Meeting of the Intelligent Transportation Systems Committee
Thursday, October 11, 2018, 1:30 p.m.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – July 12, 2018

IV. Action Items
A. TIP Amendment: HART CAD/AVL Replacement (Sarah McKinley, MPO Staff)
B. MPO Autonomous Transit Feasibility Study for USF Campus (Brian Pessaro, CUTR)

V. Status Reports
A. Connected Traveler Initiative (Pete Costello, Iteris)
B. Systemic Safety Approach to Crash Prediction (Chad Polk, Jacobs Engineering)
C. Integrated Corridor Management – I-4 FRAME (Joe Bugel, FDOT District 7)
D. LRTP Goals Discussion (Michele Ogilvie, MPO Staff)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum

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

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

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 x370 or wong@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext.
370 con tres días antes, o wongj@plancom.org de cerro electronico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
I. **CALL TO ORDER:**

Chairman, Mr. Vik Bhide called the meeting to order at 1:36 p.m. The meeting was held in the Plan Hillsborough Committee room.

II. **PUBLIC COMMENT:**

There were no public comments.

**MEMBERS PRESENT:**

- Vik Bhide ....................... City of Tampa
- Michael Schenk ............... City of Plant City
- Vinny Corazza ............... City of Temple Terrace
- Brian Gentry .................... Hillsborough County Public Works
- Anna Quiñones ............... Tampa Hillsborough Expressway Authority
- Jeff Sims ......................... Environmental Protection Commission of Hillsborough County

**OTHERS PRESENT:**

Beth Alden, Johnny Wong, Wanda West, Hillsborough MPO; Brian Shroyer, FDOT; Hiep Nguyen, City of Winter Haven; Patricia McCarney, James Patava, WCCD; Michelle Stemler, American Cancer Society; Kris Milster, TTS; Carlton Urban, Lucent Group, Inc.; Arthur Tester, VIBE.

III. **APPROVAL OF MINUTES:**

Mr. Jeff Sims made a motion to approve the April 12, 2018 ITS meeting minutes. The motion was seconded by Mr. Michael Schenk and carried unanimously.

Dr. Wong referenced an error in the January minutes pointed out by Mr. Corazza. A correction will be made to reflect gender consistency.

IV. **ACTION ITEMS**

A. **West Busch Boulevard Corridor Study (Brian Shroyer, FDOT)**

Mr. Shroyer provided an update on the West Busch Boulevard Corridor Study from Dale Mabry Highway to Nebraska Avenue. The corridor vision is to achieve safe comfortable and convenient access through and across the corridor for all users and all travel modes. The study began March of 2017. FDOT has been meeting with local agencies to review draft alternatives and recommendations. They are focusing on features to make the road safer for pedestrians and bicyclists.

Following the presentation, Mr. Bhide wanted to know if consideration has been given on ITS and what impacts the improvements at Busch and Armenia will have on the corridor. Mr. Shroyer stated that
everything was taken into consideration with what FDOT had planned and that ITS will be worked in, but he did not know the specifics.

There were comments on the issue on southbound I-275 exiting the interstate and the immediate left onto Florida Avenue and possibly utilizing an IT application combined with advanced traffic management system for the 2-way left turn. Mr. Shroyer will ask the consultant about evaluating the reversible travel lane suggestion. The lowest speed through the corridor could be 35 MPH.

No action was required on this item; members were just afforded an opportunity to offer feedback on the study.

V. STATUS REPORTS

A. Dark Fiber Enterprise (Hiep Nguyen, City of Winter Haven)

Mr. Hiep Nguyen, the Chief Information Officer for the City of Winter Haven provided information on his work with city leadership to set up a dark fiber enterprise that not only meets the City’s communication needs but brings in revenue as well.

Following the presentation, there Mr. Schenk wanted to know how Mr. Nguyen deals with a major company and a major hub. Mr. Nguyen stated that they have partnered with 610 and they see the importance between economic development and the availability of fiber.

Mr. Bhide wanted to know what Florida Law has to say about Dark Fiber Enterprise. Mr. Nguyen stated that there are no rules; rules only apply when retail services are provided to business or residences. There are no statutes that governs it for government-to-government.

