable regional transportation system in South Florida that endeavors to meet the desires and needs for the movement of people, goods and services.

Transportation sent a letter to all three MPOs asking them to form a single MPO covering the entire urbanized area. Alternatively, the letter directed the MPOs to develop a formal regional coordination mechanism if they felt that the size and complexity of the shared urbanized area warranted multiple MPOs. The three MPOs decided to remain separate and formed the Southeast Florida Transportation Council (SEFTC) by interlocal agreement in 2005. The SEFTC interlocal agreement states that the SEFTC will be responsible for producing a regional long range transportation plan, a process for prioritizing regional projects, a regional public involvement process, and performance measures to assess the effectiveness of regional coordination activities.

The SEFTC Governing Board meets quarterly and is comprised of the chair or designee of each of the three Southeast Florida MPOs. SEFTC is supported by a committee structure that includes the Regional Transportation Technical Advisory Committee (RTTAC), the RTACC Modeling Subcommittee and the Regional Public Involvement Management Team. The RTACC meets monthly and is comprised of staff from the three Southeast Florida MPOs, FDOT Districts 4 and 6, the Florida Turnpike Enterprise, the SFRTA, the South Florida and Treasure Coast Regional Planning Councils (RPCs), Palm Tran, Miami-Dade Transit, the Broward Office of Transportation and the Miami-Dade Expressway Authority.

#### SEFTC products and activities include:

##### *Organizational Structure and Coordination*

- Interlocal agreement (forming SEFTC), including a conflict resolution process
- SEFTC and RTTAC meeting minutes
- Regional public involvement process
  - SEFTC website (<http://www.seftc.org/>)
  - A regional public involvement plan
  - A regional public involvement management team (comprised of staff from the three Southeast Florida MPOs) that meets quarterly by phone to discuss regional public involvement issues
  - A joint annual meeting of the three individual MPO Citizen's Advisory Committees
- Participation on the Southwest Palm Beach County and Northern Broward County Mobility Studies Coordinating Committee (a steering committee overseeing mobility studies analyzing the State Road 7 corridor in Broward and Palm Beach Counties)

##### *Planning and Technical*

- Adopted 2035 cost affordable regional long range transportation plan (RLRTP)
  - A detailed RLRTP document addressing highways, public transit and intermodal facilities
  - An executive summary summarizing the key points of the RLRTP
- Designation of a regionally significant corridor network (roadway, rail and intermodal hubs) using formal criteria for determining regional transportation facilities and services
- A regional transit quality of service assessment
- Southeast Florida Regional Planning Model (SERPM) development and refinement

- Supported by the RTTAC Model Subcommittee comprised of staff from the three Southeast Florida MPOs and FDOT Districts 4 and 6
- Annual regional (TRIP) project priority list (includes roadway, transit and intermodal projects)
- Participated in the development of a regional greenways and recreational links plan
- Participated in the development of a regional freight plan
- Participated in the development of regional mobility studies
- Integrated Transportation Information System (IT IS) provides a variety of technical data for the region
  - Interactive GIS mapping
  - Information on select communities in the region, including community history
  - Publicly accessible through the SEFTC website

<b>Planned SEFTC products and activities:</b>
Annual prioritized list of regional roadway and transit projects
A regional public involvement process
Performance measures to assess the effectiveness of regional coordination activities
A regional transit Smartcard system that would coordinate transit travel throughout the three-county SEFTC area
Support for restored Amtrak rail service along the east coast along the Florida East Coast rail corridor
Participation in the ongoing South Florida East Coast Corridor Transit Analysis Study being conducted by FDOT
Regional long range transportation plan (RLRTP) update

The adopted 2035 RLRTP, SEFTC’s primary coordination document, is a composite plan that was crafted using a bottom up approach. The RLRTP was developed using a regional transportation model. In creating the RLRTP, the three MPO: 1) identified needs on the respective county networks, 2) developed regional goals, objectives and measures of effectiveness, 3) conducted a regional public involvement process (in conjunction with local LRTP public involvement processes), 4) identified available revenue sources that could be applied to the transportation network, and 5) developed a fiscally constrained list of transportation projects for each MPO. The 2035 RLRTP was based on a regional transportation network identified using criteria for roads, transit services and intermodal hubs. Regional transportation projects were identified in the RLRTP from local projects on the regional network.

From a programming standpoint, the local MPOs selected funded projects that impacted the region. Seven regionally significant funded projects are highlighted and include the Port of Miami Tunnel (Miami-Dade), I-95 Express Lanes (Miami-Dade and Broward), I-595 Express (Broward), State Road 7 (Broward and Palm Beach), Port Everglades expansion (Broward), Miami Intermodal Center and the Earlington Heights Connector, and the Tri-Rail connections. In addition to the regionally significant funded projects, the local MPOs also selected unfunded

regional projects which include the Tri-Rail/FEC Corridor expansion and the US 27 Rail Corridor/Inland Port.

The SEFTC RL RTP provides a policy mechanism for establishing a regional transportation vision for the individual member MPOs to follow when making their own planning and programming decisions.

The goals and objectives of the Southeast Florida Regional LRTP are as follows:

1. Provide an Efficient and Reliable Transportation System for Regional Passenger and Freight Operations
  - Preserve and expand the existing regional transportation system capacity to support passenger and freight operations
  - Maximize existing system capacity through increased highway and/or transit capacity, tolling, implementation of transportation system management (TSM) and intelligent transportation system (ITS) strategies and technologies
2. Provide Multimodal Access to Major Regional Passenger and Freight Activity Centers
  - Provide competitive travel times
  - Increase mode choice for regional travel
  - Provide efficient regional routes for freight goods movement to and from regional freight hubs and destinations
3. Provide an Integrated Multimodal Transportation System Throughout the Region
  - Increase multimodal connections between regional Origin-Destination (OD) pairs
4. Protect the Region's Environment
  - Improve air quality and minimize air pollution (via alternative vehicle technologies, increased mode split, decreased travel delay time, etc.)
  - Reduce greenhouse gas emissions
  - Protect the natural environment and historic areas
5. Provide for a Safer and More Secure Transportation System for the Region's Residents, Businesses and Visitors
  - Preserve and enhance the capacity of regional evacuation corridors
  - Reduce fatal and injury crashes on regional roads
6. Preserve and Enhance the Quality of Life and Promote Energy Conservation
  - Promote projects that support urban infill and densification
  - Prioritize funding to favor intra-urban improvements
  - Promote the use of alternative vehicle technologies

### *Treasure Coast Transportation Council (TCTC)*

The Ft. Pierce Urbanized Area (UZA) was designated following the 1980 census and the St. Lucie County MPO (now the St. Lucie TPO) was formed to conduct metropolitan transportation planning in that new metropolitan area. Following the 1990 census, the Martin County MPO (now the Martin MPO) and the Indian River County MPO were formed to conduct metropolitan transportation planning for the newly designated Stuart and Vero Beach UZAs. The three Treasure Coast MPOs coordinated informally on regional transportation planning issues during the 1990's and early 2000's, but no formal coordination mechanism was in place.

Between 1990 and 2000, the Ft. Pierce and Stuart UZAs grew and crossed county lines. With the 2000 census, the two UZAs were merged to form the single Port St. Lucie UZA. In February 2003, the Secretary of the Florida Department of Transportation sent a letter to the St. Lucie and Martin MPOs asking them to form a single MPO covering the entire urbanized area. Alternatively, the letter directed the MPOs to develop a formal regional coordination mechanism if they felt that the size and complexity of the shared urbanized area warranted multiple MPOs.

On April 10th, 2006 the Martin, St. Lucie and Indian River County MPOs entered into an interlocal agreement to create the Treasure Coast Transportation Council (TCTC) pursuant to the provisions of Chapters 163.01 and 339.175, Florida Statutes. The TCTC was created as an administrative entity to serve as a forum for formal coordination and communication among agencies and organizations involved in regional transportation planning.

The council consists of the Chair and Vice-Chair from each MPO Board (total of six) and two ex-officio members, one from FDOT and one from the Treasure Coast Regional Planning Council. The TCTC meets to coordinate regional planning issues, projects and funding. The duties of the TCTC include the development, review or updates as needed of:

- a regional long range transportation plan
- a process for prioritizing regional projects
- a regional public involvement process
- performance measures to assess the effectiveness of regional coordination activities

A regional project prioritization and selection process was adopted by the TCTC in May 2007. The regional prioritization process was incorporated into the regional long range transportation plan by the Martin MPO and St. Lucie TPO (a joint plan that covers both MPO areas) and into the Indian River MPO long range transportation plan. The regional project prioritization and selection process is used to develop a project priority list that is submitted to the Florida Department of Transportation (FDOT) to fund regionally significant project under the Transportation Regional Incentive Program (TRIP).

