Meeting of the MPO Board

Wednesday, January 10, 2018, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

Watch the HTV live-stream. Send comments in advance on Facebook.*

I. Call to Order, Pledge of Allegiance & Invocation

II. Public Comment - 3 minutes per speaker, 30 minutes total; as needed, additional time may be provided later in the agenda.

III. Committee Reports, Online Comments (Gena Torres, MPO Staff)

IV. Consent Agenda
A. Approval of Minutes – December 5, 2017
B. Committee Appointments
C. Legislative Message for Transportation Disadvantaged Day

V. Status Reports
A. St. Petersburg Central Avenue BRT Project (Cassandra Borchers, PSTA)
B. MPO Regional Coordination & Best Practices Research (Ray Chiaramonte, TBARTA)
C. Freight Logistics Zone Follow-Up
   - FDOT Freight Program Overview (Brian Hunter, FDOT)
   - US 41 Improvement Project (Lilliam Escalera, FDOT)
D. 2045 Growth: Forecasts & Scenario Planning (Kevin Tilbury, MPO Consultant)

VI. Executive Director’s Report
A. PlanHillsborough 2018 Strategic Planning Retreat, date TBD
B. Next MPO Meeting: Tuesday, February 6, 2018, 9:00am, 26th Floor
C. Tampa Bay TMA Leadership Group: January 19, 9:30am, PSTA
D. Gulf Coast Safe Streets Summit: February 27, 8:30am-6:30pm, Glazer Children’s Museum and Franklin Manor

VII. Old Business & New Business

VIII. Adjournment
IX. Addendum

A. Legislative Update

B. Project Fact Sheets
   1. SR 579 (Fletcher Ave) Resurfacing from Florida Ave to Nebraska Ave
   2. US 41 Resurfacing from Bullfrog Creek to Denver St
   3. Florida Transit Fast Facts

C. Correspondence
   1. From FDOT on MPO Comments, FY19-23 Work Program
   2. To Sheriff Chad Chronister & Chief Brian Dugan on Speed Enforcement in School Zones
   3. To Representative Raburn on MPO Legislative Positions
   4. From AASHTO, APTA, & AMPO on Performance Measure Reporting
   5. From FDOT on FDOT-Owned Vacant Structures
   6. Approval of National Highway System designation changes

D. Articles Relating to MPO Work
   1. Hillsborough County moving forward to make Brandon safer for pedestrians
   2. Moody’s warns cities to address climate risks or face downgrades
   3. A New Traffic Safety Paradigm

The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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Committee Reports

Joint meeting of the Citizens and Technical Advisory Committees (CAC - TAC) on December 13

The CAC held its annual election of officers with the following members elected:

- David Wilson continuing as Chairman
- Bill Roberts continuing as Vice Chairman
- Rick Fernandez as Officer at Large

Hillsborough County Public Works Director John Lyons gave an update on the County’s ten-year transportation plan. CAC members asked about support for transit, how it relates to development entitlements, lane width standards, boulevard designs, and the need for basic signal timing.

MPO attorney Cameron Clark briefed the committees about the requirements of the sunshine and public records laws.

In response to a CAC request, Brandon Campbell with the City of Tampa provided an overview of smart traffic signals. The City bases its signal timing on the time required for pedestrians to cross, and is developing signal timing plans for all 535 intersection that it controls. CAC members highlighted problem intersections such as US 301 and Bloomingdale Ave, Hillsborough Ave and Florida Ave, and Meridian and Twiggs St.

Meeting of the Livable Roadways Committee (LRC) on December 13, 2017

The LRC held its annual election of officers with the following members elected

- David Hey continuing as Vice Chairman
- Cathy Coyle as Officer at Large

MPO attorney Cameron Clark briefed the committees about the requirements of the sunshine and public records laws.

The committee heard presentations on THEA’s Tampa Connected Vehicle Pilot, and the School Transportation Update and School Safety Study. They also participated in the Regional Scenario Planning Survey.

During new business the committee gave stakeholder input on THEA’s request to remove the pedestrian crosswalk at the Selmon Expressway exit ramp at Kennedy Blvd. The committee gave several strong reasons, most safety based, for retaining and improving the crosswalk, which staff will share with FDOT.
The TDCB elected its officers for 2018, reelecting Gloria Mills as Vice Chair and Dr. Fred Barja as Member At Large.

Transportation Disadvantaged Legislative Awareness Day will be held on February 14, 2018 in Tallahassee. This is an opportunity to show support for the Transportation Disadvantaged Program. The TDCB’s annual Legislative Message is included on the MPO Board’s consent agenda today.

Finally, the TDCB reminds the MPO that a growing aging population supports the continued creation of age friendly communities in Hillsborough County. The Board supports the creation of age-friendly walking spaces. This means a focus on improved crosswalk timing and markings, good lighting, places to rest, and sidewalks that are easy to navigate for school children, person with disabilities and our seniors. The Transportation Disadvantaged Coordinating Board further supports the Vision Zero plan to create spaces that are good for people of all ages and abilities.
The Metropolitan Planning Organization (MPO), Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, December 5, 2017, at 9:00 a.m., in the 26th Floor Conference Room, Frederick B. Karl County Center, Tampa, Florida.

Lesley Miller Jr., Chairman
Paul Anderson (arrived at 9:03 a.m.)
Harry Cohen
Theodore Trent Green
Ken Hagan
Mel Jurado
Pat Kemp (arrived at 9:05 a.m.)
Janet Zink for Joe Lopano
Rick Lott (arrived at 9:30 a.m.)
Guido Maniscalco
David Mechanik
Sandra Murman (arrived at 9:05 a.m.)
Cindy Stuart
Luis Viera
Joseph Waggoner
Stacy White (arrived at 9:08 a.m.)

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND INVOCATION

Chairman Miller called the meeting to order at 9:00 a.m., led in the pledge of allegiance to the flag, and gave the invocation.

II. PUBLIC COMMENT

Mr. Samuel Gibbons talked about the Tampa Heights community garden, displayed images, and cautioned against community erosion through the planned Florida Department of Transportation (FDOT) interstate expansion.

Mr. Christopher Vela sought a review of the 2018 legislative priorities regarding toll lane funding and referenced the Interstate (I) 95 fatality rates.

Ms. Beth Alden, MPO Executive Director, addressed funding source challenges/recommendations. Mr. Vela suggested additional ridesharing taxes as an option and wanted the toll subsidies removed.
III. COMMITTEE REPORTS AND ONLINE COMMENTS

Ms. Gena Torres, MPO, summarized the reports and online comments from Messrs. Mauricio Rosas on hit-and-run crashes/speeding, Robert Sawallesh regarding Bruce B. Downs traffic and access to the James A. Haley Veteran’s Hospital, and Dale Tindale on the Howard Frankland Bridge traffic congestion.

IV. CONSENT AGENDA

A. Approval of Minutes – November 8, 2017
B. 2018 MPO Board and Committees Meeting Calendar
C. Brandon Corridors and Mixed-Use Centers Study
D. Legislative Positions Recommended by Policy Committee

Commissioner Murman moved approval, seconded by Commissioner Kemp, and carried fifteen to zero. (Mayor Lott had not arrived.)

V. ROLL-CALL VOTE: TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS FOR WEST HILLSBOROUGH AVENUE COMPLETE STREET PROJECT AND I-75 AT STATE ROAD 60 ON-RAMP IMPROVEMENTS

Chairman Miller touched on the item. Commissioner Murman moved approval, seconded by Commissioner Cohen. Upon roll call vote, the motion carried fifteen to zero. (Mayor Lott had not arrived.)

VI. ACTION ITEMS

A. Election of Officers for 2018

Senior Assistant County Attorney Cameron Clark reviewed the procedures and asked for nominations for chairman. Councilman Cohen nominated Commissioner Miller. Hearing no other nominations, Commissioner Miller was elected as chairman fifteen to zero. (Mayor Lott had not arrived.) Attorney Clark solicited nominations for vice chairman. Commissioner Murman moved for Councilman Cohen. Seeing no further nominations, Councilman Cohen was elected as vice chairman fifteen to zero. (Mayor Lott had not arrived.)

Attorney Clark conducted the committee selection process. After Ms. Alden reviewed the current MPO Policy Committee (MPOPC) members/alternates, Commissioner Murman nominated Mr. Waggoner, who accepted. Chairman Miller sought nominations for an MPOPC alternate. Ms. Stuart volunteered. Members
Cohen, Murman, Kemp, Maniscalco, and Waggoner would serve on the MPOPC; Members Anderson and Stuart were alternates. Members Cohen, Kemp, and Murman would serve on the Tampa Bay Transportation Management Area (TMA) Leadership Group; Members Anderson and Lopano were alternates. At Councilman Cohen’s request, Councilman Viera agreed to act as the chairman of the Transportation Disadvantaged Coordinating Board. Mr. Green would continue as the Livable Roadways Committee chairman. Mr. Anderson would be a representative to the Florida MPO Advisory Council. Ms. Stuart was reconfirmed as chair of the School Transportation Working Group.

B. Vision Zero Action Plan and Pledge Drawing

Ms. Torres delivered a presentation and staff recommendation. Commissioner Kemp moved approval, seconded by Ms. Stuart. Commissioner Kemp wanted the MPO Board to receive quarterly updates on crash/accident types and vehicle miles/road usage and urged better Land Development Code/MPO/FDOT coordination for bus stops and mid-street crossings. Commissioner Murman praised staff efforts. Councilman Cohen stressed MPO responsibility to communicate the dangers of texting while driving to the public. After Mr. Green inquired on including universities/community colleges as coalition members, the motion carried sixteen to zero.

VII. STATUS REPORTS

A. School Transportation Working Group Update with Jurisdictions

1. Working Group Highlights 2017

Ms. Lisa Silva, MPO, expounded on the report and verified the working group structure would be altered upon transitioning to a Hillsborough County School District (School District) committee.

2. Data-Driven Approach

Mr. Christopher Keller, Tindale-Oliver and Associated Incorporated, elaborated on the report.

3. Addressing Needs Locally

Ms. Silva confirmed the Tampa information was included in the backup. Chief Development and Infrastructure Services Administrator Lucia Garsys expanded on the item. Commissioner White sought specifics on County actions with the School Board/funding sources and stressed the importance of project implementation. Observing crosswalk signals were being ignored,
Chairman Miller wanted to investigate what was being done to curtail violators. ▶Opining the MPO or the Board of County Commissioners needed to send a letter to the Hillsborough County Sheriff’s Office/Tampa Police Chief to request the enforcement of traffic tickets, ▶Commissioner Murman moved to send the letter, seconded by Councilman Cohen, and carried fifteen to zero. (Mr. Mechanik was out of the room.)

4. Growth and Legislative Challenges

▶Mr. Christopher Farkas, School District, expanded on the presentation. ▶Mayor Lott inquired about school capacity estimates. Dialogue ensued on new student projections, possible homestead exemption effects, committee arrangement, municipality representation, safety concerns, and understanding capacity logistical issues. Subsequent to remarks on coordination efforts/school transportation data, ▶Commissioner Kemp desired a conversation with the State Legislature on school transportation funding. Discussion occurred. ▶Ms. Stuart thanked the MPO for letting the school transportation working group continue for another year and the participating municipalities.

VIII. EXECUTIVE DIRECTOR’S REPORT

A. Next Meeting: Wednesday, January 3, 2018, 9:00 a.m., 26th Floor

B. Tampa Bay TMA Leadership Group: January 19, 2018, 9:30 a.m., Pinellas Suncoast Transit Authority

▶Ms. Alden credited the MPO Board for their service, praised Councilman Cohen and Commissioners Kemp and Murman for participating in the regional meeting, and announced the January 2018 MPO meeting would take place on the second floor County Center boardroom.

IX. OLD BUSINESS AND NEW BUSINESS

▶Referring to an FDOT presentation and a Tampa Bay Times article with respect to the proposed Fowler Avenue elevated lanes project and voicing concerns with negative effects, Mayor Jurado asked the MPO Board to cease the project. Ms. Alden confirmed the preliminary stage of the proposed project. ▶Councilman Cohen questioned whether the MPO had ever endorsed the concept. Mayor Jurado repeated project opposition. Mr. Green believed further project vetting would have been ideal. Chairman Miller suggested Temple Terrace talk with FDOT. Subsequent to inquiries, ▶Commissioner White moved to direct staff to schedule a presentation by FDOT focusing on the Temple Terrace project, seconded by
Councilman Maniscalco. After Chairman Murman confirmed the report should be received in February 2018, the motion carried fourteen to zero. (Commissioners Hagan and Murman were out of the room.) Ms. Stuart opined on FDOT presentations highlighting conceptual ideas. Expressing a desire for FDOT to bring forward a Busch Boulevard corridor study, Commissioner Kemp made the motion, seconded by Councilman Cohen, and carried fourteen to zero. (Commissioners Hagan and Murman were out of the room.)