Mr. Wong wanted to know if they are maxed out. Mr. Nguyen stated that they have a tremendous amount of capacity.

Mr. Bhide wanted to know if a public private partnership would be feasible to get the infrastructure build out and part of the fiber is utilized by a public entity and the owner of the right of way and the other by the private sector. Mr. Nguyen stated there are different arrangements when dealing with large service providers.

B. World Council on City Data - WCCD (Patricia McCarney, WCCD)

Ms. McCarney and Mr. James Patava provided information on WCCD helping different cities to harmonize data sources.

Following the presentation, there was brief discussion on how the Tampa Bay Smart Cities Alliance can harmonize and leverage data. Dr. Wong has led the efforts on the big data warehouse. Mr. Bhide proposed to the ITS Committee members that WCCD would be a great starting point for Hillsborough County. The Tampa Bay Smart Cities Alliance will be meeting on meeting July 31st and they will reach out to other counties as well to initiate work with WCCD. Agreements would have to be signed with the individual municipalities and then the County.

Mr. Wong wanted to know if the assessment can be done accurately if there is incomplete coverage of the region. Mr. Patava stated it can be done, but it is best if all communities are participating.

VI. OLD/NEW BUSINESS

There was no old or new business.

The next ITS Committee Meeting is October 11, 2018.
VII. ADJOURNMENT

There being no further business, the meeting adjourned at 3:08 pm.
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

<table>
<thead>
<tr>
<th>Status</th>
<th>Adopted Date: 06/12/2018</th>
<th>Item Number: 441896 1</th>
<th>Description: HART CAD/AVL System replacement</th>
<th>LRTP:</th>
<th>Type of Work: PURCHASE VEHICLES/EQUIPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Related Project:</td>
<td>4418961</td>
<td>Extra Description: Purchase New Equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Length:</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2019</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>&gt;2023</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>SU</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$10,100,000</td>
<td>$0</td>
<td>$10,100,000</td>
</tr>
<tr>
<td>Totals:</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$10,100,000</td>
<td>$0</td>
<td>$10,100,000</td>
</tr>
<tr>
<td>Item 441896 1 Totals:</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$10,100,000</td>
<td>$0</td>
<td>$10,100,000</td>
</tr>
</tbody>
</table>

## Status: Amended
### Amendment Date: 10/30/2018
#### Amendment Number: 31

<table>
<thead>
<tr>
<th>Status</th>
<th>Item Number: 441896 1</th>
<th>Description: HART CAD/AVL SYSTEM REPLACEMENT - TRANSIT ITS SYSTEM OVERHAUL</th>
<th>LRTP: System preservation, p. 161</th>
<th>Type of Work: PURCHASE VEHICLES/EQUIPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Related Project:</td>
<td>4418961</td>
<td>Extra Description: REPL.OUTDATED COMPUTER AIDED DISPATCH &amp; AUTOMATED VEH. LOC.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Length:</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2019</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>&gt;2023</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modified SU</td>
<td>$0</td>
<td>$5,220,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$4,880,000</td>
<td>$0</td>
<td>$10,100,000</td>
</tr>
<tr>
<td>Totals:</td>
<td>$0</td>
<td>$5,220,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$4,880,000</td>
<td>$0</td>
<td>$10,100,000</td>
</tr>
<tr>
<td>Item 441896 1 Totals:</td>
<td>$0</td>
<td>$5,220,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$4,880,000</td>
<td>$0</td>
<td>$10,100,000</td>
</tr>
</tbody>
</table>
**FDOT 5 Year TIP**
**Hillsborough County, District 7**
**FLP: TRANSIT**

<table>
<thead>
<tr>
<th>Status</th>
<th>Adopted</th>
<th>Adopted Date: 06/12/2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item Number:</td>
<td>414963 2</td>
<td>Description: Bus Replacements</td>
</tr>
<tr>
<td>Related Project:</td>
<td>4149631</td>
<td>Extra Description: Vehicle Acquisition</td>
</tr>
<tr>
<td>Project Length:</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Type of Work:</td>
<td>PURCHASE VEHICLES/EQUIPMENT</td>
<td></td>
</tr>
</tbody>
</table>

