Meeting of the Citizens Advisory Committee
Wednesday, October 10, 2018, 9:00 AM

I. Call to Order & Introductions

II. Public Comment - 3 minutes per speaker, please

III. Members’ Interests

9:05

IV. Approval of Minutes – September 12, 2018

9:10

V. Action Items

A. Transportation Improvement Program Amendments
   (Sarah McKinley, MPO Staff):
   i. Project 437639-1: Bloomingdale at US 301 Ave Intersection
   9:15
   ii. Project 441896-1: HART Computer-Aided Dispatch/Automatic
       Vehicle Location Bus Equipment Replacement
       9:20

B. MPO Autonomous Transit Feasibility Study for USF Campus
   (Brian Pessaro, CUTR)
   9:25

VI. Status Reports

A. North Alexander Street Corridor Land Use & Marketing Study
   (Jay Collins, Planning Commission Staff)
   9:45

B. Brightline Proposal for Rail to Orlando, Miami
   (Bob O’Malley, Brightline’s Vice President of Government Affairs)
   10:00

C. Long Range Transportation Plan Goals Update
   (Michele Ogilvie, MPO Staff)
   10:15

D. SouthShore Transit Study Reevaluation
   (Sarah McKinley, MPO Staff)
   10:30

E. Multimodal Level of Service Evaluation
   (Jennifer Musselman, MPO consultant)
   10:45

VII. Old Business & New Business

A. Response to Veteran’s Expressway Questions

B. Next meeting: November 14th at 9 AM

VIII. Adjournment

IX. Addendum

A. MPO Meeting Summary & Committee Reports

B. Coming Events:
   i. 36th Annual Planning & Design Awards, October 25
ii. Tampa Bay Transportation Management Area (TMA) Leadership Group meeting: November 2, 9:30 a.m., PSTA

C. Project Fact Sheets
i. Citrus Park Drive Extension
ii. Timber Pond Subdivision Road Flooding
iii. Green Spine Cycle Track Design

D. Articles:
   i. Tampa Bay area leaders want your feedback on how to fix traffic problems
   ii. Big Bend Rd & I-75 to see big changes
   iii. Hillsborough MPO Holds Southshore Transit Meeting
   iv. Lack of Housing Hurts Workers More Than Traffic
   v. Which States Are Voting on Transportation Funding This Year?

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

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I. CALL TO ORDER & INTRODUCTIONS

The meeting was called to order by Chair Bill Roberts at 9:05 a.m. and was held in the Plan Hillsborough Room on the 18th floor of the County Center Building. Member introductions were made.

Members present: Ricardo Fernandez, Ray Alzamora, Vance Arnett, David Bailey (welcome new member), David Butcher, Nicole Rice, Cheryl Thole, Dennis LeVine, Mark Harshbarger (backup for Nancy Pacifico) Bill Roberts, Ed Mierzejewski, Lynn Vadelund, Diane Stull (welcome new member), Dayna Lazarus, Kimberly Overman, Terrance Trott, Amy Espinosa, Barbara Kennedy Gibson.

Others present: Rich Clarendon, Johnny Wong, Wanda West, Beth Alden, Sarah McKinley, Vishaka Raman – MPO Staff; Alice Price, Ming Gao, Ed McKinney, Roger Roscoe – FDOT.

II. PUBLIC COMMENT

There were no public comments.

III. MEMBERS’ INTERESTS

Ms. Amy Espinosa, at the last meeting requested two PD&E Studies from FDOT and she has not received them. The two reports were the redesign of the interchange going from 275 to I-4 and the express lane merging into I-4. Alice Price, FDOT Representative, will make sure that Ms. Espinosa receives the requested information.

Mr. Fernandez renewed his ongoing unanswered query for several months that was directed to the Florida Turnpike Enterprise (FTE) regarding the status of managed toll lanes activation on the Veterans Expressway. He has requested someone from the agency come and address the CAC on the topic. He will continue to ask until someone shows up. Mr. Martin attended last month’s meeting, Mr. Clarendon submitted Mr. Fernandez’s questions in writing to the FTE, and they are aware of the request. Mr. Clarendon has not received a response and will follow up.

Mr. Vance Arnett, as part of the original study that was generated on the transit alternative program that produced the BRT, there was a study completed that is on the TBARTA website as part of the contract that indicates the use and the outlying areas and the travel profile that could be expected projections of the actual numbers of people who would ride the BRT. He would like the MPO to profile the study, so the committee can have a better idea of usage. He requested a mini-presentation or for the information to be made available. He informed everyone of the book Human Transit: How Clearer Thinking about Public Transit Can Enrich Our Communities and Our Lives by Jarrett Walker. An introduction to the book and a blog is available at https://humantransit.org/book. The book can be purchased on Amazon.
Mr. Fernandez wanted to know if Mr. Rick Homans, President & CEO of the Tampa Bay Partnership (TBP), is a new member to the TMA Leadership Group since his nameplate was on the dais at the September 7, 2018 meeting that was held at FDOT. Ms. Alden addressed Mr. Fernandez’s concerns and stated that two or three years ago, the leadership group invited several other organizations to send representatives to meetings. The Regional Planning Council was invited, and they turned down the invitation. The Hillsborough MPO oversees a lot of the meeting logistics and provide the nameplates for the dais. Their nameplate was still in the meeting material and the staff person who set up placed all of the nameplates out and Ms. Alden was not there early to rearrange. It was an oversight that the nameplate was placed on the dais.

Ms. Dayna Lazarus inquired about Mr. Fernandez’s question regarding the presentation on what could or would be funded by the one-cent sales tax. There was discussion that the presentation may be held at the September CAC agenda; however, since there was a full agenda, Ms. Alden distributed copies of the presentation slides that were presented at the Tampa City Council.

IV. APPROVAL OF MINUTES

Motion: Approval of the CAC minutes for August 8, 2018 (Fernandez-Espinosa). The motion passed unanimously.

V. ACTION ITEMS

A. Transportation Improvement Program (TIP) Amendments:

i. Streetcar Grant for Free Fares

Ms. Vishaka Raman, MPO Staff, presented information on an amendment to the TIP to add a new streetcar grant from FDOT to HART. The funding will enable riders to travel on the TECO Line Streetcar fare-free beginning in October.

Following the presentation, Mr. Arnett commented on ridership, services and funding.

Motion: Recommend approval of TIP Amendment for the Streetcar Grant for free fares to the MPO Board. (Arnett-Overman). The motion passed unanimously.

Mr. Alzamora voiced concerns about implementation. Ms. Raman clarified that the funding is for streetcar grant is for three years even though the TIP is for five years.

ii. Performance Targets for Pavement, Bridges Transit Assets, & Travel Time Reliability

Mr. Johnny Wong, MPO Staff, presented the amendment to bring the MPO in compliance with three Federal Highway Administration rules. The Federal Highway Administration (FHWA) has made a push toward performance-based planning and recently added a requirement for each MPO to adopt performance targets related to safety, transit asset management (TAM), pavement & bridge conditions, and performance of the National Highway System (NHS). This amendment is to update the narrative of the TIP to include the performance targets required by FHWA and provide a baseline by which to track progress toward improving each of the metrics.

A FDOT Representative will present at the October 2, 2018 MPO Board to address a major integrated corridor management project on one of the major interstate corridors, which could improve travel time reliability, but it will not come on line prior to the 2022 performance measure target.
Following the presentation had general comments and concerns regarding rolling stock, Federal requirements, and what happens if the changes are not adopted. The adoption must take place by a certain date and could impact certification. The targets are self-imposed and self-monitored. If the State fails to meet its safety standards, the FHWA could require them to apportion more of the highway safety improvement funds to safety projects.

Mr. Ed Mierzejewski was appalled by the proposed targets and thought they should be higher.

