Meeting of the MPO Board
Tuesday, October 30, 2018, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

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

I. Call to Order, Pledge of Allegiance & Invocation

II. Approval of Minutes – October 2, 2018 (not available at the time of mailout - will be distributed at the meeting)

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

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

V. Consent Agenda
   A. Committee Appointment
   B. Renewal of Interlocal Agreement with TBARTA for Organizational & Administrative Services for MPO Chairs’ Coordinating Committee

VI. Roll-Call Votes for TIP Amendments Approved by Committees
   A. Bloomingdale Ave at US 301 Intersection
   B. HART CAD/AVL Bus Equipment Replacement

VII. Action Items
   A. MPO Autonomous Transit Feasibility Study for USF Campus (Brian Pessaro, CUTR)
   B. Board Positions on Federal Performance Measures (Johnny Wong, MPO Staff)

VIII. Status Reports
   A. Brightline Proposal for Rail to Orlando, Miami (Bob O’Malley, Brightline’s Vice President of Government Affairs)
   B. Florida MPO Advisory Council Update (Carl Mikyska, MPOAC)

IX. Executive Director’s Report
   A. Next board meeting: December 4 with Election of 2019 Officers
   B. Next Tampa Bay Transportation Management Area (TMA) Leadership Group meeting: November 2, 9:30 a.m., PSTA
X. Old & New Business

XI. Adjournment

XII. Addendum

A. Upcoming Events
   • Regional Planning Best Practices Study Workshop #3, October 29
   • SouthShore Transit Reevaluation Open House, November 15
   • Cleveland Elementary School Mural Painting, December 15

B. Project Fact Sheets
   • Channelside Drive Conceptual Design Presentation Announcement
   • Bayshore Blvd Pedestrian Improvements (updated 10/15/18)
   • Tampa Connected Vehicle Pilot and Participant Sign-up

C. Correspondence
   • Response from FDOT District 7 on I-275 causeway water circulation
   • Response from FDOT District 7 on West Busch Blvd Corridor Study
   • From FDOT District 7, biweekly traffic fatality list, Sept. 10 – 23
   • From FDOT District 7, biweekly traffic fatality list, Sept. 24 – Oct. 7

D. Articles Relating to MPO Work
   • MPO surveys SouthShore residents about transportation needs
   • Councilman, businesses push for traffic safety measures along Busch Blvd
   • Advocates push for safety changes along Busch Blvd
   • USF takes step forward with implementing autonomous shuttles on campus
   • More traffic: Hillsborough County’s projected 30-year growth could fill Bucs games for more than a season
   • The ‘Hillsborough Triangle’: The 3 worst intersections for crashes
   • From Eno Center’s Transportation at the Ballot Box podcast series: Hillsborough County, Florida: Is third time the charm to raise revenue for transportation?

E. Miscellaneous
   • Hillsborough MPO is proud to be presenting at #AMPO2018
   • CUTR Study: How the Media Fails Bicyclists
   • To Get Drivers To Yield, St. Paul Uses Psych Trick
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 wongj@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 correo electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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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.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on October 10

The committee approved and forwarded to the MPO Board:

- TIP Amendments for the Bloomingdale Ave/US 301 intersection and for the HART CAD/AVL bus equipment replacement, by a unanimous vote
- The Autonomous Transit Feasibility Study for the USF Campus for acceptance as a concept, by a vote of 10 to 2. The nay votes were due to concerns about impacting bicycling, cost-effectiveness versus Bull-Runner bus service and how to pay for such an autonomous transit service.

The CAC also received reports on:

- The North Alexander Street Corridor Land Use and Marketing Study
- The Brightline Proposal for Rail to Orlando and Miami
- Long Range Transportation Plan Goals
- After an inquiry from the CAC, the Florida Turnpike Enterprise sent a letter stating that they expect to implement dynamic toll pricing following the completion of improvements at the I-275/SR 60/Veterans interchange, which is anticipated by the summer of 2019.

Meeting of the Technical Advisory Committee (TAC) on October 22

The committee approved and forwarded to the MPO Board:

- TIP Amendments for the Bloomingdale Ave/US 301 intersection and for the HART CAD/AVL bus equipment replacement – The committee wanted to ensure bicycle facilities and signage would be included in the Bloomingdale/US301 project, and was concerned if there would be a delay in replacing aging buses.
- Autonomous Transit Feasibility Study for USF Campus – Interest was sparked as to whether the cost estimate included signal upgrades, and if students living just beyond campus boundaries would be served.

The TAC also received reports on:

- Brightline Proposal for Rail – The committee was interested in the increasing ridership numbers, speeds attained, if the technology was compatible with existing tracks, and the development opportunities.
- MLK Boulevard Operational Improvements (40th Street to I-4) – The committee agreed with the FDOT design ideas to complete sidewalks, add bike lanes, extend turn lanes and reconfigure two intersections. There was interest in having
refuge islands, since medians were not recommended along the two-way left turn section.

- District 7 Freight Plan, Sub Area Study & Local Freight Improvements – Questions arose on how to improve intersection turning radii for trucks without compromising pedestrian safety.
- Long Range Transportation Plan goals update
- SouthShore Transit Study Reevaluation

**Meeting of the Policy Committee on October 23**

The committee **approved and forwarded to the MPO Board:**

- TIP Amendments for the Bloomingdale Ave/US 301 intersection and for the HART CAD/AVL bus equipment replacement
- Renewal of the interlocal agreement with TBARTA for organizational and administrative services for the MPO Chairs’ Coordinating Committee
- Board positions on federal performance measures, with the request that HART send a letter or representative to the board meeting

The Policy Committee also received reports on:
- Long Range Transportation Plan goals update

**Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on October 10**

The committee **approved a motion supporting the reconstruction of the Maydell Ave. Bridge** as previously supported by the committee.

The BPAC received reports on:
- Long Range Transportation Plan goals update – Committee members expressed interest in understanding how air quality and pollution are addressed.
- Eco Districts
- Multimodal Level of Service Evaluation
- Vision Zero Quarterly Report and Nebraska Ave

The committee discussed several ways that they might be able to better advocate for the interests of pedestrians and cyclists. Committee members suggested that submitting questions to the MPO Board about priorities might be an effective path.

Public comment on the Green Artery Trail was submitted by Brad Hissing of Riverside Heights who questioned the route through that neighborhood.

**Meeting of the Intelligent Transportation Systems (ITS) Committee on October 11**

The committee **approved and forwarded to the MPO Board:**

- TIP Amendments for the Bloomingdale Ave/US 301 intersection and for the HART CAD/AVL bus equipment replacement
- MPO Autonomous Transit Feasibility Study for USF Campus

The committee also received reports on:
- Connected Traveler Initiative
Meeting of the Livable Roadways Committee (LRC) on October 17

The committee approved and forwarded to the MPO Board:

✓ Autonomous Transit Feasibility Study for USF Campus – Interest was sparked as to whether the cost estimate included signal upgrades, and if students living just beyond campus boundaries would be served.

The LRC also received reports on:
- District 7 Freight Plan, Sub Area Study & Local Freight Improvements
- Multimodal Level of Service Evaluation

Meeting of School Transportation Working Group (STWG) on October 24

The working group agreed to recess this month.

Meeting of the Transportation Disadvantaged Coordinating Board on October 26

A verbal report will be provided at the board meeting.

Meeting of the TBARTA MPO Chairs’ Coordinating Committee (CCC) Staff Directors on October 19

The MPO Chairs’ Coordinating Committee will meet on Friday, December 14, over lunch, at a facility near the I-75/University Pkwy interchange, arranged and hosted by the Sarasota/Manatee MPO. Box lunches will be available for a small charge, and RSVP information will be provided.

The CCC is scheduled to make minor adjustments to the regional priority lists for Multi-Use Trails, the Transportation Regional Incentive Program (TRIP), and major regional projects for discretionary funding.

The staff directors also briefly discussed arrangements for the 2019 Gulf Coast Safe Streets Summit, the October 2019 public workshop for the Regional Planning Best Practices Study and confirmed support for renewal of the TBARTA Staff Services Agreement which is on today’s agenda.
Board & Committee Agenda Item

Agenda Item
Committee Appointment

Presenter
None – Consent Agenda

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

- Jabari Hampton

Recommended Action
That the MPO confirm the above appointment.

Prepared By
Wanda West

Attachments
None
Board & Committee Agenda Item

Agenda Item
Renewal of Interlocal Agreement with TBARTA for Organizational and Administrative Services for the MPO Chairs’ Coordinating Committee (CCC)

Presenter
Rich Clarendon, Asst. Executive Director

Summary
The TBARTA MPOs CCC was established in 1993 by state statute to coordinate projects deemed regionally significant, review regionally significant land use decisions, review all proposed regionally significant projects affecting more than one MPO, and institute a conflict resolution process through the West Central Florida region.

Over the past several years, the TBARTA MPOs CCC and TBARTA have integrated their regional planning efforts more closely, culminating in their merger in July of 2016. The TBARTA MPOs CCC has no paid staff or dedicated funding sources, but is instead provided regional planning funds by the member MPO/TPOs for organizational and administrative staff services.

Since 2011, TBARTA has been contracted to perform organizational and administrative services in support of the TBARTA MPOs CCC. The previous agreement expired on September 30, 2018. Each member MPO/TPO provides an equal amount of funding for organizational and administrative service tasks performed by TBARTA for one year.

This agreement and funding is consistent with the Unified Planning Work Program adopted by the MPO last May.

Recommended Action
Approval of the Interlocal Agreement

Prepared By
Rich Clarendon, AICP

Attachments
1. Interlocal Agreement and Exhibit A – Scope of Services for Organizational & Administrative Services for TBARTA MPOs CCC.
INTERLOCAL AGREEMENT
ORGANIZATIONAL AND ADMINISTRATIVE SERVICES IN SUPPORT OF TAMPA BAY AREA
REGIONAL TRANSIT AUTHORITY METROPOLITAN PLANNING ORGANIZATIONS CHAIRS
COORDINATING COMMITTEE (TBARTA MPOs CCC)

THIS AGREEMENT is made as of ____________________ by and between the Hillsborough
MPO (hereinafter “MPO”), whose address is 601 E Kennedy Blvd, 18th Floor, Tampa, Florida,
33602 and the Tampa Bay Area Regional Transit Authority (hereinafter “TBARTA”), whose
address is 4350 West Cypress Street, Suite 700, Tampa, Florida, 33607.

WHEREAS, the MPO is a member of the Tampa Bay Area Regional Transit Authority
Metropolitan Planning Organizations Chairs Coordinating Committee (TBARTA MPOs CCC); and

WHEREAS, the members of the TBARTA MPOs CCC and TBARTA desire to cooperate with each
other on a basis of mutual advantage and thereby to provide organization and administrative
services in support of the TBARTA MPOs CCC with improved effectiveness; and

WHEREAS, it is advantageous for the MPO to engage TBARTA, in that there will be a single point
of contact for the work of the TBARTA MPOs CCC and improved continuity in organizing the
activities of the TBARTA MPOs CCC; and

WHEREAS, TBARTA has experience and resources through its staff and/or contractors to assist
the MPO with this work in a cost-effective manner; and

WHEREAS, the MPO is willing to compensate TBARTA for its assistance therewith;

NOW, THEREFORE, IN CONSIDERATION of the above premises, the mutual covenants and
agreements contained herein, the parties agree as follows:

I. Purpose. The purpose of this Interlocal Agreement is to specify the responsibilities of
the MPO and TBARTA with respect to the provisions of support for the TBARTA MPOs
CCC, as outlined in the scope of work (Exhibit A).

II. Scope of Services. TBARTA will provide the services specified in Exhibit A attached
hereto and by reference made a part hereof.

III. Considerations and Payments.
   a. The MPO shall pay TBARTA a total fee as shown in Exhibit A, attached hereto and
      by reference made a part hereof.
   b. No other costs or expense incurred by TBARTA or on its behalf shall be
      chargeable to the MPO unless specifically authorized by this Agreement.
   c. TBARTA shall prepare and submit invoices to the MPO representing the services
      completed to date of invoice.
   d. The MPO staff shall render approval or disapproval of work performed within ten
      (10) working days of the delivery of an invoice for such services. The MPO shall
immediately refer approved invoices to the MPO Board at its next regularly scheduled meeting for approval to pay said invoices.

e. Within thirty (30) days after completion of the services described in Exhibit A, TBARTA shall render a final and completed statement to the MPO of all charges for services not previously invoiced.

f. Upon completion of 50% of the service described in Exhibit A, and at other times at the discretion of the MPO, TBARTA and the MPO shall review the expenditures to date. Adjustments to the scope or the total fee may be made by a fully executed Addendum to this agreement.

IV. Term. This agreement shall be effective upon final execution and filling of this Agreement with the Clerk of the Circuit Court of Hillsborough County, and continue for a period of one year or until completion of services as described in Exhibit A. The MPO reserves the right to renew this agreement in one-year extensions for up to three additional years, by a fully executed Addendum to this agreement.

