



**Hernando/Citrus
Metropolitan Planning Organization
Regular Meeting
1661 Blaise Drive
Brooksville, FL 34601
~ Agenda ~**

Thursday, December 10, 2020 1:30 PM

In accordance with the Americans with Disabilities Act, persons with disabilities needing a special accommodation to participate in this proceeding should contact the County Administrator's office, Tina Duenninger, 20 N. Main Street, Brooksville, FL 34601, (352) 540-6452, TTY (800) 676-3777 at least two days before the meeting.

The following measures have been implemented in the Government Center/Courthouse and will apply to all persons entering the building:

- Social Distancing Required – Persons must maintain 6 feet from each other while waiting to enter the Courthouse and during their stay in the Courthouse.
- Face Coverings Required – Face coverings (masks) shall be worn in all public (common) areas of the Courthouse and all Judicial operations areas.
- Temperature Check Required – Persons will receive a temperature check upon entering the Courthouse. Persons who have a fever of 100.4 degrees or greater will not be allowed to enter the building.

The MPO provides resources for citizens wishing to provide public comment remotely. Citizens may provide comment via email to MPO@hernandocounty.us. Comments will be accepted prior to and through the end of the meeting. Emails submitted should contain the sender's name and identify the agenda item topic in the subject line. Citizens' comments will be provided to the MPO Board and the official records keeper for the Board, to be added to the Minutes packet of the meeting. Citizens' comments will not be read at the meeting.

If a person decides to appeal any quasi-judicial decision made by the Hernando/Citrus Metropolitan Planning Organization with respect to any matter considered at such hearing or meeting, he or she will need a record of the proceeding, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based.

Please note that only public hearing items will be heard at their scheduled times. All other item times noted on the agenda are estimated and may be heard earlier or later than scheduled.

A. CALL TO ORDER

1. Invocation
2. Pledge of Allegiance
3. MPO Board & Staff Introductions
4. Please Silence Electronic Devices
5. Enter Proof of Publication into the Record

B. APPROVAL/MODIFICATION OF AGENDA (Limited to Board and Staff)**C. APPROVAL OF MINUTES**

Approval of Minutes for Regular Meeting of September 10, 2020

D. ACTION ITEMS

1. Metropolitan Planning Organization (MPO) Budget
2. MPO Executive Director Succession Plan
3. Transportation Agency Safety Plan (PTASP) -- Establishment of Performance Measures for Citrus and Hernando County
4. Consultant Work Scope/Tindale Oliver and Associates, Inc. -- 2021 Hernando County Traffic Counts
5. Proposed 2021 Meeting Schedule for Hernando/Citrus MPO Board
6. Citizens Advisory Committee (CAC) Member Appointments
7. Bicycle Pedestrian Advisory Committee (BPAC) Member Appointments

E. CORRESPONDENCE TO NOTE/INFORMATIONAL ITEMS

1. Florida Department of Transportation (FDOT) Tentative Work Program Online Public Hearing -- FY 2022-2026
2. Multi-Use Corridors of Regional Economic Impact Significance (MCORES)
3. Hernando/Citrus MPO Press Release/Meeting Summary and Issue List from September 10, 2020 Meeting

F. CITIZENS COMMENTS**G. DIRECTOR'S CUT****H. BOARD COMMENTS****I. ADJOURNMENT**

UPCOMING MEETING: THE NEXT REGULAR MEETING OF THE METROPOLITAN PLANNING ORGANIZATION IS SCHEDULED FOR MONDAY, JANUARY 25, 2021, BEGINNING AT 1:30 P.M., IN THE LECANTO GOVERNMENT CENTER, 3600 WEST SOVEREIGN PATH, ROOM 166, LECANTO, FL.

THE MEETING AGENDA AND BACK-UP MATERIALS ARE AVAILABLE ONLINE AT [HTTP://HERNANDOCOUNTYFL.IQM2.COM/CITIZENS](http://hernandocountyfl.iqm2.com/citizens) OR AT [WWW.HERNANDOCOUNTY.US/MPO](http://www.hernandocounty.us/mpo).



Hernando/Citrus Metropolitan Planning Organization Regular Meeting

~ MINUTES ~

Thursday, September 10, 2020 1:30 PM

CALL TO ORDER

The meeting was called to order at 1:30 p.m. on Thursday, September 10, 2020, at the 20 N. Main St., John Law Ayers County Commission Chambers, Brooksville, Florida.

Attendee Name	Title	Attendance
Jeff Kinnard	MPO Vice-Chairman, Citrus County	Yes
John Allocco	MPO Chairman, Hernando County	Yes
Steve Champion	Member, Hernando County	Yes
Wayne Dukes	Member, Hernando County	Yes
Jeff Holcomb	Member, Hernando County	Yes
Ronald Kitchen	Member, Citrus County	Yes
Robert Battista	Member, City of Brooksville	Yes
Pat Fitzpatrick	Member, City of Crystal River	Yes
Cabot McBride	Member, City of Inverness	Yes
Garth Coller	Hernando County Attorney	Yes
Steven Diez	MPO Executive Director	Yes
Theresia Saenz	MPO Staff	Yes
Cayce Dagenhart	Transportation Planner II	Yes
Douglas Chorvat	Clerk of Court	Yes
Amy Gillis	Office of the Clerk of the Court	Yes
Jeffrey Rogers	Hernando County Administrator	Yes

Invocation

Chairman Allocco led the invocation.

Pledge of Allegiance

Mr. Holcomb led the Pledge of Allegiance.

MPO Board & Staff Introductions

MPO Board members and staff introduced themselves.

Please Silence Electronic Devices

Commissioner Allocco asked everyone to silence their devices.

Enter Proof of Publication into the Record

Ms. Dagenhart read the proof of publication into the record.

Minutes Acceptance: Minutes of Sep 10, 2020 1:30 PM (APPROVAL OF MINUTES)

APPROVAL/MODIFICATION OF AGENDA (Limited to Board and Staff)

• **Motion:** Mr. Champion moved to approve the agenda as presented. Mr. Holcomb seconded, and the motion carried unanimously.

RESULT:	ADOPTED [9 TO 0]
AYES:	Kinnard, Allocco, Champion, Dukes, Holcomb, Kitchen, Battista, Fitzpatrick, McBride
ABSENT:	Carnahan, Smith, Kemerer, Holmes, Hepfer, Mitten

APPROVAL OF MINUTES

Approval of Minutes for Regular Meeting of July 09, 2020

Motion: Mr. Champion moved to approve the July 9, 2020 meeting minutes as presented. Mr. Kinnard seconded, and the motion carried unanimously.

RESULT:	ADOPTED [9 TO 0]
AYES:	Kinnard, Allocco, Champion, Dukes, Holcomb, Kitchen, Battista, Fitzpatrick, McBride
ABSENT:	Carnahan, Smith, Kemerer, Holmes, Hepfer, Mitten

INFORMATIONAL ITEMS

Hernando/Citrus MPO Press Release/Meeting Summary and Issue List from July 9, 2020

Mr. Diez gave highlights from the July 9, 2020 meeting. The highlights included but were not limited to adoption of the Transportation Improvement Program (TIP) for FY 2021-2025, List of Priority Projects (LOPP) adoption, and approval of the Transportation Disadvantaged (TD) Planning Grants.

West Central Florida MPO Chairs Coordinating Committee (CCC), Transportation Regional Incentive Program (TRIP) Project Priority Lists and Multiuse Trails Priority Lists for Districts 1 and 7

Mr. Diez stated the CCC reported its endorsement of the TRIP Project Priority Lists and the regional Multiuse Trail Priority Lists for FDOT Districts 1 and 7 at their July 10, 2020 meeting.

Lighting Discussion - US 19 at Centralia Road, and US 19 at Knuckey Road

Mr. Diez reported that there had been a request from a citizen for street lighting at two intersections: US 19 and Centralia Road and US 19 and Knuckey Road. A warrant

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study was conducted by the Florida Department of Transportation (FDOT). The study determined that the intersections did not meet warrants for street lighting. The option to create an MSBU for lighting was discussed.

Mr. Allocco stated that he had spoken with Scott Herring, County Engineer, and the citizen because the request is more extensive than having lights installed on a Withlacoochee Electric pole.

Mr. Champion asked how lighting warrants are determined? Mr. Collier commented that the warrant study is a formula used to rank the need to install a traffic signal or street lighting, etc.

Mr. Scott Herring, Hernando County Public Works Director, stated that signal warrants are generally based on crashes and traffic volumes. He indicated he was not well versed in addressing street lighting warrants.

Commissioner Allocco stated the citizen concern related to visibility along the roadways at night.

Transportation Impact Fee Study Update

Mr. Diez remarked that in October 2019, the MPO approved a scope for Tindale Oliver and Associates (TOA) to conduct an update to the Hernando County impact fee study. The study was completed in June of 2020 with recommended changes to the land use categories and traffic generation rates used for impact fee calculations. The Hernando County BOCC approved the new land use categories which did affect the impact fee calculation; however, the Board voted to maintain the twenty-two percent (22%) rate for impact fees.

Hernando County Transit Development Plan (TDP) Annual Progress Report

Mr. Diez indicated that the Hernando County Transit Development Plan (TDP) Annual Progress Report was approved by the Hernando County BOCC in August. A major update was prepared in 2019 and the attached report addresses the progress over the year. The TDP is required to be prepared and submitted to FDOT on an annual basis.

Funding of the Metropolitan Planning Organization (MPO)

Mr. Diez referenced the discussion at the July 9, 2020, meeting when the Board requested the Hernando County Administrator (Jeff Rogers) send a letter to member governments relating to the MPO funding issue. As explained in the letter, the Hernando BOCC provides a long-term loan to the Hernando/Citrus MPO in the amount of \$450,000 for operational funding.

Mr. Allocco mentioned the budget issue was initially brought up about a year ago. He stated that Hernando County provides, at a very low cost, an attorney for the MPO board which impacts the time available to spend on Hernando County duties.

Mr. Champion praised the great collaboration between the two counties and indicated that the letter was not intended to create any ill-will. Hernando County has been experiencing financial challenges, so the intent was for fairness in the funding of the MPO.

Mr. Kitchen concurred with Mr. Champion that the MPO Board is one of the best boards to be part of especially dealing with other commissioners and councilmembers. Mr. Kitchen indicated that he was not aware that the MPO Board directed the County Administrator to send the funding request to the member governments and was not pleased when he became aware of the request. Upon reviewing the minutes and video from the July 9, 2020 meeting, he realized that the Citrus representative present at the meeting failed to update his BOCC that the matter was discussed.

Mr. Kitchen mentioned that when Citrus and Hernando merged into the MPO, financial contribution from the member governments was never discussed. In fact, he indicated that he was part of the original TPO and one of the stated benefits of the merger was that there would be more planning dollars available. They are not looking for Hernando to pick up all the costs and that they (Citrus) should be paying their share.

Mr. Kitchen stated that he has expressed continued concerns regarding the MPO Budget. He has not been provided the information he requested regarding number of employees, salaries, cash flow, etc. and neither he nor the Citrus County Administrator was able to locate the information online. He has concerns regarding the transparency of the MPO budget and is concerned that the information is not available in a manner that the average citizen can obtain.

Mr. Dukes stated he was the Chairman when the merger took place. He recalled there was concern Hernando County would have all the staff, and Citrus would be dependent in the arrangement. He thought everyone was part of the team. From his perspective, it seems logical that participants benefiting from the group should have to be asked to contribute.

Mr. Kitchen stated they were told they would not be required to contribute. At a recent Citrus BOCC meeting, they had both City Managers from Citrus member governments convey the same understanding.

Mr. McBride stated he had been part of the TPO and the Citrus/Hernando MPO for several years. He never understood that members representing any government entities would have to provide any funding.

He also recalled previous meetings regarding budget issues this time last year and concluding that monthly billing would be implemented. He does not understand why this did not alleviate the problem. Mr. McBride also mentioned that the Secretary of FDOT, District 7, David Gwynn said that larger cost projects could be paid directly by the FDOT. Considering his concerns, he feels the MPO Board is a well-functioning cooperative board. The City of Inverness does not have the \$50,000 contribution requested at this time.

Mr. Kinnard agreed the MPO Board functions cooperatively. His understanding from his predecessors was that by merging with Hernando County, there would be savings by the economies of scale. He indicated the financial information provided did not provide the detail needed to understand the budget. He questioned a line item operating expense of nearly \$70,000 for equipment technology for FY '21.

Mr. Rogers clarified that the initial \$450,000 funding was provided by Hernando County in 2014. After meeting with MPO Staff, County Finance and Planning Staff (which oversees the administrative services to this MPO Board) project costs have increased along with the work program allocations since 2014. Because of the cost increases, and allocations provided to the MPO, the \$450,000 cash flow restricts projects and activities that can be performed. If that level of service is acceptable to the MPO, there is no issue but Hernando and Citrus Counties are growing areas (Citrus with the Suncoast Parkway and Hernando had an 8.5 percent growth rate increase last year) so we are going to see the need for more planning and transportation activities moving forward.

Mr. Rogers went on to state that discussions included giving funding allocations back if the projects cannot be completed but given the anticipated need for more planning and transportation activities in the future, it was decided that requesting other MPO member entities to contribute beginning in FY 2022, was a better option. We do not have the cash flow available to advance projects before we are reimbursed by FDOT. If the MPO wants to move forward faster and more aggressively, additional funding will be required.

Mr. Allocco stated that the MPO Board is unable to discuss these issues unless they are in the public forum due to "Government in the Sunshine" but the County Administrator can. Chairman Allocco stated it was important to address this issue now.

Mr. Kitchen expressed the \$450,000 should show as a contingent liability. He also stated that it was his understanding, for example, if there were 3 MPO's, each received \$350,000. If the three (3) MPOs merged into one (1), \$350,000 was received for all three. He questioned why we would be performing \$700,000 of work if all we would be receiving from the Federal Government is \$350,000. If we choose to take on more work and responsibility than what the federal government has tasked us to do, that is fine, but it is on us.

Mr. Kitchen had questions regarding the PL Consolidating Report.

Mr. Allocco requested staff from the Clerk's Office come to the podium. Doug Chorvat, Clerk of Hernando Circuit Court introduced himself and Amy Gillis, Director of Financial Services.

Ms. Gillis thanked Mr. Kitchen for his questions then affirmed her role as providing financial information to the Hernando County BOCC, however she reminded the Board she is an employee of the Clerk's Office. She indicated that she has provided the cash flow analysis to staff but cannot control what is provided to the MPO Board. The CAFR includes MPO funds but they are kept in a separate fund so that they are not co-mingled with other funds. The budget can be found on the county's website under "Office of Management and Budget, FY19 Adopted Budget," page 28 of 420, you will see the

MPO budget summary. On pages 176-179, you can see the details of the MPO budget which was adopted by the Hernando BOCC. As far as the liability for the \$450,000, it is in the balance sheet of the MPO, (account number 2369001 for \$450,000). The BOCC provided \$450,000 to cover the MPO program expenses pending reimbursement because at that time, it was considered adequate. The program has grown substantially, and expenses have increased which are creating a bigger gap between money spent and reimbursement.

Ms. Gillis mentioned a prior meeting where it was agreed that Hernando County was going to submit bills for reimbursement more frequently to the FDOT. The Clerk's Office remits checks or ACH payments every week for anything that is submitted to their office.

Ms. Gillis commented that she participated in a conversation with Mr. Rogers to discuss the needs of the MPO fund and agrees the \$450,000 is not adequate. There is currently approximately \$200,000 in the account.

Mr. Kitchen asked what would happen to the County's \$450,000 if the MPO was dissolved today. She responded that currently, there is only \$200,000 to pay back to the Hernando BOCC. If all the billings and reimbursement occurred quickly, there is a liability established for \$450,000 that would be remitted to the BOCC's general fund.

Mr. Allocco stated that the \$450,000 may not immediately be available but as we are reimbursed, we would get the total amount. Ms. Gillis affirmed. Mr. Allocco stated it would be like a revolving line of credit. Mr. Kitchen reconfirmed that if the other agencies were fronting the money and the MPO goes away, they would not be reimbursed like the Hernando BOCC. Ms. Gillis concurred with Mr. Kitchen that the government accounting standards requires that it be recorded that way so it would be a liability due to the City of Inverness, Citrus County, etc.

Mr. Champion expressed that the \$50,000 requested per seat from other MPO member governments was not fair. He does not believe that Hernando County should provide the entire \$450,000, while the member agencies contribute less.

Mr. Rogers indicated Chairman Allocco had requested the budget discussion be placed on the agenda. Hernando County Administration, Finance Department and MPO staff have discussed and agree that additional funding will be needed moving forward. He suggested that there be a detailed discussion with projections and costs to determine the appropriate funding amount. The proposal put forward in his letter was based on the number of member seats on the MPO Board but there are other ways to address.

Mr. Battista agreed the detail provided was limited. He asked Mr. Diez if there was anything in the budget that is not reimbursable. Mr. Diez affirmed no.

Mr. Justin Hall, FDOT Government Liaison Administrator, District Seven, discussed his role with the district. He confirmed Hernando County is submitting monthly billing; however, they are currently approximately 3 months behind. His staff turnaround time is 3-5 days, but they can only process as quickly as they receive invoices.

Mr. Champion suggested a contribution of \$60,000 to \$75,000 per member. It should be equal because we are one team.

Mr. Allocco recommended we start working towards a solution. The Board wants detailed budget information. He asked the Board how frequently they want the information.

Mr. Kinnard stated that the funding needs be equal because all cities and both counties are benefiting. He agrees that the MPO Board needs a solution because it is unknown how much money is outstanding from June to August.

Mr. Holcomb suggested that we get the budget updates for the next 3-4 meetings until the billing is current.

Mr. Kitchen remarked that with 66% of staff salaries coming from the budget, he thinks we should be able to meet the monthly billing deadlines. He feels we are doing work beyond what is required.

Mr. McBride asked whether other MPOs contribute to cash flow issues. Mr. Hall confirmed it is typical throughout the state. He explained that the MPO budget is approved in the UPWP which is a 2-year budget based on an allocation from the federal government. As of May 29th, the MPO has \$900,000 of remaining PL (planning) funds that can be spent but because the cash flow is limited to \$450,000, the ability to spend the allocation is constrained. The UPWP covers a 2-year period and includes approximately \$1.1 million of the funding.

Mr. Collier reaffirmed the earlier mention that the MPO was not spending all the grant money because there was not adequate cash to spend. Mr. Hall stated the previous Executive Director was only spending up to the \$450,000 amount. FDOT and the federal government questioned limited spending because it would appear that was all that was needed. Mr. Hall indicated that the Number 1 TA project is the Withlacoochee Trail in Citrus County. The TA allotment for an MPO is about \$65,000 per year for a population size. Because this is a joint MPO, TA funds could be pooled to cover the cost of roughly one million dollars which is a benefit to being a joint MPO. When the MPO puts together priority lists, it allows FDOT to provide funding various funding types.

Ms. Dagenhart interjected that we are behind in billing because our finance support has all the Planning Department duties as well. She stated the MPO pays 34% of the salary of this position. The MPO does not have a full-time finance person.

Mr. Allocco reiterated that we need to find out how far behind we are, and why. We want to make sure we are performing required tasks and not adding unnecessary work to the MPO.

Mr. Holcomb questioned how other MPOs are using their funding allocations. He stated the funding is federal taxpayer money but if our MPO does not use the funds, some other MPO will which is not beneficial to our citizens.

Mr. Hall stated that most MPO's are using close to their entire allotments and many MPO's also have local funds available. For instance, Hillsborough County has local funds they contribute on top of the required federal fund matches.

Mr. Champion asked who will determine the amount of funding needed. He wondered whether every member could contribute \$112,500 up \$900,000 with only half of it provided up front with additional funding available upon request if needed.

Ms. Gillis confirmed it is possible but with all the transactions going through this fund it will take more than \$450,000. There is a difference of about \$330,000 currently between what has been billed to FDOT and what has been spent.

Mr. Hall believed that Metroplan/Orlando requires each government agency to contribute around \$1,000,000. Some counties carry the funds provided in their UPWP, so the full amount is available for reimbursement of the program. The Hernando/Citrus MPO is the only multi-county in District 7. Sometimes, one county hosts for one cycle then the other county for the remaining cycle. There are many ways that the funding is accommodated.

Mr. Allocco reminded members that we need to have these discussions now because the next chairman will be from Citrus. We need understandable financials, and to ensure that we are not performing duties outside of the MPO mission.

Mr. Diez reiterated that the UPWP outlines the projects plans for the next 2 years and that the \$69,100 is for trail counters and software.

ACTION ITEMS

Annual Roll-Forward Amendment to the Adopted FY 2021 - FY 2025 Transportation Improvement Program

Mr. Diez stated that the Annual Roll-Forward amendment to the adopted Transportation Improvement Program for FY 2021-2025 was a routine process which identifies projects that were not committed in the previous fiscal year (2020) to they roll forward into FY 2021 of the FDOT work program. The project included in the roll forward is US 41 from SR 44 to south of the Withlacoochee State Trail bridge.

There was no public comment and no discussion from the Board.

Motion: Mr. Kinnard made a motion to approve the Annual Roll Forward Amendment to Adopted FY 2021-FY 2025 Transportation Improvement Program (TIP). Mr. McBride seconded; motion carried unanimously.

RESULT:	ADOPTED [9 TO 0]
AYES:	Kinnard, Allocco, Champion, Dukes, Holcomb, Kitchen, Battista, Fitzpatrick, McBride
ABSENT:	Carnahan, Smith, Kemerer, Holmes, Hepfer, Mitten

Minutes Acceptance: Minutes of Sep 10, 2020 1:30 PM (APPROVAL OF MINUTES)

RFQ No. 20-RG0056/PH - General Planning Consultant Services (MPO) Request to Award Two (2) Contracts for the MPO General Planning Consultants

Mr. Diez explained that a Request for Proposals (RFP) was issued on April 6, 2020, for the MPO General Planning Consultants. Proposals were received from Kimley-Horn and Associates, and Tindale Oliver and Associates. Their proposals were reviewed and ranked by a selection committee. Their ranking scores are included in the agenda packet. Staff is requesting the MPO Board approve the awards to these two consultants.