## ***West Central Florida MPO Chairs Coordinating Committee***

The West Central Florida MPO Chairs Coordinating Committee (CCC) was formed in 1992 and has been operating continuously for the past 18 years. The voting membership of the CCC Governing Board is comprised of the chairs from six (6) individual MPOs including the Hernando County MPO, the Hillsborough County MPO, the Pasco County MPO, the Pinellas County MPO, the Polk TPO, and the Sarasota/Manatee MPO. An elected official from Citrus County, a neighboring rural county, is a voting member of the CCC Board for Transportation Regional Incentive Program (TRIP) purposes. Additional non-voting members of the CCC Board include the Florida Department of Transportation (FDOT) District 1 and 7 Secretaries and representatives from Florida's Turnpike Enterprise, four Regional Planning Councils (the Central Florida, Southwest Florida, Withlacoochee, and Tampa Bay RPCs) and the Tampa Bay Area Regional Transportation Authority (TBARTA). Major modal providers participate on an ad hoc basis. Originally formed by a mandate of the Governor and organized by the Florida Legislature, the CCC is now established and governed by an interlocal agreement.

The CCC Board meets quarterly to develop regional solutions to transportation problems and to ensure a consistent regional planning approach in the West Central Florida super-region. The CCC Staff Directors Coordination Team, comprised of member MPO Directors, FDOT and RPC managers and staff from other partner agencies, meet bi-weekly to carry-out the regional work program and coordinating process.

### CCC products and activities include:

#### *Organizational Structure and Coordination*

- Interlocal agreement (forming the CCC)
- Operating procedures (outlining member responsibilities under the interlocal agreement)
- Memorandum of understanding for a conflict resolution process
- Regional coordination and transportation planning tasks for use in individual MPO unified planning work programs (UPWPs)
- Regional public involvement process
  - A website (<http://www.regionaltransportation.org/>)
  - A joint citizens advisory committee (JCAC). The JCAC is composed of eighteen (18) eligible citizens who are members of the Citizen Advisory Committees (CAC) of each CCC member MPO.
  - A regional public involvement plan
  - A public participation report which assess CCC public involvement efforts for 2006/2007. The evaluation is conducted biennially and the 2008/2009 public participation report is currently underway.
- Limited English Proficiency (LEP) policy statement and plan, including discrimination complaint procedures
- Title VI (civil rights) policy statement and discrimination complaint procedure
- CCC and JCAC meeting minutes
- Coordination with the West Central Florida Air Quality Coordinating Committee

- Coordination with FDOT’s Tampa Bay Regional Goods Movement Study
- Participation as a voting member of the Tampa Bay Area Regional Transportation Authority (TBARTA) TBARTA Board
- Participation in an annual joint coordination meeting with the Central Florida MPO Alliance
- Brochure describing the CCC and the regional transportation planning process
- Periodic newsletters on CCC activities

*Planning and Technical*

- Adopted 2035 cost affordable regional long range transportation plan (RLRTP)
  - A detailed regional LRTP document addressing highways, public transit and multi-use trails
  - A summary brochure summarizing the RLRTP
- Regional transit action plan, needs assessment and economic impact study
- Designation of a regional roadway network using formal criteria for determining regional transportation facilities and services
- Regional travel demand model development and refinement
- Annual regional (TRIP) project priority list (includes roadway and transit projects)
- Annual regional multi-use trails project priority list
- Regional congestion management system (CMS)
- Regional multi-use trails brochure (prepared in conjunction with the Tampa Bay RPC)
- Regional data sharing and mapping
- Regional geographic information system (GIS)
- Glossary of Spanish transportation terms
- Participation in a review capacity in the Courtney Campbell Causeway Bike Lane/Pedestrian Trail Feasibility Study conducted by the Florida Department of Transportation
- Participation in the development of the TBARTA Regional Master Plan
- Participation in the *One Bay: Livable Communities* visioning process

<b>Planned CCC products and activities:</b>
2008/2009 public participation report
Bi-annual newsletters on CCC activities
Subcommittee process to look at enhanced coordination of CCC member LRTPs, the TBARTA Master Plan and regional transit agency Transit Development Plans. The subcommittee is comprised of CCC member MPO staff directors, FDOT and TBARTA Transit Managers Committee members (area transit providers)
Reestablishment of the West Central Florida Air Quality Coordinating Committee as the air quality planning arm of the CCC
Annual regional roadway (TRIP) project priority list
Annual regional multi-use trails project priority list
Regional long range transportation plan (RLRTP) update

The 2035 LRTP, adopted in draft form in November 2009, is the CCC's primary means for coordination in the west central Florida region. The LRTP was developed using a top down approach in which member MPOs agreed upon a regional multi-modal transportation network, identified needs on the regional transportation network, identified viable regional transportation improvement strategies, developed regional goals, objectives and measures of effectiveness, identified available revenue sources that could be applied to the regional transportation network and developed a fiscally constrained list of regional transportation projects. In essence, the 2035 LRTP was developed using a long range transportation planning process that would be used by any individual MPO, including public involvement activities and an advisory committee process.

The LRTP document is clearly written and contains sufficient detail to document the various data reviewed and decisions made as part of the regional long range transportation planning process. It provides a basis upon which member MPOs can make regional decisions, including the selection of regional project priorities. The top-down approach also provides a strong policy mechanism for establishing a regional transportation vision that has been or is being well integrated into each of the individual member MPO LRTPs which contain elements of the LRTP appropriate for their individual MPO needs.

The goals and objectives in the 2035 LRTP include:

1. Provide a safe and efficient multi-modal transportation system that serves the mobility needs of West Central Florida
  - Maintain and improve the regionally significant highway system
  - Maintain and improve an integrated public transportation system that addresses regional mobility, and promotes regional connectivity and customer convenience
  - Support an integrated regional transportation system with efficient connections between transportation modes
  - Support improvements to regional emergency evacuation routes and to related infrastructure
  - Support improvements to regional roadways with a high incidence of crashes
2. Provide a transportation system that contributes to the economic vitality of West Central Florida
  - Improve access to regional activity centers
  - Improve access to regional intermodal facilities on the Strategic Intermodal System (SIS) to enhance the movement of people, goods and freight
  - Develop the regional transportation system to support adopted land use plans, and encourage land use and planning decisions that promote an efficient regional transportation system
  - Pursue opportunities to obtain maximum federal and state funding for regional transportation needs

3. Provide a regional transportation system that protects the environment and preserves quality of life
  - Minimize disruption to established communities and environmental justice areas
  - Minimize the adverse affects that regional transportation improvements may have on environmentally sensitive resources and foster their enhancements to such resources

### **Contiguous MPOs (two MPOs working together)**

#### ***Charlotte County-Punta Gorda MPO and Lee County MPO***

The Charlotte County-Punta Gorda MPO and the Lee County MPO jointly approved an interlocal agreement to discuss regional transportation issues and to coordinate regional transportation planning and policy decisions. The decision followed a joint meeting of the two MPO governing boards held in March 2010. The two MPO governing boards have agreed to meet at least once a year in a joint meeting and this agreement also includes the Technical and Citizen Committee's meeting once per year. The two MPO's have agreed to coordinate on planning and project development of roadways crossing the boundary between the two counties; regional bicycle, pedestrian and greenway projects; transit service connections; rail corridor service and joint discretionary funding priorities.

#### ***Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO***

The boundaries of the Sarasota-Bradenton Urbanized Area and the North Port-Punta Gorda Urbanized Area have been growing together steadily over the past several years. The three counties (Charlotte, Manatee and Sarasota) have become increasingly linked through a variety of factors including increased multi-directional travel. It is no longer uncommon for a resident of one of these three counties and to work or shop in another. In fact, the two urbanized areas have grown close enough geographically that they have grown into the metropolitan study areas of the respective contiguous Sarasota/Manatee and Charlotte County-Punta Gorda MPOs.

In February 2003, recognizing the increasingly close relationship among the three counties, the Secretary of the Florida Department of Transportation sent a letter the two MPOs asking them to consider consolidating the two separate MPOs into a single MPO covering the three-county area. Alternatively, the letter asked the MPOs to develop a formal regional coordination mechanism if they felt that the size and complexity of the area warranted multiple MPOs. As a result, the two MPOs agreed to formalize and solidify joint regional cooperation. They entered into an interlocal agreement overseeing a formalized process for joint regional transportation planning and coordination in 2004.

The Governing Boards of the two MPOs have met jointly at a neutral site on two occasions since the interlocal agreement was signed in 2004. Sub-committees of the MPO Governing Boards have met (either in person or by phone) to identify joint regional project priorities (discussed in more detail later in this section). Staff members from both MPOs meet as needed to discuss

issues of regional significance. Additionally, the Coordinated Urban Transportation Studies (CUTS – comprised of Florida Department of Transportation District One planning staff, Federal Highway Florida Division planning staff and all District One MPOs staff) group meets quarterly to discuss all issues related to MPO business, operations and current federal and state transportation planning issues in southwest Florida.

Among the responsibilities outlined in the Sarasota/Manatee and Charlotte County-Punta Gorda MPO interlocal agreement are the development of five (5) specific regional planning products and a timeline for their development. They include:

1. Joint Regional Transportation Model:

The parties have developed a tri-county model covering both MPO areas. The model was validated in 2005 ahead of the 2030 Long Range Transportation Plan (LRTP) update by the two MPOs. It has since been revalidated and forms the basis for the 2035 LRTP updates which both MPOs are currently undertaking. The validation effort consisted of regular model validation committee meetings by representatives of the member jurisdictions of the Charlotte County-Punta Gorda and Sarasota/Manatee MPOs.