V. Termination. Either party may give ninety (90) days written notice of intent to cancel or terminate this Agreement. In the event this Agreement is terminated, TBARTA shall cease work and shall deliver to the MPO all documents prepared or obtained by TBARTA in connection with its services under this agreement. The MPO, upon delivery of said documents, shall pay TBARTA, and TBARTA shall accept as full payment for its services, a percentage of the sum of money as agreed upon in this Agreement that is proportional to the percentage of the total services specified in Exhibit A completed.

VI. Liability. Each party shall be solely responsible for its performance under this Agreement and no liability shall inure to the other party for such performance or lack of performance. This provision shall not be construed as any waiver of sovereign immunity by either of the parties.

VII. Indemnification. To the limits set forth in section 768.28, Florida Statutes and without otherwise waiving sovereign immunity, TBARTA shall indemnify, defend, and hold harmless the MPO and all of its officers, agents, and employees from any claim, loss, damages, cost, charge, or expense arising out of any act, error, omission, or negligent act by TBARTA, its agents, or employees, during the performance of the Agreement, except that neither TBARTA, its agents, or its employees will be liable under this paragraph for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the MPO or any of its officers, agents, contractors, or employees during the performance of the Agreement.

VIII. Third Party Beneficiary. With the exception of the TBARTA MPOs CCC, which is hereby expressly made a third party beneficiary of this Agreement; this agreement is solely for the benefit of TBARTA and the MPO and no right or cause of action shall accrue upon or by reason hereof, to or for the benefit of any third party. Nothing in this Agreement, either expressed or implied, is intended or shall be construed to confer upon or give any person, corporation, or governmental entity or agency, other than the parties hereto,
any right, remedy, or claim under or by reason of this Agreement or any provisions or conditions hereof.

IX. **Severability.** A finding that any term or provision of this Agreement is invalid and unenforceable shall not affect the validity or enforceability of the remainder of this Agreement.

X. **Governing Law: Venue.** The agreement shall be governed by and construed in accordance with the laws of the State of Florida, and venue for any action arising out of or related to this Agreement shall be in Hillsborough County, Florida.

XI. **Headings.** The headings or captions of sections or paragraphs used in this Agreement are for convenience of reference only and are not intended to define or limit their contents, nor are they to affect the construction of or be taken into consideration in interpreting the Agreement.

XII. **Amendment and Waiver.** Neither this agreement nor any portion of it may be modified or waived orally. The provisions hereof may be amended or waived only pursuant to an instrument in writing, executed by the MPO and TBARTA.

WHEREFORE, TBARTA and the MPO have executed this Agreement as of the date above.

**Tampa Bay Area Regional Transit Authority**

BY: ________________________________
    Jim Holton
    TITLE: Chairman, TBARTA Board

ATTEST: ________________________________
    Manatee County Commissioner Betsy Benac
    TITLE: Secretary-Treasurer

**Hillsborough MPO**

BY: ________________________________
    Commissioner Leslie “Les” Miller
    TITLE: Chairman

ATTEST: ________________________________
    Beth Alden
    TITLE: Executive Director
“EXHIBIT A”
SCOPE OF SERVICES

Organizational and Administrative Services in Support of the Tampa Bay Area Regional Transit Authority Metropolitan Planning Organizations Chairs Coordinating Committee (TBARTA MPOs CCC)

Scope of Work

Introduction

The Tampa Bay Area Regional Transit Authority (TBARTA) has been contracted to perform organizational and administrative staff services in support of the West Central Florida MPO Chairs Coordinating Committee (CCC) since 2011. On July 1, 2016, as a result of legislation, the CCC merged into TBARTA and is now referred to as the TBARTA MPOs CCC.

The current Interlocal Agreement, being administered by the Hillsborough MPO, will expire on September 30, 2018 and the Hillsborough MPO has agreed to administer the contract for one calendar year beginning on October 1, 2018. Members of the TBARTA MPOs CCC include the Forward Pinellas, Hernando/Citrus MPO, Hillsborough MPO, Pasco County MPO, Polk County Transportation Planning Organization, and Sarasota/Manatee MPO. Each organization provides an equal amount of funding for TBARTA’s tasks.

Task and Deliverables

Task 1. - Support for Staff Directors Coordination Team

1.a. Prepare and distribute agendas and attachments for review and discussion at monthly meetings using Microsoft Word Tracking feature or an internet cloud based file sharing site to allow group edits.

1.b. Prepare meeting minutes/summaries for Staff Directors review.

1.c. Follow-up on agenda items including contacts with other agencies as needed and directed.

Task 2. - Support for the annual meetings of the TBARTA MPOs CCC Board and Central Florida MPO Alliance

2.a. Prepare agenda and meeting packets for the TBARTA MPOs CCC Board meeting(s).

2.b. Maintain up to date distribution lists and distribute agendas by mail and electronically.
2.c. Arrange for meeting venues, audiovisual equipment and web conferencing as needed.

2.d. Provide, update voice message, and monitor 1-800# for meeting information.

2.e. Prepare meeting minutes and CAC summaries and post to website.

2.f. Meeting follow-up (e.g., preparation of letters, resolutions.).

2.g. Post all public meeting materials on TBARTA website and public meeting advertisement in applicable regional newspaper publications.

Task 3. - Coordinate with Agencies and Support for Subcommittees and Working Groups

3.a. Meeting attendance as determine by the Staff Directors, including coordination with regional planning councils and partner entities, and verbal reports to Directors on regional activities.

3.b. Monitor the update schedule for regional documents, including the Regional Long Range Transportation Plan (LRTP) and amendments to it; Transportation Regional Incentive Program (TRIP) and Multi-Use Trail (MUT) priorities; Shared-Use Nonmotorized (SUN) Trail program; Unified Planning Work Program (UPWP) Regional Tasks; regional congestion management process reports; and air quality conformity requirements, if applicable. Notify Directors of the need to prepare draft documents and/or scopes of work, distribute drafts for interagency review; compile comments and track responses to comments. Transmit, distribute and post final documents upon completion as directed and required.

3.c. Convene TRIP Working Group 3 to 4 times a year and coordinate with District 1(D1) MPOs on TRIP priorities leading to presentation to CCC and annual adoption of priority lists.

3.d. Prepare and publish public hearing notices for adoption of TRIP and MUT priorities.

3.e. Provide support as needed to the Regional Multi-Use Trails Committee.

Task 4. – CCC Public Participation, Title VI and LEP

4.a. Maintain the TBARTA MPOs CCC webpages on the TBARTA website and update as necessary.

4.b. As necessary, update the CCC’s Title VI and LEP Plans and Programs.
**Deliverables:**

- All documents, priority lists, maps, public hearing notices, and other supporting materials as described in Tasks 1 through 4.
- At minimum:
  - Two meetings of the TBARTA MPOs CCC Board and one Joint Meeting with the Central Florida MPO Alliance;
  - Ten meetings, or conference calls, of the MPO Staff Directors;
  - Two meetings, or conference calls, of the TRIP Working Group;
  - Six meetings, or conference call, of the Regional MUT Committee.

**Schedule of Work**

It is anticipated that all tasks and deliverables described above will be completed by September 30, 2019.

**Project Cost**

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Board & Committee Agenda Item

Agenda Item
TIP Amendment: Bloomingdale Ave at US 301 Intersection

Presenter
Vishaka Shiva Raman, MPO Staff

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

Recommended Action
Approve the amendment

Prepared By
Sarah McKinley, MPO Staff

Attachments
Project Diagram
TIP Comparative Report
STIP/TIP Report
BLOOMINGDALE AVE CONCEPT

SR 43 (US 301) AT BLOOMINGDALE AVE

DETERMINE EXISTING AND CONSTRUCT 4 TRAFFIC SEPARATORS
RELOCATE PEDESTRIAN SIGNAL POLES
RELOCATE AND CONSTRUCT A TRAFFIC SEPARATOR
RELOCATE PEDESTRIAN SIGNAL POLES
AREA REQUIRE ENVIRONMENTAL EVALUATION
WETLAND AND FLOODPLAIN IMPACTS IN THIS AREA REQUIRE ENVIRONMENTAL EVALUATION

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

LEGEND
- MILLING & RESURFACING
- WIDENING
- TRAFFIC SEPARATOR
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FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Florida Department of

TRANSPORTATION

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- Performance
- Projects

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.

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

STIP Amendment Number: TBD
TIP Page Number: Attached

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
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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Board & Committee Agenda Item

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

**Presenter**
Vishaka Shiva Raman, MPO Staff

**Summary**
The following item is an amendment to the MPO’s Transportation Improvement Program (TIP) for Fiscal Year 2019. The 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, real-time location tracking 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 urgent need to replace this equipment, HART has requested that the funds be moved forward.

In order to move the funds forward, HART proposes to swap funds that are allocated for bus replacements in FY 2019. This will allow for the CAD/AVL equipment to be updated now, and the funds in FY 2023 and will go towards bus replacements rather than CAD/AVL.

**Recommended Action**
Approve the TIP Amendment

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
TIP Comparative Report
Request Letter from HART
### Adopted FY 2018/2019 - 2022/2023 TIP

#### Hillsborough County, District 7

**FLP: TRANSIT**

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May 24, 2018

Stephen L. Benson, AICP, CNU-A
Government Liaison Administrator
Florida Department of Transportation
District Seven
11201 N. McKinley Drive
Tampa, Florida 33612

Dear Mr. Benson,

HART is requesting FDOT amend the adopted work program to change the following Surface Transportation Program Block Grant program funding previously awarded to HART capital projects, in order to address the urgent need to replace the CAD/AVL System. The requested changes, as follows, are cost-neutral.

Affected Financial Projects:

- 441896-1 - HART CAD/AVL SYSTEM REPLACEMENT (TRANSIT ITS SYSTEM OVERHAUL) – Current programming is $0 in FYs19-22. $10.1 in FY23 (CAP/SU).
- 424963-2 – HART SURFACE TRANSPORTATION BUS REPLACEMENTS – Ongoing funding for annual bus replacements (CAP/SU).

Requested funding transfers:

- FY19: Transfer $5,220,000 from FPID 424963-2-94-01 to FPID 441896-1-94-01
- FY23: Transfer $5,220,000 (of the $10.1M) from FPID 441896-1-94-01 to FPID 414963-2-94-01

HART is requesting to advance $5,220,000 to replace the ITS technology systems on the fleet. Currently, the OrbCAD/AVL system is used to support day-to-day bus operations, including OneBusAway, regional fare collection systems, and cellular/WiFi technologies. The CAD/AVL system tracks the vehicle location in real time, records the vehicle routes, monitors vehicle health, provides an emergency alarm, displays the correct route on bus reader board signs, counts the passengers, has in-vehicle security cameras, and provides ADA in-vehicle annunciations. The CAD/AVL system at HART was in first installed in 2007. Spare parts for many components are no longer available except from used sources and all of the hardware components will reach the end of useful life in 2019. The current CAD/AVL system no longer
meets the needs and requirements for HART operations, security and cybersecurity, nor in providing the best customer service while taking people to places that enhance their lives.

HART greatly appreciates FDOT’s consideration of this request.

Sincerely,

Jeffrey C. Seward
Interim Chief Executive Officer

cc: Cyndy Zambella, HART
    Elba Lopez, FDOT D7
    Sandi Bredahl, FDOT D7
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:


**Recommended Action**
Approve the report: 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**
Board Positions on Federal Performance Measures

**Presenter**
Johnny Wong, PhD, MPO Staff

**Summary**
At last month’s meeting, board members asked for more time to ask questions about and understand the implications of setting targets for federally-required performance metrics. Members asked many questions at the meeting, as shown in the meeting summary included in this agenda packet, and some members also sent follow-up questions via e-mail. The questions, which are still coming in as of this writing, will be summarized and addressed in today’s presentation.

Because several questions concerned coordination between the MPO and FDOT, a number of background documents are now attached, illustrating the multi-year history of coordination between FDOT, the Florida MPOs, and the Hillsborough MPO in particular.

The deadline is November 14 for the MPO to establish performance targets for pavement and bridge conditions and for system performance (travel time reliability) of the National Highway System. This is 180 days from FDOT’s establishment of statewide targets.

On October 23, the MPO Policy Committee unanimously supported all three of staff’s recommendations:

1) Support FDOT’s statewide performance targets for the NHS, and accept transit asset outcomes emerging from the 2018 HART TAM Plan.

2) Communicate, in a letter to FDOT:
   - request NHS bridges continue to be maintained in **Good** state of repair
   - request funding for bottleneck near-term fixes to improve travel time reliability – ex. ICM, ATMS, ramp changes, and other TSM&O projects on our priority list

3) Communicate, to the TMA Leadership Group:
   - HART Maintenance Facility should be a top regional priority
   - TSM&O projects should also be prioritized at regional level
**Background**

In 2012, MAP-21, the Moving Ahead for Progress in the 21st Century Act, established a performance-based transportation planning process, which was carried forward by the FAST Act. Implementing these laws, the Federal Highway and Federal Transit Administrations promulgated rules on performance measures for safety, transit asset management (TAM), pavement & bridge conditions, and performance of the National Highway System (NHS).

Today’s amendment is to update the narrative of the TIP to include the performance targets required by FHWA and FTA, and to provide a baseline by which to track progress toward improving each of the metrics.

