Meeting of the MPO Board
Tuesday, October 2, 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 – September 5, 2018

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

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

V. Consent Agenda
A. Committee Appointment
B. Westshore Transportation Action Plan

VI. Roll-Call Vote: TIP Amendment for FDOT Grant for Streetcar Free Fares

VII. Action Items
A. TIP Amendment – Transit Asset Management, Pavement & Bridge, and System Performance Measures (Johnny Wong, MPO Staff)

VIII. Status Reports
A. BRT & Economic Development: Orlando’s Experience (Laura Minns, WSP)
B. Smart Cities/Integrated Corridor Management (Ron Chin, FDOT)

IX. Executive Director’s Report
A. New TSMO Liaison for Central Florida MPOs
B. Next board meeting: October 30 with BrightLine presentation
C. Next Tampa Bay Transportation Management Area (TMA) Leadership Group meeting: November 2, 9:30 a.m., PSTA
D. It’s Time Tampa Bay outreach wrap-up and prize drawing

X. Old & New Business

XI. Adjournment
XII. Addendum

A. Upcoming Events
   • Streetcar Free Fares & Expanded Hours begin October 7
   • Safe Routes to School Application Workshop October 8
   • 36th Annual Planning & Design Awards, October 25

B. Project Fact Sheets
   • Citrus Park Drive Extension
   • Timber Pond Subdivision Road Flooding
   • Green Spine Cycle Track Design

C. Correspondence
   • From FDOT District 7, biweekly traffic fatality list, Aug. 13 - Aug.26
   • From FDOT District 7, biweekly traffic fatality list, Aug. 27- Sept. 9
   • From FDOT, advance notification of study of US 41/South 50th St at CSX Grade Separation, south of Causeway Blvd
   • TBARTA CCC – Central Florida Alliance Resolution
   • Comm. Kemp Community Conversation, Saunders Library, Oct. 8

D. Articles Relating to MPO Work
   • Tampa Bay area leaders want your feedback on how to fix traffic problems
   • Big Bend Rd & I-75 to see big changes
   • Hillsborough MPO Holds Southshore Transit Meeting

E. Miscellaneous
   • Meet our 2018 APA Florida Annual Conference PlanHillsborough presenters
   • Lack of Housing Hurts Workers More Than Traffic

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

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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.

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The Metropolitan Planning Organization (MPO), Hillsborough County, Florida, met in Regular Meeting, scheduled for Wednesday, September 5, 2018, at 9:00 a.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Lesley Miller Jr., Chairman
Charles Klug for Paul Anderson
Harry Cohen
Theodore Trent Green
Ken Hagan
Mel Jurado
Pat Kemp (arrived at 9:02 a.m.)
Joe Lopano
Guido Maniscalco
David Mechanik
Sandra Murman
Cindy Stuart
Luis Viera
Stacy White

Commissioner, Hillsborough County
Chief Executive Officer (CEO),
Tampa Port Authority
Councilman, City of Tampa (Tampa)
City Council
Planning Commission
Commissioner, Hillsborough County
Mayor, City of Temple Terrace
Commissioner, Hillsborough County
CEO, Hillsborough County Aviation
Authority
Councilman, Tampa City Council
HART
Commissioner, Hillsborough County
Hillsborough County School Board
Councilman, Tampa City Council
Commissioner, Hillsborough County

The following members were absent:

Rick Lott
Joseph Waggoner

Mayor, City of Plant City
Tampa-Hillsborough Expressway Authority

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

Chairman Miller called the meeting to order at 9:01 a.m. Commissioner White led in the pledge of allegiance to the flag and gave the invocation.

II. APPROVAL OF MINUTES - JULY 31, 2018

Chairman Miller sought a motion to approve the minutes. Councilman Maniscalco so moved, seconded by Ms. Stuart, and carried thirteen to zero. (Commissioner Kemp had not arrived; Members Lott and Waggoner were absent.)
III. PUBLIC COMMENT

Dr. James Davison, New Tampa resident, distributed and expounded on materials regarding a proposed transportation budget. After requesting staff respond to the documents, Commissioner White moved staff send the response in a memo to the Board members and have it delivered to each Board member by the end of September, seconded by Commissioner Murman. Following discussion on perceived discrepancies, the motion carried fourteen to zero. (Members Lott and Waggoner were absent.)

IV. COMMITTEE REPORTS AND ONLINE COMMENTS

Ms. Gena Torres, MPO, summarized the committee reports and relayed electronic comments received from Mr. Mauricio Rosas, who shared concerns about traffic impacts in Polk County, the Howard Frankland Bridge, and community input being overlooked by the MPO; Ms. Sharon Calvert, who submitted questions about a recent Imagine 2040 presentation; Ms. Heidi Ostrowski, who described Riverview traffic delays; and Mr. Thomas Leavitt, who was grateful for a Vision Zero presentation. Mr. Lopano inquired about a sidewalk gap along the Courtney Campbell Causeway. Mr. Stephen Benson, Florida Department of Transportation (FDOT), clarified the location of the gap and addressed upcoming research.

V. CONSENT AGENDA

A. Committee Appointments

Chairman Miller stated Item V.B., West Busch Boulevard Multimodal Safety Study Letter of Comment, was pulled from the Consent Agenda by Councilman Viera. Commissioner Murman moved approval, seconded by Councilman Cohen, and carried fourteen to zero. (Members Lott and Waggoner were absent.)

B. West Busch Boulevard Multimodal Safety Study Letter of Comment

Councilman Viera made appreciative comments, noted community support, and emphasized the need for pedestrian safety and area development. Discussion ensued regarding school district concerns, the need for cooperation between municipalities, and Hillsborough County Sheriff’s Office efforts to promote safety in the area. Councilman Viera moved to pass the Consent
Agenda Item V.B. under West Busch Boulevard, seconded by Councilman Maniscalco, and carried fourteen to zero. (Members Lott and Waggoner were absent.)

VI. ROLL-CALL VOTE: TIP ROLL-FORWARD AMENDMENT

▶ Mr. Richard Clarendon, MPO, requested Amendment 27 be deleted from the list of roll-forward projects. ▶ Chairman Miller called for a motion to accept the TIP Roll-Forward Amendment as amended. Councilman Cohen so moved, seconded by Commissioner Murman. Upon roll call vote, ▶ the motion carried fourteen to zero. (Members Lott and Waggoner were absent.)

VII. ACTION ITEMS

A. West Tampa Multimodal Plan

▶ Mr. Christopher Keller, Tindale-Oliver and Associates Incorporated, gave a presentation. ▶ Councilman Maniscalco noted the historical neglect of West Tampa and the safety needs of the community. Commissioner Kemp pondered the potential for economic development in the area and shared concerns regarding greenway locations, safety challenges, and expressway connectors on North Boulevard. ▶ After discussion on the scope of the study, ▶ Commissioner Murman moved approval, seconded by Commissioner Kemp, and carried fourteen to zero. (Members Lott and Waggoner were absent.)