Ms. Rice confirmed that the information was a continuation of guidelines and wanted to know why the information was being presented. The information had to be presented because FHWA enacted the Fast Act and Map 21. Map 21 requires FDOT and MPOs to establish performance measures and national goals. The information is required to be reported FDOT, and FDOT reports the information to FHWA. The measures do not have to be used to support priorities.

**Motion**: Recommend approval of the Transit Asset Management, Pavement, & Bridge, and System Performance Targets to the MPO Board. *(Rice-Fernandez)*. Following the motion, there was discussion. The motion passed with a vote of 16-1. Mierzejewski opposed and expressed concerns about adopting “targets” that are no better than the current performance, especially when the current performance leaves much to be desired.

Mr. Trott wanted to know if the low targets are being met, is there still an effort to improve. Mr. Wong could not speak on behalf of HART, the agency’s partner, but he doesn’t believe that they aspire to maintain the same level of performance. The MPO is aspiring to do better too.

VI. **STATUS REPORTS**

A. **National Environmental Policy Act Overview**

Ms. Alice Price, Consultant for FDOT, presented the overview. She is also the Project Manager for the Tampa Interstate Study Supplemental Environmental Impact Statement (SEIS). This is the study going on between Westshore and Downtown Tampa looking at what could or should happen to the interstate.

NEPA establishes a national environmental policy and provides a framework for environmental planning and decision making by Federal agencies. NEPA directs Federal agencies, when planning projects or issuing permits, to conduct environmental reviews to consider the potential impacts on the environment by their proposed actions.

Ms. Price provided the following links for additional information:

- FDOT PD&E Manual
- Original TIS FEIS Documents
- TIS SEIS Document Website
- FHWA NEPA Videos on TB Next Website
- TB Next Citizens Transportation Academy
The draft SEIS documents will be available at the December 10 & 13, 2018 public workshops, and the Socio-Cultural Effects (SCE) documentation will be available by the end of the year. A preferred alternative will be recommended after the December 2018 public workshop. A Cultural Resource Assessment Survey will be provided and coordinated with agencies over the next couple of months. After the public comment portion ends, coordination will take place with FHWA and a recommendation will be made. The final SEIS would be available four to six months after the public hearing is held the summer of 2019.

There will be a public meeting held on October 25th for those interested in the historic aspect, and the announcement will be provided to the CAC.

Following the presentation, Mr. Fernandez commented on 3D graphic depicting version of a 20-lanes of traffic going through the middle of Tampa shown in the design options at I-275/I-4. Ms. Price stated that the various dimensional options were provided as renderings to see the different options compared.

Ms. Lazarus suggested the Ms. Price post the information on Facebook regarding the December workshops. Information regarding the workshops will be distributed in MPO meeting packets.

B. Multimodal Centers Planning

To accommodate Mr. Ming Gao’s schedule, the presentation of this item took place immediately following the approval of the minutes. Mr. Gao, FDOT’s Intermodal Systems Development Manager, provided an overview of the five study areas with a regional perspective. The Intermodal Center Studies include the Gateway District, the Westshore District, Downtown Tampa, University Area (USF), and Wesley Chapel. The studies are being conducted in partnership with all previous and on-going related studies occurring in the Tampa Bay region. Extensive public outreach will be held for each site and then an implementation strategy will be established.

Following the presentation, Mr. Arnett wanted to know how much the study covers connections. Mr. Gao stated that access and connection is everything that they are doing. The consultant team is closely reviewing existing transit connections, and future connections. They are also considering access to other services, the new stadium, and Brightline.

Mr. Alzamora wanted to know if the Brandon, Valrico, Plant City, Southshore areas are being considered. Mr. Gao stated eventually the Brandon and Fish Hawk could serve as hubs in the future, but there is no timeline available for that area. Without a regional center to connect to, it is difficult to have an intermodal center. They are currently looking at areas that have potential for regional transit service.

Ms. Kimberly Overman commented on the conceivable development of CSX lines and connections to in the Wesley Chapel area and other potential connections. Since there has been a bias about rail in planning, how is being brought back into conversation with the site selections. Mr. Gao stated that the site connections are close enough to connect to rail lines and the Downtown site is close to Union Station. He also stated that Wesley Chapel is not near a lot of employment centers.

Mr. David Bailey wanted to know if consideration was given for people having to travel a longer distance into the city for work. Mr. Gao stated that the current study does look at moving
commuters. Mr. Bailey also inquired about the threshold that made Wesley Chapel outperform Southeast County. Mr. Gao stated that it was based on the large amount of commuter traffic coming from Pasco to Downtown Tampa.

Ms. Diane Stull wanted to know if there is going to be an intermodal center in the West County area towards Pinellas County. Mr. Gao referenced a study that was completed by the MPO for the northwest area and stated that there are ongoing efforts to look at smaller areas. They also looked at the possibility for people coming from Pasco utilizing the Veterans Expressway, and in the future they may look at SR 54 and the Suncoast Parkway and possibly connect to Westshore.

Mr. Levine inquired about the purchased areas for the centers. The old jail site in downtown Tampa and the Westshore site, consisting of the Double Tree and Charley’s Steakhouse have been purchased. Mr. Gao stated, as soon the opportunity is there, the properties will be converted.

Ms. Dayna Lazarus wanted to know if there has been conversation about connected TIA’s people mover to other locations. Mr. Gao this is a viable option; however, it is very expensive because there are height restrictions and they are losing opportunities to extend it.

C. Tampa Bay Next Quarterly Update

Mr. Ed McKinney, FDOT Representative, provided the update. There has been a great deal of public engagement and a lot of feedback has been received, with the consensus that doing nothing is not an option to fix safety and congestion problems in the area.

Mr. Arnett suggested better illustrations, so the public can have a better understanding of what is being impacted.

D. It’s Time Tampa Bay Survey

In Ms. Lisa Silva’s absence, Mr. Clarendon provided the update. Members who had not completed the survey were provided an opportunity to complete the survey after the meeting. The deadline is September 30th. Anyone who fills out the survey and provide an email address will be entered into a drawing for a pair of Bucs vs. Saints tickets, Lightning tickets, or a live entertainment Palladium theatre event.

VII. OLD BUSINESS & NEW BUSINESS

A. Comments on FDOT Designation of Strategic Intermodal System (SIS) Facilities

This item was on last month’s agenda and members requested the information again since there was not enough time for discussion. In the essence of time, Mr. Clarendon quickly provided comments from staff. The projects are potential items that will go into the update of the Long Range Transportation Plan and FDOT prioritizes the projects. The CAC will make other opportunities to comment on the item.

Ms. Espinosa inquired about Grey Hound’s designation. Mr. Clarendon stated that the Grey Hound terminal in downtown Tampa did not meet the threshold to qualify for SIS designation.

Mr. Arnett apologized that he will not be at the October meeting and suggested members to be observant of what is taking place with TBARTA.
Mr. Clarendon announced that the Resilient Tampa Bay: Transportation study is launching to improve resiliency of our transportation to withstand flooding and extreme weather. Ms. Allison Yeh, MPO Staff is seeking representation from Citizen Advisory Committees. Members interested can contact Ms. Yeh at yeha@plancom.org or 813-273-3774 x. 351. Ms. Lazarus and Ms. Espinosa expressed interest. Since several members left prior to this item, Mr. Clarendon will send out the link to the Resilient Tampa Bay: Transportation presentation.

B. Next Meeting

The next meeting is scheduled for October 10th.

IX. ADJOURNMENT

Motion: For adjournment (Alzamora-Fernandez). The motion passed unanimously.

There being no further business, the meeting adjourned at 11:46 a.m.
Board & Committee Agenda Item

**Agenda Item**
TIP Amendment: 437639-1 Bloomingdale at US 301

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
The following is an amendment to the MPO’s Transportation Improvement Program for Fiscal Year 2019. The proposed amendment advances design of an operational improvement adding an additional west-bound thru lane on Bloomingdale Ave at the intersection of US 301. The project will help to alleviate bottle necks at the intersection. A diagram of the project has been provided.