X. ADDENDUM

A. Memorandum on Sunshine Law and Public Records

B. Correspondence

1. Letter of Support - Transportation Investment Generating Economic Recovery Grant Application, Port Tampa Bay

2. Correspondence from Tampa Bay Area Regional Transportation Authority

3. Correspondence from Forward Pinellas

C. Articles Relating to MPO Work

1. Hillsborough PC Hopes to Break Gridlock While Protecting Business

2. Complete Street Project for Collins Street

3. Hillsborough Planners Scrap Reversible Lanes to East Brandon Traffic Note: The article incorrectly identified Melissa Zornitta as the Director of the MPO. Ms. Zornitta was the Director of the PC. The study was jointly funded by the MPO and PC.

4. Hillsborough County Reveals Top 20 Severe Crash Corridors

5. FDOT Considers Transit, Other Options for Improving Fowler Avenue in University of South Florida Area

6. Bike Walk of Tampa Bay
XI.  ADJOURNMENT

There being no further business, the meeting was adjourned at 11:05 a.m.

READ AND APPROVED: ________________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ________________________________
Deputy Clerk

jh
Board & Committee Agenda Item

Agenda Item
Committee Appointments

Presenter
None – Consent Agenda

Summary
The TAC shall be composed of technically qualified representatives of MPO member agencies, for the purpose of planning, programming and engineering of the transportation system within the Hillsborough Metropolitan Planning Organization area boundary. The following members and alternate members have been nominated by their respective agencies:

- Jeff Sims, Environmental Protection Commission (Member)
- Reggie Sanford, Environmental Protection Commission (Alternate)
- Julie Ham, City of Plant City (Member)
- Mariann Abrahamsen, City of Temple Terrace (Member)

The Livable Roadways Committee (LRC) shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The following individuals have been recommended by the LRC and by the City of Plant City, respectively:

- Trista Brophy, Livable Communities Advocate (Member)
- Julie Ham, City of Plant City (Member)

Recommended Action
That the MPO confirm the above appointments

Prepared By
Gena Torres

Attachments
None
Board & Committee Agenda Item

Agenda Item
Legislative Message for Transportation Disadvantaged Day

Presenter
None; Consent Agenda Item

Summary
Annually, the Florida Association of Coordinated Transportation Systems hosts a Transportation Disadvantaged Legislative Day in the Capital courtyard in Tallahassee. Members of the Transportation Disadvantaged community are encouraged to participate, to highlight the abilities of persons with disabilities, and to meet and thank legislators for their support.

The Hillsborough MPO’s Transportation Disadvantaged Coordinating Board has participated in this event for more than a decade. Annually, the TDCB prepares a flyer highlighting achievements and needs of our coordinated transportation system within Hillsborough County and the tri-county urbanized area. The message also informs the reader of several positions of the TDCB.

Transportation Disadvantaged Day is scheduled for February 14, 2018 in Tallahassee.

Recommended Action
Support the TDCB Legislative Message

Prepared By
Michele Ogilvie, MPO staff

Attachments
TDCB Legislative Message
2018 Legislative Outreach
Florida’s Transportation Disadvantaged Day, February 14, 2018

The Hillsborough MPO Transportation Disadvantaged Coordinating Board thanks the State of Florida:

The Transportation Disadvantaged Trust Fund providing $2.3 million for transportation services to the Transportation Disadvantaged residents in Hillsborough County. Funding from the Commission for Transportation Disadvantaged provided 49,474 door to door trips and 293,254 bus pass trips.

Hillsborough County provided the Transportation Disadvantaged 152,760 door to door trips and 324,066 bus pass trips in fiscal year 2016-2017. Hillsborough County provides an additional $2.9 million to the program.

The Return on Investment for TD medical and nutrition trips in Hillsborough County is $26.4 million, representing a $5.07 return for every dollar spent.

The Hillsborough MPO Transportation Disadvantaged Coordinating Board supports:

MAINTAINING - the Transportation Disadvantaged Trust Fund.

MAINTAINING - the level of funding provided by the state or passed through the state by the federal government for paratransit services and public transit at a level consistent with future population growth. The Transportation Disadvantaged Service Plan reports that one third of our population is transportation disadvantaged.

FUNDING - Transportation Disadvantaged paratransit service and transit systems because they support life sustaining trips for seniors, persons with disabilities and children at risk and provide a positive return on investment.

The Hillsborough County Transportation Disadvantaged Coordinating Board ALSO supports:

STRONGER enforcement against texting while driving, which has contributed to a recent upward trend in traffic fatalities.

RAISING the standards for determining school hazardous walking conditions, and requests the State continue to share the cost burden of the required school bus service.

Thank you! The Hillsborough MPO Transportation Disadvantaged Coordinating Board
The Tri-County Subcommittee began meeting on a quarterly basis in 2014, after the adoption of the Regional Mobility Needs Assessment. The TCTD identified the following as top priorities:

- **Top Goal:** Implement a regional bus pass at a reasonable cost;
- **Top Objective:** Educate elected officials and other community leaders on the challenges of the transportation disadvantaged in the Tri-County area; and
- **Top Action:** Incorporate regional transportation needs into the FTA Section 5310 application criteria and evaluations.

Other priorities include: regional paratransit services across county lines; infrastructure and technology improvements; promoting regional transportation initiatives serving the TD; identifying and pursuing funding opportunities.

Demographic breakdown:

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<tr>
<td>Hillsborough</td>
<td>1.3 million</td>
<td>12.7%</td>
<td>11.7%</td>
<td>17%</td>
<td>5 MILLION</td>
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<td>Pasco</td>
<td>0.5 million</td>
<td>22.0%</td>
<td>16.4%</td>
<td>14%</td>
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<tr>
<td>Pinellas</td>
<td>0.9 million</td>
<td>22.5%</td>
<td>14.8%</td>
<td>14%</td>
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**Potential TD Customers Served:**
Hillsborough 6% - Pasco 2% - Pinellas 6%

Source: Florida Commission for the Transportation Disadvantaged 2016 Annual Performance Report

Should you need further information about the Hillsborough MPO TDCB, please contact: Michele Ogilvie at the Hillsborough County Metropolitan Planning Organization, P.O. Box 1110, 18th Floor, Tampa, FL, 33601, (813) 273- 3774 extension 317, or ogilviem@plancom.org
Board & Committee Agenda Item

**Agenda Item**
St. Petersburg Central Ave BRT Project

**Presenter**
Cassandra Borchers, PSTA

**Summary**

Bus Rapid Transit (BRT) service in St. Petersburg’s Central Avenue corridor from downtown St. Petersburg to the Gulf beaches is the most “shovel-ready” project of the six potential corridors recommended in past studies, making it an ideal BRT “pilot project” for Pinellas County.

With funding commitments from two cities and FDOT as well as PSTA -- to provide a local match for a federal grant -- PSTA has submitted the project to the Federal Transit Administration for consideration in the Small Starts program. This is the first such application in this region.

The goals of the Central Avenue BRT project are to develop and implement successful BRT service that:

- Supports local revitalization and economic development plans;
- Supports tourism with a fast, convenient transportation alternative between two of Pinellas’ major tourist centers;
- Attracts new ridership;
- Supports the unique character of the area; and
- Provides service in a cost-effective manner.

The Central Ave BRT will complement local service provided by the existing, and highly successful Central Avenue Trolley by providing expedited, limited stop travel from downtown St. Petersburg to the beaches, seven days a week on 1st Ave N (westbound) and 1st Ave S (eastbound).

**Recommended Action**
None; for information and discussion

**Prepared By**
Beth Alden

**Attachments**
- Presentation slides to TBARTA Transit Management Committee, Nov. 2017
- **Link to Tampa Bay Times article**
Central Avenue Bus Rapid Transit

TBARTA TMC
November 14, 2017
Design Characteristics

- **Left side running on 1st Aves**, transition to right side on 1st Ave S between 20th St and 16th St
- **BAT** (Business Access and Transit) lanes on 1st Ave N, 1st Ave S, and Pasadena Ave
- **BAT lane striping** (full lane only at intersections)
- Parking removed on one side & Bike Lane retained between 20th & 31st
- **Island Stations** where left side running
- Various levels of station investment
- **9 Articulated vehicles**
- Level boarding
• Local Funding through Partnerships
  - St. Petersburg
  - St. Pete Beach
  - FDOT
  - FTA

Cost Estimates
- O&M
  Includes proposed CAT, 18, and BRT
  = 4.9% increase in PSTA’s 2017 adopted budget

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<tr>
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<th>Annual O&amp;M Cost (2017 $)</th>
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<td>Local Bus O&amp;M Costs</td>
<td>$2,505,450</td>
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<tr>
<td>BRT-specific O&amp;M Costs</td>
<td>$941,057</td>
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<tr>
<td>Total O&amp;M Costs</td>
<td>$3,446,507</td>
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- PSTA was able to submit streamlined financial plan
- Federal Share of capital costs 49.2%
Ridership & Mobility Warrants
- Warrants available if existing daily ridership > 3,000
- CAT alone is >3,000 daily
- PSTA applied for & received warrants
= Automatic medium rating on mobility improvements, cost effectiveness, and congestion relieve

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<th>Daily Boardings</th>
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<td>90</td>
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<td>97</td>
<td>290</td>
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<td>CAT(35/355)</td>
<td>3,049</td>
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<td>Total</td>
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Land Use & Economic Development
- Employees served: **49,434** (Low-Medium)
- Average population density **4,341 pers/sq mi** (Low-Medium)
- CBD (core) typical cost per day: $8-9 (Medium)
- CBD (core) spaces per employee: **0.511** (Low-Medium)
- Proportion of affordability restricted housing: **3.19** (High)
- CBD commercial FAR: 4.0, with bonus approvals >8.0 (Medium)
- Other commercial FAR: 1.0 and Workforce Housing Intensity Bonus of 0.2 (Medium)
- Residential DU per acre: **(Medium)**
- St. Pete Beach avg DU/acre: **17.9-24.6** (residences vs. hotel rooms)
- Parking Supply: **(Medium)**
GOAL: To get project funding in FY 2019 Federal Budget:

- ✓ Entry into project development – Spring 2016
- ✓ Alternatives Analysis by late 2016
- ✓ Decide Preferred Alternative – January 2017
- ✓ Draft Environmental Report to FTA – April 2017
- ✓ Public Outreach – April/May 2017
- ✓ Request MPO/FDOT include in TIP/STIP- June 2017
- ✓ Small Starts Package to FTA – August 31, 2017

GOAL: Construction in 2019 – Open in 2020

☐ Procurement for Design – early 2018
☐ Inclusion in President’s Recommended Budget – 1/18
☐ Funded in Federal Approved FY19 Budget – 9/2018
☐ Construction in 2019
☐ Begin Operations in 2020
Why?

• Successful Transit Route

• Creates Jobs/Economic Benefit

• Part of Regional Plan
Board & Committee Agenda Item

Agenda Item
MPO Regional Coordination & Best Practices Research

Presenter
Ray Chiaramonte, TBARTA

Summary

The Tampa Bay Area Regional Transit Authority (TBARTA) is managing a project known as the MPO Regional Coordination and Best Practices Research study. Today’s presentation will provide information about this project due to its aim of providing a single preferred option for improving coordination and cooperation among MPOs, FDOT districts, local and county governments, and regional transportation entities, including TBARTA and the TBARTA MPOs Chairs Coordinating Committee (CCC).

The study builds on the May 2017 Collaborative Labs workshop on regional transportation planning that was sponsored by the Hillsborough, Pinellas and Pasco MPOs. Since then, FDOT has provided funding for independent research into national best practices, and TBARTA has procured a prominent consultant to conduct the research.

A study management team has been assembled as a non-voting, advisory group to help guide the study, ensure the right questions are considered, and relevant data collected. The team includes the MPO directors, and representatives from TBARTA, the Urban Land Institute, Tampa Bay Partnership, and Tampa Bay Regional Planning Council. Meetings of the group are held monthly, and are open to the public. The next team meeting will be on January 25, 2018, at 1:00 p.m. at the TBARTA office.

The project is scheduled for completion in December 2018, and will provide information to you and other elected officials to assist in making decisions on improving the regional planning process and outcomes for Tampa Bay. In addition, the study will examine the feasibility of merging the Hillsborough, Pinellas and Pasco MPOs into a single regional MPO. Ultimately, any changes in MPO Board composition or geographic area are up to each respective MPO Board to decide, and to reach agreement with the Governor.

Save the date! A public workshop to develop support for viable options is tentatively planned for May 18, 2018, and invitations will be distributed to your Board members and the public in print and electronically.
**Recommended Action**
None; for information and discussion

**Prepared By**
Beth Alden

**Attachments**
- MPO Coordination & Regional Planning Best Practices Study Polling Questions: Hillsborough MPO Board Responses Summary
- [Link to project page](#)
MPO Coordination & Regional Planning Best Practices Study Polling Questions

Survey questions were designed by Pinellas, Hillsborough, and Pasco MPO staff to identify the level of initial support for and the characteristics of a regional transportation planning structure serving the Tampa Bay region. Questions were provided in live polling at the September 29, 2017 Tampa Bay TMA Leadership Group meeting as well as in hard copy to Hillsborough MPO board members.