B. South Coast Greenway Connection Feasibility Study

▶ Mr. Wiatt Bowers, Atkins North America Incorporated, presented the item. ▶ Following comments on accelerating the project, ▶ Commissioner Murman moved approval, seconded by Councilman Maniscalco, and carried thirteen to zero. (Commissioner Hagan was out of the room; Members Lott and Waggoner were absent.)

VIII. STATUS REPORTS

A. Tampa Bay Next Quarterly Update

▶ Mr. David Gwynn, FDOT District 7 Secretary, shared a presentation. ▶ Councilman Cohen said the design of the Howard Frankland Bridge should evoke the spirit of the region. ▶ Commissioner White suggested FDOT staff reach out to Mr. Edward Sherwood, Tampa Estuary Program, and EPC staff regarding ecological factors. Mr. Lopano mentioned growth in Tampa International
Airport pass-through traffic. Commissioner Kemp was thankful for the presentation, favored minimizing transportation corridors, and supported utilizing existing infrastructure for upcoming projects.

B. Resilient Tampa Bay: Transportation Vulnerability Assessment

Ms. Allison Yeh, MPO, delivered a presentation.

IX. EXECUTIVE DIRECTOR’S REPORT

- Tampa Bay Transportation Management Area Leadership Group meeting, FDOT District 7 Office, September 7, 2018, 9:30 a.m.
- “It’s Time Tampa Bay” outreach to date
- Next board meetings: October 2, 2018, with Smart Cities/Integrated Corridor Management presentation; October 31, 2018 with Brightline presentation

Mr. Clarendon summarized background material. Commissioner Murman shared concerns regarding the legality of offering sports game tickets as incentives to complete the “It’s Time Tampa Bay” survey, asked MPO legal counsel to investigate, and requested future incentives be vetted by the MPO. Mr. Lopano reported on positive experiences with Brightline.

X. OLD AND NEW BUSINESS

Commissioner Kemp recalled a motion passed in a previous meeting asking for a market report, noted it had not been presented, and wanted the item placed on the next MPO meeting agenda.

X. ADDENDUM

A. Upcoming Events
   1. Drive Electric Week Event, September 12, 2018
   2. Safe Routes to School National Conference, November 2019 with Gulf Coast Safe Streets and Co-Hosted by Hillsborough MPO

B. Project Fact Sheets
   1. State Road 60 (Kennedy Boulevard) Traffic Signal Upgrades
C. Correspondence

1. Federal Transit Administration (FTA) on 2018 HART Bus and Bus Facilities Grant Applications
2. From FDOT District 7, Biweekly Traffic Fatality List, July 16 - July 29, 2018
3. From FDOT District 7, Biweekly Traffic Fatality List, July 30, 2018 - August 12, 2018

D. Articles Relating to MPO Work

1. It’s TIME Tampa Bay on “The Current with Roxanne Wilder”
2. “Planned Improvements Seek to Make West Tampa Safer for Pedestrians, Cyclists”
3. “Officials Want Your Input on the Future of Transportation in Tampa Bay”
4. “Bike/Walk Tampa Bay Summer Summit Brings Community Together to Move Region Forward”
5. “Planned Improvements for Dangerous Stretch of U.S. 301 Include Widening Road to Six Lanes”

E. Miscellaneous

1. FTA Announces $84.5 Million in Grants to Support Advanced Bus Technology Projects Nationwide
2. “Georgia (GA) to Spend $100 million on GA-400 Transit Line”
3. How Air Pollution Causes Diabetes
XI. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:38 a.m.

READ AND APPROVED: ___________________________ CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ___________________________
    Deputy Clerk

ag
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on September 12
The committee approved and forwarded to the MPO Board:
✓ TIP amendment for the Streetcar Grant for Free Fares
✓ TIP amendment for Performance Targets

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

Meeting of the Technical Advisory Committee (TAC) on September 17
The committee approved and forwarded to the MPO Board:
✓ TIP amendment for the Streetcar Grant for Free Fares
✓ TIP amendment for Performance Targets - with a request that when the targets are reassessed in two years, a more aspirational goal be considered, with a definitive plan to reach the aspirational targets.

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

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

Meeting of the Policy Committee on September 25
The committee approved and forwarded to the MPO Board:
✓ TIP amendment for the Streetcar Grant for Free Fares and recommended that HART address how they will promote the Free Fare Program.
✓ Westshore Transportation Action Plan

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

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

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

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

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

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

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

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

Agenda Item
Committee Appointment

Presenter
None – Consent Agenda

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

- Tim Horst

Recommended Action
That the MPO confirm the above appointment.

Prepared By
Wanda West

Attachments
None
Agenda Item
Westshore Transportation Action Plan

Presenter
Michael Maurino, Director of Transportation, Westshore Alliance

Summary

Plan Purpose:

The Westshore Transportation Action Plan is to serve as a blueprint for implementing strategies and specific projects by mode (vehicle, transit, bicycle, and pedestrian) that will improve transportation options and address mobility needs of residents, employees, and visitors during the concurrent construction of major transportation actions planned within the District (e.g., I-275 and SR 60 Interchange Reconstruction, Tampa Bay Next, Veterans Expressway toll/express lanes, and Westshore Regional Multimodal Center). Due to the large scale and scope of these planned transportation actions and their potential to affect the local area transportation network, the Action Plan will be critical in maintaining the economic viability of the Westshore District.

The Action Plan has accounted for recent events influencing the area, such as: the growing residential community, the established Westshore District Public Realm Master Plan, Tampa International Airport Master Plan Update, and new and expanding transportation choices and technologies (e.g., rideshare, on demand services, autonomous vehicles, electric shuttles, express bus, park and ride lots, etc.). The Action Plan has also explored modifications to existing and/or new transportation services, connections, infrastructure, and technologies to accommodate current travel demand and account for changes in travel demand within the District.

The Action Plan strategies and projects specifically focus on mobility needs of the area before, during, and after construction of the identified major transportation actions; therefore, they are categorized into three phases:

- Phase I: Existing Conditions/Prior to Construction [2018 – 2020]
- Phase II: During Construction [2021 – 2026]
- Phase III: After Construction [2027 – 2040]
Plan Partners:
The Westshore Alliance is working with partner agencies (including Florida Department of Transportation District Seven, Hillsborough Area Regional Transit Authority, Tampa Bay Area Regional Transit Authority, Hillsborough County Metropolitan Planning Organization, City of Tampa, Hillsborough County, and Pinellas Suncoast Transit Authority) and the Westshore Residential Neighborhood Improvement Committee to seek input on the proposed strategies and projects of the plan.

Recommended Action
Accept the Westshore Transportation Action Plan and direct staff to include and consider its recommendations in the next LRTP update.