2. Joint Regional Long Range Transportation Plan (LRTP) Component:

This involved the identification and designation by the two MPOs of the Joint Regional Multi-Modal Transportation System as a component of each MPO's 2030 LRTP. Specifically, this exercise identified regionally significant corridors and facilities. The Joint Regional Multi-Modal System was completed and approved by the respective MPO Boards in December 2005. The identified regional transportation system has been refined several times since 2005 based on changing land use and socioeconomic conditions. The current joint regional multi-modal transportation will be integrated into each MPO's 2035 LRTP update process.

3. Joint Regional Project Priorities:

Based on the Joint Regional Multi-Modal Transportation System, the MPOs annually identify regional project priorities for highway, transit and trail projects. The two MPOs then jointly submit project priorities for the Transportation Regional Incentive Program (TRIP) and for regional trails. Each MPO's Transportation Improvement Program (TIP) is consistent with the identified regional project priorities.

4. Joint Regional Public Involvement Process Component:

In 2004, the two MPOs developed and adopted a joint regional public involvement component for inclusion in each MPO's Public Involvement Plan (now called the Public Participation Plan). The joint regional public involvement component prescribes public notice and outreach actions and measures to assure public access and involvement for all

joint regional activities, including development of the regional LRTP component and annual joint regional project priority identification within the tri-county area. Both MPOs continue to adhere to the 2004 joint regional public involvement components.

5. Regional Conflict Resolution Process:

In 2004, the MPOs developed a regional conflict resolution process to resolve any conflicts related to issues covered by the interlocal agreement. This process is still valid and was, in fact, used to resolve a stalemated joint regional priority project identification process in 2008.

Joint Sarasota/Manatee MPO and Charlotte County-Punta Gorda MPO products and activities include:

- Intergovernmental agreement
- Joint MPO, MPO sub-committee and MPO staff meetings
- Joint regional transportation model
- Joint regional long range transportation plan (LRTP) component
- Joint annual identification of regional project priorities (highway, transit and trail)
- Joint annual regional transportation incentive program (TRIP) project priority list
- Joint annual regional trails project priority list
- Joint regional public involvement process component
- Regional conflict resolution process

<b>Planned joint Sarasota/Manatee MPO and Charlotte County-Punta Gorda MPO products and activities:</b>
Joint MPO, MPO sub-committee and MPO staff meetings
Joint regional long range transportation plan (LRTP) component
Joint annual identification of regional project priorities (highway, transit and trail)
Joint annual regional transportation incentive program (TRIP) project priority list
Joint annual regional trails project priority list

***Collier County MPO and Lee County MPO***

Based on the 2000 Census, the former Naples Urbanized Area grew to include the Bonita Springs area of Lee County and is now designated as the Naples-Bonita Springs Urbanized Area. The result was that the urbanized area covered by the Collier County MPO (including Naples) expanded into the metropolitan planning area of the Lee County MPO (including Bonita Springs). Like their neighbors to the north, the residents of these two counties increasingly live, shop and work without regard to the geographic boundary. There has been an increase in inter-county trips over the past several years and that trend is expected to continue.

In 2002, at a joint meeting, members of the two MPOs, directed staff to coordinate transportation planning and policy activities in the bi-county region to promote regional transportation solutions and enhance overall regional transportation system efficiency. In February 2003, the Secretary of the Florida Department of Transportation sent a letter to asking the two MPOs to consider consolidating. Alternatively, the letter asked the MPOs to develop a formal regional coordination mechanism if they felt that the size and complexity of the area warranted multiple MPOs.

As a result, the Lee County and Collier County MPOs entered into an interlocal agreement in 2004 to promote and establish a forum for communication and coordination and to foster joint regional cooperation and conduct regarding transportation planning. Among the responsibilities outlined in the interlocal agreement are the development of five (5) specific regional planning products and a timeline for their development. They include:

1. Joint Regional Transportation Model:

The parties developed a bi-county model, using the same consultant, to assist in the development and validation of this critical planning tool, which was first used in the development of the 2030 Long Range Transportation Plan Update (LRTP) for both MPOs and is currently being used in the development of the 2035 LRTP updates. The joint modeling effort is supported by a coordinating committee process that includes staff from both MPOs, the FDOT District One, staff from local jurisdictions and local transit providers.

2. Joint Regional Long Range Transportation Plan (LRTP) Component:

This involved the identification and designation by the two MPOs of the Joint Regional Multi-Modal Transportation System as a component of each MPO's LRTP. Specifically, this exercise identified regionally significant corridors and facilities. The Joint Regional Multi-Modal System was endorsed by the respective MPO Boards in 2004 and has been refined as needed over time. For the 2035 LRTP, the two MPOs have developed joint LRTP goals and objectives and are conducting joint public involvement activities.

3. Joint Regional Project Priorities:

The MPOs annually adopt priorities for funding unprogrammed improvements on the identified Regional Multi-Modal Transportation System. Regional project priorities are identified for the Transportation Regional Incentive Program (TRIP), for the federal enhancement grant program and for the Strategic Intermodal System and other statewide discretionary funding programs. Each MPOs individual Project Priority List are consistent with the identified regional priorities in each category.

#### 4. Joint Regional Public Involvement Process Component:

In 2004, the parties developed and adopted a joint regional public involvement component for inclusion in each MPO's existing Public Participation Plan (PPP). The joint regional public involvement component prescribes public notice and outreach actions and measures to assure public access and involvement for all activities undertaken jointly by the two MPOs. Refinements have been made to the joint regional public involvement component as agreed upon by the two MPOs.

#### 5. Regional Conflict Resolution Process:

The parties agreed that if an issue is otherwise irresolvable, the MPO staffs will organize a joint meeting of the MPO governing boards to resolve said matter. If the parties are unable to resolve the issue at the joint meeting, they agreed to submit the issue to the Southwest Florida Regional Planning Council for non-binding arbitration.

Annually, both MPOs hold at least one joint MPO Policy Board meeting, a joint TAC meeting, a joint Citizens Advisory Committee (CAC) meeting and a joint Bicycle/Pedestrian Committee meeting to consider issues of regional significance. Both MPOs also have a member of each MPO staff serving as a voting member on the other's Technical Advisory Committee (TAC) to coordinate regional transportation planning activities.

Staff members from both MPOs meet as needed to discuss issues of regional significance and participate as members of the Coordinated Urban Transportation Studies (CUTS) group. CUTS members (Florida Department of Transportation District One planning staff, Federal Highway Florida Division planning staff and all District One MPOs staff) meet quarterly to discuss all issues related to MPO business, operations and current federal and state transportation planning issues in southwest Florida.

#### Joint Collier County MPO and Lee County MPO products and activities:

- Intergovernmental agreement
- Joint regional long range transportation plan goals and objectives
- Joint regional transportation model (the two MPOs also now jointly selected a consultant to conduct the 2035 LRTP update)
- Joint regional multi-modal system and other regionally significant transportation facilities
- Joint regional pathway plan
- Joint annual Transportation Regional Incentive program (TRIP) project priorities
- Joint annual regional enhancement project priorities
- Joint regional Strategic Intermodal System and statewide discretionary funding project priorities
- Joint regional public involvement process component
- Regional conflict resolution process
- Coordinated, but independent, freight movement studies

<b>Planned joint Collier County MPO and Lee County MPO products and activities:</b>
Joint annual Transportation Regional Incentive program (TRIP) project priorities
Joint annual regional enhancement project priorities
Joint regional Strategic Intermodal System and statewide discretionary funding project priorities
Joint implementation of coordinated freight movement recommendations, including the creation of a regional freight movers advisory committee

The Lee County MPO and Collier County MPO goals and objectives from their respective LRTPs were combined in an effort to make one cohesive set of goals and objectives for the 2035 LRTP. Language from each was compared, and modified where it was considered appropriate. A consistent numbering system was also developed.

