



FLORIDA TRANSPORTATION COMMISSION

Minutes of Workshop

Date: October 20, 2025

Time: 10:00 AM

Location: FDOT Burns Building Auditorium, Tallahassee, Florida

1. Call to Order

- **Roll call**

- Chairman Howse called the meeting to order at 10:00 am.
- In attendance was Chairman Ron Howse, Vice-Chairman David Genson, Commissioners John Browning, Barbara Haselden, Alex Lastra, and Rusty Roberts.

2. Reports/Presentations

- **FDOT Agency Update – Jessica Ottaviano, FDOT Chief of Staff**

- Chief of Staff Ottaviano provided FDOT personnel updates including announcing Jack Rogers serves as the Deputy Chief of Staff as well as Legislative Affairs Director and introduced newly appointed Dan FitzPatrick as Chief Strategy Officer.
- Chief of Staff Ottaviano shared that FDOT recently launched the America250FL campaign to recognize Florida's contributions to American History. Commissioner Roberts commented that the USDOT has an America 250 campaign underway and suggested that Chief of Staff Ottaviano connect with USDOT Senior Advisor Leslie O'Shaughnessy who is coordinating the federal campaign.
- Vice-Chairman Genson inquired about the status of Jamie Driggers as Interim District Secretary, and the Chief of Staff confirmed that Mr. Driggers continues to serve in the interim role.
- Commissioner Browning requested photos and messages of the DMS signs that are being used in the safety campaign across the state.

- **MPOs vs. Transit Authorities – Ralph Yoder, Executive Director of the Florida Transportation Commission & Amanda Carpenter, MPOAC Executive Director**

- Executive Director, Ralph Yoder introduced Mrs. Amanda Carpenter, Executive Director of the MPOAC (Florida Metropolitan Planning Organization Advisory Council).
- Ms. Carpenter provided a brief overview of the MPOAC. She noted that Florida has a total of 27 which is more than any other state.
- Ms. Carpenter reported that, under HB 425, the MPOAC is required to provide an annual report to the FTC on the alignment of MPOs' Long Range Transportation Plans (LRTPs) with the Florida Transportation Plan, noting that Federal and State law require MPOs to update their LRTPs every five years and that MPOs statewide are currently aligning their plans with the 2025 FTP.



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- Chairman Howse requested that the Commission receive additional information on the structure of each MPO across the state at a future meeting, and Ms. Carpenter noted that she is in the process of updating the website and can incorporate additional details about each MPO as part of that effort.
- Vice-Chairman Genson asked whether the format of LRTPs varies or if MPOs could benefit from a standard format, and staff noted that some standardization already exists through required plan components.
- Ms. Carpenter explained that LRTPs must take a multimodal approach, include extensive public involvement, provide detailed financial planning that identifies how funds are allocated and for which projects, and meet both federal and state requirements.
- Commissioner Browning inquired about counties that are not part of an MPO, and Ms. Carpenter explained that many MPOs take a regional approach and collaborate with these counties, while the Department also works closely and directly with rural counties that are outside an MPO.
- **FTC Transit Oversight Changes – Ralph Yoder, Executive Director, FTC**
 - Executive Director Yoder provided an overview of the FTC’s expanded transit oversight role under SB 1662 and explained how it will guide future performance evaluations.
 - Mr. Yoder also presented a detailed overview of Florida’s 31 transit agencies, noting that there are 8 Tier I agencies and 23 Tier II agencies.
 - Vice-Chairman Genson noted that establishing specific performance measures will be challenging given the diverse demographics and populations served by each transit entity.
 - In discussion of funding, staff explained that 85% of Public Transit Block Grant funds are allocated to the 31 Florida transit agencies and 15% to the Commission for Transportation Disadvantaged (CTD); when Commissioner Roberts asked whether the funding referenced was state funds only, Mr. Yoder confirmed that it was.
- **Transit Agency Profiles Overview – Ralph Yoder, Executive Director, FTC**
 - Mr. Yoder introduced the agency profile booklet, which provides an overview of each agency and includes various types of data, including general information.
 - Chairman Howse inquired about the “University Transportation Fee,” and Mr. Yoder explained that some transit agencies have agreements with local universities in which the university helps fund the agency; these payments increase the agency’s farebox recovery ratio, which is why their farebox revenue appears higher.
 - Commissioner Roberts asked Mr. Yoder to explain the difference between demand-response and non-demand-response services. Mr. Yoder noted that non-demand-response services operate on fixed routes and schedules, while demand-



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response services provide door-to-door or on-demand trips that are scheduled by the rider in advance.

- Chairman Howse noted his interest in discussing the percentage of total revenue miles by mode for each individual agency.
- Commissioner Haselden observed that many agencies' farebox recovery percentages fall below the typical 10%–15% range and noted that achieving 15% would represent a significant improvement for these transit agencies.
- Mr. Yoder introduced the FARES performance measure framework—F for Financial Management, A for Administrative Cost, R for Ridership Utilization and Effectiveness, E for Events of Safety, and S for Service Reliability—and explained that these five components will serve as the foundational “buckets” for developing performance metrics for the 31 agencies. Chairman Howse added that each agency's administrative costs must comply with Florida Statute.

During a break in the transit-related discussion, Mr. Yoder introduced Jared Williams, Chief of Staff to the Florida Lieutenant Governor.