**Recommended Action**
Recommend approval to the MPO Board

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
Project Diagram
TIP Comparative Report
STIP/TIP Report
**Design Assumptions:****

- **BLOOMINGDALE AVE:** 11 Lanes
- **SR 43 (US 301)**: 12 Lanes
- A Buffered Bike Lane on SR 43 (US 301) per the latest PPM Directive
- Existing signal and pedestrian timings require re-evaluation for optimal intersection efficiency

**Description:****

- **Wetland and Floodplain Impacts:** This requires an environmental evaluation.

**Legend:**

- Black: Milling & Resurfacing
- Turquoise: Widening
- Orange: Traffic Separator
# 5 Year TIP

## Hillsborough County, District 7

### HIGHWAYS

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FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

TRANSPORTATION

Transportation Improvement Program Amendment
FY 2018/19 - 2022/23
** This STIP is in an MPO Area **

On Tuesday, October 30, 2018, the Hillsborough MPO Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number: TBD)  

This document has not been approved

Metropolitan Planning Organization Chairman or

FDOT District Representative or Designee District 07

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
STIP amendment criteria:

A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name: #437639-1 US 301/SR 676A FROM S OF BLOOMINGDALE AVE TO BLOOMINGDALE AVE

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This document has not been approved

Federal Aid Management Manager or Designee

Federal Authorization
Board & Committee Agenda Item

**Agenda Item**
TIP Amendment: 441896-1 HART CAD/AVL Bus Equipment Replacement

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
The following item is an amendment to the MPO’s Transportation Improvement Program (TIP) for Fiscal Year 2019. Hillsborough Area Regional Transit Authority (HART) CAD/AVL system is outdated, and needs to be replaced. The CAD/AVL (Computer Aided Dispatch and Automatic Vehicle Location) system includes the annunciators and digital signage on the buses.

The MPO prioritized this project, and the Florida Department of Transportation (FDOT) funded the project in FY 2023. Because of the urgency of the equipment replacement HART has requested that the funds be moved forward.

In order to move the funds forward, HART is going to swap funds that are allocated for bus replacements in FY 2019. This will allow for the equipment to be updated, and then the additional funds will remain in FY 2023 and will go towards bus replacements in the later year.

**Recommended Action**
Recommend approval to the MPO Board

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
- TIP Comparative Report
- STIP/TIP Report
# FDOT 5 Year TIP
## Hillsborough County, District 7
### FLP: TRANSIT

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**Type of Work:** PURCHASE VEHICLES/EQUIPMENT

**Related Project:** 4149631

**Extra Description:** Vehicle Acquisition

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**Amendment Date: 10/30/2018**

**Amendment Number:** 32

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FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Transportation Improvement Program Amendment
FY2018/19 - 2022/23
** This STIP is in an MPO Area **

** This STIP is Administered by the Federal Transit Administration (FTA) **

On Tuesday, October 30, 2018, the Hillsborough MPO Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number: TBD)
STIP amendment criteria:

A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name 441896-1 HART CAD/AVL SYSTEM REPLACEMENT - TRANSIT ITS SYSTEM OVERHAUL

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Funding Source Balance Before Change

Funding Source Balance After Change

Net Change to Funding Source

Proposed Project Before Change

Proposed Project After Change

Net Change to Project

Net Change to Funding Source

Net Change to Proposed Project

Net Change to STIP
Board & Committee Agenda Item

Agenda Item
MPO Autonomous Transit Feasibility Study for USF Campus

Presenter
Brian Pessaro, Center for Urban Transportation Research at USF

Summary
In recent years, enormous strides have been and are being made in the development of automated vehicle technologies. Although still very much in its infancy, autonomous transit has the potential to change the way that transit service is provided.

The MPO, recognizing the interest in autonomous and connected vehicle technology as a mobility tool, included in its planning work program a feasibility study for a transit circulator using this technology. The University of South Florida (USF) was selected as a setting for this study given their research expertise, campus traffic operations, and proximity to the Tampa IP Innovation Partnership.

Mr. Pessaro will provide a summary of the project including, data collection, student surveys, and recommended routes and service cost. Research on legal requirements, liability, and funding will also be discussed. The MPO will provide this report to the Tampa IP Partnership, FDOT and local jurisdictions to assist in coordinating future transportation services in and around the USF area. The full report can be found on the MPO website at:

http://www.planhillsborough.org/usf-campus-autonomous-transit-feasibility-study/

Recommended Action
Approve USF Autonomous Transit Feasibility Study

Prepared By
Allison G. Yeh, AICP, LEED GA

Attachments
USF Autonomous Transit Feasibility Study – summary sheet
PURPOSE of the STUDY
Recognizing the importance of autonomous and connected vehicles to our transportation future, the Hillsborough MPO sponsored a study on the feasibility of implementing autonomous transit shuttles on the USF campus.

WHY USF?
43,500 students and 14,000 faculty and staff roam the USF campus each day. The campus is nearly 3 square miles. Autonomous shuttles can offer an extra mobility option (e.g., remote parking shuttle). With a campus-wide speed limit of 25 mph, USF is an ideal setting to test autonomous shuttles.

TRANSPORTATION DATA
A variety of transportation data were analyzed to better understand campus trip patterns including Bull Runner bus passenger data, Share-a-Bull bike share data, and SAFE Team night time escort data.

SURVEY DATA
374 student surveys were collected. Over 60% of students said they were likely to use a driverless vehicle.

Top 3 Service Requests included:
- Night time shuttle service
- Remote parking shuttle
- Campus circulator
### Cost & Funding

Estimated cost for 12-month demo: $700,000

Assumes 2 shuttles with safety attendants

Potential funding sources:
- USF Student Green Energy Fund
- Federal Transit Administration Automation Research Funds
- Foundation Grants
- Florida Department of Transportation Service Development Funds
- Advertising revenue

### Other Considerations

- No special permit required in Florida to own/operate autonomous vehicles
- USF would be covered under the State’s liability insurance
- Extra signage recommended for campus
- Current state of technology limits ability of shuttles to make left turns through signalized intersections

### Next Steps

Conduct 2-week demo in Fall 2018
Secure funding for 12-month demo
Prepare and issue Requests for Proposals

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For more information contact:

Allison Yeh, AICP, at (813) 272-5940 or yeha@plancom.org

Brian Pessaro at (813) 974-5113 or pessaro@cutr.usf.edu

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View the full report at:

http://www.planhillsborough.org/usf-campus-autonomous-transit-feasibility-study/
Board & Committee Agenda Item

**Agenda Item**
North Alexander Street Corridor Land Use and Marketing Study

**Presenter**
Jay Collins, Planning Commission staff

**Summary**
Plant City strives to grow as a community in a thoughtful, efficient way, and to do so while maintaining the charm, character, and natural environment that makes the city unique. With a new 2-mile roadway now connecting the northern end of Alexander street to Paul Buchman Highway, benefits have immediately been seen for truck and vehicle traffic flow. There are also opportunities over time to see new retail and residential, planning for that vision is what was accomplished in conducting this Land Use and Marketing Study.

**Recommended Action**
None. For information only.

**Prepared By**
Gena Torres, MPO staff

**Attachments**
Link to North Alexander Street Corridor – Land Use & Marketing Study
Board & Committee Agenda Item

**Agenda Item**
Brightline Proposal for Rail to Orlando, Miami

**Presenter**
Bob O’Malley, Brightline’s VP of Government Affairs

**Summary**

On June 22, 2018, the Florida Department of Transportation (FDOT) announced that it was seeking proposals to lease rights of way owned by FDOT and the Central Florida Expressway Authority (CFX), for the purpose of constructing and operating intercity passenger rail service between Orlando and Tampa. This came after the State received an unsolicited proposal to lease property owned by the state and CFX to build a high-speed train along Interstate 4 from Brightline.

