Hillsborough MPO
Metropolitan Planning for Transportation

Meeting of the Citizens Advisory Committee
Wednesday, February 17, 2016, 1:15 PM,
Planning Commission’s Committee Room, 18th ‘Floor

I. Call To Order

II. Public Comment (3 minutes per speaker, please)

III. Approval of Minutes (January 20, 2016)  1:20

IV. Action Items
A. Adjust Meeting Start Time  1:25
   (Rich Clarendon, MPO Staff)
B. TBARTA CAC Participation  1:35
   (Rich Clarendon, MPO Staff)

V. Status Reports
A. Air Quality Update (Alain Watson, EPC)  1:45
B. Fletcher Avenue Social Marketing  2:00
   (Amy Lester, CUTR)
C. Unified Planning Work Program Call for
   Planning Projects (Allison Yeh, MPO Staff)
D. Vision Zero (Wade Reynolds, MPO Staff)  2:30
E. MPO Mission and Vision Statement Draft  2:45
   (Beth Alden, MPO Executive Director)

VI. Old Business & New Business
A. TBX Update (FDOT Representative)  3:00
B. Streetcar Discussion Follow-up  3:25

VII. Adjournment

VIII. Addendum
A. MPO Meeting Summary & Committee Report
B. SR 60, US 301 to Falkenburg Road Project Fact Sheet
C. US 41, Kracker Avenue to Causeway Boulevard Project Fact Sheet
D. MLK Blvd. Intersection Improvement Project
E. US 301 from SR 60 to I-4 PD&E Fact Sheet
F. FDOT Draft SIS Policy Plan
The full agenda packet is available on the MPO’s website, http://www.planhillsborough.org/, or by calling (813) 272-5940.

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Learn more about our commitment to non discrimination.

In accordance with Title 17 U.S.C. Section 107, the materials attached are provided here for research and educational purposes, and are distributed without profit to MPO Board members, MPO staff, or related committees or subcommittees the MPO supports. The MPO has no affiliation whatsoever with the originator of attached articles nor is the MPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond ‘fair use’ must first obtain permission from the copyright owner.
CALL TO ORDER

Chairman Ed Austin called the meeting to order at 1:19 pm and the meeting was held in the Property Appraiser's office.

Members present: Ed Austin; Walter Niles; Ray Alzamora; David Wilson; Dennis LeVine; Kevin O'Hare; Laura Lawson; Jerry DiFrabrizio; Jib Reagan; Bill Roberts;

Members excused: Wayne Traina; Adam Fritz; Gloria Mills

Others present: Richard Clarendon, Linda Ferraro, Beth Alden, Sarah McKinley, MPO Staff; Terry Eagan, Planning Commission Staff; Nina Mabilleau, City of Tampa; Allison Marron, Florida Department of Health, Hillsborough County; Rick Richmond, Citizen.

PUBLIC COMMENT

No public comment.

ELECTION OF OFFICERS

Chairman Austin stated that the CAC is an opportunity to provide valuable input and encouraged rotation of the Chair's position.

Mr. David Wilson nominated himself for the position of Chair. Mr. Walter Niles nominated Mr. Jib Reagan. Mr. Reagan nominated Mr. Niles and Mr. Kevin O'Hare nominated Ms. Laura Lawson.

Following a show of hands in which no nomination received a majority, Mr. Reagan and Mr. Niles withdrew their nominations of each other.

Following further showing of hands, Ms. Lawson received 6 votes with Mr. Wilson receiving 4 votes. Therefore, Ms. Lawson was elected as Chair.

Mr. O'Hare nominated Mr. Wilson as Vice Chair. The motion was seconded by Mr. Austin and with no further nominations, the motion carried.

Mr. Reagan nominated Mr. Austin as Member-at-Large. The motion was seconded by Mr. O'Hare and with no further nominations, the motion carried.

APPROVAL OF MINUTES (Joint CAC/TAC December 16, 2015)

Mr. O'Hare made a motion to approve the Joint CAC/TAC December 16, 2015 CAC minutes as corrected. The motion was seconded by Mr. Reagan and carried.
ACTION ITEMS

A. Transportation Improvement Program Amendment - HART

Ms. Sarah McKinley, MPO Staff, stated that HART is requesting an amendment to the current TIP and State Transportation Improvement Program (STIP). The amendment is being requested through the State of Good Repair Program (Section 5337) Funds in the amount of $1,533,525.

These funds provide assistance for maintenance projects for the streetcar which includes replacement of axles and tires, repair of traction motors, controllers, inverters and other components. A portion of the funds will be used to hire a consultant to assist with the development of the Transit Assessment Management Plan.

Mr. Niles made a motion to approve TIP amendment by HART and forward it to the MPO Board for their approval and requested a follow-up presentation from the Streetcar Board on its future. The motion was seconded by Mr. O’Hare and discussion ensued about the system’s purpose and effectiveness.

After discussing the system’s purpose and effectiveness, Mr. Wilson made an amendment to the motion to wait on approving until long term solutions are found. There was no second to the motion.

A vote was taken on the original motion and carried 9-1 with Mr. Wilson voting against the motion.

B. 2015 Attendance Review and Declaration of Seat Vacancies and TBARTA CAC Participation

Mr. Clarendon said that several members have missed 3 or more consecutive meetings and he has been in contact with them. Mr. Kevin Dorsey has tendered his resignation and Mr. Clarendon has not heard from Mr. Al Perry. The Port Tampa Bay appointment has been vacant for some time and staff would like to have the CAC declare the seat vacant so that it would not affect their quorum.

The members also discussed their relationship to TBARTA’s CAC, and deferred appointing one of their members until meeting conflicts are worked out.

Mr. Wilson made a motion that the CAC declare the seat for Port Tampa Bay’s appointee vacant, so that it won’t affect their quorum and to defer appointing a CAC member to the TBARTA CAC until meeting conflicts are worked out. The motion was seconded by Mr. O’Hare and carried.

STATUS REPORTS

A. Review of Growth Trends

Mr. Terry Eagan, Project Manager and Librarian for the Planning Commission stated that population projects are annual estimates that reflect the current year and various methodologies are used to determine the projections.
There are four key players in developing population estimates. They are: Census Bureau’s Population Estimates Program (PEP); American Community Survey; Bureau of Economic and Business Research (BEBC) and the Planning Commission. He presented a map showing areas that had experienced growth over the last five years higher or lower than forecasts.

B. Previous Studies of Passenger Rail on CSX Corridors

Ms. Beth Alden, MPO Executive Director the Tampa Bay Transportation Management Area (TMA) Leadership Group received a presentation in September from CSX Florida which showed existing freight lines that could be used for passenger rail service and those that cannot. The two potential lines are the Brooksville Subdivision and the Clearwater Subdivision. Because of interest in this topic, a review of what studies have been done to-date on passenger rail using CSX corridors has been conducted by staff.

Some of those studies are:
- Tampa Bay Commuter Rail Authority (1990-1996)
  - Commuter Rail Development Plan (1992)
  - Commuter Rail Feasibility Study (1993)
- HART Mobility Major Investment Study (1998) “The Mobility Study”
- HART Tampa Rail Project – Alternatives Analysis & Environmental Impact Statement (2002 Record of Decision)
- Pinellas Mobility Initiative
- West Central Florida MPO Chairs Coordinating Committee (1991-present)
  - CCC 2025 Regional LRTP (2004)
  - CCC 2035 Regional LRTP (2009)
- FDOT-D7 Strategic Regional Transit Needs Assessment (2006)
- TBARTA Master Plan (2009)
- Moving Hillsborough Forward (2010)
- Green Light Pinellas (2014)

Committee members discussed the Tampa Bay region’s history as a car culture, the prospect of joint use of the CSX lines in east Hillsborough County, Orlando’s Sunrail, and Washington DC’s experience with growth and traffic. Members also asked to have copies of Ms. Alden’s presentation.

C. Vision Zero – This item was deferred

D. Walkability Audit Report

Ms. Allison Marron of the Florida Department of Health for Hillsborough County stated that the object of this study is to understand the health statistics that guide the work. Obesity is continuing to grow at an alarming rate with 37.7% of adults and 17.2% of children and adolescents considered obese. Inactivity is the major contributor to these rates.

Ms. Marron stated that Healthiest Weight Florida is a public-private collaboration bringing together state agencies, not for profit organizations, businesses, and entire
communities to help Florida’s children and adults make consistent, informed choices about healthy eating and active living. It is taking place statewide as a collective impact project with a common agenda; shared measurement; mutually reinforcing, coordinated activities; continuous communication and a strong backbone.

She stated that in 2012, the MPO passed a resolution promoting complete streets promoting walkable streets for healthier living.

E. Gaines Street Tallahassee Redesign Video

Ms. Gena Torres explained that in researching the economic benefits of roadway transformations for the Tampa/Florida Corridor Study that is currently underway, she discovered this video that captures the potential benefits to the local economy by simply changing the configuration of a roadway.

The video focused on Gaines Street in Tallahassee which was in need of revitalization. Once transformed, the increase in transit ridership and business revenues were impressive.

OLD AND NEW BUSINESS

Mr. Reagan asked that the CAC reconsider the time of their meetings. Sometimes it is difficult to meet in the afternoon and he would prefer mornings. Mr. Clarendon said he will survey the members to receive feedback.

ADJOURNMENT

There being no further business, Mr. Niles moved to adjourn the meeting adjourned at 3:30 pm. Mr. O’Hare seconded the motion, which carried.
Agenda Item: Adjust Meeting Start Time

Presenter: Rich Clarendon, MPO staff

Summary: Last month under new business, CAC member Jib Reagan asked if we could consider shifting your meetings to a more convenient time.

Members asked that the CAC be polled as to their preferences. The results are shown in the attachment.

Recommended Action: As deemed appropriate by the members.

Prepared By: Rich Clarendon, AICP

Attachments: CAC meeting preferences.
<table>
<thead>
<tr>
<th>Meeting Start Time</th>
<th>1st Choice</th>
<th>2nd Choice</th>
<th>3rd Choice</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:00 AM</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8:30 AM</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9:00 AM</td>
<td>3</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>10:00 AM</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>12:00 PM</td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>1:15 PM</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2:00 PM</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2:30 PM</td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>3:00 PM</td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>3:30 PM</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CAC Meeting Preferences**

# of Members Choosing

![Bar chart showing meeting preferences](chart.png)
Board & Committee Agenda Item

Agenda Item: TBARTA CAC Participation

Presenter: Rich Clarendon, MPO Staff

Summary: Last month, the CAC discussed whether to continue sending one of its members to participate as a non-voting advisor in bi-monthly meetings of TBARTA’s CAC.