This combined set of goals and objectives are as follows:

1. A multi-modal transportation system that is balanced and integrated with all transportation modes to ensure safe and efficient movement of people and goods
  - Minimize congestion on roadways and at intersections.
  - Maintain roadway and other Level of Service (LOS) standards consistent with regional, county and municipal comprehensive plans
  - Provide a balanced system with viable multi-modal options that are consistent with local comprehensive plans
  - Provide infrastructure that supports intermodal transportation (transit riders, pedestrians, bicyclists and other alternative transportation modes)
  - Improve intermodal connectivity and access to intermodal facilities (e.g. airports, transit centers, Interstate bus system, rail, passenger ferries, etc.) and activity centers
  - Provide more sidewalks and bikeways
  - Improve public transit services so they are efficient, frequent, reliable, convenient, easy to use and understand, and promotes other intermodal uses
  - Provide reasonable and accessible regional public transit services
  - Develop and provide specialized services and systems to meet the needs of transportation-disadvantaged persons
  - Maximize transportation network continuity and promote alternative modes of transport (e.g., rail, pipeline and waterways)
  - Provide efficient and safe truck routes
  - Encourage utilization of Transportation Demand Management (TDM)
  - Enhance the health and welfare of residents and visitors
  - Establish process to maximize input on all aspects of transportation (planned growth, economic development, environmental protection, air operations and freight operations) and coordinate with State and other entities that are responsible for activities that affect transportation
  - Identify and ensure access to key freight load centers

2. A transportation system that is safe and secure for existing and future residents, visitors and businesses
  - Participate in the State's Strategic Highway Safety Plan (SHSP) process
  - Safety planning shall be consistent with and reflect the goals and objectives of the State's SHSP
  - Reduce overall roadway crash rates at intersections and along corridors
  - Reduce crash rates that involve conflicts among different modes of transportation through engineering and public education (autos, trucks, buses, trains, motorcycles, pedestrians and bicyclists)
  - Identify critical components of the local and regional infrastructure and develop strategies to enhance safety and security
  - Increase comfort, safety and security on board transit vehicles, at bus stops, at intermodal facilities and connections
  - Support regional and/or county-level commercial vehicle enforcement programs
  - Analyze the adequacy of penalties imposed for violations of commercial motor vehicle weight limits and implement improvements as needed
  - To identify key steps to be taken to ensure that all transportation modes including freight hubs meet national security requirements
  
3. A transportation system that enhances emergency responsiveness and evacuation.
  - Minimize emergency response time
  - Provide efficient evacuation routes
  - Identify available alternate evacuation routes
  - Improve accessibility to local evacuation shelters
  - Coordinate with local officials regarding expansion of local shelter opportunities
  - Identify available transportation options during evacuations
  - Ensure transportation options are available for the elderly, persons with disabilities and other transportation-disadvantaged citizens during emergency evacuations
  - Provide support for the ongoing development of ITS infrastructure that will support emergency responders in preventing, reducing and mitigating the effects of incidents
  - Maintain and preserve evacuation routes in both urban and rural areas to allow aid vehicles to better access/leave target areas
  
4. A transportation system that is sensitive to the effects to the socio-cultural elements of the communities, the community character and environmental resources.
  - Enhance aesthetics and the character of neighborhoods, communities, commercial districts and transportation facilities
  - Enhance multi-modal transportation opportunities for minority and low-income populations
  - Improve neighborhoods, communities and commercial districts for safe access to multi-modal transportation opportunities

- Enhance mobility and accessibility for elderly populations, persons with disabilities and transportation-disadvantaged
  - Minimize adverse environmental impacts, including noise and promote energy conservation
  - Avoid and minimize cultural, archaeological or historical impacts
  - Improve resident's quality of life by increasing non-automobile access to shopping, social services, civic activities, healthcare and recreational opportunities
  - Use effective public involvement and context-sensitive design to develop intermodal and freight centers that support community vision and enhance quality of life
5. A sustainable transportation system that enhances economic growth and anticipates development demands.
- Minimize congestion on roadways and at intersections
  - Improve public transit services so they are efficient, frequent, reliable, convenient, that is easy to use and understand and promotes other intermodal uses
  - Improve intermodal connectivity and access to intermodal facilities (e.g. airports, transit centers, Interstate bus system, rail, passenger ferries, etc.) and activity centers
  - Provide safe, secure and efficient movement of freight and goods throughout the transportation system
  - Encourage the reservation of future corridors and rights-of-way
  - Recognize and promote the long term economic benefits of a livable and sustainable community where multi-modal transportation opportunities embrace pedestrians, public transit riders, and bicyclists of all ages and abilities; automobile independence; a human scaled and interconnected network of streets; and accessibility to daily needs within walking or bicycling distance
  - Provide for smooth and efficient transfers for both people and freight between transportation modes and between SIS, regional and local corridors and hubs
6. A transportation system that is maintained, optimized and expanded using the best available technologies and innovations
- Construct and maintain multi-modal infrastructure to standards that minimize their lifecycle costs
  - Identify and implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system. Maximize the use of Intelligent Transportation System (ITS) technologies
  - Reduce roadway congestion by maximizing ITS technologies, e.g., efficiently route traffic to alternate routes and divert around congested corridors or incidents
  - Reduce peak period vehicular travel using Travel Demand Management measures (e.g., variable pricing, carpooling, vanpooling, telecommuting, flexible work hours, HOV tolling)
  - Identify and reserve corridors and right-of-way for future transportation facilities
  - Provide more transportation corridors connecting activity centers

- Increase mixed use development and densities along major transit corridors
  - Apply truck-specific design standards (lane width, ramp terminal radii, curb radii, pavement thickness) on roadways with significant truck volumes
7. A transportation system that is financially feasible
- Identify opportunities of alternative funding sources
  - Maximize the return on federal and state transportation funds
  - Maximize use of available Federal funding and training primarily through SAFETEA-LU (Surface Transportation Program, Congestion Mitigation and Air Quality program, Truck Parking Facilities grant, etc.) and Non-SAFETEA-LU (Department of Commerce Economic Development Administration grants) for multimodal freight improvements and planning
  - Maximize use of available SIS and TRIP funds to promote multimodal freight and passenger transportation improvements
  - Identify land development patterns that reduce transportation needs and costs
8. A transportation system that is coordinated through local, regional and state agencies and based on effective integration of transportation, land use, conservation and smart growth planning
- Coordinate transportation and land use planning
  - Coordinate local and regional planning
  - Facilitate intermodal connections
  - Maximize connections between adjacent land uses
  - Apply transportation and land use planning techniques that support intermodal connections and coordination
  - Apply enhanced access management standards and strategies in corridors of regional significance
  - Provide a coordinated and consistent transportation system
  - Promote participation and coordination among public, tribal and private parties
  - Create institutional structures that support statewide, regional and local mobility needs
  - Maintain close coordination with FDOT, Department of Community Affairs (DCA), the Southwest Florida Alliance (Collier chambers) and the chambers of commerce in Lee County and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs

### ***Martin MPO and St. Lucie TPO***

The 2000 US Census resulted in the merger of several urbanized areas in Florida. As previously discussed in the section describing the formation of the Treasure Coast Transportation Council (TCTC), the two urbanized areas of Fort Pierce and Stuart were merged into the Port St. Lucie urbanized area on Martin and St. Lucie Counties. Despite the merger of the urbanized areas and the encouragement of the Florida Department of Transportation (FDOT) to consolidate (the

Feb. 2003 letter from FDOT required the two MPOs to either consolidate or develop a formal coordination mechanism), the Martin and St. Lucie County MPOs (now called the St. Lucie TPO) opted to be remain separate entities.

Instead, the two MPOs agreed to increase and formalize coordination activities through their activities in the TCTC and by providing each other with ex-officio, non-voting seats on their respective governing boards. The St. Lucie TPO Governing Board currently reserves two non-voting seats for Martin MPO members and the Martin MPO Governing Board currently reserves two non-voting seats for representatives of the St. Lucie TPO. Additionally, each MPO has non-voting representation on the other MPOs Technical Advisory Committee (TAC) and Citizens Advisory Committee. St. Lucie TPO/Martin MPO Joint Board meetings are conducted several times per year in addition to meetings of the St. Lucie TPO/Martin MPO Joint TAC and Joint CAC.

Over the past few years, the two MPOs have focused on coordinating transit services in the region. Both MPOs participated in an FDOT studies focusing on regional transit and specialized transportation and transit funding and governance and in the development of a regional transit development plan (TDP). The TDP, adopted in September 2009, provides policy guidance, a 10-year program of improvements, and a capital and operating plan for the development of transit services in Martin and St. Lucie Counties and should lead to coordinated transit services in the region. Overall management of the development of the TDP was provided by a project management team (PMT) that was headed by the directors of the Martin MPO and St. Lucie TPO and also included the St. Lucie County Transit Manager and the Martin County Transit Director. Additional policy guidance was provided by a project management coordinating committee that included the PMT and staff from the Councils on Aging of St. Lucie and Martin Counties, Community Transit (Treasure Coast Connector), Community Coach, Medical Transportation Management, Inc. (MTM), the Economic Development Council of Martin County, Workforce Development Board of the Treasure Coast, the Indian River County MPO, and the Florida Department of Transportation, District 4.

Most recently, the MPOs were involved in the development of an action plan (adopted in March 2010) for creating an independent regional transit authority in the Treasure Coast area. The development of the action plan included the staging of a regional transit summit that participants hope will serve as the basis for a unified vision for public transportation in the two counties. Over 150 individuals attended the regional transit summit including members of the general public, state and local elected officials and representatives from the Federal Transit Administration (FTA), FDOT and local agencies.