### CAPITAL - MANAGED BY HILLSBOROUGH COUNTY

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2019</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>&gt;2023</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>SU</td>
<td>$25,500,000</td>
<td>$5,220,000</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$0</td>
<td>$46,720,000</td>
</tr>
<tr>
<td>FTAT</td>
<td>$19,200,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$19,200,000</td>
</tr>
<tr>
<td><strong>Totals:</strong></td>
<td><strong>$44,700,000</strong></td>
<td><strong>$5,220,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$0</strong></td>
<td><strong>$65,920,000</strong></td>
</tr>
<tr>
<td>Item 414963 2 Totals:</td>
<td>$44,700,000</td>
<td>$5,220,000</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$0</td>
<td>$65,920,000</td>
</tr>
</tbody>
</table>

### Amended

<table>
<thead>
<tr>
<th>Status</th>
<th>Amended</th>
<th>Amendment Date: 10/30/2018</th>
<th>Amendment Number: 32</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item Number:</td>
<td>414963 2</td>
<td>Description: HART - FHWA SURFACE TRANSPORTATION PROGRAM</td>
<td></td>
</tr>
<tr>
<td>Related Project:</td>
<td>4149631</td>
<td>Extra Description: SURFACE TRANSPORTATION: BUS REPLACEMENTS</td>
<td></td>
</tr>
<tr>
<td>Project Length:</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type of Work:</td>
<td>PURCHASE VEHICLES/EQUIPMENT</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### CAPITAL - MANAGED BY HILLSBOROUGH COUNTY

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2019</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>&gt;2023</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modified SU</td>
<td>$25,500,000</td>
<td>$0</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$9,220,000</td>
<td>$0</td>
<td>$21,220,000</td>
</tr>
<tr>
<td>FTAT</td>
<td>$19,200,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$19,200,000</td>
</tr>
<tr>
<td><strong>Totals:</strong></td>
<td><strong>$44,700,000</strong></td>
<td><strong>$0</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$9,220,000</strong></td>
<td><strong>$0</strong></td>
<td><strong>$40,420,000</strong></td>
</tr>
<tr>
<td>Item 414963 2 Totals:</td>
<td>$44,700,000</td>
<td>$0</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$9,220,000</td>
<td>$0</td>
<td>$40,420,000</td>
</tr>
</tbody>
</table>
FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

TRANSPORTATION

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**

<table>
<thead>
<tr>
<th>Status</th>
<th>ITEM</th>
<th>Ver</th>
<th>Description</th>
<th>FY 1999</th>
<th>FY 2000</th>
<th>FY 2001</th>
<th>FY 2002</th>
<th>FY 2003</th>
<th>&gt; FY 2003</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Original STIP</td>
<td></td>
<td></td>
<td></td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Proposed Project</td>
<td>441896</td>
<td>AM</td>
<td>HART CAD/AVL SYSTEM REPLACEMENT - TRANSIT ITS SYSTEM OVERHAUL</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

Funding Source After Change:

<table>
<thead>
<tr>
<th>Funding Source After Change</th>
<th>ITEM</th>
<th>Ver</th>
<th>Description</th>
<th>FY 1999</th>
<th>FY 2000</th>
<th>FY 2001</th>
<th>FY 2002</th>
<th>FY 2003</th>
<th>&gt; FY 2003</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>HART - FHWA SURFACE TRANSPORTATION PROGRAM</td>
<td>441963</td>
<td>2</td>
<td>SURFACE TRANSPORTATION: BUS REPLACEMENTS MANAGED BY HILLSBOROUGH COUNTY</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

Funding Source Balance Before Change:

-5,220,000.00

Funding Source Balance After Change:

-4,880,000.00

Net Change to Funding Source:

-4,880,000.00

Proposed Project Before Change:

5,220,000.00

Proposed Project After Change:

4,880,000.00

Net Change to Project:

4,880,000.00

Net Change to Funding Source:

-4,880,000.00

Net Change to Proposed Project:

4,880,000.00

Net Change to STIP:

4,880,000.00
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 !P 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 !P 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
USF Campus
Autonomous Transit Feasibility Study

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

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

Recommended Routes

View the full report at:
http://www.planhillsborough.org/usf-campus-autonomous-transit-feasibility-study/
Iteris, in cooperation with Real Time Travel, LLC (RTT), is offering communities the opportunity to generate revenue from sponsorship of safety messages on full color Dynamic Messaging Signs to be installed by Iteris and RTT as part of a Connected Traveler Initiative public-private partnership (P3).