The Safety rule from the FHWA became effective on April 14, 2016. This rule applies to State DOTs and MPOs and requires each to establish targets related to five safety-related performance measures. On February 6, 2018, the Hillsborough MPO amended the FY2017-2018 TIP and established baseline safety performance targets for calendar year 2018.

The Transit Asset Management rule from the Federal Transit Administration became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. In consultation with transit agencies and the Florida Department of Transportation, MPOs are required to report performance measures and targets at least once every four years. Performance targets must be established for each of four transit asset categories for all assets greater than $50,000 in acquisition value, and must describe the percentage of each category in a State of Good Repair. In October, the Hillsborough Area Regional Transit Authority (HART) completed a Transit Asset Management Plan in compliance with the FTA rules for Tier 1 transit providers. The MPO’s proposed targets were drafted in coordination with HART, the City of Tampa, and FDOT, and are based primarily on HART’s TAM Plan data, with supplemental information from Tampa.

The Pavement & Bridge condition rule from the FHWA became effective on May 20, 2017. This rule establishes performance measures to assess the condition of the pavements and bridges on the National Highway System. The rule applies to State DOTs and MPOs and requires each to establish targets related to the percentage of pavements on the Interstate System in either good or poor condition; the percentage of pavements on the Non-interstate NHS in either good or poor condition, and the percentage of NHS bridges in either good or poor condition. On May 18, 2018, FDOT established targets as shown in the attachment.

The System Performance rule from the FHWA became effective on May 20, 2017. This rule establishes performance measures to assess the travel time reliability of the NHS for both vehicles and freight. The rule applies to State DOTs and MPOs and requires each to establish targets related to the percentage of the Interstate network that is considered reliable for vehicles; the percentage of the Interstate network that is considered reliable for freight, and the percentage of the Non-interstate NHS that is considered reliable for vehicles. On May 18, 2018, FDOT established statewide targets for these measures as shown in the attachment.

**Recommended Action**

Support FDOT’s statewide performance targets for the National Highway System, and accept transit asset outcomes emerging from the 2018 HART Transit Asset Management Plan.

Support the Policy Committee’s recommendations for communication to FDOT and the TMA Leadership Group.
Prepared By
Johnny Wong, PhD, MPO Staff

Attachments
- Proposed Targets for Transit Asset Management, Pavement & Bridge Condition, and System Performance Measures
- Transportation Performance Management Timeline for Florida MPOs
- FDOT Statewide Targets for Pavement & Bridge and System Performance
- FDOT-MPOAC Joint Letter to FHWA Division Administrator James Christian re: Collaborative Process for Federal Performance Measures, 2018
- FDOT Mobility Performance Measures Program Consensus Items, 2017
- Florida MPO Pilot Study on National Performance Measures, 2017
- “Performance Measurement Best Practice: Forecasting Tools for Metropolitan Transportation Plans” case study submitted by Hillsborough MPO and FDOT to AASHTO, 2014
Proposed Targets for Transit Asset Management, Pavement & Bridge Condition, and System Performance Measures

The Transit Asset Management rule from the Federal Transit Administration became effective on October 1, 2016. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. In consultation with transit agencies and the Florida Department of Transportation, MPOs are required to report performance measures and targets at least once every four years. Near-term performance outcomes must be established for each of four transit asset categories for all assets greater than $50,000 in acquisition value and must describe the percentage of each category in a State of Good Repair. HART’s 2018 TAM Plan went above and beyond what is required in the FTA Rule by conducting an inventory of additional categories of Equipment aside from non-revenue vehicles, which included IT hardware and software. These Equipment assets are not reflected in the 2018 performance outcomes. The following baseline outcomes were established in coordination with the Hillsborough Area Regional Transit Authority (HART), City of Tampa, and FDOT:

- Rolling stock: ≤22% of assets NOT in a State of Good Repair
- Equipment: ≤81% of assets NOT in a State of Good Repair
- Facilities:
  - Passenger/Parking facilities: ≤10% rated below 3 on TERM scale
  - Administrative/Maintenance facilities: 0% rated below 3 on TERM scale
- Infrastructure: 0% of segments with performance restrictions

The Pavement & Bridge condition rule from the FHWA became effective on May 20, 2017. This rule establishes performance measures to assess the condition of the pavements and bridges on the National Highway System. The rule applies to State DOTs and MPOs and requires each to establish near-term performance outcomes related to the percentage of pavements on the Interstate System in either good or poor condition; the percentage of pavements on the Non-interstate NHS in either good or poor condition, and the percentage of NHS bridges in either good or poor condition. On May 18, 2018, FDOT established the following 4-yr baseline outcomes:

- Interstate Pavements: ≥60% in Good condition
- Interstate Pavements: ≤5% in Poor condition
- Non-interstate NHS Pavements: ≥40% in Good condition
- Non-interstate NHS Pavements: ≤5% in Poor condition
- NHS Bridges: ≥50% in Good condition
- NHS Bridges: ≤10% in Poor condition
The *System Performance* rule from the FHWA became effective on May 20, 2017. This rule establishes performance measures to assess the travel time reliability of the NHS for both vehicles and freight. The rule applies to State DOTs and MPOs and requires each to establish near-term performance outcomes related to the percentage of the Interstate network that is considered reliable for vehicles; the percentage of the Interstate network that is considered reliable for freight, and the percentage of the Non-interstate NHS that is considered reliable for vehicles. On May 18, 2018, FDOT established statewide targets for these measures:

- **Interstate Reliability**: ≥75% of network reliable
- **Interstate Reliability for Freight**: ≤2.00 index score
- **Non-interstate NHS Reliability**: ≥50% of network reliable

The MPO Board prioritizes projects for funding, many of which meet the criteria for transit asset management, pavement & bridge condition, and system performance projects under the *Preserving the System, and Managing Traffic for Drivers and Shippers* categories of the 2040 Long Range Transportation Plan (LRTP). The 2018-19 TIP has numerous funded projects that enhance transit, resurfacing of facilities, bridge repair, and traffic management including: HART bus replacements, bus computer aided dispatch and automatic vehicle location (CAD/AVL) technology, Marion Station improvements, and a compressed natural gas duplex compressor; resurfacing pavement at segments of I-75, US301, and US41; repairing bridges at I-75 over Riverview Dr, US41 over Alafia River, US41 over McKay Bay, and Gandy Bridge; and, an intersection improvement at MLK Blvd and 50th St, a signal improvement at Hillsborough Ave and Nebraska Ave, and a lane addition at US301 and Bloomingdale Ave. These projects will make progress toward improving performance in future years.
## Transportation Performance Management Timeline for Florida MPOs

<table>
<thead>
<tr>
<th>Deadline</th>
<th>Rule</th>
<th>Action Type</th>
<th>Deadline Item</th>
<th>Who/where to report to</th>
<th>Reporting Deadline Clarifying Statements</th>
<th>How Often</th>
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<tbody>
<tr>
<td>May 27, 2018</td>
<td>Planning</td>
<td>Sign Agreement</td>
<td>Develop agreement covering coordination in data collection, analysis, performance reporting, and plan publication</td>
<td>MPOAC and FDOT submit to FHWA</td>
<td>MPOAC Policy and Technical Committee reviewed in May. MPOAC adopted agreement on June 7. Agreement will be updated over time as needed.</td>
<td>One time event</td>
</tr>
</tbody>
</table>
| Nov 14, 2018 | PM2 - Bridge & Pavement Performance Measures | Set Initial Target | 1. 6 PM2 Measures:  
   1. Percentage of NHS bridges Classified as in Good Condition  
   2. Percentage of NHS bridges Classified as in Poor Condition  
   3. Percentage of Pavements of the Interstate System in Good Condition  
   4. Percentage of Pavements of the Interstate System in Poor Condition  
   5. Percentage of Pavements of the non-Interstate NHS in Good Condition  
   6. Percentage of Pavements of the non-Interstate NHS in Poor Condition | FDOT                                          | The MPO deadline is 180 days after the State first establishes this target. | One time event |
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<th>How Often</th>
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| Nov 14, 2018  | PM3 - System Performance Measures | Set Initial Target | 1. 3 PM3 Measures:  
   1. Percent of reliable person-miles traveled on the Interstate  
   2. Percent of reliable person-miles traveled on the non-interstate NHS  
   3. Truck travel time reliability on the interstate system | FDOT                  | The MPO deadline is 180 days after FDOT first establishes this target.                         | One time event |
| Feb 27, 2019  | PM1 - HSIP & Safety Performance Measures | Update Target | 1. Update targets for 5 Safety Measures  
   1. Number of Fatalities  
   2. Rate of Fatalities per 100 million VMT  
   3. Number of Serious Injuries  
   4. Rate of Serious Injuries per 100 million VMT  
   5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries | FDOT                  | MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. | Every year |
| Mar 30, 2023  | PM2 - Bridge & Pavement Performance Measures | Update Target | 1. Update targets for 6 PM2 Measures:  
   1. Percentage of NHS bridges Classified as in Good Condition  
   2. Percentage of NHS bridges Classified as in Poor Condition  
   3. Percentage of Pavements of the Interstate System in Good Condition  
   4. Percentage of Pavements of the Interstate System in Poor Condition  
   5. Percentage of Pavements of the non-Interstate NHS in Good Condition  
   6. Percentage of Pavements of the non-Interstate NHS in Poor Condition | FDOT                  | The MPO deadline is 180 days after FDOT first establishes this target.                         | Every 4 years |
| Mar 30, 2023  | PM3 - System Performance Measures | Update Target | 1. Update targets for 3 PM3 Measures:  
   1. Percent of reliable person-miles traveled on the Interstate  
   2. Percent of reliable person-miles traveled on the non-interstate NHS  
   3. Truck travel time reliability on the interstate system | FDOT                  | The MPO deadline is 180 days after FDOT first establishes this target.                         | Every 4 years |
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<th>How Often</th>
</tr>
</thead>
<tbody>
<tr>
<td>With each LRTP update</td>
<td>Planning</td>
<td>Submit Plan or Report</td>
<td>Submit LRTP on regular schedule. Depending on when this happens, the LRTP will not be approved by the FHWA and FTA if it fails to include the System Performance Report and performance measures by these dates: PM1 by May 27, 2018; Transit PM by Oct 1, 2018; PM2 and PM3 by May 20, 2019</td>
<td>LRTP</td>
<td></td>
<td>Depends on agency cycle</td>
</tr>
<tr>
<td>With each TIP update</td>
<td>Planning</td>
<td>Submit Plan or Report</td>
<td>Submit TIP on regular schedule. Indicate anticipated effect of the TIP toward achieving targets identified in LRTP. Depending on when the TIP is adopted, it will not be approved by FHWA and FTA if it fails to include these performance measures by these dates: PM1 by May 27, 2018; Transit PM by Oct 1, 2018; PM2 and PM3 by May 20, 2019</td>
<td>TIP</td>
<td></td>
<td>Depends on agency cycle</td>
</tr>
</tbody>
</table>
Beth Alden

**From:** Reichert, Mark <Mark.Reichert@dot.state.fl.us>

**Sent:** Friday, May 18, 2018 2:19 PM

**To:** aileen.boucle@mdtpo.org; Ali Atefi; Anne McLaughlin; Austin Mount; Barley, Harry; Benjamin Dunn; Beth Alden; Beth Beltran; Carlos Roa (Carlos.Roa@mdtpo.org); Carter, Laura; Carver, Jennifer; Chris Benson; Dave Hutchinson; Dawn Schwartz; Denise Bunnewith; Dennis Dix; Donald Scott; Fish, TJ; Gary Harrell; Gary Huttman; Gillette, Georganna; Gramovot, Alexander; Greg Stuart; Hickman, Lisa; Hugh Pascoe; James H. Edwards; Jeff Kramer; Jeff Sheffield; Jesus Guerra; Kathy Singer; Kostrzewa, Jack; lbollenback@volusiatpo.org; Lorraine Lantz; Markovich, Martin; Messina, Brigitte; Michael Daniels; msoderstrom@cfrpc.org; nuhren@palmbeachmpo.org; Pat Steed; buchwaldp@stlucieco.org; Phil Matson; Ray Chiararamonte; Reichert, Mark; rcross@palmbeachmpo.org; Ron Gogoi; Ryan Christopher; RyanKordek@polk-county.net; Koons, Scott; Slay, Greg; Susan Ebner; Tom Deardorff; Tracy Flavien; Virginia Whittington; Ward, Sara; Washnock, Mary Beth; Whit Blanton

**Cc:** Wood, Jim M. (CO); Colson, Regina; VanDenBogaert, Jessica; Khoa (FHWA; Darji, Rafiq; Frank (FHWA; Brunelle, Karen (FHWA; Blizzard, Stacie (FHWA; Powell, Jr., Rudy; Mikyska, Carl

**Subject:** Statewide Transportation Performance Measures Targets

Good afternoon, everyone. In accordance with 23 USC 150(d)(1) and 23 CFR 490.105 each state must set performance targets that reflect the measures established for Pavement, Bridge and System condition. These performance targets must be set by Sunday, May 20, 2018. To ensure compliance with that deadline, the Florida Department of Transportation issues the following statewide targets:

**FDOT Initial Targets**

- **Pavement Condition Initial Targets**
  - % of Interstate pavements in Good condition: 60% (4-year target)
  - % of Interstate pavements in Poor condition: 5% (4-year target)
  - % of non-Interstate NHS pavements in Good condition: 40% (2 and 4-year target)
  - % of non-Interstate NHS pavements in Poor condition: 5% (2 and 4-year target)

- **Bridge Condition Initial Targets**
  - % of NHS bridges classified as in Good condition by deck area: 50% (2 and 4-year target)
  - % of NHS bridges classified as in Poor condition by deck area: 10% (2 and 4-year target)

- **Performance of the NHS, Freight and CMAQ Initial Targets**
  - % of person-miles traveled on the Interstate that are reliable: 75% (2-year target) and 70% (4-year target)
  - % of person-miles traveled on the non-Interstate NHS that are reliable: 50% (4-year target)
  - Truck travel time reliability ratio (TTTR) on the Interstate: 1.75 (2-year target) and 2.0 (4-year target)

With the establishment of these performance targets on this date, Florida’s 27 Metropolitan Planning Organizations have 180 days (by Wednesday, November 14, 2018) in which to either commit to support the above statewide targets or establish their own separate quantifiable targets. FDOT will continue to share the requisite data for the MPOs to determine their best course of action. If there are any questions regarding the statewide targets or the requirements for the MPOs, please do not hesitate to contact me.