Hillsborough MPO Board Responses Summary

❖ Most important benefits of creating a regional multi-county structure to plan transportation for the Tampa Bay area:

- Clearly speaking with one voice on regional transportation priorities
- Providing a mechanism to shape the region’s sustained economic growth through smart transportation decisions paired with economic policy
- The potential for increasing transportation grants/discretionary funds from federal or state sources
- The potential for negotiating multi-county public-private partnerships

❖ Most significant risks of creating a regional multi-county structure to plan transportation for the Tampa Bay area:

- Fewer opportunities for neighborhoods in the path of major transportation projects to negotiate for remedies
- Fewer opportunities for small cities to participate in major transportation decisions
- Harder to realize vision of well-planned growth as important transportation decisions are removed away from county & city decision-making on land use and development; coordination becomes more distant and diluted
- Harder to implement regional priorities as important transportation decisions are removed away from county & city decision-making on funding/budgeting/resource allocation; coordination becomes more distant and diluted
- No significant risks

❖ The regional transportation planning structure should:

- Establish a regional vision for transportation and land use to guide transportation investment decisions so they are linked with planned areas for growth and redevelopment
- Actively monitor and review transportation actions by state and local agencies (such as CIPs, PD&Es, TDPs, mobility fees), and prioritize federal/state grant funding for local agencies that support a regional vision
- Actively monitor and review land use actions by state and local agencies (such as comprehensive plans, zoning, development codes, growth boundaries) and prioritize federal/state grant funding for local agencies that support a regional vision?
✓ Coordinate transportation plans with the plans and activities of Economic Development Councils in each county and city (but not establish a joint agency for regional economic development and transportation)
✓ Have a separate regional funding source, to support regional transportation projects and leverage state/federal, local and private funds
✓ Ensure existing entities, such as Boards of County Commissioners, the State of Florida and existing transit providers (HART and PSTA) continue to have final authority over transportation revenues and spending

❖ The geographic boundaries of the region should be determined by:

✓ Population and job density, including official growth projections
✓ Commuting and goods movement flows
✓ Market size of regional institutions such as universities, hospitals, or broadcast media

❖ Inclination, right now, about the appropriate level of regionalism for Tampa Bay transportation planning (most frequent responses):

✓ **Cooperation**: Two or more agencies establish formal arrangements (typically interagency agreements) to describe responsibilities in the conduct of planning and programming of resources for the transportation system. The agencies also provide aid to each other when needed and maintain a robust system of information sharing. All agencies retain their separate identities, authorities, and funding systems.

✓ **Partnership**: Two or more agencies create a formal structured relationship and share ownership on one or more projects in order to achieve a mutually beneficial outcome. The agencies pool resources (financial and staff) to achieve one or more common goals. Decision-making is shared and typically done by consensus.

✓ **Consolidation**: Two or more agencies vest all authority into one agency that then provides services according to agreements or other contractual relationships. This agency is typically a new agency that is created out of the previous agencies. Old decision-making and financial arrangements are given over to a new system.
Board & Committee Agenda Item

**Agenda Item**
Freight Logistics Zone (FLZ) Follow-Up
  - FDOT District 7 Freight Programs Overview
  - US 41 Improvement Project

**Presenters**
Brian Hunter, FDOT District 7 Freight Coordinator
Lilliam Escalera, FDOT, US 41 Project Manager

**Summary**
On October 4, the Hillsborough Board of County Commissioners (BOCC) approved a resolution adopting the Hillsborough + Polk FLZ Plan prepared by the MPO, as it serves as a tool to compete for funding for freight related projects. Subsequently, the Polk County BOCC adopted the FLZ Plan during their October 17 board meeting, completing the official designation of this two-county zone.

The recommendations of the FLZ Plan are already winning funding! One key recommendation is to address a bottleneck just east of Port Tampa Bay's main facility, where rail crosses US 41 and blocks traffic with as many as 28 trains a day. US 41 experiences up to 10 daily hours of congestion, affecting goods movement -- up to 2500 truck trips daily -- as well as commuters. FDOT District 7 applied for National Highway Freight Program (NHFP) dollars to build a rail overpass and interchange at Causeway Blvd. The project competed nationally and now is fully funded within 5-7 years, demonstrating how working together can bring success.

In fact, District 7 was selected to receive funding for most of the NHFP projects they applied for this year. The District 7 Freight Coordinator will also provide an overview of their hot spot improvement program; truck parking; Strategic Freight Plan; and the National Highway Freight Network.

District 7 is also moving forward with a more immediate project to provide relief at the US 41/Pendola Point intersection. This project will complement the longer-term improvements planned at the CSX rail crossing and Causeway Blvd intersection. While the project is primarily an operational improvement, it involves widening to extend the 6-lane section south from Denver Street for approximately one-half mile to tie into the intersection at Pendola Point. The short gap between Denver Street and Pendola Point that is currently 4 lanes will be widened to 6 lanes to be consistent with the 6-lane section up to Causeway Boulevard. This will eliminate a merge-
weave condition near Denver Street associated with the change in number of lanes. The Pendola Point intersection will also provide a more logical terminus of the 6-lane section. MPO staff will confirm that this project is accurately represented in the LRTP during the upcoming update cycle.

**Recommended Action**
None; for information only

**Prepared By**
Lisa K. Silva, AICP, PLA

**Attachments**
[Link to Hillsborough + Polk FLZ Plan – Executive Summary](#)
Board & Committee Agenda Item

Agenda Item
2045 Growth: Forecasts & Scenario Planning

Presenter
Kevin Tilbury, Cambridge Systematics, MPO Consultant

Summary

The Hillsborough County City-County Planning Commission and Hillsborough Metropolitan Planning Organization have begun developing population and employment forecasts for the year 2045. Both boards require population, employment and other demographic and scenario-based projection data for their state and federally mandated planning activities. The forecasts will be used in the Tampa Bay Regional Transportation Planning Model, to forecast future traffic and transit ridership; and will also support the work of other agencies, including the School District, HART, Fire/EMS, Parks and Recreation, and Utilities.

The Planning Commission and MPO jointly obtained the services of a consultant, Cambridge Systematics, Inc., to develop and evaluate alternative scenarios of potential growth; support a performance-based evaluation of the scenarios; and develop a preferred “hybrid” scenario. The alternative scenarios and hybrid scenario will be drafted in collaboration with the MPOs of Pinellas and Pasco Counties, to illustrate the long-term implications of growth and transportation investment choices for the tri-county area. A public outreach phase on the alternative growth scenarios is planned for summer 2018 in all three counties.

Updates on the progress of the project will be provided along with major milestones. The project is expected to conclude in late 2018.

Recommended Action
None; for information only

Prepared By
Sarah McKinley, MPO Staff

Attachments
None
Autonomous Vehicles—HB 353 (Reps. Fischer/Brodeur and SB 712 (Senator Brandes) Although these bills are not identical, SB 712 would exempt an autonomous vehicle being operated in autonomous mode from a certain prohibition on the operation of a motor vehicle if the vehicle is actively displaying certain content that is visible from the driver’s seat while the vehicle is in motion; authorize a fully autonomous vehicle to operate in this state regardless of whether a licensed human operator is physically present in the vehicle; authorize the Secretary of Transportation to enroll the state in any federal pilot program or project for the collection and study of data for the review of automated driving systems. HB 353 has passed the House Transportation and Infrastructure Subcommittee and will be considered next by the full Appropriations Committee.

Budget—Governor Scott’s Recommended Budget includes: $1 Billion for Transportation System Expansion; $1 Billion for Maintenance and Operations; $616 Million for Resurfacing; $568 Million for Transit Program Improvements; $67.7 Million for Bridge Repairs and Replacement; $186 Million for Safety Initiatives; $151.3 Million for Bicycle & Pedestrian Trails.

Charter County & Regional Transportation System Surtax—HB 243 (Reps. Avila/Perez) and SB 688 (Senator Garcia) While 31 counties are eligible to levy the surtax, it is only levied in Duval and Miami-Dade counties. HB 243 would allow Miami-Dade County to use surtax proceeds for specified purposes related to fixed guideway rapid transit systems and bus systems; would authorize use of surtax proceeds for refinancing existing bonds; and would prohibit use of such proceeds for non-transit purposes. To date, both bills have passed by the first referenced committees.

Community Redevelopment Agencies—HB 17 (Rep. Raburn) and SB 432 (Senator Lee) Although these bills are not identical, HB 17 would provide reporting requirements; revise requirements for operating community redevelopment agencies; prohibit creation of community redevelopment agencies after date certain; would provide phase-out period; create criteria for determining whether community redevelopment agency is inactive; provide hearing procedures; authorize certain financial activity from inactive community redevelopment agencies; revise requirements for use of redevelopment trust fund proceeds; revise county and municipal government reporting requirements. SB 432 would prohibit a person from lobbying a community redevelopment agency until he or she has registered as a lobbyist with that agency; authorize community redevelopment agencies to adopt rules to govern the registration of lobbyists; and would require ethics training for community redevelopment agency commissioners. HB 17 has passed all referenced committees and has been placed on the House Calendar.
Developments of Regional Impact (DRIs)—SB 1244 (Senator Lee) would revise statewide guidelines and standards for DRIs, specifying that amendments to a development order for an approved development may not alter the dates before which a development would be subject to downzoning, unit density reduction, or intensity reduction, except under certain conditions; and would require local governments to file a notice of abandonment under certain conditions.

Growth Management—HB 207 (Rep. McClain) and SB 362 (Senator Perry) These bills would require local governments to address the protection of private property rights in their comprehensive plans; requiring the comprehensive plan to include a private property rights element that sets forth principles, guidelines, standards, and strategies to achieve certain objectives; provide a deadline by which each local government must adopt a private property rights element; require the state land planning agency to approve the private property rights element adopted by each local government if it is substantially in a specified form.

Impact Fees—HB 697 (Rep. Miller) and CS/SB 324 (Senator Young) CS/SB 324 was amended to specify that a local government may not collect impact fees prior to the issuance of a building permit and to codify existing case law on the validity of impact fees. CS/SB 324 will next be considered by the Senate Appropriations Subcommittee on Finance and Tax.

Local Tax Referenda—HB 317 (Rep. Ingoglia) and SB 272 (Senator Brandes) Although these bills are not identical, SB 272 would revise the voter approval threshold required to pass a referendum to adopt or amend local government discretionary sales surtaxes to at least 60% of the electors voting on the ballot when the referendum is held at any date other than a general election. HB 317 is now in House Ways and Means Committee, and SB 272 is in the Senate Subcommittee on Finance & Tax.

Metropolitan Planning Organizations—HB 575 (Rep. Beshears), SB 984 (Brandes), HB 807 (Rep Diamond) HB 575 would reduce the maximum number of MPO voting members from 25 to 15 for those MPO’s with populations over 500,000, with the exact number determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government and the Governor, as required by federal regulations. All MPO’s would be required to comply with changes by July 1, 2019. SB 984 would provide an incentive to merge MPO’s by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; and would preserve current law with the number determined on an equitable geographic-population ratio basis. HB 807 is similar to SB 984, and would provide an incentive to merge MPO’s by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; would preserve current law with the number determined on an equitable geographic-population ratio basis. HB 575 has passed by the House Transportation and Infrastructure Subcommittee.
Private Property Rights—SB 292 (Senator J. Rodrigues) would exempt from the definition of “public utility” a property owner who owns and operates on that property a renewable energy source device with a capacity of up to 2.5 megawatts and who produces and provides or sells renewable energy from that device to users located on the property.

School Hazardous Walking Conditions—SB 188 (Senator Steube) would require district school boards to provide transportation to certain students; revise the speed and road conditions that meet the requirements for a hazardous walking condition; require a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student.

Smart City Challenge Grant—SB 852 (Senator Brandes) and HB 633 (Rep. Fischer) would create a new program within the Department of Transportation with an appropriation of $15 million to encourage communities to implement technology solutions to the most pressing mobility challenges; would qualify any governmental agency responsible for the movement of goods and services in Florida, including local governments, transportation planning organizations (TPOs) and state universities as eligible for receiving funding. HB 633 is now in the House Transportation and Infrastructure Subcommittee.

Statewide Alternative Transportation Authority—CS/HB 535 (Reps. Avila and J. Grant) and SB 1200 (Senator Young) would rename the Florida Rail Enterprise (FRE) as the Statewide Alternative Transportation Authority; would revise annual allocations for the Transportation Regional Incentive Program (TRIP) beginning FY 2021-22 from FRE to provide the first $60 million in documentary stamp taxes for alternative transportation systems, of which $25 million would be allocated to TBARTA for the design and construction of alternative transportation systems on a local or private fund 50/50 matching basis; and $35 million to the Statewide Alternative Transportation Authority, of which $25 million would be used in Miami-Dade County. The remaining $10 million would be available for use in any county or counties. HB 535 was substantially amended and passed the House Transportation and Infrastructure Subcommittee.