Brightline is privately owned and operates a passenger rail system providing express service connecting Miami, Ft. Lauderdale, and West Palm Beach. Brightline is expanding to Orlando International Airport and expects to begin rail service to the airport by 2021.

FDOT issued a Request for Proposals (RFP) and interested parties have 120 days to submit proposals.

This will be a briefing on Brightline’s proposal for connecting Orlando to Tampa with high-speed rail.

**Recommended Action**
None; for information only.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
None
Board & Committee Agenda Item

Agenda Item
Long Range Transportation Plan Goals

Presenter
Michele Ogilvie, MPO Staff

Summary
The Long Range Transportation Plan (Imagine 2040) is being updated with a horizon year of 2045. The purpose of the update is to plan for approximately 1 million new residents that are expected to live in the Tampa Bay area in 2045. The Long Range Transportation Plan is guided by a set of goals, objectives and policies.

Goal setting is an important process because it identifies what a community values, frames the overall plan and defines the overall transportation priorities identified in the plan. The six Goals of the Imagine 2040 Plan are:

**Goal 1**-Enhance the safety and security of the transportation system for both motorized and non-motorized users.

**Goal 2**-Support economic vitality to foster the global competitiveness, productivity and efficiency of local and regional businesses.

**Goal 3**-Improve the quality of life, promote energy conservation and enhance the environment, while minimizing transportation-related fuel consumption, air pollution and greenhouse gas emissions

**Goal 4**-Promote accessibility and mobility by increasing and improving multi-modal transportation choices, and the connectivity across and between modes, for people and freight.

**Goal 5**-Assure that transportation improvements coordinate closely with comprehensive land use plans and support anticipated growth and development patterns.

**Goal 6**-Consider cost-effective solutions that preserve existing facilities and optimize the efficiency of Transportation System Management and operations.

The purpose of this agenda item is for staff to review the results of the recent public involvement process and other data to ask for input on the updated plan and its goals.

Recommended Action
None; for discussion and comments only.

Prepared By
Michele Ogilvie, MPO Staff

Attachments
None
Board & Committee Agenda Item

Agenda Item
SouthShore Transit Study Reevaluation

Presenter
Sarah McKinley, MPO Staff

Summary
In 2014, the Hillsborough MPO conducted and adopted the SouthShore Transit Study, and recently was asked to revisit the study to update costs and create an implementation plan. Through a series of meetings, staff has worked with the community to update the plan to meet the revised needs of the community.

SouthShore is the fastest growing part of Hillsborough and comprises of multiple communities. The area has developed in a very suburban nature, which is typically difficult to serve with traditional fixed-route transit. This area also saw a reduction in service when routes were updated as part of the Mission Max reorganization. Through meetings with the public it became important to restore the connection to downtown and increasing service locally to allow better circulation throughout the area. We have also looked into first-mile last-mile solutions to expand network coverage throughout the area.

The reevaluation has built upon the previous study and created a phased implementation plan that will be finalized in December.

Recommended Action
None; for information only.

Prepared By
Sarah McKinley, MPO Staff

Attachments
SouthShore Transit Study Reevaluation Project Page
Board & Committee Agenda Item

**Agenda Item**
Multimodal Level of Service Update

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
In 2017 the MPO created a White Paper looking into methodologies and best practices in calculating Level of Service (LOS) for bicycle, pedestrian and transit. From the recommendations in that report the MPO has been working with a consultant to update the methodologies used for calculating bicycle and pedestrian LOS. The effort has focused on establishing a Level of Traffic Stress (LTS) standard and apply this to the transportation network. The goal is to have a new minimum standard, and through the database maintained by the MPO, highlight corridors and intersections that could be enhanced for safety.

The MPO currently uses Florida Department of Transportation guidance that was established over 20 years ago. With new minimum design standards it became time to revisit the methodology. The updated standards will better reflect the new innovations in bicycle and pedestrian facilities.

The task is expected to be finalized in December.

**Recommended Action**
None; for information only

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
None
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:02 a.m. Commissioner Stacy White led the Pledge of Allegiance and gave the invocation. The meeting was convened on the 2nd floor of the County Center.

APPROVAL OF MINUTES – July 31, 2018

A motion was made by Councilman Guido Maniscalco to approve the June minutes as presented. The motion was seconded by Mrs. Cindy Stuart and carried unanimously.

PUBLIC COMMENT

Mr. Jim Davison voiced his opinion regarding data the MPO’s Executive Director’s, Ms. Beth Alden, presented to the Tampa City Council explaining what a one-cent sales tax petition on the ballot in November would pay for in the 2040 Long Range Transportation Plan (LRTP). He provided board members with a report that he prepared showing a comparison of the All for Transportation Petition Category Funding versus the Hillsborough County MPO 2040 LRTP Category Funding.

Since there seemed to be discrepancies in what was presented versus the information Mr. Davison reported, Commissioner White made a motion for staff to provide a response to Mr. Davison’s report by the end of September to each board member. The motion was seconded by Commissioner Sandra Murman. Following brief discussion, the motion carried unanimously.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO Staff, presented the committee reports. Committees approved and forwarded to the MPO Board committee appointments and comments to the Florida Department of Transportation (FDOT) on the West Busch Boulevard Multimodal Safety Study Letter of Comment provided on the Consent Agenda. Committees also approved the TIP Roll-forward Amendment. In addition, committees accepted, except for the CAC voting 7 to 5, the Westshore Mobility Plan. Approval of the South Coast Greenway Connector was unanimously approved by the committees.

The Bicycle Pedestrian Advisory Committee was happy to learn that the FDOT is working to fill the sidewalk gap on the Courtney Campbell Causeway, which will lead to a complete path on the north side.

The Policy Committee discussed the 2018 Florida Transportation Earmarks Veto List.

The Transportation Disadvantaged Coordinating Board approved the continued contract with the Agency for Community Treatment Services.

Other items discussed at committee meetings include: crash modification factors for complete street improvements, the north Alexander Street Corridor Land Use and Marketing Study, and FDOT’s Strategic Intermodal System Designation Changes.
In October, the committees will discuss FDOT’s 2045 Cost Feasible Plan with consideration for a letter of comment.

The TMA Leadership Group Facilitation Decision Making members discussed creating a one MPO one vote decision making mechanism and establishing a rotating Chair.

The TBARTA MPO Chairs’ Coordinating Committees Staff Directors transmitted the updated priority list for regional trails and the Transportation Regional Incentive Program to FDOT’s District Office along with the resolutions supporting preservation of transit right-of-way in the I-4 Corridor. The items were adopted at the July meeting of the CCC and Central Florida MPO Alliance.

Ms. Torres provided a summary of all comments that were received from citizens. Board members were provided copies of all comments in full in their meeting folders. No Facebook comments were received. There were no questions following the committee reports and online comments provided by Ms. Torres.

Following the Ms. Torres’s report, there was an inquiry regarding the Courtney Campbell sidewalk gap and FDOT examining possible solutions for a complete path on the north side.

Mr. Stephen Benson, FDOT Representative, stated there is a gap on the north side of the Causeway that runs between the airport and Rocky Point that was not connected when the Court Campbell was originally built. They are going to see if there is a simple way to make the connection, even though there is a bridge structure, a sea wall, and possibly environmental impacts.

Commissioner Miller acknowledged that Ms. Alden was attending a conference and Mr. Rich Clarendon, Assistant Executive Director was filling in for her.

**CONSENT AGENDA**

A. Committee Appointments
B. West Busch Blvd. Multimodal Safety Study Letter of Comment

Councilman Luis Viera pulled item V. B. West Busch Boulevard Multimodal Safety Study Letter of Comment.

A motion was made by Commissioner Murman to approve the committee appointments on the Consent Agenda. The motion was seconded by Councilman Cohen and carried unanimously.