No decision was reached because of the fact that the TBARTA CAC has been meeting at the same time as your committee. Staff was asked to determine if there is a meeting conflict.

The following dates conflict with TBARTA’s CAC meetings:

- April 20
- August 17
- October 19

If the CAC desires to send a representative to TBARTA and avoid conflicting meetings, it can move these meetings up by a week.

Recommended Action: As deemed appropriate.

Prepared By: Rich Clarendon, AICP

Attachments: None
Agenda Item: Air Quality Update

Presenter: Alain Watson, Environmental Protection Commission of Hillsborough County

Summary: The US Environmental Protection Agency has updated the air quality standards for ground-level ozone. This pollutant is of concern to our region as it is formed when pollutants from cars and power plants react in sunlight. Two counties in the Tampa Bay air shed (Hillsborough and Pinellas counties) were designated as marginal in 1990. The standard was relaxed in 1997 to 85 parts per billion (ppb) and then set at 75 ppb in 2008. On October 1, 2015, EPA strengthened the National Ambient Air Quality Standard for ground-level ozone to 70 ppb.

If the adopted ozone standard places the Tampa Bay Area in a non-attainment status, the local MPO’s would be required to conduct conformity. Conformity involves demonstrating that the proposed projects in Hillsborough County, for instance those listed in our TIP, would not cause new air quality violations or worsen existing levels of ozone.

The local agency responsible for monitoring air pollutants is the Environmental Protection Commission of Hillsborough County. Alain Watson, Division Manager for Air Monitoring will provide an update on the implications, if any, to Hillsborough County.

Recommended Action: None. For information and discussion.

Prepared By: Gena Torres

Attachments: Overview of EPA’s Updates to the Air Quality Standard for Ozone
On Oct. 1, 2015, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone to 70 parts per billion (ppb), based on extensive scientific evidence about ozone’s effect on public health and welfare. The updated standards will improve public health protection, particularly for at-risk groups including children, older adults, people of all ages who have lung diseases such as asthma, and people who are active outdoors, especially outdoor workers. They also will improve the health of trees, plants and ecosystems.

Highlights

- The updated health standard of 70 ppb will significantly reduce ozone air pollution and will provide an adequate margin of safety to protect at-risk groups.
- The standard is especially important for children and people with asthma, who are at increased risk from ozone exposure, and will prevent hundreds of thousands of asthma attacks.
- Public health benefits of the updated standards are significant – estimated at $2.9 to 5.9 billion annually in 2025 and outweighing estimated costs of $1.4 billion.
- EPA projections show the vast majority of U.S. counties will meet the standards by 2025 with federal and state rules and programs now in place or underway.
- EPA will work closely with states and tribes as they develop and implement clean air plans.

Updated Primary (Public Health) Standard

- Based on an expanded body of scientific evidence that includes thousands of studies on the effects of ozone on health, the EPA Administrator has concluded that the 2008 standard of 75 ppb is not requisite to protect public health with an adequate margin of safety, as required by law.
- As she determined what standard would provide that margin of safety, the Administrator considered the science, focusing on new studies that have become available since EPA last reviewed the standards in 2008. Those studies include new clinical studies, which provide the most certain evidence of health effects in adults. Those studies provide information clearly showing that ozone at 72 ppb can be harmful to healthy exercising adults.
In addition, the Administrator examined results of analyses that look at people's exposure to ozone and how different levels of a revised standard would reduce risk. These analyses take into account people's activity patterns and how they are exposed to ozone in their daily lives.

The Administrator focused on children's exposure -- particularly repeated exposures. Repeated exposures are important, because the more times children are exposed to ozone, the more likely they will experience serious health effects.

Children are at increased risk from ozone exposure because their lungs are still developing, and they are more likely to be active outdoors when ozone levels are high. Children also are more likely than adults to have asthma.

Combined, the results of the clinical studies and risk and exposure analyses show that a standard of 70 ppb will protect public health.

- A standard of 70 ppb is below the level shown to cause adverse health effects in the clinical studies.

- A standard of 70 ppb essentially eliminates exposures that have been shown to cause adverse health effects, protecting 99.5 percent of children from even single exposures to ozone at 70 ppb.

Several clinical studies have shown effects in some adults following exposure to ozone at levels as low as 60 ppb. However, the evidence is uncertain that those effects are "armful or "adverse." In light of these uncertainties, the Administrator concluded that the science supported setting a standard that reduces exposure to ozone concentrations as low as 60 ppb but does not support a standard that eliminates them.

The Administrator concluded that a standard of 70 ppb also will provide the adequate margin of safety the law requires. The updated standard will protect more than 98 percent of school-age children from repeated exposures to ozone concentrations as low as 60 ppb -- a 60 percent improvement over the current standard.

The standard accomplishes this because of the way it is structured. Areas meeting the updated standard will see ozone concentrations below 70 ppb on almost all days -- and in many areas, on most days, concentrations will be even lower.
In selecting the level of the primary standard, the Administrator also considered advice from the agency's independent science advisor, the Clean Air Scientific Advisory Committee (CASAC), and she considered public comment on the proposed standards.

The CASAC concluded that the science indicates the 2008 standard is not adequate to protect public health and that science supports a standard within a range of 70 ppb down to 60 ppb. The panel noted that the decision about what standard provides the adequate margin of safety required by the Clean Air Act is a policy judgment left to the Administrator.

Ozone and Health

Scientific evidence shows that ozone can cause a number of harmful effects on the respiratory system, including difficulty breathing and inflammation of the airways. For people with lung diseases such as asthma and COPD (chronic obstructive pulmonary disease), these effects can aggravate their diseases, leading to increased medication use, emergency room visits and hospital admissions.

Evidence also indicates that long-term exposure to ozone is likely to be one of many causes of asthma development. In addition, studies show that ozone exposure is likely to cause premature death.

An estimated 23 million people have asthma in the U.S., including an estimated 6.1 million children. Asthma disproportionately affects children, families with lower incomes, and minorities, including Puerto Ricans, Native Americans/Alaska Natives and African-Americans.

Children -- including teenagers -- are among those most at risk from ozone exposure for several reasons:

- Their lungs are still developing (this occurs until adulthood);
- They breathe more air per pound of body weight than adults. That means if the air contains ozone, children get a higher "dose" of ozone for their weight than adults;
- They are active outside more than adults; and
- They also are more likely to have asthma.

Benefits of the Final Standards Outweigh Costs

Setting air quality standards is about protecting public health and the environment. By law, EPA cannot consider costs in doing that. States ultimately will decide the best mix of measures to meet the standards in their nonattainment areas. However, to inform the public, EPA analyzes the benefits and illustrative costs of implementing the standards as required by Executive Orders 12866 and 13563 and guidance from the White House Office of Management and Budget (OMB). In conducting these analyses, EPA uses widely accepted, peer-reviewed economic practices and follows OMB guidance on economic analyses.
EPA estimates that meeting the 70 ppb standards will yield health benefits valued at $2.9 to $5.9 billion annually in 2025 nationwide outside of California. These annual benefits include the value of avoiding a range of harmful health effects, including:

- 320 to 660 premature deaths
- 230,000 asthma attacks in children
- 160,000 days when kids miss school
- 28,000 missed work days
- 630 asthma-related emergency room visits
- 340 cases of acute bronchitis in children

EPA analyzed the benefits and costs for California separately, because a number of areas in California would have longer to meet the final standards, based on their ozone levels. A number of California counties likely would have attainment dates ranging from 2032 to late 2037.

Benefits of meeting the standards in California add to the nationwide benefits after 2025, with the value of the additional benefits estimated at $1.2 to $2.1 billion annually after 2025. This includes the value of avoiding harmful health effects, including:

- 120 to 220 premature deaths
- 160,000 asthma attacks among children
- 120,000 days when kids miss school
- 5,300 missed work days
- 380 asthma-related emergency room visits
- 64 cases of acute bronchitis among children

While states ultimately decide what measures to implement to meet a standard, EPA has developed illustrative measures in order to estimate costs. Those estimates are $1.4 billion in 2025 nationwide except for California. Estimated costs in California post-2025 are $800 million.

Estimated net benefits range from $1.5 to $4.5 billion nationwide, except California. In California, net benefits are estimated at $0.4 to $1.3 billion.

Updated Secondary (Public Welfare) Standard

EPA also is strengthening the secondary standard to improve protection for trees, plants and ecosystems. Like the primary, an area will meet the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 70 ppb.

New studies since the last review of the standards add to evidence showing that exposure to ozone reduces growth and has other harmful effects on plants and trees. These types of effects have the potential to harm ecosystems and the benefits they provide.

The agency has assessed ozone exposure to vegetation using a regional index known as a “W126 index.” A W126 index, named after a portion of the equation used to calculate it, is a weighted index designed to reflect the cumulative exposures that can damage plants and trees during the consecutive three months in the growing season when daytime ozone concentrations are the highest and plant growth is most affected.
EPA determined that a W126 index level of 17 parts per million-hours (ppm-hours) is sufficient to protect the public welfare based on the latest science.

Analyses of data from air quality monitors show that an 8-hour standard of 70 ppb will limit cumulative, seasonal exposures above a W126 index level of 17 ppm-hours, averaged over three years.

Based on consideration of all the information in this review, including CASAC advice and judgments about uncertainties, the Administrator concluded that an updated secondary standard of 70 ppb will provide the requisite protection for public welfare that the Clean Air Act requires.

Working With States and Tribes to Implement the Updated Standards

Protecting air quality is a federal/state partnership, and EPA, states and tribes have made significant progress reducing ozone. Nationwide, ozone levels have dropped by a third since 1980 at monitor sites that track ozone trends. More than 90 percent of the areas originally designated as nonattainment for the 1997 ozone standard now meet that standard. And 2014 data show that more than a third of areas designated in 2012 as nonattainment for the 2008 ozone standards have air quality meeting that standard.

EPA has a long history of working closely with states as they develop State Implementation Plans (SIPs) to reduce emissions of ozone precursors within individual jurisdictions. The agency will continue these collaborative efforts for the updated ozone standards, including working closely with states in reviewing air quality during the designations process, which is the first step in implementing the updated standards.