Prepared By
Allison Yeh, MPO Staff

Attachments
(1) Westshore Transportation Action Plan
(2) Westshore Transportation Action Plan Presentation Slides
Purpose of Action Plan

• Provide strategies to **address mobility needs & maintain economic vitality** of the Westshore Area before, during, & after construction of major transportation actions (i.e., SR 60/i-275 Interchange Reconstruction)

• Phase I: Existing Conditions/Prior to Construction [2018-2023]
• Phase II: During Construction [2024-2028]
• Phase III: After Construction [2029-2045]
Tasks of Action Plan

- Task 1 - Existing Conditions & Needs Assessment
- Task 2 - Plan Coordination
  - 1st round of meetings
  - 2nd round of meetings
- Task 3 - Action Plan Development
  - Preliminary strategies – identify area needs per mode
  - Final strategies
- Present Plan for Adoption

StreetLight Data Analysis

Legend:
- Heavy Bicycle Use
- Moderate Bicycle Use
- Low Bicycle Use
- High Activity
- Low Activity
Modes

• Roadway
• Transit
• Bicycle
• Pedestrian

Roadway

Phase I [2018-2023]
**Roadway**

**Phase II [2024-2028]**

**Roadway**

**Phase III [2029-2045]**
Roadway

New Traffic Signal

Manhattan Avenue at Boy Scout Boulevard Intersection [Before]
New Traffic Signal
Manhattan Avenue at Boy Scout Boulevard Intersection [After]

Transit
Phase I [2018-2023]
Transit

Phase II [2024-2028]

Phase II [2024-2028] **without** punch through streets
Transit

Phase III [2029-2045]

Transit Hub

Cypress Point Park [Before]
Transit Hub

Cypress Point Park [After]

Bicycle

Phase I [2018-2023]
Bicycle

Phase II [2024-2028]

Phase III [2029-2045]
Bicycle

Bicycle Boulevard  Gray Street [Before]
Bicycle Boulevard

Gray Street [After]

Pedestrian

Phase I [2018-2023]
Pedestrian

Shared Use Path
Grady Avenue ROW and Drainage Canal ROW [Before]
Shared Use Path
Grady Avenue ROW and Drainage Canal ROW [After]

Programs and Policies

- **Roadway:**
  - Vision Zero
  - Transportation Demand Management (vanpool/carpool/rideshare)
  - Roadway Reclassifications

- **Transit:**
  - Branding at Bus Stops
  - Transit Signal Priority

- **Bicycle and Pedestrian:**
  - Wayfinding Plan
  - Walk Wise and Bike Wise
  - Bike Share
  - Automated Pedestrian Signals
THANK YOU
Agenda Item
TIP Amendment for FDOT Grant for Streetcar Free Fares

Presenter
Vishaka Shiva Raman, MPO Staff

Summary
The purpose of this amendment is to add a new streetcar grant to the HART’s portion of the Transportation Improvement Program (TIP). The funding will enable riders to travel on the TECO Line Streetcar fare-free starting in October. The project totals to $1,780,000 and is split evenly between the State and HART.

Recommended Action
Approval of the TIP Amendment.

Prepared By
Vishaka Shiva Raman, MPO Staff

Attachments
TIP Comparative Report

FDOT 5 Year TIP
Hillsborough County, District 7

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Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendment – Transit Asset Management, Pavement & Bridge, and System Performance Measures

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

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

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. The following baseline targets were established in coordination with the Hillsborough Area Regional Transit Authority (HART), City of Tampa, and FDOT:

- Rolling stock: ≤28% 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 segment 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 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 the following 4-yr baseline targets, which the MPO supports:

- 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 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. While the Hillsborough MPO supports the statewide goal of improving travel time reliability, staff has developed separate quantifiable baseline targets as follows:

- Interstate Reliability: ≥60% of network reliable
- Interstate Reliability for Freight: ≤2.07 index score
- Non-interstate NHS Reliability: ≥30% 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 Transit Center 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.

**Recommended Action**

Recommend Approval of Transit Asset Management, Pavement & Bridge, and System Performance Targets

**Prepared By**

Johnny Wong, PhD (MPO Staff)

**Attachments**

Transit Asset Management, Pavement & Bridge, and System Performance Measure Text to be added to the TIP
TIP AMENDMENT TO ADDRESS PERFORMANCE MANAGEMENT REQUIREMENTS

BACKGROUND

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The Fixing America’s Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own quantifiable targets for the MPO's planning area.
TRANSIT ASSET MANAGEMENT (TAM) MEASURES

Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

The table below identifies performance measures outlined in the final rule for transit asset management.

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Performance Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment</td>
<td>Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark</td>
</tr>
<tr>
<td>Rolling Stock</td>
<td>Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Percentage of track segments with performance restrictions</td>
</tr>
<tr>
<td>Facilities</td>
<td>Percentage of facilities within an asset class rated below condition 3 on the TERM scale</td>
</tr>
</tbody>
</table>

Transit Asset Management Performance Targets

Public transportation agencies are required to set and report transit targets annually. Public transit providers or their sponsors must share their targets with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP. Subsequent MPO TAM targets must be set when updating the LRTP. MPOs can either agree to program projects that will support the TAM targets, or set their own separate regional TAM targets for the MPO’s planning area. Regional TAM targets may differ from agency TAM targets, especially if there are multiple transit agencies in the MPO’s
planning area, or in the event that one or more transit agencies have not provided TAM targets to the MPO.

The Hillsborough Area Regional Transit Authority set the following transit asset targets on August 23, 2018:

<table>
<thead>
<tr>
<th>Asset Category - Performance Measure</th>
<th>Asset Class</th>
<th>2018 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rolling Stock</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus</td>
<td>13%</td>
<td></td>
</tr>
<tr>
<td>Cutaway Bus</td>
<td>80%</td>
<td></td>
</tr>
<tr>
<td>Automobiles</td>
<td>39%</td>
<td></td>
</tr>
<tr>
<td>Streetcar</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>≤28%</td>
<td></td>
</tr>
<tr>
<td><strong>Equipment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Revenue/Service Automobile</td>
<td>77%</td>
<td></td>
</tr>
<tr>
<td>Vans</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>SUVs</td>
<td>82%</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>≤81%</td>
<td></td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asset Category - Performance Measure</td>
<td>Asset Class</td>
<td>2018 Target</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>------------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>% of track segments with performance restrictions(^1)</td>
<td>Rail fixed guideway track</td>
<td>0%</td>
</tr>
</tbody>
</table>

### Facilities

- **Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale**

<table>
<thead>
<tr>
<th>Category</th>
<th>2018 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administration</td>
<td>22%</td>
</tr>
<tr>
<td>Maintenance</td>
<td>18%</td>
</tr>
<tr>
<td>Parking Structures</td>
<td>6%</td>
</tr>
<tr>
<td>Passenger Facilities</td>
<td>20%</td>
</tr>
<tr>
<td>Shelter</td>
<td>32%</td>
</tr>
</tbody>
</table>

| Total Passenger/Parking           | ≤10%        |
| Total Administrative/Maintenance  | 0%          |

On October 2, 2018, the Hillsborough MPO agreed to support the Hillsborough Area Regional Transit Authority’s transit asset targets, thus agreeing to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit provider targets.