Following the motion, there was discussion on item V. B. Councilman Viera commended Ms. Alden and the Board for supporting the vision of more safety on Busch Blvd. He brought to the Board’s attention the tremendous support there is from organizations in the community for more emphasis on pedestrian friendly features and lower speed limits on Busch Boulevard. He also encouraged members to push for the changes.

Mrs. Stuart thanked Councilman Viera for pulling the item and stated that the School Transportation Working Group received a presentation on the study from FDOT and had concerns; therefore, the School District has also written a letter to FDOT to ensure that surrounding schools are included in the work that is being done on Busch Boulevard.

Councilman Cohen informed members that the Policy Committee spent a lot of time at their last meeting on the recommendations that were included in the letter regarding safety concerns and they stand behind the recommendations. Everyone’s assistance is needed to get the work completed since Busch Boulevard crosses so many jurisdictions.
Commissioner Murman also thanked Councilman Viera for bringing the item forward for discussion and gave a shout-out to Sheriff Chad Chronister for starting a new program at specific hot spots around the County to educating people on safety. Commissioner Murman suggesting having a conversation with the Sheriff to offer education in additional areas of the County.

Commissioner Miller reiterated concerns for Chamberland High School students and people not utilizing crosswalks and crossing in the middle of the street.

A motion was made by Councilman Viera to approve item V. B., West Busch Blvd. Multimodal Safety Study Letter of Comment as presented on the Consent Agenda. The motion was seconded by Mrs. Stuart and Councilman Maniscalco and carried unanimously.

**ROLL-CALL VOTE: TIP ROLL-FORWARD AMENDMENT**

Staff received information late on Tuesday afternoon regarding one of the amendments, prior to the MPO Board meeting and provided revised documentation at the meeting. Amendment #27 in the series of the Roll-forward projects was not recommended to go forward and was deleted from the Roll-forward amendment.

A motion was made by Councilman Cohen to accept the Roll-forward amendment as revised. The motion was seconded by Commissioner Murman and carried unanimously with a roll call vote (Mayor Rick Lott and Mr. Joe Waggoner were not in attendance).

**ACTION ITEMS**

A. West Tampa Multimodal Plan

Mr. Chris Keller, Tindale Oliver, provided an overview on the City of Tampa’s Walk-Bike Plan Phase VI, which is also known as the West Tampa Multimodal Plan. The study is identifying opportunities to enhance the multimodal network, improve connections between existing and planned pedestrian and bicycle facilities, and identify opportunities to implement complete streets strategies throughout West Tampa.

Following the presentation, Councilman Maniscalco stated that he was glad to see the recommendations for the improvements, especially along Columbus Drive, and hope they can be moved forward.

Commissioner Kemp expressed concerns about jurisdictional issues, safety regarding where trail ways are being placed and agreed with Councilman Maniscalco’s comments regarding the much needed improvements for the West Tampa District. She is glad to see ideas for economic development, quality of life and walkable community improvements.

Mr. Keller stated there was limited right of way and they are trying to make the best of the space that is available. They looked at opportunities to address speed issues and continued coordination on jurisdictional items will assist in moving recommendations forward.

Mr. Trent Green inquired about the Plan’s boundaries and coordination with other proposed projects being completed in the Westshore area. Mr. Keller stated that they looked at connections and additional enhancements that would be able to connect into the future intermodal facility and are in harmony with other plans.

A motion was made by Commissioner Murman to support the Plan’s recommendations. The motion was seconded by Commissioner Pat Kemp and carried unanimously.
B. South Coast Greenway Connection Feasibility Study

Mr. Watt Bowers with Atkins provided an overview of study. Implementation of the South Coast Greenway Connector Trail will assist in completing a major component of the greenways and trails system in eastern Hillsborough County, and provide additional mobility options for the Palm River, Clair Mel, Progress Village and Gibsonton areas.

Following the presentation, Commissioner Murman thanked Mr. Bowers for his report and stated that citizens in south county really want the South Coast Greenway Trail. She also wanted to know if there is anything that can be done to expedite the project would be great. Mr. Bowers stated that the County has a PD&E Study for the segment to the south and they will prioritize the next steps.

A motion was made by Commissioner Murman to accept the South Coast Greenway Study. The motion was seconded by Councilman Maniscalco and carried unanimously.

STATUS REPORTS

A. Tampa Bay Next Quarterly Update

Secretary David Gwynn provided the FDOT quarterly update on the Tampa Bay Next Program. There has been a great deal of public engagement and a lot of feedback has been received, with the consensus that doing nothing is not an option to fix safety and congestion problems in the area. The Secretary provided information on two nearer term projects: (1) I-275 North of I-4 and (2) the area of the Westshore Interchange. He also provided information on projects that are currently under construction or procurement and the Supplemental Environmental Impact Statement (SEIS). The Gateway Expressway project will be completed in 2021. There will be an Industry Forum on September 17, 2018 for proposers who are interested in putting together a design-build proposal for the Howard Frankland Bridge. FDOT is working on enhancing bicycle and pedestrian connections as well. They are looking to improve some of the interchanges that have operational problems and provide opportunities for transit within existing right of way.

Two SEIS Public Workshops are scheduled: (1) December 10th, and (2) December 13th. The next Tampa Bay Next quarterly update will be held prior to the workshops.

The Secretary stated that FDOT has shown willingness to provide funding where they can. They want to work with the community on transit, but the first step in having a viable plan is clear indication from the local community about what transit projects they would like to pursue, and FDOT is ready to partner on the projects.

Following the presentation, Councilman Cohen thanked the Secretary for the public outreach that has taken place and expressed concerns about the slide that depicted the new Howard Frankland Bridge. He stated the Howard Frankland Bridge should be something iconic that everyone can be proud of. The presentation included a generic drawing; however, Secretary Gwynn stated the design build teams will propose different designs, and they do not want to have one bridge that looks completely different from the other bridge.

Commissioner White wanted to make sure that everything possible is done for the ecological health of Tampa Bay. He would like FDOT to communicate with Ed Sherwood, the Executive Director of the Tampa Bay Estuary Program regarding design ideas on the new bridge. He also suggested speaking with the Environmental Protection Commission (EPC) staff regarding the opportunity to utilize demolition material for the EPC’s Artificial Reef Program.

Mr. Joe Lopano complimented the Secretary on his willingness to change plans as he receives community
Commissioner Kemp thanked Secretary Gwynn for FDOT’s community engagement as well. She would like to have SunRail make a presentation to the board, and she expressed concerns about the Downtown Interchange.

B. Resilient Tampa Bay: Transportation Vulnerability Assessment

Mrs. Allison Yeh, MPO Staff, provided a brief overview on the Resilient Tampa Bay project. The Hillsborough MPO, in collaboration with the Pinellas MPO, Pasco MPO, Tampa Bay Regional Planning Council, and the FDOT District 7, was awarded a Federal Highway Administration Resilience and Durability to Extreme Weather grant to assess the tri-county surface transportation system. The project was officially kicked off on August 10th.

Each MPO is currently conducting their 2045 Transportation Plan (LRTP) update. New federal requirements state that LRTP updates must work on improving the resiliency and reliability of the transportation system and reducing or mitigating the storm water impacts of surface transportation. This pilot project will assist in meeting the new federal mandate as well as inform the LRTP updates for three MPOs and the regional LRTP.

Future updates will be provided on the project. Additional project information can be found on the MPO website: http://www.planhillsborough.org/resilient-tampa-bay-transportation/

EXECUTIVE DIRECTOR’S REPORT

In Ms. Alden’s absence, Mr. Rich Clarendon, Assistant Executive Director, provided the Executive Director’s report. The Tampa Bay Transportation Management Area Leadership Group will meet at FDOT District 7 Office on Friday, September 7th.

Mr. Clarendon provided a brief update on the It’s Time Tampa Bay interactive survey. The survey was launched at the end of July and has received over 5,600 responses from people in Pasco, Pinellas, and Hillsborough Counties.