Recognizing that its partners have significant workloads and resource constraints, the agency has provided an outline of how EPA will work with state, tribal, local and federal agencies to implement the updated standards in a way that maximizes common sense, flexibility and cost-effectiveness, while following the requirements of the Clean Air Act.

The "Implementation Memo" issued with the revised standard outline the agency's plan for addressing issues related to:

Addressing Background Ozone

"Background ozone" refers to ozone that forms from pollution from natural sources, such as wildfires or stratospheric intrusions, and ozone that forms from man-made pollution from sources outside the U.S.

On high ozone days, most ozone is produced locally or regionally from man-made domestic sources. Reducing emissions of the pollutants that form ozone will reduce ozone broadly across the country and improve public health protection.

EPA analyses do not indicate that background ozone will prevent areas from meeting the updated ozone standards of 70 ppb. The Clean Air Act and EPA policies provide a number of tools to help states in the limited number of areas where background ozone may contribute to high ozone concentrations on a few days. These tools may help areas avoid a nonattainment designation, or minimize attainment control requirements where appreciable levels of background ozone influence air quality.
California has unique air quality challenges, due to the combination of meteorology and topography, population growth, and the pollution burden associated with mobile sources. EPA will continue working closely with the state, tribes and local air quality officials, nongovernmental organizations, interested commercial representatives and other federal agencies to explore strategies and technologies to reduce pollution and improve public health protection for California residents.

Rules and guidance to help states and tribes

The agency plans to propose rules and guidance over the next year to help states with potential nonattainment areas implement the revised standards. The agency also plans to update its Exceptional Events Rule, which outlines the requirements for excluding air quality data (including ozone data) from regulatory decisions if the data are affected by event outside an area control such as a wildfire or stratospheric intrusion.

The Exceptional Events Rule is one of several tools available to states for addressing “uncontrollable pollution” including background ozone, as they develop their clean air plans. Background ozone is ozone that forms from sources other than manmade U.S. emissions.

In addition, EPA is developing guidance to address Exceptional Events Rule criteria for wildfires that could affect ozone concentrations. The agency anticipates receiving additional fire-related exceptional events demonstrations as climate change leads to increases in wildfires.

To ensure a smooth transition to the updated standards, EPA is including a grandfathering provision to ensure that compliance with the updated ozone standards will not delay final processing of certain pending preconstruction permit applications.
As required by the Clean Air Act, EPA anticipates making attainment/nonattainment designations for the revised standards by late 2017; those designations likely will be based on 2014-2016 air quality data.

For more information on the designations schedule: see http://www3.epa.gov/ozonepollution/actions.html.

Federal rules will help most areas meet the standards without additional reductions.

Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the ozone level in the area. Most states can build off work they are already doing to reduce pollution to help them meet the standards.

Existing and proposed federal rules will help states meet the standards by reducing ozone-forming pollution. These rules include: requirements to reduce the interstate transport of air pollution, Regional Haze regulations, the Mercury and Air Toxics Standards, the Clean Power Plan, the Tier 3 Vehicle Emissions and Fuels Standards, the Light-Duty Vehicle Tier 2 Rule, the Mobile Source Air Toxics Rule, the Light-Duty Greenhouse Gas/Corporate Average Fuel Efficiency Standards, the Heavy-Duty Vehicle Greenhouse Gas Rule, the Reciprocating Internal Combustion Engines (RICE) NESHAP, and the Industrial/Commercial/Institutional Boilers and Process Heaters MACT and amendments.

EPA's analysis shows that pollution reductions resulting from these rules will help the vast majority of counties meet the updated standards by 2025 without additional action.

Modernizing Monitoring Requirements

The final rule streamlines and modernizes the Photochemical Assessment Monitoring Stations (PAMS) network to use monitoring resources most efficiently. The PAMS network measures ozone, the pollutants that form it, and meteorology in order to better understand ozone formation and to evaluate national and local ozone-reduction options.

In addition, EPA is updating the Federal Reference Method for ozone to include an additional method for measuring ozone in the outdoor air. State, local and tribal air agencies will be able to continue operating their existing ozone monitors.

Notifying the Public: Updates to the Ozone Monitoring Season and Air Quality Index

EPA is updating the Air Quality Index (AQI) to reflect the updates to the ozone health standard to provide the public with the most up-to-date information about air quality where they live. The AQI is EPA's color-coded tool for communicating air quality to the public.

Also to help alert the public, EPA is extending the ozone monitoring season for 32 states and the District of Columbia to match the times of year when ozone is most likely to approach unhealthy levels. A review of all available ozone data from 2010 to 2013 shows that ozone can be elevated at times when some states were not required to measure it: earlier in the spring and later in the fall – and even in the wintertime in some western states.
The monitoring season extensions will range from one additional month in 22 states and the District of Columbia, to an additional seven months in Utah.

For more information on the AQI and monitoring season updates, see: http://www3.epa.gov/ozonepollution/actions.html

Background on Developing the Ozone Standards

The Clean Air Act requires EPA to review the ozone standards every five years to determine whether they should be revised in light of the latest science. Reviewing the NAAQS is a lengthy undertaking and includes the following major steps before EPA issues a proposed rule: planning; a comprehensive review, synthesis and evaluation of the science on ozone (referred to as the Integrated Science Assessment); risk and exposure assessments for public health and the public welfare; and a staff policy assessment.

Scientific review during the development of each of these documents is thorough and extensive. Drafts of all documents are reviewed by EPA’s independent science advisor (CASAC), and the public has an opportunity to comment on them.

In June-July 2014, CASAC provided its advice to EPA on the policy assessment, the health risk and exposure assessment, and the welfare risk and exposure assessment.

The EPA Administrator evaluates all of this information, along with advice from the CASAC, in determining whether to propose revisions to a standard. Proposed rules are made available for public comment, and the agency holds public hearings. EPA carefully considers all comments received on the proposal before issuing a final rule.

EPA issued the first national air quality standards for ozone in 1971. The agency has revised the standards three times – in 1979, 1997 and 2008 – to ensure they continue to protect public health and welfare. The agency has not revised the standards on two other occasions:

- In 1993, EPA reviewed the standards but determined that revisions were not warranted;
- In 2010, the agency proposed, but did not finalize, revisions as part of a reconsideration of the 2008 standards.

In July 2013, the U.S. Court of Appeals for the D.C. Circuit upheld the 2008 primary ozone standard but remanded the secondary standard to EPA, on the grounds that the agency had not adequately explained how the secondary standard provided the required public welfare protection. The revisions to the secondary standard respond to this remand.

On Jan. 21, 2014, the Sierra Club, American Lung Association, Environmental Defense Fund and Natural Resources Defense Council sued EPA for not completing the review of the standards within five years - by March 2013. The groups asked the U.S. District Court for the Northern
District of California to order EPA to complete the five-year review of the 2008 standards. The court ordered the agency to sign a proposed rule by Dec. 1, 2014 and a final rule by Oct. 1, 2015.

On Nov. 25, 2014, EPA proposed to strengthen the ozone standards. The agency proposed to set both the primary and secondary standards as 8-hour standards of 65 to 70 ppb. EPA received more than 430,000 comments on the proposed standards and held three public hearings.

Where to Get More Information:

- To read the final rule and additional fact sheets, visit http://www3.epa.gov/airquality/ozonepollution/actions.html.
- For technical documents related to this review of the standards, see: http://www.epa.gov/ttn/naaqs/standards/ozone/s_o3_index.html
- A table of historical ozone standards is available at: http://www.epa.gov/ttn/naaqs/standards/ozone/s_o3_history.html
- For your local air quality forecasts and information on current air quality, visit www.airnow.gov
Community-based social marketing is a framework used to promote behavior change, drawing on the idea that initiatives are often most effective when they are carried out at the community level and involve direct contact with people.

This presentation reviewed the results of the formative research conducted along the Fletcher Ave corridor to gain a rich understanding of the target audience’s (low socio-economic status individuals residing in the Tampa Bay area) needs and wants, values, motivators, and barriers, and everyday lives.

The effort measured behavior change after implementation of Complete Street concepts along Fletcher Ave. The Fletcher Avenue Complete Street project included:

- Five midblock pedestrian crossings incorporating RRFBs
- One mid-block pedestrian crossing with traffic signal
- Raised concrete pedestrian refuge islands
- Raised concrete traffic separators
- Marked bicycle lanes and wrong way bicycle signs
- Energy efficient LED street lighting & enhanced landscaping
- Lowered speed limit from 45 MPH to 35 MPH

Action: None; for information only

Prepared By: Lisa K. Silva, AICP, PLA

Attachments: None
Board & Committee Agenda Item

Agenda Item: Unified Planning Work Program (UPWP)
FY 2017 & FY 2018 Project Solicitation

Presenter: Allison Yeh, MPO staff

Summary: The MPO’s transportation planning functions are supported primarily by federal and state grants. These functions must be identified in advance for two fiscal years and encompass the surface transportation planning efforts be undertaken by FDOT, HART, local jurisdictions, and other agencies. These activities, products and budgeted funds are documented in the Unified Planning Work Program. The new UPWP for FY 16/17 - FY17/18 will become effective July 1, 2016 and cover the next two fiscal years.

This month staff is soliciting planning tasks from our partner agencies and citizen groups. Projects will be considered for inclusion in a draft document to be presented next month. In April/May a final document will be presented for approval. The currently adopted UPWP for FY 15 & FY 16 is available on the MPO website. Click here

The UPWP planning task categories for candidate projects are:

-System Planning
-Long Range Transportation Plan
-Transportation Improvement Program
-Data Monitoring

-Public Participation
-Coordination in Region & State
-Other Projects
(corridor/subarea/envir.)

Recommended Action: None; for information only

Prepared By: Allison Yeh, AICP, LEED GA

Attachments: None.
Agenda Item: Vision Zero

Presenter: Wade Reynolds, MPO Staff

Summary:
In the past two months, “Vision Zero” has been adopted by the Tampa City Council and by the School Board of Hillsborough County. A Vision Zero policy establishes a goal of reducing traffic fatalities and serious injuries to zero, typically by a target date.

Vision Zero is an approach to road safety that began in Sweden and has been implemented in that country since 1997. Many U.S. cities have adopted Vision Zero, including New York, Chicago, Washington DC, Seattle, Austin, and San Diego. At the core of the worldwide Vision Zero movement is the belief that death and injury on city streets is preventable – in other words, that these aren’t “accidents,” but the result of poor behaviors combined with unforgiving roadway designs. The resulting philosophy is to approach the problem from multiple angles, including targeted education and data-driven enforcement, as well as street designs that emphasize safety, predictability, and the potential for human error.