No public comment.

No discussion from the Board.

Motion: Mr. Champion made a motion to award continuing services contracts to Kimley Horn and Associates, and Tindale Oliver and Associates and Mr. Kinnard seconded. Motion carried unanimously.

RESULT:	ADOPTED [9 TO 0]
AYES:	Kinnard, Allocco, Champion, Dukes, Holcomb, Kitchen, Battista, Fitzpatrick, McBride
ABSENT:	Carnahan, Smith, Kemerer, Holmes, Hepfer, Mitten

MPO DIRECTOR SUCCESSION PLAN

MPO Executive Director Succession Plan

Chairman Allocco indicated during the recruitment process for our current Executive Director, he suggested the search extend outside of Hernando County. He wanted to ensure we receive an adequate candidate pool, so we can hire the best person for the position. The chairman acknowledged that Florida is different because of the Sunshine Laws but he did not believe that meant we could not look outside for an MPO Executive Director. This is not a process that will get done in a month.

Mr. Diez announced the original discussion was to have commissioners on the selection committee, but that would require public meetings to comply with the Sunshine Law. He suggested using staff members from Hernando and Citrus Counties.

Commissioner Champion indicated he supports hiring from within the organization. Additionally, he opined that the qualifications for the position were too extensive based on the salary level and flexibility should be considered to allow opportunities for internal candidates.

Commissioner Kitchen concurred that the search should be extended beyond local advertisement, but he supported staying within the State.

Commissioner Kitchen felt the selection committee should consist of people from the member governments HR departments, or individuals recommended by HR, for

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example, Public Works staff. He did not think MPO staff should be on the selection committee. The final selection should be by the MPO Board.

Mr. Collier clarified that the MPO Board was not proposing to hire a recruiter for the process.

Chairman Allocco indicated we should begin advertising in professional journals or online now.

Commissioner Holcomb suggested we may find someone with the minimum qualifications who is willing to start at the minimum salary.

Chairman Allocco indicated we should have the HR departments of the MPO constituent governments involved in the process. He called upon the HR Director for Hernando County, Michelle Posewitz to speak.

Ms. Posewitz indicated that recruitment can begin as soon as the Board wants but she recommended no more than 6 months in advance. Candidates tend to drop out of the process if the timeframe is too long.

Commissioner Kitchen inquired about the cost associated with an overlap period and whether there was a standard timeframe (i.e.: 30, 60 or 90 days)

Chairman Allocco requested ideas for the November meeting to finalize the details of the recruitment to include appropriate overlap period, timeframe for advertisement, etc. Commissioner Kinnard questioned if both salaries would be reimbursable within the overlap period.

Mr. Mikyska, Executive Director of the Metropolitan Planning Organization Advisory Council (MPOAC), confirmed that an overlap period is reimbursable with federal funds. Mr. Collier announced he will be retiring September 1st of 2021. We will be getting a successor for his role on this Board as well.

BOARD COMMENTS

Commissioner Kinnard questioned Mr. Diez and Mr. Hall about the Withlacoochee State Trail project. In particular, he was concerned that all the TA funds available had been assigned to this project. Commissioner Kitchen asked whether the project should be a rebuilding or resurfacing project as opposed to a new construction project.

Mr. Hall indicated the TA funds were applied to this project; however, every year there is a new TA allocation.

Chairman Allocco concurred that if we do not have anything to discuss at the October meeting, it should be cancelled. The Board agreed that we will not hold the October 8th meeting.

ADJOURNMENT

The next meeting of the MPO is scheduled for Thursday, November 12, 2020, beginning at 1:30 p.m. at Hernando County Government Center (Board Chambers) at 20 N. Main Street, Brooksville, FL.

Minutes Acceptance: Minutes of Sep 10, 2020 1:30 PM (APPROVAL OF MINUTES)



AGENDA ITEM

TITLE

Metropolitan Planning Organization (MPO) Budget

BRIEF OVERVIEW

Pursuant to the September 10, 2020, MPO meeting, the following information is being provided to the MPO Board:

Q: How much cash on hand is needed to fund the MPO?

A: The MPO cash balance fluctuates due to the timing of invoice submittal, and the continual incurrence of operating expenditures regardless of the status of invoice reimbursement.

An analysis of the spending of the MPO over the past 10 years was prepared and is provided with this agenda item. The annual expenditures range from approximately \$600,000 to \$775,000 depending on the programmatic requirements. For example, the Long Range Transportation Plan is required to be updated every 5 years. This project is the most time and data intensive effort of the MPO. Consultant services are utilized, and data collection and analysis begins several years in advance of the due date. Spending will rise in the time frame leading up to completion. It is the staff's position that based on the spending trends, the original \$700,000 proposed by the Hernando County Administrator would be the appropriate amount to fund the MPO.

Hernando County provided the MPO an initial \$450,000 loan for operating expenses at the time of the merger with Citrus County. Hernando County does not provide \$450,000 to the MPO on an annual basis, the original loan continues to pay MPO expenses pending grant reimbursement.

Q: Provide the status of the monthly billing

A. The August 31, 2020 billing was processed by the Florida Department of Transportation and the September 2020 invoice has been prepared and will be sent upon completion of financial entries occurring during close-out of FY20.

Q: Provide the breakdown of MPO staff salaries

A. The FY 2021 UPWP budget allocates \$411,891 in staff salaries. The MPO has 4 full time employees, and financial support provided pursuant to the administrative services agreement with Hernando County constitutes a 1.25 FTE (Full Time Equivalent) position.

Q: Provide a cash flow statement and expenditure report

A. The quarterly report for the period April 1, 2020 -June 30, 2020 and July 1, 2020-September 30, 2020 is included in the financial report attached. The reports include the cash flow and quarterly expenses.

Q: Provide options to determine equitable contributions to funding (based on \$700,000 - to begin FY 2022)

1. Move forward pursuant to original proposal from Hernando County Administrator. Hernando County continues to contribute \$450,000. The remaining \$250,000 is divided by number of MPO seats (5) for \$50,000 per jurisdiction. Citrus County would contribute \$100,000 and each city \$50,000.
2. Apportion the funding based on percentage of the population of each county in the MPO area. According to the Bureau of Economic and Business Research (BEBR), as of April 1, 2020, the **estimated** total MPO area population is 340,949 (excluding inmates). Total population for Hernando County represents 56% (191,684) and Citrus County 44% (149,265). Based on the distribution, Hernando County would contribute approximately \$392,000, and Citrus \$308,000.
3. Apportion the funding by 5 (each member jurisdiction) based on percentage of population in the MPO area. The **estimated** total population of the MPO area is 341,949. City of Brooksville represents 2.6% (\$18,200), City of Inverness - 2.2% (\$15,400), City of Crystal River - 1% (\$7,000), unincorporated Hernando County - 54% (\$378,000) and unincorporated Citrus County 41% (\$287,000).
4. Divide the funding level by the 9 MPO voting positions. Based on \$700,000, each MPO member seat would contribute approximately \$77,777, (Hernando \$233,333, Citrus \$155,554).

Q: The Board asked staff to identify mandatory tasks required by the MPO to avoid "mission creep". There are planning and programming products that are required by Federal and State laws, as well as the related administrative requirements MPOs and FDOT must meet. Only the tasks required for the MPO to carry out the activities required will be approved for grant reimbursement. The MPO carries out the following primary activities:

1. Develop and maintain a Long-Range Transportation Plan (LRTP), which addresses no less than a 20-year planning horizon.

2. Update and approve a Transportation Improvement Program (TIP), which is a four-year program for highway and transit improvements. In Florida, MPOs are required to develop and adopt a TIP annually that includes a five-year program of projects. The fifth year is included for illustrative purposes.
3. Develop and adopt a Unified Planning Work Program (UPWP), which identifies the MPO's budget and planning activities that are to be undertaken in the metropolitan planning area. The UPWP is adopted for a 2 year time period, with an update in the second year.
4. Prepare, and implement, a Public Participation Plan (PPP), which describes how the MPO involves the public and stakeholder communities in transportation planning.
5. Prepare and adopt of an annual list of priority projects.

FINANCIAL IMPACT

None at this time.

LEGAL NOTE

Pursuant to Chapter 339.175, FS, the MPO Board has the authority to review this item.

STAFF RECOMMENDATION

It is recommended the MPO Board:

1. Determine that \$700,000 is the appropriate funding amount for the MPO operating expenses
2. Review and determine the appropriate funding distribution method to begin in FY 2022

REVIEW PROCESS

Carlene Riecscs	Completed	10/28/2020 9:01 AM
Cayce Reagin Dagenhart	Completed	10/28/2020 9:21 AM
Mary Elwin	Completed	10/29/2020 1:25 PM
Amy Gillis	Skipped	10/30/2020 11:22 AM

Steven Diez	Completed	10/29/2020 8:34 AM
Garth Coller	Completed	10/30/2020 11:24 AM
Theresia Saenz	Completed	11/02/2020 3:02 PM
MPO	Completed	11/12/2020 1:30 PM



Financial Update

Meeting Date: December 10, 2020

STEVEN R. DIEZ, MPO EXECUTIVE DIRECTOR

The Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) is the Metropolitan Planning Organization's two-year program (July 1, 2020 - June 30, 2022) and forms the foundation for the MPO's annual budget.

The UPWP is approved by the MPO Board, Florida Department of Transportation, Federal Highway Administration, and the Federal Transit Administration; is updated in the spring of the second year.

Major Expense Categories: Personnel Services and Operating Services (Consultants, Travel, and Other Direct Expenses)

Attachment: MPO Financial Presentation 11-12-20 R (17519 : MPO Budget)



Personnel Services

All position expenses are billed based upon actual work performed on the various MPO grants.

MPO Employees:

- MPO Executive Director (100%)
- Transportation Planner III (100%)
- Transportation Planner II (100%)
- Administrative Assistant III (100%)
- Reimbursed by Grants Past 12 Months = \$338,320.51*

Planning Department Staff Allocations for Support Services per Administrative Services Agreement – FY21 Budgeted Allocation:

- Operations Support Supervisor (25%)
- Accounting Clerk III (41%)
- Financial Specialist (54%)
- Transit Coordinator (5%)
- Reimbursed by Grants Past 12 Months = \$69,861.53*

* Includes Fringe Benefits



Consultant Services

FY 2021 of the UPWP includes Consultant Services for the following MPO Projects:

- Traffic Counts: \$20,000
- Implementation Phase of Complete Streets: \$101,000
- Congestion Management Process: \$105,000



UPWP Funding Sources

Grants:

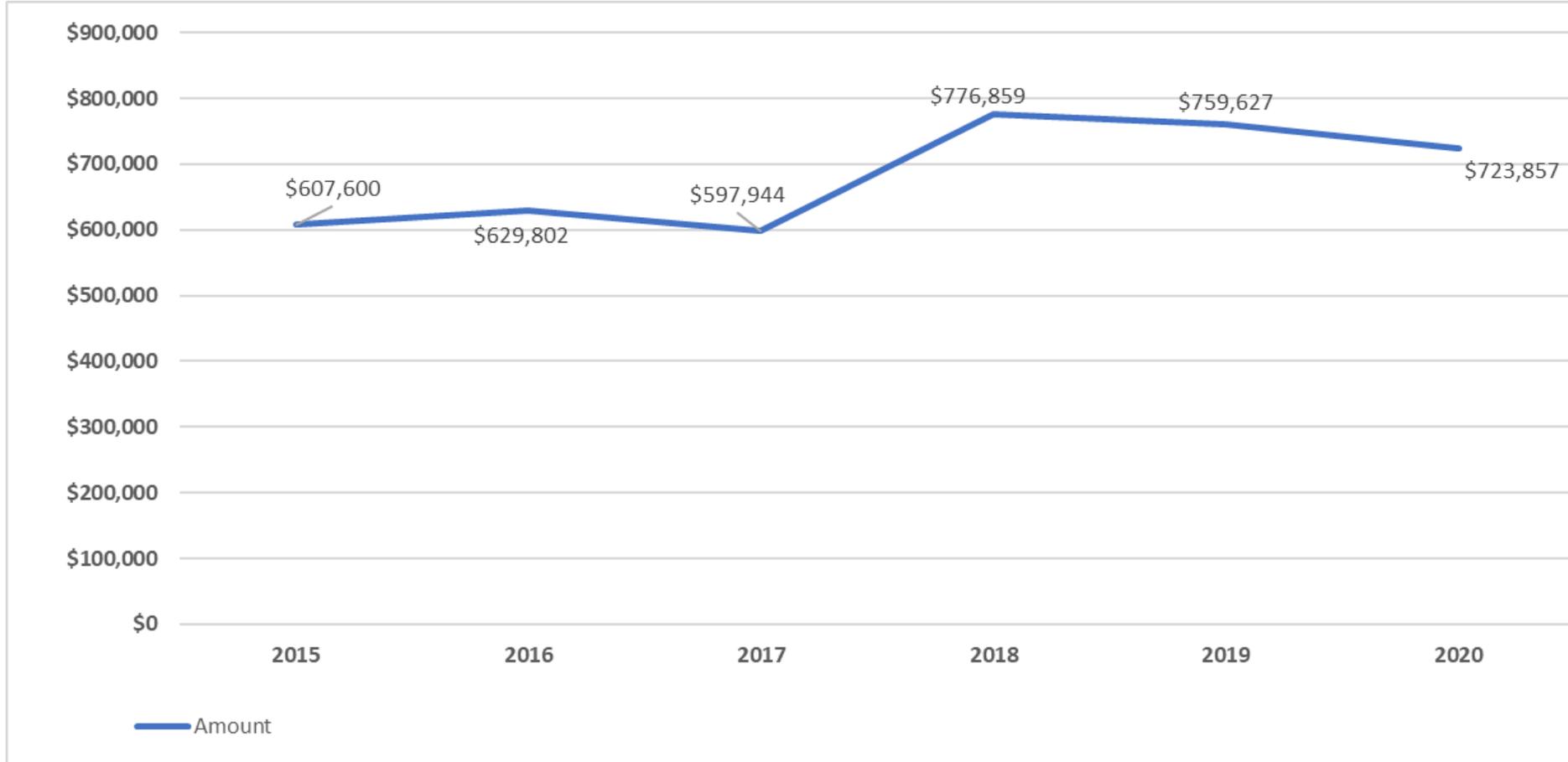
- **Planning (PL):** Federal reimbursement grant passed thru State; No Match
- **Section 5305d (FTA):** Federal reimbursement grant passed thru State; 80% Federal, 10% State, 10% Local Match (Split equally pursuant to a Memorandum of Agreement between Hernando and Citrus Counties)
- **Transportation Disadvantaged (TD) FY20:** Direct State grants based upon project deliverables. Individual agreements exist for Hernando County and Citrus County.

Advance from Hernando County General Fund

- In 2015, a one-time transfer recorded as a long-term loan in the amount of \$450,000 was provided by Hernando County to the MPO to serve as cash flow purposes. It functions like a repayable line of credit. Interest remains in the fund.



Hernando/Citrus MPO Fund 1031 Expenditure Trend Fiscal Years Ending 2015-2020

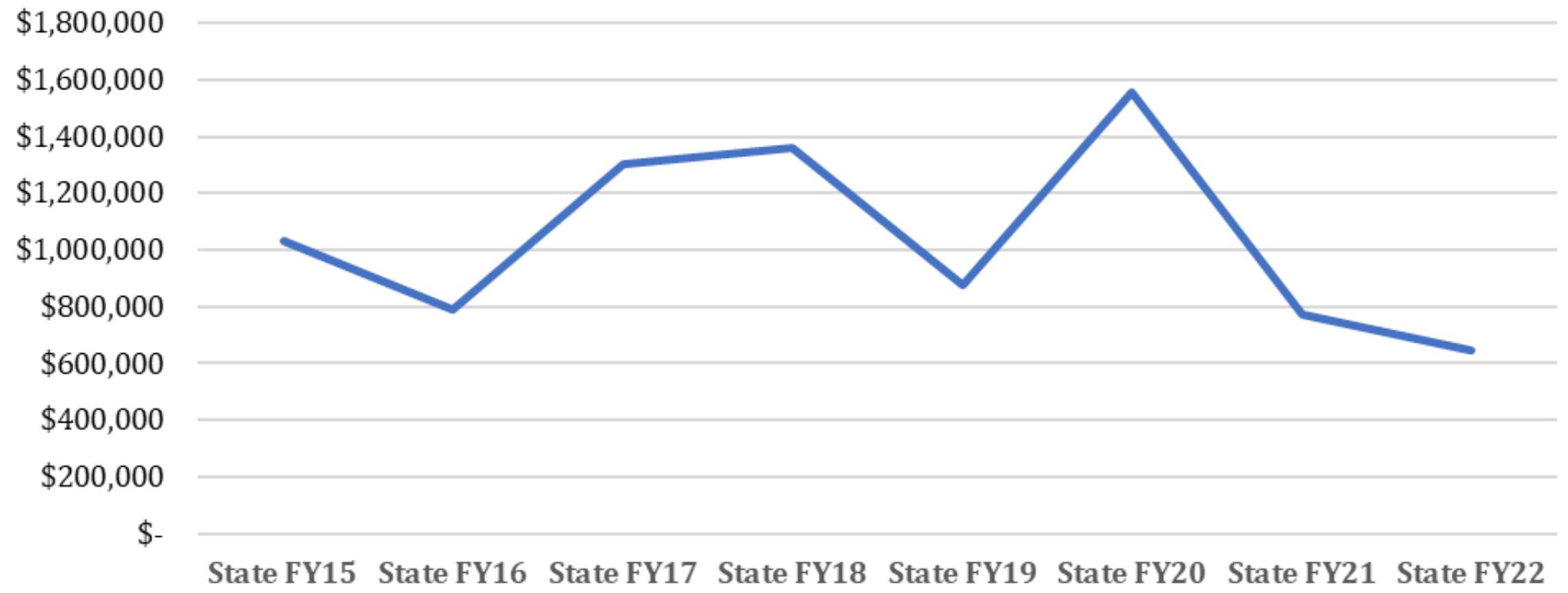


Attachment: MPO Financial Presentation 11-12-20 R (17519 : MPO Budget)

Note: Since year-end processes are still on-going, data for FY20 is subject to adjustments which are only recorded at year-end in accordance with generally accepted accounting principles as determined by the Government Accounting Standards Board.



Hernando/Citrus MPO UPWP Annual Budgeted State Appropriation



Attachment: MPO Financial Presentation 11-12-20 R (17519 : MPO Budget)



The cost of hiring a replacement MPO Executive Director for a 30-day transition period would be an approximate additional cost of \$10,603*

**Estimate based on mid-point of pay grade wage scale with fringe benefits*

Questions?





HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION

Financial Report

For the period ending September 30, 2020

Attachment: MPO Grants Financial Report R (17519 : MPO Budget)

Prepared by the Hernando County Planning Department
October 27, 2020

Introduction

The Hernando/Citrus Metropolitan Planning Organization (MPO) operates pursuant to its Unified Planning Work Program (UPWP), a fiscal biennial budget/program document adopted by the MPO Board and approved by the Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The current UPWP is for the period July 1, 2020 through June 30, 2022 and establishes the program projects activities to be undertaken and the amount of funding to be received for them from local, state, and federal sources.

In 2014, an Administrative Services Agreement was approved between Hernando County and the MPO Board which is utilized for certain support services described therein. Pursuant to the Agreement, Hernando County accounts for the funds and in 2015 a special fund was established by the Hernando County Board of County Commissioners (HCBCC) creating Fund 1031 for the MPOs financial activities. As part of that process, the HCBCC transferred from its General Fund the amount of \$450,000 as a one-time loan to serve as cash flow for the MPO to pay its bills until expenses are reimbursed through federal and state grants. The loan would be re-paid to the HCBCC if the MPO would cease to exist or otherwise dissolve. It is reflected in the County's Comprehensive Annual Financial Report (CAFR) as an advance from the General Fund and shown as a one-time, long-term loan.

Financial Summary

Shown on the following pages are the revenues and expenditures for each of the departments reflected in Fund 1031 and its Balance Sheet ending September 30, 2020 (an unaudited document as the HCBCC is still in its fiscal year close-out process). The financial data contained herein was obtained from the County's accounting systems.

Department 34050 (PL Section 112)
 Department 34052 (Section 5305d)
 Department 34051 (Transportation Disadvantaged Grant – Hernando County)
 Department 34054 (Transportation Disadvantaged Grant – Citrus County)
 Department 01761 (Non-Grant)

Invoice Submittal Status

PL G0W90 (Department 34050) and G1M00 (Department 34055)

The PL G0W90 was for a two-year contract in the amount of \$1,955,761 and ended June 30, 2020. MPOs have 90 days (by September 30, 2020) to submit final invoices to allow for reimbursement of eligible expenses. The final invoice for \$90,355.20 was submitted within the 90-day period.

The eligible expenses reimbursed under the life of this contract were \$623,215.19 in County FY18 = \$86,351.61, FY19 = \$623,215.19, and FY20 = \$419,555.01 for a

cumulative total of \$1,129,121.81. A balance of \$826,639.19 remains in the contract and all or part is available and eligible to be carried forward into the State FY 22 UPWP budget cycle.

The PL Contract #G1M00 began July 1, 2020 and is the new funding agreement for the FY21-FY22 UPWP. The contract is currently \$502,824 for each year for a combined total of \$1,005,648 for the two-year cycle. Pursuant to the new contract for PL Funding (G1M00), FDOT has processed two additional invoices, one for July in the amount of \$12,631.95 and the other for August in the amount of \$25,597.22 in which payment has not yet been received. The September 2020 invoice has been prepared and will be sent upon completion of financial entries occurring during the County's close-out of FY20 to ensure capture of eligible expenses.