#### Joint Martin MPO and St. Lucie TPO products and activities:

- Jointly funded and developed a 2030 regional long range transportation plan (covering Martin and St. Lucie County)
- Jointly conducted regional public involvement activities in support of the 2030 regional long range transportation plan

- Interlocal agreement with Indian River County forming the Treasure Coast Transportation Council (TCTC – see a description of the TCTC in the next section)
- Participation in the FDOT District Four regional transit and specialized transportation efficiency study
- Participation in the FDOT District Four Transit Funding and Governance Study
- Jointly funded and developed a regional transit development plan
- Jointly funded and developed a regional transit action plan
- Jointly conducted regional public involvement activities, including the staging of a regional transit summit, in support of the regional transit development plan and regional action plan
- Jointly participated in the update and validation of the Greater Treasure Coast Regional Planning Model (GTCRPM) developed and maintained by FDOT for travel demand forecasting for Indian River County, St. Lucie County, Martin County, Palm Beach County, and the southern portion of Brevard County

<b>Planned joint Martin MPO and St. Lucie TPO products and activities:</b>
Jointly funding and developing a 2035 regional long range transportation plan with the Treasure Coast Regional Planning Council engaged as the lead consultant to further enhance this regional planning effort
Jointly conducting regional public involvement activities in support of the 2035 regional long range transportation plan
Jointly identifying, as needed, regional priority projects for Transportation Regional Incentive Grant Program (TRIP) funding
Jointly forming a Regional Transit Organization as an interim step toward the formation of a Regional Transit Authority

In 2006, the Martin MPO and St. Lucie TPO jointly adopted a cost-feasible regional long-range transportation plan (RLRTP) for the two-county area instead of adopting separate LRTPs for each MPO (the only joint MPO LRTP in the state). The RLRTP addresses the demands on the transportation network in the two counties. A regional multimodal transportation network (including facilities, corridors, and centers) was defined and projects were identified to address regional LRTP system needs including highway transit and bicycle/pedestrian facilities. In addition, the RLRTP contained provisions for a joint decision-making process related to developing regional transportation priorities. Throughout the development of the regional LRTP, the two MPOs conducted joint MPO Governing Board and Advisory Committee meetings and joint public outreach efforts.

The RLRTP creates a regional voice articulating transportation priorities and funding, enhancing information sharing between the MPOs, and creating a joint transportation decision-making process.

The goals of the RLRTP are as follows:

1. Establish a seamless multimodal transportation system to serve the regional transportation needs of citizens and businesses in Martin, St. Lucie and Indian River counties.

- The regional multimodal system shall provide enhanced access to areas of regional importance (i.e. centers of freight activity, intermodal hubs, regional employment centers, activity centers, etc.)
  - The regional multimodal system shall provide critical linkages to the Strategic Intermodal System (SIS)
  - The regional multimodal transportation system shall function at acceptable levels of service (LOS) to ensure efficient mobility
  - The useful life of the existing regional multimodal transportation system shall be maximized through the provision of Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), Transportation Systems Management, and access management strategies
  - Priority shall be given to projects of regional significance that have some dedicated local matching dollars that can be leveraged to attract limited state and federal funds
2. Support economic prosperity of the region by providing for the effective movement of people and goods to freight activity centers, regional employment areas, intermodal centers; and improving inter-county connectivity.
- The regional multimodal system shall provide for the effective movement of goods and services through the creation of a tri-county freight and goods movement plan
  - The regional multimodal network shall provide transit opportunities that serve regional employment hubs
  - Corridors that provide direct linkages to regional employment hubs and freight activity centers shall function at acceptable levels of service (LOS)
  - Improve system connectivity and enhance mobility by identifying at least one parallel corridor with comparable travel times for all regional roadways (arterial and above)
3. Improve transportation and land use linkages in support of better jobs to housing balance, increased transportation choices and development patterns that maximize use of existing transportation infrastructure, reduce the number and length of vehicle trips, and disperse traffic through improved regional connectivity.
- Develop compact, mixed use environments that are supportive of transit, increased walking and biking trips and shorten vehicular trips
  - Improve multimodal levels of service within the existing transportation network
  - Identify transportation improvements that support redevelopment of existing urban centers
4. Invest in regional transportation projects that promote sustainable development practices, livable community design concepts, social and environmental goals.
- Minimize transportation system encroachment into areas that are part of environmentally significant, contiguous natural systems

- Mitigate adverse impacts to natural systems by ensuring multimodal corridor design that maintains or restores historic watershed flows and accommodates wildlife corridors
  - Identify transportation improvements that support the reduction of the urbanized footprint across the region
  - Provide livable multimodal corridors that are safe, aesthetically pleasing and enhance pedestrian connectivity by limiting the number to a maximum six single occupancy vehicle lanes on arterial and collector roadways
  - Improve regional mobility options for transportation disadvantaged populations
5. Ensure greater regional transportation choices for all citizens
- The regional multimodal transportation system shall function at acceptable levels of service (LOS) to ensure efficient mobility for automobiles
  - The regional multimodal system shall include a tri-county network of premium transit that serves major employment hubs, intermodal and urban centers
  - The regional multimodal system shall consist of a tri-county fixed route bus system
  - Regional transit levels of service shall be improved through expanded hours of operation and increased headways, targeting a minimum of 30 minute headways on all regional corridors
  - The regional multimodal system shall have a regionally connected bicycle network
6. Create a safe and secure regional multimodal transportation system
- Maintain existing transportation facilities to ensure that the condition of streets, bicycle lanes and sidewalks are safe and functional
  - Improve and maintain adequate emergency access and evacuation routes
  - Promote safe driving programs including 'share the road' programs aimed at auto/bicycle/pedestrian safety
  - Reduce auto, pedestrian and bicycle crashes (injury and fatality) through reduction in travel hazards and accidents on the regional network
7. Create a premium regional transit network that serves the entire tri-county area with connections to adjacent regions
- Establish a regional, tri-county transit authority
  - Travel by transit from county to county shall be as convenient as transit trips within a given county
  - Target transit investments to areas where land use policies are transit supportive and increase total percent of population living within a ½ mile of a transit corridor
  - Provide for the protection of future public transit rights-of-way and exclusive public transit corridors along existing rail lines and other major transportation corridors
  - Identify and accommodate opportunities for private sector participation in funding the regional transit system through the use of vanpool, park and ride lots, concurrency ordinances, etc

- Create walkable, aesthetically pleasing and safe connections to and from regional transit stops
  - Increase the fixed route transit mode split annually each year
8. Create an effective and interconnected bicycle, pedestrian and greenways network
    - Develop an interconnected, multimodal network to link walkable neighborhoods and centers, regional recreational trails and areas and employment hubs
    - Prioritize transportation improvements that help fill in gaps in the regional bicycle and greenways network
    - Promote walking and bicycling as viable modes of transportation within existing and emerging urban centers
    - Create parallel bicycle networks along major regional transit and roadway corridors
  9. Coordinate public outreach, policies and decision-making pertaining to land use and transportation issues of regional significance
    - Provide early and continuing opportunities for local government participation in all regional transportation planning activities
    - Encourage early and continuing opportunities for public participation in all transportation planning activities
    - Provide a forum for effective intergovernmental coordination on the setting, monitoring and maintenance of level of service standards and support establishment of multimodal level of service standards in cities and other developed or developing areas within the region
    - Maintain consistencies, to the maximum extent feasible, between local, county, regional and state plans and federal requirements
    - Identify and pursue additional and innovative funding approaches and regional partnerships to help close the gap between available funding and regional transportation needs.

### ***Northwest Florida Regional Transportation Planning Organization***

Prior to the 2000 Census, the metropolitan planning boundary of the Pensacola MPO (renamed the Florida-Alabama TPO in 2004) included the urbanized portions of Escambia and Santa Rosa Counties. The metropolitan planning boundary of the Fort Walton Beach MPO (renamed the Okaloosa-Walton TPO in 2002) included the urbanized portions of Okaloosa and Walton Counties and extended only very slightly into Santa Rosa County. The 2000 Census redefined the urbanized areas of the two TPOs as growing toward each other with the Fort Walton Beach urbanized area extending further into the metropolitan planning area of the Florida-Alabama TPO. The result was that the urbanized area covered by the Okaloosa-Walton TPO expanded into the metropolitan planning area of the Florida-Alabama TPO. Increasingly, residents of this four county area make inter-county trips to work, shop and play - without regard to political boundaries.

Recognizing the increasingly close relationship among the four counties, FDOT wrote a letter in 2003 requesting that the two TPOs either consolidate or develop a consultative process to incorporate institutional and process improvements to address regional transportation issues at the TPO level. As a result, the two TPOs entered into an interlocal agreement in 2004 to form the Northwest Florida Regional Transportation Planning Organization (NWFLRTPO). There are sixteen voting members on the NWFLRTPO Governing Board – eight from each of two TPOs. The Secretary of the Florida Department of Transportation, District 3 and the Eglin Air Force Base Encroachment Committee are non-voting members of the NWFLRTPO Governing Board.