- Chairman Howse opened the workshop for transit agencies in attendance to offer comments or share any concerns.
 - Mr. Terry Jordan, Chair of the Florida Public Transportation Association (FPTA) and Executive Director of Space Coast Area Transit, provided an update on his agency, noting that Block Grant funding is critical to their operations and equipment procurement, and that Space Coast Area Transit must provide a 50% local match to the state funds allocated. He added that Brevard County's size and its mix of urban, suburban, and rural areas create unique operational considerations.
 - Ms. Tiffany Hawkins, Vice Chair of the Florida Public Transportation Association (FPTA) and Chief Executive Officer of LYNX, provided an update on LYNX, stating that it is a fixed-route system serving multiple counties in Central Florida. She noted that the Block Grant funding LYNX receives supports its operations across a large, highly urbanized service area spanning multiple counties.
 - Vice-Chairman Genson asked Ms. Hawkins whether LYNX has an agreement with the University of Central Florida (UCF). Ms. Hawkins confirmed that LYNX operates campus shuttles through which UCF students ride fare-free, and LYNX receives the associated ridership. Chairman Howse asked how LYNX is reimbursed for these services, noting LYNX's 11% farebox recovery and its board-adopted regional funding model, which allocates costs by county and service hours. Ms. Hawkins explained that reimbursement through the UCF agreement is minimal and primarily supported through student activity fees.



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- Commissioner Haselden asked Ms. Hawkins where the revenue received from Transportation Disadvantaged (TD) funds is reflected in the LYNX budget. Ms. Hawkins responded that the revenue is captured within their state grants.
 - Mr. Yoder introduced Ms. Karen Somerset, Interim Executive Director of the Commission for the Transportation Disadvantaged. Ms. Somerset explained that individuals unable to transport themselves due to age, income, or disability qualify for Transportation Disadvantaged services and that each county has a designated coordinator.
 - Ms. Somerset stated that 15% of Block Grant funding is distributed through the Transportation Disadvantaged Trust Fund based on a statutory formula and confirmed that FDOT provides the CTD's annual funding, which the Commission allocates to counties.
 - In response to a question from Commissioner Lastra, Ms. Somerset reported that the Commission receives approximately \$25 million in revenue from license plates and vehicle registrations.
 - Commissioner Haselden inquired about agency contracts related to paratransit and expressed concerns about the associated costs.
- **FTC Transit Discussion, Prep for November 3 – Ralph Yoder, Executive Director, FTC**
 - During the afternoon session of the workshop, the Commissioners and the Executive Director discussed transit performance measures and identified additions and changes they would like to see moving forward. Chairman Howse recommended the following:
 - Farebox recovery figures be included in the final iteration of the transit performance dashboard, with reporting that distinguishes farebox revenue generated through university agreements versus fixed-route service.
 - Administrative costs be reviewed to ensure they are fair and appropriate for all agencies.
 - A customer service component be added to evaluate complaint-resolution efforts that extend beyond 48 hours.
 - A service metric be developed to measure reliability and dependability, including ways to capture customer safety
 - Commissioner Roberts asked representatives from LYNX and Space Coast Area Transit whether their buses are equipped with cameras and whether a metric exists for tracking the number of incidents. Ms. Hawkins responded that LYNX buses are equipped with cameras and that incidents are reported to the National Transit Database (NTD).
 - Commissioner Haselden asked what the baseline is for reporting an incident and whether safety is measured. Ms. Hawkins explained that specific criteria define reportable incidents and that agencies submit incident data to the NTD on a monthly basis.



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- Chairman Howse suggested that staff provide a list of the incident types and the information submitted to the NTD.
- Commissioner Lastra stated that he would like to see urban and rural areas further broken down into multiple categories.
- Chairman Howse stated that he would like to see each agency's farebox figures and the operating expense per trip per passenger.
- Commissioner Haselden asked whether there is a threshold for administrative costs and stated that she would like to see Tier I and Tier II agencies indicate whether they are above or below 20%.
- Chairman Howse stated that he would like to see a ridership survey that captures why people choose to ride transit as well as why others choose not to. He also asked whether LYNX or Space Coast Area Transit have real-time passenger data that allows monitoring of vehicle locations.
 - o Mr. Jordan of Space Coast Area Transit responded that real-time data requires vehicle-mounted hardware; while some larger agencies have this capability, many smaller agencies do not because it is cost-prohibitive. He suggested that real-time capability should be included as an informational metric.
- Chairman Howse suggested that the Florida Transportation Research Institute could potentially assist the Commission with this effort related to transit oversight.
- Commissioner Haselden stated that the public generally prefers door-to-door transportation options over riding a bus or walking. Commissioner Haselden also expressed concern related to reporting requirements for certain Transportation Network Companies (TNCs) including the lack of requirements of drug and alcohol testing.
 - o A representative of the Department's Public Transit Office explained that agencies are able to coordinate through vouchers with TNC providers, like Uber and Lyft, for door-to-door service.
 - o Transit agencies which contract for TNC services must meet certain FTA reporting requirements such as drug and alcohol testing of drivers.
- Commissioner Browning observed that TNCs operate more efficiently than traditional transit in both rural and urban areas and stated that the Commission should consider encouraging these types of services, as they may be more cost-effective than traditional transit.
- Chairman Howse stated that the dependability of the types of buses used by transit agencies should be taken into account when developing performance metrics related to reliability and dependability.

4. Executive Director Update – Ralph Yoder, Executive Director

- Executive Director Yoder provided a brief update on FTC staff activities and operations, including upcoming meetings and events.

5. General FTC issues/business – Ron Howse, Chairman

- No issues or business was brought forth for discussion



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6. Public Comment and Adjournment – Ron Howse, Chairman

- Chairman Howse opened the meeting for public comment.
 - Dr. Chris Francis, a consultant with SRF Consulting Group, shared his thoughts on transit performance measures and studies. He noted that he has been tracking transit for several years and suggested incorporating real-time tracking with geofencing.
- With no further business, the workshop was adjourned at 3:30 p.m.