S5305d (Department 34052)

The Section 5305d funding source involves reimbursement of eligible expenses from the Federal Transit Administration, Florida Department of Transportation, and local funds. The MPO had the following Section 5305d activity:

Contract G1780

Total funding eligible under this contract was \$105,500 with 80% federal funds or \$84,400, 10% state funds or \$10,550, and 10% local funding or \$10,550 of which was equally split between Hernando and Citrus counties. The primary use of the expenses was for consultant services in the amount of \$59,932 for the Complete Streets project and \$29,746 for the major update of the Citrus County Transit Development Plan. Funding from Contract G0D90 was combined with G1780 and used for the Citrus County Transit Development Plan as indicated below. The final invoice was submitted within the 90-day requirement and the contract is closed.

Contract G0T22

Total funding eligible under this contract was \$97,701 with 80% federal funds or \$78,161, 10% state funds or \$9,770, and 10% local funding or \$9,770 of which was equally split between Hernando and Citrus counties. The predominant use of the contract was for the consultant to prepare the Major Update of the Transit Development Plan for Hernando County (TheBus). The final invoice was submitted within the 90-day requirement and the final payment is being processed by FDOT.

Contract G0D90

Total funding eligible under this contract was \$96,378 with 80% or \$77,102 from federal funds, 10% or \$9,638 from state funds, and a required 10% local match or \$9,638 of which was equally split between Hernando and Citrus counties. These funds were

predominantly utilized towards the consultant services for the major update of the Transit Development Plan effort for Citrus County Transit. The final invoice was submitted within the 90-day requirement and the contract is closed.

Transportation Disadvantaged Funding (Departments 34051 and 34054)

The Transportation Disadvantaged grant funding from the Florida Commission for Transportation Disadvantaged (CTD) and is contained in separate contracts for each County. However, the requirements for each contract are essentially the same for the projects and activities required to be produced.

Contract #1826 – Citrus County

This annual contract began July 2019 and is for transportation disadvantaged planning activities for services in Citrus County. The amount of funding for the State FY20 contract was \$22,415. Funding is prescribed by tasks and value amounts that are weighted by the Florida CTD to receive reimbursement. The final invoice was processed, and funds were received.

Contract #1854 – Hernando County

This annual contract began July 2019 and is for transportation disadvantaged planning activities for services in Hernando County. The amount of funding for the State FY20 contract was \$23,222. Funding is prescribed by tasks and value amounts that are weighted by the Florida CTD to receive reimbursement. The final invoice was processed, and funds were received.

Contracts #GIN49 (Hernando County) and #GIN24 (Citrus County)

The annual contracts for FY21 began July 2020 for transportation disadvantaged planning activities. The amounts of the contracts are \$23,222 for Hernando County and \$22,415 for Citrus County. Quarterly invoices are required to be sent within 45 days of the end of the quarter.

Quarterly Summary for Fiscal Year Ending September 30, 2020

The Quarterly Summary for FY20 is attached and please note that this report does not include adjustments which are only recorded at year end in accordance with generally accepted accounting principles as determined by the Government Accounting Standards Board.

Hernando/Citrus Metropolitan Planning Organization
Quarterly Financial Summary of Fund 1031
Period Ending September 30, 2020

Revenue & Expenses:	FY20 Fund 1031 County Budget	Oct-Dec 19	Jan-Mar 20	Apr-Jun 20	Jul-Sep 20	Total FY20
Beginning Fund Balance		\$82,276	\$111,789	\$349,155	\$218,148	
Revenue						
Grants						
PL Funding G0W90	\$ 963,195	\$0	\$99,535	\$37,217	\$282,803	\$419,555
Section 5305d Funding	\$ 250,850	\$0	\$7,631	\$24,928	\$122,158	\$154,717
Transportation Disadv Grant (Hern)	\$ 23,222	\$0	\$2,554	\$3,483	\$23,275	\$29,313
Transportation Disadv Grant (Citrus)	\$ 22,415	\$0	\$2,466	\$3,362	\$0	\$5,828
PL Funding Contract G1M00	\$ 7,408	\$0	\$0	\$0	\$0	\$0
Local	\$ 300	\$0	\$0	\$0	\$0	\$0
Other						
Interest	\$ -	\$674	\$1,293	\$3,799	\$493	\$6,258
Total Revenue	\$ 1,267,390	\$674	\$113,479	\$72,789	\$428,728	\$615,671
Expense						
Personnel Services						
Salaries & Fringes	\$ 466,460	\$92,463	\$116,772	\$106,616	\$130,735	\$446,587
Operating Expenses						
Consultant Services	\$ 729,422	\$16,334	\$74,286	\$86,778	\$71,364	\$248,762
Travel	\$ 8,600	\$16	\$569	-\$120	\$809	\$1,274
Other Direct Expenses:						
Contracted Services	\$ -	\$0	\$0	\$0	\$0	\$0
Communication Services	\$ 1,464	\$191	\$327	\$240	\$381	\$1,139
Postage & Freight	\$ 228	\$0	\$5	\$78	\$153	\$236
Rentals/Lease-Equipment	\$ 1,860	\$118	\$355	\$473	\$473	\$1,419
Rentals/Lease-Buildings	\$ 12,733	\$1,202	\$1,803	\$2,604	\$2,533	\$8,141
Insurance	\$ 200	\$56	\$0	\$0	\$0	\$56
Repair/Maint-Equipment	\$ -	\$0	\$0	\$0	\$0	\$0
Repair/Maint-Software	\$ 1,008	\$600	\$0	\$408	\$0	\$1,008
Printing & Binding	\$ 6,700	\$106	\$600	\$366	\$814	\$1,885
Advertising	\$ 3,300	\$574	\$271	\$205	\$893	\$1,943
Fees/Costs	\$ 10,800	\$0	\$0	\$5,258	\$4,685	\$9,942
Office Supplies	\$ 2,560	\$260	\$0	\$218	\$219	\$697
Operating Supplies	\$ -	\$0	\$0	\$0	\$0	\$0
Books/Publications/Subscrip	\$ 930	\$0	\$0	\$0	\$428	\$428
Dues/Memberships	\$ -	\$0	\$65	\$0	\$0	\$65
Education/Training	\$ 1,125	\$50	\$200	-\$100	\$125	\$275
Uncap Equip \$1K-\$5K TECH	\$ -	\$0	\$0	\$0	\$0	\$0
Subtotal Other Direct Expenses	\$ 42,908	\$3,157	\$3,625	\$9,749	\$10,703	\$27,234
Capital Expenses	\$ 20,000	\$0	\$0	\$0	\$0	\$0
Total Expense	\$ 1,267,390	\$111,970	\$195,252	\$203,023	\$213,612	\$723,857
Accruals	\$ -					
Total Accruals	\$ -	-\$140,809	-\$319,139	\$773	\$114,601	-\$344,574
Net Change	\$ -	\$29,513	\$237,366	-\$131,007	\$100,516	\$236,388
Ending Fund Balance	\$ 82,276	\$111,789	\$349,155	\$218,148	\$318,664	*See Notes

Awaiting payment of invoices processed by Grantors.

Note: The financial statements are reported using the modified accrual basis of accounting. The basis of accounting indicates the timing of transactions or events for recognition in the financial statements. Under this method expenditures are generally recorded when a liability is incurred, and revenues are recognized as soon as they are both measurable and available. Accrual entries do not necessarily have an immediate impact on related cash flows.

Attachment: MPO Grants Financial Report R (17519 : MPO Budget)



AGENDA ITEM

TITLE

MPO Executive Director Succession Plan

BRIEF OVERVIEW

The MPO Board requested staff present the MPO Executive Director Succession Plan for approval at the November 12, 2020, meeting. Staff coordinated with the Hernando County Human Resources Director to finalize the details, as follows:

- ***MPO Executive Director Job Description and Pay Range***

Some MPO Board members indicated the minimum requirements for the position could be less stringent to provide advancement opportunity to staff within the MPO member government agencies.

The job description allows a combination of education, training, and experience to be substituted at the discretion of the MPO and the County. There is adequate flexibility in the job description and would recommend no changes to the minimum requirements.

The pay range for the position is from \$74,089.60-\$120,057.60 which is generally consistent with comparable MPOs in the state. Pursuant to the MPOs administrative services agreement with Hernando County, the hiring process follows procedures of the Human Resources (HR) department which would allow for salary negotiation with the selected candidate.

- ***Candidate Search Range***

Hernando County is implementing a new online candidate search/application process which will advertise all positions on a national basis. The system will identify potential candidates based on the information provided in their applications as it relates to the job requirements. The job description includes MPO experience and a preference for a candidate with knowledge of Florida requirements.

Hernando County HR has indicated that the system is expected to be operational by the end of the year. This system would allow MPO member jurisdiction staff to apply for the position as well.

- ***Ranking/Selection Committee***

A four (4) member selection committee will be assembled to rank the candidate

applications. The committee will comprise (1) Hernando County HR representative, (1) Citrus County HR representative, (1) Hernando County Planning/Development or Public Works/Engineering representative and (1) Citrus County Planning/Development or Public Works/Engineering representative. Citrus County as referenced would include the City of Crystal River and City of Inverness, and Hernando County would include the City of Brooksville.

The top candidate will be presented to the MPO Board for approval in accordance with Hernando County's hiring process.

- ***Timeline for Advertising***

Advertisement for the position will begin in early April 2021.

- ***Transition Timeframe for New Director and Existing Director***

A 30-day transition period beginning October 1, 2021, is proposed to allow cross training between the new Director and the existing Director. The salary overlap will be addressed in the FY 2022 budget. The cost is estimated to be \$10,603 (estimate is based on mid-point of pay grade wage scale with applicable fringe benefits). As confirmed at the September MPO meeting, the cost of the transition period would be grant reimbursable.

FINANCIAL IMPACT

The Human Resources Department estimated the cost associated with hiring a replacement MPO Director for a 30-day transition period would be approximately \$10,603. This estimate is based on the mid-point of the pay grade wage scale including fringe benefits. Funding would be budgeted in the MPO Fund's FY22 budget by Hernando County beginning October 1, 2021.

LEGAL NOTE

Pursuant to Chapter 339.175, FS, the MPO Board has the authority to take the recommended action.

STAFF RECOMMENDATION

It is recommended the MPO Board approve the Succession plan as presented.

REVIEW PROCESS

Carlene Riecsc

Completed

10/21/2020 9:26 AM

Cayce Reagin Dagenhart	Completed	10/22/2020 3:23 PM
Mary Elwin	Completed	10/29/2020 12:08 PM
Steven Diez	Completed	10/29/2020 8:12 AM
Michelle Posewitz	Completed	10/29/2020 12:43 PM
Garth Coller	Completed	10/29/2020 12:44 PM
Theresia Saenz	Completed	10/30/2020 8:36 AM
MPO	Completed	11/12/2020 1:30 PM



AGENDA ITEM

TITLE

Transportation Agency Safety Plan (PTASP) - Establishment of Performance Measures for Citrus and Hernando County

BRIEF OVERVIEW

Pursuant to Federal Transit Authority (FTA) requirements, the MPO is required to adopt Public Transportation Safety performance measures within 180 days of the Transit agencies adopting their Public Transportation Safety Plans (PTASP). Hernando County adopted their PTASP on June 23, 2020, and Citrus County on September 8, 2020.

Staff is proposing the MPO adopt the safety performance measures approved by the local transit agencies. Resolutions have been prepared for approval by the MPO Board.

The MPO committees (TAC, CAC and BPAC) reviewed the resolutions at their October 28, 2020, meeting, and all recommended approval to the MPO Board.

FINANCIAL IMPACT

None

LEGAL NOTE

Pursuant to Chapter 339.175, F.S., the MPO Board has the authority to take the recommended action. (LR 2020-551-1)

RECOMMENDATION

It is recommended that the MPO Board:

1. Approve Resolution 2020-06 establishing Public Transportation Safety Performance Measures for Citrus County, and authorize the Chairman's signature thereon; and,
2. Approve Resolution 2020-07 establishing Public Transportation Safety Performance Measures for Hernando County, and authorize the Chairman's signature thereon.

REVIEW PROCESS

Carlene Riecsc

Completed

09/29/2020 1:48 PM

Cayce Reagin Dagenhart	Completed	10/01/2020 9:35 AM
Steven Diez	Completed	09/30/2020 11:34 AM
Garth Coller	Completed	10/02/2020 12:14 PM
Theresia Saenz	Completed	10/02/2020 2:00 PM
MPO	Completed	11/12/2020 1:30 PM

RESOLUTION 2020-06

A RESOLUTION OF THE HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION ESTABLISHING TRANSIT SAFETY PERFORMANCE MEASURE TARGETS FOR CITRUS COUNTY

***WHEREAS**, the Hernando/Citrus Metropolitan Planning Organization (MPO) has been designated by the Governor of the State of Florida as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for Hernando and Citrus Counties; and*

***WHEREAS**, the Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing required performance measures and timelines for State Departments of Transportation and Metropolitan Planning Organizations to comply with the requirements of MAP-21; and,*

***WHEREAS**, the Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients of Federal transit funding that own, operate, or manage public transportation capital assets; and,*

***WHEREAS**, Citrus County Transit, a TAM Tier II transit agency, which the Citrus County Board of County Commissioners serves as the local authority responsible for the transit system approved a Transit Asset Management Plan establishing performance targets and measures which were subsequently adopted by the MPO on September 18, 2018; and,*

***WHEREAS**, on July 19, 2018, Federal Transit Authority (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS); and,*

***WHEREAS**, the required PTASP must include safety performance targets; and,*

***WHEREAS**, FTA published a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTSAP compliance deadline from July 20, 2020 to December 31, 2020; and,*

***WHEREAS**, the Citrus County Board of County Commissioners approved the PTSAP on September 8, 2020; and,*

***WHEREAS**, pursuant to the rule, the Metropolitan Planning Organization has 180 days from the initial establishment of the PTASP to establish safety performance targets; and,*

***WHEREAS**, the MPO Board has reviewed the safety performance measures established by the Citrus County Board of County Commissioners and has determined the measures are appropriate for approval by the Hernando/Citrus Metropolitan Planning Organization.*

NOW, THEREFORE, BE IT RESOLVED, by the *Hernando/Citrus Metropolitan Planning Organization (MPO)* as follows:

1. *The MPO adopts the performance targets and measures established and incorporated into the PSTAP approved by Citrus County Board of County Commissioners on September 8, 2020, (attached as Exhibit "A"); and,*
2. *The Hernando/Citrus Metropolitan Planning Organization (MPO) will plan and program projects that contribute to the accomplishment of said targets.*

ADOPTED in Regular Session this _____ day of _____ 2020.

**HERNANDO/CITRUS
METROPOLITAN PLANNING ORGANIZATION**

Attest:

John Allocco, MPO Chairperson

(SEAL)

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

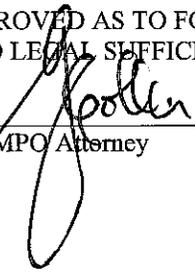
BY  _____
MPO Attorney

EXHIBIT "A"

<p align="center">Safety Performance Targets (Citrus County)</p> <p align="center"><i>Targets below are compiled reviewing the previous 5 years of Citrus Transit's safety performance data.</i></p>							
<i>Mode of Transit Service</i>	<i>Fatalities (total)</i>	<i>Fatalities (per 100k VRM)</i>	<i>Injuries (total)</i>	<i>Injuries (per 100k VRM)</i>	<i>Safety Events (total)</i>	<i>Safety Events (per 100k VRM)</i>	<i>System Reliability (VRM/failures)</i>
<i>Deviated Fixed Route</i>	0	0	3	0.27	5	.45	1.41/100,00 miles
<i>ADA/ Paratransit</i>	0	0	1	.07	10	.7	2.11/100,000 miles

RESOLUTION 2020-07

**A RESOLUTION OF THE HERNANDO/CITRUS
METROPOLITAN PLANNING ORGANIZATION
ESTABLISHING TRANSIT SAFETY PERFORMANCE MEASURE
TARGETS FOR HERNANDO COUNTY**

WHEREAS, the Hernando/Citrus Metropolitan Planning Organization (MPO) has been designated by the Governor of the State of Florida as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for Hernando and Citrus Counties; and

WHEREAS, the Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing required performance measures and timelines for State Departments of Transportation and Metropolitan Planning Organizations to comply with the requirements of MAP-21; and,

WHEREAS, the Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients of Federal transit funding that own, operate, or manage public transportation capital assets; and,

WHEREAS, TheBus, a TAM Tier II transit agency, which the Hernando County Board of County Commissioners serves as the local authority responsible for the transit system approved a Transit Asset Management Plan establishing performance targets and measures which were subsequently adopted by the MPO on September 18, 2018; and,

WHEREAS, on July 19, 2018, Federal Transit Authority (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS); and,

WHEREAS, the required PTASP must include safety performance targets; and,

WHEREAS, FTA published a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTSAP compliance deadline from July 20, 2020 to December 31, 2020; and,

WHEREAS, the Hernando County Board of County Commissioners approved the PTSAP on June 23, 2020; and,

WHEREAS, pursuant to the rule, the Metropolitan Planning Organization has 180 days from the initial establishment of the PTASP to establish safety performance targets: and,

WHEREAS, the MPO Board has reviewed the safety performance measures established by the Hernando County Board of County Commissioners and has determined the measures are appropriate for approval by the Hernando/Citrus Metropolitan Planning Organization.

NOW, THEREFORE, BE IT RESOLVED, by the Hernando/Citrus Metropolitan Planning Organization (MPO) as follows:

1. The MPO adopts the performance targets and measures established and incorporated into the PSTAP approved by Hernando County Board of County Commissioners on June 23, 2020, (attached as Exhibit "A"); and,
2. The Hernando/Citrus Metropolitan Planning Organization (MPO) will plan and program projects that contribute to the accomplishment of said targets.

ADOPTED in Regular Session this _____ day of _____ 2020.

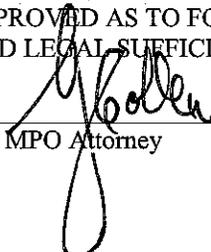
***HERNANDO/CITRUS
METROPOLITAN PLANNING ORGANIZATION***

Attest:

John Allocco, MPO Chairperson

(SEAL)

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

BY 
MPO Attorney

Attachment: 2020-07 Hernando PSTAP (17248 : Public Transportation Agency Safety Plan (PTASP) Performance Measures)

EXHIBIT "A"

**Safety Performance Targets
(Hernando County)**

(Based on the safety performance measures established under the National Public Transportation Safety Plan)

<i>Mode of Service</i>	<i>Fatalities</i>	<i>Fatalities (per 100k VRM)</i>	<i>Incidents</i>	<i>Incidents (per 100k VRM)</i>	<i>Safety Events</i>	<i>Safety Events (per 100k VRM)</i>	<i>System Reliability (VRM/failures)</i>
<i>Fixed Route</i>	0	0	7	1.71	9	2.20	101,061
<i>Demand Response</i>	0	0	1	0.90	2	1.80	100,000



AGENDA ITEM

TITLE

Consultant Work Scope/Tindale Oliver and Associates, Inc. 2021 Hernando County Traffic Counts

BRIEF OVERVIEW

The MPO Board approved a scope of services to Tindale Oliver and Associates in 2019 to conduct traffic counts in Hernando County in the Spring of 2020. Traffic counts are taken when schools are in session; and traffic operates in a normal fashion. However, due to COVID-19, schools in Hernando County were closed and traffic was nowhere near normal, so the project had to be cancelled.

Traffic data is routinely obtained for input into the Congestion Management Process (CMP) which provides an annual 'snapshot' of the congestion levels on the classified road network. This information is an invaluable tool that delivers feedback on how and where to more effectually allocate resources.

The attached Consultant Work Scope of Services in the amount of \$22,642.96, will enable the MPO's general planning consultant, Tindale Oliver and Associates, Inc., to provide count data at 71 locations throughout Hernando County, and the level-of-service analysis for those facilities.

The attached General Planning Consultant form has been approved by the Florida Department of Transportation (FDOT).

It is noted that the MPO contracts directly with Citrus County to provide count data for the northern section of the MPO study area.

FINANCIAL IMPACT

This task is reflected in the adopted Unified Planning Work Program in Tasks 2.1 (Section 5305d Contract G1178) and 3.8 (PL Funding). Funding for this scope was programmed in the Hernando County budget in MPO Fund 1031, Department 34055-5303107 (\$2,642 PL), and Department 34057-5303107 (\$20,000 S5305d G1178).

LEGAL NOTE

Pursuant to Chapter 339.175, F. S., the MPO Board has the authority to take the recommended action.

STAFF RECOMMENDATION

It is recommended that the MPO Board:

1. Approve the Consultant Work Scope of Services for a Hernando County 2021 Traffic Count Update and Analysis in the amount of \$22,642.96; and,
2. Upon approval from the FDOT, authorize MPO staff to issue a Notice to Proceed to the Consultant, Tindale Oliver and Associates, Inc.

REVIEW PROCESS

Carlene Riecsc	Completed	11/09/2020 7:46 AM
Cayce Reagin Dagenhart	Completed	11/09/2020 10:29 AM
Steven Diez	Completed	11/18/2020 1:34 PM
Helen Gornes	Completed	11/20/2020 9:53 AM
Mary Elwin	Completed	11/20/2020 1:16 PM
Garth Coller	Completed	11/20/2020 2:32 PM
Theresia Saenz	Completed	11/25/2020 11:27 AM
MPO	Pending	12/10/2020 1:30 PM



MPO – Consultant Work Authorization

Request # **21-1**

Date Received: **11/9/2020**

PURPOSE

This form is used for coordination/review/approval of MPO - Consultant Work Authorizations using PL, STP and FTA 5305 (d) funds.