The Tampa Bay Area Regional Transit Authority (TBARTA) is categorized as a Tier II transit provider under the TAM rule and is thus qualified to participate in a group TAM Plan, which will be compiled by a group TAM Plan sponsor.\(^2\) For TBARTA, upon

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\(^1\) Track segments are owned by the City of Tampa, which reported on August 22, 2018 that 0% of track segments have performance restrictions.

\(^2\) Under the TAM rule, Tier II transit providers are those which either: own ≤100 vehicles across all fixed route modes; or, ≤100 vehicles in one non-fixed route mode; or, are a subrecipient of 5311 funds; or, are a Native American tribe.
completion of the group TAM Plan, the targets and narrative report of the TAM Plan will be submitted to the National Transit Database by a sponsoring agency on its behalf.

The Hillsborough MPO TIP was developed and is managed in cooperation with the Hillsborough Area Regional Transit Authority. It reflects the investment priorities established in the Hillsborough MPO’s 2040 LRTP and documents local and FTA funds to be used for TAM, along with Surface Transportation Program funds – based on MPO priorities in previous years. Hillsborough MPO’s investments that address transit state of good repair include:

- Streetcar capital maintenance
- Bus replacements with compressed natural gas conversion
- The Hillsborough MPO TIP also recommends an additional $4 million for bus replacement; and
- Identifies $10 million to invest in upgrading computer aided dispatch automated vehicle location (CAD/AVL) technology.

The Hillsborough MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the Hillsborough Area Regional Transit Authority’s transit asset performance targets.
SAFETY MEASURES (PM1)

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida’s 27 MPOs through Florida’s Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide interim performance measures toward that zero deaths vision. As such, the MPO acknowledges FDOT statewide HSIP interim safety performance measures and FDOT’s 2018 safety targets, which set the target at “0” for each performance measure to reflect the Department’s goal of zero deaths. However, the MPO is setting its safety performance targets based upon data collected within the MPO planning area for previous years related to safety performance measures. The 2018 targets are stated here as: Fatalities – 184; Serious Injuries – 1,618; Nonmotorized Fatalities and Serious Injuries - 243; Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.40; and Rate of Serious Injuries per 100M VMT – 12.35

The TIP considers potential projects that fall into specific investment programs established by the MPO. For the Hillsborough MPO safety projects may be programmed with funds from the HSIP and/or the Safe Routes to Schools (SRTS) and address either
infrastructure or behavior safety. The Hillsborough MPO FY2018-2019 TIP has numerous funded projects that enhance the safety of facilities including:

- SR60 / BRANDON BLVD FROM OF BRANDON TOWN CTR TO GORNTTO LAKE RD, add turn lanes and improve signal, CST FY21
- US41/SR685/N FLORIDA AVE FR S OF E BIRD ST TO N OF W WATERS AVE, traffic signal update, CST FY18
- US301/SR43 FROM FALKENBURG RD TO SLIGH AVENUE, median modification, CST FY20
- MORRIS BRIDGE ROAD FROM DAVIS ROAD TO FOWLER AVENUE, add paved shoulders, sidewalk/sidepath, CST FY21
- GIBSONTON ELEMENTARY ALAFIA ST & VERN STREET FR GIBSONTON DR TO NUNDY, add sidewalk, CST FY20
- KENLY ELEMENTARY 21ST AVE FROM 66TH ST TO 62ND ST, add sidewalk, CST FY 20
- MORT ELEMENTARY SCHOOL VARIOUS LOCATIONS AROUND SCHOOL, add sidewalk, CST FY20
- SUMMERFIELD ELEMENTARY, add sidewalk, CST FY 18
- GREEN SPINE CYCLE TRACK FROM WILLOW AVE TO DOYLE CARLTON DR, bike path, CST FY20
- THE HEIGHTS MOBILITY PLAN, urban corridor improvements, PE FY19
- GEORGE RD FROM DANA SHORES DR TO TOWN N COUNRTY GREENWAY, urban corridor improvements, PE FY23

In addition to funded projects listed above, the MPO continues to prioritize safety projects, including intersection and corridor enhancements based on the recommendations from the Vision Zero effort (Table 2).

The TIP includes specific investment projects that support all of the MPOs goals including safety, using a prioritization and project selection process. The TIP prioritization process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The MPO’s goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements.

The MPO will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.
In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges by deck area classified as in good condition; and
- Percent of NHS bridges by deck area classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition: International Roughness Index (IRI); Cracking Percent; Rutting; Faulting; and a Present Serviceability Rating (PSR) for lower speed roads. The bridge measure assesses the condition of a bridge’s deck, superstructure, substructure, and culverts. Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed.

**Pavement and Bridge Performance Targets**

Federal rules require State DOTs and MPOs to set bridge and pavement performance targets and monitor progress towards achieving the targets. States must set four-year statewide targets for the percent of interstate pavements in good and poor condition; two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and two-year and four-year targets for the percent of NHS bridges by deck area in good and poor condition.

MPOs must set four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets, or set their own quantifiable targets for the MPO’s planning area.
FDOT set the following statewide targets on May 18, 2018:

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2019)</th>
<th>4-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of Interstate pavements in good condition</td>
<td>Not required</td>
<td>60%</td>
</tr>
<tr>
<td>Percent of Interstate pavements in poor condition</td>
<td>Not required</td>
<td>5%</td>
</tr>
<tr>
<td>Percent of non-Interstate NHS pavements in good condition</td>
<td>40%</td>
<td>40%</td>
</tr>
<tr>
<td>Percent of non-Interstate NHS pavements in poor condition</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Percent of NHS bridges by deck area in good condition</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>Percent of NHS bridges by deck area in poor condition</td>
<td>10%</td>
<td>10%</td>
</tr>
</tbody>
</table>

In setting the statewide targets, FDOT considered several factors. The key considerations included:

- FDOT currently has the following conditions:
  - 66% of the Interstate pavements in good condition and 0.1% in poor condition;
  - 45% of the non-Interstate NHS pavements in good condition and 0.4% in poor condition;
  - 72% of NHS bridges by deck area in good condition and 1% in poor condition
- FDOT seeks to be conservative in its targets, while at the same time meeting the minimum condition requirements (no more than 5% of the Interstate System in poor condition and no more than 10% of NHS bridges by deck area in poor condition).

On October 2, 2018, the Hillsborough MPO agreed to support FDOT’s statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that will, once implemented, make progress toward achieving the statewide targets.