Strategic Intermodal System (SIS)—SB 1188 (Senator Rouson) would authorize rapid bus service operating in express toll lanes on the interstate highway system as an eligible expenditure for SIS funding; would not increase SIS funding for Tampa Bay but would provide a new opportunity to access greater capacity and faster service from existing transportation assets.

TBARTA—HB 2451 (Rep. Gruters) would provide a non-recurring appropriations of $1 million to TBARTA from the State Transportation Trust Fund. HB 2451 is now in the House Transportation and Tourism Appropriations Subcommittee.
Texting While Driving—HB 33 (Rep. Toledo) would strengthen the current ban on texting, emailing, and instant messaging while driving, by changing the current enforcement of the ban from secondary to primary. Any violation of the ban that causes a crash would result in the addition of six points to the offender’s driver license record. HB 33 is comparable to SB 90 (use of wireless communication devices).

Tourist Development Tax—SB 658 (Senator Brandes) and HB 585 (Rep. Fine) would authorize counties imposing the tourist development tax to use revenues from the tax to acquire, construct, extend, enlarge remodel, repair, improve, maintain, operate or finance public facilities if the public facilities are needed to increase tourist-related business activities and are recommended by the county tourist development council. SB 658 is now in the Senate Appropriations Subcommittee on Finance and Tax.

Traffic Infraction Detectors—SB 176 (Senator Hutson), HB 6001 (Rep. Avila), SB 548 (Senator Campbell) would repeal provisions relating to the definitions of “local hearing officer” and “traffic infraction detector,” respectively and relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors and that cap fines and provide for the deposit and use of fines, and the distribution of penalties. HB 6001 has passed all referenced committees and has been placed on the House Calendar.

Transportation Disadvantaged—SB 770 (Senator Garcia) would authorize community transportation coordinators, in cooperation with the coordinating board, to plan for and use regional fare payment systems under certain circumstances which enhance cross-county mobility for specified purposes for certain persons who are unable to transport themselves or to purchase transportation.

Using Wireless Communication Devices While Driving—SB 90 (Senator Perry) is similar to HB 33 (texting while driving) and would revise the legislative intent relating to the authorization of law enforcement officers to stop motor vehicles and issue citations to persons who are texting while driving; would require deposit of fines into the Emergency Medical Services Trust Fund. SB 90 is now in the Senate Transportation Committee.
STATE ROAD 579 (FLETCHER AVE.) MILLING AND RESURFACING
Financial Project ID 436481-1-52-01

Project Description:
The purpose of this project is to preserve and extend the life of the existing pavement through milling and resurfacing, repair damaged sidewalk, bring pedestrian features into conformance with current ADA standards, improve signage and update pedestrian signal timing.

Project Location:
The project is located on SR 579 (Fletcher Ave) from Florida Ave. to Nebraska Ave. in Hillsborough County.

Schedule:

<table>
<thead>
<tr>
<th>Item</th>
<th>Status</th>
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<tbody>
<tr>
<td>Design</td>
<td>Phase II (60%)</td>
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<tr>
<td>Right-of-Way</td>
<td>N/A</td>
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<tr>
<td>Begin Construction</td>
<td>Summer 2019</td>
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Project Cost:

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<th>Phase II</th>
<th>Cost Estimate*</th>
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<tr>
<td>Design</td>
<td>$355,000</td>
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<tr>
<td>Right-of-Way</td>
<td>N/A</td>
</tr>
<tr>
<td>Construction</td>
<td>$767,040</td>
</tr>
</tbody>
</table>

* Please note that cost estimate may fluctuate as the project progresses

FDOT Project Manager
Craig Fox, P. E
11202 N. McKinley Drive, MS 7-600
Tampa, FL 33612
Office Phone: (813) 975-6082
E-mail: Craig.Fox@dot.state.fl.us

Public Information Specialist
Kristen Carson
11202 N. McKinley Drive, MS 7-600
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Office Phone: (813) 975-6060
Email: Kristen.Carson@dot.state.fl.us
US 41 / SR 45
From N of Bullfrog Creek to Denver Street
Financial Project IDs 434848-1-52-01 & 434848-1-52-02

Project Description:
The project consists of milling and resurfacing US 41 / SR 45, a four-lane rural facility, from N of Bullfrog Creek to Denver St. This project will also include improvements to pedestrian features, turn lane improvements, intersection improvements, signals and lighting. Two existing intersections, US 41 / Pendola Point Rd and US 41 / Port Sutton Rd, will be reconstructed in concrete, as will the mainline roadway in between. The existing bridge over the Alafia River and the two existing railroad crossings are exempted from the project.

Project Location:
This project will be constructed along US 41 / SR 45 from Bullfrog Creek to Denver Street in Hillsborough County.

Project Schedule:

<table>
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<tr>
<th>Item</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>Phase IV</td>
</tr>
<tr>
<td>Right of Way</td>
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</tr>
<tr>
<td>Begin Construction</td>
<td>2018</td>
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Project Costs:

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<th>Phase</th>
<th>Cost Estimate*</th>
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<tbody>
<tr>
<td>Design</td>
<td>$1,410,200</td>
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<tr>
<td>Right of Way</td>
<td>N/A</td>
</tr>
<tr>
<td>Construction</td>
<td>$11,679,447 &amp; $1,508,574**</td>
</tr>
</tbody>
</table>

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

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Public Information Director
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kristen.carson@dot.state.fl.us
Motorbus
Includes express bus, bus rapid transit (BRT), circulator, charter, and feeder bus. BRT operations include LYNX Lymmo, the South Miami-Dade Busway (Metrobus), and HART MetroRapid.

Light Rail
Is represented by the TECO Line Streetcar System in Tampa, and there are two automated guideways in the state, the Miami Metromover and Jacksonville Skyway. The Miami Metrorail is Florida's heavy rail transit system.

Commuter Rail
The South Florida RTA provides regional commuter rail service (Tri-Rail) between Palm Beach, Broward, and Miami-Dade Counties, and SunRail began commuter rail service between Volusia, Seminole, Orange, and Osceola Counties in 2015.

Paratransit
Numerous paratransit services in Florida provide travel options to those who are transportation disadvantaged. Paratransit operates in both urban and rural areas and, in some cases, is the primary transit service in rural counties. Paratransit allows for fixed-route deviation and demand-response (Dial-a-Ride) transit.

For more information about public transit in Florida, including links to recent publications and upcoming training and events, please see FDOT’s Public Transit website at www.fdot.gov/transit.

Florida’s Transit Facts
• Approximately 11.1 million residents, or 57 percent of Florida’s population, live within one half-mile of an urban fixed transit route (motorbus or rail service). Overall, 16.6 million people, or 84 percent of the state’s population, live within total urban transit service areas, which includes access to demand-response (e.g., Dial-a-Ride) services.

• In coming years, Florida’s transit markets will continue to comprise transit dependent populations. However, there is strong evidence that Baby Boomers and Millennials, in particular, have the potential to comprise larger proportions of transit riders in the state (FDOT/CUTR 2013).

• According to a 2011 study commissioned by the FDOT, every $1.00 of federal money invested in fixed-route transit services in Florida increases economic activity by $2.30.

• Florida paratransit programs save up to $146 million annually by being able to offer clients discounted fixed-route transit passes in lieu of more expensive paratransit services (FDOT/CUTR 2011).

• Fixed-route transit in Florida is estimated to save 42.9 million gallons of petroleum oil per year from the effects of congestion relief, displaced vehicle miles traveled (VMT), and land use (FDOT/CUTR 2011).

Florida Totals:
Urban Fixed-Route Transit

<table>
<thead>
<tr>
<th>General Information</th>
<th>2016</th>
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<tbody>
<tr>
<td>Service Area Population</td>
<td>16,392,750</td>
</tr>
<tr>
<td>Population Density (pop./sq. mi.)</td>
<td>1,188.1</td>
</tr>
<tr>
<td>Operating Expense</td>
<td>$1,232,858,715</td>
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<tr>
<td>Operating Revenue</td>
<td>$311,538,926</td>
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</table>

<table>
<thead>
<tr>
<th>Service Supplied &amp; Consumed</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Total Annual Revenue Miles</td>
<td>148,297,591</td>
</tr>
<tr>
<td>Total Annual Revenue Hours</td>
<td>10,281,321</td>
</tr>
<tr>
<td>Route Miles</td>
<td>15,521.2</td>
</tr>
<tr>
<td>Annual Passenger Trips</td>
<td>250,683,439</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Quality of Service</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Resident Access to Transit</td>
<td>56.61%</td>
</tr>
<tr>
<td>Weekday Span of Service (hours)</td>
<td>16.8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cost Efficiency</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Expense per Revenue Mile</td>
<td>$8.31</td>
</tr>
<tr>
<td>Operating Expense per Revenue Hour</td>
<td>$119.91</td>
</tr>
<tr>
<td>Passenger Trips per Employee FTE</td>
<td>26,007</td>
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</table>

<table>
<thead>
<tr>
<th>Cost Effectiveness</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Expense per Passenger Trip</td>
<td>$4.92</td>
</tr>
<tr>
<td>Farebox Recovery Ratio</td>
<td>21.65%</td>
</tr>
<tr>
<td>Average Fare</td>
<td>$1.06</td>
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</table>

<table>
<thead>
<tr>
<th>Service Effectiveness</th>
<th></th>
</tr>
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<tbody>
<tr>
<td>Passenger Trips per Revenue Mile</td>
<td>1.69</td>
</tr>
<tr>
<td>Passenger Trips per Revenue Hour</td>
<td>24.38</td>
</tr>
<tr>
<td>Passenger Trips per Capita</td>
<td>15.29</td>
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</tbody>
</table>

*2016 National Transit Database. Includes urban fixed-route agencies’ vanpool data and two separate vanpool providers.
Florida’s Transit Systems

In 2016, there were 31 urban fixed-route systems operating in Florida that reported to the National Transit Database (NTD).

During 2016, Florida's transit agencies ranged in size from the six-vehicle system in Ocala (SunTran) to the 1,077-vehicle system operating in Miami-Dade County. The systems included in this edition of the Handbook represent only those that reported to the National Transit Database in 2016. More information on public transit in Florida can be found at the following website: www.dot.state.fl.us/transit.

Charlotte County Transit Division and the Tampa Bay Area Regional Transportation Authority (TBARTA) are required to report vanpool information to NTD; however, neither agency operates a fixed-route system. Please note that Charlotte's and TBARTA's vanpool numbers are included in the Florida totals on page 5, where applicable.

For NTD report year 2016, there were two new urban reporting agencies: Citrus County Transit and Clay Transit.

Florida Urban Fixed-Route Systems

Bay      Bay Town Trolley
Brevard  Space Coast Area Transit
Broward  Broward County Transit
Citrus   Citrus County Transit
Clay     Clay Transit
Collier  Collier Area Transit
Escambia Escambia County Area Transit
Gainesville Gainesville Regional Transit System
Hernando The Bus
Hillsborough Hillsborough Area Regional Transit
Indian River GoLine Transit
Jacksonville Jacksonville Transportation Authority
Lake     Lake Cty Public Transportation/Lake Xpress
Lee      Lee County Transit
Manatee  Manatee County Area Transit
Martin   Martin County
Miami    Miami-Dade Transit
Ocala/Marion SunTran
Okaloosa Okaloosa Emerald Coast Rider
Orlando  LYNX
Palm Beach Palm Beach Cty Transportation Agency
Pasco    Pasco County Public Transportation
Pinellas Pinellas Suncoast Transit Authority
Polk     Lakeland Area Mass Transit District
Sarasota Sarasota County Area Transit
St. Johns Sunshine Bus Company
St. Lucie St. Lucie Council on Aging, Inc.
SunRail  Florida Department of Transportation
Tallahassee StarMetro
Tri-Rail S. FL Regional Transportation Authority
Volusia  Votran

Rail Systems in Florida

Skyway Express
Jacksonville Transportation Authority
SunRail
Florida Commuter Rail Authority
Florida Dept. of Transportation
TECO Line Streetcar
Hillsborough Area Regional Transit Authority
Tri-Rail
The South Florida Regional Transportation Authority
Metrorail & Metromover
Miami-Dade Transit operates a heavy rail system

What’s New This Year?