The Hillsborough MPO is a leader and partner with other local agencies in addressing and mitigating crash rates. Safety is a top priority of the MPO’s 2040 Transportation Plan and Transportation Improvement Program, and is specifically called out as a component of the MPO’s federally-required Congestion Management Process, known in Hillsborough as the MPO Congestion Management/ Crash Mitigation Process. Attached are slides providing an overview of the MPO’s work to date on safety strategies for Hillsborough County, as presented by MPO Director Beth Alden to Tampa City Council in conjunction with their consideration of adopting Vision Zero.

Also attached are slides providing an overview of crash reduction efforts by other local and regional partners, as presented at a December kick-off meeting of the recently-formed Bike/Walk Tampa Bay Coalition. The Coalition was formed in 2015 to help address the large number of pedestrian and bicyclist deaths in the Tampa Bay area, and includes state and local government representatives as well as citizens and other stakeholders.
In November and December, MPO staff worked with a number of the Coalition members on expanding outreach to students about pedestrian safety. Based on the concept of peer-to-peer messaging, a student video contest is now underway; please see the attached announcement and share with your contacts.

**Recommended Action:**

For information and discussion

**Prepared By:** Wade Reynolds

**Attachments:**

1. Article on Washington, DC, Vision Zero Plan
2. Presentation Slides From Bike Walk Tampa Bay Summit, December 2, 2015
3. Presentation Slides on MPO Congestion Management/ Crash Mitigation Program slides, given to Tampa City Council, December 3, 2015
4. MPO Walk & Bike Safety Student Video Contest Announcement
New D.C. Vision Zero Plan Eyes Uber, Bigger Fines, Public Art

BY MARIELLE MONDON | DECEMBER 18, 2015

As Washington, D.C. prepared its Vision Zero action plan, released this week, officials surveyed citizens about city traffic and pedestrian safety — and found that 45 percent of residents they talked to knew someone who had been killed or seriously injured in a crash. While traffic-related fatalities have been dropping over the last decade in the District (through Dec. 10 this year, 24 people have died in such incidents), the goal is to get that number to zero by 2024.

“Now that we have a smart plan, we will make the necessary changes to our street network so that residents, workers and visitors can safely navigate our great city,” Mayor Muriel Bowser said in a press release on Wednesday.

Bowser and D.C. are on a growing list of mayors and U.S. cities prioritizing safer street design. New
York and San Francisco were the earliest adopters of Vision Zero in America. San Diego unveiled a plan over the summer. In September, San Francisco reported that thanks to a variety of city agency-led strategies, drivers are yielding to pedestrians in greater numbers there.

DDOT Director Leif Dormsjo highlighted speed reduction as central to the D.C. initiative. Slowing traffic is key to many Vision Zero plans. New York City is a little over a year into posting 25 mph as its default speed. In D.C. currently, the fine for going over the speed limit by 25 mph is $300; the new plan proposes increasing that to $1,000.

In addition to better streets planning, data and mapping are another focus for D.C. Using the District’s online Vision Zero map, residents can bring attention to particularly dangerous or troubling areas in their commute.

The D.C. guidelines also call out taxis and on-demand car services, and suggest investigating vehicle-for-hire staging areas.

From 2010 to 2014, there were almost 2,000 crashes involving taxis. 392 resulted in injuries, 18 resulted in disabling injuries, and one resulted in a fatality. The growing “vehicle for hire” industry, including taxis, and ... companies like Uber and Lyft, must participate in Vision Zero.

The initiative looks to the more creative aspects of safety too, with one art-centric strategy.

Pilot safety enhancements through placemaking efforts and public art in three locations. Activate and enhance amenities in poorly designed public spaces to maximize safety.

The sidewalk and bicycle network is a focal point for protecting “vulnerable users,” and D.C. aspires to help pedestrians and cyclists by doing everything from expanding sidewalk space to negating street harassment through events and education. The current fine in D.C. for striking a bicyclist is $50; the plan proposes upping that to $500.

Read the full report here.
THE BWTB CHALLENGE
Presented by: Demian Miller, Tindale Oliver and Stephen Benson, FDOT District 7

- State of Bicycle and Pedestrian Safety in the Region/Safety Action Plan Update
- What are the remaining challenges our area faces?
- Why is the Coalition being formed?

STATE OF BICYCLE AND PEDESTRIAN SAFETY IN THE REGION

Tampa-St. Petersburg-Clearwater Metro Area:

- 2nd Highest Pedestrian Danger Index*
- 7th Highest Pedestrian Percentage of Traffic Deaths (21.9%)
STATE OF BICYCLE AND PEDESTRIAN SAFETY IN THE REGION

Hillsborough and Pinellas County Crash Stats

- An average of 72 bicycle/pedestrian fatalities per year.
- During the same period there was an average of 100 murders per year for the two counties
- Increase of 10 fatalities per year since 2011

STATE OF BICYCLE AND PEDESTRIAN SAFETY IN THE REGION

Hillsborough and Pinellas County Crash Stats

- An average of 1750 bicycle/pedestrian injuries per year.
- Increasing trend since 2011
PEDESTRIAN SAFETY ACTION PLANS

• Developed/Adopted in 2009/10

• Based on Federal Highway Administration (FHWA) “Template”

• Data-Driven

• Multidisciplinary
  ➢ Engineering
  ➢ Enforcement
  ➢ Education
  ➢ Public Health

Most crashes occur when pedestrians attempt to cross major roads

Crashes occur at signalized and un-signalized locations

Over-representation of crashes:
  ➢ At night
  ➢ Along transit routes
  ➢ In lower-income areas
  ➢ Along 6-lane roads
PEDESTRIAN SAFETY ACTION PLANS

• Engineering Strategies:
  ➢ Mid-block crossing treatments
  ➢ Raised medians and refuge islands
  ➢ Lighting
  ➢ Enhance signs and markings
  ➢ Improve intersection geometry
  ➢ Implement roundabouts and road diets where appropriate
  ➢ Focus on safe and convenient access to transit

• Education Strategies:
  ➢ Multi-media public education/awareness
  ➢ Small group workshops (WalkWise)
  ➢ Drivers’ education supplemental training

• Enforcement Strategies:
  ➢ Focus on key driver and pedestrian/cyclist behaviors
  ➢ Educational focus
  ➢ Provide safety materiel (e.g. reflective backpacks, bike lights, etc.)
ACCOMPLISHMENTS

High Emphasis Crosswalks

Countdown Signals

Fletcher Avenue Complete Streets Project
ACCOMPLISHMENTS

NHTSA Grant and FDOT-Funded Enforcement:

• Over $1,300,000 of state and federal funds allocated for overtime pedestrian enforcement since 2010

• 12 Tampa Bay Law Enforcement Agencies

• Focus on:
  ➢ Mid-block crossing issues
  ➢ Disregard traffic control
  ➢ Vehicle failure to yield
ACCOMPLISHMENTS

WalkWise Tampa Bay

CHALLENGES

• Culture change

• Enforcement beyond grant-funded initiatives

• Addressing remaining problem roadway corridors while balancing regional mobility needs
MPO Congestion Management & Crash Mitigation Process

- **Goal #1: Improve Reliability of Travel**
  - Reduce the frequency and severity of crashes focusing on highest crash areas
  - Minimize the effect of unscheduled incidents

Crash History Analysis - Conclusion

Over Half of “Severe Injury” and “Fatal” Crashes are occurring along Urban Major Roadways
Urban Major Roadways

5% of our major roads account for 40% of our pedestrian crashes

Top Severe Injury Crash Intersections and Corridors

Intersections with 20+ crashes
Corridors with 35+ crashes

Lower Speeds = Less Severe Crashes

- Fatality Risk Increases as Speed Increases

- Increased Significance for Pedestrians
  - Fatality Probability:
    - 20 mph = 5%
    - 30 mph = 40%
    - 40 mph = 80%
    - 50+ mph = 100%

- Reducing speeds to 25 mph can mean fewer deaths
“Complete Street” Treatments

- Repurpose existing ROW on Major Roads
- Separate Faster Through Traffic from Local Traffic
  - Consolidate access points
  - Reduce angle crashes
  - Bicycle “sharrows” in slower lanes
  - On-street parking
- Medians
  - Reduce left turn crashes
  - Landscape for calming
  - Reduce ped x’ing distance & number of hi-speed lanes

Set your priorities for infrastructure.

You have about $5,500 M to spend on four transportation programs:

- Preserve the System
- Reduce Crashes and Vulnerability
- Minimize Traffic for Drivers & Shippers
- Real Choices When Not Driving

Save some money for Major Projects!

For simplicity, the cost estimates and budget are shown in millions of present-day dollars, for a 20-year period of spending. In each program, the low investment level is based on current spending in our county.
Reduce Crashes & Vulnerability - Crash Reduction

Highest traffic fatality rate of all large U.S. counties, 2012 (~50% above Phoenix or Dallas)

<table>
<thead>
<tr>
<th>Investment Level</th>
<th>Benefits</th>
<th>Description</th>
<th>Annual Cost (in thousands)</th>
<th>20 Year Cost (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scenario 1</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Level 1</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total fatal crashes reduced by 13 (10%)</strong></td>
<td>Intersections, medians, sidewalks, school safety (County)</td>
<td>$11,315</td>
<td>$226,300</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Sidewalks, bike lanes, ADA curbs (Tempe Terrace)</td>
<td>$5,769</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Intersections, sidewalks (Pent City)</td>
<td>$133</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Education, enforcement, grants to local agencies (FDOT)</td>
<td>$112</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>$24,915</td>
</tr>
<tr>
<td><strong>Scenario 8a</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Level 2 ½</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total fatal crashes reduced between 20% - 51%</strong></td>
<td>450 miles of “Complete Streets” treatments, enough to address half of the major roads with above average crash rates</td>
<td>$44,787</td>
<td>$895,735</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>600 miles of new standard street lights, including operational cost for 20 years</td>
<td>$21,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>300 sidewalk miles, for continuous sidewalk on at least one side of all major roads</td>
<td>$2,400</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>$68,188</td>
</tr>
</tbody>
</table>

20% - 50% fewer crashes!