The Hillsborough MPO TIP was developed and is managed in cooperation with FDOT and the Hillsborough Area Regional Transit Authority. It reflects the investment priorities established in the 2040 LRTP. The focus of Hillsborough MPO’s investments is that bridge and pavement condition include:
- I-75 from CR 672 to Progress Blvd, resurfacing, added CST FY21
- US 301 from Breckenridge Pkwy/Sligh Ave to I-75, resurfacing, added PE FY19, CST FY21
- US 301 from Lake St Charles Blvd to Progress Blvd, resurfacing, added CST FY21
- US 41 from 15th Ave to Bullfrog Creek, resurfacing, added PE FY19, CST FY21
- I-75 over Riverview Dr, bridge repair, added PE and CST FY22-23
- US 41 over Alafia River, long bridge repair, added PE and CST FY20-21
- US 41 SB over McKay Bay, bridge repair, added PE and CST FY20-21
- Gandy Bridge from Old Tampa Bay to Bridge #100300, added PE FY21, CST FY22

The Hillsborough MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the statewide pavement and bridge performance targets.
In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

- Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
- Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);
- Truck Travel Time Reliability index (TTTR);
- Annual hours of peak hour excessive delay per capita;
- Percent of non-single occupant vehicle travel (Non-SOV); and
- Total emissions reduction of on-road mobile source emissions.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the remaining three measures do not currently apply in Florida. A description of the applicable measures follows.

**LOTTR Measures**

The LOTTR performance measures assesses the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The measures are expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.
**TTTR Measure**

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or MPO planning area to determine the TTTR index.

**System Performance and Freight Targets**

Federal rules require MPOs to establish four-year performance targets for the LOTTR and TTTR performance measures, within 180 days of FDOT setting statewide targets. MPOs can either agree to program projects that will support the statewide targets, or set their own quantifiable targets for the MPO’s planning area.

FDOT set the following statewide targets on May 18, 2018:

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2019)</th>
<th>4-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)</td>
<td>75%</td>
<td>70%</td>
</tr>
<tr>
<td>Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)</td>
<td>Not Required</td>
<td>50%</td>
</tr>
<tr>
<td>Truck travel time reliability (TTTR)</td>
<td>1.75</td>
<td>2.00</td>
</tr>
</tbody>
</table>

In setting the statewide targets, FDOT considered several factors. The key considerations included:

- FDOT currently has the following conditions:
  - 82% of person-miles traveled on the Interstate that are reliable;
  - 84% of person-miles traveled on the non-Interstate that are reliable;
  - 1.43 truck travel time reliability index
- FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable. One
key conclusion from this effort is that there is a degree of uncertainty with the future performance of reliability.

- FDOT sought to be conservative in its targets and closely monitor its PM3 performance in the coming years.

On October 2, 2018, the Hillsborough MPO established the following 4-year targets for the MPO planning area:

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>4-year MPO Target (Jan. 1, 2018 to Dec. 31, 2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)</td>
<td>≥60.0%</td>
</tr>
<tr>
<td>Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)</td>
<td>≥30.0%</td>
</tr>
<tr>
<td>Truck travel time reliability (TTTR)</td>
<td>≤2.07</td>
</tr>
</tbody>
</table>

The Hillsborough MPO TIP was developed and is managed in cooperation with FDOT and the Hillsborough Area Regional Transit Authority. It reflects the investment priorities established in the 2040 LRTP. System reliability is a primary consideration in the methodology Hillsborough MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO’s goals, including reliability, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve system performance and reliability on the NHS roads in the MPO’s planning area. The MPO’s goal of improving system reliability is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements. The Hillsborough MPO FY2018-2019 TIP has numerous funded projects that enhance the reliability of facilities, transportation alternatives, and congestion management including:

- MLK Blvd at 50th St, intersection improvement, added CST FY23
- Hillsborough Ave at Nebraska Ave and 34th St, signal update, added CST FY19
- US 301 at Bloomingdale Ave, intersection improvement, added PE FY22-23
- South Coast Trail from Manatee Co Line to SR 60/Adamo Dr, County earmark, added PD&E FY19
- Green ARTery Segments D & E, Lowry Park to 22nd St Park added PE FY19
- Green Spine along Nuccio Pkwy from Nebraska Ave to 7th Ave, added CST FY20
The Hillsborough MPO considers system reliability in the TIP project selection process under the *Managing Traffic for Drivers and Shippers* and *Real Choices When Not Driving* project categories, which were established in the Hillsborough MPO’s 2040 LRTP. Prioritization criteria for projects in these categories are data-driven and include performance metrics such as planning time index, travel time, and volume/capacity ratio.

Based on the information used to develop the TIP, the Hillsborough MPO anticipates that this TIP, once implemented, will contribute to progress toward achieving the MPO’s LOTTR and TTTR performance targets.
Board & Committee Agenda Item

**Agenda Item**
Bus Rapid Transit (BRT) and Economic Development: Orlando’s Experience

**Presenter**
Laura Minns, WSP

**Summary**
Over the last few months, board members have asked questions about the scale of development and private-sector investment that might be attracted to a bus rapid transit corridor, and how different urban contexts could affect development potential.

At the Transportation Research Board 6th National BRT Conference in June, Ms. Laura Minns shared a case study of development around Downtown Orlando’s LYMMO BRT system. The LYMMO system makes use of dedicated bus lanes on surface streets, operating in three separate loops, known as the Orange, Grapefruit, and Lime Lines. The City of Orlando and Lynx have worked together to attract significant private investment to three corridors.

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

**Prepared By**
Beth Alden, AICP

**Attachments**
Transportation Research Board poster: BRT as an Economic Development Tool
**Smart Cities/Integrated Corridor Management**

**Presenter**
Ron Chin, FDOT District Seven Traffic Operations Engineer

**Summary**

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

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

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

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

**Prepared By**
Johnny Wong, MPO Staff

**Attachments**
None.
FREE FARES & EXPANDED HOURS

BEGINS OCTOBER 7, 2018

www.TECOLineStreetcar.org

For more information, call HARTinfo Line (813) 254-4278.

Hillsborough Area Regional Transit Authority

www.goHART.org

MONDAY - THURSDAY

7 AM - 7 PM
15 minute frequency

7 PM - 11 PM
20 minute frequency

FRIDAY

7 AM - 7 PM
15 minute frequency

7 PM - 2 AM
20 minute frequency

SATURDAY

8:30 AM - 2 AM
20 minute frequency

SUNDAY

8:30 AM - 11 PM
20 minute frequency
Seeking Solutions to Advance Walking and Biking at Your School
Safe Routes to School Application Workshop - UPDATE

October 8, 2018
Florida Department of Transportation
District 7
11201 N McKinley Dr, Tampa, FL 33612
9 am – 12 pm

RSVP: October 1, 2018 to
Ginger.Regalado@dot.state.fl.us

This 3-hour workshop explains the SRTS Program, gives you tips on how to: structure a competitive grant, complete the application, and improve its chances of being selected for some of the $7,000,000 in Florida’s SRTS funding this cycle. Local staff will be going over areas that need improvements in the applications received. We will also be introducing a new initiative: reevaluating all the previously awarded infrastructure projects for effectiveness. This will help in determining whether the current criteria will need to be changed. Also, your local SRTS Educators will be letting you know what is going on. It will be worth your time in attending.