---

**Mark E. Reichert**  
**Administrator for Metropolitan Planning**  
Office of Policy Planning, Florida Department of Transportation  
605 Suwannee Street, MS 28
May 25, 2018

Mr. James Christian, Division Administrator
Florida Division, Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

Dear Mr. Christian,

We are pleased to transmit the attached statement of our “Collaborative Process for Federal Performance Measures” pursuant to 23 CFR 450.314(h)(2). This document was prepared by the Florida Department of Transportation (FDOT) and Florida’s 27 Metropolitan Planning Organizations (MPOs) through the MPO Advisory Council (MPOAC). Each MPO is responsible for coordinating with its board and committees in the development and implementation of this document. This includes the providers of public transportation in MPO planning areas, through their participation on MPO boards and committees and in metropolitan planning activities as documented in agreements required of each MPO in Section 339.175(10), Florida Statutes.

This document is intended to assist with initial implementation of the Transportation Performance Management requirements. It is anticipated that this document will be revised over time as FDOT and the MPOAC work cooperatively to fully implement all applicable federal requirements.

Whether through annual Florida Metropolitan Planning Partnership meetings or the continuous efforts of so many to develop the state’s long-range transportation plan (the Florida Transportation Plan) and our coordinated and prioritized Work Program, Florida enjoys a strong history of effective collaboration in state and metropolitan transportation planning. FDOT and the MPOs have been coordinating regarding performance measures for several years in preparation for meeting federal requirements. A 2018 Transportation Research Board Annual Meeting session moderated by the Federal Highway Administration and the Federal Transit Administration highlighted the model performance partnership between FDOT and Florida’s MPOs. The attached process is the next step in that effort, documenting our cooperative approach to developing and reporting federal transportation performance measures and targets.
May 25, 2018
Page 2 of 2

We look forward to our future work together in delivering Florida’s high performing transportation system.

Sincerely,

Mike Dew, Secretary
Florida Department of Transportation

Nick Maddox, Chair
MPOAC Governing Board

Cc: Tom Byron, Assistant Secretary for Strategic Development, FDOT
Jim Wood, Chief Planner, FDOT
Carl Mikyska, Executive Director, MPOAC
Executive Directors of Florida’s 27 MPOs
Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida’s 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Part 450 of the Code of Federal Regulations (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”

- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.
Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

FDOT and the MPOAC agree that email communications shall be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning.

1. Transportation performance data:
   a) FDOT: FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area:¹
   b) MPOs: Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.

2. Selection of performance targets:

   FDOT, the MPOs, and providers of public transportation will set their respective performance targets in coordination with one another. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication.

   a) FDOT: FDOT will establish a statewide target for each applicable federally required performance measure.
      i. FDOT will provide each MPO and relevant provider of public transportation, as applicable, an opportunity to provide comments on proposed statewide targets prior to FDOT’s establishment of statewide targets.
      ii. FDOT will provide written notice to the MPO when FDOT sets a target. This notice will provide the targets and the date FDOT set the target, which will begin the 180-day time-period during which the MPO must set performance targets.

¹ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.
² If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.
b) MPOs: Each MPO will establish a target for each applicable federally required performance measure and provide the selected target to FDOT. To the extent possible, MPOs will establish their targets through existing processes including, but not limited to, the annual transportation improvement program update. For each performance measure, an MPO will have the option of establishing a target by either:

i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the transportation improvement program) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT’s statewide target for that performance measure.

ii. Choosing to set its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to set its own target, the MPO will develop the target in coordination with FDOT and, as applicable, providers of public transportation. The MPO will provide FDOT and, as applicable, providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the transportation improvement program) that includes the target and when the MPO sets its target.

iii. Public transportation related targets: FDOT and the MPOAC recognize the role of providers of public transportation in MPO planning areas in meeting federal performance management requirements for transit asset management and transit safety (final rule pending). The transit asset management requirements are being implemented through the transit asset management plans being developed by Tier I providers of public transportation and by FDOT on behalf of participating Tier II providers. FDOT will notify MPOs and participating Tier II providers following establishment of transit-related targets in the Group Transit Asset Management Plan. Each MPO will provide to FDOT documentation of whether it agrees to support these targets, or choose to develop its own targets. Specific coordination processes between MPOs and providers of public transportation are defined in existing Intergovernmental Coordination and Review agreements or can be defined in funding agreements, as appropriate.

3. Reporting performance targets:

a) FDOT: FDOT will provide its established performance targets to either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) as mandated by the federal requirements. FDOT will notify the MPOs when it reports final statewide targets.

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3 When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.
May 25, 2018

i. FDOT will include applicable information outlined in 23 CFR 450.216 (f) in any statewide long-range transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

ii. Reporting of targets and performance by FDOT will conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.

b) MPOs: Each MPO will report its respective performance targets as mandated by federal requirements to FDOT in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent possible, MPOs will report their targets through existing processes including, but not limited to, the annual transportation improvement program update.

i. MPOs will include applicable information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan long-range transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.

ii. Reporting of targets and performance by the MPOs will conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.

4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:

a) FDOT: FDOT will provide to FHWA or FTA as designated, and share with each MPO, the transportation performance data for the state showing the progress being made towards attainment of each target set by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.

b) MPOs: Each MPO will provide to FDOT on an annual basis transportation performance data for the MPO showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent possible, MPOs will report progress through existing processes including, but not limited to, the annual transportation improvement program update.

5. Collection of data for the State asset management plans for the National Highway System (NHS):

a) FDOT: FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.
FDOT Mobility Performance Measures Program

Consensus Items

April 4, 2017
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1.0 Introduction

The Florida Department of Transportation has a Mobility Performance Measures (MPM) program to develop and report on multimodal mobility performance measures. The objective of the program is to develop and regularly update measures, analytic and reporting techniques for measures in every mode (freight, auto/truck, transit, pedestrian, bicycle) and to ensure they are in accordance with state of the art practices and national guidelines related to mobility performance measurement.

The program can be described through several key components as follows:

- Purpose of a Mobility Performance Measures Program
- Performance measures from a multimodal perspective
- Reporting and sources of data
- Roles of Central Office, Districts and MPOs
- Definitions
- Future direction

The details of these components have been discussed with various groups including FDOT Central and District offices and MPOs throughout the State. This report documents the outreach process and presents the results of the consensus-building process in terms of agreed upon elements of the six key components above.
2.0 Summary of Outreach

The proposed purpose, measures, definitions, mechanisms for reporting, roles and plans for future direction of the MPM program have been presented and discussed over the last five years with the following groups:

- FDOT Mobility Performance Measures Team
- Florida Metropolitan Planning Organization Advisory Council (MPOAC)
- Mobility Performance Measures Summits
- FDOT Travel Time Reliability Coordination Group - Multimodal Coordination Team
- FDOT Districts 1, 2, 3, 4, 5, 6, 7, and Turnpike Planning, Modal Development and Operations Offices
3.0 Consensus Items

The following items summarize the MPM program and they consider all comments received and discussed with stakeholders.

3.1 Purpose of a Mobility Performance Measures Program

The purpose of the MPM program at FDOT is to:

- Develop statewide MPMs for use by transportation and other partners across the State
- Help ensure consistency in understanding and approach by the State and MPOs through a consensus-building process
- Help comply with MAP-21 requirements related to mobility measures
- Help in evaluating alternatives and prioritizing projects in planning and programming processes

It is understood that the Forecasting and Trends Office within FDOT is responsible for reporting on the MPMs annually for the State through the FDOT Multimodal Mobility Performance Measures Source Book. Other offices and MPOs can use the measures and results in their own planning and programming processes. Note that MAP-21 is primarily a highway-oriented bill, and as such, the MPMs are largely oriented to the auto and truck modes. Future iterations may evolve with increased emphasis on other modes such as transit, aviation, and rail.

3.2 Multimodal Mobility Performance Measures

Multimodal mobility performance measures represent one aspect of FDOT’s overall performance measures program. A matrix of MPMs will be reported on regularly. The matrix includes freight and people components and is divided into four dimensions of mobility: quantity, quality, accessibility, and utilization. Appendix A contains the current measures proposed to be reported in 2017. The current measures are shown for people (highway (auto/truck), transit, pedestrian, bicycle, aviation, rail and seaports) and freight (auto/truck, aviation, rail, seaports.) The four dimensions stratify the measures and reporting periods (peak hour, peak period, daily and yearly) are indicated for each measure. The matrix indicates which measures FDOT is proposing to be reported for MAP-21 purposes in bold type. Additional measures will be added as they are developed.
The measures are provided as recommendations. An agency may wish to revise how the measures are reported, for example: Vehicle miles travelled \textit{per capita}.

### 3.3 Reporting of Mobility Information

Multimodal mobility performance measures are currently reported in FDOT’s \textit{Multimodal Mobility Performance Measures Source Book}. When FHWA finalizes the required MAP-21 measures, FDOT will also report on and provide measures to the Districts and MPOs as described below in the MAP-21 section.

#### Multimodal Mobility Performance Measures Source Book

The primary source of information and analysis is the \textit{Multimodal Mobility Performance Measures Source Book}. The \textit{Source Book} is intended to be published every September. It is anticipated that MPOs and District offices will refer to and use the \textit{Source Book} for their own reporting.

The measures are provided by facility and area types as appropriate. Most measures are reported for National Highway System (NHS), Interstate, State Highway System (SHS), Strategic Intermodal System (SIS), freeways, non-freeways and by state and urbanized, county, planning and regional boundaries.

Auto and freight travel time reliability and variability are provided only on freeways for the state, and urbanized, county, planning and regional boundaries.

For more information, please refer to [http://www.dot.state.fl.us/planning/statistics/sourcebook/](http://www.dot.state.fl.us/planning/statistics/sourcebook/)

In 2017, FDOT will provide the MPOs with a state of the system analysis similar to FDOT’s Source Book. The measures reported for the individual MPOs will align with other performance measures reported by FDOT, with particular emphasis on those measures in the Source Book. Through this effort, the Metropolitan Planning Organization Advisory Committee (MPOAC), partner organizations, and other stakeholders will be able to access these measures to report on the collective MPO system in Florida or specific regions. Approximately 15 performance measures will be selected for each of Florida’s 27 MPOs based on feedback from the MPOs and MPOAC staff. It is FDOT’s intent to report on all the measures required by MAP-21 (see below section), additional measures will be reported annually and others at 2 to 5 year intervals, such that 10 measures will be provided in any given year. The majority of measures will be available yearly. In the event new data is not available annually or the indicator shows minimal annual movement, measures will be reported at longer intervals.

#### MAP-21

The Department’s intent is to supply the MPOs with data for all required MAP-21 mobility performance measures. In November 2015, the then Transportation Statistics Office provided the following to districts to transmit to the MPOs in
anticipation of required MAP-21 reporting. When the rules from the MAP-21 are finalized, the list will be changed and updated.

- Vehicle Miles Traveled (daily and peak hour)
- Combination Truck Miles Traveled (yearly)
- % Travel Meeting LOS Criteria (peak hour, peak period, daily)
- Travel Time Reliability - People (peak hour, peak period, daily)
- Delay (peak period, daily, yearly)
- Travel Time Reliability – Freight (peak period)
- Combination Truck Delay (daily)

It is FDOT’s intent to provide these for the State as a whole, by National Highway System, Interstate, all freeways and non-freeway facility types for each MPO area and for groups of urbanized areas served by more than one MPO. ("FHWA smoothed urbanized area" boundaries will be used.) In addition, information will also be provided on the SIS, SHS, and for each county of an urbanized area. Note that measures will not be provided by district.

3.4 **ROLES OF CENTRAL OFFICE, DISTRICTS AND MPOS**

FDOT and MPOs will be responsible for developing/reporting on their own:

- Multimodal mobility performance measures
- Performance targets
- Performance plans

The consensus measures and definitions contained in this document are designed for use by all stakeholders.

