Meeting of the MPO Board
Tuesday, July 31, 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. Approval of Minutes - June 12, 2018

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

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

V. Consent Agenda
   A. Committee Appointments
   B. USF Fellowship Contract Renewal

VI. Action Items
   A. MPO School Safety Study and Top 10 Report (Matt Weaver, Element Engineering Group)
   B. Plan Hillsborough Strategic Plan – Resolution of Support (Beth Alden, MPO)

VII. Status Reports
   A. Bus Rapid Transit Topics & Emerging Technology (Robert Bertini and Dennis Hinebaugh, CUTR)
   B. Transit in Florida’s Managed Lanes (Jennifer Fortunas, FDOT)
   C. Travel Markets in Tampa Bay, and TBARTA’s Evolving Role (Michael Case, TBARTA)

VIII. Executive Director’s Report

IX. Old & New Business
   A. Next meeting Wednesday, September 5th – County Center, 2nd Floor

X. Adjournment

XI. Addendum
   A. Upcoming Events
      1. Regional Transportation Leadership Workshop #2 – August 27
      2. Info Brown Bag Quarterly (BBQ): Pasco Safety Town – August 29
3. **36th Annual Planning & Design Awards: Call for Entries, due Aug. 28**

**B. Project Fact Sheets**

1. US 92 PD&E Study Design Change Re-evaluation, I-4 to County Line
2. West Busch Blvd (SR 580) Corridor Study, Dale Mabry to Nebraska
3. West Busch Blvd (SR 580) Resurfacing, Armenia to Florida
4. US 301 PD&E Study Approval Notification, Adamo Dr to I-4

**C. Correspondence**

1. From FDOT re: Bi-weekly Fatality Report, May 21-June 3
2. From FDOT re: Bi-weekly Fatality Report, June 4-17
3. From FDOT: Bi-weekly Fatality Report, June 18-July 1
4. From FDOT re: Legal Advertisement for Passenger Rail System
5. To FHWA re: BUILD Grant for I-75 Big Bend Rd Interchange
6. To FTA re: Pilot TOD Planning Grant
7. From MetroPlan Orlando re: grant proposal for National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination

**D. Articles Relating to MPO Work**

1. *Follow the Trails to Fresh Food*
2. *Sidewalks, Crosswalks Near Tampa School*
3. *Florida Matters: Pedestrian Safety*
4. *Florida Matters More (Podcast): Making Tampa Bay Safe to Walk or Bike*
5. *Showcasing Tech in Plant City, Hyperloop Company Executive Says Firm Won’t Bid on I-4*
6. *Carrollwood Neighborhood Working to Stop Speeding and Crashes*

**E. Miscellaneous**

1. MPO pages, Hillsborough County Proposed Budget FY18-19

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The Metropolitan Planning Organization (MPO), Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, June 12, 2018, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

- Lesley Miller Jr., Chairman
- Charles Klug for Paul Anderson
- Harry Cohen
- Theodore Trent Green
- David Pogorilich for Mel Jurado
- Pat Kemp
- Joe Lopano
- Rick Lott
- Guido Maniscalco
- David Mechanik
- Sandra Murman (arrived at 6:14 p.m.)
- Cindy Stuart
- Luis Viera
- Joseph Waggoner
- Stacy White

The following member was absent:

- Ken Hagan

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

Chairman Miller called the meeting to order at 6:00 p.m. Commissioner White led in the pledge of allegiance to the flag and gave the invocation.

II. APPROVAL OF MINUTES – MAY 1, 2018

Chairman Miller sought a motion to approve the minutes. Commissioner Kemp so moved, seconded by Councilman Maniscalco, and carried fourteen to zero. (Commissioner Murman had not arrived; Commissioner Hagan was absent.)
III. PUBLIC COMMENTS ON NONHEARING ITEMS

Mr. Raymond Clark spoke on a trespassing warrant and urged the public to speak up.

IV. COMMITTEE REPORTS AND ONLINE COMMENTS

Ms. Gena Torres, MPO, relayed the committee reports and online comments.

The following people made remarks on Facebook: Ms. Trista Brophy on transit mobility options, Dr. Douglas Jesseph on unsafe roads for bicyclists/pedestrians, Mr. Mauricio Rosas on using Florida Department of Transportation (FDOT) Florida Greenbook guidance for federal fund usage, and Attorney Ricardo Fernandez on prioritizing the Transportation Improvement Program (TIP) projects.

The subsequent individuals left voicemail messages regarding the TIP: Mr. Chuck Leonard and Ms. Catherine Clairmont about extending Route 1 on Florida Avenue to Bearrs Avenue; Mr. David Becker, advocating for bicycle safety projects in the TIP; and Ms. Sandra Diaz on Louis Avenue speeding and a traffic light request for Gray Street.

Electronic statements were shared by Messrs. Alexander Hock and Nicholas Friedman, Mses. Gina Knauer, Amy Howland, and Catherine Feegel-Erhardt, Mr. David Spirk, Ms. Elizabeth Corwin, Mssrs. Donald Sullivan and Frank Sammartino, Mses. Lia Timmel, Mailissa Cavanaugh, and Megan Hemmick, Mr. Timothy Mueller, Mses. Vanessa Rukholm and Allisa Lee, Mssrs. Augie Quintero and Harry Coleman, Mses. Melissa Hartman and Ranjit Chehal, Mssrs. T. J. Chaltry, Alexander Engleman, Marcus Motes, Nicholas Friedman, and Paul Hemmich, and Ms. Meghan Parrinello discussed Bayshore Boulevard (Bayshore) safety options; Mr. Christopher Healey, Mses. Meredith Weekes, Susyn Stecchi, and Jennifer Velez, Mr. Mark Yates, Mses. Cindy Hitchcock, Susan Long, Jean Cothron, and Judy Taylor, and Mr. Timothy Keeports referenced Seminole Heights traffic improvements; Messrs. Jay Botsch, The Westshore Alliance Incorporated, and Sam Sudman, Sun City Center Community Association Incorporated, supported the TIP; Mr. Rosas wrote on traffic dangers at 22nd Street by Belle Witter Elementary School; Mr. Timothy Cross rejected the Interstate (I) 275 toll lanes; Ms. Sue Johnson favored free park-and-ride lots along I-75; Ms. Charlotte Greenbarg questioned funds spent for consultant studies; Mr. Hock urged Vision Zero (VZ) and complete streets as top TIP priorities; Ms. Sharon Calvert corresponded on 2045 scenarios and priority selection/Tampa Bay Next public input/consultant selection processes; Mr. Robert Sawallesh was concerned about James A. Haley Veterans’
Hospital traffic access; Ms. Rachel Arndt and Dr. Mark Hafen thanked Plan Hillsborough for participating in the McKay Bay oyster shell project and hosting Masters student fellows Ms. Dayna Lazarus and Mr. Christopher Moorman, respectively; and Ms. Angel Reid sought involvement with VZ.

V. CONSENT AGENDA

A. Committee Appointments
B. Public Participation Plan Amendments
C. Safe Routes to School Education Support Letter
D. Tampa Bay Regional Planning Council Interlocal Agreement

Chairman Miller sought a motion to approve the Consent Agenda. Commissioner Kemp so moved, seconded by Councilman Cohen, and carried thirteen to zero. (Mr. Lopano was out of the room; Commissioner Murman had not arrived; Commissioner Hagan was absent.)

VI. PUBLIC HEARING TO ADOPT THE TIP FOR OCTOBER 1, 2018, THROUGH SEPTEMBER 30, 2023

A. TIP Update

Ms. Sarah McKinley, MPO, elaborated on background material.

B. Public Comments

Ms. Zhenya Nichols referenced a Bayshore pedestrian fatality and called for traffic calming devices.

Mr. Kent Bailey, chairman, Tampa Bay Group Sierra Club (Sierra Club), touched on bus rapid transit (BRT) options and favored investing in solar power over compressed natural gas.

Attorney Fernandez, president, Tampa Heights Civic Association Incorporated, discussed transit, did not support the inclusion of the Tampa Bay Express (TBX) project/components in the TIP, cited Mr. Joshua Frank’s Highways to Boulevard proposal, encouraged County residents to promote a beltway and boulevard concept, praised the removal of I-275 managed toll lanes from the TIP and free rides on the Tampa Electric Company Line Streetcar, displayed images, requested the MPO strike Line Item 32 from the TIP and close out the traffic studies, pointed to the planned downtown interchange (DTI) reconstruction as harmful to
the surrounding community areas, touched on DTI alternative variations, and proposed the MPO identify/transmit specific TBX project elements back to FDOT.

Mr. Matthew Suarez cited issues with current FDOT District 7 studies, exhibited images, and discussed alternative projects and the cultural resources studies.

Mr. Friedman favored a 25-miles per hour speed limit, additional pedestrian crosswalks, and closing the waterside lanes to create a two-lane road along Bayshore.

Ms. Michelle Cookson plead with the MPO to stop the BRT highway project, suggested emphasizing redevelopment in greater density areas, and opined the MPO needed to place higher priority on neighborhood investment projects.

Mr. Rosas, Seminole Heights Dog Pack, showed images and called attention to pedestrian fatalities.

Ms. Lisa Montelione sought more funding for HART/public transportation options and talked about roadway fatalities.

Ms. Leslie Mattern encouraged the MPO to prioritize activities/projects focused on individuals over vehicles, wanted the TBX project aspects removed from the TIP, and supported HART expansion.

Ms. Jaime Rubscha, Bicycle/Pedestrian Advisory Committee, displayed images, shared personal experiences with pedestrian dangers, and urged the MPO to expedite walk/bicycle and complete street projects.

Mr. Samuel Gibbons agreed with removing the TBX lanes/interstate improvements from the TIP, called for an end to burning fossil fuels, and asked the MPO to reappropriate $6 billion for a regional multimodal system.

Ms. Kimberly Overman, MPO Citizens Advisory Committee (CAC), relayed personal experiences; thanked the MPO for keeping the Heights Mobility Study funded; opined the TIP transit funds showed a lack of transportation priority; did not perceive a commuter/light rail line in the TIP; agreed the County had a racing/speeding problem; and believed transit/safety funding needed to be elevated.

Mr. Raymond Clark wanted to know the availability of funds to help the homeless.
Attorney Rochelle Reback favored urban core public transportation, the creation of a transit spine/safe streets, and including CSX Transportation Incorporated (CSX) tracks, express bus services, ferries, and arterial bus routes with the transit development priorities.

Mr. Christopher Vela opined community equity was missing from the transportation plans, requested the MPO remove the term “modernization” from the downtown interchange/TIP, showed images, examined road safety/traffic accident/fatality data, referenced an FDOT study using MPO statistics, observed the community impact evidence from express lanes along interchanges/highways was unclear, maintained different transportation modes were needed, and preferred removing the interchange expansion.

Ms. Constance GeeAbate, representing Davis Island residents, exhibited images and elaborated on traffic speeding challenges.

Ms. Amanda Brown sought transportation funding priority changes including stopping the BRT proposal, funding the Cross-Bay Ferry (ferry)/CSX, halting the number of studies, improving pedestrian/bicycle safety improvements, and increasing street safety/transit options.

Dr. Jesseph discussed I-275 traffic data/County sprawl and suggested prioritizing funding for a functioning mass transit system.

Ms. Annie Hipson opined urban residents should be the focus of mass transit.

Ms. Wanda Janiszewski asked the County/Tampa to update a 2004 traffic study and enforce traffic speed limits via speed cameras.

Ms. Kathy Yates, secretary, Palma Ceia Neighborhood Association Incorporated, referenced safety challenges with a lack of sidewalks, school transportation, and speeding and solicited additional funds to keep pedestrians/bicyclists safe.

Ms. Leslie Forrester spoke against legislation that did not require developers to address traffic development deficiencies.

Ms. Megan Hemmick shared personal experiences and advocated for bicycle/pedestrian safety.

Mr. Topher Morrison supported VZ and entreated the MPO to consider community/pedestrian needs and apply road expansion funds to address walkability/advance public transit solutions.
Ms. Lena Young-Green contrasted past/present transportation plan priorities and appealed to the MPO for further talks on equitable transportation and an additional focus on safe streets, traffic calming, the boulevard concept, and the VZ/Green Artery projects.

Mr. Christopher Gleason, Sierra Club, urged the MPO to concentrate on improved long-term transit solutions, purchase electrical busses, and fund the ferry/pedestrian/bicycle safety projects.

Ms. Karen Michalski favored an investigation into traffic accidents/deaths not being reported and wanted more urban core transit options/aid.

Mr. Kevin O’Hare spoke against approving the TIP.

Ms. Nicole Rice, MPO CAC, displayed images, referenced a 2016 FDOT regional commuter trends study, and considered County transit preferences.

Ms. Nina Tatlock contended the County should not handle all the cost/maintenance impacts alone and promoted environmentally sustainable public transportation including electric buses/CSX tracks/ferry.

Ms. Mariella Smith advocated for a multimodal transit system/safe streets and opined the variance request process was too simple/lacked public input.

Ms. Tracy Crocker shared traffic fatality experiences and asked the MPO to put a traffic signal at McIntosh Road near U.S. Highway 301.

Ms. Kepra Young asserted prioritizing mass transit/walkable alternatives was imperative for healthier communities.

Mr. Kurt Young contemplated a perceived lack of MPO response to community voices, emphasized the African-American/community perspective on the subject and the existential threat to communities, and declared political mobilization would occur locally.

C. Board Discussion and Action

Addressing Bayshore comments, Councilman Cohen announced the June 28, 2018, Tampa City Council meeting would encompass dialogue on Bayshore; referenced safety options/enforcement efforts; stressed bicycle/pedestrian protection was a countywide challenge; and clarified Bayshore was not a TIP issue. After confirming with Ms. Beth Alden, MPO Executive Director, the I-275 express toll
lanes north of downtown Tampa could be removed from the TIP and passing the gavel to Vice Chairman Cohen. **Chairman Miller moved the toll lane language in the TIP be removed, seconded by Commissioner Kemp, and carried fifteen to zero.** (Commissioner Hagan was absent.) **Commissioner Kemp displayed images and touched on County traffic fatalities; cited a Tampa plan to reconfigure Bayshore and the VZ program in New York City, New York; opined widening roads was expensive; observed funds for HART bus facility stormwater changes; did not support highway-oriented development; and asserted the County transit spines needed to be walkable/bikeable places. Chairman Miller pointed out the 41-mile BRT area was not included in the TIP. Citing many of the issues voiced were outside MPO jurisdiction, Mayor Lott encouraged the public to share their concerns with the appropriate authorities.** **Commissioner Murman moved to approve the TIP, seconded by Mr. Lopano.** Upon roll call vote, **the motion carried fourteen to one; Councilman Maniscalco voted no.** (Commissioner Hagan was absent.)

VII. EXECUTIVE DIRECTOR’S REPORT

A. Future of the Region Award: Gulf Coast Safe Streets Summit

B. Board and Policy Committee to Recess. Next Meeting: Board, July 31, 2018, 9:00 a.m.

C. Tampa Bay Area Regional Transportation Authority MPO Chairs’ Coordinating Committee annual joint meeting with Central Florida MPO Alliance: July 13, 2018, 10:00 a.m. to 2:00 p.m., Hillsborough Community College Plant City

D. Regional Transit Forum, July 20, 2018, Tampa Airport Marriott

E. Regional Planning Best Practices Study Workshop at St. Petersburg College Collaborative Labs to be Rescheduled in August 2018 or September 2018

**Ms. Alden reviewed background material.**

VIII. OLD BUSINESS AND NEW BUSINESS — **None.**
IX. ADDENDUM

A. Correspondence

1. From FDOT District 7: Biweekly Fatality Report, April 9-22, 2018

2. From FDOT District 7: Biweekly Fatality Report, April 23, 2018, through May 6, 2018

3. From FDOT District 7: Biweekly Fatality Report, May 7-20, 2018

4. From U.S. Department of Transportation: New Name for Transportation Investment Generating Economic Recovery Program – Better Utilizing Investments to Leverage Development

5. From FDOT to Florida Highway Administration: Collaborative Process for Federal Performance Measures

6. From Courtney Campbell Scenic Highway Community Advisory Committee: Courtney Campbell Trail Gap

7. To Secretary Elaine Chao: Support for FDOT Grant Application for Advanced Transportation Congestion Management Technology Deployment (ATCMTD) Grant

8. To Secretary Elaine Chao: Support for Tampa Grant Application for ATCMTD Grant

9. To FDOT: Maydell Bridge Replacement Advance Notification Review

B. Project Fact Sheets

1. Veterans Expressway Express Lanes

2. Highway Lighting Upgrades in Hillsborough County

3. State Road 60 (U.S. Highway 92) Hillsborough Avenue Improvements

4. MPO Advisory Council Freight Priorities

5. Regional Transit Feasibility Plan Survey
TUESDAY, JUNE 12, 2018

C. Articles Relating to MPO Work
   1. Public Meeting Set on Roadway Connection Study
   2. Why This State Thinks Engineers Can Save Pedestrians’ Lives
   3. ABC Action News - Community Works to Prevent Deadly Crashes
   4. 10 News - Mayor Addresses Bayshore Safety Issues
   5. 10 News - Vision Zero Aims to Lower Deaths

X. ADJOURNMENT

There being no further business, the meeting was adjourned at 9:14 p.m.