MPO / PROJECT

MPO: **Hernando-Citrus MPO**

Contact: **Carlene Riecss**

Project Title: **Hernando County Traffic Counts**

Consultant: **Tindale Oliver**

Completion Date: **6/30/2021**

FUNDING REQUEST

Contract	FPN	Task	Fund Type				Total	✓
			PL Funds	STP Funds	5305(d) Fund Federal Funds	5305(d) Funds State Funds		
G1M00	439335-3-14-01	3.8	\$2,642.96				\$2,642.96	✓
G1I78	401983-1-14-20	2.1			\$16,000.00	\$2,000.00	\$20,000.00	✓
							\$0.00	
							\$0.00	
							\$2,000.00	
<i>Total</i>			\$2,642.96	\$0.00	\$16,000.00	\$2,000.00	\$22,642.96	

APPROVALS

FHWA Review/Approval Required? Yes No

After verification is complete, sign and indicate action.

Funds & activity covered in **Roger Roscoe,**

UPWP: **FCCM**
(Liaison)

Digitally signed by Roger Roscoe, FCCM
Date: 2020.11.10 09:34:56 -05'00'

Approved: Yes No

Fee Hours & Technical review: **Roger Roscoe,**

(Technical) **FCCM**

Digitally signed by Roger Roscoe, FCCM
Date: 2020.11.10 09:35:36 -05'00'

Approved: Yes No

Manager Review: _____

Approved: Yes No

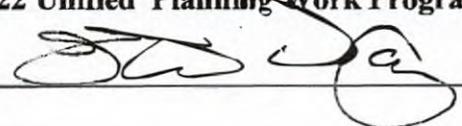
FHWA Review _____

Approved: Yes No

COMMENTS



**REQUEST FOR GPC WORK AUTHORIZATION
FDOT DISTRICT SEVEN**

MPO: Hernando/Citrus MPO	
FPN:	Date: 11/06/2020
Name of General Planning Consultant: Tindale Oliver and Associates	
Project Title: Hernando County Traffic Count Update	
UPWP Task Nos. which this Project Supports: 2.1 Data Collection 3.8 Congestion Management	
Total Project Man-hours: 53 (see attached breakdown included in the Scope of Services)	Total Project Cost: \$22,642.96
	Task: 2.1 - \$20,000 (5305 G1I78) Task 3.8 - \$2,642.96 (PL G1M00)
Indicate All Sources of Funding for this Project:	
<input checked="" type="checkbox"/> PL <input checked="" type="checkbox"/> 5305d <input type="checkbox"/> STP Funds <input type="checkbox"/> State AD@ Funds <input type="checkbox"/> Local Funds <input type="checkbox"/> Other (Specify)	
This scope of services provides an update to the Hernando County Traffic Count program at seventy-one (71) locations in the County. These locations do not include any State or Turnpike roadways. The tasks in this scope will be used in assessing roadway conditions and levels-of-service for transportation and land-use planning applications.	
End Product: Updated Traffic Count map and report	
Date to Be Completed: 6/30/2021	
<u>TO BE COMPLETED BY MPO STAFF</u>	
The project and proposed funding has been reviewed by the MPO Executive Director for consistency with the FY 2021-2022 Unified Planning Work Program.	
SIGNATURE: 	DATE: 4/6/20
<u>TO BE COMPLETED BY FDOT:</u>	
AUTHORIZATION: The above designated MPO is hereby authorized to proceed with the General Planning Consultant Work Assignment described herein, subject to any special conditions described on the attached sheets:	
SIGNATURE: 	DATE: 11-10-2020

Attachment: 01_Hernando Traffic Counts Scope Approval_11-10-2020 (17616 : Hernando County Traffic Counts 2021 - Consultant Work Scope)

CONSULTANT TASK WORK ORDER

2021 HERNANDO COUNTY TRAFFIC COUNT PROGRAM HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION

SCOPE OF SERVICES

October 20, 2020

DESCRIPTION OF SERVICES

The purpose of this task is to continue the Hernando County Count Program by collecting new count data that can be used in assessing roadway conditions and levels-of-service for transportation and land-use planning applications. This task work order includes the count station locations chosen for 2021.

The Hernando County Count Program includes approximately 175 count stations located throughout the County. Many of these stations are located on state roadways and count data is collected by the Florida Department of Transportation and made available to the Hernando/Citrus Metropolitan Planning Organization (MPO).

For non-state facilities, the MPO uses its resources to collect traffic counts on a recurring basis. The frequency of a count being taken at a given location is determined by several factors, including total volume, roadway classification, volume/capacity ratio, and available resources as it is not financially feasible to count every station every year. The MPO staff analyzes these factors and determines which locations will be counted in any given year.

ACTIVITY SUMMARY

The following work tasks are associated with the 2021 traffic count data collection program:

- 2021 Field Data Collection
 - 72-Hour Volume Counts at 71 locations (County and local jurisdiction roads).
- Data Download
 - Field data will be downloaded and reported in standard format
 - Volumes will be provided at 15-minute intervals to quantify demand at peak and off-peak times
- Quality Control
 - Downloaded data will be checked for consistency with count data from previous years and analyzed to ensure that no count errors or failure occurred during the duration of the count
 - At locations where data errors are suspected or equipment failure evident, recounts will be taken
- Reporting and Deliverables

TASKS

Task 1 – Field Data Collection

The following requirements shall apply to the traffic count data collection program:

- Traffic count data shall be collected on Tuesdays, Wednesdays, and Thursdays, excluding holidays and those days immediately before and after legal holidays;
- The following information shall be compiled for each traffic count station:
 - Directional traffic volumes by 15-minute, 60-minute, and 24-hour intervals;
 - Directional, peak-hour traffic volumes;

- o Peak direction of traffic in the peak hour of each 24-hour period;
- GPS (Global Positioning System) coordinates shall be provided for each traffic count location and converted into Decimal Degrees;
- Count data shall be collected within the allotted time subject to weather and recount limitations;
- The CONSULTANT shall notify the MPO staff as soon as possible if field conditions are encountered that prohibit the collection of count data at any of the specified count station;
- The CONSULTANT shall follow the guidelines provided in the U.S. Department of Transportation; Federal Highway Administration Office of Highway Policy Information's "Traffic Monitoring Guide" dated September 2013 or later revisions;

Task 2 – Data Download and Processing

The following data download requirements shall be applied for each count:

- Standard and consistent care will be taken in downloading and processing count data per the instructions provided by the traffic count device manufacturer
- Counts will be processed using applicable software to ensure consistency
- Any errors in processing the data will be noted and the necessity for a re-count will be assessed on a case-by-case basis.

Task 3 – Quality Control

The following quality control procedures will be applied:

- Once processed, data results will be compared to previous years for consistency and order of magnitude
- Each count will be reviewed for consistency across days
- A review will be made of each count to identify any data gaps or indications of equipment malfunction or failure

Task 4 – Reporting and Deliverables

The following describe the reporting format and deliverables:

- A report document will be produced and delivered in draft and final version
 - o The report will include a county-level map which displays the locations of the 2021 counts
 - o The report will include a printout of count data at 15-minute intervals for each location.
- The MPO's count spreadsheet will be updated to include the 2021 counts

LOCATIONS TO BE COUNTED

Seventy-one (71) count locations in Hernando County. These locations are County and local jurisdiction roads only and do not include any State or Turnpike roadways.

PROJECT SCHEDULE

The counts will be collected over a 60-day period in early 2021. Field data collection will begin within two weeks of receipt of the official notice-to-proceed (NTP) being issued by the Hernando/Citrus MPO.

All deliverables will be provided within 30 days of the field data collection being completed (approximately 100 days from the official NTP).

FEE

A breakdown of the task fee is displayed in Exhibit A. The fee includes a unit cost for each count, plus hourly-based charges for processing, managing, and reporting the data. The total fee for collecting seventy-one (71) 72-hour counts is \$22,642.96.

EXHIBIT A
ESTIMATE OF WORK EFFORT

Name of Project: 2021 Hernando County Traffic Count Program
Contact #20-RG0056 MPO General Planning Consultant

Firm: Tindale Oliver & Associates
Date: 10/15/2020
Estimator: Rob Cursey

SubTask	Staff Classification	Principal	Project Manager	Project Planner	Planner	GIS Specialist	Admin/ Clerical	Hours By Activity	Salary Cost By Activity	Average Rate Per Hour
		\$283.78	\$141.38	\$128.79	\$86.27	\$119.20	\$61.76			
Field Data Collection		0	2	0	0	0	0	2	\$282.76	\$141.38
Data Download and Processing		0	2	0	16	2	0	20	\$1,901.48	\$95.07
Quality Control		1	1	8	16	0	0	26	\$2,835.80	\$109.07
Reporting and Deliverables		0	2	0	0	2	1	5	\$582.92	\$116.58
Total Staff Hours		1	7	8	32	4	1	53		
Total Staff Cost		\$283.78	\$989.66	\$1,030.32	\$2,760.64	\$476.80	\$61.76		\$5,602.96	\$105.72

SUBTOTAL - PRIME	\$5,602.96	
Special Consultant (Count Data Collection)	\$17,040.00	(71 counts @ \$240 per)
GRAND TOTAL ESTIMATED FEE:	\$22,642.96	

Attachment: 01_Hernando Traffic Counts Scope_Approval_11-10-2020 (17616 : Hernando County Traffic



ESTIMATE

National Data & Surveying Services p: 954-356-2728
The Leading Traffic Data Collection Company

Date
11/1/2019

Citrus/Hernando County

To: Robert Cursey Jr
Tindale Oliver
1000 N. Ashley Dr, Suite 400
Tampa, FL 33602
813.224.8862

Service Type	Description	Quantity	Rate
	Tier 2 price (41-69 miles of Tampa)		
ADT-03	24 Hr Volume Machine Count	1	\$ 110.00
ADT-03	24 Hr Class/Speed Machine Count	1	\$ 145.00
ADT-03	48 Hr Volume Machine Count	1	\$ 175.00
ADT-03	48 Hr Class/Speed Machine Count	1	\$ 215.00
ADT-03	72 Hr Volume Machine Count	1	\$ 240.00
ADT-03	72 Hr Class/Speed Machine Count	1	\$ 285.00

Danna Pimentel
Client Manager

NDS-National Data & Surveying Services

7493 NW 4th Street, Plantation, FL 33317
Tel: (954) 356-2728 | Fax: (323) 375-1666
www.ndsdata.com



Attachment: 01_Hernando Traffic Counts Scope Approval_11-10-2020 (17616 : Hernando County Traffic Counts 2021 - Consultant Work Scope)

Hernando County 2021 Traffic Counts

Station	Facility Name	From:	To:
51	Ayers Rd (CR 576)	Broad St. (US 41)	Culbreath Rd (CR 581)
59	Barclay Rd.	Powell Rd. (CR 572)	Spring Hill Dr. (CR 574)
61	California St.	Wiscon Rd	Powell Rd
80	Cedar Ln	Cortez Blvd (SR 50)	Powell Rd
57	Centralia Rd	Sunshine Grove Rd (CR 493)	Citrus Way (CR 491)
13	Citrus Way (CR 491)	Centralia Rd (CR 476)	Ft. Dade Ave (OLD 50W)
11	Citrus Way (CR 491)	Citrus County	Ponce de Leon Blvd (US 98)
12	Citrus Way (CR 491)	Ponce de Leon Blvd (US 98)	Centralia Rd (CR 476)
17	Cobb Rd (CR 485)	Ponce de Leon Blvd (US 98)	Yontz Rd
18	Cobb Rd (CR 485)	Yontz Rd	Cortez Blvd (SR 50)
29	Cortez Blvd (CR 550)	Pine Island Dr (CR 495)	Shoal Line Blvd (SR 597)
30	Cortez Blvd (CR 550)	Shoal Line Blvd (SR 597)	U.S. 19 (SR 55)
85	County Line Rd (CR 578)	Oak Chase Blvd.	Suncoast Parkway
63	Croom Rd	Broad St. (US 41)	McIntyre Rd
24	Culbreath Rd (CR 581)	Ayers Rd (CR 576)	Pasco County
23	Culbreath Rd (CR 581)	Powell Rd (CR 572)	Ayers Rd (CR 576)
5	Deltona Blvd (CR 595)	Cortez Blvd (SR 50)	Northcliffe Blvd
90	Deltona Blvd (CR 595)	Northcliffe Blvd	Forest Oaks Blvd
91	Elgin Blvd	Deltona Blvd (CR 595)	Mariner Blvd
65	Elgin Blvd	Mariner Blvd	Barclay Rd
92	Emerson Rd (CR 581)	Jefferson St (SR 50A)	Cortez Blvd (SR 50)
111	Forest Oaks Blvd.	US 19 (SR 55)	Deltona Blvd.
14	Ft. Dade Ave (Old 50W)	Cortez Blvd (SR 50)	Citrus Way (CR 491)
15	Ft. Dade Ave (Old 50W)	Citrus Way (CR 491)	Cobb Rd (CR 485)
114	Jacqueline Rd.	Weeping Willow St.	Sunshine Grove Rd.
112	Jasmine Dr.	Mondon Hill Rd (CR 484)	Jefferson St. (SR 50A)
83	Kettering Rd	Cortez Blvd (SR 50/US 98)	Power Line Rd
45	Lake Lindsey Rd (CR 476)	Broad St. (US 41)	Sumter County
96	Landover Blvd.	Mariner Blvd (CR 587)	Northcliffe Blvd
103	Main St.	Broad St (US 41)	Cortez Blvd (SR 50)
101	Main St.	Ft. Dade Ave.	Jefferson St (SR 50A)
102	Main St.	Jefferson St (SR 50A)	Broad St (US 41)
66	Mariner Blvd (CR 587)	Cortez Blvd (SR 50)	Elgin Blvd
117	Mariner Blvd (CR 587)	Jacqueline Rd.	Cortez Blvd (SR 50)
9	Mariner Blvd (CR 587)	Linden Dr	Spring Hill Dr (CR 574)
106	Maritin Luther King, Jr. Blvd.	Main St.	Jefferson Ave. (SR 50A)
105	Martin Luther King, Jr. Blvd.	Broad St. (US 41)	Main St.
113	Mc Intyre Rd.	Croom Rd (CR 480)	Mondon Hill Rd (CR 484)
19	Mondon Hill Rd (CR 484)	Broad St. (US 41)	Soult Rd.
71	Mondon Hill Rd (CR 484)	Soult Rd.	Cortez Blvd (SR 50/US 98)
86	Myers Rd	Church Rd	Pasco County
87	Nightwalker Rd	Cortez Blvd (SR 50)	Ridge Rd
107	North Ave.	Ponce DeLeon Blvd. (US 98)	Howell Ave.
41	Northcliffe Blvd	Deltona Blvd (CR 589)	Landover Blvd
97	Northcliffe Blvd	Landover Blvd	Mariner Blvd (CR 587)
40	Northcliffe Blvd	US 19 (SR 55)	Deltona Blvd (CR 589)
3	Osowaw Blvd (CR 595)	Pasco County	Shoal Line Blvd (CR 597)
4	Osowaw Blvd (CR 595)	Shoal Line Blvd (CR 597)	US 19 (SR 55)
49	Powell Rd	Broad St. (US 41)	Emerson Rd (CR 581)

Hernando County 2021 Traffic Counts

Station	Facility Name	From:	To:
50	Powell Rd	Emerson Rd (CR 581)	Spring Lake Hwy (CR 541)
95	Powell Rd	Barclay Rd.	California St.
48	Powell Rd (CR 572)	California St.	Broad St. (US 41)
84	Ridge Manor Blvd	Cortez Blvd (SR 50/US 98)	US 301
94	Ridge Rd	US 19 (SR 55)	Nightwalker Rd
2	Shoal Line Blvd (CR 597)	Calienta St.	Osoaw Blvd (CR 595)
70	Shoal Line Blvd (CR 597)	Cortez Blvd (CR 550)	Calienta St.
21	Snow Memorial Hwy (CR 481)	Lake Lindsey Rd (CR 476)	Broad St. (US 41)
20	Snow Memorial Hwy (CR 81)	Citrus County	Lake Lindsey Rd (CR 476)
98	Spring Hill Dr (CR 574)	Anderson Snow Rd	Suncoast Parkway
36	Spring Hill Dr (CR 574)	Finland Dr	Anderson Snow Rd
37	Spring Hill Dr (CR 574)	Suncoast Parkway	Broad St. (US 41)
26	Spring Lake Hwy (CR 541)	Cortez Blvd (SR 50/US 98)	Powell Rd (CR 572)
28	Spring Lake Hwy (CR 541)	Hickory Hill Rd	Pasco County Line
27	Spring Lake Hwy (CR 541)	Powell Rd (CR 572)	Hickory Hill Rd
8	Sunshine Grove Rd (CR493)	Centralia Rd (CR 476)	Ken Austin Pkwy.
115	Sunshine Grove Rd (CR493)	Ken Austin Pkwy	Cortez Blvd (SR 50)
118	Weeping Willow St.	Jacqueline Rd.	Cortez Blvd (SR 50)
55	Wiscon Rd	California St	Broad St. (US 41)
54	Wiscon Rd	Cortez Blvd (SR 50)	California St
46	Yontz Rd	Cobb Rd (CR 485)	Ponce de Leon Blvd (US 98)
47	Yontz Rd	Ponce de Leon Blvd (US 98)	Broad St. (US 41)



AGENDA ITEM

Initiator: Carlene Riecsc
DOC ID: 17479
Legal Request Number:

TITLE

Proposed 2021 Meeting Schedule for Hernando/Citrus MPO Board

BRIEF OVERVIEW

The proposed meeting dates for the 2021 MPO schedule are listed below. The meetings will be held in Citrus County at the Lecanto Government Building, 3600 W. Sovereign Path, Room 166, Lecanto. All meetings will be scheduled to begin at 1:30 p.m. Because timelines associated with work products can vary, tentative meetings were added to the schedule.

- Monday, January 25, 2021
- Thursday, February 18, 2021(tentative)
- Thursday, March 18, 2021
- Thursday April 15, 2021 (tentative)
- Thursday, May 13, 2021
- Thursday, June 17, 2021
- Thursday, July 15, 2021 (tentative)
- Thursday, August 19, 2021
- Thursday, September 23, 2021
- Thursday, October 21, 2021
- No Meeting in November
- Thursday, December 9, 2021

FINANCIAL IMPACT

LEGAL NOTE

Pursuant to Chapter 339.175, FS, the MPO Board has the authority to take the recommended action.

STAFF RECOMMENDATION

It is recommended that the MPO Board approve the proposed MPO meeting schedule for the 2021 calendar year.

REVIEW PROCESS

Carlene Riecsc	Completed	09/29/2020 1:44 PM
Cayce Reagin Dagenhart	Completed	10/01/2020 9:37 AM

Steven Diez	Completed	09/30/2020 11:31 AM
Garth Coller	Completed	10/02/2020 12:12 PM
Theresia Saenz	Completed	10/30/2020 8:45 AM
MPO	Completed	11/12/2020 1:30 PM

12/2/2020



HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION

2021 BOARD / COMMITTEE MEETING SCHEDULE

1661 Blaise Drive
 Brooksville, FL 34601
 Phone (352) 754-4082

	HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION	HERNANDO/CITRUS TECHNICAL ADVISORY COMMITTEE	HERNANDO/CITRUS CITIZENS ADVISORY COMMITTEE	HERNANDO/CITRUS BICYCLE/PEDESTRIAN ADVISORY COMMITTEE	HERNANDO COUNTY TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD	CITRUS COUNTY TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD	METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL
TIME:	1:30 PM	10:00 AM	1:00 PM	3:30 PM	10:00 AM	10:30 AM	
JANUARY	25 (MONDAY)	12 (TUESDAY)*	12 (TUESDAY)*	12 (TUESDAY)*			28 (THURSDAY)
FEBRUARY	18 - tentative (THURSDAY)	24 (WEDNESDAY)**	24 (WEDNESDAY)**	24 (WEDNESDAY)**	10 (WEDNESDAY)*	11 (THURSDAY)**	
MARCH	18 (THURSDAY)						
APRIL	15 - tentative (THURSDAY)	21 (WEDNESDAY)*	21 (WEDNESDAY)*	21 (WEDNESDAY)*			29 (THURSDAY)
MAY	13 (THURSDAY)	26 (WEDNESDAY)**	26 (WEDNESDAY)**	26 (WEDNESDAY)**	19 (WEDNESDAY)*	20 (THURSDAY)**	
JUNE	17 (THURSDAY)	30 tentative (WEDNESDAY)*	30 tentative (WEDNESDAY)*	30 tentative (WEDNESDAY)*			
JULY	15 - tentative (THURSDAY)						29 (THURSDAY)
AUGUST	19 (THURSDAY)	25 (WEDNESDAY)**	25 (WEDNESDAY)**	25 (WEDNESDAY)**	11 (WEDNESDAY)*	12 (THURSDAY)**	
SEPTEMBER	23 (THURSDAY)	29 (WEDNESDAY)*	29 (WEDNESDAY)*	29 (WEDNESDAY)*			
OCTOBER	21 (THURSDAY)						28 (THURSDAY)
NOVEMBER - no MPO					17 (WEDNESDAY)*	18 (THURSDAY)**	
DECEMBER	9 (THURSDAY)	1 (WEDNESDAY)**	1 (WEDNESDAY)**	1 (WEDNESDAY)**			

2021 HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO) BOARD MEETING LOCATION: 3600 W. Sovereign Path, Room 166, Lecanto , FL

*HERNANDO/CITRUS MPO COMMITTEE MEETING LOCATION (TDLCB, TAC, CAC, BPAC): Hernando County Building Division Training Facility, 1661 Blaise Drive, Brooksville, FL

**HERNANDO/CITRUS MPO COMMITTEE MEETING LOCATION (LCB, TAC, CAC, BPAC): Citrus Transit Center, 1300 South Lecanto Highway, Lecanto, FL

METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL (MPOAC) MEETING LOCATION: Orlando Airport Marriott Lakeside, 7499 Augusta National Drive, Orlando, FL 32822

Attachment: 10-14-20 2021 Board-Committee Meeting Calendar (17479) : Proposed 2021 Meeting Schedule for Hernando/Citrus MPO Board

**AGENDA ITEM**

TITLE

Bicycle Pedestrian Advisory Committee (BPAC) member appointments

BRIEF OVERVIEW

The Hernando/Citrus Bicycle Pedestrian Advisory Committee (BPAC) consists of thirteen (13) voting members representing citizens and MPO member government agencies, and one non-voting representative from FDOT. Twelve (12) of the thirteen (13) member positions are currently filled; however, two (2) member positions will expire on December 12, 2020. Both members have reapplied to serve another two (2) year term:

1. Unincorporated Citrus County - James McLean
2. Unincorporated Citrus County - Dennis Reiland

MPO member government representatives are not subject to the two (2) year term limitation. Hernando County Parks and Recreation Department has requested that Alicia Minnie serve as their regular member, with Nicole Bell as the alternate.