The FDOT Central Office Forecasting and Trends Office will:

1. **Coordinate statewide efforts** on MPM Program.
   a. Lead the development and update of the measures and analysis techniques
   b. Be the primary/office source of mobility measures for Florida
   c. Conduct and share research activities and District case studies through the State with all stakeholders
   d. Field technical questions from Districts and MPOs

2. **Produce and report on statewide MAP-21 measures** – This will be done in compliance with MAP-21 and will include the development of performance targets and performance plans. The reports and information will be provided to Central Office Transportation and Data Analytics Office for the Highway
Performance Monitoring System, and to the MPOs directly (with a copy to the Districts). Coordination with Office of Policy Planning MPO Coordinator will also occur.

3. **Produce the annual Multimodal Mobility Performance Measures Source Book** every September. The measures and reporting periods are shown in the proposed 2017 MPM Matrix (Appendix A).

4. **Provide additional MPMs** on a case-by-case basis (as requested).

5. **Lead the development of mobility measure targets** at the State level and support MPOs in their target development.

6. **Develop and provide training.**

FDOT District Offices will:

1. **Provide input** to Central Office on the MPM program
2. **Coordinate with MPOs and MPO Alliances**
3. **Provide technical support**
4. **Implement FDOT projects/programs** to implement Federal and State goals/objectives and document those activities.
5. **Develop own MPMs** within and across districts, as appropriate.
6. Share MPM data with other partners

MPOs will:

1. **Develop and use their own MPMs**, as appropriate.
2. **Comply with MAP-21.**
   a. Use calculated results provided by FDOT, if desired
   b. Develop performance targets
   c. Report to FHWA as required
   d. Include measures in long range transportation plans (LRTPs) and congestion management plans (CMPs) to evaluate alternatives
   e. Coordinate with other MPOs, as appropriate

### 3.5 Definitions

A set of MPM-related definitions is included in Appendix B. It is recommended these FDOT definitions be used as much as possible for statewide consistency.

### 3.6 Future Direction

In addition to the roles and responsibilities listed above, FDOT Central Office will take the lead on the following activities:
• Refine the MPMs and coordinate with the stakeholder groups
• Develop and deliver a Training and Users Guide on multimodal mobility performance measures and performance based planning
• Conduct research related to application of Strategic Highway Research Program (SHRP2)
• Coordinate development of targets and address issues related to timing and other planning documents
• Investigate the linking of the Source Book with FDOT’s Trends and Conditions process so that a more comprehensive “Source Book” is implemented
### A. Current 2017 Mobility Performance Measures Matrix

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<th>Reporting Period</th>
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**Legend:**
- **PH:** peak hour
- **PP:** peak period
- **D:** daily
- **Y:** yearly

*PH= peak hour; PP=peak period; D=daily; Y=yearly*
B. Definitions

95th percentile travel time - The travel time that is higher than 94% of observations or equivalently lower than 4% of the average speed observations (also known as planning time index).

Accessibility (a dimension of mobility) – conceptually the ease in engaging in activities; ability to reach desired destinations, activities, goods, and services - performance measures typically associated with this mobility dimension are:

- Time, distance or cost to reach a destination
- Modal choices/alternatives
- Connectivity
- Number of transfers (transit)

Auto (automobile) – a highway travel mode that includes motor vehicle traffic including motorcycles, passenger cars, and four tire, single units (FHWA Vehicle Category Classification, Classes 1-3 (See Appendix D)).

Auto/Truck – a combination of the auto and truck modes (FHWA Vehicle Category Classification Classes 1-13).

Average travel speed – The length of the highway segment divided by the average travel time of all vehicles traversing the segment, including all stopped delay times.

Aviation – mode relating to the transportation of people and goods by aircraft.

Benchmark – a common reference point used for comparisons for performance measures practices.

Bicycle – a mode comprised of vehicles with two wheels tandem, propelled by human power.

Bikeway - a bicycle path physically separated from motorized traffic by an open space or barrier, either within the highway right-of-way or within an independent right-of-way.

Bottleneck – a segment of a transportation network that consistently experiences significant operational problems such as oversaturated congestion.

Buffer Time Index – a travel time reliability performance measure defined by the ratio of an actual travel time (typically the 95th percentile travel time) to the average travel time. Conceptually represents the extra travel time (or time cushion) travelers must add to their average travel time when planning trips to ensure on-time arrival (note: this measure is not recommended for statewide reporting of travel time reliability or in project prioritization).
**Bus** – a highway travel mode operated by rubber-tired vehicles that follow fixed routes and schedules along roadways (FHWA Vehicle Category Classification Class 4).

**Capacity** (for auto/truck modes) – the maximum number of vehicles that reasonably can be expected to traverse a point or a uniform section of roadway during a given time period under prevailing conditions.

**Capacity** (for other modes) – To be added in future.

**Combination truck** – a truck consisting of a tractor and trailer (FHWA Vehicle Category Classification Classes 8-13).

**Congestion** (congested conditions) (for the auto/truck modes) – a condition in which traffic demand causes crowding of vehicles.

Adjectives describing the severity of congestion are:

- Mild
- Moderate
- Heavy
- Severe

Adjectives describing the types of congestion are:

- Non-recurring
- Recurring

**Container** – a large, standard sized metal box into which cargo is packed for shipment. (see definition of twenty-foot equivalent unit)

**Context measure** – see Indicator.

**Corridor** (for auto/truck modes) – (1) a set of essentially interrelated, parallel transportation facilities for moving people and goods between two points; (2) a geographic area used for the movement of people and goods; (3) highway, rail line, waterway, bikeway and other exclusive-use facilities that connect major origin/destination markets.

**Delay** (for auto/truck modes) – (1) additional travel time beyond some norm (e.g., LOS C in urbanized areas, LOS B elsewhere) experienced by a traveler; (2) any additional travel time experienced by a traveler.

**Delay** (for other modes) – to be added in future.

**Demand** – the number of persons or vehicles desiring to use a mode or facility.

**Demand to capacity ratio** – see volume to capacity ratio.

**Enplanements** – passenger boardings at airports.

**Facility** (for auto mode) – a length of roadway composed of points and segments.
**Free flow speed** (for auto/truck modes) – the average speed of vehicles on a given segment, measured under low-volume conditions, when drivers are free to drive at their desired speed and are not constrained by the presence of other vehicles or downstream traffic control devices; typically 5 mph over the posted speed limit.

**Free flow time** (for auto/truck modes) – the average time spent by vehicles traveling at the free flow speed over a facility length.

**Freeway** – a multilane, divided highway with at least two lanes for exclusive use of traffic in each direction and full control of ingress and egress.

**Freight** – any commodity being transported.

**Goal** – the description of a desired outcome. The purpose toward which an endeavor is directed, integral to organization mission. (e.g., provide safe and secure transportation across modes.)

**Heavy congestion** (for auto/truck modes on freeways) - a situation in which average travel speeds are in the range from 20-44 mph.

**Heavy vehicle** (truck and bus modes) – a vehicle meeting FHWA Vehicle Category Classification Classes 4-13.

**Highway** – a general term for denoting a public way for purposes of vehicular and people travel, including the entire area within the right-of-way.

**Highway modes** – methods of motorized and non-motorized travel that may utilize a highway, specifically auto, bicycle, bus, pedestrian, and truck.

**Indicator (also known as context measure)** – a type of mobility performance measure which is used to identify relevant background conditions and trends.

**Intermodal** – related to the connection between two or more modes of transportation.

**Lane miles** - The product of the centerline miles and the number of lanes.

**Level of service (LOS)** – a quantitative stratification of the quality of service to a typical traveler of a service or facility into six letter grade levels, with “A” describing the highest quality and “F” describing the lowest quality.

**Mild congestion** (for auto/truck modes on freeways) - a situation in which average travel speeds are in the range from 55-59 mph.

**Mobility** – the movement of people and goods.

**Mobility performance measure** – a metric that quantitatively describes something about one of the four dimensions of mobility (quantity, quality, accessibility, utilization). Measures can be considered as one of two types:

- a mobility metric directly tied to achieving a goal or objective or used in a decision making process; or

- an indicator or context measure which is used to identify relevant background conditions and trends
Mode – a means of moving people or goods.

Moderate congestion (for auto/truck modes on freeways) - a situation in which average travel speeds are in the range from 45-54 mph.

Motor carrier – a firm engaged in providing commercial motor freight or long distance trucking.

Multimodal – more than one travel mode including potentially the four highway modes (auto/truck, bicycle, bus/transit, and pedestrian), aviation, rail, and seaports.

National Highway System (NHS) - Includes the Interstate Highway System as well as other roads important to the nation’s economy, defense, and mobility

Non-recurring congestion (for auto/truck modes) – congestion caused by unexpected disruptions or other events, particularly lane blocking incidents.

Objective – A specific, quantifiable statement that clearly relates to a goal; states a desired direction (e.g., reduce the rate of injuries).

On-time arrival - A travel time reliability performance measure defined by a designated travel time (typically, for freeways based on a 45 mph speed or 1.33 travel time index); conceptually represents a trip that arrives within a defined travel time.

Paratransit (or demand response) - Forms of transportation service that are more flexible and personalized than conventional fixed route, fixed schedule transit service; typically utilized to accommodate passengers who are older or disabled and unable to use the fixed route service.

Passengers (for aviation, rail, seaports, transit modes) – people in a vehicle making use of a mode.

Peak hour – (1) the hour in which the greatest amount of travel occurs (typically considered 5:00-6:00 p.m. on a weekday); (2) the hour in which the greatest amount of travel occurs for a mode.

Peak period – (1) a multi-hour period in which travel is greatest and (2) for the auto mode in large urbanized areas the two-hour weekday time period of 5:00-7:00 p.m. at which congestion is typically highest.

Pedestrian - an individual traveling on foot.

Performance based planning – application of performance management principles to transportation system policy and investment decisions.

Performance measure – a metric that quantifies an agency’s progress in meeting stated goals and objectives.

Planning time index - a travel time reliability performance measure defined by the ratio of an actual 95th percentile travel time to the free flow travel time. Conceptually represents the congested travel time travelers must spend compared to an uncongested travel time to arrive at their destination on time 95% of the time.
(a value of 3.00 indicates a traveler should allow 60 minutes to make an important trip that takes 20 minutes in uncongested traffic).

**Quality** (a dimension of mobility) - conceptually how well people or goods are being transported – performance measures typically associated with this mobility dimension are:

- Average travel speed
- Travel time reliability
- Vehicle delay
- Level of service

**Quality of service** – a user based perception of how well a service or facility is operating.

**Quantity** (a dimension of mobility) - conceptually the number of people or goods being transported – performance measures typically associated with this mobility dimension are:

- Person trips
- Person miles traveled
- Vehicle miles travel
- Truck miles traveled
- Tonnage

**Rail** - Relating to the transportation of people and goods by train.

**Recurring congestion** (for auto mode) – the routine presence of congestion on a facility.

**Reliability** – see travel time reliability.

**Seaport** - relating to the transportation of people and goods by waterborne vessels.

**Severe congestion** (for auto/truck modes on freeways) - a situation in which average travel speeds are below 20 mph.

**Single unit truck** - a truck without a trailer (FHWA Vehicle Category Classifications Classes 5-7).

**Stable flow** - a flow of traffic on freeways, which is not stop-and-go.

**Strategic Intermodal System (SIS)** – Florida’s transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

**System** - a combination of facilities or services forming a network or being selected for analysis.

**Target** – a value of a performance measure representing the level of desired performance reflecting an agency’s goals and objectives.
Throughput – the maximum number of people or vehicles that reasonably can be expected to traverse a point or a uniform transportation facility section during a given time period under prevailing conditions.

Transit – a travel mode in which vehicles (including busses, streetcars, light rail, metro rail, and commuter rail) stop at regular intervals along the roadway or exclusive right-of-way to pick up and drop off passengers.

Travel time – the total time spent getting from one point to another.

Travel time index - a performance measure defined by the ratio of an actual travel time to the free flow travel time. Conceptually represents the congested travel time travelers must spend compared to an uncongested travel time.

Travel time reliability – (1) the percent of trips that succeed in accordance with a predetermined performance standard for time or speed; and/or (2) the variability of travel times that occur on a facility or a trip over a period of time – frequently used performance measures are:

- Buffer index
- On-time arrival
- Planning time index
- Travel time index

Travel time variability – see travel time reliability.

Truck – a vehicle engaged primarily in the transport of goods and materials (FHWA Vehicle Category Classification Classes 5-13; excludes “pick-up trucks”).

Twenty-foot equivalent unit – the eight-foot by eight-foot by twenty-foot intermodal container used as a basic measure used for container cargo.

Urban - An area with a population of at least 5,000 people.

Urbanized area - An area with a population of at least 50,000 people.

Utilization (a dimension of mobility) - conceptually how efficiently the system is being used– performance measures typically associated with this mobility dimension are:

- Volume to capacity ratios
- Percent miles severely congested
- Percent travel severely congested

Vehicle – a motorized mode of transportation.

Vehicle miles traveled (for auto/truck modes) – the total number of miles traveled by vehicles using a highway system.