READ AND APPROVED: ______________________________
CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________
   Deputy Clerk

jh
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on June 13

The CAC held a discussion with Hoyt Prindle, who was appointed by Hillsborough County as it’s representative on the TBARTA CAC. Mr. Prindle gave his views on recent changes to TBARTA’s mission and structure. CAC members had reservations about TBARTA’s effectiveness, absent a funding source dedicated to regional transit, as well as the lack of MPO representation on TBARTA’s CAC (although there is a proposal to change this pending).

There were no action items. The CAC received status reports from:

- TBARTA’s interim executive director on the MPO Regional Best Practices Study;
- MPO staff on the upcoming survey of the public on the 2045 growth scenarios being prepared by the Hillsborough, Pasco and Pinellas MPOs; and
- MPO staff on the South Coast Greenway Study.

Meeting of the Technical Advisory Committee (TAC) on June 18

The TAC’s only action item in June was to provide comment on the FDOT’s West Busch Boulevard Corridor Study. After lengthy discussion on the various alternatives and options for reducing speed, the TAC approved the West Busch Boulevard Corridor study with the recommendation that the MPO school safety study elements identified for George D. Chamberlain High School be incorporated. This item is planned to be presented to the MPO Board at their September 5th meeting.

The TAC received status reports from:

- TBARTA’s interim executive director on the MPO Regional Best Practices Study – the committee asked for a follow up presentation in September 2018
- MPO staff on the upcoming survey of the public on the 2045 growth scenarios. Members asked if survey options were identified from the existing LRTP and how alternative scenarios were decided. Requests were made for presentations to TBARTA and THEA Executive Board. Additional discussion occurred on funding restraints and project prioritization.
- The Tampa International Airport Master Plan Update. Members were very interested asking about office space and project funding.

The Policy Committee recessed in June and July.
Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on June 13 and Special Workshop July 11

The committee approved and forwarded to the MPO Board:
✓ New members and alternates.

The BPAC was briefed on:
- Changes to the Riverwalk as part of construction on the Convention Center and the Water Street Development.
- Outreach for It’s Time Tampa Bay and Tri-County Growth Concepts
- The South Coast Greenway Connector, from Adamo Drive to Symmes Road.

The July retreat of the BPAC was attended by Councilman Maniscalco, and resulted in a number of ideas for future actions, for the Committee to explore. Both committee members and members of the general public attended.

Meeting of the Livable Roadways Committee (LRC) on June 20

After public comment, the committee discussed Tampa’s proposed Bay to Bay Blvd improvements at length, and directed staff to request a presentation to the committee at a future meeting.

The committee approved and forwarded to the MPO Board:
✓ FDOT’s West Busch Blvd Corridor Study - The committee’s first choice for reconfiguring the road was 4-lanes with a median; their second choice was 5-lanes, with a caveat to amend the Tampa Comprehensive Plan. The Committee pointed out two of the three options would require a City of Tampa Comprehensive Plan amendment.

The LRC was also briefed on:
- Systemic Safety Approach to Crash Prediction
- It’s Time Tampa Bay

Meeting of the School Transportation Working Group on June 27 (and July 25)

The working group commented on and forwarded to the MPO Board:
✓ FDOT’s West Busch Blvd. Corridor Study - The group preferred the 4 and 5 lane options, and wanted to ensure that the MPO School Safety Study recommendations for Chamberlain High School were included in the study.

The STWG was briefed on:
- Systemic Safety Approach to Crash Prediction
- It’s Time Tampa Bay- the group discussed potential coordination of outreach through school district processes

The group also discussed back to school events, FDOT signal box wraps, and several jurisdiction coordination successes.

Meeting of the Intelligent Transportation Systems (ITS) Committee on July 12

The committee received a presentation from FDOT staff regarding West Busch Blvd, and one member asked FDOT staff to review a reversible lane study completed in Los Angeles.
✓ The committee supported FDOT’s efforts to make Busch a safer roadway.

The ITS Committee was briefed on:
- An initiative in Winter Haven to lease excess cable fiber and use that capital to finance expansion of the fiber network.
A data standardization project to facilitate data sharing among cities around the world.

Meeting of the Transportation Disadvantaged Coordinating Board on June 22

The Board reviewed and discussed a proposed **Tri-County Regional Pilot Project** for transportation disadvantaged persons to travel door to door between Pasco, Pinellas and Hillsborough. The focus is for a pilot project to provide medical and life sustaining trips, and the outcome is that 5310 dollars could be used as the funding source. The Board discussed and agreed to meet on August 16, 2018 with the Pasco and Pinellas Transportation Disadvantaged Coordinating Boards to further discuss the proposed project.

The Board also approved the annual update of the Transportation Disadvantaged Service Plan (TDSP). Included in this year’s update are the results of the Board’s workshop with Coordinated Contractors held at the April 27, 2018. The Contractors identified many needs of the transportation disadvantaged including a need for safe and affordable housing with access to public transportation, the need for growing bus service so that the demand for door to door service could be reduced and become more sustainable and the need to coordinate land use, human services and transportation services in less urban areas of the county.

Meeting of the TBARTA MPO Chairs’ Coordinating Committee (CCC) on July 13

The CCC reviewed and approved an **annual update to the regional priority lists for Multi-Use Trails as well as the Transportation Regional Incentive Program (TRIP)**. Hillsborough County’s project to improve the I-75/Big Bend Road interchange was approved as #2 on the regional priority list for a TRIP grant, and a new County project was added to the TRIP candidate list: intersection improvements on SR 60 (Brandon Boulevard) to improve safety and traffic flow. Candidate projects on the regional trail system priority list include construction of portions of the South Tampa Greenway, Tampa Bypass Canal Trail, and South Coast Greenway. The meeting followed the MPO’s June public hearing at which Hillsborough citizen comments were received on this year’s priorities. Regionally significant projects are forwarded to the regional level for consideration of funding. The Hillsborough MPO was represented at the July 13 meeting by Mr. Klug.

The CCC then met with the MPO Chairs of the Central Florida Alliance and heard presentations on:

- Economic development initiatives by the Tampa Bay Partnership and Orlando Economic Partnership
- New magnetic levitation technologies for rapid transit being developed by Hyperloop Transportation Technologies, with applicability to inter-city travel in Florida
- A panel discussion, “Connecting the Markets,” with Hillsborough Commission Chair Sandy Murman, Pinellas Commission Chair Ken Welch, and Seminole County Commissioner Bob Dallari

The CCC and Central Florida Alliance then jointly approved a resolution supporting preservation of the transit envelope in the I-4 corridor.
Board & Committee Agenda Item

Agenda Item
Committee Appointments

Presenter
None – Consent Agenda

Summary
The *Livable Roadways Committee (LRC)* shall be responsible for integrating Livable Roadways principles into the design and use of public right-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service. The following individuals have been nominated to represent the City of Tampa Transportation Division:

- Calvin Hardie (primary), Danni Jorgenson (alternate)

The *Technical Advisory Committee (TAC)* shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The following individuals have been nominated to represent the City of Tampa Transportation Division:

- Danni Jorgenson (primary), Calvin Hardie (alternate)

The *Transportation Disadvantaged Coordinating Board (TDCB)* is to assist the MPO in identifying local service needs and provide information, advice, and direction to the Community Transportation (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes. The following individual has been nominated to represent Veterans Affairs:

- Cathy Rogers
The Bicycle/Pedestrian Advisory Committee (BPAC) shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians. The following individual has been nominated by the BPAC to fill one of several Citizen-at-Large seats. The following individual has been nominated to represent Hillsborough County Public Works Department:

- Diana Ramirez

**Recommended Action**

That the MPO confirm the above appointments.

**Prepared By**

Wanda West

**Attachments**

None
Board & Committee Agenda Item

**Agenda Item**
USF Fellowship Contract Renewal

**Presenter**
None – Consent Agenda

**Summary**
For the past several years, the Hillsborough MPO has sponsored one graduate student fellowship each year at the University of South Florida’s Department of Urban and Regional Planning.

The student spends an average of twenty hours per week working for the MPO during the fall and spring semesters. USF matches the MPO’s contribution with a tuition waiver for full time study. The MPO’s cost this year is $13,305.

The program is mutually beneficial, allowing future planners to gain real life experience working directly on transportation and land use topics. The agency benefits from the students’ fresh perspectives and new skill sets, which can be especially helpful in public outreach to younger people. The fellowship also gives future planners a deeper understanding of the community’s needs earlier in their career, and several of these rising planners have stayed in the Tampa Bay area after graduation.

**Recommended Action**
Authorize the Executive Director to sign the agreement with USF for placement of student interns

**Prepared By**
Allison Yeh, AICP, LEED GA

**Attachments**
Agreement with USF for placement of student interns for 2018/19
UNIVERSITY OF SOUTH FLORIDA
AND
HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION
AGREEMENT
For Placement of Student Interns

This Agreement is entered into on the date of last signature below and effective as of August 20, 2018, between The University of South Florida Board of Trustees, contracting agent of the University of South Florida and its College of Arts and Sciences, ("USF") and the Hillsborough County Metropolitan Planning Organization (“MPO”).

WHEREAS, USF wishes to provide clinical/internship/training/research experiences for its students; and

WHEREAS, the MPO desires to assist USF in providing those experiences to USF graduate students in Urban and Regional Planning by making available educational and practical application opportunities at its facilities.

NOW THEREFORE, in consideration of their promises and the mutual benefits to be derived, the parties agree as follows:

1. The MPO agrees to provide internship opportunities for USF students when the agency has a need for intern services. The MPO currently has the need/desire for one student intern. The Work Plan for the student intern is attached as Exhibit 1.

2. USF and the MPO will share responsibility for the supervision of students and coordination of the internship experience.

3. USF students and staff must comply with the established policies and practices of the MPO with regard to performance of services and use of equipment and facilities, if applicable.

4. USF provides its faculty and staff with comprehensive general liability insurance in accordance with the terms and limitations of section 768.28, and chapter 284, part II, Florida Statutes. USF and the MPO agree that students are responsible for their own health and professional liability insurance, as necessary. The MPO will advise students if such insurance is required.

5. The MPO may require USF to withdraw any student whose conduct or work performance is not in accordance with the MPO’s policies and standards. USF may withdraw any student whose progress, conduct, or performance does not meet USF’s standards.

6. The MPO agrees to conduct periodic evaluations of each student and share these evaluations with the USF internship director to ensure that students have sufficient feedback to improve their performance if necessary. If a student’s internship is terminated, MPO and SPA may replace the student with a different student intern, or may decide to end the Agreement for the current academic year.
7. The funding arrangement for student tuition and stipend costs is set forth in the attached Exhibit 2.

8. The MPO and USF may change or add to this Agreement by written amendment executed by authorized representatives of the parties. Amendments will be attached to this Agreement.

9. This Agreement will continue in effect through May 1, 2019, unless it is earlier terminated. Either party may terminate this Agreement at any time with 30 days’ prior written notice. In the event of termination, any payment due to USF will be on a pro-rata basis through the date of termination. USF waives any scheduled future payments from the MPO.

10. With respect to any work or services provided under this Agreement, each party is liable for its own negligent acts or omissions, to the extent of its waiver of sovereign immunity under section 768.28, Florida Statutes.

11. This Agreement includes the two attached exhibits.

Agreed by the parties through their authorized signatories.

For USF:

Keith Anderson, M.S., CRA
Director, Sponsored Research
University of South Florida

Date

For the MPO:

Elizabeth Alden, AICP
Executive Director
Hillsborough County Metropolitan Planning Organization

Date
| **Goal** | To fulfill USF Master of Urban Planning Internship requirement by providing an opportunity for students to learn about the transportation and land use planning process through work on projects and plans in Hillsborough County, and the Tampa Bay Region. This hands-on experience allows students to evaluate and test their knowledge and interest of urban planning on issues currently in progress in their community. |
| **Schedule** | Fall Semester 2018 - Spring Semester 2019 (Will follow USF Academic Calendar) Specific start and end dates and work hours will be agreed upon on with the Planning Commission Supervisor |
| **Compensation** | Administered by the University of South Florida. Funded by Hillsborough MPO |
| **Work Tasks:** | **General responsibilities:** Review Long Range Transportation Plan (LRTP), Transportation Improvement Plan (TIP) and the Unified Planning Work Program (UPWP) to provide context for work. Attend select MPO & Committee meetings and other related meetings (as directed by supervisor) to gain experience and general knowledge of the planning process in Hillsborough County. Attend select Planning Commission, public engagement, zoning review and plan amendment meetings and public hearing for process experience. Support other MPO work plan activities on an as-needed basis, including the plan amendment and rezoning review process, public meetings, and other engagement activities under the direction of staff. **Specific team projects:** [All projects will be done under the supervision of MPO staff]  
  - Newsletter Editor - Produce joint MPO/Planning Commission newsletters on land use and transportation issues. Duties include, but are not limited to writing, editing, brainstorming topics of interest, tracking article deadlines, assisting other staff write articles by deadlines, and managing on-line content.  
  - Vision Zero Action Plan – Assist staff on the MPO’s signature Vision Zero community initiative to eliminate traffic facilities and serious injuries. |
Duties may include assisting with public engagement activities, technical research, and outreach material development.

- 2045 Long Range Transportation Plan – Assist staff with public outreach, including maintenance of outreach log of events and presentations, coordinate with outside stakeholders, prepare presentations, summarize public comments, research of innovative techniques and other tasks as required.
- MPO Key Stakeholders Database – Maintain and update database of key community groups. Tasks may include expanding and editing the database, and adding geospatial data to enhance this public outreach tool.
- Assist with the Future Leaders in Planning (FLiP) program (approximately November to April) - event coordination activities, assist in developing the program and producing recruitment materials.
- Research and assist staff in various support roles, such as data collection and analysis, public engagement, events coordination for ongoing studies related to land use, and transportation planning.
- Potential field reviews for transportation and land use projects.

**Final Presentation**

PowerPoint presentation to the MPO staff summarizing what they have learned from the internship. Final PowerPoint presentation at the agency General Staff meeting.

The presentation will include the following:

- Brief summary of the function and mission, GOPs, and guiding principles of the Planning Commission and MPO.
- Brief summary of the specific projects worked and their contribution, statement of what was learned about the planning process and the community from this experience.
- Self-Introduction Presentation at the Planning Commission General Staff Meeting.
- Final PowerPoint presentation at Planning Commission General Staff meeting.
MPO
Funding and Payment Schedule
2018-19 Academic Year

The Hillsborough County Metropolitan Planning Organization (MPO) will provide funds to cover a student stipend plus USF overhead of 10% for one Masters of Urban and Regional Planning student over the USF academic year for the period from August 20, 2018 – May 1, 2019. The total cost to the MPO will be $13,035, payable at intervals noted below.

USF College of Arts and Sciences will provide this student with a tuition waiver for full time study during the Fall 2018 and Spring 2019 semesters. Tuition waivers cover approximately 80% of the cost of attendance.

Payment schedule will be as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 26, 2018</td>
<td>$3,258.75</td>
</tr>
<tr>
<td>November 28, 2018</td>
<td>$3,258.75</td>
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<td>May 15, 2019</td>
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Planning Commission/MPO contact:

Allison G. Yeh, AICP, LEED GA
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Email: yeha@plancom.org

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Agenda Item
MPO School Safety Study Top Ten Report

Presenter
Matt Weaver, Element Engineering

Summary
The Hillsborough Metropolitan Planning Organization (MPO) School Safety Study conducted multimodal safety and walk/bike access reviews aimed at identifying opportunities to enhance the safety and comfort of getting to and from school.