The stated purpose of the NWFLRTPO is:

- To establish a forum for a coordinated and cooperative regional transportation planning process for Escambia, Santa Rosa, Okaloosa, and Walton Counties through coordination of long range transportation plans, project priorities, and planning policies and to begin developing alternatives for a solution to congestion and safety problems on US 98, a regionally-significant arterial roadway
- To identify regional transportation projects which improve mobility across county and metropolitan planning area boundaries and, in cooperation with the Department of Transportation, to seek funding for those projects
- In cooperation with the individual, local metropolitan planning organizations, to develop and adopt regional transportation priorities for regional transportation projects

Among the responsibilities outlined in the interlocal agreement are the development of a regional transportation plan, regional transportation policies and priorities, and an operating budget (to be included in the individual Unified Planning Work Programs of the member MPOs) sufficient to meet the requirements of the interlocal agreement. The West Florida Regional Planning Council (WFRPC), which provides staff support to both the Florida-Alabama and the Okaloosa-Walton TPOs, provides staff support to the NWFLRTPO. The NWFLRTPO is also supported by a technical working group comprised of members of both MPO Technical Advisory Committees (TACs).

NWFLRTPO products and activities include:

- Intergovernmental agreement
- NWFLRTP and Technical Working Group meeting agendas, minutes and action reports
- A network of regionally significant transportation facilities and services (multi-modal corridors and hubs) using formal designation criteria
- A regional transportation network map
- Annual regional network project priorities (includes roadway, transit and intersection improvements)
- A US 98 corridor workshop to consider issues related to corridor encroachment, environmental protection, evacuation, and economic growth
- A feasibility study of advance funding of transportation capacity projects in the NWFLRTPO area using FDOT funds to pay the principal on the bonds

**Planned RTPO products and activities:**

A long-range, cost-feasible finance plan and a work program of projects to be advanced using FDOT funds to pay the principal on the bonds and a report of statutory changes needed to implement the program

**Transportation Regional Incentive Program**

The Transportation Regional Incentive Program (TRIP) was created as part of major Growth Management legislation enacted during the 2005 Legislative Session (SB 360). The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners.

**Eligible regional partners include:**

Two or more contiguous MPOs;

One or more MPOs and one or more contiguous counties that are not members of a MPO;

A multi-county regional transportation authority created by or pursuant to law;

Two or more contiguous counties that are not members of a MPO; and

MPOs comprised of three or more counties.

These partners must form a regional transportation area, pursuant to an interlocal agreement, and develop a regional transportation plan that identifies and prioritizes regionally-significant facilities. The interlocal agreement must include the development of the regional transportation plan, delineate the boundaries of the regional transportation area, provide the duration of the agreement and how it may be changed, describe the planning process, and define a dispute resolution process.

Several eligible regional partnerships have been formed across the state many of which include one or more MPO working in coordination with their neighbors to achieve regional benefits. The following is a list of TRIP partnerships that have been formed by interlocal agreement and that include one or more MPOs:

- Capital Region TPA (by virtue of being an MPO comprised of three or more counties)
- Central Florida MPO Alliance (including Lake-Sumter MPO, METROPLAN ORLANDO, Ocala/Marion County TPO, Polk TPO, Space Coast TPO and Volusia TPO)
- Florida Alabama TPO (by virtue of being an MPO comprised of three or more counties)
- Lee County MPO and Collier County MPO
- Lee County MPO and Charlotte County-Punta Gorda MPO
- METROPLAN ORLANDO (by virtue of being an MPO comprised of three or more counties)
- North Florida TPO (by virtue of being an MPO comprised of three or more counties)
- Northwest Florida TPO (including Florida Alabama TPO and Okaloosa-Walton TPO)
- Ocala/Marion County TPO and Alachua County

- Sarasota/Manatee MPO and Charlotte County-Punta Gorda MPO
- Southeast Florida Transportation Council (including Broward MPO, Miami-Dade Urbanized Area MPO and Palm Beach TPO)
- Space Cast TPO and Volusia TPO
- Treasure Coast Transportation Council (including Indian River County MPO, Martin MPO and St. Lucie TPO)
- Volusia TPO and Flagler County
- West Central Florida MPOs Chairs Coordinating Committee (including Hernando County MPO, Hillsborough County MPO, Pasco County MPO, Pinellas County MPO, Polk TPO, and the Sarasota/Manatee MPO)

## Implementation Action Plan Status

In April 2007, the Florida MPO Advisory Council (MPOAC) adopted an implementation action plan for the 2025 Florida Transportation Plan (FTP). General implementation actions were identified as were implementation actions associated with specific 2025 FTP goals. The actions were intended to guide individual MPO and MPOAC planning practices and activities to advance the goals of the 2025 FTP.

The following is a general evaluation of the status of the stated actions in the implementation action plan. Activities are not summarized for each MPO, but reflect the implementation status for MPOs as a whole based on common practices.

### General Actions

1. **Inform MPO Board Members:** *“The key to successfully implementing any plan is knowledge. While many MPO Board members are aware of the existence of the 2025 FTP, few have a thorough understanding of the goals and objectives of the FTP. The MPOAC will work with the FDOT to ensure that all MPO Board members in Florida receive a briefing on the goals and objectives of the 2025 FTP.”*

#### **Action Status:**

- FDOT District Offices were offered opportunities to discuss the FTP goals with individual MPO boards and committees.
  - The MPOAC distributed FTP goals and other FTP related information to MPOs by email and the MPOAC website.
  - The MPOAC provided opportunities for FDOT senior staff to address MPO leadership about FTP goals and other FTP related issues at MPOAC meetings.
  - FTP goals, as well as the relationship between the FTP and MPO plans, are part of the MPOAC Weekend Institute curriculum. The MPOAC Institute is a twice-annual training workshop for MPO governing board members. The MPOAC Institute training materials are also used to provide transportation planning and policy training for county commissioners as part of the Florida Association of Counties (FAC) Volunteer County Commissioner Certification (CCC) program.
2. **Promote FTP and MPO LRTP Consistency:** *“The FTP provides guidance for all transportation decisions in Florida, including those made by MPOs. One of the purposes of the MPO long range transportation plan (LRTP) is to, in part, implement the goals of the FTP. To that end, MPOs in Florida will explicitly identify how the goals of the FTP are advanced by their LRTP.”*

**Action Status:**

- The MPOAC encouraged MPOs to identify how the goals of the FTP are advanced by their LRTP.
- Few MPOs identified how the FTP goals were advanced by their LRTP. It should be noted that while MPOs are not required by federal or state law to discuss the FTP in their LRTPs, they are required by law to identify how their LRTPs relate to the transportation planning factors contained in federal law. The federal planning factors and the FTP goals are very closely related. Therefore, the discussion included in all MPO LRTPs describing how the MPO plan relates to the federal planning factors provides a sense of how MPO plans advance the goals of the FTP.

3. **Reduce Bias Against Transit and Other Non-Roadway Solutions:** *“Many current regulations and funding programs, both at the federal and state level, exhibit a bias toward roadway solutions. For example, although state law permits the use of designated federal funds to be used toward all or part of the required 50 percent local match for certain highway projects funded through the Transportation Regional Incentive Program (TRIP), the use of any federal funds toward the match for a public transportation project is not allowed. That bias against transit and other non-roadway solutions negatively impacts our collective ability to successfully implement the goals of the FTP. The MPOAC will work to reduce bias against transit and other non-roadway investments in federal and state regulations and funding programs. The MPOAC will also actively advocate for the removal of legislative bias against transit and other non-roadway solutions in the federal and state legislative arena.”*

**Action Status:**

- One of the findings of the 2008 review of Florida MPO LRTPs was that MPOs paid greater attention to non-highway transportation modes than they had in the past and that there was a strong commitment to bicycle and pedestrian planning evident in almost all MPO LRTPs. The final report is available on the MPOAC website.
  - The MPOAC participated in the development of FDOT modal plans, including the Strategic Intermodal System (SIS) Plan, and consistently advocated for the inclusion of transit and other non-roadway solutions to meet the state’s transportation needs.
  - During the years following the adoption of the 2025 FTP, the MPOAC has adopted resolutions, prepared letters of support and advocated for transit and other non-roadway infrastructure policies and programs. In particular, the MPOAC strongly advocated for changes in TRIP project eligibility criteria that removed obstacles to funding for non-roadway infrastructure improvements of regional significance.
4. **Improve Conditions for Estimating Statewide Financial Shortfall:** *“One of the key transportation issues identified in the FTP is an imbalance between estimated transportation needs and future financial resources. The statewide 20-year funding shortfall for MPO areas was estimated to be \$37.7 billion in 2002 (expressed in Year 2000 dollars). However, the*

*accuracy of this and previous shortfall estimates are called into question due to a lack of uniformity in the reporting of financial and planning data. Therefore, a set of statewide guidelines for defining and estimating transportation “needs” and reporting financial data in MPO LRTPs should be developed by the MPOAC in coordination with FDOT. Additionally, MPOs in Florida will agree to include an estimate of transportation “needs” in their adopted LRTP to facilitate a statewide estimate of transportation needs.”*

**Action Status:**

- In 2007, the MPOAC approved a series of financial guidelines for preparing MPO long range transportation plans in Florida. Florida’s MPOs agreed to a common base and horizon year for their next LRTP update, 2009 and 2035 respectively. The MPOs also agreed to include an estimate of financial need in their next LRTP, to adhere to guidance on what constitutes a transportation “need” and to report financial information in a uniform manner. All MPOs that have adopted a 2035 to date have followed the financial guidance adopted by the MPOAC in 2007.
5. **Measuring System Performance:** *“The only way to determine if the goals of a multi-modal transportation plan are being implemented is to measure the performance of the transportation system over time. The MPOAC will work with the FDOT to develop guidance for measuring the performance of the multi-modal transportation system in MPO areas. Using the guidance developed by the MPOAC and FDOT, MPOs in Florida will measure the performance of the metropolitan transportation system in their area and discuss the results in their LRTPs.”*

**Action Status:**

- There has been significant discussion about performance measurement at the national and state level and it is widely anticipated that new federal authorization legislation (and subsequent regulation) will include performance measurement requirements for metropolitan transportation systems. Therefore, while the FDOT and the states MPOs recognize the importance of performance measurement, any effort to develop guidance for measuring metropolitan transportation system performance has been delayed until the passage of new federal transportation authorization legislation.