Volume to capacity ratio – the ratio of demand to capacity.
Florida MPO Pilot Study
National Performance Measures

February 2017
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- Rudy Powell Jr.
- Dana Reiding
- Mark Reichert
- Timothy Ruelke
- Joseph Santos
- Stacy Scott
- Rhonda Taylor
- Gena Torres
- Johnny Wong

**FHWA staff**
- Francine Shaw Whitson; Senior Transportation Manager, Office of Transportation Performance Management
- Lee Ann Jacobs; Planning Team Leader, Florida Division

*September 28, 2016  MPO Summit, Orlando Florida*
Background

National Measures
Congress established national measures of transportation performance in Federal authorizing transportation legislation in 2012. The United States Department of Transportation (USDOT) completed publication of Federal Rules for implementing the national performance measures in January 2017; the national measures are designed to provide state-by-state performance data in the areas of:

- Bridge and pavement condition
- Freight movement
- Congestion
- Safety
- System performance
- Air quality

Performance Management Regulations
As stipulated by Congress in authorizing legislation, States and MPOs must work collaboratively to set their own 2 and 4-year performance targets for most of the national measures. Performance data collection and submittal to FHWA by states must include complete 2017 data and is required each calendar year thereafter. Lastly, initial performance reports are due from states to FHWA in October 2018 and every two years thereafter; the reports must demonstrate significant progress toward performance targets.

Performance Management at Florida DOT
For more than a decade, FDOT has used performance measures to assess how well Florida’s multimodal transportation system functions; to support and inform decisions; to determine customer satisfaction; to demonstrate transparency and accountability to Florida’s citizens; and to foster collaboration with FDOT’s transportation system stakeholders.

MPO National Measures Pilot
In 2016, as part of its commitment to performance management, FDOT engaged with the state’s MPOs in an exploratory pilot study of preparedness to handle forthcoming national performance measures proposed in draft Federal regulations. MPOs in the study included:

- Broward
- Hillsborough
- Gainesville
- Indian River

Goals of the pilot study were: 1) to test out compilation of MPO-level performance results; 2) compare statewide trends to different MPO-level trends; and 3) to engage in dialogue with MPO stakeholders.

MPO Pilot & Targets
At the study’s outset, participants agreed that no performance targets would be set as part of this initiative.
Pilot MPO Profiles

2015 Daily Vehicle Miles Traveled (By MPO/TPO Boundary)

- Hillsborough: 21M VMT, 4% trucks
- Broward: 27M VMT, 4% trucks
- Gainesville: 2.7M VMT, 5% trucks
- Indian River: 1.6M VMT, 4% trucks

National Highway System (NHS) Bridges (By MPO/TPO Boundary)

- Hillsborough: 479
- Broward: 391
- Gainesville: 46
- Indian River: 42

Pilot Study 2016

Schedule

- May 5 – Introductory Teleconference
- July 7 – Initial Safety Data
- July 27 – Final Bridge Data
- Aug 24 – Discuss System Performance Data
- Sep 28 – MPO Summit Orlando, FL
- Oct
- Feb 13 – Final Webinar
Pilot Study Measures

To the extent practical, measures used in the pilot study were modeled after the national measures of transportation performance described in USDOT’s three Notices of Proposed Rule Making (NPRMs). At the time of the study’s completion, only the safety rule-making was finalized, therefore FDOT used discretion in selecting measures to use in the pilot to minimize burden in gathering and analyzing data. Measures in the study included:

**Safety** (All pilot measures match FHWA’s Final Rule)
- Number of fatalities (5-year rolling avg.)
- Number of serious injuries (5-year rolling avg.)
- Fatalities per 100M VMT (5-year rolling avg.)
- Serious injuries per 100M VMT (5-year rolling avg.)
- Number of non-motorized fatalities and serious injuries (5-year rolling avg.)

**Bridge Condition** (Measures match FHWA’s Final Rule)
- Percent of bridges on NHS in good/poor condition (by deck area)

**Pavement Condition**
- No measure on pavement was included in the MPO pilot study, since pavement data needed to calculate the pavement measures in the proposed NPRM measure was not fully available within FDOT.

**System Performance** (Measure similar in concept to FHWA NPRM, but calculation methodology differed.)
- % of IS and freeways providing for peak hour reliable travel times

**Freight** (Measure similar in concept to FHWA NPRM, but calculation methodology differed.)
- % of IS and freeways providing for peak hour reliable truck travel times

**CMAQ Congestion & Air Quality** (The national measures include CMAQ performance measures, however, Florida is exempted from tracking these measures because the State has no air quality nonattainment areas.)

Measure Results

The following series of visualizations depict the results of data analysis performed by FDOT for each of the measures noted above.
Bridge Condition Measures

% Of Bridges by Deck Area in Good Condition

NBI ratings for deck, superstructure, substructure must all be rated 7+ to be considered ‘good;’ if any rating is 4 or less, a bridge is considered ‘poor.’
Safety Measures

Fatalities (Five Year Rolling Average)
Safety Measures

Fatalities/100M VMT (Five Year Rolling Average)
Safety Measures

Serious Injuries (Five Year Rolling Average)
Safety Measures

Serious Injuries/100M VMT (Five Year Rolling Average)
Safety Measures

Number of Non-motorized Fatalities & Serious Injuries
(Five Year Rolling Average)
System Performance Measure

Peak Hour Travel Reliability (Freeways only)

Unreliable travel during peak hour

Notes:
For Florida’s seven largest counties ‘travel time reliability’ is defined by FDOT as the percentage of freeway trips traveling at least 45 mph. For all other counties, travel time reliability is defined as the percentage of freeway trips travelling at greater than or equal to 5 mph below the posted speed limit.

Final national system performance measure: % of person miles traveled (IS & non-IS NHS – 2 measures) that are reliable, where ‘reliable’ is defined as a travel time ratio of 1.5 or less for the 80th percentile/50th percentile travel times on each segment of the NHS.
Freight Performance Measure

Peak Hour Truck Travel Reliability (Freeways only)

Unreliable travel during peak hour

Notes:
For Florida’s seven largest counties ‘travel time reliability’ is defined by FDOT as the percentage of freeway trips traveling at least 45 mph. For all other counties, travel time reliability is defined as the percentage of freeway trips travelling at greater than or equal to 5 mph below the posted speed limit.

Final national system performance measure: % of IS mileage providing for reliable truck travel times, where ‘reliable’ is defined as a travel time ratio of 1.5 or less for the 95th percentile/50th percentile travel times on each segment of the Interstate.
Conclusions

"This study demonstrated that the State of Florida Department of Transportation and the Florida MPOs have a good story to tell the public and elected officials through the performance measures. Each MPO was able to clearly explain why the data showed the system performance in the way it did and the use of performance measure data will show the public how their money is benefiting them."

Carl Mikyska
Executive Director, Florida Metropolitan Planning Organization Advisory Council

• **Sharing MPO-level Data is Feasible** – The pilot study proved that the level of effort required to gather and analyze performance data at the MPO level in Florida is feasible with a modest additional level of effort by FDOT staff. Efforts to advance GIS capabilities at FDOT will further streamline the process of gathering, analyzing and sharing performance data in the future – particularly aligning FDOT state-level data with MPO boundaries that do not follow county boundaries. Areas of uncertainty remain however, since the pilot did not include pavement or system performance/freight measures as proposed by FHWA.

• **Coordination on Performance Measures is Valuable & Should be Expanded** – FDOT and the pilot MPOs agree that these early efforts to examine statewide and MPO-level performance data are helpful and should be continued and expanded to include all MPOs in the State as part of national measures implementation.

• **Setting Safety Performance Targets is Challenging** - All MPOs in the pilot agreed that the national safety measures are likely to be the State’s greatest challenge in complying with the new national measures. Florida’s fast growing population and heavy volume of out-of-state visitors contribute to unique safety challenges experienced by few if any other states. This challenge is reflected in safety performance results that show flat or declining progress on reducing serious injuries and fatalities. FDOT and the State’s MPOs must work together on how to set meaningful safety targets that support improvements.

• **Time to Expand Pilot** - The four pilot MPOs confirmed in a panel discussion held at the October 2016 Florida MPO Summit that the exercise of reviewing national measures data was helpful and should be expanded to include all MPOs. Florida has the most MPOs of any state, so time is of the essence in expanding this pilot effort to meet deadlines imposed by the national measures Rule-making process, which require state targets to be set in a year from February 2017, and MPO targets 180 days later.

Next Steps

• Expand data sharing for all measures to include all 27 Florida MPOs
• Develop and share final rule pavement measure results based on final rule definitions
• Develop and share final rule system performance and freight measure results based on final rule definitions
• Work with MPOs to explore target setting, starting with safety measures (which are required on the earliest timeline and have more challenges for Florida than the other performance areas
Performance Measurement Best Practice: Forecasting Tools for Metropolitan Transportation Plans

The Need

- To set future-year targets for transportation system performance measures, metropolitan area decision-makers would like to know where current trends will take us, how much effect various investments might have on that trend, and what level of investment citizens are willing to support with their pocketbooks.

The Approach

- Current metropolitan-area spending was totaled up for crash reduction projects; for congestion mitigation; for system preservation activities; for reducing vulnerability to severe weather events; and for walk/bike and bus availability. These spending levels were extrapolated to the horizon year of the metropolitan transportation plan.
- To estimate crash rates and travel time reliability twenty years in the future, FDOT supported the use of two travel demand model post-processing tools. The safety tool adapts procedures from the *Highway Safety Manual*, and the reliability tool is based on SHRP 2 Project C11. System preservation performance was forecast using road resurfacing and transit fleet replacement schedules, and highway vulnerability to severe weather events was forecast using the SLOSH model and Army Corps forecasts of sea level rise. The availability of good (LOS “A” or “B”) bus service and walk/bike facilities was compared with future-year population and job growth maps.
- Performance in 2040 in each category was estimated for the current spending trend (a.k.a. the “low” investment level); for a somewhat higher level of investment in each program (“medium”); and for a level of investment that would really make a difference in the performance measures (“high”).
- The 2040 investment programs were presented to the public using an interactive website and live polling at civic group meetings. Citizens could build their own budget using the low, medium, and high investment levels in the various programs.

The Outcome

- More than 2400 citizens responded to the survey, over eight weeks. Eighty-two percent built a budget that exceeds current revenues, despite the website clearly illustrating that their budget moved into the “Raise Taxes/Fees” area. County commissioners have backing to consider a local gas or sales tax increase. MPO board members can set long-range performance targets that achieve good results.
- Background documents for the 2040 Transportation Plan are available at [www.planhillsborough.org](http://www.planhillsborough.org)

The Benefits & Lessons Learned / Transferability

- Forecasting performance measures in 2040 gave more meaning to the public dialogue about the long range cost-feasible plan. It can be difficult for citizens and elected leaders to conceptualize the benefits of the big-ticket investments that often appear in such a plan. Performance measures give something to relate to, especially when compared with present day conditions.

For Further Information

- Beth Alden, AICP, Assistant Executive Director, Hillsborough MPO, Tampa, Florida (813) 273-3774 ext. 318 or aldenb@plancom.org
**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, for the purposes 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
Florida MPO Advisory Council (MPOAC) Update

Presenter
Carl Mikyska, MPOAC Executive Director

Summary
The MPOAC is a forum for Florida’s 27 MPOs to come together on matters of statewide policy, and to share information and best practices in metropolitan transportation planning. The group meets quarterly, and the Hillsborough MPO Board’s representative for 2018 is Mr. Klug, who also participates in the MPOAC Freight Committee. In addition, Ms. Alden chairs the MPOAC Noteworthy Practices Workgroup, and has worked with Mr. Mikyska to create case studies and to build a website for MPOs to share documents.

Mr. Mikyska will provide an update on legislative issues and trends; education opportunities for board members; and news from MPOs around the state.

Recommended Action
None; for information only

Prepared By
Beth Alden, MPO Director

Attachments
MPOAC 2019 Legislative Priorities & Policy Positions
The MPOAC supports State Legislation that:

- Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.
- Regulates distracted driving as a primary offense by prohibiting the use of handheld electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.
- Restores funding to 2007 levels for the Transportation Regional Incentive Program (TRIP).
- Allows Strategic Intermodal System (SIS) funds to be used on transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.
- Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).
- Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.
- Supports the advancement of innovative transportation mobility solutions and policies that make Florida the national leader in creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.
The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida’s 27 MPOs and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process.

The organization is made up of a 27 member Governing Board consisting of local elected officials from each of the MPOs and a Staff Directors’ Advisory Committee consisting of the staff directors from each of the MPOs. The MPOAC annually prepares legislative policy positions and develops initiatives to be advanced during Florida’s legislative session. The MPOAC actively participates in the activities of the National Association of Metropolitan Planning Organizations (AMPO) and the National Association of Regional Councils (NARC) in Washington DC and works with other stakeholder groups to help shape state and national policy regarding metropolitan transportation issues.

PRIORITY POLICY POSITIONS

1. Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.

   **Key Recommendations:**
   
   • Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
   
   • Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
   
   • Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.
   
   • Charge alternatively fueled vehicles a fee equal to the fuel tax paid by gasoline or diesel fueled vehicles.
   