Input from the School Transportation Working Group (STWG) and local jurisdictional and agency staffs assisted in formulating a solid (data-driven) methodology to prioritize future safety projects around schools beyond the current complaint-driven system.

The prioritization methodology of school areas for safety improvements included the following factors: student age, school hours/days pedestrian and bicycle crash histories, proximity to bus stops, socioeconomic and demographic data (e.g., equity (communities of concern), percent of free or reduced lunch, income, percent minority, automobile ownership, etc.), presence of a crossing guard, amount of lighting, condition of existing multimodal facilities, potential for use of public transit to access schools, the general concentration of non-bused students in the immediate area, location and size of school speed zone, and the number of students impacted by the elimination of non-funded (courtesy) busing.

In addition to this data, the following resources were applied to develop the school safety prioritization methodology:

- Recent Florida Department of Transportation (FDOT) District 7 School Road Safety Audits (RSA) prioritization information were utilized for the identification and prioritization of school areas.

- Results from the recently completed School District’s “Getting to School Survey” were used to prioritize the school areas that may be most in need of safety improvements.

- Results of the HC SD’s F.S. 1006.23 Hazardous Walking Conditions Checklist and Audits.

- Lists of projects/issues identified by HCSD principals.
• Results of the Hillsborough County Public Work’s systematic pedestrian facility improvement program and/or sidewalk and shared use path improvement program prioritization methodology (JMT).

Next a weighting process was applied to the list of schools and a list of ten (10) school areas were selected for field reviews.

Today we will present the Top Ten Report revised final draft and highlight trends of a wide variety of solutions to the safety issues, including possible education approaches for all the schools, and discuss implementation strategies. For a copy of the report and more information http://www.planhillsborough.org/stwg.

Recommended Action
Approval Report

Prepared By
Lisa Silva, AICP, PLA

Attachments
None
Board & Committee Agenda Item

**Agenda Item**
Plan Hillsborough Strategic Plan – Resolution of Support

**Presenter**
Beth Alden, MPO Executive Director

**Summary**
Plan Hillsborough, composed of staff who serve the Hillsborough County City-County Planning Commission, the Hillsborough Metropolitan Planning Organization and the Hillsborough River Interlocal Planning Board, provides coordinated land use, transportation and Hillsborough River planning for the four local governments in Hillsborough County. The Plan Hillsborough 2018-2023 Strategic Plan (Strategic Plan) is a document that provides direction and guidance on priorities for the agency over a five-year planning horizon.

The Strategic Plan was developed through input and strategic direction from the three Plan Hillsborough boards in a March survey and in-person retreat.

**Recommended Action**
Approve the Plan Hillsborough 2018-2023 Strategic Plan, resolution, and letter

**Prepared By**
Wanda West, MPO Staff

**Attachments**
(1) Plan Hillsborough 2018-2023 Strategic Plan Draft July 2018
(2) Resolution of Support for the 2018-2023 Plan Hillsborough Strategic Plan
(3) Strategic Plan Letter for Board Chairs' Signatures
A Message from the Board Chairs

Plan Hillsborough provides coordinated land use, transportation and environmental planning to improve the quality of life for the citizens of Tampa, Temple Terrace, Plant City and unincorporated Hillsborough County. As Chairs of the boards served by Plan Hillsborough staff, we recognize that planning necessitates broad input, collaboration, and strategic thinking, all of which were part of the coordinated approach to develop the priorities for Plan Hillsborough over the next five years.

We are proud to announce that this publication is the first Strategic Plan developed jointly by our three boards. A result of several months of collaboration, board direction, stakeholder review, and staff production, the Strategic Plan synthesizes the overarching priorities for Plan Hillsborough. It looks out over a five-year horizon to highlight short-term objectives, determine where additional resources should be focused, and provide strategies to enhance the multidisciplinary planning work of our staff. The seven Strategic Priorities outline opportunities to connect and collaborate, add value to the planning services our agency provides, and enhance staff's effectiveness in serving our citizens.

The Strategic Plan provides a framework for how our three boards can continue to work together to ensure a vibrant, thriving future for our community. We look forward to seeing how these strategies enhance the strong planning work being conducted by Plan Hillsborough to provide a greater quality of life for our citizens.

Sincerely,

Derek L. Doughty, Chair
Hillsborough County City-County Planning Commission

Commissioner Lesley "Les" Miller, Chair
Hillsborough Metropolitan Planning Organization

Councilman Guido Maniscalco, Chair
Hillsborough River Interlocal Planning Board
Resolution of Support for the 2018-2023 Plan Hillsborough Strategic Plan

WHEREAS, Plan Hillsborough is a consolidated planning agency which provides professional services to the Hillsborough County City-County Planning Commission, the Hillsborough Metropolitan Planning Organization and the Hillsborough River Interlocal Planning Board (Boards); and

WHEREAS, Plan Hillsborough and its respective Boards desire to establish a 2018-2023 Plan Hillsborough Strategic Plan (Strategic Plan) to provide strategic direction and establish joint work priorities through one comprehensive document; and

WHEREAS, the Strategic Plan, a comprehensive document reflecting input and direction from the three Boards, will replace the currently adopted 2014 Planning Commission Strategic Plan; and

WHEREAS the Metropolitan Planning Organization (MPO) is responsible for long-range transportation policy and priorities in Hillsborough County; and

WHEREAS, MPO board members were given an opportunity to provide guidance, input and feedback on the proposed Strategic Plan via electronic survey and an in-person retreat; and

WHEREAS, the MPO board’s Policy Committee also had an opportunity to review the draft Strategic Plan at their May 22nd meeting and provide comment; and

WHEREAS, the MPO board reviewed the draft Strategic Plan at its July 31, 2018 meeting and found it will serve to further long-range transportation planning and policy in Hillsborough County.

NOW, THEREFORE, BE IT RESOLVED, on this 31st day of July, 2018, that the Hillsborough MPO supports the proposed 2018-2023 Plan Hillsborough Strategic Plan and recommends its adoption by the Hillsborough County City-County Planning Commission.

FOR THE BOARD:

Commissioner Lesley “Les” Miller
Chair

ATTEST:

Beth Alden, AICP
Executive Director
Introduction

Plan Hillsborough, composed of staff who serve the Hillsborough County City-County Planning Commission, the Hillsborough Metropolitan Planning Organization and the Hillsborough River Interlocal Planning Board, provides coordinated land use, transportation and Hillsborough River planning for the four local governments in Hillsborough County. The Plan Hillsborough 2018-2023 Strategic Plan (Strategic Plan) is a document that provides direction and guidance on priorities for the agency over a five-year planning horizon.

The Strategic Plan was developed through input and strategic direction from the three Plan Hillsborough boards in a March survey and in-person retreat. Following the development of Strategic Priorities and Strategies by the Board members, Plan Hillsborough staff crafted approaches for implementation, outlined in the bullets below each Strategy. The seven Strategic Priorities developed by the Board members are not ranked by importance to the agency and are all considered priorities over the next five years.

As Plan Hillsborough’s required reviews and other tasks can be found in other agency documents (e.g. the MPO’s Unified Planning Work Program, the Planning Commission’s Work Program), the Strategic Plan does not outline every planning process or task completed by the agency. Rather, the Strategic Plan highlights ways Plan Hillsborough staff can enhance work products related to these requirements, improve strategic aspects of how the agency interfaces with the public and its partners, and leverage resources to create a strong future and quality of life for the community.

Strategic Priority: Linking Land Use and Transportation Planning

Transportation infrastructure and development form are undeniably interrelated. These strategies aim to establish new ways to connect planning for mobility and place through innovative planning techniques, examining the fiscal and market impact of planning decisions, and pursuing a strategic redevelopment strategy.

Strategy: Promote the use of different types of centers as a more sustainable growth model

- Develop dynamic plan policies that better reflect the diversity of geographies in the four jurisdictions rather than a “one policy fits all” approach
- Similar to the work in the Brandon Corridor study, work with the four jurisdictions on revisions to Comprehensive Plan policies to support focus on centers and corridors as areas for future growth
- Assist the jurisdictions in implementation tools and plans for the center and corridor approach

Strategy: Encourage and pursue more public/private partnerships and identify proven market-driven approaches for redevelopment

- Where feasible, continue the use of real estate market analyses in planning processes and studies to develop stronger plan policy and produce plan amendments grounded in market realities
• Explore utilization of this same type of market-driven analysis into smaller scale planning projects
• Work with developers through focus groups or other mechanisms to continue the dialogue and build understanding of the market as it relates to different topics such as redevelopment, transit-oriented development, and public-private partnerships

**Strategy: Create paired land use and transportation/mobility options that are coordinated together**

• Proactively bring forward Future Land Use Map amendments based on corridor/small area studies to address trends and changes in conditions, particularly transportation-related changes
• Continue to study roadway corridors contemporaneously from a transportation and land use perspective
• Consistently have transportation and land use staff integrated on project teams
• Pursue implementation of FDOT’s context sensitive roadway design based on the Future Land Use context along roadways; consider freight context as well
• Study the land use implications of different transit modes and refine transit-oriented development policies based on future transit plans
• Ensure environmental and quality of life factors are analyzed at the beginning of planning processes

**Strategy: Maximize the potential of economic development in transportation and land use decisions**

• Obtain input from economic development professionals on areas to develop or those that need to be studied; look at development trends to inform where policies need to shift
• Bring economic development professionals into comprehensive planning and transportation planning processes
• Explore incorporation of economic and fiscal analysis into plan amendment reviews or longer range projects and studies
• Examine methods to enhance staff’s understanding of the economic and fiscal implications of planning decisions

**Strategy: Incentivize infill and redevelopment within the Urban Service Area**

• Research innovative ways the Comprehensive Plans can support incentives for infill and redevelopment
• Further policy language regarding established areas vs. areas of change as depicted on the vision map
• Proactively modify the Future Land Use Map in areas that might support redevelopment and infill to higher density/intensity land use categories
• Consider how density and intensity bonuses might be better used in the Urban Service Area – looking at existing bonuses as well as new ones

**Strategy: Integrate big data, cost assumptions and incremental decisions into a more strategic redevelopment strategy**

• Evaluate plan amendment and rezoning trends for disconnects between plan policy and local approvals; update policies based on findings
• Continue to hone and analyze collected data types to ensure they are relevant to staff recommendations
• Study trends, emerging issues and best practices, share information across staff teams and provide information to elected and appointed officials to assist in the decision-making process
• Continue to develop online tools to help speed data analysis as well as transparently share information with the community; one example might be an online tool tracking building permit and development activity trends

**Strategic Priority: Technology and Innovation**

By leveraging technology and data synergistically, Plan Hillsborough provides citizens, decision makers and staff with accurate, timely, and cost-effective tools to allow proper vetting of policies. These strategies focus on defining needs to determine the best course of action for enhancing efficiency, increasing education, and strengthening interaction with the public to facilitate the planning process.

**Strategy: Use technology to educate and inform stakeholders and citizens about planning**

• Train staff on all available technological solutions and enhance internal communication regarding changes to technology so that staff can utilize technology to inform and assist the public and stakeholders
• Increase feedback opportunities for staff, stakeholders or the public to ensure technological solutions are useful, efficient and meeting needs
• Integrate technology into the staff on-boarding process so they are aware of all the tools available
• Publicize the tools available on the agency website and explore feasibility of making tools like the GIS viewer more accessible; provide opportunities for the public and stakeholders to provide feedback on the website and tools
• Explore technological solutions to assist in communicating planning concepts (e.g. web-based Comprehensive Plans)

**Strategy: Acquire “big data” and develop tools to answer pertinent questions and aid in vetting planning policies**

• Ensure the right questions are asked to determine the desired outcome and objective and help identify how data can inform and shape planning policies
• Develop a pilot project to show how data can be effectively utilized – either a smaller geography, narrower topic area, etc.
• Develop methodologies to process volumes of data efficiently; integrate data into existing processes
• Work with local and regional partners to assemble publicly available data sources and develop a data-sharing portal to enable professionals, researchers and the public to access data
Strategic Priority: Citizen Engagement

Plan Hillsborough works to create a thriving future for Hillsborough County and its cities based on the feedback, input, and involvement of its citizens. These strategies are intended to strengthen citizen engagement in the planning process by enhancing communication through traditional methods and social media, developing new and innovative ways to present information, expanding the agency’s presence in the community, and ensuring there is an opportunity for feedback and input from diverse viewpoints.

Strategy: Leverage social media to publicize and promote planning initiatives, answer questions from citizens, and develop new concepts like social media town halls

- Expand current social media presence through more frequent utilization of the agency’s existing platforms
- Explore new social media platforms and forums to introduce the agency, promote successes, and increase branding
- Increase staff and project visibility on both the agency website and on social media
- Explore the creation of a Plan Hillsborough mobile phone “app” or making the Plan Hillsborough website mobile phone compatible

Strategy: Utilize traditional media and methods of communication such as newspapers, billboards, radio, earned media and public service announcements

- Host media open houses or regular coffees with staff and media representatives to discuss key projects
- Increase the frequency of staff pitches to the media and look for additional opportunities for earned media
- Update the website homepage on a more frequent basis

Strategy: Provide planning data and information in smaller, easy to understand, visually pleasing ways to enhance understanding and simplify the planning process

- Design infographics to highlight important project concepts and explain aspects of projects or processes
- Explore utilization of other multimedia presentation platforms (e.g. Prezi, GIS Story Maps) to enhance visual communication
- Create a Frequently Asked Questions component to accompany complex projects
- Explore ways to simplify communication via the agency website – e.g. list or link to planning terminology, acronyms and definitions, a FAQ page, or a helpful links page

Strategy: Work to break down entrenched positions

- Explore additional opportunities for interagency collaboration on projects
- Develop relationships with nonprofits, faith-based groups, and other community organizations
- Hold regular listening sessions to hear ideas from the community – particularly in areas where the agency hasn’t had a strong presence in the past
- Tailor the message depending on the community and perspectives
Strategy: Meet the people in their community

- Give more “real world” examples of planning project implementation (Bullard Parkway, parklets, etc.) at events
- Invite community members to do lunch and learns, celebrate Community Planning Month, and have planning-related discussions
- Hold regular town halls in the community, increase attendance at community events, and consider community service projects in different parts of the County

Strategic Priority: Partnerships

Partnerships are critical to the success and implementation of planning projects. This strategy aims to enhance existing relationships while developing new collaborations with additional organizations and groups.

Strategy: Build partnerships with local and regional corporations, universities, financial institutions, the private sector, HOAs, and business associations in order to increase engagement, obtain buy-in and enhance collaborative opportunities and the knowledge base for projects.

- Explore additional opportunities to gain participation from underrepresented groups
- Foster “partner ambassadors” with different organizations – continue outreach to additional organizations to build relationships
- Continue existing Speakers Bureau efforts and expand that concept to other planning topics and initiatives
- Create toolkits to distribute information as well as gather input that would help serve particular groups
- Develop service projects with community groups to demonstrate and address planning topics while also engaging and educating the community (e.g. Garden Steps)

Strategic Priority: Enabling Transportation Choices

Increasing transportation and mobility options can enhance quality of life, shape the development form, improve public health and provide additional access to economic opportunities. These strategies provide a framework for providing additional transportation choices by leveraging the area’s existing transportation infrastructure and identifying new and innovative ways to help fund transportation investments.

Strategy: Reconfigure and enhance existing transportation infrastructure. Find cost-effective and early wins that build on existing facilities. Work to ensure roadway maintenance and reconstruction projects include the opportunity for alternative modes.

- Identify incremental steps towards improving the grid system across all four local governments
  - Look for opportunities to create the grid system in new growth areas
  - Examine locations where connectivity could be restored
  - Work with jurisdictions on Land Development Code changes to make it more challenging to remove or avoid connections
  - Work with local governments on updates to Corridor Preservation policies and maps
• Work with local governments to develop tools and policy modifications, such as:
  o Reduction of sidewalk waivers, particularly in the urban and suburban areas
  o Access management
  o Context sensitive roadway design
• Improve policies and provide incentives to focus growth where infrastructure already exists
• Continue to focus on and implement Vision Zero as a means of improving safety on the existing roadways and transportation system

Strategy: Identify new capacity, modes and the funding to pay for these items, potentially through private sector partnerships or value capture of new or redeveloped property around new transit stations and interchanges.