FDOT Central Office staff as well as District 7 staff will be on hand to answer your questions.
Please join the

Hillsborough County
City-County
Planning Commission

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

October 25, 2018

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

hosted by Brendan McLaughlin

at

Pepin's Hospitality Centre

presented by

TECO
AN EMERA COMPANY

with
marketing partner

Tampa Bay Times

Registration, ticket & sponsor info:
tinyurl.com/2018pada
Quick Facts
- Location: Citrus Park
- Length: 2.73 miles, from Sheldon Road to Countryway Boulevard
- Category: Construction
- Schedule: Early 2019 - Summer 2021

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

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

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

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

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

August 2018
Note: The information on this fact sheet is subject to periodic updates.
MEMORANDUM

DATE: September 14, 2018

TO: Board of County Commissioners

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

SUBJECT: Timber Pond Flooding Update

Commissioners,

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

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

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

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

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

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

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

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

JEH/mdl
Attachment

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

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

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

Peak occurred on 9/10/2018 at 31.7 FT
Green Spine Cycle Track Design
Phase 2 & 3 Extensions
(from Howard Avenue to 21st Avenue)
City Project #1000254 / FDOT Project #439476

Project Map

 Estimated Design Completion: July 2019 | Estimated Construction Cost: $3.5M
 Anticipated Construction Completion – Phase 3A (Nuccio Parkway from Nebraska Avenue to 7th Avenue): July 2021

Project Description

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

Contact Information

Nina Mabilleau, E.I.
City of Tampa Project Manager
Ph: 813-274-8542
Email: Nina.Mabilleau@tampagov.net

Chris Meares, P.E.
Kisinger Campo & Associates
Ph: 813-871-5331 Ext. 4125
Email: Chris.Meares@kisingercampo.com
During the most recent two week period we had ten crashes resulting in 12 fatalities. Of these, three were vulnerable road users (two pedestrians and a motorcyclist).

Four of the fatalities resulted from vehicles attempting to pass another vehicle and crashing head on into an opposing vehicle. Please be patient and extremely careful when passing, the approaching vehicle may be traveling faster than you expect. Some of the fatalities involved people not wearing their seatbelts, another easily prevented problem.

Thank you for keeping safety at the forefront of your work.
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.

August 15, 2018

Laura Renee Kennedy, 35, Spring Hill: Laura was attempting to cross SR 50, at Fort Dade Avenue, where she entered the path of a vehicle, resulting in Laura being struck by the vehicle. She was taken to Regional Medical Center Bayonet Point, where she later died from her injuries. She is survived by her husband, daughter, father, mother, brother, and family and friends.

August 16, 2018

Melvin Allen, 47, Tampa: Melvin was walking westbound on the sidewalk along E. Hillsborough Avenue, when he stepped into the roadway where he was then struck by a vehicle that was traveling westbound on E. Hillsborough Avenue in the outside lane. He was transported to hospital where he later died from his injuries.

August 17, 2018

Claude Pepper Blount Jr., 53, Morriston: Claude was traveling southbound on US 41, south of Overdrive Circle. He attempted to pass a truck ahead of him and collided with the rear of the vehicle. His car then spun around and came to a final rest on the west shoulder of the highway. Claude suffered fatal injuries at the scene of the crash. He was a beloved father, son, brother, grandfather, and uncle.

August 19, 2018

Scott Anthony Wolf, 26, Estero: Scott was heading the wrong way on the access road on the north side of Courtney Campbell Causeway, when he lost control of his car and crashed into the waters of Old Tampa Bay. He was pulled out of the water and transported to St. Joseph’s Hospital, where he later died from his injuries. Scott loved all types of sports, travel and making new friends. Scott is survived by his parents, brother, grandmother, extended family and friends.

Michael Bellavia, 40, Clearwater: Michael was traveling on the northbound US 19 exit ramp at Northeast Coachman Road, where he lost control of his vehicle. Michael’s truck veered out of control, struck a barrier and flipped over. He suffered fatal injuries at the scene of the crash. Michael enjoyed spending time with his family. Michael is survived by his wife, son, daughter, parents, grandmother, family and friends.
Elvin Michael Benitez, 30, Zephyrhills; Dennis George DeVoid Wilkes, 38, Lakeland; Crisstina Arlene Farmer, 27, Winter Haven: Dennis and his passenger Crisstina were traveling eastbound on CR 54, returning home from a soccer game where Dennis’s son had competed. Elvin was traveling westbound on CR 54, west of Chantel Drive, and attempted to pass the traffic, where he entered the path of Dennis’s car. As a result, the two vehicles had a head-on collision, causing Elvin, Dennis and Crisstina to suffer fatal injuries at the scene of the crash. Dennis is survived by his parents, two sons, sister, family and friends. Crisstina is survived by her wife, daughter, mother, two sisters, family and friends.

August 20, 2018

Gloria Kaminski, 80, Seminole: Gloria was traveling northbound on 125th Street North, attempting to turn left onto Park Boulevard. A vehicle that was traveling westbound on Park Boulevard failed to stop at a red light and collided with the left side of Gloria’s car. She was transported to Bayfront Health St. Petersburg, where she later died from injuries sustained during the crash. Gloria is survived by her husband, daughter, and three grandchildren.

August 22, 2018

DiAnn Irene (Casserly) Plautz, 30, Spring Hill: Diann was traveling northbound on US 19 in the center lane when for an unknown reason, her vehicle drifted into the inside lane, colliding with another vehicle. Diann’s vehicle then spun across the median and into the path of a third vehicle, which struck her car. She was taken to Regional Medical Center Bayonet Point Hospital, where she later died from her injuries sustained during the crash.

August 23, 2018

Kendell Jordan Tucker, 17, Spring Hill: Kendell was passenger of a vehicle traveling northbound on US 19, approaching Glen Lakes Boulevard. A second vehicle was headed north next to the first vehicle. Both vehicles were making erratic lane changes when the driver of the first vehicle lost control, causing it to rotate and overturn. Kendell was ejected and suffered fatal injuries at the scene of the crash. She loved adventure, animals and was enrolled in college while working two jobs. She is survived by her parents, brother, grandparents, many family and friends.

Kevin James Charles, 38, Ruskin: Kevin was riding a motorcycle east on Ulmerton Road. A vehicle, which was traveling westbound on Ulmerton Road, made a left turn in front of Kevin’s motorcycle. As a result, he collided with the passenger side of the vehicle and was ejected from his motorcycle. Kevin, who was wearing a helmet, suffered fatal injuries at the scene of the crash.
During the two week period ending September 9th we lost 11 people on our roads in District 7. Five were vulnerable road users including a pedestrian, two bicyclists, and two motorcyclists. There were a higher than usual percentage of lane departure crashes in this report. Recently I have seen a number of new installations of warning signs near curves that our maintenance folks have installed working with Traffic Operations staff. Designers should pay special attention to horizontal curves and make them as evident as possible. Especially in rural areas, where the operating speeds may be higher than the posted speed. Design should be conservative to provide for vehicles operating above the speed limit where it appears that it is the norm.