   • Ban legislative appropriations for individual transportation projects (commonly referred to as earmarks).

   As an alternative, create a competitive grant program that benefits local projects.

2. Regulates distracted driving as a primary offense by prohibiting the use of handheld electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.

   The 2013 Florida legislature enacted the “Florida Ban on Texting While Driving Law.” The law prohibits operation of a moving motor vehicle while manually typing, sending or reading interpersonal communication (texting, e-mailing, instant messaging, etc.) using a wireless communications device, with certain exceptions. The law provides for enforcement of the ban as a secondary offense, meaning a driver would have to be pulled over for some other violation to get a ticket for violating the ban on texting. The 2014, 2015, 2016, 2017, and 2018 Florida Legislatures underscored the severity of distracted driving by considering bills that would have substantially increased the penalty for distracted driving, including making it a primary offense. Additionally, the legislature considered expanding the applicability of the law to include all uses of handheld electronic devices while driving. This legislative proposal would seek to strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense to use handheld electronic wireless devices while driving.

3. Restores funding to 2007 levels for the Transportation Regional Incentive Program (TRIP).

   ![](Transportation Regional Incentive Program (TRIP) Funding)

   **Transportation Regional Incentive Program (TRIP) Funding**


ADDITIONAL POLICY POSITIONS

The MPOAC Supports State Legislation that:

4. Allows Strategic Intermodal System (SIS) funds to be used on transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

   Current state law does not permit SIS funds to be spent on roads or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. This legislative proposal would broaden the State’s ability to improve passenger and freight mobility on SIS corridors by making eligible the expenditure of SIS funds on non-SIS roads and other transportation facilities where the benefit to users of SIS facilities can be demonstrated.

5. Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).

   Current state law limits the amount of funding that can be made available from the STTF for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, makes transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of MPOs to implement priority transit projects. This proposal recognizes the critical role transit plays in moving people and goods within and between Florida’s metropolitan areas by removing the distinction between transit and highway projects for the purpose of spending funds from the STTF.

6. Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.

   The United States Department of Transportation (USDOT) provides funding to metropolitan planning organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.

7. Supports the advancement of innovative transportation mobility solutions and policies that make Florida the national leader in creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.

   Transportation technologies have undergone a revolutionary leap forward over the past several years. A variety of transportation technologies are under development including autonomous vehicles and the hyperloop. It is the responsibility of the Florida legislature to ensure that the state laws and funding mechanisms support the development and implementation of these technological advances in the way people and freight will move in and between our metropolitan areas. At the same time, it is incumbent upon the Florida legislature to ensure that the health and welfare of Florida’s citizens and visitors are protected from possible harm presented by these new technologies, including the malicious and intentional interference of the proper functioning of transportation vehicles and systems. This proposal supports legislative efforts to implement innovative mobility solutions and policies while protecting the health and welfare of Florida’s citizens and visitors.
Florida Metropolitan Planning Organization Advisory Council

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Carl Mikyska, MPOAC Executive Director
Regional Transportation Leadership Workshop #3

We need your input

October 29, 2018 - 9:00 a.m. to 1:00 p.m.

Port Tampa Bay Cruise Terminal 2
651 Channelside Drive (2nd Floor)
Tampa, FL 33760

Parking available across the street in the Parking Garage

Registration encouraged by Oct. 22:
https://regional_transportation_workshop_3.eventbrite.com/

How we plan for and deliver transportation projects now will define how our region will grow. Join us for this final multi-county workshop.

-Metropolitan Planning Organizations (MPOs) influence every state and federal transportation project and dollar in our community

-The Tampa Bay Region MPOs are examining ways they can improve the delivery of their transportation services and products collaboratively
SOUTHSHORE Transit Study Reevaluation

Final Public Input Meeting!

The public is invited to give feedback on the proposed transit plan update to the 2014 SouthShore Transit Study. The Study focused on transit needs for the communities of Apollo Beach, Boyette, Gibsonton, Riverview, Ruskin, Sun City Center, and Wimauma.

Improvements under consideration include:
- improvements to local circulation
- connections to Downtown Tampa and Brandon
- on-demand service
- public-private partnerships
- efforts of non-profit organizations and others

Nov. 15, 2018 5:30pm-7:00pm
SouthShore Regional Service Center
410 30th Street SE
Ruskin, FL 33570

If you have any questions, please contact Sarah McKinley at the Hillsborough Metropolitan Planning Organization: (813) 273-3774 x382 or mckinleys@plancom.org

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. Persons needing interpreter services or accommodations for a disability in order to participate in the 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 hotline at (813) 273-3774 x211.

Si necesita servicios de traduccion, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774 x370 con tres dias antes, a wong@plancom.org de correo electronico. Tambien, si solo se puede hablar en espanol, por favor llame a la linea de ayuda en espanol al (813) 273-3774 x211.
CLEVELAND ELEMENTARY SCHOOL

MURAL PAINTING DAY!

Join us as we paint the winning student's mural design on the street in front of the school!

Sat. December 15th
10 AM - NOON
723 E. Hamilton Ave.

Refreshments and snacks will be provided.

For further information please contact torresg@plancom.org
COMMUNITY MEETING

YOU ARE INVITED!

CHANNELSIDE DR
CONCEPTUAL DESIGN

From ECumberland Ave to Kennedy Blvd

TAking shape
Your place | Your ideas!

JOIN US FOR A PRESENTATION
OF STREET DESIGN CONCEPTS.
TELL US WHAT YOU THINK!

WHEN

Wednesday
November 7, 2018
6:30 - 8:30 PM

WHERE

Port Tampa Bay Board Room
1101 Channelside Dr
Tampa, FL 33602

FOR MORE INFORMATION VISIT:
http://bit.ly/ChannelsideDrDesign

OR CONTACT:
ChannelsideDrive@tampagov.net

ROB ROSNER, RLA MPA FRA-RA
CRA Manager
rob.rosner@tampagov.net
(813) 274-8812

Planning to attend?
Please let us know.

Register on Eventbrite
by visiting this link:
https://tinyurl.com/ChannelsideDrMtg2

SAFETY
MOBILITY
VIBRANCY

MAKE YOUR PLACE ON CHANNELSIDE DR!
September 28, 2018

Ms. Beth Alden
Hillsborough MPO
601 Kennedy Boulevard, 18th Floor
Tampa, Florida 33602

Ms. Alden,

Thank you for your letter dated April 3, 2018, supporting the alteration of the I-275 western causeway associated with the Howard Frankland Bridge Replacement to increase open water area (less causeway) in the anticipation of additional circulation in Old Tampa Bay.

The Department has completed evaluations of various modifications to the I-275 causeway. Eight scenarios were evaluated during the study and they consisted of openings through the causeway at 0 ft (no build), and 500, 1000, 1500 and 2000-ft in roughly the middle, as well as 2000, 4000, and 7000 ft of causeway removal, starting at the western bridge abutment. Based on our modeling, the best improvement in circulation was near 10% immediately north of the I-275 causeway and lessened to near zero south of the Courtney Campbell Causeway.

To be confident in any success criteria to limit algal blooms, circulation changes of near 40% would be needed based on literature review of thresholds. For reference, the Old Tampa Bay Water Quality Improvement project on the Courtney Campbell Causeway had modeled improvements in circulation of 50-60%. Lower circulation flows provide more time for nutrients, including nitrogen, to break down into forms available for algal uptake. Therefore, the Department cannot recommend moving forward with modifications to the I-275 causeway based on the minimal changes in circulation.

The Department will continue to be an active member in improving Tampa Bay’s environment and participate in the Tampa Bay Nitrogen Management Consortium’s collaborative effort to reduce pollutant loadings to Tampa Bay. Thank you again for your interest in this important project and being a stakeholder in the Consortium.

Sincerely,

David Gwynn, P.E.
District Seven Secretary

DG/ve
cc: Richard Moss, P.E., Development Director
April 3, 2018

Secretary David Gwynn
Florida Department of Transportation, District Seven
11201 N. Malcolm McKinley Drive
Tampa, FL 33612

Dear Secretary Gwynn,

At the March 19th meeting of the MPO's Technical Advisory Committee, a presentation was made by the Tampa Bay Estuary Program on opportunities to further restore the ecosystem of Old Tampa Bay.

Already, FDOT has shown its support, by modifying the eastern portion of the Courtney Campbell Causeway, leading to better water quality and measurable environmental improvements. Because of this commitment, Tampa Bay has been recognized as one of the few international examples of a coastal ecosystem in recovery, despite urbanization and population growth.

Another opportunity exists to benefit the Bay ecosystem, during the replacement of the Howard Frankland Bridge. If alterations to the western causeway can be made during the bridge replacement project, improved circulation in the Feather Sound area will help reverse harmful algal blooms, fish kills, and limited seagrass recovery that has been experienced there.

The MPO encourages the FDOT to investigate opportunities while plans are underway for the Howard Frankland Bridge replacement. Please contact me or Ed Sherwood of the Tampa Bay Estuary Program for further information.

Many thanks for your consideration of this opportunity.

Sincerely,

Beth Alden, AICP
Executive Director
June 6, 2018

Secretary David Gwynn
Florida Department of Transportation, District 7
11201 N. Malcolm McKinley Drive
Tampa, FL 33612

Dear Secretary Gwynn:

Tampa Bay has been recognized as one of the few international examples of a coastal ecosystem in recovery despite continued urbanization and population growth within its watershed. Baywide seagrass coverage continues to expand and now has approached levels commensurate to the extent last observed in the 1950s, a recovery goal set by the community through the Tampa Bay Estuary Program's (TBEP) Comprehensive Conservation and Management Plan. However, periodic setbacks have been observed in some of the Bay's extent, particularly in Old Tampa Bay.

Already, FDOT has shown its support for the Bay's continuing recovery, by modifying the eastern portion of the Courtney Campbell Causeway, resulting in enhanced water quality and important environmental improvements.

Another opportunity exists to benefit the Tampa Bay ecosystem, during the replacement of the Howard Frankland Bridge. If creation of an opening along the western causeway approach can be made during the bridge replacement project, improved circulation in the Feather Sound area will help reduce harmful algal blooms, improve water quality, and promote seagrass recovery. Modeling by the Tampa Bay Estuary Program indicate that the larger the opening considered, the greater anticipated benefits to the Bay's ecology. Seizing the opportunity to alter the causeway during construction of the bridge replacement will further recognize the FDOT as a strong and committed partner in Tampa Bay estuary restoration efforts.

If you have further questions, we encourage you to contact Ed Sherwood, TBEP Executive Director at (727) 893-2765 to discuss a collaborative path forward in investigating and funding innovative and environmentally-beneficial projects that FDOT could pursue.

Many thanks for your consideration of this opportunity.

Sincerely,

Kenneth T. Welch
Kenneth T. Welch, Chairman
Pinellas Board of County Commissioners

"PINELLAS COUNTY IS AN EQUAL OPPORTUNITY EMPLOYER"
April 2, 2018

District Seven Secretary David Gwynn
Florida Department of Transportation
11201 McKinley Drive
Tampa, Florida 33612

Dear Secretary Gwynn:

The Safety Harbor City Commission strongly supports the Florida Department of Transportation’s (FDOT) consideration for additional alterations to the Howard Frankland Bridge (HFB) causeway that would benefit Old Tampa Bay (OTB). Compared to other areas of Tampa Bay, poorer water quality and environmental conditions are present in OTB. Replacement of the HFB presents a very timely opportunity to explore additional infrastructure improvements that would result in environmental benefits for this region of the Bay.

For example, the FDOT is currently working on a project to modify the eastern portion of the Courtney Campbell Causeway, and it has been recognized by both regulators and the public alike as a beneficial investment for the region that will produce tangible environmental improvements (see recent local news story here: http://www.fox13news.com/news/local-news/courtney-campbell-upgrades-cause-traffic-headaches). Additional projects to address circulation and flushing issues in OTB could further benefit the entire Bay ecosystem, as well as partner entities and permit holders throughout the watershed represented within the Tampa Bay Nitrogen Management Consortium. Opportunities for potential projects during the HFB replacement include alterations to the western causeway approach which could improve circulation and flushing around the Feather Sound region of OTB. Currently, this area suffers from persistent harmful algal blooms, fish kills and reduced seagrass recovery.

Therefore, we strongly encourage FDOT to explore additional opportunities that could produce environmental benefits for this region when implementing the HFB replacement. The Safety Harbor City Commission recognizes that the FDOT has been an invaluable partner in improving Tampa Bay’s environment – particularly in the Tampa Bay Nitrogen Management Consortium’s collaborative efforts to reduce pollutant loadings to Tampa Bay. As a result, Tampa Bay has been recognized as one of the few international examples of a coastal ecosystem in recovery despite continued urbanization and population growth within the region.
Seizing the opportunity to alter the HFB causeway during construction of the bridge replacement will further recognize the FDOT as a strong and committed partner in Tampa Bay estuary restoration efforts. Thank you for your time and consideration. If you had further questions, we encourage you to contact City Manager Matthew Spoor mspoor@cityofsafetyharbor.com or the TBEP, Ed Sherwood, esherwod@tbep.org to develop a collaborative path forward in investigating environmentally-beneficial projects that FDOT could pursue during construction of the Howard Frankland bridge replacement.