Following the Executive Director’s Report, Commissioner Murman mentioned that she received several calls from constituents about the flyers that went out in the TRIM notices for It’s Time Tampa Bay. She is concerned about giving away free tickets if a person completes the survey. She requested the County Attorney confirm and report back on the legality of the giveaway. In the future, she would like for items of this nature to be vetted to the Board before it goes out to the public.

OLD & NEW BUSINESS

The next Board meeting will be held on Tuesday, October 2nd on the 26th floor of the County Center with a presentation on the Smart Cities project and Integrated Corridor Management.

In lieu of a November meeting, the meeting will be held on October 30th. There will be a presentation on the Brightline Rail Project to connect to Orlando.

Mr. Lopano reported that he had an opportunity to ride on a Brightline train from Miami to Ft. Lauderdale and suggested that board members try it out.

Commissioner Kemp stated that two months ago she made a motion to have a presentation on the Market Study and the information has not been presented. She would like to see the presentation on the agenda for next month’s meeting.
ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:39 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on September 12

The committee approved and forwarded to the MPO Board:

✓ TIP amendment for the Streetcar Grant for Free Fares
✓ TIP amendment for Performance Targets

The CAC also received reports on:

- The project impacts review process used by FDOT under the National Environmental Policy Act;
- Planning for multi-modal/intermodal centers in the University area, Westshore, and downtown Tampa, as well as the Gateway area and Wesley Chapel, stimulating a lot of discussion about the need for hubs in other areas, connections with future modes, etc.;
- Tampa Bay Next, which led to questions about better illustrations, and potential right-of-way impacts;
- The Cost Feasible Plan for FDOT’s Strategic Intermodal System.

Meeting of the Technical Advisory Committee (TAC) on September 17

The committee approved and forwarded to the MPO Board:

✓ TIP amendment for the Streetcar Grant for Free Fares
✓ TIP amendment for Performance Targets - with a request that when the targets are reassessed in two years, a more aspirational goal be considered, with a definitive plan to reach the aspirational targets.

The TAC also received a report on:

- Multimodal Centers Planning
- TB Next Quarterly Update – members asked questions on types of trees in landscaping plans, and how the I-275 Boulevard concept fits into TB Next.
- It’s Time Tampa Bay, Outreach Progress – the only two TAC members who had not yet taken the survey completed it on the spot, using iPads.

Chair Sims shared an update to a discussion from the August TAC meeting on the effectiveness of roundabouts to reduce crashes. Research was forwarded that indicated an average 60% reduction in crashes from the 40th Street roundabouts.

Meeting of the Policy Committee on September 25

The committee approved and forwarded to the MPO Board:
✓ TIP amendment for the Streetcar Grant for Free Fares and recommended that HART address how they will promote the Free Fare Program.
✓ Westshore Transportation Action Plan

The Policy Committee also received reports on:
- Multimodal Centers Planning
- Vision Zero Update
- Tri-County Travel Market Analysis

MPO Attorney Cameron Clark briefly reviewed Florida statute, in response to a question at the last board meeting, about providing donated prizes for a drawing of survey responses, and noted several examples of other public agencies in Florida.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on September 12
The committee **approved and forwarded to the MPO Board:**
- Appointing Jonathan Forbes as Chair and Tim Horst as a new member

The BPAC also received a report on:
- It’s Time Tampa Bay - Members took the survey and provided comments on the progress of the outreach so far.
- TBNext Quarterly Update.
- Christine Acosta of Walk-Bike Tampa provided an update on the Bike Friendly Businesses program, noting that Tampa and St. Petersburg have both made great strides in their registration and support of Bike-Friendly Businesses.

Meeting of the Livable Roadways Committee (LRC) on September 19
The committee **approved and forwarded to the MPO Board:**
- Provided review comments on the Efficient Transportation Decision Making (ETDM) #14345 – US41 at CSX Grade Separation

The LRC also received a report on:
- Multimodal Centers Planning
- It's Time Tampa Bay: Committees weigh in; Outreach Progress Report
- During new business, for National Roundabout Week the group viewed drone video of the 40th Street Roundabout provided by City of Tampa staff.

Meeting of the School Transportation Working Group (STWG) will meet September 26
A report will be provided at the next meeting.

Meeting of the TBARTA MPO Chairs’ Coordinating Committee (CCC) Staff Directors on September 21
The MPO staff directors discussed the performance target-setting process that is underway at all the MPOs. Once all MPOs have met their requirements, a coordinated regional target-setting discussion can occur. The group also made plans for the December 14 meeting of the chairs, and discussed the Florida MPO Advisory Council position against transportation earmarks.
Please join the

Hillsborough County City-County Planning Commission

for a celebration of excellence in planning and design in Hillsborough County

October 25, 2018

Networking & Reception | 6:15 p.m.
Dinner & Presentation of Awards | 7:15 p.m.

hosted by Brendan McLaughlin

at

Pepin's Hospitality Centre

presented by

TECO

with marketing partner

Tampa Bay Times

Registration, ticket & sponsor info:
tinyurl.com/2018pada
Capital Improvement Program Project Fact Sheet

Citrus Park Drive Extension – Sheldon Road to Countryway Boulevard

Project Number: 61134

Quick Facts
- Location: Citrus Park
- Length: 2.73 miles, from Sheldon Road to Countryway Boulevard
- Category: Construction
- Schedule: Early 2019 - Summer 2021

Overview
- Extending Citrus Park Drive to connect Countryway Boulevard to Sheldon Road by adding a section of four-lane divided urban road
- Provide two vehicle lanes and a “buffered” bicycle lane in each direction, and sidewalks
- Upgrade the existing traffic signals at Sheldon Road and Countryway Boulevard
- Add new traffic signals at the Fawn Ridge Boulevard intersection and Deer Park Elementary
- Provide landscaped medians
- Improve stormwater drainage

Benefits
- Improves mobility and safety for east-west travel in northwest Hillsborough County
- Provides pedestrian and bicyclist safety and connectivity to other neighborhoods, the Upper Tampa Bay Trail, and Deer Park Elementary School

Cost Estimate
- Total: $65 million
  - Design: $5 million
  - Land Acquisition: $3 million
  - Construction: $57 million

Funding
- Transportation Planning Finance Fund: $48 million
- Community Investment Tax (CIT): $4 million
- General and Other Revenue Funds: $13 million

Questions?
Thomas F. Rawls, P.E.
Public Works Project Manager
(813) 635-5400

Note: The information on this fact sheet is subject to periodic updates.
DATE: September 14, 2018

TO: Board of County Commissioners

FROM: James E. Hudock, PE, Director
       Public Works Department

SUBJECT: Timber Pond Flooding Update

Commissioners,

The following is a summary of the situation in the Timber Pond subdivision, located in Brandon, approximately ¾ mile east of I-75 and ½ mile north of US Hwy 60.

Present Status
At this time, Timber Pond Drive is completely free of standing flood water and only the absolute lowest points in elevation within the subdivision (the southernmost portion of Mook Street at the entrance to Davis Park which borders Meade Lake) has some standing water remaining. All roads remain passable and no sanitary sewer overflows have been identified.

Yesterday evening, another heavy rainfall occurred in the neighborhood and resulted in Timber Pond Drive again temporarily flooding. However, the pumping operation in place was able to draw down the water and the roads were again dry by this morning.

Public Works’ Efforts/Additional Resources
Since the last update on September 6, 2018, Public Works has dedicated additional resources to further relieve flooding conditions within the Timber Pond Subdivision. Public Works has also deployed three additional temporary pumps, two within Timber Pond Subdivision and one at a neighboring lake location, which has increased the pumping capability from 1000 gallons per minute to about 2500 gallons per minute. These efforts resulted in eliminating the road flooding on Timber Pond Drive and had lowered the surrounding 60-acre lake levels by about 4-5 inches. As a result, the County has pumped over 6.5 million gallons of lake water or the equivalent of 360 average-sized swimming pools. In order to draw down the lake levels, the pumps not only have to pump down the elevated lake water but also have to overcome the flows from groundwater and any additional rainfall events.