• Continue to study the various revenue options to support multi-modal transportation projects
• Support and research innovative approaches to implementing transportation improvements such as value capture, public-private partnerships and special districts
• Continue to explore emerging technologies – Autonomous, Connected, Electric and Share Use as well as others that might emerge – for implications for the future of surface transportation
• Explore new federal grant opportunities

**Strategic Priority: Regional Solutions**

Many aspects of planning, such as or including land use, transportation or the environment, cross jurisdictional boundaries and require regional cooperation and coordination. This strategy outlines opportunities to enhance Plan Hillsborough’s effectiveness in advancing regional priorities as well as increasing opportunities for interjurisdictional collaboration.

Strategy: Work with other regional partners to enhance communication, identify common ground, develop collaborative agreements, and craft clear, unified messaging on regional projects.

• Work with neighboring counties on regional efforts to coordinate long-range planning for transportation and land use such as the 2045 Growth Scenarios
• Explore opportunities to collaborate on planning and projects near or crossing jurisdictional boundaries
• Continue to develop and implement joint regional studies and work products such as the Tampa Bay TMA Resiliency and Durability to Extreme Weather Pilot Program Project
• Study the use of technological advances for regional planning and regional projects
• Continue to support joint forums for collaboration on planning issues that affect the region (e.g. transportation, climate change, resiliency and Hillsborough River planning)
• Work with regional partners to establish clear priorities and an understanding of how they benefit the entire region; provide messaging to all partners that is consistent
Strategic Priority: Internal Agency Enhancements

In February 2018, Plan Hillsborough leadership provided an agency “Climate” Survey to staff to obtain comments and feedback on internal areas of opportunity for the agency. Another area of strategic focus will be to address feedback received via this survey. The agency will develop initiatives that address the following general themes:

- Enhancing agency internal communication across teams and between leadership and staff
- Strengthening career advancement and professional growth opportunities for staff
- Optimizing goal-setting, feedback, coaching and training provided by supervisors and team leaders
- Improving accountability and consistency to address things like equity of workload, performance management and performance improvement
- Building staff effectiveness and skills related to cooperation and teamwork
- Enhancing organizational acceptance of change and developing internal procedures related to change management
- Exploring changes to staff compensation
- Improving connection and trust between staff and management/supervisors
Board & Committee Agenda Item

Agenda Item
Bus Rapid Transit (BRT) Topics and Emerging Technology

Presenter
Robert Bertini, Director, USF Center for Urban Transportation Research (CUTR), and Dennis Hinebaugh, CUTR Transit Research Program Director

Summary
In May, the MPO Board’s Policy Committee passed a motion directing staff to schedule a presentation for the board about joint development at BRT stations. Mr. Bertini is working with Hillsborough County to conduct a peer review of this and other BRT related topics, and will provide brief remarks about the status of that effort. Mr. Hinebaugh is the former and longtime director of the National Bus Rapid Transit Institute, a Federal Transit Administration (FTA) sponsored program previously housed at CUTR, and may also be able to share insights based on his experience researching BRT around the country.

Mr. Hinebaugh’s recent work has explored the benefits of emerging technologies for improving bus service. Bus transit automation in the U.S. is evolving gradually, and Mr. Hinebaugh is currently surveying the practices of transit agencies in Florida and across the U.S. BRT is seen as one of the major innovative public transportation modes for automation, by the FTA in their Strategic Transit Automation Research (STAR) plan.

Recommended Action
None; for information and discussion

Prepared By
Beth Alden

Attachments
None
Board & Committee Agenda Item

**Agenda Item**
Transit in Florida’s Managed Lanes

**Presenter**
Jennifer Fortunas, State Managed Lanes Engineer, FDOT

**Summary**
In May, the MPO Board’s Policy Committee passed a motion directing staff to schedule a presentation for the board about the I-95 Express Bus service in South Florida, including FDOT’s perspective and how the service is working in FDOT’s managed toll lanes.

Ms. Fortunas is the statewide program manager for FDOT’s managed lanes. With examples from Jacksonville as well as South Florida, Ms. Fortunas will discuss how these types of facilities affect and interact with reliable travel time for transit, travel demand for longer distance transit trips, park & ride facilities, and other topics.

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

**Prepared By**
Beth Alden

**Attachments**
2. National Best Practices

The study management team — comprised of representatives from FDOT and the Hillsborough, Pinellas, and Pasco MPOs — reviewed transit agencies across the United States that implemented or are in the process of implementing BRT or express bus in tolled highway express lanes. The following 22 projects from 14 cities were identified in the West, Northwest, Midwest, Northeast, and Southeast regions of the United States:

- METRO Orange Line in Minneapolis, MN
- 95 Express in Miami, FL
- Kendall Cruiser Express Bus in Miami, FL
- Metro Silver Line in Los Angeles, CA
- Pace I-55 in Chicago, IL
- Katy Corridor in Houston, TX
- I-15, I-805, and I-5 Corridors in San Diego, CA
- Golden Gate Transit Route 101 in San Francisco, CA
- Red Line in St. Paul, MN
- West Busway/Wabash High HOV Facility Airport Busway, South Busway, and East Busway in Pittsburgh, PA
- Dale City-Washington/Prince William Metro Direct in Woodbridge, VA
- Boulder Highway Express and Henderson and Downtown Express in Las Vegas, NV
- Silverline in Boston, MA
- I-405 Master Plan and 167 HOT Lanes in Seattle/Tacoma Washington

The study management team narrowed the list to five based on a variety of criteria, including projects that integrated station locations within an interstate corridor and geographic and demographic similarities between the project’s location and the Tampa Bay region. The five are the following:

- Orange Line in the Minneapolis, MN
- 95 Express linking Miami-Dade and Broward Counties, FL
- Katy Freeway in Houston, TX
- I-15 in San Diego, CA
- Metro Silver Line in Los Angeles, CA

While not all the case studies meet every criterion, each project provides relevant and timely lessons for best practices. For example, the 95 Express has no stations located along the interstate corridor but is important because it is set in Florida and the first project in the state to implement HOT lanes and express bus on a constrained, previously toll-free corridor.
Table 1: BRT or Express Bus Projects Studied

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<th>Project Name</th>
<th>Length (miles)</th>
<th>Stations within Interstate Corridor</th>
<th>Average Daily Ridership</th>
<th>Operations</th>
<th>Type of Service</th>
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<td>16</td>
<td>10</td>
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<td>HOT lanes</td>
<td>BRT</td>
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<td>95 Express</td>
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<td>0</td>
<td>1,638</td>
<td>HOT lanes</td>
<td>Express Bus</td>
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<tr>
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<td>26</td>
<td>5</td>
<td>12,000</td>
<td>HOT lanes</td>
<td>BRT</td>
</tr>
</tbody>
</table>

*Note: Metro Orange has not opened.*

Once the five projects were identified, the study management team reviewed the project planning documents and interviewed four transit agencies and one council of governments during March 2014: Metro Transit, Minneapolis, MN; Broward County Transit, Broward County, FL; Metropolitan Transit Authority, Houston, TX; San Diego Association of Governments, San Diego, CA; and Metropolitan Transportation Authority, Los Angeles, CA. Each agency was asked to share lessons learned from their project. The lessons identified were selected as a national best practice based on their significance to a project’s successful implementation. For example, interagency collaboration was key to project planning, design, and implementation for all the projects in this memorandum. In another example, the lack of appropriate station width for highway median stations limits BRT service frequency for the Metro Orange Line in Minneapolis, MN. A solution is context sensitive design principles and the placement of future stations along the side of the highway corridor. Lessons learned include the following:

- Project planning and implementation was incremental
- Interagency collaboration is key to project planning, design, and implementation
- Provide Park-and-Ride options
- Provide a variety of station types
- Design stations wide enough to allow enough room for bus passing
- Design slip ramps to facilitate easy access and avoid driver confusion
- Ensure travel times and guarantee minimum average speeds
- Incorporate transit to secure funding
- Select corridors with significant transit use and/or potential use
3. Case Studies

The case studies include projects that integrated station locations within an interstate corridor and implemented in locations with geographic and demographic similarities to the Tampa Bay region. The goal was to identify lessons learned from each project applicable to the Tampa Bay region. The following sections describe each project and applicable lessons learned.

3.1 Metro Orange Line; Minneapolis, MN

The Metro Orange Line began operation in 1972 and currently operates as an express bus service on Minnesota’s I-35W. The corridor is one of the busiest in the state, carrying on average 200,000 vehicles and 14,000 transit riders each day. A new BRT service (Figure 2) will complement existing local and express bus routes along I-35 W. The new service is scheduled to open on the Metro Orange Line in 2019, and it will run on a 16-mile section of I-35W that connects the City of Burnsville to Downtown Minneapolis. It is planned to have 15-minute service frequency for at least 16 hours per day, seven days a week.

Ten transit stations will be built along the corridor with the 46th and Lake Streets stations located in the median between the northbound and southbound lanes of I-35W, allowing for buses to pick up and drop off passengers without exiting the highway. The 46th Street Station (Figure 3) opened in 2010, and the Lake Street Station is in the public engagement phase for determining its final design. Station amenities throughout the route will include raised platforms for level boarding, real-time information on headways, machines that allow for pre-boarding purchase of tickets, push-button heating, bicycle racks, and security cameras. Approximately 2,000 Park-and-Ride spaces will be provided: 1,300 at the Burnsville Station, 195 at the South Bloomington Transit Center, and 500 at the American Boulevard Station. BRT buses will travel through Downtown Minneapolis in existing transit-only lanes along Marquette and 2nd Avenues. On the entire route, BRT buses will operate in managed lanes, bus-only shoulders, HOV ramp bypass lanes, and within short segments of mixed traffic.
The planning process has been incremental, taken decades, and required significant interagency coordination among the Minnesota Department of Transportation (MnDOT), Metro Transit, Hennepin County, the City of Minneapolis, and the Metropolitan Council. Light rail was first studied for the I-35W corridor in the mid-1980s. A commuter rail line was proposed between Downtown Minneapolis and the City of Northfield during the late 1990s but never studied. In 2005, MnDOT announced plans for BRT on the I-34W corridor. The project won a Federal-State Urban Partnership Agreement grant, which is expected to pay for nearly 89 percent of project’s capital costs.

**Lessons from Metro Orange Line**

- Metro Transit utilized existing infrastructure on the corridor, such as transitways in Downtown Minneapolis and HOV lanes on I-35W
- Metro Transit will need to coordinate with multiple agencies, property owners, and neighborhood groups to maintain the Lake Street Station once it is built
- The Lake Street station is an opportunity to improve on the existing bus stops at that location, which are exposed to the elements, lack maintenance, and have had a reduction in service
- The current configuration at the 46th Street and I-35W centerline station does not allow buses to pass, thus impacting service frequency
- Metro Transit does not plan to build additional stations in the highway median and will instead consider “context sensitive” design standards consistent with the local community’s identity for other transit stations
- Metro Transit estimates that managed lanes will move 50 percent more people than regular lanes on the corridor
- A challenge is that some transit stops, such as 66th Street at I-35W, are located in neighborhoods without sidewalks
- Metro Transit expects Park-and-Ride demand to grow at the South Bloomington Transit Center, which is located at 98th Street and I-35W
- Metro Transit is branding the new BRT service to market it and attract ridership

3.2 95 Express; Miami-Dade and Broward Counties, FL

A Florida first, 95 Express (Figure 4) is a “multidisciplinary, fast-tracked” project combining congestion pricing and transit that was implemented on a physically-constrained, previously toll-free corridor. The
Express Bus in Tampa Bay Express Lanes

corridor runs north-south for 22-miles on I-95 between the Golden Glades Interchange in Miami-Dade County to the south and Broward Boulevard in Broward County to the north. Broward County Transit and Miami-Dade Transit work together to operate the express bus service, and new stations are not planned on the corridor.

The project converts existing HOV lanes over two phases to variably-priced HOT lanes—two heading in the northbound direction and two in the southbound direction. Phase I opened in January 2010. Phase II is scheduled to open in 2015.

Figure 4: Before Implementation (left), After Implementation (right)

A Federal Highway Administration (FHWA) annual report on the project found that 95 Express ridership increased 22 percent between the beginning of 2009 and the beginning of 2010. Among the new riders, 53 percent said their choice to take transit was based on the new express lanes, and 38 percent had previously driven personal vehicles. For those who chose to drive in the HOT lanes, peak period speeds were more than 45 mph on average. Travel speeds also improved for drivers in the general-purpose lanes, with average speeds rising from 15 mph to 51 mph and 20 mph to 41 mph in the southbound and northbound lanes, respectively. Average daily boardings for 95 Express service rose from 204 to 1,631 between February 2010 and September 2013.

Interagency coordination and cooperation has been instrumental for successful implementation. The Miami-Area Urban Partnership — consisting of FDOT, Miami-Dade and Broward MPOs, Miami-Dade and Broward County Transit, Miami-Dade County Expressway Authority, and Florida’s Turnpike Enterprise — won an Urban Partnership Agreement (UPA) grant in 2007 that is expected to pay for about 27 percent of the total capital costs for implementing the project. FHWA interviewed more than 30 project
participants to identify the following lessons that are applicable to planning, design, and implementation of express bus or BRT in express lanes. The FHWA’s findings are summarized as the following:

- “Define a strong project vision and identify the target market” to have a consistent decision-making process throughout
- “Build upon prior efforts and support” using previous studies, letters of support, and detailed knowledge of existing systems to demonstrate to FHWA that the overseeing agency understands the project’s implications and consequences
- “Focus on Improving Transit Services,” which was instrumental to securing UPA funding and local MPO support because it demonstrated that the vision was comprehensive and incorporated multi-modal travel
- “Develop a concept of operations early” to provide guidance for the project’s planning, design, and implementation
- “Involve design/operations professionals in planning process” from the beginning to facilitate an efficient project schedule by eliminating design flaws
- “Prepare for limited national or state standards for managed lane networks” because national and state standards are not available, which allows design professionals to creatively solve complex issues
- “Anticipate Transit Technical Challenges” that will be difficult to address because local transit agency staffing is limited in design knowledge; look to agency partnerships that establish tasks teams and roles at the beginning of the process
- “Expect design exceptions” that could include lane and shoulder widths and traffic separation, so seek input from FHWA early in the project to address issues

### Lessons from 95 Express

- HOV lanes on I-95 were congested and travel times were unpredictable prior to the implementation of tolled express lanes
- Since implementation of HOT lanes, average daily travel speeds have increased 300 percent in the HOT lanes and 200 percent in the local lanes in both northbound and southbound directions on I-95 (Figure 4)
- Variably-priced tolls are based on network demand to maintain a free-flow speed of 50 mph
- Transit use has increased, with average daily boardings for express bus improving by 700 percent since Phase I opened in January 2010
- Registered vanpools and carpools with three or more occupants; registered hybrid vehicles; motorcycles; and transit, school, and intercity buses can use the HOT lanes for free

Information about the 95 Express is based on the following:

- Broward County Transit interview, March 2014
- 95express.com, 2013
- United States Federal Highway Administration UPA/CRD Annual Report, May 2011
3.2 Katy Freeway; Houston, TX

The Houston metropolitan region pioneered the use of express buses in HOV lanes, which began operation in 1979 on I-45. The practice has expanded to multiple highway corridors. Houston’s premium bus service — referred to as Signature Bus Service — operates in HOV lanes in the eastbound and westbound directions of a partially-elevated I-10 corridor (Figure 5), also called the Katy Freeway. Similar to HOT lanes, the Harris County Toll Road Authority (HCTRA) charges Single Occupancy Vehicles (SOVs) a toll to use the Katy Freeway’s HOV managed lanes. Total weekday ridership averages about 6,100.

**Figure 5: Katy Freeway Managed Lanes and Transit Stations**

![Katy Freeway Managed Lanes and Transit Stations](image)

Source: Google Maps (Top); Harris County Toll Road Authority (Bottom)

The project is 12 miles long and opened in April 2009 with two stations located at each end of the HOV corridor (Figure 5). The Addicks Park-and-Ride sits adjacent to the northern edge of the freeway at the western end of the corridor. Access between the station and Katy Freeway is via slip ramps. The
Northwest Transit Center is on the eastern end of the corridor. It is bordered by the Old Katy Road to the north, the Katy Freeway to the south, and I-610 to the east. The facility serves local and express routes. Access between the station and the Katy Freeway is via slip ramps.