Other short term opportunities: New York City

- Lead a state legislative campaign to give the City power to reduce the citywide speed limit to 25 MPH, power over the placement of speed and red-light cameras, and ability to increase penalties for dangerous driving
- Establish a permanent Vision Zero task force in Mayor’s Office of Operations
- Launch a Vision Zero website to gather input from New Yorkers and coordinate information about the City's Vision Zero plans and upcoming events and provide data.
- Conduct Vision Zero presentations across the City
- Publish crash and safety data on a regular basis in user-friendly format(s)
- Partner with industry groups and vehicle manufacturers to educate fleet drivers and explore design changes to their automotive fleets
NYPD

- Increase enforcement against speeding, failing to yield to pedestrians, signal violations, improper turns/disobeying signage, and phoning/texting
- Increase speeding enforcement at the precinct level
- Purchase advanced speed detection equipment (LIDAR guns), upgrade speed detection technology available to precincts and train additional personnel
- Increase the Highway District to 263 personnel
- Expand Collision Investigation Squad cases to encompass all crashes with critical injuries.
- Modify precinct-level traffic plans to increase focus on pedestrian safety
- Update technology for capturing crash data
- Train officers to better preserve crash details and site evidence
- Broaden recruiting efforts for School Crossing Guards

NYDOT

- Conduct intensive street-level outreach and enforcement on safety problems and traffic laws, focused in areas with crash histories
- Convene monthly meetings of the DOT Traffic Division and the NYPD Transportation Bureau to review traffic safety performance
- Develop data-driven citywide enforcement strategy
- Develop borough-wide safety plans in close coordination with community boards, community organizations, and the Mayor's Community Affairs Unit
- Conduct targeted outreach in 500 schools each year
- Complete 50 street improvement projects that enhance safety by reengineering intersections and corridors
- Create 25 new arterial slow zones
- Implement eight new neighborhood slow zones
- Install speed cameras at 20 new authorized locations
Other short term actions: Seattle

- Street design, policies and regulations
- 20 MPH zone program
- Reduce arterial speed limits
- Downtown and urban center safety
- Bike and pedestrian master plan development and implementation
- Transit safety improvements
- Road safety and complete street corridors
- Safe routes to school action plan
- Update of crosswalk policy
- High visibility pavement markings
- Construction coordination

Seattle Continued

- School Zone Photo Enforcement
- High Visibility Enforcement
- Corridor Safety Patrols
- Pedestrian Safety Emphasis Patrols
- Bicycle Safety Emphasis Patrols
- Commercial Vehicle Enforcement
- Targeted outreach
- Transportation system user guides
- Stop for pedestrians signs
- Public engagement
- “re-enforcement” patrols
Severe Crash Intersections With Number of Lanes

Number of Lanes
- 2
- 3
- 4
- 6
- 8
- 10

Legend:
- Severe Crash Intersections
- Severe Crash Corridors

Crash Data Source: MPO Crash Severity Reduction Report (2013)
Contest Announcement: High School Students, We Want Your Videos!

Walk & Bike Safety Video Contest

More Hillsborough County residents and visitors are walking and biking, for work, school or recreation. It's a great way to reduce pollution and stay healthy, but unsafe use of the roads can have serious consequences. Even one injury or fatality is too many, and we all share in the responsibility to make travel on our roadways safer for everyone.

Peer-to-peer messaging is a proven way to reach teens. The Hillsborough MPO and its partners invite local high school students to create short videos with walk and bike safety messages for their peers. The original videos must be created using a cell phone, mobile device, or video camera and be a maximum of 30 seconds long, and focus on the basic rules of the road, such as crossing at crosswalks, not wearing earbuds or allowing other distractions while walking, biking, or driving, and travelling in the proper direction.

Contest submissions are being accepted by the Hillsborough MPO through February 1, 2016. Eligible videos will be judged by a panel of experts, and the winning video will receive four tickets to a Tampa Bay Lightning game, compliments of the Columbia Restaurant Group. The winning video will be announced at a February 14th Press Conference. The video will be widely distributed as part of a multi-jurisdictional public safety campaign by the MPO and its partners, which include the School District, FDOT, City of Tampa, Hillsborough County, CUTR, and community safety advocates.

Students are encouraged to visit alerttodayflorida.com to brush up on traffic laws and safe behaviors for all road users.

Free multi-media resources are available through Hillsborough County libraries and County and City recreation centers to assist students with
Contest Announcement: High School Students, We Want Your Videos! | ... http://www.planhillsborough.org/contest-announcement-high-school-stu...

research and video production.

Any contest questions can be directed to Gena Torres at the Hillsborough MPO, (813) 273-3774 x357 torresg@plancom.org.

Submission Requirements

Videos may be submitted via YouTube, Vimeo or on a CD/DVD/flash drive using the following accepted digital formats: AVI, MOV, MPG, MPEG, MP4 and WMV.

Email URL/link to Gena Torres at torresg@plancom.org

or mail CD/DVD/flash drive to Gena Torres at:
601 E. Kennedy Blvd., 18th Floor
Tampa, FL 33602

Be sure to include:

○ Student Name
○ High School in Hillsborough County
○ Title of video
○ If you would like your submittal returned, please indicate so and include a return address.

Don't forget, use a cell phone, mobile device, or video camera. Keep the video to a maximum of 30 seconds long, and focus on the basic rules of the road.

All entries will be judged primarily on originality, creativity, and how well the student uses his or her artistic vision to portray the theme.

Helpful Hints

Film Production is the process of making a film. The producer (student submitting the entry) is not required to appear in the film but if the student chooses to, a camera tripod may be used. All screenwriting, directing, camera/filming and editing must be done by the student producer.

Consider the following styles to portray your original work of fiction or nonfiction:

○ Animation
○ Narrative
○ Documentary
○ Cinematography

Suggestions for Audio/Visual Quality:

○ Use a tripod to hold the device still
○ Make sure there is ample lighting, especially if shooting indoors
○ Turn off all noise-making devices in the room (air conditioners, fans, telephones, etc.)
○ Record a short test and listen to it. If needed, change the record volume or microphone location
○ Make sure the background music (if any) is audible on the recording
Contest Announcement: High School Students, We Want Your Videos!

- Allow for two seconds of silence at the beginning and end of your recording

**Example videos:**

AAA Pedestrian Safety PSA

Harlem Shake - Pedestrian Safety Style (HD)

Copyright: Use of copyrighted material is prohibited. Plagiarized entries will be disqualified.
Agenda Item: MPO Mission and Vision Statements

Presenter: Beth Alden, MPO Executive Director

Summary:
Last year, the board members met in a facilitated strategic planning session and brainstormed about the MPO's strengths, weaknesses, and opportunities moving forward. Some changes to the Mission Statement were suggested and later discussed by the Policy Committee, which recommended drafting a Vision Statement to improve clarity and focus.

Staff distributed a survey to the board members to seek input on phrases that best belong in the MPO's Mission Statement versus a new Vision Statement. The survey also sought feedback on the MPO's logo, which has not been updated in more than a decade, and which ideally should convey something of the organization's purpose.

The survey suggested support for the following phrases to be part of the MPO's Mission Statement:

...long range transportation plan...
...responds to the mobility needs....
...and economic growth of the community...
...as reflected in the comprehensive plans...
...cooperation and integration with state and local agencies is essential for the plan to work...

And it suggested support for the following phrases to be part of the MPO's Vision Statement:

...long range transportation plan...
...guide development of a balanced transportation system....
...encourage preservation of neighborhoods...
...protect the environment...
...promote public safety...
...enhance quality of life...

Two phrases received several "no" votes:
...develop a comprehensive, fiscally constrained...
...promote public transportation....

And one new phrase was suggested:
...preserve the transportation system...
Staff therefore suggests the following *Hillsborough MPO Mission Statement*:

The Hillsborough MPO is responsible for long-range transportation planning that responds to our communities’ needs for mobility and economic growth, as envisioned in local comprehensive plans, and in cooperation with state and local agencies.

Staff also suggests the following *Hillsborough MPO Vision Statement*:

The Hillsborough MPO guides the development of a balanced transportation system that promotes public safety, maintains infrastructure in good repair, protects neighborhoods and the environment, and enhances quality of life.

Once the MPO Policy Committee finds the draft statements satisfactory, staff recommends forwarding the statements to the MPO’s other advisory committees for discussion and support.

**Recommended Action:** None; for review and comment

**Prepared By:** Beth Alden

**Attachments:** None
CALL TO ORDER

Chairman Les Miller called the meeting to order at 9:02 AM and was held in the Board of County Commission Chambers.

PUBLIC COMMENT

Twelve individuals spoke against the TBX project in the Transportation Improvement Program and FDOT Work Program.

COMMITTEE REPORTS

Ms. Gena Torres read the various MPO Committee reports and also comments received on the MPO’s Facebook account.

CONSENT AGENDA

A. MPO Minutes (January 5, 2016 MPO Regular Meeting)
B. Transportation Improvement Program/STIP Amendment – HART State of Good Repair, Fixed Guideway
C. Bylaws Amendment
D. Committee Appointments

A motion was made by Commissioner Sandra Murman to approve Consent Agenda Items A, C and D. The motion was seconded by Commissioner Stacy White and carried.

Commissioner Murman made a motion to approve Consent Agenda Item B. The motion was seconded by Councilman Harry Cohen and following a roll call vote, the motion carried 13-0.

ACTION ITEM

A. Letter of Support for Smart City’s Challenge Grant Application

In response to the US DOT Smart City Challenge, the City of Tampa is putting together a proposal to conduct a “smart city demonstration. The US DOT has issued a notice of funding for up to $40 million to demonstrate and evaluate a holistic, integrated approach to improving surface transportation performance within a city, integrating this approach with other smart city domains such as public safety, public services, and energy.

Mr. Joe Waggoner made a motion to Direct staff to transmit a letter of support on behalf of the MPO Board, and to assist Tampa with preparation of the grant application as resources are available this fiscal year. Mr. Wallace Bowers seconded the motion.
Chairman Miller turned the gavel over to Vice Chairman Cohen and amended the motion that the MPO put a cap of $25,000 of resources for this effort. Mr. Waggoner and Mr. Wallace accepted the amendment which carried.

STATUS REPORTS
A. Automated Vehicles in Transit

The members heard a presentation from Dr. Steve Polzin of the Center for Urban Transportation at USF regarding automated and connected vehicles. Speculation on automated or connected vehicles has ranged from highly optimistic and positive perceptions to skepticism regarding the maturation of the technology and the consequences.