Additional actions occurring today and tomorrow include the mobilization of a fourth large pump and engagement of an outside engineering consultant. The additional pump will increase pumping capacity to about 4000 gallons per minute, which should be effective in drawing down the lake levels at a faster
rate during dry periods and further help prevent lake levels from significantly rising as a result of additional rainfall. The engineering consultant will provide a third party review of all actions taken and underway by Public Works to help relieve the flooding and identify any additional actions that could be taken to further improve the situation.

As temporary pumping continues and is increased with the additional resources, Public Works staff will continue to monitor downstream conditions to ensure there are no flooding impacts. The attached exhibit provides an overview of the pumping operations and most recently reported flooding condition.

**Capital Improvement Project Status**
The County has two additional planned capital improvement projects currently under design to help further reduce the potential for future road flooding, including a new permanent pump station.

Public Works staff are currently evaluating ways to further expedite the planned capital projects so that they are potentially completed prior to the next rainy season. An update on efforts to expedite the capital projects will be provided within the next two weeks.

JEH/mdl
Attachment

c:  Michael S. Merrill, County Administrator
    Executive Team
    John W. Lyons, PE, PSM, Transportation & Utilities Administrator
    Robert J. Suess, Director-Transportation Maintenance, Public Works Department
**TIMBER POND SUBDIVISION FLOOD EXTENT 9/14/2018**

- **Current Road and Residential Parcel Flood Extent**
- **Lake Level Staff Gauge**
- **Portable Pump Location**
- **Pump Discharge Pipe**
- **Parcel**

**Roadway Flood Extent:**
- Approximately 230 FT along Centerline
- Maximum Depth On Centerline Approximately 7 Inches

- **4" Portable Pump**
  - Estimated 100 GPM
  - Pump Status: FLOAT SET UP AS NEEDED

- **6" Portable Pump**
  - Estimated 960 GPM
  - Pump Status: RUNNING

- **8" Portable Pump**
  - Estimated 1500 GPM
  - Pump Status: RUNNING

**Lake Level Staff Gauge:**
- Current reading: 31.58 FT
- Previous reading: 31.54 FT

**Portable Pump Location:**
- **TIMBER POND**
  - 9/14/2018: 31.38 FT
  - 9/13/2018: 31.34 FT

- **LAKE MEADE**
  - 9/14/2018: 31.48 FT
  - 9/13/2018: 31.40 FT

- **Peak occurred on 9/10/2018 at 31.7 FT**
The Green Spine Cycle Track Design, Phase 2 and 3 extensions project, consists of an urban cycle track along the south side of Cass Street, and the east sides of Nuccio Parkway and 15th Street, connecting North Hyde Park, Ybor City, and their surrounding neighborhoods and communities to the Hillsborough River. The project was conceptualized as part of the InVision Tampa Center City Plan to provide pedestrian and bicycle access between North Hyde Park, Downtown, and Ybor City, focusing on a safe connection to Tampa's Riverwalk. Excepting the 0.8-mile segment constructed as part of the East Cass Street and East Tyler Street Two-Way Conversion project, the net length of the project is 2.6 miles. The total length of the cycle track after completion of Phases 2 and 3 will be approximately 3.4 miles.
Lack of Housing Hurts Workers More Than Traffic

By Angie Schmitt | Sep 17, 2018

Urban planners should abandon their obsession with fighting congestion in favor of building more housing in traffic-choked cities because people who live in congested urban centers actually have better access to good jobs and economic opportunity, a new study reveals.

It’s no great surprise that the best jobs in the study region — the San Francisco Bay Area — are in congested areas, but, according to the study by a team of UCLA researchers, commuters who lived near uncongested highways on the fringes of the region couldn’t get to the best jobs faster than people living within the high-

Photo: Minesweeper/Wikimedia Commons
Lack of Housing Hurts Workers More Than Traffic – Streetsblog USA

The most densely developed places typically offer the highest levels of access, despite typically higher levels of congestion,” the researchers wrote in the study, which was published in May in the journal Transportation Research Part A.

The study analyzed the number of jobs available to the 8.2 million people living in the nine counties making up the San Francisco Bay Area. The authors calculated the number of jobs available to commuters living in 1,454 “zones” across the region, cross-referencing data on travel time, distance, speed and job locations.

Those living in the most central zones had greater proximity to jobs, including higher-paying IT jobs, despite the congestion. The higher rate of speed enjoyed by exurban residents couldn’t make up the difference, the study found. In fact, proximity was almost three times greater a predictor of job access than speed. For IT jobs — which the study assumed people were willing to travel farther for because of the greater pay — the effect was much more pronounced: 18 times greater for proximity than speed.

The places with the least congestion had the worst job access in an analysis of the Bay Area. Map: Authors: Trevor Thomas, Andrew Mondschein, Taner Osman, Brian D. Taylor

Even if congestion could be dramatically improved across the Bay Area, the authors found, the effects on job access would be relatively minor. As frustrating as congestion is to drivers, only 5 to 12 percent of the region’s residents would see an “appreciable” increase in job access if congestion was essentially
eliminated, the job access models the team created showed. That, practically speaking, would be impossible or cost prohibitive to accomplish anyway.

The findings shouldn’t be surprising to anyone with even a passing knowledge of real estate prices in the Bay Area. But the proximity effect — the more important factor from a worker’s perspective — has been almost entirely ignored by the highway planning profession, which has spent billions trying to relieve congestion on urban highways, and largely ignoring the role that land use plays in people’s travel behavior.

Workers in metro regions would clearly be better served by more affordable housing options near jobs, the authors said, recommending infill housing in the urban core.

_Hat Tip: Tim Kovach_
Which States Are Voting on Transportation Funding This Year?

Lawmakers have long wrestled with how to raise money to fix roads and other infrastructure. In four states this November, voters will have a chance to weigh in.

by Daniel C. Vock  |  September 25, 2018

(Shutterstock)

SPEED READ:

- Voters in four states -- California, Colorado, Missouri and Utah -- face ballot measures this year that could affect gas taxes or transportation funding.

- California voters may roll back a gas tax that's only a year old, while Missouri looks poised to raise its fuel tax for the first time in 22 years. Meanwhile, Colorado voters face a confusing trio of conflicting ballot measures, and Utah could become only the second state to use gas tax money to fund schools.

Gas taxes may be the most practical way to raise money for transportation, but they can also be politically perilous. That’s why transportation advocates are closely watching four statewide ballot measures this November that would affect fuel taxes or transportation funding.

The questions that voters in California, Colorado, Missouri and Utah face are all the more contentious because they deal directly with issues that have stymied lawmakers for months, and in most cases, years.

It is unusual to see as many statewide ballot measures on transportation funding; local measures are much more common. But these four statewide transportation questions could be in reaction to a growing willingness by state lawmakers to raise taxes or find other sources of
new money to improve roads and other infrastructure. Over the last six years, 31 states have increased revenues for transportation, according to Joung Lee, the policy director for the American Association of State Highway and Transportation Officials.

Putting transportation funding questions to voters can be risky, at least for advocates hoping for more infrastructure money. Voters tend to respond viscerally to gas tax increases because it's easier for them to calculate how much more they'd be paying compared to, say, changes to property tax levies or income tax rates. That's because the federal government and most states use simple per-gallon taxes for motor fuels.

Both Democratic and Republican voters have rallied against gas tax hikes in the past. Four years ago, for example, voters in overwhelmingly Democratic Massachusetts opted to scale back a newly passed gas tax increase so that its rate would no longer adjust with inflation.

Will California Repeal a One-Year-Old Gas Tax?

Republicans are using a strategy similar to the one in Massachusetts four years ago to make headway this year in another seemingly Democratic stronghold: California.