“The Wave Streetcar is coming to the City of Fort Lauderdale! The Wave will be powered by overhead electric lines along its 2.8-mile route and will serve downtown Fort Lauderdale. For more information see wavestreetcar.com”
The Honorable Lesley “Les” Miller, Chairman
Hillsborough Metropolitan Planning Organization
601 E. Kennedy Blvd, 18th Floor
Tampa, FL 33602

RE: MPO Comments on FY 2019-2023 Tentative Work Program

Dear Chairman Miller:

Thank you for your November 8 letter regarding the Tentative Work Program for Fiscal Years 2019-2023. The purpose of this letter is to address your comments and questions in the order presented in your November 8 letter.

US 41 from Pendola Point to S of Causeway Blvd (Project Number 430056-2): This project consists of improvements to the intersection at Pendola Point to improve traffic operations and enhance freight movement. While the project is primarily an operational improvement, it involves widening to extend the 6-lane section south from Denver Street for approximately one-half mile to tie into the intersection at Pendola Point. The short gap between Denver Street and Pendola Point that is currently 4 lanes will be widened to 6 lanes to be consistent with the 6-lane section up to Causeway Boulevard. This will eliminate a merge-weave condition near Denver Street associated with the change in number of lanes. The Pendola Point intersection will also provide a more logical terminus of the 6-lane section. We will be working closely with the MPO to confirm that this project is accurately represented in the LRTP during the upcoming update cycle.

Davis Road Extension from Harney Rd to Maislin Dr (Project Number 439413-1): The legislative appropriation for this project had the requirement that all funding needed to be in place prior to execution of the contract. The City of Temple Terrace was not able to provide documentation of full funding prior to the end of Fiscal Year 2017 and the appropriation expired on July 1, 2017. We will look at funding the PD&E for this project during the next programming cycle, based on the MPO’s priority list. The project is #22 on the MPO Priority List.

US 41/SR 45 over Alafia River Long Bridge Repair (Project Number 441467-1): The scope of this project is to rehabilitate the existing bridge structure. No changes to the typical section will be made. The Gulf Coast Trail is on the “Sun Trail” network and is eligible for those funds however an application for this segment of the Gulf Coast Trail has not been submitted. We would encourage the MPO to prioritize this multi-use bridge and trail connections on the CCC Regional Multi-Use Trail Priority List and submit the project for SunTrail funding.

Estimation of walk/bike facilities in other projects: The specific costs associated with including walk/bike facilities in other projects cannot be estimated at a program-level because the costs can vary greatly. FDOT project managers do not separate costs associated with walk/bike improvements when developing project costs because it is FDOT policy to include minimum standard facilities - such as sidewalks and bike lanes - during both resurfacing and reconstruction projects.
For some projects, walk/bike associated costs can be as high as 50% of the total cost of the project. For example, this could be a project where the roadway work is limited to repaving, but drainage and utility modifications are required to make room for the walk/bike facility.

For other projects the cost could be as low as 5% of the total project. For example, this could be a project where the roadway is being reconstructed and the only walk/bike expense is the direct cost of the sidewalk or additional pavement.

We are pleased to share that this Work Program provides approximately $10 Million for Walk/Bike standalone projects, $11 Million for safety standalone projects, and $6 Million for complete streets projects, in addition to walk/bike facilities incorporated into other projects such as resurfacing and reconstruction.

The department would like to encourage the MPO to continue to prioritize and move forward viable projects that are supported by local implementing agencies.

We appreciate of the partnership that we have developed with the MPO and look forward to working together to improve safety and mobility in Tampa Bay.

Sincerely,

David Gwynn, P.E.
District Seven Secretary

cc: Stephen Benson, Government Liaison Administrator, FDOT
    Kelli Bradley, Program Management Administrator, FDOT
December 11, 2017

Sheriff Chad Chronister
Sheriff's Operations Center
2008 E. 8th Ave
Tampa, FL 33605

Dear Sheriff Chronister:

On December 5, 2017, the Hillsborough Metropolitan Planning Organization (MPO) Board heard an update from its School Transportation Working Group (STWG). The STWG provides a forum for interagency partnerships and problem-solving on a host of topics, from school area traffic circulation to walk/bike safety, school-pools, & transit.

During discussion, board members shared their observations of vehicles exceeding posted speed limits within school zones, and commented on the vulnerability of school age children, and the many contacts and complaints they receive from the public.

The board unanimously approved a motion to request a letter be sent to the Hillsborough County Sheriff and City of Tampa’s Police Chief, to request additional support with enforcement of school speed zones.

We appreciate your on-going efforts, and your staff’s participation in the Vision Zero Coalition, a vision of zero traffic fatalities. Please contact me or MPO Executive Director Beth Alden if you have questions or would like to discuss this further.

Sincerely,

Lesley "Les" Miller, Jr.
Chairman

Cc: Kenneth R. Albano, Police Chief, City of Temple Terrace
Ed Duncan, Chief of Police, Plant City
Cindy Stuart, Hillsborough County Public School (HCPS) Board Member
Jeff Eakins, HCPS Superintendent
Members of the School Transportation Working Group
Hillsborough MPO
Metropolitan Planning for Transportation

December 11, 2017

Chief Brian Dugan
Tampa Police Department Headquarters
One Police Center
411 N. Franklin Street
Tampa, Florida 33602

Dear Chief Dugan:

On December 5, 2017, the Hillsborough Metropolitan Planning Organization (MPO) Board heard an update from its School Transportation Working Group (STWG). The STWG provides a forum for interagency partnerships and problem-solving on a host of topics, from school area traffic circulation to walk/bike safety, school-pools, & transit.

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We appreciate your on-going efforts, and your staff’s participation in the Vision Zero Coalition, a vision of zero traffic fatalities. Please contact me or MPO Executive Director Beth Alden if you have questions or would like to discuss this further.

Sincerely,

[Signature]

Lesley “Les” Miller, Jr.
Chairman

Cc:
Kenneth R. Albano, Police Chief, City of Temple Terrace
Ed Duncan, Chief of Police, Plant City
Cindy Stuart, Hillsborough County PublicSchool (HCPS) Board Member
Jeff Eakins, HCPS Superintendent
Members of the School Transportation Working Group
December 11, 2017

The Honorable Rep. Jake Raburn, Chairman
Hillsborough County Legislative Delegation
402 S. Monroe St.
Tallahassee, FL 32399

Dear Representative Raburn:

The Hillsborough Metropolitan Planning Organization (MPO) voted on Tuesday, December 5th, to support the following positions for the 2018 legislative session:

- We strongly support the attached appropriations requests of our local governments, in addition to our adopted regional priorities for major transportation investments;
- We urge the Legislature to revise statutes for stronger enforcement against texting while driving, which has contributed to a recent upward trend in traffic fatalities;
- We support raising the standards for determining school hazardous walking conditions, and urge the State to continue to share the cost burden of the required school bus service;
- We advocate for new State funding opportunities for regionally significant transit services, such as Strategic Intermodal System designation, toll revenue set-asides, a new TBARTA matching grant program, or other methods; and
- We would like to emphasize the importance of population-proportional representation as an essential principle of MPO board composition; and further, request that any changes to the organizational structure of MPOs in our region be postponed until after this year, to allow our Regional Planning Best Practices Study to proceed in cooperation with TBARTA and the region’s MPOs.

Please contact me or MPO Executive Director Beth Alden if further information is needed. With best wishes for a successful session,

Lesley "Les" Miller, Jr.
Chairman

Attachments

Cc: Delegation members
    Brandon Wagner, Hillsborough County Legislative Affairs
    Christina Barker, City of Tampa Mayor’s Office
    Kim Leinbach, Plant City
    Charles Stephenson, Temple Terrace
    Whit Blanton, Forward Pinellas
    Craig Casper, Pasco MPO
    Ray Chiaramonte, TBARTA
Tampa Bay Transportation Management Area (TMA) Leadership Group

2017 Top Priorities
Approved by consensus June 2, 2017

✦ Interstate Modernization Projects
  Status: Funding is requested for reconstruction of two interchanges, I-275/SR 60 and I-275/I-4; interstate modernization including technology; reevaluation of Tampa Interstate Study EIS; and for locational studies for transit centers in the Gateway and Fletcher/Fowler areas. Environmental impact studies are underway, and construction is funded for the Howard Frankland Bridge replacement.

✦ Regional Transit Catalyst Project(s) which may include:
  a. Central Avenue BRT, St. Petersburg downtown to beaches;
  b. Westshore Multimodal Center with fixed guideway connections to downtowns and airports;
  c. Further development of the Regional Transit Feasibility Plan;
  d. Regional Express Bus - opportunities include SR 60/Gulf-to-Bay Blvd, the Veterans Exwy/Suncoast Pkwy, the Gandy/Selmon Exwy corridor, the SR 54/56 corridor, and as a part of Tampa Bay Next; and expansion of regional farebox system to adjoining counties;
  e. Elevated transit in the SR 60 corridor – pilot project from downtown Clearwater to Clearwater Beach.
  f. CSX Rail Corridors – Funding is requested for right-of-way preservation for development of potential commuter routes.
  g. Waterborne Transportation Projects – Funding is requested for regional waterborne transportation priority projects, which could include the Cross-Bay Ferry, waterborne service from south Hillsborough County to MacDill Air Force Base, and other regional projects.

✦ SR 54/56 Corridor, from US 19 to Bruce B. Downs – Funding is requested to complete a Multimodal Concept and Corridor Assessment/Impact Study.

✦ I-75 improvements:
  a. I-75 at Overpass Road – new interchange (funding requested for construction)
  b. I-75 at Big Bend Road – interchange reconfiguration
I-75 at Big Bend Road Interchange Project

Policy Statement
Seeking $5 million to undertake the design of new northbound entry and southbound exit ramps for Interstate 75 at Big Bend Road to address a significant traffic congestion problem.

Cost Estimate
Hillsborough County estimates the total cost to perform the design and documentation for the new ramps will be $5 million. The Florida Department of Transportation has already conducted a Project Development and Environmental (PD&E) study.

The full cost of the entire Big Bend project is $47.8 million. These costs include design, right of way acquisition, and construction of the following improvements:
- New westbound to northbound on-ramp
- New southbound to westbound off-ramp

Scope of Work
Work will include design, right of way acquisition and reconstruction of the I-75 and Big Bend Road interchange. Improvements to this location have been identified in the Interchange Operational Analysis Report (IOAR) for I-75 at Big Bend Road (2013) and the I-75 Project Development and Environment (PD&E) Study (2009). Upon completion, the improvements are expected to:
- Improve operation of the interchange which reduces the likelihood that traffic queues will extend onto I-75, thereby increasing the safety and efficiency of the interstate system.
- Improve operations along Big Bend Road by reducing delay at the signalized intersections, thereby improving the flow through the corridor.
- Create capacity for future demand.

Background
Between 2010 and 2016, 41% of all people who relocated to the County moved to South County, where this project is located. This trend is expected to continue as the population is expected to grow from 1.3 million to 1.8 million by 2040. The proposed improvements will help to address specific needs related to population and employment growth in the area.

As an SIS facility, I-75 is a vital corridor that provides the highest degree of mobility for people and goods traveling through the region and the state. Big Bend Road, an SIS connector is an important East-West connection in the southern part of the County. It connects three State/Federal highways, namely US 41, I-75 and US 301 and the Port of Tampa, which are vital for regional movement of people and goods.

Funding for portions of the Big Bend Road corridor and associated improvements at the interchange were initially to be provided by several local developments. With recent changes to the Florida Statutes and changing schedules of development, funding availability from the aforementioned sources has dramatically decreased. While the County has committed to widening Big Bend Road in its 10 year transportation plan, additional funding sources are needed to construct a vibrant transportation system.

For more information, please contact Jim Taylor or Brandon Wagner with the Hillsborough County Office of Operations and Legislative Affairs – (813) 276-2640, Taylor1@HCFLGov.net or WagnerB@HCFLGov.net
Orient Road Improvement
Project

Policy Statement
Seeking $2 million for improvements to Orient Road from Hillsborough Ave to Broadway ave.

Scope of Work
This project ultimately would provide for enhanced mobility which includes pedestrian, bicycle, and transit facilities. The county performed an alignment study for Orient Road – Hillsborough Ave to Broadway, which established a basis for the next step, a Preliminary Design and Engineering (PD&E) project. The appropriated funds will be used specifically for the PD&E.

Specifically, county staff will obtain daily travel times using Bluetooth technology and average delay at signal controlled intersections at large employer locations and connections to regional highways. This data will allow improved travel time including fewer delays at major traffic generators located along corridor.

Project Outcomes
- Widened four lane road
- Pedestrian, sidewalk, and Transit features.
- Enhanced roadway for travelers including better transit headways, walking conditions, and access to places of employee and economic activity.
- Improved access to the Florida State Fair Grounds, other attractions, and connectivity to regional arterial highways.
- Congestion relief for the citizens of Hillsborough County.