The Katy Freeway HOV managed lanes project was built incrementally and required collaboration among a range of agencies: the Texas Department of Transportation (TSxDOT), HCTRA, the Metropolitan Transit Authority of Harris County (METRO), and the Houston-Galveston Area Council (H-GAC). In response to business interest in developing mixed-use projects linked to premium transit services, a separate project is underway to connect the Katy Freeway HOV managed lanes to a new transit center in downtown Houston.

Information about the Katy Freeway is based on the following:
- Metropolitan Transit Authority interview, March 2014

3.3 I-15; San Diego, CA

Construction is not fully complete, but BRT service already began in 2014 along a 20-mile section of newly-opened HOT lanes on I-15. Four express lanes — two northbound and two southbound — are projected to carry 8,000 daily riders on average between SR 78 in the City of San Marcus and SR 163 in the City of San Diego. Called FasTrak, BRT service provides all-day, bi-directional commuter service at 10 to 15 minute frequencies during peak travel times and 15 to 30 frequencies during off-peak hours. A moveable barrier separating the northbound and southbound lanes is used to reconfigure the HOT lanes for managing traffic congestion.
Changes to the corridor have occurred incrementally. Two reversible HOV lanes opened there in 1987. Value-price tolling in the HOV lanes began ten years later and tolls were no longer charged to carpools. The corridor now operates as HOT lanes. When construction is complete, seven transit stations will be located on the corridor (Figure 6) — five to the side of the highway corridor with direct access ramps to the HOT lanes, and two in the highway’s median, similar to the Metro Orange Line in Minneapolis, MN. Plans eventually call for the HOT lanes to be expanded 15 miles north from the City of San Marcus to the City of Escondido.

**Lessons from I-15**

- The 2050 Regional Transportation Plan envisions six freeway-based long-distance BRT service with stations spaced every 4.5 miles
- While plans call for more BRT in managed lanes in other corridors, they are not likely to be separated by a buffer due to high costs involved and right-of-way impacts
- The question of who has priority parking — carpools or BRT users — has not been clearly answered
- All stations will have eight bus bays for increased service frequency
- An important concern is that the managed lanes will become too congested, thereby diminishing BRT service
- San Diego Association of Governments (SANDAG) is establishing a pricing structure guaranteeing that BRT service is not negatively impacted by congestion
- Depending on congestion in the managed lanes, SANDAG may increase carpool occupancy to three persons to maintain a free flow condition for BRT service

**2.5 Silver Line; Los Angeles, CA**

The Los Angeles HOV managed lanes system covers 500 miles in Southern California and carries more traffic than anywhere else in the United States. Los Angeles County Metropolitan Transit Authority’s (Metro) Silver Line began as a BRT service in 2009 in existing HOV lanes, running north and south on I-110 and east and west on I-10. HOV lanes were later converted to HOT lanes on an 11-mile segment of I-110 and on a 15-mile segment of I-10, opening in 2012 and 2013, respectively. The Silver Line additionally operates in mixed traffic on local streets for approximately one mile with signal priority given to buses in Downtown Los Angeles.
Express Bus in Tampa Bay Express Lanes

Currently, Silver Line carries about 12,000 riders per day on average, and the HOT lanes are managed to maintain a minimum traffic speed of 45 mph. The BRT service operates with headways of four to eight minutes during peak travel periods, 15 minutes during off-peak travel periods, and 20 minutes on Saturday and Sunday. Many of the stations have been called “glorified bus stops.” Two stations are located inside the interstate median (Figure 7) and have upgraded amenities, such as signage, new shelters, and security. Four Park-and-Ride facilities provide parking spots for more than 1,600 cars.

The project is a part of the U.S. Department of Transportation’s Congestion Reduction Demonstration Program. Demonstration projects must meet the following four criteria to receive federal funding:

1. Ability to provide improved transit options such as Bus Rapid Transit (BRT)
2. Ability to provide two express lanes in each direction for the majority length of each corridor
3. Ability to implement the pilot project without an increase in the minimum carpool requirement
4. A near-term implementation deadline is established

In 2008, the state legislature authorized the conversion of HOV lanes on I-110 and I-10 to HOT lanes and required through legislation a performance report documenting travel time savings, mode shift, low-income commuter access to HOT lanes, and changes in greenhouse gas emissions.

Lessons from the Silver Line

- There is difficulty connecting to stations not located on the interstate, so BRT service lacks a seamless connection on local streets, which affects travel times
- There are no dedicated lanes on local streets, so the BRT service can run into traffic and detours
- Metro representatives were present when the Silver Line opened to help passengers with finding the bus and their destination
- Metro received numerous comments, and some of the comments were implemented because they made sense
- It was easier for Metro to cut back bus lines at existing stations at the beginning of the process and add them if needed instead of cutting them at the end of the process
- The HOT lane conversion is an important reason that the Silver Line has been successful
- Like all the other case studies, traffic flow is maintained at a minimum of 45 mph at all times

Information about the Silver Line is based on the following:

- Metropolitan Transportation Authority interview, March 2014
Board & Committee Agenda Item

Agenda Item
Travel Markets in Tampa Bay, and TBARTA’s Evolving Role

Presenter
Michael Case, Interim Executive Director, Tampa Bay Area Regional Transit Authority (TBARTA)

Summary
At the May 1 MPO Board meeting, members requested a presentation on the regional travel market analysis that was conducted for the Regional Transit Feasibility Plan, to better understand the unmet demand for transit service across county lines. Mr. Case will provide an overview, and share thoughts about TBARTA’s next steps as an organization.

Recommended Action
Regional Transit Feasibility Plan Step One Documents: Travel Market Memo

Prepared By
Beth Alden

Attachments
None
We need your Input!
August 27, 2018 – 10:00 am to 4pm

How we plan for and deliver transportation projects now will define how our region will grow…….

- Metropolitan Planning Organizations (MPOs) influence every state and federal transportation project and dollar in your community
- The Tampa Region MPOs are examining ways that they can improve the delivery of their transportation services and products right now

Register by August 8, 2018
Event Registration: https://mporegionalworkshop2018.eventbrite.com

Collaborative Labs @ St. Petersburg College
13805 58th Street North
Clearwater, FL 33760
Doors open 9:00 am
Workshop 10:00 am – 4:00 pm
Make plans to join us & the MPO School Transportation Working Group for lunch and a presentation on PASCO SAFETY TOWN

Wednesday
noon - 1p
08.29.18

County Center, Conference Rooms A&B
26th floor, 601 E Kennedy Blvd, Tampa

Under the direction of Cpl. Tim Bullock, Safety Town is a realistic, child-sized town designed to provide complete hands-on safety education for children ages 5 - 8 in grades K-2 on topics including:

- Pedestrian, Bicycle & Seat Belt safety
- Water & Boat safety
- Fire, Smoke & Electrical safety
- The right way to call 911
- Safety around animals
- Stranger Danger
- Severe Weather safety
- Internet & general Household safety
- Drug safety

Truly a community project, Pasco Safety Town has been created through the support and cooperation of many businesses, public and private agencies, and civic organizations.

No need to bring your bag lunch to this FREE event. Thank you to S&ME for graciously providing lunch!

Space is limited, so please RSVP to Sharon: snyders@plancom.org or 813/273-3774 x316
RSVP no later than 10a on Tuesday, August 28!
On April 20, 2018, the Florida Department of Transportation (FDOT), pursuant to 23 U.S. C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the FHWA and FDOT, approved the following: Work Program Item Segment Number: 435749-1, Federal Aid Project No: MAF-212-1 (34), US 92 (SR 600) Project Development and Environment (PD&E) Study Design Change Re-evaluation (see project location map inside).

This design change re-evaluation was performed to document the proposed design changes and resulting changes to the socio-economic and environmental impacts that may have occurred since the original PD&E study was approved on March 24, 1994. A legal notice indicating study approval was published in the Tampa Bay Times on Month X, 2018, and also in La Gaceta on Month X, 2018.

Public Hearing Results

A public hearing was held for this project in two sessions at separate locations. On December 1, 2016, the first session was held at the HCC Trinkle Center in Plant City. The second session was held on December 6, 2016, at the Sheraton Tampa East Hotel.

A total of 239 people registered at the public hearing between the two sessions. Seventy-seven comment forms were received and 12 verbal statements were made during the formal public comment period for a total of 89 combined. This project will now proceed to the next phase of development.
Selected Alternative

Following the public hearing, the Recommended Build Alternative was selected as the Preferred Alternative, based on a determination that the No-Build Alternative did not meet the purpose and need of the project, which is to improve US 92 in order to accommodate future traffic increases along the corridor. However, the No-Build Alternative was selected for the segment between Mobley Street and Maryland Avenue. From Maryland Avenue to Park Road, the preferred Build Alternative is a transitional widening. Adding roadway capacity in these areas will reduce future traffic congestion and improve traffic operations and safety along US 92.

Planned Improvements

Representative typical sections for the Preferred Build Alternative are shown to the right. Urban typical sections are planned from Garden Lane to west of the I-75 overpass and east of the I-75 overpass to east of Crow Wing Drive where the existing right of way is 136 feet wide. Suburban typical sections are planned from east of Crow Wing Drive to Edwards Street where the existing right of way is wider at 160 feet. Urban typical sections between Edwards Street to Mobley Street have a narrower right of way with a minimum requirement of 114 feet wide, and 136 feet wide from west of Park Road to County Line Road. As mentioned above, due to constraints, no improvements are proposed between Mobley Street and Maryland Avenue. A transitional widening improvement is planned from Maryland Avenue to Park Road. All typical sections include bicycle lanes and sidewalks.

In addition, the project will tie into improvements along US 92 at County Line Road in Polk County, which is being proposed by FDOT District One.

In addition to the roadway improvements, the planned improvements will include construction of stormwater management facilities and floodplain compensation sites. The locations of these facilities will be determined during the proposed project’s design phase. Updated conceptual design plans for the planned improvements and final study documents are available for viewing and downloading under the final documents tab at:

http://archived.fdotd7studies.com/sr600/i4-to-county-line/

Planned Typical Sections

Planned Typical Section from Garden Lane to East of Crow Wing Drive
(Add 1 bike lane and sidewalks in each direction)

Planned Typical Section from East of Crow Wing Drive to Edwards Street
(Add 1 bike lane and sidewalks in each direction)

Planned Typical Section from Edwards Street to Mobley Street
(Add 1 bike lane and sidewalks in each direction)

Planned Typical Section from West of Park Road to County Line Road
(Add 1 bike lane and sidewalks in each direction)
You’re Invited to take part in a Florida Department of Transportation (FDOT) Corridor Alternatives Public Meeting for a corridor planning study along West Busch Boulevard (SR 580) from North Dale Mabry Highway to North Nebraska Avenue in Hillsborough County – a distance of approximately 3.3 miles.

The FDOT is looking for ways to improve West Busch Boulevard (SR 580) for pedestrians, bicyclists, transit users and motorists. At this meeting, we will present the initial alternatives under consideration.

For More Information Contact:
Brian Shroyer, CPM, Project Manager, Florida Department of Transportation
11201 N. McKinley Drive, Tampa, FL 33612, 813-975-6449, brian.shroyer@dot.state.fl.us

Visit our website: www.fdot7studies.com/westbuschblvd/
SR 580 (Busch Boulevard) Repaving from Armenia Avenue to Florida Avenue

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<td><strong>Media Contact</strong></td>
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<tr>
<td>Kris Carson</td>
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<td>813-975-6060</td>
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<td><a href="mailto:Kristen.Carson@dot.state.fl.us">Kristen.Carson@dot.state.fl.us</a></td>
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**About**

This project will repave SR 580 (Busch Blvd) between Armenia Avenue and Florida Avenue in Hillsborough County.

The project is currently in design. Construction is anticipated to begin in 2019.
The Florida Department of Transportation has completed the Project Development and Environment (PD&E) study for US 301 (SR 43) from SR 60 (Adamo Drive) to I-4 (SR 400) in Hillsborough County. (see project location map).

On March 15, 2018, FDOT approved the State Environmental Impact Report (SEIR) for this proposed project. This report contains the results of analyses of potential effects on the social, cultural, natural, and physical environment. These efforts were accomplished by working in cooperation with other state/federal agencies and local governments. This coordination allowed FDOT to better determine the effects a transportation project will have on the natural and human environment. A legal notice was published in the Tampa Bay Times in July 2018.

A PD&E study is a comprehensive study that evaluates social cultural, economic, and environmental effects associated with the proposed transportation improvements. Based on this study, the Department can reach a decision on the type, location, and conceptual design of the necessary improvements to US 301 to accommodate future traffic demand in a safe and efficient manner.

Public Hearing Results
FDOT held a Public Hearing for the PD&E Study for the proposed improvements to US 301 on March 1, 2016 at the Sheraton Tampa East Hotel from 5:30 p.m. to 7:30 p.m. Draft project documents, along with other project-related materials were on display as well as a project video presentation that ran continuously. A total of 13 attended the Hearing. No comment forms were received at the Hearing and one comment was received electronically, by email during the Hearing comment period. A transcript of the Public Hearing is included in the Comments and Coordination Report. The Comments and Coordination Report also contains the electronic comment received. A link to this document is included on the project website.

http://archived.fdotd7studies.com/us301/sr60-to-i4/
Selected Alternative

Following the public hearing, the Recommended Build Alternative was selected as the Preferred Build Alternative, based on a determination that the No-Build Alternative did not meet the purpose and need of the project, which is to improve US 301 in order to accommodate future traffic increases along the corridor. Adding roadway capacity will reduce future traffic congestion and improve traffic operations and safety along US 301.

Changes Made Following the Public Hearing

Following the Public Hearing, the Recommended Build Alternative was revised to incorporate 7-foot wide buffered bike lanes per FDOT’s Roadway Design Bulletin 15-01. Once approved by the District, the Recommended Build Alternative becomes the Preferred Build Alternative, and it can be advanced to the design phase.

Planned Improvements

This roadway capacity improvement project involves widening US 301 from the existing four-lane divided arterial roadway to a divided six-lane arterial roadway to accommodate future travel demand in the study area. The study limits extend from the intersection with State Road 60 to south of the I-4/US 301 ramps in Hillsborough County. The total project length is 3.3 miles.

The Recommended Build Alternative was developed after analysis of anticipated growth and future transportation needs on the corridor. Based on the evaluation of the alternatives, Alternative 2 was selected as the Preferred Build Alternative. The Preferred Build Alternative is approved for advancement to future project phases (i.e. design, right-of-way acquisition, and construction) as funding becomes available. Representative typical sections for the Preferred Build Alternative are shown on the next page.

Planned Typical Sections

The Preferred Build Alternative consists of two typical sections for the widening of US 301.

Typical section No. 1 is a 45 mph urban typical section that consists of six 11-foot travel lanes (three in each direction), 7-foot designated buffered bicycle lanes, a 22-foot raised median, and 5-foot sidewalks with curb and gutter on both sides.

Typical section No. 2 is a 50 mph suburban typical section that consists of six 12-foot travel lanes (three in each direction), 6.5-foot paved inside shoulders, 10-foot outside shoulders (with 7 feet paved), a 30-foot raised median with curb and gutter in the median and 5-foot sidewalks on both sides.

All four structures crossing the CSX Transportation rail lines will be replaced due to minimum vertical clearance and potential train and/or cargo strikes. The proposed typical sections for the bridges over the CSX S-Line, CSX A-Line, and CR 574 are shown on the next page. The Bruce Creek bridge culvert will be extended and both Tampa Bypass Canal bridges will be widened. The open median between the two Tampa Bypass Canal bridges will be closed based on the proposed improvements shown.