The three top Republicans in the U.S. House have all contributed to efforts to pass Proposition 6, which would repeal a gas tax hike that is paying for a $54 billion package to build and repair infrastructure. Only one of them -- U.S. Rep. Kevin McCarthy -- is from California.

Republican gubernatorial candidate John Cox, who faces an uphill battle against Democratic nominee Gavin Newsom, has made the gas tax repeal a centerpiece of his campaign. “This gas tax is just one element of how the politicians are doing the bidding of the donors and the special interests, and are ignoring the needs of working Californians,” he told reporters at the state Capitol, shortly after securing a spot in the November election.

Jerry Brown, the current Democratic governor who is wrapping up his fourth term in the office, pushed hard for the 2017 transportation package that included the 12-cent gas tax hike. Brown personally lobbied lawmakers and cut deals to get the legislation to his desk, and, in the process, scored a major win on an issue that transportation advocates had been spinning their wheels on for nearly three decades.

But this year's ballot measure could upend that law.

Carl DeMaio, a talk radio host and former San Diego city council member who is leading the repeal effort, says the campaign is tapping into the “continual frustration for motorists and taxpayers,” and he calls the gas tax a “regressive tax that hurts working families.”

The new law, DeMaio says, impacts working families by increasing the cost of gas, raising vehicle registration fees and indirectly increasing the costs of consumer goods because of a hike in diesel taxes. That’s especially onerous, he says, because California’s cost of living is so high already, and the only way that lower-income families can find housing is to drive long distances -- increasing the gas taxes they pay.

DeMaio also alleges that gas tax money is being “stolen” by state politicians for projects that don’t benefit motorists, including high-speed rail, mass transit and so-called road diets (in
which transportation agencies reduce the number of travel lanes on a street to promote safety). He maintains that those efforts don’t reduce congestion and are “infuriating to motorists.”

And finally DeMaio says that state transportation employees are paid excessively and given generous retirement benefits, driving up the costs of California's transportation projects. He cites a 2014 report from legislative auditors who concluded that CalTrans, the state’s transportation agency, was overstaffed by 3,500 workers. The gas tax money, he says, “is not going to fill potholes; it’s going to fill pensions.”

When Politifact looked into assertions last year that gas tax money was being diverted, it judged those to be “mostly false.” And officials from the Department of Finance, which helps prepare CalTrans' budget requests, say the auditors' approach regarding transportation staffing numbers was too simplistic, and didn't account for the fact that projects need more engineering work in the early stages of projects.

But DeMaio’s arguments are clearly striking a nerve. Voters ousted a Democratic lawmaker, state Sen. Josh Newman, in a recall election in June because of his pivotal role in passing the gas tax increase.

DeMaio plans to unveil a second ballot measure this week, which is intended to go before voters in 2019, that would require gas tax money and revenue from a sales tax on vehicles to be dedicated to roads and highways. That would complete a strategy that DeMaio calls “recall, repeal and replace.”

Some 230 groups, which include local governments, transit agencies, labor unions, businesses and advocates for walkable neighborhoods, oppose the repeal effort. They argue that backing out of the law would cut jobs, hurt safety and increase commute times, not to mention create havoc with projects that are already under way or slated for construction.

“Cities have thousands of local transportation projects already in the pipeline that will make our roads safer and our commutes better. We have an obligation to every citizen and California driver to defeat this initiative,” Carolyn Coleman, the executive director of the League of California Cities, said in a statement.

The opponents of the repeal effort have more money on hand than proponents, but early polling showed that Californians preferred to repeal the tax.

**Support for Higher Gas Tax in Missouri**

In Missouri, unlike California, there seems to be no organized opposition to a ballot measure that would raise the state's fuel taxes for the first time since 1996. If approved, the plan would gradually increase the fuel tax by 2.5 cents a year for four years to address chronic funding problems for the state’s road network.

But the process of getting the question to the ballot box took Missourilawmakers more than eight years. Transportation funds dried up when a 15-year road plan, which had been passed in the early 1990s, expired just as the Great Recession hit. The Obama federal stimulus package
helped for a while, but most of that money stopped flowing after 2010.

Legislators explored lots of ways to raise transportation money in the meantime. They toyed with the idea of tolling Interstate 70 between St. Louis and Kansas City. Republican lawmakers asked voters to raise the gas tax in 2014, but they drafted it in such a way that transit agencies, local officials and the state's Democratic governor at the time opposed it. The measure ultimately failed.

This time around, the gas tax measure is supported by Gov. Mike Parson, the newly installed Republican governor, and U.S. Sen. Claire McCaskill, the state's most prominent Democrat.

“Missouri officeholders know we can’t keep going how we’re going. It’s a nonpartisan issue, and the bill passed with bipartisan support,” says Scott Charton, a spokesman for SaferMO.com, the group promoting the effort.

Gas Tax Confusion in Colorado

Colorado voters, meanwhile, have a trickier choice before them. They can support a small transportation bond package with no new taxes, a bigger one that comes with a sales tax, or none of the above.

The confusing situation is the result of three different efforts to address transportation funding, which has become a perennial debate in the Capitol.

The Independence Institute, a libertarian think tank, is pushing a plan called “Fix Our Damn Roads.” It's a small bond package of $3.5 billion with an lawmakers would have to come up with $250 million a year to repay the debt, but the measure's supporters say their plan would force lawmakers to better prioritize spending to focus on roads.

The Denver Metro Chamber of Commerce, on the other hand, is pushing a plan to raise about $20 billion over the next two decades. That measure would rely on a sales tax hike of 0.62 percentage points to back the new bonds. The reliance on a sales tax -- rather than a gas tax, for instance -- would be unusual but not unheard of. Virginia, for example, raised its sales tax rate as part of a larger transportation package in 2013. And Connecticut lawmakers dedicated a portion of sales tax receipts to transportation two years later.

But lawmakers this year passed a new transportation law that could accommodate both, either or neither of those measures. Legislators found $645 million in general funds for transportation over the next two years. That would come on top of the money for the bonding measures. But if both the bonding measures fail this year, the legislature will ask voters to pass a $2.3 billion bond package next year.

Should a Higher Gas Tax in Utah Fund Schools?

Finally, Utahns will get a chance to weigh in on whether lawmakers should raise their state's gas tax, even though most of the money would go to schools, not roads.

The advisory question came as part of a bigger deal that Utah lawmakers reached in order to
fend off a ballot measure that would have increased the state’s income and sales taxes to generate $715 million for schools. Polls showed that a majority of Utahns supported the “Our Schools Now” initiative before the deal was struck.

Instead, voters will answer whether they support a 10-cent gas tax increase, which is expected to raise $120 million. Thirty percent of the new money would go toward local roads, while the rest would be dedicated to education. Of course, lawmakers would have to pass the changes for them to take effect.

If they made the changes, it would be the third time since 2015 that Utah lawmakers tinkered with their state’s fuel taxes. Legislators repealed the state’s per-gallon fuel taxes in 2015 and replaced them with a structure more like the sales tax, where the taxes are based on the price of fuel. It amounted to a tax increase of 4.5 cents per gallon. But when gas prices dropped two years later, lawmakers tweaked the formula to make sure the state wouldn’t lose out on transportation revenue.

If Utah does end up using gas tax money for schools, it would be in rare company. Only Texas uses a similar mechanism to fund schools, says Lee of the American Association of State Highway and Transportation Officials. In fact, most states seem to be headed in the opposite direction. It’s much more common, he says, for states these days to be adding protections -- often referred to as “lockboxes” -- to make sure that fuel taxes are only used for transportation purposes.

Still, Utah Gov. Gary Herbert praised the ballot measure, and the larger compromise package, when the deal was struck in May. “It’s really staving off a significant tax increase for a minimal tax increase and will put money into education, put money into roads,” he said. “It's win, win, win all the way around.”

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*CORRECTION: A previous version of this referred to gas tax measures in Missouri as sales tax measures.

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