Sincerely,

SAFETY HARBOR City Commission

Joe Ayoub, Mayor

Carlos Diaz, Vice Mayor

Andy Zodrow, Commissioner

Cliff Merz, Commissioner

Nancy J. Besore, Commissioner
October 17, 2018

Ms. Beth Alden, AICP
MPO Executive Director
Plan Hillsborough
601 E Kennedy Blvd, 18th Floor
Tampa FL 33602

Re: West Busch Boulevard Corridor Study (WBCS) (FPN 435908-1-22-01)

Dear Ms. Alden,

I’m in receipt of your letter of September 5, 2018 on the referenced corridor study. Thank you for the feedback as well as the assistance of your staff during this project.

Please allow me to address each of the issues raised in your letter:

Design Alternatives

The WBCS includes numerous design alternatives. The purpose of the study is to provide a comprehensive set of feasible options. As a planning exercise, the study will include alternatives that are feasible.

Please note that none of the design alternatives are identified as “recommended”, “preferred” or “suggested”. This signifies that no design decisions have been made; and therefore, the cross-sections and their components are open to revision.

Level of Service (LOS)

Current economic and demographic projections indicate increased travel demand in the study area. We anticipate greater peak period congestion as a result. Vehicular LOS is primarily experienced as delay at traffic signals. That is why the study focused on improvements at signalized intersections. Technical advances may yet provide additional LOS progress.

The study does include Multimodal LOS analyses performed according to FDOT Q/LOS guidelines. I refer you to the Corridor Alternatives and Strategies Report, Appendix G.
Speeds and Context Classification
We fully recognize the connection between vehicle speed, fatalities and injury severity. Safety for all roadway users is the top priority for FDOT.

The WBBCS includes design options based upon a 35-mph posted speed limit. Corridor speed reduction is a subject of active internal discussion. Given the corridor’s safety history, we are looking at implementation strategies.

The Context Classification designations are based upon FDOT Complete Streets policy criteria. Both the “Suburban Residential” (C3R) and “Urban General” (C4) designations permit a 35-mph speed zone. If the goal is speed reduction, reconsideration of the designations is unnecessary.

Land Use and Stormwater
As you suggested, we will coordinate with city and county staff concerning land use and stormwater issues throughout the project.

Beth, thank you again for your input and assistance. We’ll continue working with the MPO to create a safer corridor.

Sincerely,

Richard Moss, P.E.
Director of Development
Florida Department of Transportation
For the latest two weeks a total of 14 people died on our roads. These included one bicyclist, five pedestrians, and six motorcyclists. That is 83% vulnerable users.

Please be alert at all times and avoid distractions. Vulnerable road users are typically harder to see and easier to miss if you are distracted. Thank you for keeping safety at the top of your work.

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

September 11, 2018

Wanderley Rosales Echemendia, 21, St. Petersburg: Wanderley was riding a motorcycle eastbound on 62nd Avenue North, approaching the intersection of 28th Street North. A school bus turned left onto 28th Street North and into the path of Wanderley’s motorcycle. As a result, Wanderley suffer fatal injuries at the scene of the crash.

September 14, 2018

Rhonda Darlene Reel, 52, Gibsonton: Rhonda was walking southbound on the outside shoulder of US 301, when she was struck by the side mirror of a passing truck. She was transported to Tampa General Hospital, where she later died from injuries sustained during the crash.

Alexis Candelario Pacheco, 24, Tampa: Alexis was traveling westbound on Hillsborough Avenue, approaching Countryway Boulevard, when a vehicle turned left into the path of his motorcycle. As a result, Alexis collided with the right side of the vehicle. He suffered fatal injuries at the scene of the crash.

Nathaniel Noel Varnadore, 29, Largo: Nathaniel was riding his motorcycle in the westbound lanes of the Courtney Campbell Causeway, east of Damascus Road, when he rear-ended a vehicle, causing the motorcycle to catch fire after the collision. Nathaniel was transported to Mease Countryside Hospital, where he later died from his injuries sustained during the crash. He is survived by his daughters, parents, sister, grandparents, niece, family and friends.

Dillon Wade Anderson, 22, Sebring: Dillon was traveling on Old Lakeland Highway, just south of Clinton Avenue, where he collided with another vehicle. As a result, the two vehicles came to final rest in the roadway and became engulfed in flames. Dillon suffered fatal injuries at the scene of the crash. He had a passion for music and played the quad drums. He is survived by his parents, younger brother, grandparents, family and friends.
September 15, 2018

Michael Aaron Baker, 30, St. Petersburg: Michael was riding a motorcycle northbound on Park Street North, approaching 5th Avenue North. He attempted to turn right at a curve, but lost control of his motorcycle. He then, slid into the southbound lanes and collided with an oncoming vehicle. Michael was taken to Bayfront Health St. Petersburg, where he later died from injuries sustained in the crash.

David H. Nicholson, 78, Homosassa: David was traveling southbound on US 19, north of West Jump Court, when a vehicle changed lanes into the path of his motorcycle. He steered away from the vehicle and collided with several construction barrels. David was transported to Regional Medical Center Bayonet Point, where he died 10 days later from injuries sustained from the crash.

September 16, 2018

Tricia Anne O'Brien, 46, Land O'Lakes: Tricia was trying to cross SR 54, west of Wesley Chapel Boulevard, when she entered the path of eastbound traffic. As a result, two vehicles struck her, causing her to suffer fatal injuries at the scene of the crash. Tricia loved spending time with her husband and her nieces. She is survived by her husband, her brother, sisters, and her nieces.

September 17, 2018

Jon Pendleton, 58, Tarpon Springs: Jon was attempting to cross US 19 in a wheelchair, near Martin Luther King Jr. Boulevard. A vehicle struck him, ejecting him into the middle lane, where a second vehicle struck him. Jon was transported to Florida Hospital of North Pinellas where later died from the injuries he sustained in the crash. He is survived by his sisters and brother.

September 20, 2018

Dhimiti Andoni, 22, Clearwater: Dhimiti was traveling northbound on I-275, near downtown St. Petersburg, when he saw a motorist who had lost control and pulled over on the median to help him. As he was walking back to his car, he was hit by a passing truck. The driver of the truck then entered Dhimitri's vehicle, fled the scene of the crash and was later arrested. The Good Samaritan was pronounced dead at the scene of the crash. He was a USF student and was known for his helpful personality.

September 21, 2018

Michael J. Kiedrowski, 47, Pinellas Park: Michael was traveling westbound on Ulmerton Road, approaching Feather Sound Drive. For an unknown reason, he crossed the center median and collided with two eastbound vehicles, that were stopped at a traffic signal. As a result, Michael, who was not wearing a seat belt, was ejected. He suffered fatal injuries at the scene of the crash.
September 22, 2018

**Tymira Latrel Leverson, 27, Tarpon Springs:** Tymira was walking along US 19, just south of Spruce Street, between the shoulder and the right turn lane. A truck entered the turn lane to make a right onto Pine Street and struck Tymira. She was transported to Florida Hospital of North Pinellas, where she later died from her injuries sustained during the crash. She is survived by her three children, mother, numerous family and friends.

September 23, 2018

**Vallis Ann Oswain, 58, St. Petersburg:** Vallis was riding a scooter northbound on 8th Street North, approaching the intersection of 5th Avenue North on a green light. As she was traveling through the intersection, a vehicle failed to stop at the red light and entered the path of Vallis’ scooter. Subsequently, she collided with the driver’s side of the vehicle and was ejected from the scooter. Vallis was taken to Bayfront Health St. Petersburg, where she died from the injuries she sustained during the crash.

**John Dilgard, 73, Riverview:** John was riding a bike southbound on South Kings Avenue near Calm Drive, when he was struck from behind. The hit and run driver was later located by law enforcement. John suffered fatal injuries at the scene of the crash.
Attached is the latest bi-weekly fatal crash report. We had 11 people die on our roads during this period. Seven were vulnerable road users including 3 pedestrians, 2 motorcyclists, 1 ATV and 1 Motorized scooter.

Also there was a young child killed who was not restrained.

We need to remember to think hard about the potential road users when we are designing, building and maintaining our roadways. We are seeing all kinds of road users, and our designs need to incorporate those users into the design. Making our roads more forgiving to drivers who make a bad decision or are distracted as much as feasible. Addressing areas where we might see a lot of pedestrians that isn’t adequately providing for them to safety use the facility. I know you are doing these things but keep up the good work and we will see good results over time.

For the time period of January 1 to October 14 of this year, traffic fatalities in District 7 are down 12% compared to the same time period last year. That is 44 less people killed! 44 more people living their lives and being with their families! Let’s continue that trend and do what we can to continue to drive down fatalities on our roads.

Thanks for everything you do and keeping safety at the forefront of your work.

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

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

September 24, 2018

Donald Glenn Moore, 50, Port Richey; Michael Andrew Higgins, 28, Homosassa: Donald was riding his motorcycle northbound on US 19, south of South Suffolk Terrace in the outside lane, when Michael failed to yield the right of way and walked into the motorcycle’s path. As a result, Donald collided with Michael, causing both to suffer fatal injuries at the scene of the crash. Donald is survived by his mother, father, sons, brother, and grandchild.

September 27, 2018

Ernest Westbury, 68, New Port Richey: Ernest was riding a scooter northbound on Little Road, south of Rancho Del Rio Drive, when he failed to negotiate a curve in the roadway. Ernest departed the roadway and collided with a crosswalk sign. He was transported to Regional Medical Center Bayonet Point, where he later died from his injuries sustained during the crash.

Kimberly Perry, 37, Mount Zion: Kimberly was passenger of a vehicle traveling eastbound on West Homosassa Trail west of South Illinois Terrace. A vehicle traveling westbound failed to negotiate a curve, entered the path of Kimberly’s vehicle and collided with it nearly head-on. Kimberly, suffered fatal injuries at the scene of the crash.

September 29, 2018

Vicki (Vicky) Lynn Perry, 62, Pinellas Park: Vicki was crossing 34th Street South at 46th Avenue South, when a vehicle that was traveling northbound on 34th Street struck her. Vicki suffered fatal injuries at the scene of the crash. Vicki is survived by her parents, son, daughter, brothers, sisters, and a grandchild.

October 1, 2018

Ryan James Simpson, 39, Brandon: Ryan was riding a motorcycle westbound on East Hillsborough Avenue at the intersection of Orient Road. He entered the intersection under a red signal and hit the right front of a vehicle that was making a left turn. Ryan suffered fatal injuries at the scene of the crash.
October 2, 2018

Daniel Lee Allmond, 31, Spring Hill: Daniel was traveling eastbound on Fowler Avenue at I-75, when a chain-reaction crash happened. The incident started when an SUV and a tractor trailer collided on northbound I-75. The crash sent the tractor trailer into the inside barrier wall of the overpass above Fowler Ave. The tractor portion of the truck separated from the trailer and plummeted onto Fowler Ave. below, falling on Daniel's car, before catching on fire. Daniel suffered fatal injuries at the scene of the crash. Daniel was a fitness consultant and an actor who had recently worked for DHSMV to promote highway safety across the state of Florida. He is survived by his fiancé, parents, sister, family and friends.

October 3, 2018

Scott Michael Hernandez, 50, Land O’ Lakes: Scott was traveling eastbound on the north side of Rolling Meadow Lane, east of County Road 583. He lost control of the ATV which rotated and overturned. Scott was ejected and suffered fatal injuries at the scene of the crash. He is survived by his mother, father, aunt and many cousins.

October 4, 2018

Theresa A. Hupp, 67, Columbus, Indiana: Theresa was attempting to cross eastbound lanes of SR 60 at Strawberry Ridge Boulevard, when she entered the path of an oncoming vehicle and was subsequently struck. Theresa suffered fatal injuries at the scene of the crash.

October 5, 2018

Marco Gonzalez Vargas, 52, Riverview: Marco was driving a dump truck alongside a vehicle north on I-275, when the two vehicles collided and both ran off the road into the median. Marco’s vehicle continued into the southbound lanes of I-275 overturned and collided with another vehicle. Marco was transported to an area hospital, where he later died from injuries he sustained in the crash. He is survived by his family and friends.

October 7, 2018

Mikeycha James, Brandon: A vehicle was traveling northbound on I-75, south of Fletcher Avenue, when the driver veered to the left to avoid debris in the roadway. As a result, the driver lost control of the vehicle, traveled to the center median, and collided with the center guardrail where it came to final rest. Mikeycha, a ten-month old child who was not restrained, was ejected from the vehicle and sustained fatal injuries.
Hillsborough MPO is proud to be presenting at #AMPO2018!

Metropolitan Planning for Transportation

Please join our panelists for a session at Villa (ballroom level):

- **09.27.18 | 3:30p** | Coordination and Collaboration featuring Beth Alden
- **09.28.18 | 1:15p** | From Response to Recovery: How MPOs are taking steps to prepare their regions to recover from disaster featuring Johnny Wong
- **09.29.18 | 9:15a** | Let’s Talk Resilience: Integrating resilience into the planning process featuring Beth Alden

Beth Alden, AICP  
Executive Director

Johnny Wong, PhD  
Senior Planner