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Non-Discrimination Laws

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact:

Alex Henry, Public Involvement Coordinator
Phone; (813) 975-6405, or (800) 226-7220
Email: alex.henry@dot.state.fl.us

Comuníquese con Nosotros

Nos importa mucho la opinión sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, porfavor comuníquese con nosotros. Nuestra representante:

Señora Lilliam Escalera
Departamento de Transportación de la Florida
11201 N. McKinley Drive
Tampa, FL 33612
Teléfono: 813-975-6445
Correo electrónico: Lilliam.Escalera@dot.state.fl.us

Who to Contact

The approved final State Environmental Impact Report may be viewed on the study’s website or at FDOT’s District Seven Headquarters, 11201 N. McKinley Drive in Tampa. For more information about the project, please contact FDOT’s Project Manager or Public Information Officer:

Lilliam Escalera, Project Manager
Florida Department of Transportation
District Seven
11201 N. McKinley Drive, MS 7-800
Tampa, Florida 33612
Phone: (813) 975-6445 or (800) 226-7220
Email: Lilliam.Escalera@dot.state.fl.us

Kris Carson, Public Information Officer
Florida Department of Transportation
District Seven
11201 N. McKinley Drive, MS 7-100
Tampa, Florida 33612
Phone: (813) 975-6202 or (800) 226-7220
Email: Kris.Carson@dot.state.fl.us
For the two week period of May 21 to June 3 we had 18 people lose their lives on roads within District 7. Following our recent trends, over half involved vulnerable road users. Eight were pedestrians, one was a bicyclist, and two were motorcyclists. Please continue to look for ways to do what we can to counter these crashes that take lives. We have a lot of projects currently in the pipeline to include highway lighting, pedestrian crossings, complete street projects, and other countermeasures, but we all can bring good ideas. We had a few high profile crashes in this report period:

Sam Lougheed was killed in a motorcycle crash on Florida Avenue. Some of you may remember him partnering with us on bicycle events as he owned a bicycle repair shop in Temple Terrace.

I am sure you all have heard of the tragic deaths of Jessica and Lillia Raubenbolt on Bayshore Boulevard. They were struck by racing vehicles as they crossed Bayshore.
On the same day, on 40th not too far from our office, Leila Reid was killed crossing the road to get to a bus stop.

Thank you for all you do and continue to keep safety at the forefront of your work.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
Safety in Seven

District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

May 22, 2018

Lazaro Villarreal Santana, 22, Tampa: According to the Florida Highway Patrol, the vehicle’s left front tire blew out and caused the man to lose control of the truck. It rolled toward the center median and crashed into a Chevy Volt. He was a driver for FedEx was a mixed martial arts fighter in the area.

Patricia Marlette, 87, Brooksville: Patricia was driving north in a southbound lane of Sunshine Grove Road when she collided head-on with a southbound GMC Sierra.

May 23, 2018

Leila Reid, 64, Tampa: Leila was crossing the street to get to a bus stop when she was struck and killed by a driver in a Toyota Corolla. She was an outgoing, fun-loving woman, Leila had a great sense of humor and made friends easily. She was the ‘life of any party.’ She generously shared her wisdom and knowledge with her family.

Jessica Reisinger, 24, and Lillia Raubenbolt, 21 months, Jeromesville, Ohio: Jessica was pushing her daughter in a stroller across Bayshore Blvd. when both were struck by a Mustang traveling at a high rate of speed. The driver and another car were street racing at the time.

May 24, 2018

Gerardo Yslas, 30, Wimauma: Gerardo was driving south of US 301 when, for unknown reasons, he crossed over the center line into the path of a dump truck.
May 25, 2018

Molly May Hancock, 45, Englewood, Colorado: Molly was walking her dog across southbound US 19 when she walked in front of a Chevy Silverado and a Dodge Avenger.

May 26, 2018

Derek Fingerle, 30, Hudson: Derek was traveling south on US 19 when a SUV pulled into the path of the motorcyclist.

Amanda Cepeda-Duque, 21, Seffner: Amanda was traveling west on SR 574 when for unknown reasons her SUV veered off the roadway. It turned over and collided with a fence and both occupants were ejected. From those that knew her, she had a smile that would light up anyone’s world, she was known as a woman with a heart of gold, giving and never expecting anything in return.

May 27, 2018

Cynthia Porley, 51, Tampa: At around 5:30 AM Sunday a crash between a pedestrian and a vehicle near the intersection of Broadway Ave. and Locicero Dr. occurred.

Shawn Grady, 46, New Port Richey: Shawn was riding his bicycle southbound on Rowan Rd. when a Toyota pickup headed in the same direction hit the bicycle. The driver of the pickup fled the scene.

May 30, 2018

Andrew Musty, 49, Tampa: Andrew was crossing north on Brandon Blvd. when he was struck by a Ford F-150 that was heading west on SR 60. Andrew studied furniture design at the Savannah College of Art and Design, exploring his love of contemporary design. Following that, he worked in Tampa designing residential outdoor environments with decks, seating, dining, and swimming pools.

May 31, 2018

Cory Nettnin, 58, Zephyrhills: Cory was driving home when his car hydroplaned, rotated and collided with a metal utility pole in the shoulder. Cory loved to work in his beautiful garden and was a prolific artist. The amazing and unique objects he rendered from wood, his preferred medium, will be enjoyed by all for eternity and could never be duplicated.
June 1, 2018

Janet Emile, 35, New Port Richey: Janet was in an “unknown type disturbance” and was hanging half way out of the front passenger window of an SUV when it pulled out of a gas station. As the SUV headed west on SR 54, she fell out of the window and was hit by another SUV headed in the same direction.

June 2, 2018

Beverly Gran, 80 and Nicholas DeSanta, 74, Sebring: Beverly and her husband Nicholas were crossing Gulf Blvd. one evening when they were struck and killed by a Ford Explorer. The driver fled the scene, however he was later found and alcohol was determined to be involved. Beverly was a retired home health nurse who loved horses, especially her horse Prince. Nicholas was a Vietnam War veteran and loved to be on the water, particularly fishing in bass tournaments.

Samuel Lougheed, 23, Plant City: Samuel was driving his motorcycle north on Florida Ave. when a car turned left into his path, causing him to be ejected. Sam always had a dream of owning his own bike shop and achieved this dream 4 years ago when he opened Sam’s Bike Worx here locally in Temple Terrace. He loved working on all things mechanical, especially bicycles and motorcycles.

June 3, 2018

Shaita Guillory, 30, Citrus Springs: Shaita was traveling southbound on US 41 in Pasco County when a northbound Hyundai Accent drifted into the southbound lanes and hit Shaita’s car head on. Troopers believe alcohol was a factor in this crash.
Attached is the latest two week summary. We did have a much lower number of fatalities this report but we still had 10 people lose their lives. 60% of the fatalities were vulnerable road users, including two pedestrians and four motorcyclists.

We did have a one year old killed in a crash who was not restrained. The others in the crash lived. Please remember to use your seatbelts and also especially ensure that you restrain your children.

We also had a young 16 year old girl killed and the crash also killed her unborn child.

A former co-worker and friend of mine who worked for Protean Design Group in Orlando, Dennis Pearson, also was killed in a crash this week. I imagine that he had worked on District 7 projects.

Please be safe, especially over the summer vacation period where we often see a spike in traffic and crashes. Thank you for focusing on safety.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
Safety in Seven

District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

June 4, 2018

Jonathan McFay Gray, 21, Webster: Jonathan was walking north along the edge of the roadway along Little Road, when he was struck from behind by a vehicle headed northbound on Little Road. Jonathan was taken to Regional Medical Center at Bayonet Point where he later died from his injuries.

June 6, 2018

Bryan Anthony Costa II, 25, Port Richey: Bryan was travelling northbound on US-19 on his motorcycle, when a southbound truck turned left onto Royal Boulevard and into his path. Bryan died from injuries sustained during the crash after being transported to Mease Countryside Hospital. He was wearing a helmet at the time of the crash.

June 7, 2018

Richard Thomas Parnell, 68, Tampa: Richard was trying to cross W. Hillsborough Avenue, west of Blue Springs Drive when he was hit by an oncoming vehicle travelling eastbound. He was pronounced dead at the scene.

June 9, 2018

Michael Edward Hughes, 63, Saint Petersburg: Michael was driving his motorcycle on Park Street North, north of Dartmouth Avenue. Michael lost control of his motorcycle while negotiating a curve and hit a guardrail. Michael was taken to Palms of Pasadena Hospital where he was pronounced dead. Michael is survived by his children, grandchildren, stepmother and brother. He loved dancing and playing guitar.

June 11, 2018

Michael David Cardinal, 51, Saint Petersburg: Michael was driving his motor scooter westbound on 36th Avenue North. Michael stopped at a stop sign then moved forward and failed to yield to a northbound vehicle on 16th Street North, which struck his scooter. He was taken to Bayfront Health St. Petersburg where he later was pronounced dead.
**June 13, 2018**

**Erin Lynn Hodges, 32, Holiday:** Erin was travelling southbound on East Lake Road when her car drifted onto the shoulder. She over-corrected back onto the road and her SUV overturned several times. Erin was taken to Mease Countryside Hospital, where she died from her injuries. She is survived by her four children, brother, parents, and maternal grandfather.

**June 14, 2018**

**Richard C. Tennent, 51, Plant City:** Richard was travelling westbound on S.R. 60 in the outside lane, west of Horton Rd. A vehicle attempted to pass Richard’s vehicle in the inside lane when Richard shifted to the inside lane and collided with the right rear of the passing vehicle. Following the impact, the two cars collided once more. The passing vehicle came to a stop, but Tennent’s car entered the grass median in the center of the road and continued traveling several hundred feet before stopping. He was transported to South Florida Baptist Hospital where he later died. Investigators determined that Richard experienced a medical episode prior to the crash.

**June 17, 2018**

**Emily Blake Pearson, 16, Hudson:** Emily of St. Petersburg was the passenger of a car travelling northbound on Little Road, south of Hudson Avenue, when a second vehicle exited a private road and entered the path of Emily’s vehicle. As a result, the second vehicle collided with the passenger side, where Emily was sitting. She was taken to St. Joseph’s Hospital where she and her 7-month-old unborn child passed away. She is survived by her husband James S. Dunn, parents, sister, grandparents, many friends, and family. She loved music and played the guitar, the ukulele and the piano at church, and channeling her creative skills through hair and makeup.

**Graham Randal Howell, 72, Lutz:** Graham of Tampa stopped his motorcycle on Chapman Road heading eastbound for a stop sign at U.S. 41. He was attempting to enter the median turn lane area of U.S. 41 when he entered the path of a car travelling southbound on U.S. 41. As a result, Graham hit the passenger side of the second vehicle and was thrown from the motorcycle. He later died from his injuries at St. Joseph’s Hospital. He is survived by his wife, sons, daughter, and granddaughters. He was a U.S. Army Veteran who loved fishing and hunting. “Everyone who encountered Randy knows he never met a stranger, had a strong and unwavering faith in God and lived his life as a proud and dedicated patriot who loved only his family more than his country.”

**Christopher Garcia, 1, Ruskin:** A Ford Explorer was headed south on 30th Street, south of Double D Ranch Trail, where it swerved off the road to the right, overcorrected, and drove left across the roadway, rolling into a ditch. It came to rest on its roof. Two adults along with three minor children were in the vehicle, who were transported to Tampa General Hospital. Christopher was unrestrained in the rear of the vehicle and suffered fatal injuries.
For the two weeks ending on July 1st we had 14 fatal crashes that resulted in 15 people losing their lives. Ten of these fatalities were vulnerable road users. Five were motorcyclists, four were pedestrians and one was a bicyclist.

From a design and planning aspect, I think we have made strides in developing plans that help address vehicular crashes such as run off the road and intersection crashes. I believe that the number of fatalities involving drivers and passengers in vehicles are decreasing. Advances in vehicular safety have also improved your chances of surviving a vehicular crash. However, pedestrian bicycle and motorcycle crashes have not decreased and appear to be increasing. Some things to consider:

- Pedestrians, bicycles and motorcycles are often hard to see when you are driving at highway speed. They are incredibly hard to see when you are driving distracted. A second or two of distraction could be the difference from being able to avoid hitting a pedestrian to having no way to avoid hitting them. Avoid distracted driving, and set the example in that regard. Always scan the roadway and roadside environment when you are driving a vehicle. It is very unlikely that a pedestrian or bicyclist will survive if you hit them at highway speeds.
- Our planning studies and designs need to continue to incorporate complete street guidelines so we can work towards having the right road in the right place. It may be incremental but every project should take this into serious consideration, even if it means we need to look at increasing the budget to do so.
- On all of our design projects please make sure we are looking comprehensively at incorporating safety enhancements such as improved highway lighting, enhanced pedestrian features, and bicycle accommodations.
- I commend our maintenance and construction folks for continuing to bring us improvement ideas. You are working out there in the area where the crashes happen. You see things that could be improved. Bring those ideas to those who can help them get implemented.

Thank you all for your continued efforts in making our roadways safer.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
District Seven's Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

June 18, 2018

David Anthony Counts, 68, Brandon: David was driving westbound on Lumsden Road and tried to make a left turn to go south on Heather Lakes Boulevard. His vehicle was struck by a vehicle that was travelling eastbound on Lumsden Road. David was pronounced dead at the scene.

June 20, 2018

Brandon Wayne Fowler, 27, Lithia: Brandon was riding his motorcycle west on County Road 672 near Sweet Charlie Circle. A tractor trailer was making a left turn in front of the motorcycle which then hit the passenger side fuel tank of the tractor trailer. Brandon, who was wearing a helmet, was knocked off the motorcycle and was pronounced dead at the scene.

June 22, 2018

Daniel Joseph Reed, 31, Dade City: Daniel was riding his motorcycle southbound on US 98, just south of Stanton Hall Drive. A vehicle was driving north and attempted to pass a slower moving vehicle, entering the southbound lane and into the path of Daniel’s motorcycle. As a result, the two vehicles nearly had a head-on collision and Daniel, who was wearing a helmet, was pronounced dead at the scene.

June 23, 2018

Jullian Faith Hitt, 19, New Port Richey: Jullian was driving north on Moon Lake Road, south of Oconne Boulevard. At the same time, a second vehicle was travelling southbound on Moon Lake Road, when the driver failed to notice a third vehicle stopped at the intersection and swerved to the left. As a result, the vehicle entered the northbound lane and collided head-on with Jullian’s car. She was pronounced dead at Bayonet Point Medical Center. She loved art, theater, acting, singing, and hiking.
June 24, 2018

Michael P. Majchrowski, 48, St. Petersburg: Michael was riding a motorcycle eastbound on Gandy Boulevard at 4th Street N. As he was approaching the intersection, a second vehicle travelling southbound on 4th Street N., ran the red light and collided with the motorcycle. Michael, who was wearing a helmet, was pronounced dead at the scene. Alcohol was a factor in this crash.

Pedro Aguerreberry, 42, Tampa: Pedro and his two sons were cycling on the separated sidewalk along New Tampa Boulevard. A mentally disturbed man drove across the grass, onto the sidewalk and intentionally hit the three family members. Pedro and his two young sons were rushed to the hospital, Pedro later succumbed to his life-threatening injuries and died. They were all wearing helmets.

June 25, 2018

Sharon Marie Frekey, 40, Corbin: Sharon was walking northbound on the west shoulder of Hayes Street and she was struck by a vehicle traveling eastbound on Northcliffe Boulevard. The driver failed to negotiate a curve, over-corrected and veered across the outside lane and off the shoulder. Sharon suffered fatal injuries and was pronounced dead at the scene.

Minh Juynh Trung Linh, 18, Pinellas Park: Minh was crossing Park Boulevard at the crosswalk at 78th Street N., when a vehicle travelling westbound on Park Boulevard struck him. Minh suffered fatal injuries at the scene of the crash.

June 26, 2018

Marcia Woodside Rivers, 65, Tampa: Marcia was walking on the east sidewalk along Davis Boulevard, near her apartment. A garbage truck was slowly backing from a narrow alley and failed to see the pedestrian as she was behind the truck. As a result, she was hit by the truck and pronounced dead at the scene. She was a retired teacher with a great personality and will be remembered for her friendly, outgoing nature and remarkable ability to connect with people. She is survived by her father, sisters, brother, and nieces and nephews.

June 28, 2018

Jesse Russell Simpson, 26, Crystal River: Jesse was traveling southbound on Northeast 4th Avenue approaching the intersection of Northeast Crystal Street. He failed to stop at the intersection, continued south into the property of Crystal River Middle School and came to final rest after colliding with an iron fence. Jesse suffered fatal injuries at the scene of the crash.
Mitchell Lee Harkins, 50, Inverness: Mitchell was traveling eastbound on SR 44, west of South Kensington Avenue when, for unknown reasons, he departed the roadway, causing his motorcycle to overturn. Mitchell suffered fatal injuries and was pronounced dead at the scene.

June 29, 2018

Plinnie A. McNelly, 58, St. Petersburg: Plinnie was trying to cross 34th Street North near 36th Ave. North, but fell in the northbound median and was sitting in the roadway when he was struck by a cab. The cab driver left the scene and was later arrested. Plinnie was pronounced dead at the scene.