Background
Hillsborough County consistently ranks high in Florida for bicyclist death. This corridor is a major density corridor, with consistently high bicycle and foot traffic in addition to the traffic density. In 2010 we saw an average of 10,400 vehicles per day. By 2040 we anticipate that number to climb to 14,300 vehicles per day. In addition, Orient Road is expected to carry 50% over capacity of the existing road by 2040 per Hillsborough County Metropolitan Planning Organization. This corridor is also included in the Long Transportation Plan for widening to 4 lanes.
School Sidewalk and Safety Enhancement Project

Policy Statement
Seeking $2 million to provide safe and enhanced routes for students walking to their nearby school.

Scope of Work
Funds will be used specifically to:
- Design and construct sidewalks
- Provide strategic lighting
- Construction of crosswalks
- Implementation of warning devices
- Additional pedestrian safety enhancements near schools.

These strategic safety enhancements will ensure students that do not use vehicle transportation, or lack school bus services within a two mile radius of schools, safe passage to their school.

Background
The Board of County Commissioners approved a program of transportation projects which includes pedestrian facilities as well as a Vision Zero Action Plan. These programs came through a series of countywide public meetings and include projects and initiatives that provide safer, more convenient and comfortable walking, cycling and access to transit.

On December 6th, 2017 the Hillsborough County School Board voted to end courtesy busing for those students living within 2 miles of their schools. This cost cutting measure shifted focus to the BOCC to provide a safe route for students now walking or riding their bike to school.

For more information, please contact Jim Taylor or Brandon Wagner with the Hillsborough County Office of Operations and Legislative Affairs — (813) 276-2640, TaylorJ@HCFLGov.net or WagnerB@HCFLGov.net
South Coast Greenway Trail
Project

Policy Statement
Seeking $450,000 to fund the construction of phase 1B of the South Coast Greenway Trail.

Scope of Work
Funding will be spend on securing a contractor and building phase 1B of the trail, including construction engineering and inspection (CEI).

Cost Estimate
Hillsborough County estimates the cost to construct this segment at $450,000. These costs include:
- Project Manager (Licensed Professional Engineer).
- Construction
- Construction Engineering and Inspection

Background
A South County Recreational Corridor Plan was completed by a consultant and approved on March 6th, 2007 by County Board of Commissioners. A Project Development & Environment Study was completed by another consultant and approved March 3, 2008 for this phase I project. Design Plans were completed and approved on 8/25/15. Public Meetings in support held on 7/13/06 and 11/16/06.

The Metropolitan Planning Organization (MPO) has this project on the 2040 Long Range Transportation plan. It is also included on the 2013-2017 Florida Greenways & Trails System Plan, and in addition, the Hillsborough County Greenway’s & Trails Committee has included this Trail on their plan since 1995.

For more information, please contact Jim Taylor or Brandon Wagner with the Hillsborough County Office of Operations and Legislative Affairs — (813) 276-2640, TaylorJ@HCFLGov.net or WagnerB@HCFLGov.net
March 15, 2017

Ms. Beth Alden, AICP
Executive Director
Hillsborough County Metropolitan Planning Organization (MPO)
601 East Kennedy Boulevard, 18th Floor
Tampa, Florida 33602

Re: Transportation Priorities of the City of Plant City for 2017

Dear Ms. Alden:

Per your request, listed below for your consideration are the City of Plant City’s priorities to use during this year’s development of the MPO’s Transportation Improvement Program. They are in order of importance [highest first]:

- **South Collins Street** – Streetscaping and lane reconfiguration from Alabama Street to East Laura Street. The total estimated cost of this project is $700,000. Implements complete street recommendations from the Collins Street Corridor Study, October 2013. Also supports the guiding principles of the Midtown Redevelopment Vision Plan, June 2007.

- **West Sam Allen Road** – Expand to a four lane facility from North Alexander Street to Paul Buchman Highway (SR 39). The total estimated cost for this project is $7,120,000. Addresses a mismatch of lane configuration that currently exists for this link between North Alexander Street (4 Lanes) and the funded expansion (4 Lanes) of Sam Allen east of Paul Buchman Highway. Also, significant population growth is expected in this area and further it implements a recommendation from the Northeast Plant City Area Master Plan, June 2008.
• **Alexander Street/James L. Redman Parkway (SR 39)** – Intersection Improvements. The total estimated cost of this project is $2,000,000. The improvements that would aid in traffic flow through this intersection include an improved east bound right turn lane on Alexander Street south bound onto SR 39 for semi-truck traffic. A new right turn lane on SR 39 onto west bound Alexander Street, which would greatly reduce the traffic backup which now occurs at this centrally located commercial node in Plant City. (Note: Once the exchange of Alexander Street for Collins Street is complete this will become a project for FDOT.)

• **US 92** – Expand to four lanes from Park Road to South County Line. The estimated cost would be provided by FDOT. Significant industrial growth is expected in this area and further it would implement a recommended improvement from the Freight Logistics Zone Study, May 2016. In addition, this would reduce truck traffic on Interstate-4.

• **Rice Road** – New two land road from Coronet Road to South County Line Road. The estimated cost of a PD&E for this project is projected to be $2,500,000. Significant industrial growth is expected in this area and further it would implement a recommended improvement from the Freight Logistics Zone Study, May 2016. Also, this would provide an additional east-west thoroughfare between US 92 and SR 60, which would benefit truck traffic and industrial growth in eastern Hillsborough and western Polk Counties.

• **East Sam Allen Road** – New four lane facility from North Park Road to North County Line Road. The estimated cost of a PD&E for this project is projected to be $2,150,000. Also, significant population growth is expected in this area and further it would implement a recommendation from the Northeast Plant City Area Master Plan, June 2008.
• **Alexander Street/Jim Johnson Road – Intersection Improvements.** The total estimated cost of the project is $2,000,000. Improvements to this intersection will aid traffic flow by widening the intersection, allowing for a dual left turn lane onto Jim Johnson Road from Alexander Street. This intersection will require widening at the crossing of CSX Railroad.

• **South Park Road/Coronet Road – Intersection Improvements.** The total estimated cost of the project is $2,000,000. Improvements to this intersection will aid traffic flow by widening the intersection, allowing for dedicated left turn lanes onto Park Road from Coronet Road and East Alsobrook Street. Other intersection improvements would include a relocated right turn lane onto Coronet Road from Park Road and a relocated right turn lane from East Alsobrook Street onto Park Road.

• **Projects to implement the recommendations of the Plant City Walk/Bike Plan – Total estimated cost to be determined once the study is completed by the Hillsborough County Metropolitan Planning Organization in the fall of 2017.**

All of these proposed projects above are consistent with the **Imagine 2040: Plant City Comprehensive Plan**. Thank you for your consideration and if you have any questions, please contact either Mark Hudson, AICP our Planning and Zoning Director or Michael Schenk, P.E. our City Engineer at (813) 659-4200.

Sincerely,

Mike Herr
City Manager
City of Plant City

CC: Plant City City Commission
December 7, 2017

The Honorable Elaine L. Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Subject: Adjustment of MAP-21 Performance Measure Reporting Period by One Year

Dear Secretary Chao:

Since the enactment of the Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012, the American Association of State Highway and Transportation Officials (AASHTO), the American Public Transportation Association (APTA), and the Association of Metropolitan Planning Organizations (AMPO) have been working closely with the US Department of Transportation (USDOT) in the development of transportation performance measures and the implementation of the rules. We are writing to you to request that USDOT delay the single common effective date for the performance management provisions by one year in order to allow time for our members to comply with the implementation of the federal transportation performance management requirements.

MAP-21 set a single statutory deadline for the promulgation of the rules establishing performance measures and standards, a period for comment, setting of targets by states, MPOs, and providers of public transportation, and the submission for reports. USDOT originally proposed a single calendar date whereby all ten of the original interrelated regulations would have been made effective, including those rules addressing planning, highway safety, highway conditions, congestion/system performance, and transit performance. Clearly, the challenges in developing the rules went well beyond the statutory deadlines in MAP-21 and resulted in many different effective dates that went years beyond the original mandates set by Congress and initial dates established by USDOT. In fact, to this day, not all of the new regulations have been finalized by both the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

We agree that establishing a single common effective date for the performance measure targets will better streamline the overall implementation of the performance management provisions. Our recommendation to USDOT is to delay the common effective date by one year by adjusting the reporting period for the performance reporting requirements from January 1, 2018 – December 31, 2022, to January 1, 2019 – December 31, 2023. Our assumption is that by shifting
the reporting period, the dates associated with establishing targets, reporting data, and assessing progress would also shift by one year. The result of this shift would result in a single common effective date for all transportation performance management measures (both FHWA and FTA) whereby state DOTs and transit agencies have to report targets to the MPOs who then must integrate the targets into the overall planning process.

There are three significant benefits that will result by shifting the reporting period and establishing a common effective date for the establishment of performance targets: 1) better alignment of critical reporting dates; 2) additional time for oversight agencies to finalize necessary guidance and develop the reporting infrastructure; and 3) additional time for implementing agencies to comply with the guidance and then coordinate with their partner agencies. We believe these benefits will be beneficial to both the transportation agencies implementing the performance requirements (i.e., state DOTs, transit agencies, and MPOs) as well as the federal agencies overseeing the implementation (i.e., FHWA and FTA) in three important ways.

In addition to the common effective date, we are also asking that USDOT allow for a single update of performance measure target agreements by MPOs in either the MPO planning agreements (MPAs) or the documentation of the agreements in some other means outside of the MPAs, depending on the process chosen by the MPO and state DOT. We believe that a single update, tied to a common effective date of performance targets resulting from the shift in the performance reporting period for all of the performance measure targets required by FHWA (safety performance, pavement and bridge performance, system performance) and FTA (asset management targets), will significantly improve the efficiency and ability of MPOs to meet the performance management requirements.

We believe the extra time we are requesting to implement the performance management provisions will result in significantly higher quality of information that Congress and USDOT are expecting from our organizations. State DOTs, transit agencies, and MPOs are currently hard at work implementing the performance management provisions. However, seeing the benefits that implementing a performance management program will have on the transportation program is one that will take five to ten years to come to fruition. Under the current timeframe, the earliest that USDOT will be able to prepare an assessment of the impacts of the performance management provisions for first reporting period is summer 2023, well beyond the timeline of reauthorizing the Fixing America’s Surface Transportation (FAST) Act where potential changes to the performance management statutes would be informed by such a report. Thus, shifting the reporting period by one year would not adversely affect informing the surface transportation reauthorization process.

Transportation performance is essential to transportation planning and the expenditure of limited resources. We supported the establishment of performance measures and worked closely with Congress to ensure that the measures were targeted and would result in investments and outcomes that would meet the national goals Congress set in MAP-21. We look forward to continuing our work with USDOT and Congress, and hope that you will agree that shifting the reporting period for the performance reporting requirements by one year will enable USDOT to establish a common effective date for all of the performance measure targets and enable our
members to better work together to provide USDOT and Congress with the necessary information and data to formulate future transportation policy.

Sincerely,

Bud Wright  
Executive Director  
American Association of State Highway and Transportation Officials

Richard A. White  
Acting President and Chief Executive Officer  
American Public Transportation Association

DeLania Hardy  
Executive Director  
Association of Metropolitan Planning Organizations
MEMORANDUM (VIA EMAIL)

TO: Hillsborough County Metropolitan Planning Organization & City of Tampa Community Redevelopment Agency Board Members

FROM: Bill Jones, FDOT District Seven Director of Transportation Development

RE: Vacant Homes Owned by FDOT

I’m sending you this memorandum as a continued effort to keep our partners informed about activities that the Florida Department of Transportation (FDOT) is undertaking as a result of our ongoing discussions with neighborhood representatives.

In addition to recent door-to-door discussions with dozens of residents in proximity to vacant homes owned by the department, FDOT staff recently met with the Tampa Heights Civic Association Board, the Ybor City Development Corporation, and the VM Ybor Neighborhood Association to discuss possible and appropriate solutions for the eleven vacant homes owned by the FDOT in those areas. We are currently exploring ideas proposed by community members in Tampa Heights, Ybor City and VM Ybor for several of the homes, however, as requested by the VM Ybor community, due to their condition, four vacant buildings in VM Ybor will be advertised for sale this week.

The process for advertising a building for sale and removal was established during the original Tampa Interstate Study. FDOT will advertise the four vacant VM Ybor buildings for sale beginning December 21. If no bids are received to relocate the buildings by the bid due date of January 18, 2018, materials will be salvaged and the remaining structure will be removed from the property. This plan is in accordance with the requests received over the past several years and recently reconfirmed by the VM Ybor neighborhood representatives.

I will continue to provide you with updates as other community ideas are implemented. As always, I am happy to discuss this or other transportation related matters. I can be reached at 813-975-6133 or William.Jones@dot.state.fl.us.

Thanks -Bill

Bill Jones, PE
Director of Transportation Development
FDOT District Seven
Office: (813)975-6133
Mobile: (813)373-9034
Application for National Highway System Change

*Indicates required information

*Date: September 29, 2017

*Sponsoring Agency: FL Dep't of Transportation
*Contact Person: Ken Spitz, Planning Manager

*Roadway Name: BUS 41/SR 15/SR 60/SR 618A
*From: SR 60/Jackson St E
*To: SR 60/Kennedy Blvd.