The safety message sponsorship can fund rapid deployment of modern infrastructure for use in the Connected Traveler Initiative P3. Real Time Travel finances the purchase, operations and maintenance of DMS displays, and administers the ongoing sponsorship program while sharing revenue with the community.

Safety message sponsorship on DMS may be available across the community shortly, possibly as early as 2019. The USDOT is in the approval process for this type of sponsorship on federally-funded right-of-way. The approval by USDOT is expected in the near term and will have a significant positive impact on revenue generation opportunities to provide an even larger, ongoing revenue stream to fund other Smart Community initiatives.

**Recommended Action**

None. For information only.

**Prepared By**

Johnny Wong, PhD

**Attachments**

None.
Systemic Approach to Safety

Presenter
Chad Polk, P.E., Jacobs

Summary
The committee will hear about a data-driven approach to benefit the safety performance of the roadway network. With limited resources, this proactive approach can target risk, develop a list of defensible projects, in a consistent, predictable and repeatable way.

A lunch and learn was held last month introducing this approach, the flyer from that event is attached.

Recommended Action
None. For information only.

Prepared By
Gena Torres

Attachments
Flyer from lunch and learn
Please consider joining us for a brown bag presentation discussing how this data-driven approach can benefit the safety performance of your road network.

**THE PROBLEM**
Too many crashes/ Not enough $$$

**THE TOOL**
Systemic safety is a proactive approach that targets risk

**PROVEN EFFECTIVENESS**
Led to 25% reduction in fatalities on county roads in Minnesota

---

**DATE:** April 19, 2018

**TIME:** 11:30 - 1:00 (Lunch Provided)

**LOCATION:** City of Tampa Traffic Management Center | 1104 East Twiggs Street, Suite 200 | Tampa, FL 33602
Board & Committee Agenda Item

**Agenda Item**
Integrated Corridor Management – I-4 FRAME

**Presenter**
Joe Bugel, FDOT District Seven TSM&O Engineer

**Summary**

The Department of Transportation in District 7 is working to find solutions to manage congestion and promote a more reliable and safe transportation system through the use of modern communication systems and technology in order to modernize its arterial roadways. To accomplish this, the Transportation System Management and Operations (TSM&O) program focuses on data collection, analysis and reporting, and linking together the detection devices, cameras and communications on the freeway and arterial networks. This allows District staff to measure the performance of the roadways, use data to recommend projects or studies, and deliver positive safety and mobility outcomes.

One strategic focus area that the FDOT would like to bring forward is Integrated Corridor Management (ICM), which is defined as managing the available capacity of major corridors through institutional (FDOT, local agency and transit) collaboration and aggressive, proactive strategies and solutions that are synthesized by decision-support software. Currently, there are only two examples of ICM in the nation but this strategic approach is quickly gaining a strong foothold among innovative transportation agencies: one is along I-15 in San Diego, CA, and another is along US-75 in Dallas, TX.

In an effort to bring ICM to this region, FDOT District 7 is leading a Connected Vehicle initiative known as the I-4 FRAME (Florida's Regional Advanced Mobility Elements) project - coordinated among both Districts 1 and 5 – to connect the cities of Orlando and Tampa with Connected Vehicle technology and incorporate ICM strategies along the corridor. The Department is excited to share the latest updates surrounding this significant project.

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

**Prepared By**
Johnny Wong, MPO Staff
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 projected 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 input to ask for input on the updated plan and its goals.

**Recommended Action**

At this time, no action is required, discussion and comments only.

**Prepared By**

Michele Ogilvie, MPO Staff

**Attachments**

None