July 1, 2018

Dale Vernie Boetzel, 79, Beverly Hills; Judith Ann Boetzel, 73, Beverly Hills: Dale and Judith were traveling eastbound on Mustang Boulevard approaching Butternut Avenue. Dale made a left turn onto Butternut Avenue and turned into the path of an oncoming vehicle. Judith died at the scene while Dale was transported to Ocala Regional Medical Center where he later died from his injuries. The Boetzel’s were wearing their seatbelts when the crash occurred.

Lawrence James McKiernan, 71, Tampa: Lawrence was traveling northbound on I-75, north of Fletcher Avenue. For unknown reasons, he lost control of his car, which departed the roadway, entered the grass shoulder, collided with a fence and overturned into a retention pond. Lawrence suffered fatal injuries at the scene of the crash.
Good Afternoon,

The Department has received an unsolicited proposal and will be advertising for proposals starting next Tuesday in FAR and your local newspaper starting on Thursday. Please see attached for the advertisement which will be published in the Tampa Bay Times.

337.251 Lease of property for joint public-private development and areas above or below department property.—

(1) The department may lease to public agencies or private entities, for a term not to exceed 99 years, the use of department property, including rights-of-way, for joint public-private transportation purposes to further economic development in this state and generate revenue for transportation. The department may also lease the use of areas above or below state highways or other transportation facilities for commercial purposes. Leases under this section are subject to any reservations, restrictions, or conditions necessary to ensure adequate protection for the safe and efficient operation and maintenance of all transportation and utility facilities, the adequacy of traffic flow, and the full use of existing and future state transportation facilities. Such joint public-private use or commercial use of property may not interfere with the primary state transportation needs or present or future utility needs for that property nor be contrary to the best interests of the public. The department may not lease any such property if the proposed use conflicts with zoning or land development codes of any affected local government. The department shall, prior to entering into such lease, determine that the property subject to the lease has a permanent transportation use related to the responsibilities of the department, has the potential for such future transportation uses, or constitutes airspace or subsurface rights attached to property having such uses, and is therefore not available for sale as surplus property.

(2) The department may request proposals for the lease of such property or, if the department receives a proposal for a lease of a particular department property which it desires to consider, the department shall publish a notice in a newspaper of general circulation at least once a week for 2 weeks stating that it has received the proposal and will accept other proposals for lease of such property for 120 days after the date of publication. A copy of the notice must be mailed to each local government in the affected area. The department shall establish by rule an application fee for the submission of proposals pursuant to this section. The fee must be sufficient to pay the anticipated costs of evaluating the proposals.

Please let me know if you have any questions.

Thank you,

Misty Alderman, FCCM
Procurement Office
Phone: 850.414.4568
misty.alderman@dot.state.fl.us | Procurement Internet | File Transfer Protocol

Please note that Florida has a broad public records law and that all correspondence, including email, may be subject to disclosure. However, Indirect Cost Rate information is protected by Title 23 U.S. Code 112.
The Florida Department of Transportation (FDOT) is requesting proposals to lease rights of way owned by the Department and the Central Florida Expressway Authority ("CFX"), for the purposes of constructing and operating intercity passenger rail service between Orlando and Tampa, Florida. Proposers must submit a proposal in accordance with the project Request for Proposal (RFP) document. The RFP may be obtained by submitting a written request to: row.passengerrail@dot.state.fl.us

Please provide a contact name and e-mail address when submitting your request. Questions about the RFP should also be directed to the aforementioned e-mail address. Notice of changes (addenda) to the RFP will be posted on the FDOT Procurement web site at: http://fdot.gov/procurement/passengerrail.shtm

It is the responsibility of all potential proposers to monitor the website for any changing information prior to submitting your proposal. Proposals must be submitted by the time and date deadline indicated in the RFP.

An application fee of $50,000.00 is required from each proposer upon submittal of its proposal to FDOT.
July 11, 2018

Secretary Elaine Chao
1200 New Jersey Ave, SE
Washington, DC 20590

RE: BUILD Grant for I-75 Big Bend Road Interchange, Hillsborough County, Florida

Dear Secretary Chao:

This letter expresses our support of the proposed improvements to the interchange of I-75 at Big Bend Road and the associated widening of Big Bend Road at the interchange.

The proposed improvements are prioritized for funding in the Imagine 2040 Long Range Transportation Plan and in the shorter-term priority list for the Hillsborough MPO Transportation Improvement Program. Both Hillsborough County and the State of Florida have committed funding towards this project: $6.9 million for design and $10.4 million for off-ramp improvement construction. Additional funding from the BUILD program would allow the full package of needed improvements to be completed all at once, with greater efficiency, rather than being phased over multiple years.

Big Bend Road is a priority because it is the major east-west connection between I-75 and two other federal highways, US 41 and US 301. It is also the primary route to I-75 from a major freight facility owned by Port Tampa Bay, and is the spine of one of Hillsborough County’s key economic spaces containing more than 5,000 jobs. For these reasons, Big Bend Road is identified as a Florida Strategic Intermodal System Connector, and improvements to it are recommended in the MPO’s Freight Logistics Zone Strategic Plan for economic growth.

Improving the I-75 Big Bend Road interchange is essential because of the rapid growth and development in historically rural southern Hillsborough County. The resulting, escalating traffic congestion has resulted in daily bottlenecks at the interchange and dangerous back-ups on I-75. In fact, Big Bend Road has been identified as a Top 20 Severe Crash Corridor in our countywide Vision Zero initiative. The proposed improvements will reduce delay and increase safety on both I-75 and Big Bend Road, incorporating innovative concepts such as advanced traffic management systems, and complete street design features such as multi-use paths and buffered bike lanes.

We urge US DOT to join with our county and state to address this challenge now.

Sincerely,

[signature]
Beth Alden, AICP
Executive Director
LETTER OF INTENT

Federal Transit Administration
Office of Program Management
Pilot TOD Planning Grant Evaluation Committee
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Refs: 2018 Pilot TOD Planning Grant HART-HCCCPC-HMPO-City of Tampa Joint Application

Dear Evaluation Committee Members:

The Hillsborough Area Regional Transit Authority (HART), the Hillsborough County City-County Planning Commission (HCCCPC), City of Tampa (COT) and the Hillsborough Metropolitan Planning Organization (HMPO) have mutually agreed to enter into a joint partnership to pursue funding for a Transit Oriented Development (TOD) Planning Grant to study transit oriented development opportunities along the COT’s Street Car Extension Project Corridor and the interconnecting HART Bus Rapid Transit (BRT) Projects along the corridors known as Nebraska, Florida and Fowler Avenues.

The purpose of the grant project is to study the application of existing TOD policies within the Imagine 2040: Tampa Comprehensive Plan to develop and implement station area plans in relation to the transit projects to determine the effectiveness and market viability of these policies to enhance economic development, promote transit ridership, facilitate multimodal connectivity, increase pedestrian/cyclist access, enable mixed-use development, promote private sector participation, and identify needed infrastructure improvements within the transit corridors. The BRT and streetcar corridors are the focus of TOD policy within the City and prioritized for funding in the Imagine 2040 Long Range Transportation Plan and in the shorter-term priority list for the Hillsborough MPO Transportation Improvement Program. Multiple efforts have been funded and prioritized as part of the MPO’s Transportation Improvement Program (TIP), this includes the Regional Transit Feasibility Plan, the Heights Mobility Plan, and HART’s Fowler Ave/Florida Ave BRT Study.

HART and the HCCCPC shall serve as the primary applicants and the COT and HMPO shall serve as supporting partners. HART shall be the lead agency on the project and shall manage the grant process in partnership with HCCCPC. The HCCCPC, in coordination and cooperation with COT Planning agency, shall organize and provide technical assistance and support regarding all land-use planning activities to develop and implement station area plans related to all aspects of the grant project. HMPO shall provide technical assistance and support regarding multi-modal planning activities of the grant project. The COT Transportation and Planning agencies shall provide technical assistance and support regarding all transportation-related planning efforts involving the street car extension project. HART shall provide technical assistance and support regarding all planning efforts involving the BRT project.
It is anticipated that the total project cost shall be $1,000,000. The grant project match shall be funded with in-kind donations and cash funds as indicated below:

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<tr>
<th>Agency</th>
<th>In-Kind Contribution ($ Value)</th>
<th>Cash Contribution ($Value)</th>
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<td>HMPO</td>
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</tbody>
</table>

If the project is selected for funding by FTA, the members of the joint partnership shall fully fund the required match and work in partnership to achieve the designated milestones and deadlines established for the proposed TOD Planning project.

Jeffrey Seward, Interim CEO  
HART

Melissa Zornitza, Executive Director  
HCCCPC

Beth Alden, Executive Director  
HMPO

Bob Buckhorn, Mayor  
City of Tampa
Title:

Multi-Jurisdictional Approach to Transportation Systems Management and Operations (TSMO) Planning

Lead Organization:

MetroPlan Orlando
Eric T. Hill, Director, Transportation Systems Management and Operations
250 South Orange Avenue
Orlando, FL 32801
407. 481.5672, ext. 316
ehill@metroplanorland.org

Consortium Members:

Forward Pinellas, Pinellas County Metropolitan Planning Organization (MPO)
Whit Blanton, Director
310 Court Street
Clearwater, FL 33756
(727) 464-8250
http://forwardpinellas.org/

Hillsborough Metropolitan Planning Organization (MPO)
Beth Alden, Director
601 E. Kennedy Blvd., 18th Floor
P.O. Box 1110
Tampa, FL 33602
(813) 272-5940
www.hillsboroughmpo.org

Polk County Transportation Planning Organization (TPO)
Tom Deardorff, Director
330 W. Church Street
Bartow, FL 33830
(863) 534-6467
www.polktpo.com
Introduction

A National Economic Partnership is being formed to facilitate cooperation and coordination of Transportation Systems Management and Operations (TSMO) along the Interstate Four (I-4) Corridor of Central Florida.

This corridor qualifies as a Megaregion according to the report, Defining U.S. Megaregions on the Federal Highway Administration (FHWA) website. The Partnership is between each of the six Metropolitan Planning Organizations (MPO) and the three Florida Department of Transportation (FDOT) Districts (the MPOs and the FDOT Districts are shown on the Title Page).

MetroPlan Orlando will serve as the lead agency to address integration of multi-jurisdictional coordination and planning of TSMO strategies into agency practices and procedures; work with the five other MPOs in the I-4 Corridor to enhance the role and presence of TSMO to be a strategic consideration in meeting mobility demands and safety concerns; and cultivate a culture at the MPOs to enable a methodology for implementing TSMO projects. It is anticipated the Partnership will showcase the benefits of exercising TSMO in a Mega-Region.

A map of the planning agencies and FDOT Districts is provided in Figure 1 on page 5.

Background

 Residents, daily commuters and visitors traveling in the I-4 corridor are directly impacted by both daily congestion and incident-related congestion on I-4 and surface roadways in the corridor. When incidents occur on I-4 blocking lanes, arterial roadways are flooded with cars and trucks trying to find a way around the delay. This by-passing traffic causes congestion, delay, safety and environmental problems within the corridor on parallel roads impacting local communities. Following are the key issues that require immediate attention:

1. Operational issues:
   - One full closure every six (6) days
   - Average of three (3) lane closing events per day

2. Safety issues:
   - Referred to as “most dangerous highway in America” - ABC News, November 2017
     - Segment limits: west side of Tampa to I-4 Ultimate Improvement Project in Orlando
   - Experiences an average of 17 fatal crashes per year

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1 https://www.fhwa.dot.gov/planning/megaregions/what_are/
3. Economic issues:
   - Florida experienced record tourism in 2017 with over 116.5 million visitors, most of whom visit in the Orlando and Tampa areas.
     - 4 percent increase from 2016
   - Florida’s major tourism is along I-4 which includes theme parks and beach activities in Tampa, Orlando, Cocoa Beach, and Daytona Beach.

Transportation Systems Management and Operations has become a vital discipline in transportation planning, and an effective alternative to mitigating the adverse effects of traffic congestion caused by crashes, special events, theme park events and weather. This is a result of the application of information and communication technologies (ICT) to manage and operate transportation systems. With the rise of connected and autonomous vehicles, ICT applications will expand and evolve as more innovative solutions and strategies appear in transportation operations and planning. Moreover, for transportation systems in the 21st Century, MPOs will need to further their capacity in this area through staff’s learned knowledge and understanding of its applications to improve the safety, efficiency and performance of a transportation system.

As a three county MPO, MetroPlan Orlando has been active in deploying TSMO strategies for several years. This has been accomplished by: establishing TSMO as a business unit; enriching staff’s abilities to integrate TSMO alternatives investments; maintaining a formal TSMO Committee represented by planners and traffic engineers in the planning area; allocating resources to deploy projects in our Transportation Improvement Program (TIP); and mainstreaming TSMO in the transportation planning process. Additionally, we have been successful in educating our stakeholders on TSMO applications and benefits and to develop champions on our Policy Board and among our State and Federal Legislatures.

Objective

A knowledge transfer opportunity exists in creating an innovative relationship between MetroPlan Orlando and MPOs in the FDOT Districts 1, 5 and 7 to develop or enhance the application of TSMO strategies in Central Florida. As the lead agency, MetroPlan Orlando is proposing, through a cooperative agreement between the agencies that participate, to modify the position of Eric Hill, Director, TSMO for MetroPlan Orlando to serve as an external liaison to the Partnership to work with each MPO to advance their TSMO planning activities.
Figure 1
Through this Partnership it is anticipated that the structure that is already in place at MetroPlan Orlando will be a model for the five MPOs to practice. Thus, leading to the creation of TSMO business units and formal committees at each of the MPOs, or a working group among the MPOs and FDOT Districts in the Partnership. It is anticipated the Partnership will lead to TSMO alternative strategies for the corridor.

Mr. Hill is nationally recognized for his achievements in bringing TSMO to the vanguard of transportation planning and has been a leader in a variety of efforts toward integrating TSMO in the State of Florida. He has recently been invited to participate in an expert group for two Federal Highway Administration (FHWA) Office of Operations projects. He will be the only MPO representative on the Mainstreaming Transportation Systems Management and Operations (TSMO) project; the other experts are from State DOTs and the private sector. He will serve with other MPO representatives and State DOTs on the Integrating Travel Time Reliability into Transportation System Management project. In July, Mr. Hill will participate in the 2nd TSMO Summit - Leading the TSMO Vision being convened by the National Operations Center of Excellence (NOCoE). This is an invitation-only summit on Leading the Transportation Operations Vision. The goal of the summit is to learn from participants their understanding of the current extent that transportation agencies have begun to embed TSMO into their agency culture, as well as the key challenges that hinder the ability or desire to fully embrace transportation operations.

To serve as a resource to other MPOs is a natural evolution and application of Mr Hill’s management and leadership skills in TSMO. This liaison role will be a significant contribution to the MPOs in the Partnership and serve as a novel approach to leveraging resources between transportation agencies.

This effort fits together nicely with the established relationship between the Central Florida MPO Alliance and the Tampa Bay Area Chairs Coordinating Committee. It also enhances the work underway by the Central Florida Autonomous Vehicles Partnership and developments by the FDOT to improve connectivity between transportation jurisdictions in the I-4 corridor to manage traffic better using existing capacity and emerging technologies. The most recent discussion on the feasibility of operating Hyperloop technology along I-4 connecting the Tampa and Orlando urbanized areas adds more intrigue to this concept as it will enable better connectivity between the modes in the corridor.

The TSMO Liaison effort may serve as the impetus for establishing an I-4 Corridor Coalition for implementing planning and operational efficiencies along the corridor, enabling this planning effort to have more structure and formality. It is anticipated that the Coalition will be coordinated with the three FDOT Districts, the two MPO Alliances, Universities and Colleges and commercial enterprises in the corridor. This concept will follow the framework used for establishing the I-75, I-81 and I-95

*Multi-Jurisdictional Approach to TSMO Planning:* 6
Corridor Coalitions; however, it will focus on information and communication technologies, and have a natural link with the I-95 Corridor Coalition at its eastern terminus.