If 1-Way, Number of Lanes: □ 1 □ 2 □ 3 □ 4
If 2-Way, Number of Lanes: □ 2 □ 4 □ 6 □ 8 5-lane

*AADT and Year: 23,000

*Phone Number: 813-975-6530
*E-mail: Ken.Spitz@dot.state.fl.us

*Section Number: 10 003 000
*From Mile Post: 0.4-24
*To Mile Post: 0.483

Source: RCI

Speed Limit (miles per hour): 40

*Current Functional Classification:

□ Urban Principal Arterial Interstate
□ Urban Minor Arterial

□ Rural Principal Arterial Interstate

□ Rural Principal Arterial Other

□ Urban Principal Arterial – Other Freeways and Expressways
□ Rural Minor Arterial
□ Urban Major Collector
□ Urban Minor Collector
□ Rural Major Collector
□ Rural Principal Arterial Other

*Proposed NHS Travelway:

□ NHS/Interstate
□ NHS/ShaHNet Route
□ NHS/ShaHNet Connector
□ NHS/Minor
□ NHS/Other
□ NHS/Intermodal Connector
□ Remove NHS Designation

*Summary of Justification for Proposed Change:

ADD – Enhances NHS connectivity in the local area.

☐ Please check here to indicate full justification is included with this application. Include full color map, Traffic Study, and Supporting Documentation from MPO

Note: Full justification documentation is required for ALL NHS additions and for deletions if the functional classification remains Principal Arterial.
Recommended By:

[Signature]

Executive Director, Metropolitan Planning Organization (MPO) Concurrence

12-14-17

Date

Federal Highway Administration - Division

Date

DOT - Central Office

Date

Approved By:

Federal Highway Administration - Headquarters

Date

*Total no. of sheets attached to this application (indicate 0 if not attaching any sheets):
Application for National Highway System Change

*Indicates required information

*Date: September 29, 2017
*Sponsoring Agency: FL Dept. of Transportation
*Contact Person: Ken Spitz, Planning Manager
*Roadway Name: Collins St/Wheeler St
*From: Alexander St
*To: U.S. 92/SR 600/W Baker St

*Phone Number: 813-975-6550
*E-mail: Ken.Spitz@dot.state.fl.us

*Section Number: 10 070 000
*From Mile Post: 3.538
*To Mile Post: 5.535

If 1-Way, Number of Lanes: □ 1 □ 2 □ 3 □ 4
If 2-Way, Number of Lanes: □ 2 □ 4 □ 6 □ 8

*AADT and Year: 26000 Dec. 2016

Source: RCI
Speed Limit (miles per hour): 45

*Current Functional Classification:
□ Urban Principal Arterial - Interstate
□ Urban Principal Arterial - Other Freeways and Expressways
□ Urban Principal Arterial - Other
□ Rural Principal Arterial - Interstate
□ Rural Principal Arterial - Other
□ Urban Minor Arterial
□ Rural Minor Arterial
□ Urban Major Collector
□ Urban Minor Collector
□ Rural Major Collector
□ Rural Minor Collector

*Proposed NHS Travelway:
□ NHS/Interstate
□ NHS/SURAHNET Route
□ NHS/Interstate Connector
□ NHS/In-County
□ NHS/Other
□ NHS/Intermodal Connector
□ Restore NHS Designation

*Summary of Justification for Proposed Change:
DELETE—Reclassified as a minor arterial.

□ Please check here to indicate full justification is included with this application. Include full color map, Traffic Study, and Supporting Documentation from MPO.

Note: Full justification documentation is required for ALL NHS additions and for deletions if the functional classification remains Principal Arterial.
Recommended By:

Beth A llen
Executive Director, Metropolitan Planning Organization (MPO) Concurrence

Date

Federal Highway Administration - Division Date

FDOT - Central Office Date

Approved By:

Federal Highway Administration - Headquarters Date

*Total no. of sheets attached to this application (indicate 0 if not attaching any sheets):
Application for National Highway System Change

*Sponsors Agency: FL Dept. of Transportation
*Contact Person: Ken Splitz, Planning Manager

SR 39/Alexander St/Paul
*Roadway Name: Buchanan Hwy
*From: SR 39/J.I. Redman
*To: Knights Griffin Rd

If 1-Way, Number of Lanes: □ 1 □ 2 □ 3 □ 4
If 2-Way, Number of Lanes: □ 2 □ 4 □ 6 □ 8

*AADT and Year: 15000 Dec. 2016

*Phone Number: 813-975-6550
*E-mail: Ken.Splitz@dot.state.fl.us

*Section Number: 10091 000
*From Mile Post: 0.000
*To Mile Post: 6.904

Source: RCI
Speed Limit (miles per hour): 55

*Current Functional Classification:
☐ Urban Principal Arterial - Interstate
☐ Urban Principal Arterial - Other Freeways and Expressways
☒ Urban Principal Arterial - Other
☐ Rural Principal Arterial - Interstate
☐ Rural Principal Arterial - Other
☐ Urban Minor Arterial
☐ Rural Minor Arterial
☐ Urban Major Collector
☐ Urban Minor Collector
☐ Rural Major Collector

*Proposed NHS Travelway:
☐ NHS Interstate
☐ NHS-Statewide Route
☐ NHS-Statewide Connector
☐ NHS Unbuilt
☒ NHS Other
☐ NHS Intermodal Connector
☐ Remove NHS Designation

*Summary of Justification for Proposed Change:
ADD - Alleviates congestion in a downtown area and enhances NHS connectivity in the local area.

☐ Please check here to indicate full justification is included with this application. Include full color map, Traffic Study, and Supporting Documentation from MPO

Note: Full justification documentation is required for ALL NHS additions and for deletions if the functional classification remains Principal Arterial.
Recommended By:

Beth Alden
Executive Director, Metropolitan Planning Organization (MPO) Coexistence

12-14-17
Date

Federal Highway Administration – Division
Date

FDOT – Central Office
Date

Approved By:

Federal Highway Administration – Headquarters
Date

*Total no. of sheets attached to this application (indicate 0 if not attaching any sheets):
Application for National Highway System Change

*Indicates required information

*Date: September 13, 2017

*Sponsoring Agency: Florida Dept. of Transportation

*Contact Person: Ken Spitz, Planning Manager

*Roadway Name: SR39/Collins ST/Wheeler

*From: U.S. 92/SR 574/Reynolds St

*To: Knights Griffin Rd

*AADT and Year: 15000 Dec. 2016

*Phone Number: 813-975-6530

*E-mail: Ken.Spitz@dot.state.fl.us

*Section Number: 10 209 000

*From Mile Post: 0.600

*To Mile Post: 4.272

Source: RCI

Speed Limit (miles per hour): 45

*Current Functional Classification:

☐ Urban Principal Arterial Interstate

☐ Urban Principal Arterial - Other Freeways and Expressways

☐ Urban Principal Arterial - Other

☐ Rural Principal Arterial Interstate

☐ Rural Principal Arterial - Other

☐ Urban Minor Arterial

☐ Rural Minor Arterial

☐ Urban Major Collector

☐ Urban Minor Collector

☐ Rural Major Collector

☐ Rural Minor Collector

*Proposed NHS Travelway:

☐ NHS/Interstate

☐ NHS/STRAHNET Route

☐ NHS/STRAHNET Connector

☐ NHS/Unbuilt

☐ NHS/Other

☐ NHS/Intermodal Connector

☒ Remove NHS Designation

*Summary of Justification for Proposed Change:

DELETE - Re-classified as a minor arterial.

☐ Please check here to indicate full justification is included with this application, include full color map, Traffic Study, and Supporting Documentation from MPO

Note: Full justification documentation is required for ALL NHS additions and for deletions if the functional classification remains Principal Arterial
Recommended By:

Beth Alcena

Local Government/Metropolitan Planning Organization (MPO) Concurrence

12-14-17

Federal Highway Administration - Division

Date

FDOT Central Office

Date

Approved By:

Federal Highway Administration - Headquarters

Date

*Total no. of sheets attached to this application (indicate 0 if not attaching any sheets):
10-003-000
Add to NHS
0.424 To 0.483

Downtown Tampa Inset
10-091-000
Add to NHS
0.000 To 6.904
10-200-000
Remove from NHS
0.000 To 4.272
From: Beaty, Brian [mailto:Brian.Beaty@dot.state.fl.us]
Sent: Monday, November 27, 2017 4:13 PM
To: Beth Alden <aldenb@plancom.org>; Rich Clarendon <clarendonr@plancom.org>
Cc: Black, Evangeline <Evangeline.Black@dot.state.fl.us>
Subject: Administrative Changes to National Highway System Designation

Beth,

FDOT has prepared the attached NHS change package affecting state roads in Hillsborough County. Federal rule requires FDOT to coordinate proposed NHS changes with the MPO to seek consensus. Included in the attachment you will find an "Application for NHS Change" form for each affected road. The last page of the form has a space for the Executive Director to sign indicating consensus.

Executive Directors please review the changes and sign the change forms on page 2.
BACKGROUND
MAP-21 mandated an expansion of the NHS to add all “principal arterials” on the NHS. The FAST Act required the USDOT to issue guidance related to the expanded NHS. FHWA directed regional offices to work with its State DOTs to review roads classified as principal arterials to identify any changes needed to the rural and urban principal arterial system. States were allowed to identify appropriate roads that should be withdrawn from the NHS and not be functionally classified as principal arterials. Most of D7 changes were common sense changes such as adding/dropping roads that have been transferred on or off the State Highway System, and to account for new construction.

Please try to return (by email) your signed change forms to me by email tomorrow COB. If you have any questions, just give me a call. Thank you.

Brian C. Beaty, PCCM
Governmental Liaison | Florida Certified Contract Manager
Department of Transportation, District Seven
Work: (813) 975-6283
Email correspondence is a public record under Florida Law
Phone: (Work) 813-975-6283  Email: Brian.Beaty@dot.state.fl.us
### National Highway System (NHS)

**Hillsborough County Proposed Changes - 2017**

<table>
<thead>
<tr>
<th>Road Name</th>
<th>From - To</th>
<th>Number of Lanes</th>
<th>Current FHWA Functional Class</th>
<th>Proposed NHS Travelway</th>
<th>Local Functional Class</th>
<th>Justification for Proposed Change</th>
<th>Next Closest Arterials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meridian/SR45/SR60</td>
<td>SR60/Jackson St. to Kennecy Blvd.</td>
<td>4LD</td>
<td>Urban Principal Arterial-oher</td>
<td>NHS/Other</td>
<td>Collector</td>
<td>ADD - Enhances NHS Connectivity</td>
<td>Selmon Expressway</td>
</tr>
<tr>
<td>Collins/Wheeler St.</td>
<td>Alexander St. to U.S. 92/W. Baker St.</td>
<td>4LD</td>
<td>Urban Minor Arterial</td>
<td>Remove NHS Designation</td>
<td>Principal Arterial</td>
<td>DELETE - Re-classified as a Minor Arterial</td>
<td>US Hwy 92</td>
</tr>
<tr>
<td>SR 39/Alexander St./Paul Buchman Hwy.</td>
<td>James L. Redman Pkwy. to Knights Griffin Rd.</td>
<td>4LD</td>
<td>Urban Principal Arterial-oher</td>
<td>NHS/other</td>
<td>Arterial</td>
<td>ADD - Alleviates congestion and enhances NHS connectivity</td>
<td>I-4</td>
</tr>
<tr>
<td>SR39/Colins St./Wheeler St./Paul Buchman Hwy.</td>
<td>U.S. 92/SR 574/Reynolds St. to Knights Griffin Rd.</td>
<td>2L</td>
<td>Urban Minor Arterial</td>
<td>Remove NHS Designation</td>
<td>Principal Arterial</td>
<td>DELETE - Re-classified as a Minor Arterial</td>
<td>I-4</td>
</tr>
</tbody>
</table>


Hillsborough County moving forward on its plans to make areas of Brandon safer for pedestrians

BY: Heather Leigh
POSTED: 1:42 AM, Dec 7, 2017
UPDATED: 5 mins ago

BRANDON, Fla - Brandon is rapidly growing, and heavy traffic is making busy areas unsafe for folks walking and biking.

The is the reason the Hillsborough County Metropolitan Planning Organization and the Planning Commission is studying the area for future changes.

Some neighbors living in the area say crossing Brandon Boulevard is like playing Russian Roulette.

"People crossing the road, running across, it's just pretty much playing with their lives," said
Priscilla Gonzalez, a 20 year Brandon resident.

Gonzalez says one should expect traffic to be bad at all hours of the day.

"It’s just not built for pedestrians," said Gonzalez.

"Well I think that’s exactly the problem," said Melissa Zornitta, the Planning Commission Executive Director.

