



MPOAC Meeting Discussion

April 2, 2015

Hilton Doubletree - Tallahassee, Florida

Innovation and Economic Development

Provide transportation systems to continue to position Florida as a global hub for trade, logistics, and exports-oriented goods and services

- Consider the total package when designing the transportation system. Be sure to consider how roadway design affects freight vehicles.
- There needs to be a commitment to looking at the intermodal piece of Florida's commerce. Include intermodal inland ports/intermodal logistics centers.
- All of Florida's ports have an effect on their economic regions.

Provide transportation systems to support growth in domestic and international visitors

- *No comments provided.*

Provide transportation systems to support a diverse, globally competitive economy

- Need a better mix of jobs. The state has placed too much emphasis on tourism which is counterproductive to economic diversification. This focus is creating more social problems.
 - United Way issues the Asset Limited, Income Constrained, Employed (ALICE) reports that help define how many in the state are "just getting by".
 - By the time many of these people that are "just getting by" retire, they won't have saved enough to do so comfortably.
 - Need to consider transportation's role in supporting a better mix of jobs, and also the total percentage of the household budget going to transportation.
- Emphasize trade and logistics jobs.

Provide transportation system to strengthen Florida's economic regions and connect resources across regions to build a globally competitive megaregion

- One size does not fit all in terms of resource allocation. Create options for smaller metropolitan areas to participate as well.
- Consider establishing a council of executive agencies (FDOT, DEP, DEO, etc.) to address cross cutting issues.

Support development of a world-class workforce in transportation and other industries

- Promote closer alignment of the workforce issues.

Support a competitive business climate for transportation and other industries

- *No comments provided.*

Infrastructure and Growth Leadership

Maintain Transportation System in State of Good Repair

- Rest areas across the state provide safety to users including seniors, visitors, and motor carriers. Continue to invest in these to continue providing safety.

Improve the Efficiency of the Existing Transportation System

- *No comments provided.*

Modernize the Existing Transportation System

- As we think about technology it's not just the big stuff. For example, signs today often warn users of congestion but don't offer an alternative route. More information can be provided to users to help modernize the system. Same for 511 systems. WAZE is an app that will help with this issue.
- There are opportunities for partnering with the private sector on technology applications.
- Reexamine the concept of introducing roundabouts into the transportation system. Roundabouts have their place but they shouldn't be used everywhere. Replacing a large intersection with a roundabout may create safety issues.
- Automated vehicle technology is currently being integrated by manufacturers. It is not as far out as many think. Automated vehicles will likely decrease traffic congestion and improve safety. We need to prepare Florida's infrastructure for the integration of automated vehicles.
 - Automated vehicle technologies change quickly so we need to be flexible in planning for their integration.
 - Many automated vehicles are operating within the existing infrastructure.

Expand Modal Choices for Moving People and Freight

- There needs to be more flexibility in funding sources to support modal choice.

Improve Interregional and Interstate Connectivity

- There needs to be a better process for interstate coordination/alignment when working with transportation facilities that cross state lines.

Ensure Resilient Transportation System

- *No comments provided.*

Other

- Provide flexibility for funding and more/new funding sources.
- There is value in a federal long term transportation bill.

Quality of Life and Quality Places

Consider Implications of Changing Demographics on Transportation Demand

- Historically total population is considered in transportation planning but not changes in demographics. Excited to see this included. We need to consider the needs of the different demographic groups and how to provide an appropriate transportation environment for each group.
- Demographic changes are happening in different ways in specific regions of the state. Be sure not to overgeneralize and assume that these are uniform across the state. Northwest Florida, for example, doesn't have the same transit demands as Southeast Florida.

Coordinate transportation decisions to support travel choices, and vibrant and healthy communities

- Visitors prefer a wider range of transportation choices. Many do not like to drive in Florida. We need to provide more choices to grow our economy.
- Consider the use of the word "Align" rather than "Coordinate" for this key issue.
- Also could use the word "Make" as in the third issue.
- Important to focus on contextual planning. Which roads are appropriate for six-laning, and which are appropriate for bicycles, pedestrians, and sidewalks?

Make Transportation Decisions to Promote Responsible Environmental Stewardship

- *No comments provided*

Improve safety for transportation users

- We need to consider what happens if we are more successful in promoting the bicycle/pedestrian modes. We may need to look at different measure such as normalizing the total number of fatalities. Will fatalities go up if more people choose these modes?
- We may be looking at conflicting requirements of safety and capacity. What roads are best for bicycles and pedestrians? Focus on context sensitive design. Road diets can make some roadways safer for bicycle/pedestrian users. What are the different solutions for different types of corridors?
- While technology will help with the safety issue, it will not solve everything. Design is also important to improving safety.
- Distracted driving is a major issue. Florida needs to proactively deal with this issue including providing primary enforcement.
- Distracted bicycle and pedestrian users are also a problem.
- Distracted driving laws only work if enforced.
- Better education for pedestrians on how to use different types of pedestrian crossing accommodations.
- Will education solve the problems or enhance the plan? (e.g. testing periodically to keep your license).

Enhance security for transportation users

- There needs to be a clear definition of security.

- FHWA guidance for the MPOs in their LRTPS has been define security as emergency management. This typically is not a major issue for MPOs, but we do need to think about recovery from emergencies. For example, what do we do when a major facility such as the I-10 bridge goes off line?
- Ensure areas of high pedestrian/transit use are well lit.
- Florida needs to “feel” secure. This is an important perception for visitors.

Provide transportation solutions to support residents and visitors during emergencies

- Develop alternative transportation facilities to facilitate evacuation in the event of a disaster.

Strategic Intermodal System

Objectives

- *No comments provided.*

Designation Criteria

- Define “Essential and Strategic State Interest” more clearly.
- The SIS is more focused on the larger metropolitan areas and the largest projects. Is there a way to include the rural areas and consider what SIS funding could do to improve quality of life in these areas?

Needs Policies

- Work to define a future network by identifying what to improve on/add to the SIS over time.

Prioritization Policies

- Consider whether a transportation corridor has a negative effect on the community and/or economy. There should be more emphasis on this aspect during the planning process.

Finance Strategy

- MPOAC continues to hold the policy position in support of allowing SIS funds to be used off-SIS to improve the performance of the SIS.
- Reconsider whether the target of allocating 75% of new discretionary capacity funding to the SIS is still appropriate given the growing importance of urban areas and investments transit, complete streets and other urban priorities. Suggest that the state either reduce the percentage that goes to SIS or find new funding sources for regional and local facilities. There is very little money to improve anything in urban areas using this formula.
- Investment strategy should not just cater to the larger metro areas. Need to think about how to address statewide priorities. There is nothing in the current SIS Cost Feasible Plan to improve the I-75 corridor [north of Wildwood] despite the critical role this corridor plays in the state.
- We need an entrepreneurial approach to funding. For example, use of value capture and tax increment financing.
- SIS funding is only going to specific metropolitan areas and specific parts of the state. It should be more balanced.
- There should be an opportunity for smaller ports to compete for funds through the SIS process.

Other

- Where does Future Corridors fit into SIS? Ensure the future goals are supportive of the overall SIS.