Finally, when significant or widespread interest is shown in solving transportation-related problems, linking research, planning, and technology resources may be the optimal approach in developing strategies that are sustainable. This has been a popular means for State DOT, commercial entities, and FHWA program offices to combine resources and achieve common research goals. Pooling resources reduces marginal costs, and provides efficient use of taxpayer dollars. It also provides greater benefits to participating interests as compared to individual entities conducting or contracting for research on their own.

**Resource Allocation**

MetroPlan Orlando is fully committed to providing the resources to leverage the federal investment. In addition, it is anticipated the MPOs and FDOT Districts in the Partnership will provide direct and indirect resources to ensure the tasks included in the full application will be completed. As the lead entity, MetroPlan Orlando will utilize consultants through an existing General Planning Consultant contract; the other entities also may propose this service arrangement in lieu of direct resources. MetroPlan Orlando staff is in discussion on this matter with members of the Partnership and will include this information in the full application. At the end of this project, MetroPlan Orlando will work with members of the Partnership to determine the level of support needed to sustain the activities established through the Partnership beyond the grant, in addition to federal sources.

**Outcomes/Results**

A significant amount of work is anticipated in the areas of research and analysis of TSMO projects and strategies, review of agency policies, procedures, culture, decision-making, and information management that will lead to the integration and mainstreaming of TSMO throughout an agency. This will include development of a business case for mainstreaming TSMO, identification of key aspects of and factors in mainstreaming, and examples of successful initiatives. These findings will be shared with the MPOs and FDOT Districts in the Partnership, MPOs and FDOT Districts outside of the Partnership and transportation agencies, i.e., municipalities, counties, operating agencies, etc., and may result in white papers, case studies, videos, outreach materials, webinars, and a peer exchange. As stated earlier in the Background Section, these undertakings may include project identification and development, studies, resource opportunities, staff enrichment, and creating a culture for TSMO such as promoting a “Champion” for TSMO among elected stakeholders. The Partnership will be developed through a Memorandum of Understanding or Interlocal Agreement between the agencies.
MetroPlan Orlando staff will work with the MPO Directors and conduct a literature review to determine performance measures. Effective performance measures should be based on outcomes or outputs over which the Partnership has control. Qualitative measures include the extent to which the Partnership helped to foster strong working relationships and increased communication between the State DOT and the MPO on TSMO activities, and the establishment of TSMO Committees.

**Budget and Cost**

A preliminary budget and cost for managing the Partnership is provided below in Table 1. It reflects staff labor and expenses for 12-18 months.

**Table 1**

**Preliminary Budget and Cost**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Multi-Jurisdictional Approach to Transportation Systems Management and Operations (TSMO) Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>MetroPlan Orlando Project Cost (FY 2019-FY 2021)</td>
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<td>Partnership Project Cost</td>
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<td>National Economic Partnerships Request</td>
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<td>Total Federal Funding</td>
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<td>% Match Request</td>
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</table>
July 2, 2018

Ms. Elaine L. Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

Please accept this Letter of Interest for the National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination, along with the enclosed grant proposal for a “Multi-Jurisdictional Approach to Transportation Systems Management and Operations (TSMO) Planning.”

Under a Partnership grant, MetroPlan Orlando (the metropolitan planning organization for a 3-county area of Central Florida) proposes to serve as the lead agency to address the integration of multi-jurisdictional planning of TSMO strategies into the practices and procedures of a number of agencies. We will work with the other MPOs in the I-4 Corridor, along with the three Florida Department of Transportation (FDOT) Districts, to enhance the role of TSMO so that it becomes a strategic consideration in meeting safety and mobility goals. The Partnership is intended to showcase the benefits of TSMO strategies in a mega-region.

TSMO has become a vital discipline in transportation planning and an effective method to mitigate the adverse effects of crashes, special events and weather. This is mainly due to information and communication technologies (ICT). As connected and autonomous vehicles evolve, ICT applications will expand to be even more effective in mitigating traffic congestion. The transportation systems for the 21st Century will require transportation agencies to further their capacity in this area to improve safety, efficiency and overall system performance.

Thank you for your consideration of this Letter of Interest and the enclosed proposal. Following your review, we hope to receive an invitation to submit a full grant application with additional details.

Sincerely,

Harold W. Barley  
Executive Director

Enclosure
Follow the trails to fresh food

By Charlie Ban  Jun. 25, 2018

The Hillsborough County MPO is helping developing neighborhoods develop community gardens connected by multi-use trails <https://ctt.ec/bF6eJ>

Describe a garden and words like tranquil, quiet and refuge spring to mind.

Not so much in Hillsborough County, Fla., where new community gardens are just that: part of a community, with the accompanying noise and foot traffic. Luckily, the plants don’t mind. The gardens’ visibility is crucial to their integration and their goal: making more fresh produce available as part of a walkable community.

Michele Ogilvie, an executive planner at the county Metropolitan Planning Organization (MPO), saw as much when she became a community gardener herself. While tending to her eggplants, lost in her task, she was startled to hear people walking, talking and biking nearby.

“I forgot it was right on the trail,” she said. “There are people walking right by you.”

Many of the gardens are connected by a 23-mile paved multi-use trail that the MPO helped plan at the request of the neighborhoods, many in the city of Tampa. After the trail was completed, Ogilvie said, the neighborhoods, encouraged by the successful partnership, asked for help developing their garden network.

“It’s not usual that neighborhoods say ‘let me help you — we will find the place, we will feed the people, we will bring the people — all you have to do is show up, listen to us, catalog it and turn it into a plan,’” Ogilvie said. “That’s three-quarters of the work. We just had to follow their lead and take care of the planning.”

The network is thriving and expanding thanks to that partnership and now the fruits (and vegetables) of that partnership is part of the Aetna Foundation’s Healthiest Cities and Counties Challenge, which has awarded a $10,000 grant to the partnership to further its goals.

“The efforts to improve food quality through our community garden coalition, while fostering walkability, bikeability and transit use, will serve as a guide to other communities interested in improving community health through active living,” said Lesley “Les” Miller, Jr., a Hillsborough County Commissioner and the MPO chairman.
The gardens themselves are as varied as their neighborhoods, all places where analysis of health and economic indicators saw low income, high rates of chronic disease and no grocery stores or transit options. Some are first-come-first-serve for plots, available for a monthly membership fee. One is maintained by a church, which pledges a certain amount of produce to a local food bank. Another is owned by the Salvation Army, which incorporates gardening into its therapy. All are advertised by wayfinding signs that Ogilvie hopes will encourage interest in the gardens and keep them visible to residents. A few of the gardens took some scouting to find.

"We saw a police substation with a lot of property that wasn’t being used," Ogilvie said. "We just asked if they were using it, they weren’t, and that’s going to be one of our gardens once we remediate the soil."

The gardens can be a bargaining chip with owners of nuisance properties.

"If they agree to let us use their property as a garden for a certain length of time, we can have fines relaxed, and everyone wins," Ogilvie said.

That’s an example of how Ogilvie said the MPO and communities can work together.

"Because we’re government, we’re able to open all types of doors, but they can do far more than we can," she said. "We can get them free meeting spaces or publish something. They call each other and make sure people show up to do things. We know each other’s strengths and it’s a true partnership."

She acknowledges that community gardens won’t feed everyone, but they are a step in the right direction in offering an opportunity for good soil, water and a place to grow healthy food — all of which are hard to come by in the neighborhoods that need it the most.

"And it's sustainability at its best," she said. Hillsborough County and 49 other finalists will be judged independently on how their programs effect measurable change in their health determinants — in this case food deserts and walkability — for cash awards ranging from $25,000 to $500,000, following an expert site visit and analysis of health indicator data.

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**ABOUT CHARLIE BAN** (Full Bio)

**SENIOR WRITER & WEB EDITOR**

Charlie Ban writes for County News and helps manage NACo website content.

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News From Across the Nation - June 25, 2018
Get creative to bring grocers to food deserts

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County News Sections  
Editorial Information
Plan to build sidewalks, crosswalks near Tampa school could take years

By: Amanda Ciavari

TAMPA, Fla. (WFLA) - Every day, hundreds of kids walk and bike to Tampa's Mort Elementary School, many of them don't have any other option since there are no buses.

"Well, 97 percent of students at Mort are in the free or reduced-lunch program, so their parents are having a difficult time even feeding them, and so they don't have the extra money to buy the car, and drop off and sit in the car line," said Lisa Silva AICP, PLA - Principal Planner.

8 On Your Side went out to see what the kids who walk and bike to the school on East Bearss Avenue each day encounter on their way to school.

We found uneven pavement, roads with little to no shoulder and roads riddled with potholes.

"We want to get the kids to and from school safely," said Silva.

Transportation leaders have a plan in place to improve safety for students at Mort Elementary School.

"They are getting sidewalks, additional signage. Also additional enforcement and some parking mitigation," said Silva.

In fact, there will be more than 7,000 feet of sidewalk and about a dozen crosswalks added.

However, 8 on Your Side learned this project will take years and might not happen until 2020, so we asked, "With children's safety at risk, why wait?"

"The funds take a while to get from the federal or state sources that they come from and they have to go through many steps to make sure they are distributed in a fair and appropriate manner," said Silva.

"Is that red tape?" asked News Channel 8's Amanda Ciavari.

"It is a bureaucratic processes, yes," Silva answered.
Showcasing tech in Plant City, Hyperloop company executive says firm won't bid on I-4

Jul 13, 2018, 2:35pm EDT Updated: Jul 13, 2018, 7:46pm EDT

A company licensing technology that would create transportation at the speed of sound is looking into the feasibility of operating in the Tampa Bay region, but won't participate alone in a currently open bidding process for the right of way in the median of Interstate 4 between Tampa and Orlando.

Hyperloop Transportation Technologies Chief Global Operations Officer Andrea La Mendola showcased his company's technology and plans during a meeting of transportation and economic development groups throughout Central Florida on Friday at the Plant City campus of Hillsborough Community College.

Using the company's hyperloop technology, passengers could get from Tampa to Orlando in as little as 10 minutes in capsules traveling at 750 miles per hour.

The conversation, which included representatives from the Florida Department of Transportation, comes at a crucial time as the state collects bids for that I-4 corridor right of way.
Coral Gables-based All Aboard Florida is the only company so far to bid on the corridor in order to run the company’s Brightline high-speed rail, which travels up to 175 miles per hour and would get passengers between the two cities in about a half hour.

Hyperloop Transportation Technologies is not planning to solicit a bid in that process. The company is not a transit operator nor does it undertake construction activities. Instead, the company licenses its technology to other companies that would build and operate the super-speed tube trains.

“Specific to this company [All Aboard Florida], I can’t say anything because we haven’t looked at that,” La Mendola said. “In general, our business model is that we’re not going to be an operator or construction company, so we would be partnering with other companies.”

The time on that corridor is ticking. Proposals for the corridors are due Nov. 7, which makes for a tight time line for Hyperloop Transportation Technologies.

The company is conducting a feasibility study on its technology in the Great Lakes region that would take passengers from Cleveland to Chicago in 28 minutes, according to the company website. The $1.2 million feasibility study funded through a public-private partnership is expected to conclude later this year and will offer better data about how to implement this transportation technology in the United States.

While La Mendola couldn’t say how much a hyperloop route between Tampa and Orlando would cost. Hyperloop expects the Cleveland to Chicago route is expected to create a $15 billion economic development.

Those numbers can vary based on right of way acquisition costs, changes in construction costs and financial obligations associated with environmental studies and regulatory requirements and permitting.

Hyperloop Transportation Technologies has yet to put a living passenger into a pod. The company is building a test track in France, but its next step is to utilize test dummies to gather safety data.

The company is also in the process of establishing its first commercial route in Abu Dhabi in the United Arab Emirates. It hopes to have the first 5 kilometers of that route complete sometime in 2020.

The technology utilizes a low-pressure tube in which air has been removed to create a near friction-free environment. That allows the capsules inside to travel at the speed of light in an experience La Mendola describes as one that would be similar to flying in an airplane. The company claims it’s a safe experience because the vehicles do not have to cross intersections or interact with other modes of transportation.
In Florida, the pods would have to be elevated on pylons, which La Mendola said would be placed about 100 feet apart. The tubes themselves would be a little more than 13-feet wide, wider than an average city bus.

**Janelle Irwin**
Reporter
Tampa Bay Business Journal
FY 18 and FY 19 Core Goals

- Develop components of the countywide Long-Range Transportation Plan (LRTP). The plan addresses all modes of transportation, and identifies priority improvements to meet present and future growth needs, within budget constraints. Major efforts in FY 19-20 include forecasting the need for road, bus/rail, walk/bike, and other improvements, and seeking widespread public feedback on priorities.

- Annually update the countywide Transportation Improvement Program (TIP), which assigns available federal and state funds and grants to projects within Hillsborough County, and also documents all major projects by local governments and agencies for public reference.

- Sustain a countywide Congestion Management/Crash Mitigation Process (CMCMP) for the major road network that addresses traffic operations, safety, smart technology, travel demand management, and alternatives to driving alone. Collect data, prepare State of the System and Level of Service reports, and study problem areas in collaboration with local agencies.

- Annually update the Transportation Disadvantaged Service Plan (TDSP) forecasting the transportation needs of county residents who do not have the means to transport themselves to life-sustaining activities; evaluating current services; and setting priorities for the provision of future services.

- Coordinate plans with neighboring counties through the TBARTA MPO Chairs' Coordinating Committee and the Tampa Bay TMA Leadership Group. Provide a forum for local consensus on the region's priorities, and work together to secure discretionary funding.

FY 17 Accomplishments

- Vision Zero Action Plan – The MPO was proud to support the Board of County Commissioners, School Board, and all three City Councils with their resolutions for “Vision Zero” traffic fatalities. One of the first interjurisdictional Vision Zero Action Plans in the U.S., the County plan is built on strong interagency collaboration and solid data, focusing on the top 20 severe-crash roads countywide.

- Endorsed by the Board of County Commissioners in Fall 2017, the Freight Logistics Zone Plan is already being used by FDOT and the MPO to win statewide discretionary funding for transportation projects on County major roads. Unplugging a bottleneck on U.S. 41 at the rail crossing near Causeway Boulevard will be the first step.

- School Transportation Plan – Traffic congestion, safety, and health are on the minds of parents, teachers, and administrators at schools countywide. In 2018, the MPO completed the first plan looking at these issues comprehensively around ten of the most challenged schools. Field reviews turned up quick-fix - as well as longer-term - recommendations, in collaboration with public works, school, and law enforcement staff.

The MPO won an AETNA grant to help neighborhoods in “food desert” areas establish community gardens with walk/bike access.
FY 18 and FY 19 Key Projects

• The MPOs of Pinellas and Pasco Counties have agreed to join Hillsborough MPO on a tri-county growth scenario planning project. The scenarios will illustrate what decisions on express lane, bus, and rail systems could mean for urban growth, traffic, access to jobs, community health, and quality of life.

• Hillsborough MPO is participating in a study of regional transportation planning, and the pluses and minuses of merging the MPOs of this region. With financial support from FDOT, a nationally recognized consultant is preparing case studies of other regions and will prepare a merger concept for consideration by the MPOs of Tampa Bay.

• In 2018, the MPO won a major grant from the FHWA to assess the Tampa Bay transportation system’s vulnerability to flooding. The goal is to identify some specific transportation projects to reduce vulnerability in critical areas. High-priority projects will be candidates for future funding, and become part of the new tri-county long-range transportation plan.

Performance Measures

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>FY 16 Actual</th>
<th>FY 17 Actual</th>
<th>FY 18 Adopted</th>
<th>FY 19 Recommended</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annually updated Transportation Improvement Program, identifying projects, and making them eligible for designated state and federal funding amounts within the next five years.</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Public meetings of the board and its nine advisory committees, with public notice of actions, social media, minutes and transcripts, legal counsel, board HTV broadcast, and accommodations for persons with disabilities and limited English proficiency.</td>
<td>89</td>
<td>88</td>
<td>90</td>
<td>90</td>
</tr>
<tr>
<td>Community/public outreach meetings and events, convened by MPO, or by other organizations with MPO participation.</td>
<td>92</td>
<td>138</td>
<td>75</td>
<td>75</td>
</tr>
</tbody>
</table>

Innovation

Community Health Atlas – The link between transportation decisions and community health impacts is often overlooked. The MPO created a tool for staff use and has made it public at PlanHillsborough.org, giving access to countywide data about road and walk/bike facilities, demographics, chronic disease incidence, environmental indicators, and other information.

Contact Information

(813) 272-5940
PlanHillsborough.org