The only vacancy is an MPO member government representative from the City of Crystal River.

FINANCIAL IMPACT

None.

LEGAL NOTE

Pursuant to Chapter 339.175, FS, the MPO Board has the authority to take the recommended action.

STAFF RECOMMENDATION

It is recommended that the MPO Board:

1. Reappoint James McLean to the Unincorporated Citrus County BPAC position for a 2 year term expiring on 12/12/2022
2. Reappoint Dennis Reiland to one of the unincorporated Citrus County positions for a 2 year term expiring on 12/12/2022
3. Appoint Alicia "Michele" Minnie as the regular member representing Hernando County Parks and Recreation, and Nicole Bell as the Alternate.

REVIEW PROCESS

Carlene Riecsc	Completed	11/06/2020 8:35 AM
Cayce Reagin Dagenhart	Completed	11/06/2020 8:55 AM
Steven Diez	Completed	11/06/2020 9:03 AM
Garth Coller	Completed	11/06/2020 9:06 AM
Theresia Saenz	Completed	11/17/2020 4:24 PM
MPO	Pending	12/10/2020 1:30 PM

**HERNANDO/CITRUS
METROPOLITAN PLANNING ORGANIZATION
BOARD / COMMITTEE APPLICATION**

(Please type or print clearly.)

Name _____
(Your name must be listed as it appears on your driver's license)

THE FOLLOWING INFORMATION IS REQUIRED FOR COUNTY RECORDS AND BECOMES PUBLIC RECORD UPON SUBMITTING THIS APPLICATION. IF YOU BELIEVE THAT YOU QUALIFY FOR AN EXEMPTION TO THE RELEASE OF THIS INFORMATION, PURSUANT TO F.S. 119.07, PLEASE STATE THE BASIS OF YOUR EXEMPTION.

Are you a resident of Hernando County? _____ **Citrus County?** _____ **For how long?** _____

Do you reside within the city limits of Brooksville? _____ **Crystal River?** _____ **Inverness?** _____

Physical Address _____ **City** _____ **Zip** _____

Mailing Address (if different) _____ **City** _____ **Zip** _____

Telephone (home) _____ (business/other) _____ **Email** _____

Education _____
(Please include any certificates, awards, diplomas, degrees, professional license numbers, etc.)

Present Employment _____

These committees may require travel outside of your county of residence. Are you willing to travel to Hernando or Citrus Counties as necessary to remain active and keep current on committee issues and participate in meetings? _____

Have you ever been convicted, plead guilty or no contest, or entered into PTI for a felony or 1st/2nd degree misdemeanor?

(Answering yes does not automatically disqualify you for consideration)

If yes, what charges? _____

Are you currently involved as a defendant in a criminal case? _____

If yes, what charges? _____

Have you ever been named as a defendant in a civil action suit? _____

If yes, when and describe action _____

Please state your reasons for applying to this Board/Committee: _____

Please list three references, including addresses, phone numbers and email address.

- 1. _____
- 2. _____
- 3. _____

Attachment: Application - BPAC Reiland (17611 : BPAC Member Appointment)

I hereby request consideration as a board/committee appointee. It is my intention to familiarize myself with the duties and responsibilities of the office to which I may be appointed, and to fulfill the appointment to the best of my ability, exercising good judgment, fairness, impartiality, and faithful attendance. I also agree to file a Financial Disclosure form as required by State law, if applicable, and abide by the provisions of the State Sunshine Law.

APPLICANT'S SIGNATURE _____ **DATE** _____

POSITION APPLYING FOR: _____ (ALL POSITIONS ARE STRICTLY VOLUNTARY)

_____ **BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)** – 2 year term, 11 members

_____ **CITIZENS ADVISORY COMMITTEE (CAC)** – 2 year term, 11 members

_____ **HERNANDO COUNTY TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB)** – 3 year term, 17 members (some positions require agency participation.)

Completed applications may be submitted to the Hernando/Citrus MPO, 1661 Blaise Drive, Brooksville, Florida 34601, email mpo@hernandocounty.us, or fax to 352-754-4420.

Attachment: Application - BPAC Reiland (17611 : BPAC Member Appointment)

**HERNANDO/CITRUS
METROPOLITAN PLANNING ORGANIZATION
BOARD / COMMITTEE APPLICATION**

(Please type or print clearly.)

Name JAMES W. McLEAN
(Your name must be listed as it appears on your driver's license)

THE FOLLOWING INFORMATION IS REQUIRED FOR COUNTY RECORDS AND BECOMES PUBLIC RECORD UPON SUBMITTING THIS APPLICATION. IF YOU BELIEVE THAT YOU QUALIFY FOR AN EXEMPTION TO THE RELEASE OF THIS INFORMATION, PURSUANT TO F.S. 119.07, PLEASE STATE THE BASIS OF YOUR EXEMPTION.

Are you a resident of Hernando County? _____ Citrus County? For how long? 17 YRS

Do you reside within the city limits of Brooksville? _____ Crystal River? _____ Inverness? _____

Physical Address 635 N. HEATHROW DR City LECANTO Zip 34461

Mailing Address (if different) _____ City _____ Zip _____

Telephone (home) 352 341-3910 (business/other) _____ Email JIMCAN1010@AOL.COM

Education 1 1/2 YRS COLLEGE, 3 1/2 YRS TECHNICAL SCHOOL
(Please include any certificates, awards, diplomas, degrees, professional license numbers, etc.)

Present Employment RETIRED

These committees may require travel outside of your county of residence. Are you willing to travel to Hernando or Citrus Counties as necessary to remain active and keep current on committee issues and participate in meetings? YES

Have you ever been convicted, plead guilty or no contest, or entered into PTI for a felony or 1st/2nd degree misdemeanor? NO
(Answering yes does not automatically disqualify you for consideration)

If yes, what charges? _____

Are you currently involved as a defendant in a criminal case? NO

If yes, what charges? _____

Have you ever been named as a defendant in a civil action suit? NO

If yes, when and describe action _____

Please state your reasons for applying to this Board/Committee: ADVOCATE FOR BICYCLE, PEDESTRIAN SAFETY - BIKE TRAILS - ROADWAY IMPROVEMENTS - FUTURE PLANNING

Please list three references, including addresses, phone numbers and email address.

1. JENICE REICHENBACH, 41 N. ARCHWOOD DR, INVERNESS, FL 34450, 352-344-1646 JENICE@TAMPA BAY.RR.COM
2. DENNIS REILAND, 6170 S. SUNWAY PT, FLORAL CITY, 34436, 352-637-6191, DREILAND@TAMPA BAY.RR.CO
3. TOM HAINES, 264 E. REEHILL ST, LECANTO 34461 352 552-7937, HAINESTHO@GMAIL.COM

Attachment: Application - BPAC McLean (17611 : BPAC Member Appointment)

I hereby request consideration as a board/committee appointee. It is my intention to familiarize myself with the duties and responsibilities of the office to which I may be appointed, and to fulfill the appointment to the best of my ability, exercising good judgment, fairness, impartiality, and faithful attendance. I also agree to file a Financial Disclosure form as required by State law, if applicable, and abide by the provisions of the State Sunshine Law.

APPLICANT'S SIGNATURE James W. McLean DATE 10/2/2020

POSITION APPLYING FOR: _____ (ALL POSITIONS ARE STRICTLY VOLUNTARY)

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) – 2 year term, 11 members

_____ CITIZENS ADVISORY COMMITTEE (CAC) – 2 year term, 11 members

_____ HERNANDO COUNTY TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB) – 3 year term, 17 members (some positions require agency participation.)

Completed applications may be submitted to the Hernando/Citrus MPO, 1661 Blaise Drive, Brooksville, Florida 34601, email mpo@hernandocounty.us, or fax to 352-754-4420.

Attachment: Application - BPAC McLean (17611 : BPAC Member Appointment)

**AGENDA ITEM****TITLE**

Citizens Advisory Committee (CAC) Appointments

BRIEF OVERVIEW

The Hernando/Citrus Citizens Advisory Committee (CAC) consists of eleven (11) citizen positions appointed by the MPO. Six (6) of the eleven (11) positions are currently filled; however, three (3) member positions will expire by December 31, 2020. All three (3) members have reapplied to serve another term as follows:

1. Unincorporated Citrus County at large - Beverly Howard
2. City of Inverness - Karen Esty
3. City of Brooksville - Ron Lawson

MPO staff continues to advertise position vacancies on our website, social media platforms and both the Hernando and Citrus Counties websites. Additionally, contact has been made with homeowner's groups in the MPO area for volunteers and other citizen organizations. There are five (5) positions currently vacant.

1. Hernando County Unincorporated
2. Hernando County Low Income or Minority
3. Citrus County Low Income or Minority
4. Citrus County Public Transit User
5. City of Crystal River

FINANCIAL IMPACT

None.

LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the MPO Board has the authority to take the recommended action.

STAFF RECOMMENDATION

It is recommended that the MPO Board:

1. Reappoint Beverly Howard to the Unincorporated Citrus County CAC position for a 2 year term expiring on 12/31/2022
2. Reappoint Karen Esty to the City of Inverness CAC position for a 2 year term

expiring on 12/31/2022

3. Reappoint Ron Lawson to the City of Brooksville CAC position for a 2 year term
expiring on 12/31/2022

REVIEW PROCESS

Carlene Riecsc	Completed	11/06/2020 8:38 AM
Cayce Reagin Dagenhart	Completed	11/06/2020 8:51 AM
Steven Diez	Completed	11/06/2020 9:05 AM
Garth Coller	Completed	11/06/2020 9:05 AM
Theresia Saenz	Completed	11/19/2020 3:45 PM
MPO	Pending	12/10/2020 1:30 PM

**HERNANDO/CITRUS
METROPOLITAN PLANNING ORGANIZATION
BOARD / COMMITTEE APPLICATION**

(Please type or print clearly.)

Name Beverly Head Howard

(Your name must be listed as it appears on your driver's license)

THE FOLLOWING INFORMATION IS REQUIRED FOR COUNTY RECORDS AND BECOMES PUBLIC RECORD UPON SUBMITTING THIS APPLICATION. IF YOU BELIEVE THAT YOU QUALIFY FOR AN EXEMPTION TO THE RELEASE OF THIS INFORMATION, PURSUANT TO F.S. 119.07, PLEASE STATE THE BASIS OF YOUR EXEMPTION.

Are you a resident of Hernando County? _____ Citrus County? X For how long? 20 years

Do you reside within the city limits of Brooksville? _____ Crystal River? _____ Inverness? _____

Physical Address 13 Byronima Court West City Homosassa Zip 34446

Mailing Address (if different) _____ City _____ Zip _____

Telephone (home) 352-220-2525 (business/other) 352-382-0940 Email bev_jo_howard@yahoo.com

Education BS in Education, Samford University, Birmingham, AL; Masters in Education, Grand Canyon University
(Please include any certificates, awards, diplomas, degrees, professional license numbers, etc.)

Present Employment Retired Educator

These committees may require travel outside of your county of residence. Are you willing to travel to Hernando or Citrus Counties as necessary to remain active and keep current on committee issues and participate in meetings? X

Have you ever been convicted, plead guilty or no contest, or entered into PTI for a felony or 1st/2nd degree misdemeanor? No

(Answering yes does not automatically disqualify you for consideration)

If yes, what charges? _____

Are you currently involved as a defendant in a criminal case? No

If yes, what charges? _____

Have you ever been named as a defendant in a civil action suit? No

If yes, when and describe action _____

Please state your reasons for applying to this Board/Committee: I am an advocate for safe travel on our roadways for all modes of transportation.

Please list three references, including addresses, phone numbers and email address.

1. Wann Robinson, 2419 E. Hampshire Street, Inverness 34453; 352-228-9016; wannrobinsong@gmail.com

2. Mike Shilko, 80 N Leafland Pt, Lecanto 34461; 816-560-2960; shilkom@yahoo.com

3. Pat VanNess, 9779 N. Cavewood Ave., Crystal River 34428; memawv@yahoo.com

Attachment: Application- CAC Howard (17610 : Citizens Advisory Committee (CAC) Appointments)

I hereby request consideration as a board/committee appointee. It is my intention to familiarize myself with the duties and responsibilities of the office to which I may be appointed, and to fulfill the appointment to the best of my ability, exercising good judgment, fairness, impartiality, and faithful attendance. I also agree to file a Financial Disclosure form as required by State law, if applicable, and abide by the provisions of the State Sunshine Law.

APPLICANT'S SIGNATURE Beverly Head Howard DATE 09/24/2020

POSITION APPLYING FOR: Citizens Advisory Committee (ALL POSITIONS ARE STRICTLY VOLUNTARY)

 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) – 2 year term, 11 members

 x CITIZENS ADVISORY COMMITTEE (CAC) – 2 year term, 11 members

 HERNANDO COUNTY TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB) – 3 year term, 17 members (some positions require agency participation.)

Completed applications may be submitted to the Hernando/Citrus MPO, 1661 Blaise Drive, Brooksville, Florida 34601, email mpo@hernandocounty.us, or fax to 352-754-4420.

Attachment: Application- CAC Howard (17610 : Citizens Advisory Committee (CAC) Appointments)

HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION BOARD / COMMITTEE APPLICATION

(Please type or print clearly.)

Name KADEN Godwin ESTY
(Your name must be listed as it appears on your driver's license)

THE FOLLOWING INFORMATION IS REQUIRED FOR COUNTY RECORDS AND BECOMES PUBLIC RECORD UPON SUBMITTING THIS APPLICATION. IF YOU BELIEVE THAT YOU QUALIFY FOR AN EXEMPTION TO THE RELEASE OF THIS INFORMATION, PURSUANT TO F.S. 119.07, PLEASE STATE THE BASIS OF YOUR EXEMPTION.

Are you a resident of Hernando County? _____ Citrus County? X For how long? _____

Do you reside within the city limits of Brooksville? _____ Crystal River? _____ Inverness? X

Physical Address 2409 WILSON STREET City INNERNESS Zip 3445

Mailing Address (if different) N/A City _____ Zip _____

Telephone (home) 352-344-1526 (business/other) N/A Email KADENESTY2409@GMAIL

Education H.S. MIAMI DEDCC, CERTIFIED MEDICAL ASSISTANT
(Please include any certificates, awards, diplomas, degrees, professional license numbers, etc.)

Present Employment RETIRED

These committees may require travel outside of your county of residence. Are you willing to travel to Hernando or Citrus Counties as necessary to remain active and keep current on committee issues and participate in meetings? YES

Have you ever been convicted, plead guilty or no contest, or entered into PTI for a felony or 1st/2nd degree misdemeanor? NO

(Answering yes does not automatically disqualify you for consideration)

If yes, what charges? N/A

Are you currently involved as a defendant in a criminal case? NO

If yes, what charges? N/A

Have you ever been named as a defendant in a civil action suit? NO

If yes, when and describe action N/A

Please state your reasons for applying to this Board/Committee: TO BEING IMPORTANT LONG RANGE TRANSPORTATION PLANS AND NEEDS TO THE MPO

Please list three references, including addresses, phone numbers and email address.

- PAT WADE 10857 RUNNING DEER PT, INNERNESS 34452, 352-341-1937 PROZLAD@GMAIL.CO
- CHARLIE MCGADEY 13990 SW 192 ST, MIAMI 33177, 305-233-8965 NO EMAIL
- DEBRA FLYNN, 9985 POMEGRANATE ST, CRYSTAL RIVER 34428 - 305-322-5976 TEXT ON

Attachment: Application - CAC Esty (17610 : Citizens Advisory Committee (CAC) Appointments)

I hereby request consideration as a board/committee appointee. It is my intention to familiarize myself with the duties and responsibilities of the office to which I may be appointed, and to fulfill the appointment to the best of my ability, exercising good judgment, fairness, impartiality, and faithful attendance. I also agree to file a Financial Disclosure form as required by State law, if applicable, and abide by the provisions of the State Sunshine Law.

APPLICANT'S SIGNATURE Jorge Esty DATE 9-22-20

POSITION APPLYING FOR: CITIZENS Advisory Committee (ALL POSITIONS ARE STRICTLY VOLUNTARY)

- BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) – 2 year term, 11 members
- CITIZENS ADVISORY COMMITTEE (CAC) – 2 year term, 11 members
- HERNANDO COUNTY TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB) – 3 year term, 17 members (some positions require agency participation.)

Completed applications may be submitted to the Hernando/Citrus MPO, 1661 Blaise Drive, Brooksville, Florida 34601, email mpo@hernandocounty.us, or fax to 352-754-4420.

Attachment: Application - CAC Esty (17610 : Citizens Advisory Committee (CAC) Appointments)

**HERNANDO/CITRUS
METROPOLITAN PLANNING ORGANIZATION
BOARD / COMMITTEE APPLICATION**

(Please type or print clearly.)

Name LAWSON, RONALD HENRY
(Your name must be listed as it appears on your driver's license)

THE FOLLOWING INFORMATION IS REQUIRED FOR COUNTY RECORDS AND BECOMES PUBLIC RECORD UPON SUBMITTING THIS APPLICATION. IF YOU BELIEVE THAT YOU QUALIFY FOR AN EXEMPTION TO THE RELEASE OF THIS INFORMATION, PURSUANT TO F.S. 119.07, PLEASE STATE THE BASIS OF YOUR EXEMPTION.

Are you a resident of Hernando County? YES Citrus County? _____ For how long? 30+ YEARS

Do you reside within the city limits of Brooksville? YES Crystal River? _____ Inverness? _____

Physical Address 9 CROSBY ST City BROOKSVILLE Zip 34601

Mailing Address (if different) SAME City _____ Zip _____

Telephone (home) 352-799-0513 (business/other) 352-232 6643 Email MRRON154@YAHOO.COM

Education A.S. DEGREE PHCC.
(Please include any certificates, awards, diplomas, degrees, professional license numbers, etc.)

Present Employment RETIRED

These committees may require travel outside of your county of residence. Are you willing to travel to Hernando or Citrus Counties as necessary to remain active and keep current on committee issues and participate in meetings? YES

Have you ever been convicted, plead guilty or no contest, or entered into PTI for a felony or 1st/2nd degree misdemeanor? No
(Answering yes does not automatically disqualify you for consideration)

If yes, what charges? _____

Are you currently involved as a defendant in a criminal case? No

If yes, what charges? _____

Have you ever been named as a defendant in a civil action suit? No

If yes, when and describe action _____

Please state your reasons for applying to this Board/Committee: STAYING ACTIVE IN THE COMMUNITY ON SEVERAL BOARDS

Please list three references, including addresses, phone numbers and email address.

1. JOHN EMERSON 201 Howell Ave Brooksville, FL 34601 352-754-4190
2. DAVID GONZALEZ 10005 Cortez Blvd Brooksville FL 34610 352-596-4000 X3100 DGONZALEZ@WREC.NET
3. MICHAEL VAN 489 Leafy Way Ave Spring Hill, FL 34606 352-686-2108

Attachment: Application -- CAC Lawson (17610 : Citizens Advisory Committee (CAC) Appointments)

I hereby request consideration as a board/committee appointee. It is my intention to familiarize myself with the duties and responsibilities of the office to which I may be appointed, and to fulfill the appointment to the best of my ability, exercising good judgment, fairness, impartiality, and faithful attendance. I also agree to file a Financial Disclosure form as required by State law, if applicable, and abide by the provisions of the State Sunshine Law.

APPLICANT'S SIGNATURE *Donald Lawson* DATE 9-23-20

POSITION APPLYING FOR: CITIZENS ADVISORY COMMITTEE (ALL POSITIONS ARE STRICTLY VOLUNTARY)

- BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) – 2 year term, 11 members
- CITIZENS ADVISORY COMMITTEE (CAC) – 2 year term, 11 members
- HERNANDO COUNTY TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB) – 3 year term, 17 members (some positions require agency participation.)

Completed applications may be submitted to the Hernando/Citrus MPO, 1661 Blaise Drive, Brooksville, Florida 34601, email mpo@hernandocounty.us, or fax to 352-754-4420.

Attachment: Application -- CAC Lawson (17610 : Citizens Advisory Committee (CAC) Appointments)



AGENDA ITEM

TITLE

Florida Department of Transportation (FDOT) Tentative Work Program Online Public Hearing - FY 2022-2026

BRIEF OVERVIEW

The Florida Department of Transportation (FDOT) District 7 will be scheduling the on-line public hearing for the FY 2022-2026 Tentative Work Program the week of January 11, 2021. When the hearing opens, the link to participate will be:

<https://www.d7wpph.com/>

The Tentative Work Program includes planning activities, preliminary engineering, right of way acquisition, construction, and public transportation projects within the Hernando/Citrus MPO Planning area.

FINANCIAL IMPACT

No formal action by the MPO Board is required.