B. Coast to Coast Bike Share

Mr. Eric Trull of Coast Bike Share, Tampa’s official bike share program stated that the program has 300 bikes across downtown, Hyde Park, Ybor City, Channelside, Davis Island and Harbour Island. The program has been in operation locally for eight months and has well over 10,000 members and its purpose is to get people out of their cars and explore the city. Thirty-six percent of the riders come from the City of Tampa and 6% from the metro area.

C. Using Water Transit to Connect to the Region

Mr. Ed Turanchik, Legal Counsel to HMS Ferries presented an overview and update on the MacDill Air Force Base to South County commuter ferry project, the proposed St. Petersburg-Tampa project and the possibility of water transportation on a regional basis.

EXECUTIVE DIRECTOR’S REPORT
A. Vision Zero Next Steps

Ms. Alden stated that the MPO’s Policy Committee will lead the effort with four working workshops during the year to discuss and develop an action plan for the Vision Zero concept.

B. School Transportation Committee

Ms. Alden said that staff has been working with the School District to create a School Transportation Committee which will be chaired by MPO Member Cindy Stuart. Over the next twelve months, the committee will focus on such issues as traffic circulation, enforcement of traffic laws, traffic safety, Safe Routes to School program candidate project, etc.
C. Tampa Bay Transportation Management Area (TMA) Leadership Group Operating Procedures

Ms. Alden presented changes to the operating procedures of the TMA Leadership Group. Those changes show that the group will have an advisory role to the MPOs who will have the final approval of projects.

Ms. Alden mentioned the MPO’s Student Video Contest received 33 entries from local students. The videos are from student with a message of how to walk safely to and from schools. Hillsborough Community College’s Ybor Campus will be judging the videos and prizes are being donated by the Columbia Restaurant and the Tampa Bay Lightning.

Ms. Alden said that the list of her activities over the past month was provided to the members in their folders.

**ADJOURNMENT**

The meeting adjourned at 11:00 AM.
Citizens Advisory Committee (CAC) Meeting of January 20, 2016

The committee elected its officers for 2016: Laura Lawson, Chair; David Wilson, Vice Chair; Ed Austin, Officer At-large.

They approved the TIP amendment for HART’s streetcar capital maintenance project after discussing the system’s purpose and effectiveness, now and in the future. A follow-up presentation was requested.

The CAC reviewed attendance over the past year and voted to declare the seat for Port Tampa Bay’s appointee vacant, so that it won’t affect their quorum. They also discussed their relationship to TBARTA’s CAC, and deferred appointing one of their members until meeting conflicts are worked out.

The CAC heard reports on recent population growth trends from the Planning Commission, previous studies of the CSX corridors, results of the walkability audit conducted by the Health Department, and a video on the economic impact of the redesign of Gaines Street in Tallahassee.

Technical Advisory Committee (TAC) Meeting of January 11, 2016

The TAC voted to vacate the position on the TAC for a Tampa Bay Regional Planning Council representative, easing the number of members needed to attain a quorum. The TAC welcomes a staff member from TBRPC when time allows for their participation.

The current officers were re-elected for 2016: Charles White, Chair; Mike Williams, Vice Chair; and Jeanie Satchel, Officer at Large.

The TAC members approved the TIP amendment for the streetcar maintenance.

Staff from the Environmental Protection Commission provided an update on the new ozone standard. Although the new standards strengthen the acceptable level of ozone from 75 ppb to 70 ppb the Tampa Bay area will likely remain in compliance.

TAC members were interested in whether there are proactive measures that could be taken to ensure the standard is met and even reduce our local levels. Along with tighter industry standards – motor vehicle and energy production industries – the MPO initiatives that promote transit ridership, walking, cycling, and the use of intelligent transportation applications all contribute positively.
A presentation from the Florida Department of Health was made on health statistics - 37.7% of adults and 17.2% of children considered obese. Inactivity is the major contributor to these rates. The Health Department supports the MPO’s resolution promoting complete streets because walkable streets lead to healthier living.

Mr. Layne Cady introduced himself as the new Director of Public Works for the City of Temple Terrace replacing Mr. Bob Gordon. The members welcomed him to the TAC.

Policy Committee Meeting of January 26, 2016

The committee elected its officers for 2016: Councilwoman Montelione, Chair; Councilman Cohen, Vice Chair; Commissioner Murman, Officer At-large.

The committee approved the TIP amendment for HART’s streetcar capital maintenance project, and also approved a proposed MPO Mission Statement and MPO Vision Statement for the MPO’s other committees to review and discuss.

In response to the board’s request for further action on Vision Zero, the Policy Committee will host four multi-agency collaborative workshops over the course of the coming year, in place of four of its regular meetings. These workshops will engage public-sector and private-sector partners in strategies for bringing down our community’s traffic fatality rate through engineering, education, and enforcement.

The committee also discussed the proposal for the MPO to convene a School Transportation Committee. Though no vote was taken, members were generally supportive, and their suggestions have been incorporated into the fact sheet that is in your agenda packet today.

Bicycle/Pedestrian Advisory Committee (BPAC) Meeting of January 13, 2016

The BPAC met with the Pinellas and Pasco County BPACs for a regional meeting. The three BPACs support a Vision Zero policy and have committed to work separately and jointly to encourage their individual MPO’s and jurisdictions to adopt and implement this policy. The next meeting of the Tri County BPACs will be on May 18, 2016.

On Saturday, January 23rd, the BPAC hosted the Children’s Gasparilla Bike Safety Rodeo where approximately 100 children were fitted with bicycle helmets and practiced the safety rules of the road. The BPAC thanks the Tampa Police Department, Hillsborough Sherriff Office and St. Joseph’s Children’s Hospital for their support for their roles in making this event successful.

Livable Roadways Committee (LRC) Meeting of January 20, 2016

The LRC committee reviewed attendance over the past year with only one member, needing attention, who was also present so it was addressed immediately. The committee held its election of officers for 2016: David Hey, Vice Chair and Nina Mabilleau, Officer-at-large. The Committee approved the TIP amendment for the streetcar maintenance. Members received a status report presentation of Previous Studies of Passenger Rail in CSX Corridors which showed existing freight lines that could be used for passenger rail service and those that cannot. The two potential lines are the Brooksville Subdivision and the Clearwater Subdivision. Another status report on Walkability Audit Results was presented by the Health Department.

During new business, Chair Montelione inquired about looking into safety at school crossings and a Vision Zero Committee.
TBARTA MPO Staff Directors Meeting of January 8, 2016

The MPO staff directors discussed TBARTA’s 2016 Regional Priority Projects. Edits focused on reflecting current information about projects’ status and funding. The Tampa Bay TMA Leadership Group priority of investigating joint (passenger and freight) use of two CSX-owned rail corridors is not proposed to be added to the regional priority list at this time.

Hillsborough MPO presented a draft update of the regional planning tasks to be included in each MPO’s Unified Planning Work Program. The UPWP’s are due to be updated by May. It was discussed that a measures-of-effectiveness report should be prepared for the joint regional public participation program for transportation planning. As the largest MPO in the region, Hillsborough MPO staff offered to sponsor this task. The regional planning tasks are slated to be reviewed by this board, along with the other planning tasks in the UPWP update, in April and May.

Intelligent Transportation Committee (ITS) Meeting of January 14, 2016

The ITS Committee reaffirmed the slate of officers, with Vik Bhide continuing as Chair; Mike Flick as Vice Chair; and Pierre Valles as Member At Large.

There were two presentations related to the collection of data used to compute vehicle travel time. Having accurate travel times helps evaluate how well our roadways are functioning and how successful congestion management applications and projects may be. Emerging technologies using motorist’s electronic devices are providing real-time traffic information with a range of applications.

And with all of the data being used by various agencies and for various purposes, the Committee was introduced to a pilot project that the Hillsborough MPO was chosen by FHWA to develop a Data Business Plan. The idea is to give local stakeholders guidance for better access to available data, governance, and data management. The ITS Committee will be used as a sounding board for developing and implementing the Data Business Plan.
STATE ROAD NUMBER 60
From East of US 301 to West of Falkenburg Road
Financial Project ID 405525-2-52-01

Project Description:
This project will provide for the reconstruction of the existing four (4) lane divided rural roadway to a six (6) lane divided suburban roadway. Bicycle lanes and sidewalks will be included on both sides of the widened roadway. The existing roadside ditches will be filled to accommodate the widened roadway and replaced with curb and gutter and a piped storm drain conveyance system. A stormwater treatment pond and new outfall will be established for the project adjacent to the Palm River.

Project Location:
This project will be constructed along SR 60 locally named Adamo Drive from east of US 301 to west of Falkenburg Road in Hillsborough County. The project length is approximately 1 mile.

Project Schedule:

<table>
<thead>
<tr>
<th>Item</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>Phase IV (approx. 100%)</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>Complete</td>
</tr>
<tr>
<td>Begin Construction</td>
<td>Fall of 2016</td>
</tr>
</tbody>
</table>

Project Costs:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Cost Estimate*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$2.0M</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$0.9M</td>
</tr>
<tr>
<td>Construction**</td>
<td>$20.5M</td>
</tr>
</tbody>
</table>

*Please note that cost estimates may change as the project progresses.
**Cost estimate includes funding for Construction Engineering and Inspection.

FDOT Project Manager
Mary Lou Godfrey, P.E.
11201 N. McKinley Drive, MS 7-600
Tampa, FL 33612
Office Phone: (813) 975-6621
marylou.godfrey@dot.state.fl.us

Public Information Officer
Kris Carson
11201 N. McKinley Drive, MS 7-110
Tampa, FL 33612
Office Phone: (813) 975-6060
kris.carson@dot.state.fl.us
Dear Property Owner or Interested Citizen:

You are invited to attend and participate in the Florida Department of Transportation (FDOT), District Seven public hearing for a Project Development and Environment (PD&E) study for proposed improvements to US 41 in Hillsborough County, Florida. This public hearing is being held to allow interested persons an opportunity to provide comments concerning the location, conceptual design, and social, economic, and environmental effects of widening US 41 from Kracker Avenue to south of SR 676 (Causeway Boulevard), a distance of approximately 7 miles. The widening of US 41 is proposed as a six lane divided roadway with pedestrian and bicycle facilities.