## **Safety and Security Goal Actions**

1. **Consolidated [Safety] Database for Public Roads:** *“Safety data is currently kept by numerous agencies at different levels of government. Additionally, the data are not consistent between the various agencies that collect safety data. The MPOAC will encourage individual MPOs and regional associations of MPOs, in cooperation with the FDOT, to form working groups to bring uniformity to safety data collection practices and procedures and to facilitate the development of a consolidated safety database for all public roads in their area(s) of jurisdiction.”*

**Action Status:**

- The MPOAC encouraged individual MPOs and associations of MPOs to work with their FDOT District Office to develop uniform safety data practices and procedures and to work toward a consolidated safety database in their area.
- It is unknown how many or if any MPOs have worked with their FDOT District Office to consolidate safety data bases in their area.

2. **Promote Strategic Highway Safety Plan (SHSP) and MPO LRTP Consistency:** *“Guided by the FTP, the SHSP provides safety-related guidance for all transportation decisions in Florida. The MPOAC, as a signatory to the SHSP Memorandum of Understanding, agreed in 2006 to ensure coordination between the SHSP and the MPOAC planning and budget processes. To that end, the MPOAC will encourage MPOs in Florida to ensure that their individual LRTPs are consistent with the goals of the SHSP, to the maximum extent feasible. Additionally, the MPOAC will encourage all MPOs to incorporate and emphasize specific safety-related criteria in their LRTP project selection methodology, including criteria focused on the safe and efficient evacuation of residents and visitors during emergency conditions.”*

**Action Status:**

- The MPOAC has encouraged MPOs in Florida to ensure that their individual LRTPs are consistent with the goals of the SHSP, to the maximum extent feasible. Additionally, the MPOAC has encouraged all MPOs to incorporate and emphasize specific safety-related criteria in their LRTP project selection methodology, including criteria focused on the safe and efficient evacuation of residents and visitors during emergency conditions.
- All MPO LRTPs have safety goals and objectives and most discuss the importance of providing a safe transportation network in their metropolitan areas, including the importance of providing a safe and efficient evacuation routes. Some MPOs specifically discuss safety as a component of their project section criteria. Most MPOs do not, however, specifically discuss the SHSP in their LRTP or demonstrate consistency between the SHSP and their LRTP.
- The MPOAC has participated in the SHSP update process and regularly includes safety-related presentations at MPOAC meetings

3. **Safety Advocacy:** *“The MPOAC will advocate for legislative and regulatory initiatives which will make the state’s multi-modal public transportation network safer. The MPOAC will advocate for the adoption of primary seat belt enforcement and red light-running laws. The MPOAC will advocate for the strengthening and enforcement of laws intended to address the issue of aggressive driving. The MPOAC will support measures to install guardrails on the state’s highway network to reduce crossover accidents and efforts to increase funding for this purpose. The MPOAC will support measures that enhance the ability of residents and visitors to safely and efficiently evacuate during emergency conditions and increase the*

*mobility of fire, police, EMT and other safety personnel to respond during and after an emergency situation.”*

**Action Status:**

- The MPOAC has advocated for a variety of safety related initiatives over the past several years. The MPOAC adopts legislative policy positions annually and includes a section on transportation safety and efficiency. In 2010, the MPOAC supported state legislation that:
  - Allows local governments to improve safety within high accident intersections and enforce traffic laws by using red light detection cameras to automatically photograph vehicles and issue citations to drivers who run red lights.
  - Prohibits text messaging by means of an electronic wireless communications device and other similar distracting devices while operating a moving motor vehicle.
  - Maintains gross vehicle weight limitations and restrictions by not raising the maximum weight limit above 80,000 pounds. Exceptions to the weight restriction should only be granted when it is authorized by state and local governments and adequate compensation is paid by the applicant to mitigate the impacts upon state, county and local transportation systems.
  - Establishes reasonable limits on the amount of business damages awardable in an eminent domain action, authorizes an optional appraisal process using an impartial court appointed panel of experts, and allows eminent domain actions to be tried by a three member commission in lieu of a jury.
  - Provides mandatory funding for driver education programs in high schools.
  
- 4. **Enforcement and System Planning Connection:** *“One of the most important components of transportation system safety is consistent enforcement of safety-related rules. While MPOs are involved in transportation system rules enforcement in only a limited capacity, the MPOAC will encourage MPOs to strongly consider the needs of the enforcement community during the metropolitan transportation planning process.”*

**Action Status:**

- The MPOAC encouraged MPOs to strongly consider the needs of the enforcement during the metropolitan transportation planning process. Presentations related to emergency evacuation and other enforcement issues are regularly part of MPOAC meetings.
- While it is unknown the extent to which MPOs across Florida consider the needs of the enforcement community, it is known that MPOs regularly reach out to police, fire and EMT and other emergency response professionals for input in the transportation decision-making process. Members of the enforcement community have been appointed to MPO technical and citizen committees which are involved in all aspects of

transportation decision-making. Additionally, members of the enforcement community are often asked to address MPO boards and committees on areas of specific concern to local MPOs.

5. **Safety and Security Project and Planning Funding:** *“The MPOAC will encourage individual MPOs to use PL funds to conduct safety and security-related planning studies in their metropolitan areas. Additionally, the MPOAC will encourage individual MPOs to fund safety and security improvements as part of their individual transportation planning and programming activities, both as free-standing projects and as integral components of larger transportation projects. The MPOAC will encourage MPOs and regional associations of MPOs to seek additional safety and security funding from federal and state grants and will provide support as needed.”*

**Action Status:**

- The MPOAC has encouraged individual MPOs to conduct safety-related planning studies and to either fund safety and security improvements with available funds or to seek federal and state grants.
- MPOs across the state have long been involved in funding and conducting transportation safety related studies and audits and that continues to be the case. Studies conducted include intersection and segment crash analyses, pedestrian and bicycle safety audits, motorcycle safety studies and more.
- Several MPOs in Florida have applied for funding through the Safe Routes to School program. Additionally, many MPOs have sought safety-related funding through the federal Transportation Enhancement Grant program.

6. **Safety and Security Education:** *“Regardless of the best efforts of transportation professionals, the key to a safe and secure transportation system lies in the collective hands of drivers, bicyclists, pedestrians and all other users of the transportation system. MPOs can play a critical role in educating users how to travel safely and securely on the transportation system. To that end, MPOs will emphasize safety and security as a component of their public involvement and community outreach activities.”*

**Action Status:**

- Many MPOs fund and conduct public information programs on safety-related issues and speak to local civic organizations on a variety of safety-related topics.

## Quality of Life and Environmental Stewardship Goal Actions

1. **Promote Coordination between Land Use and Transportation Policies:** *“Land use and transportation are fundamentally linked and any change in one will result in a change in the other. However, land use and transportation decision-making authority often lies with*

*different agencies with very different goals. The MPOAC supports efforts to coordinate land use and transportation policies and decision-making processes. The MPOAC will encourage individual MPOs to use their influence and authority as the metropolitan transportation planning agency to advance efforts to coordinate land use and transportation decision-making and to fund activities (land use studies, regional visioning exercises, model transportation concurrency guidelines, training and education programs, etc.) that will advance that coordination effort on a local and regional level.”*

**Action Status:**

- The MPOAC has encouraged individual MPOs to advance efforts to coordinate land use and transportation decision-making and to fund activities that will advance that coordination effort on a local and regional level.
  - The MPOAC has long been an advocate for legislation that strengthens the tie between transportation and land use decisions. In the MPOAC 2010 legislative policy positions, the MPOAC supported legislation that, “Strengthens the role of MPOs in growth management, mobility planning and visioning activities in order to promote a stronger linkage between transportation, land use planning, economic development and growth management, including an emphasis on transit oriented development.”
  - Several MPOs across the state have been active participants (sometimes as funding partners) in local and regional land use and transportation “visioning” efforts. Additionally, MPO plan updates often provide the mechanism for coordinating land use and transportation decision making activities in a metropolitan area. One example is in Gainesville where the MPO LRTP was based on a land use “vision” for the area.
  - MPOs have developed brochures informing the public about the important link between transportation and land use and MPO leaders are often asked to speak on the subject.
2. **Encourage Non-Traditional Modes:** *“While automobile travel and traditional transit modes will remain the mainstay of Florida’s transportation system, alternative modes of travel (bicycling, golf carts, Segways, walking, etc) will continue to increase in popularity and should be accommodated as part of a diverse, multi-modal transportation network. The MPOAC will support legislation, regulations and funding programs that seek to accommodate all modes of transportation, as appropriate to meet the identified transportation need. The MPOAC will also encourage individual MPOs to consider all modes of travel as part of their metropolitan transportation planning and programming activities and find funding mechanisms to implement projects that support the use of alternative transportation modes.”*

**Action Status:**

- See Action Status for General Action Item #3.