Thank you for all your work 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.

August 28, 2018

Herbert Lee Measley, 56, New Port Richey: Herbert was riding his bike north on Grand Boulevard, approaching Pasadena Avenue. A vehicle behind him was attempting to pass, when the right front tire struck Herbert’s bicycle. He was transported to Morton Plant North Bay where he later died from his injuries.

Austin Reed Marr, 31, Clearwater: Austin was traveling westbound on Curlew Road, west of Belcher Road and appeared to be slowing or stopping. An off-duty deputy drove past Austin to check on him, but Austin accelerated at a high rate of speed. Then, he turned left, cutting across all lanes of traffic and struck a light pole, utility box and a tree. Austin was transported to St. Joseph's Hospital where he later died from his injuries. He is survived by his parents, brother, family and friends.

Eric Feinstein, 64, Dunedin: Eric was crossing the intersection of Tampa Road and St. Petersburg Drive, where he was struck by a vehicle traveling westbound on Tampa Road. A second vehicle struck him, causing him to suffer fatal injuries at the scene of the crash.

August 30, 2018

Maria Teresa Ortiz Vega, 38, Wimauma: Maria was traveling southbound on West Lake Drive, when she lost control of her vehicle, over-corrected and then left the roadway, striking a pole and a tree. Maria was transported to South Bay Hospital where she later died from her injuries.

September 3, 2018

Albert Dalton Wisnewski, 19, Crystal River: Albert was passenger in a vehicle traveling southbound on North Suncoast Boulevard (US 19), north of West HCR Limestone Trail. For unknown reason, the vehicle departed the roadway and entered the grass shoulder, colliding with a fence and then a tree. Albert suffered fatal injuries at the scene of the crash. He loved fishing, having fun with friends and spending time with his family. Albert is survived by his parents, brothers, grandparents, family and friends.
**September 4, 2018**

**Derek J. McCormick, 65, Tampa:** Derek was traveling southbound on Prospect Road, east of Handcart Road, approaching a curve. He failed to negotiate the curve, entered the southbound lane and collided head-on with a vehicle that was traveling northbound. As a result, both vehicles collided with a guardrail and caught fire. Derek suffered fatal injuries at the scene of the crash.

**Victoria Hope Morgan, 22, Homosassa:** Victoria was passenger of a motorcycle traveling westbound on West Fort Island Trail, where the driver failed to negotiate a sharp curve, resulting in the motorcycle departing the roadway and colliding with a tree. Victoria suffered fatal injuries at the scene of the crash. She is survived by her daughter, parents, brothers, sister, grandparents, the father of her daughter, family and friends.

**September 5, 2018**

**Hans J. Mentor, 48, Wesley Chapel:** Hans was riding his bicycle north on Boyette Road, north of Vienna Woods Lane, when a driver tried to overtake him, failed to yield the right of way to Hans, and hit the bike from behind. Hans suffered fatal injuries at the scene of the crash. Hans will be remembered as a friendly person riding his bike around Wesley Chapel.

**September 7, 2018**

**Richard William Draghi, 68, Tampa:** Richard was traveling southbound on Anderson Road, south of Waters Avenue West, when he crossed the center turning lane and entered the northbound lanes. He went into the path of an oncoming vehicle, causing the two vehicles to have a head-on collision. Richard suffered fatal injuries at the scene of the crash.

**September 9, 2018**

**Aaron Scott Barnhouse, 19, New Port Richey:** Aaron was riding his motorcycle westbound on SR 54, west of Little Road, when a vehicle turned left into the path of Aaron’s motorcycle. As a result, the two vehicles collided and Aaron, who was wearing a helmet, died at the scene of the crash. He was known for his passion for cars and motorcycles. Aaron is survived by his parents, brothers, grandparents, family and friends.

**Nicholas Schwartz, 21, Citrus Springs:** Nicholas was traveling southbound on North Citrus Avenue approaching Wisconsin Court. His vehicle hydroplaned on the wet roadway, crossed the centerline and struck a vehicle head-on. Nicholas was transported to Bayfront Health Seven Rivers, where he later died from his injuries.
August 10, 2018

Mr. Chris Stahl, Environmental Manager
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, FL 32399-3000

RE: Advance Notification
US 41/SR 45/ South 50th Street at CSX Grade Separation South of Causeway Boulevard
Financial Project Numbers: 440749-1-22-01 & 440749-1-32-01
ETDM Number: 14345
Hillsborough County, Florida

Dear Mr. Stahl:

We are sending this Advance Notification (AN) Package to your office for distribution to State agencies that conduct Federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. We are also distributing the AN Package to local and federal agencies. Although we will request specific comments during the permitting process, we are asking that agencies consistency reviewers examine the attached information and provide us with their comments.

This is a Federal-aid action. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. FDOT will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this project’s consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government to comply with Chapter 163 of the Florida Statutes.

FDOT District 7 is submitting this AN Package in the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST). The project is listed as #14345 – US 41 at CSX Grade Separation.

ETAT members should review this project on the ETDM website. Non-ETAT agencies can review this project at the public access website located at: http://etdmpub.fla-etat.org/.

We are looking forward to receiving your comments on the project. Consistency reviewers have 45 days from the EST Notification to provide their comments. Once you have received their comments, please
Mr. Stahl
US 41/SR 45/ South 50th Street at CSX Grade Separation South of Causeway Boulevard
August 10, 2018
Page 2

submit a consistency determination for the State of Florida within 60 days of the EST Notification. If you
need more review time, send a written request for an extension to our office within the initial 60-day
comment period.

Your comments should be submitted via EST if you are an ETAT representative, emailed to the District
contact, or via mail addressed to:

Kirk Bogen, P.E.
Environmental Management Engineer
Florida Department of Transportation, District 7
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

Your expeditious handling of this notice will be appreciated.

Sincerely,

[Signature]

Ed McKinney
Planning and Environmental Administrator

EM/NS/wgl
Attachments
August 13, 2018

Mr. Michael Dew  
Secretary  
Florida Department of Transportation  
605 Suwannee Street  
Tallahassee, Florida 32399-0450

Dear Secretary Dew:

We are writing to inform you of an action taken at a recent meeting of the Central Florida MPO Alliance (CFMPOA) and the Tampa Bay Area Transit Authority Metropolitan Planning Organizations Chairs Coordinating Committee (TBARTA MPOs CCC) held July 13, 2018. At the joint meeting, the group unanimously approved Resolution No. 18-01 Supporting Preservation of the Rail Envelope in the I-4 Corridor.