REVIEW PROCESS

Carlene Riecsc	Completed	10/13/2020 12:03 PM
Cayce Reagin Dagenhart	Completed	10/13/2020 3:28 PM
Steven Diez	Completed	10/13/2020 3:34 PM
Garth Coller	Completed	10/14/2020 12:32 PM
Theresa Saenz	Completed	10/22/2020 9:15 AM
MPO	Completed	11/12/2020 1:30 PM



AGENDA ITEM

Initiator: Carlene Riecsc
DOC ID: 17571
Legal Request Number:

TITLE

Multi-Use Corridors of Regional Economic Impact Significance (MCORES)

BRIEF OVERVIEW

The Florida Department of Transportation (FDOT) has posted the final Multi-use Corridors of Regional Economic Significance (M-CORES) Task Force report to their website.

https://floridamcores.com/wp-content/uploads/2020/11/M-CORES_SCC_FinalTaskForceReport.pdf

The Florida Legislature charged each Task Force with providing recommendations and evaluations in a final report by November 15, 2020.

FINANCIAL IMPACT

This is an informational item, no action is required.

REVIEW PROCESS

Carlene Riecsc	Completed	10/12/2020 2:03 PM
Cayce Reagin Dagenhart	Completed	10/13/2020 3:28 PM
Steven Diez	Completed	10/13/2020 3:35 PM
Garth Coller	Completed	10/13/2020 3:55 PM
Theresia Saenz	Completed	10/14/2020 11:14 AM
MPO	Completed	11/12/2020 1:30 PM

RECOMMENDATIONS

Click on "Recommendations" above to be taken to the full PDF report.

APPROACH AND FRAMEWORK

The Task Force recognized the scope of the M-CORES purpose and program, as well as the scale of the corridors authorized in statute, and called for thoughtful decision making supported by the best-available data, analysis and subject-matter expertise and extensive public input. The Task Force recognized that decisions about where these corridors should be located and how they should be developed, particularly in relation to environmental resources and existing communities, could have transformational impacts on the study area and the overall state.

Since the Task Force process was designed to occur prior to the corridor planning process, the Task Force was not able to review data on nor discuss every potential impact of the corridor in detail. The Task Force focused on developing recommendations in three areas for how FDOT and other agencies should implement the M-CORES Program in this study area:

High-Level Needs

The Task Force identified key opportunities and challenges related to the six statutory purposes for M-CORES that should be priorities for the M-CORES Program in the study area. The Task Force also developed guidance for how FDOT should work with partners to evaluate these potential needs and form more specific purpose and need statements for corridor improvements moving forward. The high-level needs, along with the purpose, answer the question "why?".

Guiding Principles

The Task Force recommended a set of core values to guide decision-making related to the M-CORES Program in the study area throughout the planning, development and implementation process. These answer the question "how?".

Instructions for Project Development and Beyond

The Task Force recommended specific instructions for future project development and implementation activities to ensure the Task Force's guiding principles are applied to subsequent activities as intended. These answer the question "what's next?".

In completing this report, the Task Force's charge was to provide consensus recommendations for how FDOT can work with local governments and other agencies and partners to carry out the M-CORES Program as specified in s. 338.2278, F.S. These consensus recommendations address how needs and feasibility should be evaluated and how corridor development and related activities should move forward to implement the statute and support the environment, quality of life and prosperity of the study area and the state. Future activities related to project-specific needs, environmental and economic feasibility will be fully developed by FDOT consistent with the Task Force's recommendations.

Section 338.2278 (3)(c) 6, F.S. states: "To the maximum extent feasible, the department shall adhere to the recommendations of the task force created for each corridor in the design of the multiple modes of transportation and multiple types of infrastructure associated with the corridor." The Task Force viewed this statement as inclusive of all the recommendations contained in this report and applicable to all activities associated with the M-CORES Program. The Task Force also recognized that, as future work continues in the study area, additional information or changing conditions may provide insight about the feasibility and value of specific implementation steps that could warrant refinements to specific recommendations. In these situations, the guiding principles and intent of the Task Force will guide any such refinements.

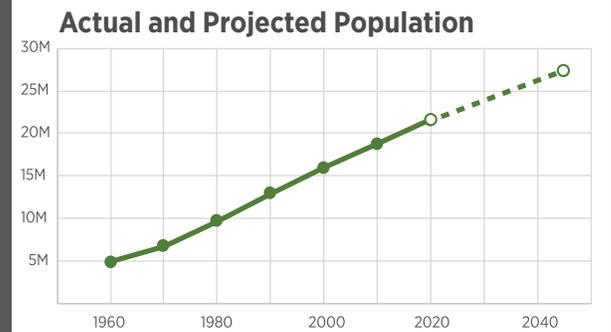
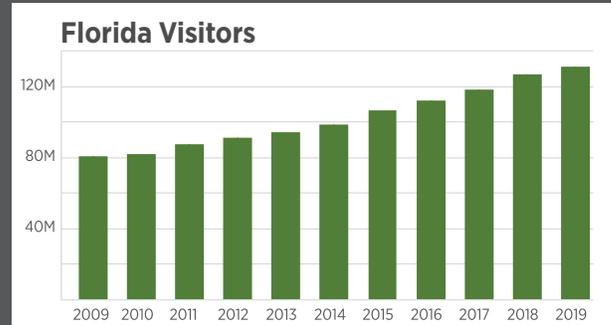
HIGH-LEVEL NEEDS

Development of major transportation projects typically begins with a definition of purpose and need for the project. The purpose identifies the primary goals of the project, and the need establishes the reason for the project based on deficiencies, issues and/or concerns that currently exist or are expected to occur within the study area. A need typically is a factual, objective description of the specific transportation problem supported by data and analysis.

Section 338.2278 (3) (c) 4, F.S., charged the Task Force to, "... evaluate the need for, and the economic and environmental impacts of, hurricane evacuation impacts of and land use impacts of ..." the corridor on which the Task Force is focusing. The Task Force reviewed partner and public input, existing plans and studies, and available data and forecasts on trends and conditions in the study area. FDOT provided preliminary baseline forecasts for future population, employment and traffic; however, the amount and precision of the information provided was not sufficient to define specific corridor needs prior to the initiation of project development. Based on the information provided, the Task Force identified potential high-level needs for the corridor and developed recommendations for how FDOT should assess the needs for a corridor of the scale specified in statute as part of future planning and project development.

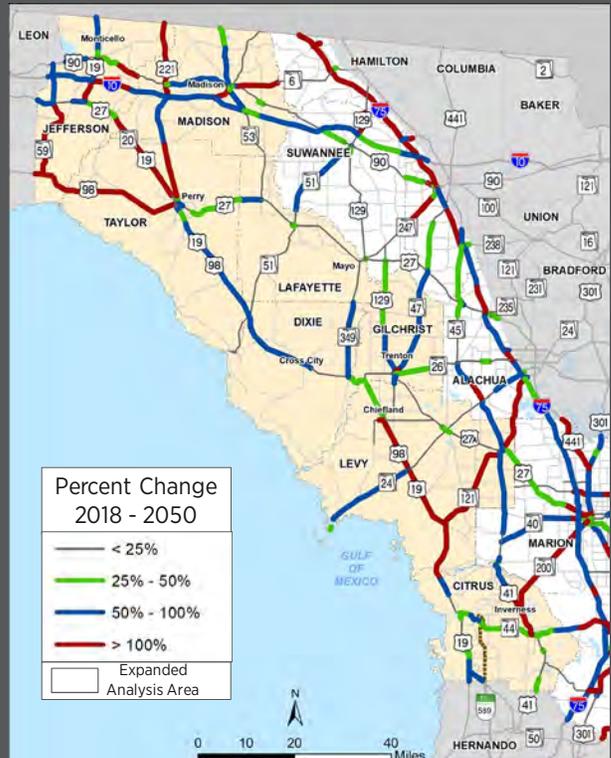
High-level needs are key opportunities and challenges that the M-CORES Program, including corridor investments and related actions, are intended to address. The high-level needs build on the six purposes and 13 potential benefits in s. 338.2278 (1), F.S. The potential high-level needs include conventional transportation needs such as safety, mobility and connectivity, as well as broader needs that could be supported through a transportation corridor, such as economic development, environmental stewardship and quality of life.

In general, the Task Force found significant high-level needs in the study area related to the six statutory purposes, including revitalizing rural communities, supporting economic development, enhancing quality of life and protecting the environment. The Task Force did not reach a conclusion, based on the information available at this time, that there is a specific need for a completely new greenfield corridor or modifications of existing facilities through the study area to achieve the statutory purpose. It is important to note that the Federal Highway Administration (FHWA) defines a greenfield corridor as designed from the beginning with no constraints from the existence of prior facilities that need to be modified or removed. Project-level needs will be evaluated consistent with the Task Force's recommendations. If specific needs are identified, the Task Force expressed a preference for improvement or expansion of existing major highway corridors. The Task Force identified a series of potential high-level needs for future evaluation by FDOT:



900+ People Net Migration/Day

2050 Traffic Condition



SUPPORT PROJECTED STATEWIDE AND REGIONAL POPULATION AND ECONOMIC GROWTH

FDOT preliminary traffic analysis indicates that projected state and regional population and economic growth (based on forecasts developed prior to COVID-19) could produce congestion along portions of I-75, US 41, SR 44, SR 200, and SR 121 by the year 2050. The Task Force recommended further refinement of these traffic projections, including evaluation of whether potential improvements to or development of a new or enhanced inland corridor would relieve future traffic on I-75, as well as whether traffic on the Suncoast Corridor would be impacted by completion of the Northern Turnpike Corridor. The Task Force recommended that the traffic analysis consider future demand for moving both people and freight, including local/regional travel originating and terminating within the study area and statewide/interregional travel to, from and through the study area. The traffic analysis also should consider potential changes in travel demand related to recovery from COVID-19 and potential long-term changes in travel behavior, such as a greater propensity for working from home and increased home delivery of goods and services. The analysis also should consider potential changes in travel demand and transportation system capacity related to increased use of emerging technologies such as automated and connected vehicles and the next generation of mobility. Finally, the analysis should consider potential shifts in economic activity that could be related to a significant industry expansion or recession during the analysis period.

The Task Force also recommended that FDOT use population and economic growth projected in local government comprehensive plans and/or the metropolitan planning organization long-range transportation plans and the Florida Transportation Plan (FTP) as the baseline for estimating future travel demand. These projections generally are consistent with the mid-range projections developed annually by the University of Florida Bureau of Economic and Business Research (BEBR), which could serve as a proxy for those counties that have not updated their comprehensive plans in recent years.

IMPROVE SAFETY, MOBILITY AND CONNECTIVITY THROUGH ACCESS TO A HIGH-SPEED, HIGH-CAPACITY TRANSPORTATION CORRIDOR FOR PEOPLE AND COMMERCIAL GOODS

The Task Force discussed and received subject-matter expert and public input on how access to high-capacity transportation corridors that provide interregional connectivity is a key factor for business recruitment and retention, particularly for underserved rural areas in need of economic enhancement. They also emphasized the need to have a better understanding of the potential impacts and how the Suncoast Corridor and Northern Turnpike Corridor would affect the existing transportation network, including whether development of these corridors would relieve traffic on existing roadways (such as I-75) and divert traffic to/from northwest Florida and the study area. The Task Force recommended additional refinement of traffic analysis (as noted in the previous section) in addition to working with local governments on potential operational improvements, existing facility enhancements and interchange locations.

PROTECT, RESTORE, ENHANCE AND CONNECT PUBLIC AND PRIVATE ENVIRONMENTALLY SENSITIVE AREAS AND ECOSYSTEMS

The Task Force reviewed multiple data sources and maps and discussed the unique characteristics of the region's environment and natural resources, including aquifer recharge areas, major watersheds, springs, rivers, farmlands, wildlife habitats, native plants and ecosystems within the study area. They discussed how these resources need protection and enhancement and that many have already been identified for conservation and acquisition. The Task Force recommended guiding principles and instructions for how the M-CORES Program could help achieve environmental goals, including proactive opportunities to restore, connect and enhance resources. The Task Force recommended that FDOT give particular attention to these resources through application of these guiding principles in addition to standard project development and environmental review processes.

ENHANCE TRAVEL OPTIONS AND SAFETY FOR ALL TRANSPORTATION USERS

FDOT presented recent crash data within the study area indicating that traffic fatalities during the last decade are higher than the state average for the same period. The Task Force also heard how mobility options are limited within the study area as most existing roadways do not provide transit or safe bicycle and pedestrian facilities. The Task Force received subject-matter expert and public input on the need for transportation facilities that use innovative design and technology to improve automobile safety, reduce the number of incidents, and accommodate multi-modal transportation, including multi-use trails separated from the roadway. They also discussed the need to have a better understanding of whether a new or enhanced corridor would improve safety and whether other modes of transportation could be developed independent of a roadway. The Task Force recommended guiding principles and instructions that the corridor safely accommodate and enhance multiple modes of transportation (pedestrian, bicycle, transit and rail) and that strategies and technology be explored to reduce incidents and improve response.

ENHANCE EMERGENCY MANAGEMENT AT THE LOCAL, REGIONAL AND STATE LEVELS

The Task Force heard from an industry expert on emergency response planning and discussed evacuation and sheltering needs as five counties within the study area are coastal counties with emergency evacuation zones. In addition, they discussed how I-75 serves as the primary evacuation/response route for the study area in addition to large portions of central and southwest Florida, including the heavily populated Tampa Bay region. The Task Force discussed the need for the State Comprehensive Emergency Management Plan, local emergency management and response plans, and the Statewide Regional Evacuation Studies to inform and support the needs within and through the study area. The Task Force discussed the ongoing updates to the Statewide Regional Evacuation Studies under way by the Florida Division of Emergency Management and asked FDOT to consider those studies as they will provide updated information including evacuation zones, travel behavior and sheltering needs. They also suggested that FDOT conduct analysis that documents mobility and connectivity needs related to both routine daily traffic and special events, such as evacuation and response to major emergencies and disasters.

IMPROVE ACCESS TO ECOTOURISM AND RECREATIONAL ASSETS

The Task Force discussed the multitude of natural resources that are vital to the ecotourism and nature-based recreation industry in the study area. They also received subject-matter expert and public input on how many of the outdoor activities and resources in the study area not only create economic development opportunities for local businesses, but also provide unique opportunities for recreation, wildlife viewing and the ability to develop an appreciation of the natural environment and conservation. The Task Force recognized the importance of access to the resources in addition to the need to protect and enhance the very resources that serve as the basis for the industry and draw many residents to live in the area.

ENHANCE ECONOMIC AND WORKFORCE DEVELOPMENT, ACCESS TO EDUCATION AND JOB CREATION

The Task Force reviewed socio-economic data for the study area and heard from subject-matter experts, local governments and the public on the challenges in the study area with regards to employment and educational opportunities. They discussed how key demographic statistics indicate the need for increased opportunities for educational attainment, job training, workforce development and overall economic development within the study area. The Task Force also discussed the potential for infrastructure improvements (roadway, multi-modal and communications) to create a competitive environment to attract businesses, investment and talent to the region. They also discussed the need for FDOT to consider the positive and negative mobility, economic and fiscal impacts of potential shifts in economic activity from existing communities and corridors to enhanced or new corridors, as well as potential net economic benefits to the region and state. They also suggested working with businesses and economic development organizations to fully evaluate and understand these economic development needs as the corridor moves forward and consider ways that FDOT and the M-CORES Program can support and build on their existing economic development plans.

IMPROVE CONNECTIVITY TO AGRICULTURAL BUSINESSES, MANUFACTURING, WAREHOUSING, FREIGHT TERMINALS AND INTERMODAL LOGISTICS CENTERS

The Task Force reviewed GIS data of available transportation facilities and received subject-matter expert and public input on the importance of centrally located high-speed, high-capacity corridors for logistics and movement of commercial goods and agricultural, forestry and mining products. They recognized that while transportation is often a vital component to ensure economic competitiveness of these business, agricultural and rural land also need protection and enhancement to be productive. They also discussed the fact that several counties have already identified areas for farmland preservation and those areas should be taken into consideration. The Task Force recommended additional analysis be conducted in addition to working with local governments and stakeholders (businesses, farmers, organizations, etc.) to fully evaluate and understand emerging trends and connectivity needs as the corridor moves forward.

IMPROVE CONNECTIVITY TO AGRICULTURAL BUSINESSES, MANUFACTURING, WAREHOUSING, FREIGHT TERMINALS AND INTERMODAL LOGISTICS CENTERS

The Task Force reviewed GIS data of available transportation facilities and received subject-matter expert and public input on the importance of centrally located high-speed, high-capacity corridors for logistics and movement of commercial goods and agricultural, forestry and mining products. They recognized that while transportation is often a vital component to ensure economic competitiveness of these business, agricultural and rural land also need protection and enhancement to be productive. They also discussed the fact that several counties have already identified areas for farmland preservation and those areas should be taken into consideration. The Task Force recommended additional analysis be conducted in addition to working with local governments and stakeholders (businesses, farmers, organizations, etc.) to fully evaluate and understand emerging trends and connectivity needs as the corridor moves forward.

EXPAND RURAL BROADBAND INFRASTRUCTURE AND ACCESS TO BROADBAND SERVICE

The Task Force reviewed data on the limited availability of broadband Internet access within the study area. They heard from experts on a utility panel and the public on how broadband is crucial for education, employment, business operations and access to healthcare and has become part of a community's critical infrastructure. They discussed how the lack of access to healthcare (physicians and hospitals) and college/technical schools within the rural study area increases the need for improved broadband service for virtual healthcare and learning opportunities. The Task Force recommended additional analysis be conducted to see if there are ways to accommodate increased broadband independent of a transportation facility and consider programs that make the service more affordable. There was also discussion on the need to consider expansion of other utility needs at a regional scale.

PRESERVE AND IMPROVE THE RURAL CHARACTER AND QUALITY OF COMMUNITIES

The Task Force discussed and heard from the public on the importance of preserving the character of the area and protecting the variety of community resources in the study area, including downtowns, parks, schools, places of worship and various cultural (historic and archaeological) resources. While a key purpose of M-CORES is to revitalize rural communities with additional infrastructure and economic development opportunities, input from the Task Force members and the public emphasized the importance of preserving the quality of life in these communities. The Task Force stressed the importance of working with local communities, listening to their concerns and preferences and understanding their goals and visions throughout the corridor development process. They also discussed the need for minimization of negative impacts to the human environment to ensure the corridor does not negatively impact the very communities it was designed to improve.

NEEDS EVALUATION PROCESS

As input to project development, FDOT will work with partners to conduct a robust evaluation of the potential high-level needs in the study area, building on the recommendations of the Task Force. This process will evaluate and distinguish between conventional safety, mobility and connectivity needs, and broader regional needs related to transportation that also are included in the statutory purpose in s. 338.2278, F.S. Additional details on the needs evaluation process as well as the steps involved in identifying and evaluating alternatives are specified in the Action Plan section of this report.

The Task Force did not reach a conclusion, based on the information available at this time, that there is a specific need for a completely new greenfield corridor or modifications of existing facilities through the study area to achieve the statutory purpose. Project-level needs will be evaluated consistent with the Task Force's recommendations. If specific needs are identified, the Task Force expressed a preference for improvement or expansion of existing major highway corridors. Preliminary corridor planning and development limits of the Suncoast Corridor will focus on corridor analysis south of I-10. Alternatives to connect to I-10 will include all counties in the study area.

The Task Force believed that the formal determination of need pursuant to statutory requirements and consistent with accepted statewide processes is an important milestone in corridor planning and development. The Task Force developed a series of guiding principles and instructions for future planning and development of corridors for which high-level needs have been identified, including analysis of the "no-build" option. While these determinations will be made after the Task Force has completed its deliberations, the guidance provided by the Task Force will instruct the evaluation process and FDOT will create ongoing opportunities for partners and the public to be engaged during the process.

GUIDING PRINCIPLES AND INSTRUCTIONS

The Task Force recommended guiding principles and instructions that are intended to function as a set of directions to FDOT and other partners as they carry out future planning, project development and implementation activities related to the M-CORES Program in s. 338.2278, F.S. These guiding principles and instructions are intended to supplement the requirements of current FDOT processes during planning, project development, design and other implementation phases.

The Task Force developed a series of 13 guiding principles and associated instructions. The text below lists the specific guiding principles and instructions with supporting text to document the intent of the Task Force. The guiding principles function as an integrated set and are not presented in a specific priority order.

CONSISTENCY WITH STATEWIDE, REGIONAL AND LOCAL PLANS

The Task Force recognized that there are plans specifically called out in statute, where consistency is the standard by law or policy; these include the local government comprehensive plans, metropolitan long-range transportation plans, strategic regional policy plans and the statewide FTP. The Task Force stressed the importance of preventing growth from occurring in areas that have not planned for and do not wish to plan for that growth. The following guiding principle and instructions were developed by the Task Force to address the consistency issue. It is important to note that this is considered a cross-cutting guiding principle with associated instructions to serve all high-level needs and support all other guiding principles in this report.



GUIDING PRINCIPLE #1: BE CONSISTENT WITH STATUTORILY REQUIRED STATEWIDE, REGIONAL AND LOCAL PLANS, INCLUDING THE LOCAL GOVERNMENT COMPREHENSIVE PLANS, LONG-RANGE TRANSPORTATION PLANS, STRATEGIC REGIONAL POLICY PLANS AND THE FTP.

Instructions

- Be consistent with goals, objectives, policies and resources identified in local government comprehensive plans (s. 163.3177, F.S. and s. 163.3178, F.S.), metropolitan long-range transportation plans (s. 339.175, F.S.) and strategic regional policy plans (s. 186.507, F.S.), placing emphasis on future land use maps and growth projections, as well as regional and community visions as adopted into strategic regional policy plans and/or local government comprehensive plans.
- Be consistent with the vision, goals and strategies of the FTP (s. 339.155, F.S.).
- Coordinate among agencies and local governments to assist with identifying and implementing possible changes to statutorily required state, regional and local plans related to transportation corridors and future growth and development projections, including differences related to the timing and horizon years of plan updates as well as the geographical areas covered by regional plans.
- Identify needs to update statutorily required plans to address Task Force recommendations, such as designation and management of transportation corridors (s. 337.273, F.S.) and consideration of whether areas around potential interchange locations contain appropriate land use and environmental resource protections (s. 338.2278, F.S.).
- Coordinate among local governments, RPCs, MPOs, the Florida Department of Economic Opportunity (DEO) and FDOT on plan updates.
- Provide technical and financial support to coordinate with local governments for best practices to implement as part of plan updates.