3. **MPO PD&E Involvement:** *“Potential impacts of proposed transportation projects to the manmade and natural environment are considered and addressed during the Efficient Transportation Decision Making (ETDM) process and during a Project Development and Environment (PD&E) study. While MPOs play a role in the ETDM process, MPOs have not traditionally been involved in the PD&E phase of individual transportation projects, which are primarily conducted by the Florida Department of Transportation (FDOT). The MPOAC will encourage Florida MPOs, in an effort to increase local involvement in the PD&E process, to take a more active role in the PD&E process.”*

**Action Status:**

- The MPOAC has encouraged individual MPOs to take a more active role in the PD&E process.
- MPOs do provide an opportunity for FDOT District staff to present information on current FDOT activities, including status reports for ongoing PD&E studies. FDOT Districts often seek input from MPO staff and members as part of the PD&E process.

### Maintenance and Preservation Goal

1. **Overweight Trucks and Tandem Trailers:** *“Overweight trucks and tandem trailers present a significant safety threat on the state’s roadway network, both in terms of damage to physical infrastructure and potential catastrophic threat they pose to other system users under normal and congested driving conditions. The MPOAC will advocate for stricter fines and penalties for operating overweight trucks and tandem trailers and other initiatives to remove such vehicles from our roadways.”*

**Action Status:**

- The MPOAC has monitored legislation to be sure that any allowable changes in truck weights are off-set and mitigated by safety, planning and permitting requirements that are acceptable to FDOT and local governments.

### Economic and Mobility Goal Actions

1. **Promote Policies Protecting Right-of-Way:** *“One of the fastest growing and least predictable transportation expenses is right-of-way. The MPOAC will advocate for legislative and regulatory initiatives protecting right-of-way in future transportation corridors, while remaining mindful of individual property rights. Additionally, the MPOAC will encourage individual MPOs to work with local governments to protect future transportation corridor rights-of-way through the local comprehensive planning process, including participation in land use/transportation corridor studies and the development of land use ordinances.”*

**Action Status:**

- The MPOAC has advocated for legislation that would protect right-of-way for future transportation corridors and has encouraged individual MPOs to work with local governments to protect future transportation corridor rights-of-way.
- Individual MPOs have worked with member local governments to preserve right of way, often through the land development process (DRIs) and in the development of comprehensive plan policies.

2. **Support the Future Corridors Program:** *“The MPOAC has been an active participant in developing Florida’s Future Corridors Program. While the MPOAC remains concerned that funding for the future corridors program may have a negative impact on current MPO supported project commitments and funding programs, the MPOAC will actively support the implementation of the general principles and goals outlined in the Future Corridors Action Plan and remain engaged in Future Corridors Action Plan implementation activities. Individual MPOs will participate, as appropriate, in specific Future Corridors studies and other implementation activities.”*

**Action Status:**

- While the MPOAC was a participant in Future Corridors Program activities, the program has not been active for several years.

3. **Advocate for System Connectivity Initiatives:** *“As the vast majority of trips take place across and between transportation networks at multiple levels (statewide, regional and local), seamless and efficient multi-modal connections between those various networks is critical to the mobility needs of the State of Florida. The MPOAC will advocate for legislative and regulatory initiatives to increase connectivity between multi-modal urban transportation networks, regional transportation networks and statewide transportation networks. Additionally, the MPOAC will advocate for funding increases to improve multi-modal connections between all transportation networks, particularly for the Other Arterial Program to make more federal and state resources available for non-SIS transportation facilities.”*

**Action Status:**

- MPOAC had regularly advocated for the preservation of funding in the Other Arterial Program and has developed and advocated the concept of spending SIS dollars on the non-SIS network in situations where levels of service will be improved on SIS facilities. In the MPOAC 2010 legislative policy positions, the MPOAC supported legislation that:
  - Allows Strategic Intermodal System funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will relieve congestion on the SIS.

- Increases the percentage of the state’s transportation capacity program allocated to non-SIS highways and transit programs in order to improve mobility on a regional, state, and local basis.
- Allows state funds to be used for improvements to county or local service, collector and distributor roads that provide alternative access to other controlled access state facilities.
- Individual MPOs have formed intergovernmental partnerships between MPOs to improve regional transportation planning.

4. **Freight Mobility Enhancements:** *“Freight mobility is the life-blood of the Florida economy and every effort should be made to enhance freight movement within the context of a fully integrated, multi-modal transportation network. The MPOAC will support efforts to improve freight mobility in Florida at all levels, including efforts to improve the flow of freight through the separation of passenger and freight vehicular traffic where feasible, as well as continued efforts to improve intermodal connectors serving airports, seaports and rail terminals. Additionally, the MPOAC will encourage individual MPOs to continue to reach out to the business community to incorporate their freight related concerns into the metropolitan transportation decision-making process.”*

**Action Status:**

- The MPOAC was an active participant in the development of the Strategic Intermodal System Plan. The MPOAC offered comments to the State Rail Plan and the State Ports Plan. FDOT representatives provided presentations on each of these plans at an MPOAC meeting.
- The MPOAC encouraged MPOs to incorporate freight facilities into long range plans and to reach out to the business community.
- One of the findings of the 2008 review of Florida MPO LRTPs was that many MPOs considered freight movement to be a factor in their area’s transportation system, but that few dedicated much space in the LRTP to the subject. Special studies were sometimes noted in the LRTP, but there was little evidence that these studies influenced the outcome of the LRTP. A handful of MPOs established goods movement advisory boards, which offered private sector carriers an important opportunity to furnish information to the agency. Most MPOs catalogued the location of major goods movement hubs like ports, airports, and freight rail intermodal centers. Some discussed the locations of major employers and goods distribution centers. Some used freight benefits as a project selection criterion. The final report is available on the MPOAC website.

## Investment Goal Actions

1. **Increased Transportation Costs:** *“The cost of improvements to our transportation system have increased dramatically over recent years resulting in significant project delays and an increase in the overall gap between transportation needs and available revenues amounting to billions of dollars. The MPOAC will advocate for legislation and regulatory actions that would reduce transportation costs. These include efforts to preserve future transportation corridor rights-of-way, implement operations and management strategies to increase the efficiency of our transportation system and remove artificial barriers to the availability of construction materials and services. Individual MPOs will work with the state and local partners to implement relatively low cost operation and management strategies to maximize the efficiency of the existing transportation system and work with local governments to preserve rights-of-way for future transportation corridors through the comprehensive planning process.*

### **Action Status:**

- The MPOAC has advocated for legislation and regulatory actions that would reduce transportation costs, including efforts to preserve future transportation corridor rights-of-way and to implement operations and management strategies.
  - The MPOAC have heard presentations by FDOT staff and others on the subject of operations and management at MPOAC meetings.
  - Individual MPOs have worked with the state and local partners to implement relatively low cost operation and management strategies to maximize the efficiency of the existing transportation system. These strategies and projects are often identified through the MPOs Congestion Management Process.
  - Individual MPOs have worked with local governments to preserve rights-of-way for future transportation corridors through the comprehensive planning process.
2. **New and Innovative Transportation Revenue Sources:** *“In 2002, the statewide gap between reasonably available transportation revenues and transportation needs in metropolitan areas was estimated to be \$37.7 billion. With rising transportation costs and increased growth in population and economic activity, that gap continues to grow. The MPOAC will actively work with the state and interested public and private stakeholders to identify new and innovative sources of revenue for improving and expanding the transportation network at all levels. These include an increase in the Local Option Rental Car Surcharge, the indexing of all motor fuel taxes and the extension of the Charter County Transit System Surtax to all Florida Counties for any transportation purpose. Additionally, the MPOAC will actively oppose any diversions of funds from the State Transportation Trust Fund for non-transportation purposes.”*

***Action Status:***

- The MPOAC has funded a two-year study to identify new, innovative and sustainable transportation revenue mechanisms in Florida. An eleven member advisory committee has been formed to provide input throughout the life of the study. Members of the advisory committee represent a wide variety of interests including local governments, environmental organizations, public transit agencies and the business community. The study will likely result in legislative proposals for the 2012 state legislative session.
- The MPOAC has actively opposed any and all diversions of funds from the State Transportation Trust Fund.
- The MPOAC worked with its members to increase the Local Option Rental Car Surcharge, which passed during the 2009 session.
- The MPOAC worked with the Florida Association of Counties to extend Charter County Transit System Surtax to all counties that are members of a Regional Transportation Authority.