You should know that this resolution was being drafted as we anticipated the group coming together, however at the time, we were unaware of the unsolicited proposal submitted by Brightline and the subsequent release of the Request for Proposals by FDOT. In fact, the announcement was made just days before the meeting occurred. The timing of these were completely serendipitous, but we feel these are good signs in terms of the future potential of connecting the Orlando and Tampa Bay markets.

The CFMPOA and the TBARTA MPOs CCC collectively comprise 11 metropolitan planning organizations and transportation planning organizations, encompassing 18 counties in Central Florida. The two groups meet together annually to address regionally significant transportation issues.

On behalf of the members of both groups, thank you for all you have done and continue to do to advance transportation in Central Florida. We look forward to learning more as the RFP process continues.

Sincerely,

Virginia L. Whittington  
Director of Regional Partnerships  
MetroPlan Orlando, CFMPOA Liaison

Anthony V. Matonti  
Senior Planner & Project Coordinator,  
TBARTA, TBARTA MPOs CCC Liaison

Enclosure

c. CFMPOA Directors  
TBARTA MPO CCC Directors
WHEREAS, the Central Florida MPO Alliance (CFMPOA) and the Tampa Bay Area Regional Transit Authority MPOs Chairs Coordinating Committee (TBARTA MPOs CCC) collectively comprise 11 metropolitan planning organizations and transportation planning organizations, encompassing 18 counties in Central Florida, herein after called the “Super-Region”; and

WHEREAS, the 2017 BEBR population estimates show that the Super-Region is home to approximately nine million residents, which is 40% of the state’s population; and

WHEREAS, Florida’s tourism numbers in 2017 reached 116.6 million with 72 million visitors to the Orlando area and nearly 23 million visiting the Tampa Bay area; and

WHEREAS, Port Canaveral, Port Manatee, and the Port of Tampa are economically vital to the Super-Region having safely and efficiently moved more than 23 million tons of cargo and carrying over five million cruise passengers in 2017; and

WHEREAS, the Orlando International Airport is the 11th busiest airport in the United States, with 44.6 million passengers reported in 2017, and the Tampa International Airport saw a record number of passengers at 19.6 million in 2017; and

WHEREAS, the annual combined Gross Domestic Product (GDP) of the Super-Region is more than $317 million; and

WHEREAS, the Super-Region has been selected as the location of world-class sporting events, including the National Football League’s LV Super Bowl in 2021, and potentially the 2026 FIFA World Cup; and

WHEREAS, the goal of the annual joint meeting of the CFMPOA and the TBARTA MPOs CCC is to coordinate and promote regionally-significant transportation improvements across the Super-Region; and

WHEREAS, metropolitan planning organizations and transportation planning organizations are required to incorporate emerging technologies and trends into the long range planning process, and should also consider new technologies being developed that will increase options for providing premium transit service; and
WHEREAS, the annual joint meeting of the CFMPOA and TBARTA MPO CCCs encourages collective support for actions that lead to business opportunities, economic prosperity, and the advancement of the global competitiveness of the Super-Region; and

WHEREAS, the Florida Department of Transportation (FDOT) and the Central Florida Expressway Authority (CFX) recently issued a joint Request for Proposal (RFP) for the leasing of rights-of-way connecting Orlando and Tampa;

NOW, THEREFORE, BE RESOLVED THAT THE CENTRAL FLORIDA MPO ALLIANCE AND THE TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY MPOs CHAIRS COORDINATING COMMITTEE JOINTLY:

1. Support the continued preservation of the rail envelope in the I-4 corridor that maintains appropriate horizontal and vertical clearances as well as minimum curve radii for a form of premium transit service; and

2. Encourage the private sector to explore possibilities for developing an innovative premium transit solution in the I-4 corridor to improve connectivity between Orlando and Tampa; and

3. Encourage FDOT to clarify that its solicitation of proposals for an intercity passenger rail system between Orlando and Tampa is open to proposals for all forms of passenger rapid transit, including magnetic levitation and other emerging technologies; and

4. Commit to working in a collaborative fashion to enhance the economic vibrancy of the Super-Region; and

5. Agree to support economic development opportunities that leverage transportation investments and ultimately benefit the residents, workers and visitors of the Super-Region.

Passed and duly adopted at a joint meeting of the Central Florida MPO Alliance and the Tampa Bay Area Regional Transit Authority MPOs Chairs Coordinating Committee this 13th day of July, 2018.
Certificate

The undersigned duly qualified and acting Chairs certify that the foregoing is a true and correct copy of a resolution adopted at a legally convened joint meeting of the Central Florida MPO Alliance and the Tampa Bay Area Regional Transit Authority MPOs Chairs Coordinating Committee.

[Signatures]

Honorable Lee Constantine
Central Florida MPO Alliance

Honorable Nathaniel Birdsong
TBARTA MPOs CCC Board Chair

Attest:

[Signature]

Anthony V. Matonti
Senior Planner & Project Coordinator, TBARTA
Good morning, Wanda. Will you please forward this invitation to the board and committee members at the MPO?

Commissioner Kemp invites the members of the Hillsborough Board of County Commissioners, Tampa City Council and the Metropolitan Planning Organization (MPO) Board and its committees to a community conversation Monday October 8 at 6 p.m. to discuss the role of the MPO in ensuring that the needs and concerns of local residents are considered in transportation planning. This public meeting will be noticed and conducted in the sunshine so that members of the same boards or committees may attend to discuss this important topic. The event will feature a panel discussion with Dr. Beverly Ward and Professor Taryn Sabia and a question and answer session. Please see the attached press release for more information. Feel free to call our office with any questions or concerns.

Thank you,

Laura Lawson
Senior Legislative Aide to Commissioner Pat Kemp
District 6 – Countywide

P: (813) 272-5730
E: LawsonL@HCFLGov.net
W: HCFLgov.net
FOR IMMEDIATE RELEASE

Media Contact: Laura Lawson or Raquel Valdez
Legislative Aides to Commissioner Pat Kemp
(813) 272-5730

Pat Kemp Hosting Community Conversation:
“Making Your Voice Heard In Our Transportation Future”
Featuring Dr. Beverly Ward and Prof. Taryn Sabia

Hillsborough County, FL (September 25, 2018) - Hillsborough County Commissioner Pat Kemp, District 6 Countywide, is hosting a Community Conversation and inviting residents and elected officials to discuss the role of the Metropolitan Planning Organization (MPO) in ensuring that the needs and concerns of local residents are considered in transportation planning.

“There is a strong push by special interests to merge the Hillsborough MPO with the Pasco and Pinellas MPOs and create a mega-MPO for the region,” says Commissioner Kemp. “This would be a mistake that would only take the MPO further from the people and neighborhoods that it is supposed to protect.”

The event will take place Monday, October 8 at the Robert W. Saunders, Sr. Public Library 1505 N Nebraska Ave, Tampa, FL 33602 from 6:00 – 7:30 PM.

Seating capacity is 150 persons, admitted on a first-come, first served basis. There will be a question and answer session following the panel discussion.

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