MAXIMIZE USE OF EXISTING FACILITIES

The Task Force emphasized the importance of examining the potential to upgrade or use existing transportation facilities or utility corridors to meet the purpose and need of the corridor before planning a new greenfield corridor. They emphasized the importance of exploring opportunities to upgrade existing roadways or construct the corridor with or within existing facilities or right of way (major roadway or utility) to minimize the project footprint and impacts, in addition to using the upgrades or redesign to improve the environmental design of existing roadways. The following guiding principle and instructions were developed by the Task Force to address the use of existing facilities. This is considered a cross-cutting guiding principle with associated instructions to serve all high-level needs and support all other guiding principles in this report.



GUIDING PRINCIPLE #2: EVALUATE POTENTIAL ALTERNATIVES FOR ADDRESSING THE M-CORES PURPOSES AND INTERREGIONAL STATEWIDE CONNECTIVITY AND MOBILITY NEEDS IN THIS PRIORITY ORDER:

- 1. MAKE SAFETY AND OPERATIONAL IMPROVEMENTS TO EXISTING TRANSPORTATION FACILITIES.***
- 2. ADD CAPACITY TO EXISTING TRANSPORTATION FACILITIES OR OTHER PUBLICLY OWNED RIGHT OF WAY IN OR NEAR THE STUDY AREA, INCLUDING CO-LOCATION OF FACILITIES WITHIN EXISTING DISTURBED RIGHT OF WAY AND OTHER APPROACHES TO TRANSFORMING EXISTING FACILITIES AND RIGHT OF WAY TO ACCOMMODATE ADDITIONAL MODES, USES AND FUNCTIONS.***
- 3. IN CIRCUMSTANCES WHERE PURPOSE AND NEED AND/OR GUIDING PRINCIPLES CANNOT BE ADDRESSED BY OPERATIONAL OR EXISTING FACILITY IMPROVEMENTS, THEN EVALUATE NEW ALIGNMENT ALTERNATIVES.***

Instructions

- Identify and advance safety and operational improvements to existing transportation facilities, particularly those that would be adjacent to a new or improved north-south corridor.
- Evaluate potential capacity improvements to a broad range of existing transportation facilities (rail and roadway) in or near the study area, including their impact on surrounding environmental resources, land uses and communities.
- Evaluate opportunities for co-location within or adjacent to existing disturbed rail, utility, and roadway right of way in or near the study area, including the impact on surrounding environmental resources, land uses and communities.
- Give priority to exploring opportunities for co-location along existing major roadways and major utility easements.
- Assess connectivity gaps between existing transportation facilities and areas identified as priorities for attraction, and potential opportunities to close those gaps.
- Advance specific improvements that support a system meeting the long-term needs of statewide and interregional flows of people and freight.
- Collaborate with local governments, RPCs, MPOs and the DEO on operational improvements, existing facility enhancements and, if needed, interchange locations to ensure consistency with local government comprehensive plans. This collaboration should consider how proposed improvements can help enhance the vitality of the residential and business communities and provide access to vital resources (police, fire, shelters, etc.).

TECHNOLOGY

The Task Force encouraged FDOT to explore ways for new and emerging technology to meet the needs of the corridor and potentially reduce impacts to the natural and human environment. The following guiding principle and instructions were developed by the Task Force to address technology. This is considered a cross-cutting guiding principle with associated instructions to serve all high-level needs and support all other guiding principles in this report.



GUIDING PRINCIPLE #3: INCORPORATE TECHNOLOGY INTO CORRIDOR PLANNING, DESIGN, CONSTRUCTION, OPERATIONS AND MAINTENANCE. ACCOMMODATE EMERGING VEHICLE AND INFORMATION TECHNOLOGIES, SUCH AS AUTONOMOUS, CONNECTED, ELECTRIC AND SHARED VEHICLES (ACES) AND MOBILITY AS A SERVICE (MAAS).

Instructions

- Leverage existing technology to help avoid, minimize, or mitigate adverse impacts from the corridor.
- Consider how future and emerging technologies, such as electric and automated vehicles, may be accommodated.
- Apply innovative planning and design strategies such as using state-of-the-art and/or energy-efficient methodologies, technologies and materials to develop the corridor.
- Plan and design the corridor to accommodate technologies/applications, considering their ability to evolve/adapt over time.
- Plan for and provide infrastructure for electric vehicle charging stations.
- Evaluate advanced electronic tolling and transponder systems that differentiate between locally generated traffic and long-distance through traffic to avoid or reduce the necessity to construct duplicate toll-free lanes if an M-CORES facility is co-located with an existing highway. Consider implementing the use of such systems if legally and technologically practical.

RESILIENCE

The Task Force stressed the importance of ensuring that new or improved infrastructure is designed to address existing vulnerability to flooding, storm surge, sea-level rise and other risks and adapt to significant changes or unexpected impacts to make the state's transportation system more resilient. The following guiding principle and instructions were developed by the Task Force to address infrastructure resilience. This is considered a cross-cutting guiding principle with associated instructions to serve all high-level needs and support all other guiding principles in this report.



GUIDING PRINCIPLE #4: PLAN AND DEVELOP A CORRIDOR THAT CONSIDERS VULNERABILITY TO RISKS SUCH AS INLAND FLOODING, STORM SURGE ZONES AND CHANGING COASTLINES/SEA-LEVEL RISE. DESIGN AND CONSTRUCT INFRASTRUCTURE TO WITHSTAND AND RECOVER FROM POTENTIAL RISKS SUCH AS EXTREME WEATHER EVENTS AND CLIMATE TRENDS.

Instructions

- Identify sea-level-rise projections appropriate to the planning horizon of road and bridge infrastructure.
- When developing and evaluating corridors, place a high priority on the ability of co-located or new infrastructure to withstand and recover from storm surge (tropical storm through Category 5 hurricane), inland flooding, extreme weather events and climate trends.
- When developing improvements along co-located roadways, identify opportunities to enhance those roads to address deficiencies in design standards or elevation related to water quality, water quantity, inland flooding, sea-level rise and storm surge.

TRANSPORTATION MODES

The Task Force emphasized the importance of examining opportunities to include other transportation modes in the corridor, such as shared-use trails, freight and passenger rail, and public transit. They encouraged FDOT to think beyond personal automobile travel to meet a variety of mobility needs and travel options and to look for ways that this corridor can improve existing gaps in greenways and trails. The following guiding principle and instructions were developed by the Task Force to address multi-modal transportation. It is important to note that this is considered a cross-cutting guiding principle with associated instructions to serve all high-level needs and support all other guiding principles in this report.



GUIDING PRINCIPLE #5: PLAN, DESIGN, CONSTRUCT AND OPERATE A CORRIDOR THAT ACCOMMODATES MULTIPLE MODES OF TRANSPORTATION.

Instructions

- Consult with local communities and the public on needs and preferences for multi-modal forms of transportation that could be included with the corridor.
- Consider innovative planning and design strategies to accommodate multiple modes of transportation.
- Enhance mobility and accessibility in areas with high concentrations of transportation-disadvantaged populations.
- Review applicable metropolitan planning organization long-range transportation plans, local government comprehensive plans and transit development plans. Use these plans to help inform and refine the corridor's purpose and need for evaluating modal solutions and identifying potential alternatives.
- Prioritize closing gaps on high-priority segments in the Florida Greenways and Trails System Plan that are nearby future M-CORES project development.

COMMUNITY AND CHARACTER

Enhancing communities was an area of focus for Task Force members. While they recognized the need to enhance the quality of life for residents, they also emphasized the importance of preserving many of the rural qualities of this area. They stressed the importance of allowing flexibility so that each community can determine its preferences for corridor location and access (including bypasses and interchanges) and aesthetics based on individual community needs and visions. The following guiding principle and instructions were developed by the Task Force to address the need to preserve and improve the rural character and quality of communities in the study area.



GUIDING PRINCIPLE #6: SEEK OPPORTUNITIES TO MAINTAIN AND ENHANCE THE RURAL CHARACTER AND QUALITY OF LIFE IN COMMUNITIES, AND ENSURE THE CORRIDOR PROVIDES FOR THEIR FUTURE VITALITY.

Instructions

- Work with communities on preferences to enhance and maintain the safety, quality of life and character of communities. Community preferences for incorporation into corridor planning, interchange locations, additional infrastructure needs, and project development may include:
 - Access and proximity (toll vs. limited access and access locations),
 - Aesthetics (including signs, billboards, etc.) and
 - Native landscaping, branding, and signage.
- Explore opportunities to view, understand and access the environmental uniqueness of the Big Bend Ecosystem.
- Plan, design, construct, operate and maintain a corridor that recognizes and incorporates the surrounding community character (including downtown areas and social and cultural centers) while accommodating potential growth and development. Balance the need to move vehicles safely and efficiently while preserving and enhancing scenic, aesthetic, historic and environmental resources.

- Based on coordination for local preferences and needs, if construction of a new highway in the study area creates a bypass around an existing urban area such that an existing state highway through that urban area is no longer the only route for regional traffic, then FDOT must coordinate with the local government to determine the correct context classification based on the community's desired character. The program could support a downtown master plan with a priority list of improvements and benefits. If the local community prioritizes individual context-sensitive improvement projects for funding, FDOT will design and implement improvements to those existing state highways to support the community's vision for its downtown, business district and overall community character.
- Work with local communities to help identify funding sources for branding/signage and broadband.

HISTORIC AND CULTURAL RESOURCES

The Task Force discussed many of the important cultural resources in the study area, including historic districts and archaeological sites that contribute to the community and enhance the quality of life in the study area. They encouraged the preservation, protection and enhancement of existing resources as well as any new resources that are discovered throughout the planning and project development process. The following guiding principle and instructions were developed by the Task Force to address the need to preserve and improve the rural character and quality of communities in the study area with regards to historic and cultural resources.



GUIDING PRINCIPLE #7: AVOID ADVERSE IMPACTS TO THESE IDENTIFIED RESOURCES:

- 1. KNOWN CULTURAL SITES WITH HUMAN REMAINS*
- 2. KNOWN CEMETERIES*
- 3. LANDS OWNED BY NATIVE AMERICAN TRIBES*
- 4. HISTORIC AFRICAN AMERICAN COMMUNITIES OR SIMILAR MINORITY COMMUNITIES*
- 5. HISTORIC RESOURCES LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES (NRHP)*

IF NEW RESOURCES ARE DISCOVERED, THEY WILL BE ADDRESSED CONSISTENT WITH STATE AND FEDERAL POLICIES AND REGULATIONS.

Instructions

- Work with communities and their stakeholders to identify needs for enhancement or protection of historic and cultural resources.
- Follow FDOT Project Development & Environment (PD&E) Manual; Part 2, Chapter 8, Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended; 36 Code of Federal Regulations (CFR) Part 800; and the Florida Historical Resources Act (FHRA), Chapter 267, F.S., for coordination of involvement with historic and cultural resources, including lands owned by Native American Tribes.

NATURAL ENVIRONMENT

Among the six statutory purposes for M-CORES, protecting the environment and natural resources was the focus of the greatest portion of the Task Force's discussion time. The Task Force acknowledged its statutory direction to evaluate design features and the need for acquisition of state conservation lands that mitigate the impact of project construction on the water quality and quantity of springs, rivers and aquifer recharge areas and on wildlife habitat. The Task Force also recognized the potential impacts of corridor development on significant environmental resources in the study area from both direct impacts from corridor development as well as indirect impacts from future population and economic growth and land development that could occur in areas with greater transportation connectivity, particularly around interchanges.

The Task Force developed an integrated approach for addressing environmental resources, including conservation lands, wildlife and plant habitat and water resources. This approach reflects a priority order of first, avoiding negative impacts to resources; second, minimizing and mitigating negative impacts; and third, enhancing, restoring and connecting resources while continuing to avoid, minimize and mitigate negative impacts.

To help implement this approach, FDOT identified and committed to specific environmental resources that will not be impacted by a corridor or where no new corridor will be placed through the resource, such as existing conservation lands or habitat already fragmented by existing transportation facilities. In these cases, the existing facilities or right of way could be improved, but steps should be taken to enhance or restore the environmental resource at the same time. In addition, the Task Force identified other important resources where avoidance is not explicitly defined at this time, but where great care should be taken to evaluate potential corridors and their impacts moving forward.

In addition, the Task Force recognized the opportunities to contribute toward broader regional and statewide environmental goals through the decisions made about corridor development as well as the abilities the statute provides to FDOT regarding right-of-way acquisition and other mitigation activities. The Task Force also recommended that FDOT commit to working closely with other local, regional, state and federal agencies and nongovernmental organizations to advance key priorities such as high-priority land conservation, water quality and quantity (flow) improvements, habitat and water resource protection and ecosystem connectivity initiatives developed by other partners.

The following guiding principle and instructions were developed by the Task Force to address the purpose and need to protect the environment and natural resources and to restore, enhance and connect public and private environmentally sensitive areas and ecosystems.



GUIDING PRINCIPLE #8: AVOID ADVERSE IMPACTS TO THESE IDENTIFIED RESOURCES:

DO NOT IMPACT

SPRINGHEADS
NAMED LAKES
HIGH-RISK COASTAL AREAS

DO NOT DEVELOP A NEW CORRIDOR THROUGH

COASTAL AREAS
AQUATIC PRESERVES
MITIGATION BANKS
FLORIDA FOREVER ACQUIRED LANDS
MANAGED CONSERVATION AREAS
STATE FORESTS
STATE PARKS

APPLY THE FOLLOWING PRIORITY ORDER FOR ALL THE BELOW-LISTED RESOURCES IDENTIFIED AS PRIORITIES BY TASK FORCE MEMBERS:

1. AVOID NEGATIVE IMPACTS TO THESE RESOURCES.
2. MINIMIZE AND MITIGATE NEGATIVE IMPACTS TO THESE RESOURCES.
3. ENHANCE, RESTORE AND CONNECT THESE RESOURCES WHILE CONTINUING TO AVOID, MINIMIZE AND MITIGATE NEGATIVE IMPACTS.

FDOT WILL CONSIDER THESE RESOURCES DURING THE DEVELOPMENT, ANALYSIS AND COMPARATIVE EVALUATION OF PROJECT ALTERNATIVES, INCLUDING THE NO-BUILD OPTION. RESOURCES INCLUDE:

- WACCASASSA FLATS
- FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOODWAYS
- SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT (SWFWMD) SURFACE WATER SITES
- SWFWMD GROUNDWATER SITES
- SWFWMD ATMOSPHERIC SITES
- SWFWMD PROPOSED WELL SITES
- WATER MANAGEMENT LANDS (INCLUDING FEE AND CONSERVATION EASEMENTS)
- STATE-OWNED LANDS
- OTHER PARK BOUNDARIES
- WILDLIFE REFUGES
- FLORIDA FOREVER TARGETED PROPERTY
- PRIME FARMLAND
- SPRINGS PRIORITY FOCUS AREAS
- TRI-COLORED BATS, CRITICAL WILDLIFE AREAS
- FLORIDA ECOLOGICAL GREENWAY NETWORK—PRIORITY 1 & 2
- AQUIFER RECHARGE PRIORITIES
- SURFACE WATER RESOURCE PRIORITIES
- RARE SPECIES HABITAT CONSERVATION PRIORITIES
- PRESERVATION 2000 LANDS
- BASIN MANAGEMENT ACTION PLANS (BMAPS)
- NATURAL RESOURCES OF REGIONAL SIGNIFICANCE
- CONSERVATION EASEMENTS HELD BY LAND TRUSTS

Instructions

General

- Place a high priority on avoiding impacts to:
 - Florida Ecological Greenway Network—Priority 1 and 2 lands
 - High-Priority Critical Lands and Waters Identification Project (CLIP) lands

Conservation Lands

- Continue to identify and prioritize private and public conservation lands for avoidance or enhancement.
- Coordinate with agencies and partners early in the project development process to identify land acquisition plans and identify strategic opportunities to advance acquisition and funding priorities [including s. 338.2278 (3)(c)(6) & (8), F.S.] with the intent to acquire lands prior to or in parallel with corridor development.
- Coordinate with the Florida Department of Environmental Protection (FDEP) and other agencies for Florida Forever Program projects that are in the highest priority for acquisition (including consideration for Florida Ecological Greenway Network Priority 1 & 2), potential Water Management District lands, conservation easements by land trusts, and lands within the optimal boundaries of the adopted management plans for regional, state and national parks, forests, refuges and water management areas.
- Minimize impacts of transportation lighting on nearby agricultural, environmental and conservation lands.
- Consider impacts to Florida Forever targeted lands when developing alternatives. If these lands are impacted, provide enhancements to these lands and give strong consideration to potential special design features.

NATURAL ENVIRONMENT

Instructions

Wildlife Habitats

- Continue to identify and prioritize wildlife areas for avoidance or enhancement.
- Ensure the corridor minimizes impacts to wildlife corridors and that high priority is given to design features that establish functional wildlife crossings that maintain connectivity of critical linkages to provide for adequate wildlife/water passage.
- Coordinate with the Florida Fish and Wildlife Conservation Commission and U.S. Fish and Wildlife Service to determine optimal wildlife crossing locations and maximize effectiveness of wildlife crossing design elements based on the best available data concerning wildlife movement patterns and adjacent land uses. Wildlife crossing designs developed during the PD&E and final design phase of the process should assure that publicly owned conservation lands sufficient to allow the passage of wildlife at both ends of a proposed crossing structure, if required by reviewing agencies. If determined by design, the wildlife crossings intended for use by large mammals or the design of crossings that include both upland and wetland habitats should incorporate bridges.
- Incorporate emerging and available technology to limit impacts to wildlife, including road kills. Prioritize locations to utilize technology such as smoke sensors that activate warning signs and alert law enforcement and FDOT offices of smoke situations to better facilitate prescribed fire management of conservation lands and provide notifications of other hazards such as smoke from wildfires.
- Coordinate with the Florida Forest Service to identify lands managed with prescribed or controlled burns and their associated smokesheds and minimize impacts associated with corridor location and operations.
- Consult with state and federal agencies to identify and protect threatened and endangered species (wildlife and plants) and their habitats.

Water Resources

- Work with local governments and the water management districts to ensure best management practices (BMPs), local/known data (including historic flooding areas) and emerging technologies are utilized to maintain, restore and enhance water quality and mitigate inland flooding issues within the corridor.
- Continue to identify and prioritize water resources for avoidance or enhancement.
- Look for opportunities to improve water quality and quantity (flow) and reduce water quality/quantity deficiencies as part of new corridor construction, as well as upgrades to existing facilities that do not have the benefit of environmentally friendly design and modern stormwater improvements.
- Ecosystem Connectivity
- Continue to identify and prioritize ecosystems for avoidance or enhancement while considering wildlife-crossing linkages and overall ecosystem connectivity.
- Work with local organizations and businesses to understand, assess and work toward implementation of ecotourism improvements and protections.

ECONOMIC DEVELOPMENT

Economic development was another major focus area for the Task Force as it serves several purposes, including revitalization of rural communities, job creation and enhancing the quality of life. They discussed the importance of agricultural businesses in the study area and their contribution to the local, regional and state economies. They also stressed the importance of economic diversification. The following guiding principle and instructions were developed by the Task Force to address the need to enhance economic and workforce development, access to education and job creation in the study area.



GP9

GUIDING PRINCIPLE #9: MAXIMIZE OPPORTUNITIES TO ENHANCE LOCAL COMMUNITY AND ECONOMIC DEVELOPMENT WITH AN EMPHASIS ON RURAL AREAS. AVOID AND MINIMIZE ADVERSE ECONOMIC IMPACTS TO INDIVIDUAL COMMUNITIES, BUSINESSES AND RESOURCES.

Instructions

- Be consistent with economic development elements of local government comprehensive plans (s. 163.3177, F.S. and s. 163.3178, F.S.) and comprehensive economic development strategies developed by RPCs in their capacity as federal economic development districts.
- Conduct early outreach to communities and the public and private sectors to fully understand economic development needs, including job training, education and workforce development.
- Give priority to and enhance potential economic development opportunities and employment benefits in the study area by providing, improving, or maintaining accessibility to activity centers, employment centers, learning institutions and agricultural lands, and locating interchanges in a manner that is consistent with the local government existing and future land uses.
- Build on existing economic development priorities and plans by state and local organizations, including economic development organizations, partnerships, chambers of commerce and RPCs. Work with the community and organizations to look for opportunities for the corridor to help them reach their economic development goals.
- Review analysis done by local, state and federal agencies to further support opportunities for recreational tourism.



AGRICULTURAL LAND USES

The Task Force acknowledged its statutory direction to evaluate design features and the need for acquisition of state conservation lands that mitigate the impact of project construction on agricultural land uses. The Task Force emphasized the importance of protecting and enhancing the abundance of productive agricultural lands (including mining and silviculture) in the study area as they serve both environmental and economic purposes and contribute to revitalization of rural communities through job creation and protection of the environment. They encouraged FDOT to work with local government, state/federal agencies and private agricultural/farmland organizations on protection and enhancement of these resources. The following guiding principle and instructions were developed by the Task Force to address the need to improve connectivity to agricultural businesses, manufacturing, warehousing, freight terminals and intermodal logistics centers.