This letter serves as notice to property owners (pursuant to F.S.339.155) that all or a portion of their property is within 300 feet of the edge of right of way of the proposed project. However, this does not mean that all properties will be directly affected.

Department representatives will be available at the public hearing beginning at 5:30 pm to answer questions and discuss the project informally. Draft project documents and other project related materials will be displayed, and a PowerPoint presentation will run continuously during the open house. At 6:30 pm, FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity for attendees to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 pm. A court reporter will be available to receive comments in a one-on-one setting. Persons wishing to submit written statements or other exhibits, in place of or in addition to oral statements, may do so at the hearing or by mailing them to Kirk Bogen, Environmental Management Engineer, FDOT, District Seven, 11201 N. McKinley Drive MS 7-500, Tampa, FL 33612-6456, or electronically to the project website at http://active.fdotd7studies.com/us41/kracker-to-sr676/.

All exhibits or statements must be postmarked or emailed no later than Friday, February 5, 2016 to become part of the official public hearing record.

If you have questions about the project or the scheduled hearing, please contact:

Kirk Bogen, P.E., Environmental Management Engineer
Florida Department of Transportation
District Seven
11201 N. McKinley Drive
Tampa, FL 33612-6456
(813) 975-6448
kirk.bogen@dot.state.fl.us

Sincerely,
Kirk Bogen, P.E.
Environmental Management Engineer
What is a Project Development and Environment (PD&E) Study?

A PD&E study is a comprehensive evaluation of social, cultural, economic and environmental effects associated with a proposed transportation improvement. This analysis enables the FDOT to reach a decision on the type, location and conceptual design of proposed improvements for US 41 to accommodate future traffic demand in a safe and efficient manner. It represents a combined effort by transportation and environmental professionals who analyze information and document the best alternative for a community’s transportation needs.

The PD&E study efforts are accomplished by working in cooperation with other state/federal agencies and local governments. This coordination allows the FDOT to better determine the effects a transportation project will have on the natural and human environment. A State Environmental Impact Report (SEIR) is being prepared, which summarizes the analyses of potential effects to the social, cultural, natural and physical environment.

Project Description

The FDOT is conducting a PD&E study to evaluate alternative capacity and operational improvements to US 41 from Kracker Avenue to south of Causeway Boulevard in Hillsborough County, a distance of approximately 7 miles. The highway is to be improved from an existing, four-lane divided rural and urban facility to a six-lane divided facility. Bridges over Bullfrog Creek and the Alafia River are recommended to be replaced. The proposed improvements will include construction of stormwater management and floodplain compensation ponds and intersection improvements, in addition to multimodal facilities (trail, pedestrian, bicycle and transit accommodations).

Project Purpose and Need

US 41 is a major north-south arterial of regional significance that parallels Interstate 75 (I-75) and US 301 in Hillsborough County. Within the study area, US 41 plays a significant role in connecting southern Hillsborough County to the Tampa Bay region. The purpose of the proposed project is to accommodate future traffic demands on US 41 due to growth within the project limits and surrounding areas. This corridor is projected to operate at level of service (LOS) F in the design year (2040) if no increase in capacity is provided. Other factors which support the need for the project include: regional connectivity, safety, consistency with transportation plans, emergency evacuation, and modal interrelationships.

Recommended Build Alternative

Recommended improvements include widening the existing highway to six lanes as well as intersection improvements, construction of stormwater management and floodplain compensation ponds and multimodal facilities. Proposed roadway typical sections include both suburban and urban typical sections. Additional right of way will be required in the north Gibsonton area for the Recommended Build Alternative. Alternatives to replace the bridges at Bullfrog Creek and the Alafia River have also been evaluated. Recommended typical sections are shown here. No future phases for this proposed project are included in FDOT’s current adopted 5-year work program.

No-Build Alternative

In addition to the Recommended Build Alternative, the no-build, or do-nothing, alternative is considered a viable alternative and will remain so for the duration of this study. Under the no-build alternative, no improvements would be made to US 41 and only routine maintenance and preservation efforts would be made. Even though there are no design, right of way or construction costs associated with the no-build alternative, operating conditions are expected to worsen over time, while further increasing travel delays and traffic congestion. This will create an unacceptable level of service and a delay in safety related improvements. Therefore, the no-build alternative would not meet the purpose and need for the proposed project. Although, the no-build alternative is not consistent with local transportation plans, this alternative forms the basis for comparison to the Recommended Build Alternative analyzed for this study. An Alternatives Comparison Matrix is included below.

US 41 PD&E Study Alternatives Comparison Matrix

<table>
<thead>
<tr>
<th>Potential Number of Relocations</th>
<th>No-Build Alternative</th>
<th>Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Relocations</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Residential Relocations</td>
<td>0</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Potential Environmental Effects</th>
<th>No-Build Alternative</th>
<th>Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way Required for Roadway Improvements (Acres)</td>
<td>0</td>
<td>4.28</td>
</tr>
<tr>
<td>Stormwater/Floodplain Compensation Ponds (Acres)</td>
<td>0</td>
<td>40.5</td>
</tr>
<tr>
<td>Archaeological/Historic Sites (Potential)¹</td>
<td>None</td>
<td>Low</td>
</tr>
<tr>
<td>Noise Impacts (Number of Sites)²</td>
<td>45</td>
<td>57</td>
</tr>
<tr>
<td>Wetlands and Surface Waters Affected (Acres)</td>
<td>0</td>
<td>3.41</td>
</tr>
<tr>
<td>Essential Fish Habitat (Acres)</td>
<td>0</td>
<td>2.39</td>
</tr>
<tr>
<td>Floodplain Encroachment (Acres)</td>
<td>0</td>
<td>12.72</td>
</tr>
<tr>
<td>Threatened and Endangered Species (Involvement)</td>
<td>None</td>
<td>Low</td>
</tr>
<tr>
<td>Contamination Sites (Involvement)</td>
<td>None</td>
<td>Moderate</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimated Costs ($millions)</th>
<th>No-Build Alternative</th>
<th>Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction of Roadway, Bridges and Ponds</td>
<td>0</td>
<td>$109.86</td>
</tr>
<tr>
<td>Right of Way Acquisition for Roadway</td>
<td>0</td>
<td>$14.00</td>
</tr>
<tr>
<td>Right of Way Acquisition for Stormwater Ponds &amp; Floodplain Comp.</td>
<td>0</td>
<td>$16.96</td>
</tr>
<tr>
<td>Wetlands Mitigation³</td>
<td>0</td>
<td>$0.87</td>
</tr>
<tr>
<td>Engineering Design &amp; Construction Inspection (20%)</td>
<td>0</td>
<td>$21.97</td>
</tr>
<tr>
<td>Preliminary Estimate of Total Costs ($millions)</td>
<td>0</td>
<td>$163.66</td>
</tr>
</tbody>
</table>

Notes

1 Sites on or eligible for listing on the National Register of Historic Places
2 Sites with noise levels equal to or higher than the Federal Highway Administration’s Noise Abatement Criteria
3 Based on an average mitigation cost of $150,000/acre
Para Preguntas En Español

Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este proyecto en Español, favor de ponerse en contacto con la señora Elba Lopez, al teléfono: (813) 975-6403, o correo electrónico: elba.lopez@dot.state.fl.us.

Right of Way Acquisition (ROW) Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right of way acquisition process and your rights, the department has created real estate acquisition and relocation brochures. These brochures and other education materials will be available at the public hearing.

Copies of the brochures may also be found on our website: http://www.dot.state.fl.us/rightofway/Documents.shtml

We are interested in hearing your concerns and answering your questions. We also encourage you to speak with the departments’ Project Manager or a Right of Way Representative at your convenience.

Non-Discrimination Laws

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Christopher Speese, Public Involvement Coordinator, at (813) 975-6405, or by email to: christopher.speese@dot.state.fl.us at least seven (7) days before the public hearing.
The Florida Department of Transportation’s contractor, American Lighting and Signalization, is widening a section of Dr. Martin Luther King Jr. Boulevard (SR 574) to make room for two new left turn lanes onto Gallagher Road in Dover. A new traffic signal will also be added as part of the improvements to this intersection.

Construction activities and lane closures will occur Monday through Friday from 8:30 a.m. to 4:30 p.m. and from 7:00 p.m. to 7:00 a.m.

The $1.1 million project is expected to finish in the spring of 2016, weather permitting.
The Public Hearing is being held in the following location:

Date: March 1, 2016
Place: Sheraton Tampa East Hotel
Time: 5:30 – 7:30 p.m. Open House
6:30 p.m. Formal Presentation

We Want Your Input!
A successful project depends on the public’s participation in the project’s development.
To provide comments, ask questions, and make suggestions about the project, contact:

Kirk Bogen, P.E.
Environmental Management Engineer
813-975-6448
800-226-7220
kirk.bogen@dot.state.fl.us

or

Kris Carson
Public Information Officer
813-975-6202
800-226-7220
kristen.carson@dot.state.fl.us

Send written comments to:

Kirk Bogen, P.E.
Environmental Management Engineer
Florida Department of Transportation
District Seven
11201 N. McKinley Drive, MS 7
Tampa, Florida 33612-6456

Email Comments: kirk.bogen@dot.state.fl.us

You may submit written comments or other exhibits, in place of or in addition to oral comments, at the hearing, or by mailing your comments to the address preprinted on the back of the attached comment form or enter them on the project website at http://active.fdotd7studies.com/us301/sr60-to-i4/. All comments or other exhibits must be postmarked no later than March 11, 2016. However, this does not mean that all properties will be directly affected.

Para Preguntas En Español

Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este Proyecto en Español, favor de ponerse en contacto con la señora Elba Lopez, al teléfono: 813 975-6403, o correo electrónico: elba.lopez@dot.state.fl.us.

We are interested in hearing your concerns and answering your questions. We also encourage you to speak with the department’s Project Manager or a Right-of-Way Representative at your convenience.

Draft project documents and other project-related materials will be displayed, and a PowerPoint presentation will run continuously during the open house. A court reporter will be available to receive comments in a one-on-one setting. Written comments can also be submitted at the hearing, mailed to FDOT, or emailed to kirk.bogen@dot.state.fl.us.

NOTICE OF PUBLIC HEARING

Date: Tuesday, March 1, 2016
Place: Sheraton Tampa East Hotel
11201 N. McKinley Drive
Tampa, FL 33610
Time: 5:30 - 7:30 p.m. Open House
6:30 p.m. Formal Presentation

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Chris Speese, Public Involvement Coordinator, at (813) 975-6405, or by email to: christopher.speese@dot.state.fl.us at least seven (7) days before the public hearing.
What is a Project Development and Environment (PD&E) Study?