Zornitta says the Commission spent the 18 months plotting and planning how to make this corridor of Brandon safer.

"The car is put first before the pedestrian or the bicyclist," Zornitta said.

As part of the study, the groups dug into various transportation options, including floating around the idea of a rapid transit system.

They also looked at re-development in the area, attracting a mix of businesses that create a walk and bike friendly dynamic.

Zornitta says any new development is few and far between these days thanks to growth.

"Every piece of land that’s not protected it’s pretty much being built on," said Gonzalez, who watched crews build up the Plaza at Brandon Town Center.

Another thing the Commission would like to address is the dangerous crosswalks along State Road 60. Standing at the signal puts you just a few feet away from oncoming traffic.

The original plan called for a reversible lane on West Bloomingdale Avenue, but that is now off the table due to public concern and infrastructure challenges.

The planning commission will sign off on the project and push it into the next phase during its meeting on December 11.

Zornitta says the process is still very far from being completed and there will be plenty of opportunities for public feedback in the future.
Coastal communities from Maine to California have been put on notice from one of the top credit rating agencies: Start preparing for climate change or risk losing access to cheap credit.

In a report to its clients Tuesday, Moody’s Investors Service Inc. explained how it incorporates climate change into its credit ratings for state and local bonds. If cities and states don’t deal with risks from surging seas or intense storms, they are at greater risk of default.

"What we want people to realize is: If you’re exposed, we know that. We’re going to ask questions about what you’re doing to mitigate that exposure," Lenny Jones, a managing director at Moody’s, said in a phone interview. "That’s taken into your credit ratings."

In its report, Moody’s lists six indicators it uses "to assess the exposure and overall susceptibility of U.S. states to the physical effects of climate change." They include the share of economic activity that comes from coastal areas, hurricane and extreme-weather damage as a share of the economy, and the share of homes in a flood plain.

Based on those overall risks, Texas, Florida, Georgia and Mississippi are among the states most at risk from climate change. Moody’s didn’t identify which cities or municipalities were most exposed.

Bond rating agencies such as Moody’s are important both for bond issuers and buyers, as they assign ratings that are used to judge the risk of default. The greater the risk, the higher the interest rate municipalities pay.

Bloomberg News reported in May that towns and counties were able to secure AAA ratings despite their risks of flooding and other destruction from storms, which are likely to be more frequent and intense because of climate change. If repeated storms and floods are likely to send property values -- and tax revenue -- sinking while spending on sea walls, storm drains or flood-resistant buildings goes up, investors say bond buyers should be warned.
Jones said Tuesday that the company had been pressured by investors to be more transparent about how it incorporates climate change into the ratings process. Some praised the move, while also urging it to go further.

**Think Harder**

"This kind of publication shoots for municipalities to think harder about disclosure," Adam Stern, a senior vice president at Breckinridge Capital Advisors in Boston, said in an interview. "The action would start to happen when and if you start seeing downgrades."

Jones, the Moody's managing director, said he couldn't recall any examples of the company downgrading a city or state because it failed to address climate risk.

Eric Glass, a fixed-income portfolio manager at Alliance Bernstein, said real transparency required having a separate category or score for climate risk, rather than mixing it in with other factors like economic diversity and fiscal strength.

Still, the new analysis is "certainly a step in the right direction," Glass said by email.

Others worried that Moody's is being too optimistic about cities' desire to adapt to the risks associated with climate change.

Shalini Vajjhala, a former Obama administration official who consults with cities on preparing for climate change, says that won't happen on a large scale until cities start facing consequences for failing to act -- in this case, a ratings downgrade.

"Investors and governments alike are looking for clear market signals to pursue, and perhaps even more importantly, to defend investments in major adaptation and resilience projects to their constituents and taxpayers," Vajjhala, who now runs Re:Focus Partners, said in an email. "Outside of the rating agencies, it is not obvious who else could send a meaningful market-wide signal."

Rob Moore, a senior policy analyst at the Natural Resources Defense Council, said increased attention from rating agencies could push cities to reconsider where they build.

"If I was a city official, I’d be asking a whole lot of questions about what vulnerabilities their community has, and how each new proposed development adds to that vulnerability," Moore said in an email. "Because at some point, your creditors certainly will."

— *With assistance by Tiffany Kary*
BLOG POST

A New Traffic Safety Paradigm

Despite numerous traffic safety programs, traffic death rates have not declined in a decade and recently started to increase. We can do better! A new paradigm identifies additional safety strategies that reduce both crash rates and risk exposure.

Todd Litman | December 18, 2017, 1pm PST

During this holiday season thousands of North Americans will be unnecessarily killed or severely injured in crashes. We could do much better!

The United States has the highest traffic fatality rate among peer countries, nearly three times the European average and easily twice the averages of Australia and Canada.
Similarly, within the United States, traffic fatality rates vary by four fold. What explains these differences? Do New York, San Francisco, and Cleveland, which have about four annual traffic deaths per 100,000 residents, have better traffic safety policies and programs than Birmingham, Miami, or Memphis, which have more than 16? No, don't blame high traffic death rates on inadequate traffic safety efforts, blame them on higher per capita vehicle travel, as illustrated below, and therefore automobile-dependent transportation planning and sprawl-inducing development policies; those are the true culprits.
Current trends are not encouraging for automobile-dependent areas. During the last half century, U.S. distance-based and per capita traffic death rates declined significantly, but these declines stopped about a decade ago, and fatality rates increased in the last few years, as illustrated below.

![U.S. Traffic Death Rates Graph](image)

This indicates that new approaches are needed to achieve ambitious new traffic safety targets such as Road to Zero.

My recent report, "A New Traffic Safety Paradigm," examines factors that contribute to high crash rates, and identifies numerous potential safety strategies that are not being applied in most North American communities. In a word, the new paradigm recognizes exposure—the amount that people travel—as a risk factor. Total traffic crashes are the product of distance-based crash rates (such as casualties per 100,000 million vehicle-miles) times per capita vehicle travel; a change in either tends to cause similar changes in total crashes. My report describes numerous studies that use various methods and data sets to demonstrate this relationship. For example, the figure below shows the relationship between annual mileage and crashes among countries, indicating that the United States' high traffic death rate can be explained by its high per capita vehicle mileage. Similar patterns are found at regional and local geographic scales: areas with higher per capita vehicle travel generally have higher per capita traffic fatality rates.

**Vehicle Mileage and Traffic Fatality Rates in OECD Countries**
These relationships are dynamic: extensive research indicates that policies which increase vehicle travel, such as automobile-oriented transport planning, lower fuel prices, and sprawled development patterns tend to increase traffic casualty rates, and those that reduce vehicle travel, such as multimodal transport planning, public transit improvements, higher fuel prices and road user fees, and Smart Growth development patterns, tend to increase traffic safety. Increases in active transportation (walking and cycling) mode shares also tend to reduce total (all mode) traffic casualty rates, an effect called "safety in numbers."

To determine whether these strategies can be effective, I compared traffic fatality trends in three cities that emphasized multimodal planning (Denver, Portland, and Seattle) with three cities that have conventional, automobile-oriented planning (Atlanta, Houston, and Oklahoma City). Between 2004 and 2014 the multimodal cities experienced much larger traffic fatality rate reductions (47%) than the automobile-oriented cities (19%). This indicates that more multimodal planning can provide large safety benefits in less than a decade. Some new paradigm safety strategies, such as increased transit service, fuel and parking price increases, and commute trip reduction programs, can be implemented in just months.
This very good news, because it identifies potential safety strategies not currently implemented by most North American traffic safety programs. The current traffic safety paradigm focuses almost entirely on distance-based crash rates, and generally ignores exposure as a risk factor. The new paradigm considers both distance-based crash rates and per capita vehicle travel as risk factors, and so recognizes the additional crashes caused by planning decisions that stimulate total vehicle travel, such as low fuel prices and sprawled development patterns, and the safety benefits of transportation demand management (TDM) strategies such as more multimodal planning, efficient transport pricing, Smart Growth development policies and TDM programs. Since these strategies provide large co-benefits besides safety, the new paradigm supports more comprehensive analysis which accounts for these impacts.

The table below summarizes fifteen New Paradigm traffic safety strategies, with an estimate of their typical crash rate reductions.

**Fifteen New Paradigm Safety Strategies**

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Typical Crash Reductions</th>
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<tbody>
<tr>
<td>Transit service improvements (more routes, frequency, etc.).</td>
<td>Each 1% transit ridership gain typically reduces traffic casualties 1% or more.</td>
</tr>
<tr>
<td>HOV and bus traffic priority</td>
<td>Can reduce affected traveler’s crash rates 10-30%, and total rates 1-5%.</td>
</tr>
<tr>
<td>Active transport improvements (better sidewalks, crosswalks, bikelane, etc.)</td>
<td>Comprehensive active transport improvements can reduce resident’s total crash casualty rates 5-10%.</td>
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<tr>
<td>-----------------------------</td>
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</tr>
<tr>
<td>Expanded carsharing services</td>
<td>Reduce total crashes 0.3-3%, with larger reductions in denser areas.</td>
</tr>
<tr>
<td>Raise fuel taxes to fully finance roadway costs, or as a carbon tax.</td>
<td>A 50¢ per gallon tax should reduce crash casualty rates 4-12%.</td>
</tr>
<tr>
<td>Efficient parking pricing (motorists pay directly for using parking spaces).</td>
<td>Each 10% increase in the portion of parking that is efficiently priced reduces crash casualties 1-3%.</td>
</tr>
<tr>
<td>Congestion pricing (road tolls that increase under congested conditions)</td>
<td>Reduces affected are crash casualty rates 15-30%, with smaller reductions in nearby areas.</td>
</tr>
<tr>
<td>Distance-based vehicle insurance and registration fees.</td>
<td>Reduces affected vehicles’ crashes by 10-20%.</td>
</tr>
<tr>
<td>Commute trip reduction programs.</td>
<td>Can reduce affected commuters’ crashes casualty rates 5-30% and total crashes 0.5-3%.</td>
</tr>
<tr>
<td>Mobility management marketing.</td>
<td>Can reduce affected households’ crashes 5-10% and total crashes 3-6%.</td>
</tr>
<tr>
<td>More comprehensive and multimodal planning</td>
<td>Can lead to large vehicle travel and crash reductions.</td>
</tr>
<tr>
<td>More connected and complete streets.</td>
<td>Can reduce local crash casualty rates 10-30%.</td>
</tr>
<tr>
<td>Reduced parking requirements</td>
<td>Can reduce affected area’s crash casualty rates 5-15%.</td>
</tr>
<tr>
<td>Urban rail and Bus Rapid Transit</td>
<td>Can reduce crash rates 30-60% in affected areas and 10-30% region-wide</td>
</tr>
</tbody>
</table>
Of course, these impacts will vary depending on specific conditions and program design. Many of these strategies have synergistic effects (total impacts are greater than the sum of their individual impacts), and so are most effective if implemented as an integrated program. For example, many conventional traffic safety strategies attempt to reduce higher-risk driving, such as graduated licenses to reduce youth driving, special testing to identify high-risk senior drivers, and anti-impaired driving campaigns. To be effective and fair, these strategies require suitable mobility options so youth, seniors, and drinkers have functional alternatives to driving. Similarly, anti-impaired driving campaigns should be implemented with Smart Growth development policies that create more compact and mixed neighborhoods, so it is easier to visit a restaurant or pub by walking or public transit rather than driving.

My report evaluates 16 major traffic safety programs, and finds that only five even mention vehicle travel reduction safety strategies, and none provide guidance on evaluating or implementing them. Although unfortunate, this is understandable. Traffic safety experts have been trained to focus on special risk factors, such as impaired and distracted driving, and speeding, and so consider targeted safety strategies most cost effective. From this perspective it seems inefficient and unfair to reduce total driving for safety sake, because it "punishes" all drivers for errors made by an irresponsible minority. In addition, most safety experts want their past traffic safety efforts to be validated, they tend to resent critics who suggest that their efforts are inadequate and miss-directed.

However, it is also wrong to assume that vehicle travel reductions "punish" travelers: many TDM strategies improve mobility options or provide positive incentives to use alternatives to driving, making travelers who reduce their driving better off overall. New paradigm safety strategies actually complement targeted programs, which become more effective, equitable and publicly acceptable if implemented with improved transport options that help higher-risk travelers reduce driving and therefore risk exposure.

This is not to ignore the benefits of conventional traffic safety programs, which significantly reduced crash casualty rates during the last half-century. However, those strategies have largely achieved their potential, and persistent high traffic crash casualties in areas where such programs operate indicates that additional strategies are needed to further increase safety. New paradigm safety strategies will be essential for achieving ambitious traffic safety targets.

Todd Litman
Todd Litman is founder and executive director of the Victoria Transport Policy Institute, an independent research organization dedicated to developing innovative solutions to transport problems.

**TOPICS** | Transportation | Traffic Safety | Traffic Deaths

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