GUIDING PRINCIPLE #10: PLAN AND DEVELOP A TRANSPORTATION CORRIDOR IN A MANNER THAT PROTECTS THE REGION'S MOST PRODUCTIVE AGRICULTURAL LANDS AND OTHER RURAL LANDS WITH ECONOMIC OR ENVIRONMENTAL SIGNIFICANCE. IMPROVE TRANSPORTATION CONNECTIVITY TO, FROM AND BETWEEN WORKING FARMS AND OTHER ECONOMICALLY VALUABLE RURAL LANDS.

Instructions

- Work with landowners/operators of agriculture, silviculture, mining, equine, aquaculture, horticulture and nursery lands to understand their needs and plans.
- Emphasize protection and enhancement of farmland preservation areas designated within local government comprehensive plans and lands in the Florida Rural and Family Lands Program, and other farmland conservation programs.
- Minimize the fragmentation of agriculture, forestry tracts and facilities, and consider how the project could affect mobilization of equipment and prescribed burning activities.

HIGHWAY SAFETY

Enhancing public safety was also an area of focus for Task Force members. The following guiding principle and instructions were developed by the Task Force to address the need to enhance travel options and safety for all transportation users.



GUIDING PRINCIPLE #11: PLAN, DESIGN, CONSTRUCT AND OPERATE A CORRIDOR THAT SAFELY ACCOMMODATES MULTIPLE MODES OF TRANSPORTATION AND TYPES OF USERS.

Instructions

- Reduce transportation incidents and improve response by using advanced safety strategies, including innovative technology, design and operations.
- Consult with the Florida Highway Patrol (FHP) and counties to determine current bottlenecks/safety hazards and mitigate or correct these issues during the design phase.
- Provide for additional truck parking and supporting facilities.

EMERGENCY MANAGEMENT

The Task Force emphasized the importance of ensuring the corridor supports existing emergency management plans. The following guiding principle and instructions were developed by the Task Force to address the need to enhance emergency management at the local, regional and state levels.



GUIDING PRINCIPLE #12: SUPPORT AND ENHANCE LOCAL, REGIONAL AND STATE EMERGENCY MANAGEMENT PLANS AND STUDIES IN ALL PHASES: MITIGATION, PREPAREDNESS, RESPONSE AND RECOVERY.

Instructions

- Evaluate the immediate and long-term needs and demand for emergency evacuation and sheltering at the local, regional and state levels for natural and man-made disasters (including but not limited to flooding, hurricanes, wildfires, terrorist threats/attacks, industrial accidents/chemical spills, etc.).
- Consider both existing state and local emergency response plans and ongoing updates to the Statewide Regional Evacuation Studies underway by the Florida Division of Emergency Management and the RPCs, including updated data being developed on travel behavior during emergencies.
- Support emergency evacuation needs by enhancing emergency evacuation and response time, including providing, maintaining or expediting roadway access to emergency shelters and other emergency facilities.
- Conduct additional emergency management needs analysis as part of the project-related traffic studies.
- Identify opportunities for fueling facilities and charging stations.

BROADBAND AND OTHER UTILITIES

The Task Force emphasized the importance of ensuring the corridor supports the need to expand broadband Internet and utility service (water, sewer, electric, gas, etc.) to the area for the purposes of revitalizing rural communities, encouraging job creation and leveraging technology. The following guiding principle and instructions were developed by the Task Force to address the need to expand rural broadband infrastructure and access to broadband service in the study area.



GUIDING PRINCIPLE #13: PLAN AND DESIGN THE CORRIDOR TO ENABLE CO-LOCATION OF BROADBAND AND OTHER UTILITY INFRASTRUCTURE IN RIGHT OF WAY. PLAN FOR BROADBAND AND OTHER UTILITY NEEDS AT A REGIONAL SCALE, INDEPENDENT FROM THE TRANSPORTATION FACILITY; ADDRESS THESE NEEDS THROUGH THE CORRIDOR, WHERE FEASIBLE.

Instructions

- Ensure broadband provider access to FDOT right of way is non-discriminatory and competitively neutral.
- Coordinate with private Internet Service Providers (ISPs) to determine how construction of the corridor could provide opportunities for reducing rural broadband deployment costs.
- Support local governments and utility providers regarding existing and planned utility projects, including identifying opportunities within the study area to co-locate and/or extend utilities within and adjacent to transportation corridors.
- Explore opportunities to coordinate with local governments and utilities for septic to sewer conversions to improve quality of life and water quality, with an emphasis on higher-density communities and areas targeted in BMAPs.
- Coordinate with local governments, the Department of Economic Opportunity and utility and broadband service providers when developing and designing corridors to address space and provisions for utility accommodations.

ACTION PLAN

In addition to the high-level needs, guiding principles and instructions, FDOT commits to the following actions to move forward with implementation of the recommendations of the Task Force’s report in developing the M-CORES Program in this study area, consistent with s. 338.2278, F.S.:

1. EVALUATE POTENTIAL NEEDS

The Task Force believes that the determination of the transportation need, an initial financial feasibility assessment and an initial environmental assessment are essential prerequisites to the PD&E process. FDOT will work with partners to conduct a robust evaluation of potential corridor needs, building on the Task Force’s recommendations on high-level needs. This process will evaluate and distinguish between conventional safety, mobility and connectivity needs and broader needs or co-benefits related to transportation, such as economic development or environmental stewardship benefits. The needs evaluation will include a detailed technical analysis of current and future traffic conditions in the study area building on the guidance provided by the Task Force in this report. The needs evaluation will include the best-available data and most recent projections on travel demand and underlying population and economic growth. This needs analysis will support development of a Purpose and Need statement for potential corridor improvements.

2. IDENTIFY AND EVALUATE ALTERNATIVES

FDOT will conduct additional corridor planning activities, including the Alternative Corridor Evaluation (ACE) process, and initiate the Project Development and Environment (PD&E) process to identify and evaluate a range of potential alternatives for corridor improvements in or near the study area that could accomplish the Purpose and Need.

These alternatives will consider operational and capacity improvements, existing and new facilities including co-location options and a “no build” option. Consideration will be given to multiple transportation modes and to application of emerging technologies. The alternatives will be consistent with the guiding principles and instructions developed by the Task Force.

The alternatives evaluation will include the specific economic, environmental, land use and emergency management impacts required in s. 338.2278(3)(c)4, F.S., and the standard processes outlined in FDOT’s PD&E manual. The evaluation will be consistent with the guiding principles and instructions recommended by the Task Force. The evaluation will consider the best-available data on the full range of potential impacts.

The Task Force discussed the importance of considering a “no build” option during all stages of planning and PD&E. FDOT confirmed that, according to both state and federal law and established procedures, a “no build” is always an option in the planning and PD&E processes. In this context, “no build” would mean no major capacity investments beyond those already committed in FDOT’s Five Year Work Program, as well as no associated investments related to land acquisition, broadband and other utilities, and other statutory capabilities specific to M-CORES. FDOT would continue to maintain the safety and operation of the existing transportation system in this study area. As this early stage of planning and corridor development focused on the full study area, “no build” may refer to no major corridor capacity investments in the entire study area. During later phases, as specific projects and segments are identified, “no build” would mean no capacity investments for that specific project area. The “no build” would remain an option throughout the PD&E process and be analyzed at the same level of detail as all “build” options, including consideration of economic, environmental, land use and emergency management impacts and consistency with the guiding principles and instructions. The analysis of the “no build” also must include impacts on the study area such as the potential for increased traffic on existing facilities, impacts to multi-modal facilities and impacts on emergency response times.

The planning process also will include initial, high-level consideration of potential costs and funding approaches based on reasonable assumptions at this early stage. It is not likely that any alternatives would be sufficiently defined at this stage to conduct detailed analysis of economic feasibility, but early identification of the order of magnitude of potential costs and funding sources can be used to support decision making on the range of alternatives, including the “no build” option.

The planning and PD&E processes combined will narrow the range of alternatives and identify opportunities to segment corridor development into multiple projects. These processes also will produce more specific information about potential alignments, interchange locations and other project features.

After the PD&E study is completed, the FDEP will review the environmental feasibility of any projects proposed as part of Florida’s Turnpike system and submit a statement of environmental feasibility to FDOT, consistent with s. 338.223, F.S.

3. SUPPORT CONSISTENCY REVIEW AND UPDATE OF LOCAL AND REGIONAL PLANS

FDOT will coordinate early and often with local governments, MPOs and RPCs to ensure consistency with applicable local and regional plans throughout all activities. Consistent with s. 338.223 (1)(a), F.S., and with the Task Force’s guiding principles, proposed corridor projects must be consistent, to the maximum extent feasible, with applicable approved local government comprehensive plans, included in the transportation improvement plan (TIP) of any affected MPOs, and developed in accordance with the Florida Transportation Plan and FDOT’s Five Year Work Program.

As required by s. 338.2278(3)(c)10, F.S., FDOT will provide affected local governments with a copy of the Task Force report and project alignments identified through the PD&E process so each local government with one or more planned interchanges within its jurisdiction can meet the statutory requirement to review the Task Force report and local government comprehensive plan no later than December 31, 2023. Each local government will consider whether the area in and around the interchange contains appropriate land uses and environmental protections and whether its comprehensive plan should be amended to provide appropriate uses and protections. FDOT will coordinate with the local governments, RPCs and DEO to assist with plan updates, including consideration of technical and financial support needs.

The Task Force urges FDOT to work with and assist local governments to prioritize protecting environmental resources through the interchange management process. FDOT will provide best practices to the local governments for interchange management plans. FDOT shall give a high priority to interchange locations that limit impact to important wildlife habitat and commit to working with local government and other partners with a goal of maximizing conservation lands around the interchanges. Before an interchange location is finalized, public engagement will take place and FDOT will review local government interchange management plans that include consideration of appropriate land uses and natural resource protections.

4. ASSESS ECONOMIC FEASIBILITY AND IDENTIFY POTENTIAL FUNDING SOURCES

Following PD&E, FDOT will evaluate the economic feasibility of the corridor at the 30 percent design phase, when sufficient information is available to assess the ability to meet statutory requirements for projects as part of Florida's Turnpike system, consistent with s. 338.223, F.S. The economic feasibility will account for required costs to develop and implement the corridor, such as engineering, right of way, construction, mitigation, enhancement and utility costs. These would include typical corridor costs plus FDOT's contribution toward the additional corridor elements related to environmental enhancements or multi-use opportunities as envisioned in statute. This economic feasibility test will focus on specific corridor projects; additional analyses may be needed to examine the cost and funding of all M-CORES Program initiatives.

FDOT also will identify potential funding sources for preferred corridor alternatives identified during PD&E, including a combination of the specific sources allocated to the M-CORES Program in s. 338.2278, F.S.; toll revenues and associated Turnpike revenue bonds; right of way and bridge construction bonds or financing by the FDOT Financing Corporation; advances from the State Transportation Trust Fund; funds obtained through the creation of public-private partnerships; and other applicable state, local and private revenue sources.

FDOT has committed that projects currently in its Five-Year Work Program for Fiscal Years 2021-2025 will not be impacted by M-CORES funding needs. M-CORES Program costs that are not covered through the dedicated funding sources identified in statute or through toll revenues and associated Turnpike revenue bonds and other financing and partnerships would need to be prioritized along with other needs for future Five-Year Work Programs, working through the standard process including the applicable MPO Transportation Improvement Program (TIP) and rural transportation planning processes. All M-CORES projects, regardless of funding source, will be included in applicable MPO TIPs and long-range transportation plans, consistent with federal guidance for projects of regional significance.

5. ADVANCE INNOVATIVE LAND ACQUISITION CONCEPTS

FDOT, in consultation with the Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture and Consumer Affairs and relevant federal agencies, will advance the Task Force's recommendations for combining right-of-way acquisition with the acquisition of lands or conservation easements to facilitate environmental mitigation or ecosystem, wildlife habitat or water quality protection or restoration. A key focus will be on how M-CORES Program decisions can support directly relatable regional or statewide conservation and environmental stewardship goals, such as priorities in the Florida Ecological Greenway Network.

This process will include early identification of potential conservation land acquisition and protection opportunities during corridor planning; development of a corridor conservation land acquisition and easement plan as part of PD&E; and a process to complete or commit to specific acquisition and easements prior to or in parallel with corridor construction. FDOT shall prioritize planned conservation lands on agency priority lists within 10 miles of any transportation corridor development and areas needed to functionally close gaps in P1, P2, P3, and P4 priority wildlife corridors within the Florida Ecological Greenways Network and Rural and Family Land Protection Projects, as part of the plan. The plan shall involve experts in various fields to evaluate the most environmentally positive resources to be protected, restored or expanded.

FDOT will determine how to provide funding, in whole or in part, for land acquisition projects consistent with its statutory authority in s. 338.2278(3)(c) 6, F.S., with the expectation that FDOT funding supplements and leverages other state, federal, local, private and nonprofit sources. The land acquisition and easement plan will include indicators for tracking progress toward plan implementation.

6. ADVANCE MULTI-USE OPPORTUNITIES

FDOT will coordinate with local governments, RPCs, other state agencies and industry organizations to advance multi-use opportunities for the corridor as provided for in statute. An early emphasis will be on broadband and other utility co-location opportunities, including coordination with DEO on the development of the statewide broadband strategic plan. FDOT will determine how to provide funding, in whole or in part, for broadband consistent with its statutory authority in s. 339.0801, F.S., with the expectation that FDOT funding supplements and leverages other state, federal, local, private and nonprofit funding sources.

7. CONTINUE ROBUST PARTNER AND PUBLIC ENGAGEMENT

FDOT will continue robust coordination with local governments; regional, state and federal agencies; and environmental, community, economic development and other interest groups, with an intent of exceeding the requirements of the PD&E process. FDOT will use the Efficient Transportation Decision Making (ETDM) process to facilitate early and ongoing coordination with resource agencies. FDOT also will create ongoing opportunities for the range of organizations involved in the Task Force process to be informed about and provide input to subsequent planning and project development activities, such as periodic meetings to reconvene Task Force member organizations in an advisory role. FDOT also will create multiple ongoing opportunities for members of the public to be aware of and provide input to this process, with emphasis on direct engagement of the public in local communities.

8. COMMIT TO TRANSPARENCY AND PROCESS IMPROVEMENT

Because of the scale and scope of the M-CORES Program, FDOT will continue to place public engagement as a priority and will continue to engage all stakeholders during M-CORES planning, project development and implementation, including key decision points. FDOT also will report on how decisions are made, including a periodic report on the status of the specific guiding principles and instructions committed to in this document. An annual M-CORES budget update will be made publicly available as part of FDOT's annual work program presentation to the Legislature and the Florida Transportation Commission.

FDOT also recognizes the need for continued improvements to its planning, project development and related processes to fully implement the M-CORES purpose and objective as identified in statute and the guiding principles and instructions as recommended by the Task Force. This may include the need for additional technical and financial support for the activities identified in this report for enhanced planning, collaboration and public engagement.

The specific commitments in this Action Plan indicate how FDOT will work with local governments and other agencies and partners to carry out the Task Force's recommendations for the M-CORES Program in the full study area, augmenting established statutory requirements and FDOT procedures. Specific corridor projects identified through this process will advance based on determination of need, environmental feasibility, economic feasibility and consistency with applicable local government comprehensive plans and MPO TIPs.

The Task Force recognizes that the vision of M-CORES established by the Governor and Legislature in s. 338.2278, F.S., is ambitious and its implementation will require continued strong coordination among state agencies, local governments, MPOs, RPCs, water management districts and other agencies. The Task Force also recognizes that the economic and fiscal outlook facing Florida has changed significantly since the legislation authorizing the M-CORES Program was signed in May 2019. Given the potential transformational impact of the M-CORES Program on the future of Florida, the Task Force respectfully requests the Governor and Legislature to consider adjusting or removing the deadlines for corridor construction and other milestones in statute to permit thorough analysis and additional thoughtful collaboration on all key decisions.



AGENDA ITEM

Initiator: Carlene Riecsc
DOC ID: 17518
Legal Request Number:

TITLE

Hernando/Citrus MPO Press Release/Meeting Summary and Issue List from September 10, 2020 Meeting

BRIEF OVERVIEW

Attached is the meeting summary from the September 10, 2020, MPO Board meeting. The summary was provided to both the Citrus County and Hernando County Public Information Offices.

Also attached is the MPO issue status list.

FINANCIAL IMPACT

This item is for informational purposes only and no formal action is required by the Hernando/Citrus MPO Board.

REVIEW PROCESS

Carlene Riecsc	Completed	10/15/2020 9:52 AM
Cayce Reagin Dagenhart	Completed	10/16/2020 7:44 AM
Steven Diez	Completed	10/16/2020 7:49 AM
Garth Coller	Completed	10/19/2020 8:23 AM
Theresia Saenz	Completed	10/22/2020 11:05 AM
MPO	Completed	11/12/2020 1:30 PM



MEDIA RELEASE

Hernando/Citrus Metropolitan Planning Organization (MPO) Meeting Summary – September 10, 2020

Hernando County Government Center
John Law Ayers County Commission Chambers
20 N Main Street, Room 160, Brooksville, FL

- The MPO Board received the West Central Florida MPO Chairs Coordinating Committee’s Transportation Regional Incentive Program (TRIP) Project Priority List and Multiuse Trail Priority Lists for FDOT Districts 1 and 7.
- The Transportation Impact Fee Update Study (2020), performed for Hernando County, was provided to the Board members for informational purposes.
- The Hernando County Transit Development Plan (TDP) Annual Progress Report 2020 was provided to the MPO Board for informational purposes.
- The MPO Board heard about a request, made by a citizen, to check on the need for street lighting at the intersection of US 19 and Centralia, and US 19 and Knuckey Road. A warrant study was performed by FDOT, who determined street lighting at this location did not meet warrants, although an MSBU is an option.
- The Board discussed the MPO budget and issues relating to the reimbursable grant funding. A discussion of how to equitably divide the responsibility of financially supporting the MPO scopes and projects as outlined in the UPWP will be discussed further the next meeting on November 12, 2020.
- The Annual Roll-Forward Amendment to the Adopted FY 2021 – FY 2025 Transportation Program (TIP) was approved by the Board.
- The Board approved two General Planning Consultant Services Contracts for Kimley Horn and Associates Inc. and for Tindale Oliver and Associates, Inc.
- The Board members discussed the Executive Director Succession Plan. The Board requested that the matter be further discussed at the next board meeting on November 12, 2020.

- The Board agreed to cancel the October 8th MPO meeting.

The next MPO meeting is scheduled for: Thursday, November 12,
2020, at 1:30 pm in the Hernando County Government Center
John Law Ayers County Commission Chambers
20 N Main Street, Rm 160, Brooksville, FL

Please Contact the Hernando/Citrus MPO at (352) 754-4082 for more information

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MPO ISSUES LIST

Issue	Date	Detail	Status	Comments
MPO Budget	8/20/2019 9/17/2019 10/30/2019 7/9/2020 9/10/2020	MPO Budget and funding needs	Discussion ongoing	On 7/9/20, the MPO Board requested funding participation letter be sent to MPO member governments. On 9/10/20 MPO Board requested further discussion on 11/12/20.
Signal at SR 200 and CR 491	6/11/2020 10/12/2020	Identified need for a signal at SR 200 and CR 491	Construction is planned	FDOT provided the MPO with an update at their June 11, 2020, meeting. The signal is scheduled for construction completion by December 2021/January 2022. No change.
Traffic signal US 19 and Hexam Road	1/30/2018 12/10/2019 4/7/2020 5/19/2020 7/28/2020 8/17/2020 10/12/2020	Safety concerns, FDOT was asked for a signal	Anticipated start Feb/Mar 2021	Design is underway and FDOT anticipates advertising using their Push Button Contract in Oct/Nov 2020. Anticipated start Feb/Mar 2021. Hernando BOCC entered into a funding agreement with FDOT on July 28, 2020 to provide \$300,000 to the FDOT toward the project. HDR is working on the design. The project is on schedule to be started in late 2021.

Attachment: 11-12-20 Issue Update (17518 : MPO Meeting Summary from September 10, 2020 Meeting)

Issue	Date	Detail	Status	Comments
Traffic signal US 19 and St. Andrews	1/30/2018 10/2/2019 4/7/2020 5/19/2020 9/10/2020 10/12/2020	Concern regarding number of severe crashes	Anticipated Start July 6, 2020	In March 2018, FDOT installed flashing beacons at this intersection. Subsequently, additional crashes occurred and FDOT reanalyzed and approved signal warrant. Construction is underway.
JD Floyd Elementary	12/12/2018 8/20/2019 2/8/2020 2/26/2020 9/24/2020	Traffic is backing up on local roads	Under Review	A joint school Board meeting was held in December 2019 to discuss school related issues. Hernando County Engineer indicated further study of JD Floyd and Explorer K8 is planned to identify potential remedies to the traffic back up. The school board indicated they hired an Architectural Firm to do master planning studies at 3 campuses that have additional land available that may provide capacity solutions (Brooksville Elementary, JD Floyd and Westside Elementary) The project is in the hands of the consultant. DPW has not received anything from them yet.
US 19 Trail (Green Acres to Jump Court)	1/30/2018 8/17/2020	Verify timing of trail Timing	FDOT has verified trail will occur	Based on the FDOTs FY 2020-2024 Work program, construction of the 10' wide trail is scheduled for completion in Spring 2021.

MPO BOARD ISSUES – ADDRESSED

Issue	Date	Detail	Status	Comments
Intersection of US 19 and CR 550	9/18/2018	Request for south bound turn lane onto US 19	Right turn lane cannot be installed	There is inadequate right of way at this intersection to construct a right turn lane.
Anderson Snow Road Sidewalk	12/12/2018 1/15/2019	Safety concerns students	Application is not being amended at this time	TA application was submitted for Amero Lane sidewalk. Discussion occurred re: amending the Amero application to include Anderson Snow
Committee Quorums	5/15/2019	MPO issues with quorums	Monitoring	The MPO was experiencing committee quorum issues. New members have been added which is helping the issue. Item will continue to be monitored.

Attachment: 11-12-20 Issue Update (17518 : MPO Meeting Summary from September 10, 2020 Meeting)