A PD&E study is a comprehensive evaluation of social, cultural, economic and environment effects associated with a proposed transportation improvement. This analysis enables the FDOT to reach a decision on the type, location and conceptual design of proposed improvements for US 301 to accommodate future traffic demand in a safe and efficient manner. It represents a combined effort by transportation and environmental professionals who analyze information and document the best alternative for a community’s transportation needs.

The PD&E study efforts are accomplished by working in cooperation with other state/federal agencies and local governments. This coordination allows the FDOT to better determine the effects a transportation project will have on the natural and human environment. A State Environmental Impact Report (SEIR) is being prepared, which summarizes the potential effects to the social, cultural, natural and physical environment.

Project Description and Need

US 301 is a major north-south roadway used for travel through Hillsborough County. It is an important roadway in the Tampa Bay area regional transportation network, carrying regional traffic from west central Florida to other areas of the state and the nation. The focus on this study is the proposed widening of traffic from west central Florida to other areas of the state and the Bay area regional transportation network, carrying regional traffic to other areas of the state.

Hillsborough County Metropolitan Planning Organization (MPO) and is included in the regional roadway network. It is a critical link in the local and regional transportation network, supporting a growing economy and the safe and efficient movement of freight and goods throughout the state.

No-Build Alternative

The no-build alternative, or do-nothing alternative, is considered a viable alternative and will remain so for the duration of the study. The no-build alternative assumes that no improvements will be made to US 301 through the year 2040, except routine maintenance. Even though there are no design, right-of-way or construction costs associated with the no-build alternative, operating conditions are anticipated to worsen with time, in addition to increased travel delays and traffic congestion. There is also an increased potential for crashes along the roadway and at intersections. The no-build alternative forms the basis for comparison to the viable study alternatives analyzed for this project.

Recommended Build Alternative

The recommended build alternative was developed after analysis of anticipated growth and future transportation needs on the corridor. Two typical sections are being proposed and both will require additional right-of-way.

The recommended build alternative from SR 60 to just north of Overpass Road/21st Avenue includes six 11-foot travel lanes (three in each direction), 7-foot designated buffered bicycle lanes, a 22-foot raised median, and 5-foot sidewalks with curb and gutter on both sides of the roadway. The design speed is 45 miles per hour.

The recommended build alternative from just north of Overpass Road/21st Avenue to just south of I-4, includes six 12-foot travel lanes (three in each direction), 7-foot designated buffered bicycle lanes, a 30-foot raised median with curb and gutter in the median and 5-foot sidewalks on both sides. The design speed is 50 miles per hour.

Environmental Evaluation

FDOT evaluated environmental and socioeconomic factors related to the proposed widening in accordance with the FDOT PD&E Manual. The evaluation considered the project’s effects on threatened and endangered species, wetlands and floodplains, cultural and historic resources, contamination sites, right-of-way acquisition and relocations, land use, stormwater management and permitting, noise, air quality, construction effects and aesthetics. Based on these evaluations, we do not anticipate significant effects to the environment associated with widening US 301.

Access Management

Access management controls the locations where vehicles can turn through the median. The current access classification for US 301 from SR 60 to SR 574 is Access Class 5, and from SR 574 to I-4 is Access Class 3. While modifications to median openings will be made during the widening alternative, the proposed Access Classification along US 301 will not change.

A combination of directional and full access median openings is proposed. Directional median openings allow only some turning movements through the median, whereas full access median openings allow turns in all directions. FDOT considers driveways and crossroads when planning the median opening locations. The recommended access management plan closes six existing median openings and converts five other existing full median openings to directional median openings. Seven existing full median openings are recommended to be maintained. The locations of recommended directional and full median openings will be shown on the project concepts at the public hearing.

Alternatives Comparison Matrix

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>No-Build Alternative</th>
<th>Recommended Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Impacts</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Number of business relocations</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Residential Impacts</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Number of residential relocations</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Potential Environmental Effects</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Archaeological/Historic sites</td>
<td>None</td>
<td>Low</td>
</tr>
<tr>
<td>Noise†</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>Wetland (acres)</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>Floodplains (acre feet)</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>Threatened and endangered species</td>
<td>None</td>
<td>Low</td>
</tr>
<tr>
<td>Contamination sites (high / medium)</td>
<td>None</td>
<td>5 / 9</td>
</tr>
<tr>
<td>Right-of-Way Needs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right-of-way to be acquired for roadway improvements (acres)</td>
<td>0</td>
<td>0.5</td>
</tr>
<tr>
<td>Right-of-way to be acquired for stormwater facilities (acres)</td>
<td>0</td>
<td>8.5</td>
</tr>
<tr>
<td>Right-of-way to be acquired for floodplain compensation (acres)</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>Estimated Total Project Costs (2015 Cost)</td>
<td>$0</td>
<td>$5,208,400</td>
</tr>
</tbody>
</table>

1. Number of noise sensitive sites that meet or exceed FHWA NAC.
2. Design cost is estimated at 10% of the Total Construction Cost.
3. Mitigation Cost will be determined through consultation with environmental agencies.
4. Construction Engineering & Inspection is estimated at 10% of the Total Construction Cost.
We are interested in hearing your concerns and answering your questions. We also encourage you to speak with the department’s Project Manager or a Right-of-Way Representative at your convenience.

Non-Discrimination Laws

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Chris Speese, Public Involvement Coordinator, at (813) 975-6455, or by email to: christopher.speese@dot.state.fl.us at least seven (7) days before the public hearing.

Email Comments: kirk.bogen@dot.state.fl.us

You may submit written comments or other exhibits, in place of or in addition to oral comments, at the hearing or by mailing your comments to the address preprinted on the back of the attached comment form or enter them on the project website at http://active.fdotflstudies.com/us301sr60-to-i4/. All comments or other exhibits must be postmarked or emailed no later than Friday, March 11, 2016.

Kirk Bogen, P.E.
Environmental Management Engineer
kirk.bogen@dot.state.fl.us

FDOT welcomes and appreciates everyone’s participation.

If you have any questions about the project or the scheduled hearing, please contact:

Kirk Bogen, P.E.
Environmental Management Engineer
kirk.bogen@dot.state.fl.us

FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 p.m. You can attend any time during the two-hour meeting to review project information and talk one-on-one with project team members. FDOT welcomes and appreciates everyone’s participation.

We Want Your Input!

A successful project depends on the public’s participation in the project’s development.

To provide comments, ask questions, and make suggestions about the project, contact:

Kirk Bogen, P.E.
Environmental Management Engineer
813-975-5448
800-226-7220
kirk.bogen@dot.state.fl.us

or

Kris Carson
Public Information Officer
813-975-6202
800-226-7220
kristen.carson@dot.state.fl.us

Send written comments to:

Kirk Bogen, P.E.
Environmental Management Engineer
Florida Department of Transportation
District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612-6456

Dear Property Owner or Interested Citizens:

You are invited to attend and participate in the Florida Department of Transportation (FDOT), District Seven public hearing for a Project Development and Environment (PD&E) study for proposed improvements to US 301 (SR 43) in Hillsborough County, Florida. This public hearing is being held to allow interested persons an opportunity to provide comments concerning the location, conceptual design, and social, economic, and environmental effects of widening US 301 from SR 60 (Adamo Drive) to I-4 (SR 400), a distance of approximately 3.3 miles. The widening of US 301 is proposed as a six lane divided roadway with pedestrian and bicycle facilities. Additional information may be found at the study website:

http://active.fdotflstudies.com/us301sr60-to-i4/

This letter serves as notice to property owners (pursuant to F.S. 339.175) that all or a portion of their property is within 300 feet of the edge of right-of-way of the proposed project. However, this does not mean that all properties will be directly affected.

Draft project documents and other project-related materials will be displayed, and a PowerPoint presentation will run continuously during the open house. A court reporter will be available to receive comments in a one-on-one setting. Written comments can also be submitted at the hearing, mailed to FDOT, or emailed to kirk.bogen@dot.state.fl.us.

All comments must be postmarked or emailed no later than Friday, March 11, 2016.

At 6:30 p.m., FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 p.m. You can attend any time during the two-hour meeting to review project information and talk one-on-one with project team members. FDOT welcomes and appreciates everyone’s participation.

If you have any questions about the project or the scheduled hearing, please contact:

Kirk Bogen, P.E.
Environmental Management Engineer
kirk.bogen@dot.state.fl.us

FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 p.m. You can attend any time during the two-hour meeting to review project information and talk one-on-one with project team members. FDOT welcomes and appreciates everyone’s participation.

If you have any questions about the project or the scheduled hearing, please contact:

Kirk Bogen, P.E.
Environmental Management Engineer
kirk.bogen@dot.state.fl.us

FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 p.m. You can attend any time during the two-hour meeting to review project information and talk one-on-one with project team members. FDOT welcomes and appreciates everyone’s participation.

If you have any questions about the project or the scheduled hearing, please contact:

Kirk Bogen, P.E.
Environmental Management Engineer
kirk.bogen@dot.state.fl.us
During 2015, the Florida Department of Transportation (FDOT) and its partners have worked to update the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Policy Plan. The FTP is the statewide long-range transportation plan for all of Florida. The SIS Policy Plan identifies policies for planning and implementing Florida’s Strategic Intermodal System, the statewide high-priority network of transportation facilities critical to Florida’s economic competitiveness.

Florida Statutes require the FDOT to develop and regularly update a SIS Plan with input from transportation partners and the public. In the past FDOT has implemented this responsibility through developing a SIS Strategic Plan, followed by a family of documents to identify and set priorities among SIS investment needs.

Building on this foundation and following the guidance of the recently updated FTP, FDOT is now creating the first SIS Policy Plan. This Policy Plan identifies objectives and other key policies to address changing trends and position the SIS for future opportunities. This Plan defines SIS policies to guide planning and investment decisions for the next five years.

Throughout the year, FDOT has provided opportunities for the public and partners to provide input to this Plan. As a result, the draft SIS Policy Plan is now ready for review and comment at http://FloridaTransportationPlan.com. Comments will be accepted through February 19th.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Paula San Gregorio at Toll Free 1-866-374-3368, extension 4800 or 850-414-4811.