Meeting of the Policy Committee  
Tuesday, October 23, 2018, 9:00 AM  
18th Floor, Plan Hillsborough Room

I. Call to Order

II. Public Comment – 3 minutes per speaker, please

III. Approval of Minutes – September 25, 2018 (not available at the time of mailout - will be distributed at the meeting)

IV. Action Items
   A. Transportation Improvement Program (TIP) Amendments (Vishaka Shiva Raman, MPO Staff)
      1. Bloomingdale Ave at US 301 Intersection
      2. HART CAD/AVL Bus Equipment Replacement
   B. Speed Management and Safety: A Data-Driven Approach (Paula Flores, GPI)
   C. Board Positions on Federal Performance Measures (Johnny Wong, MPO Staff)
   D. Renewal of Interlocal Agreement with TBARTA for Organizational and Administrative Services for the MPO Chairs’ Coordinating Committee (Rich Clarendon, MPO Staff)

V. Status Reports
   A. Long Range Transportation Plan (LRTP) Goals Update (Michele Ogilvie, MPO Staff)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Walk of Silence 2018, Oct. 20
   C. “Planning Healthy Places” Program with MPO Panelist, Oct. 24
   D. Tampa Bay Next Historic Resources Information Meeting, Oct. 25
   E. Planning Commission Design Awards, Oct. 25
   F. Regional Planning Best Practice Study Workshop #3, Oct. 29
The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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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
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

State of Florida Department of Transportation

Diagrams:
- Existing R/W Line
- Remove existing and construct 4 traffic separators
- Reconstruct existing island and relocate pedestrian signal poles
- Wetland and floodplain impacts in this area require environmental evaluation.

Date: 2/9/2018
Version: vserpekian
Location: P:\FDT1403\07-On-call\US 301 at Bloomingdale\CADD\roadway\PLANRD01.DGN
## FDOT 5 Year TIP
### Hillsborough County, District 7
### HIGHWAYS

### Item Number: 437639 1

**Adopted FY 2018/2019 - 2022/2023 TIP**

**Type of Work:** ADD LANES & RECONSTRUCT

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

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

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

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number: TBD)
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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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
### Item 441896 1 - HART CAD/AVL System Replacement

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

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### Item 441896 1 - Amendment

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

**Amendment Number**: 31

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## Item Number: 414963 2
### Description: Bus Replacements
#### LRTP: System preservation, p. 161

### Type of Work: PURCHASE VEHICLES/EQUIPMENT

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## Item Number: 414963 2
### Description: HART - FHWA SURFACE TRANSPORTATION PROGRAM
#### LRTP: System preservation, p. 161

### Type of Work: PURCHASE VEHICLES/EQUIPMENT

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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**
Speed Management and Safety: A Data-Driven Approach

**Presenter**
Paula Flores, GPI Engineering-Design-Planning

**Summary**
In August, the Transportation Disadvantaged Coordinating Board reviewed a letter of comment on FDOT’s West Busch Boulevard Multimodal Safety Study, and supported the letter with the addition of a request to address the existing condition of hazardous water pooling on the roadway. *The board also discussed that there is a need for a broader study on lowering speed limits for safety – including looking at how other cities such as New York have done that – and asked that the Policy Committee discuss the issue of lowering speeds to make our corridors safer for pedestrians.*

With growing attention to the relationship between speed and crash severity, the Federal Highway Administration and National Highway Traffic Safety Administration have collaborated in recent years to develop new technical tools for engineers to evaluate speed management and the setting of appropriate limits. Their “Road to Zero” coalition has also awarded a grant to the Institute of Transportation Engineers (ITE) to provide professional development on this issue.

Ms. Paula Flores, 2016 President of ITE International, will provide an engineer’s perspective on an approach for use of these new tools in Hillsborough County.

**Recommended Action**
Recommend the MPO sponsor a study of speed management and safety, focusing on severe crash corridors in Hillsborough County

**Prepared By**
Beth Alden

**Attachments**
“ITE Receives Road to Zero Safe System Innovation Grant to Reduce Roadway Fatalities through Speed Management Training”
FHWA Online Tool (USLIMITS2) to Aid Practitioners in Determining Appropriate Speed Limit Recommendations
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 MPO is required to establish performance targets for pavement and bridge conditions and for system performance (travel time reliability) of the National Highway System within 180 days of FDOT’s establishment of statewide targets.

The deadline is November 14.

MPO staff will present options for target-setting and addressing board member concerns.

**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**

Recommend board action based on committee discussion

**Prepared By**

Johnny Wong, PhD, MPO Staff

**Attachments**

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
## 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>
</tr>
</thead>
<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>
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</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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<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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</thead>
<tbody>
<tr>
<td>Nov 14, 2018</td>
<td>PM3 - System Performance Measures</td>
<td>Set Initial Target</td>
<td>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</td>
<td>FDOT</td>
<td>The MPO deadline is 180 days after FDOT first establishes this target.</td>
<td>One time event</td>
</tr>
<tr>
<td>Feb 27, 2019</td>
<td>PM1 - HSIP &amp; Safety Performance Measures</td>
<td>Update Target</td>
<td>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</td>
<td>FDOT</td>
<td>MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets.</td>
<td>Every year</td>
</tr>
<tr>
<td>Mar 30, 2023</td>
<td>PM3 - System Performance Measures</td>
<td>Update Target</td>
<td>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</td>
<td>FDOT</td>
<td>The MPO deadline is 180 days after FDOT first establishes this target.</td>
<td>Every 4 years</td>
</tr>
<tr>
<td>Deadline</td>
<td>Rule</td>
<td>Action Type</td>
<td>Deadline Item</td>
<td>Who/where to report to</td>
<td>Reporting Deadline Clarifying Statements</td>
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<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>
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.
Focus on Community

Save the Date
December 12-13, 2018

bit.ly/focusoncommunity
Office of Policy Planning
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
Transportation Performance Measures
Consensus Planning Document

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:12

   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.
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.
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B. Definitions .......................................................................................................... B-1
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 *per capita.*

### 3.3 REPORTING OF MOBILITY INFORMATION

Multimodal mobility performance measures are currently reported in FDOT’s *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 *Multimodal Mobility Performance Measures Source Book.* The *Source Book* is intended to be published every September. It is anticipated that MPOs and District offices will refer to and use the *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

<table>
<thead>
<tr>
<th>Mode</th>
<th>QUANTITY</th>
<th>Reporting Period</th>
<th>QUANTITY</th>
<th>Reporting Period</th>
<th>ACCESSIBILITY</th>
<th>Reporting Period</th>
<th>UTILIZATION</th>
<th>Reporting Period</th>
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<tr>
<td>Auto/ Truck</td>
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<td>% Travel Meeting LOS Criteria</td>
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<td>Time Spent Commuting</td>
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<td>% Travel Heavily Congested</td>
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<td>% Miles Meeting LOS Criteria</td>
<td>X</td>
<td>% Miles Heavily Congested</td>
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<td>Tonnage</td>
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<td>Value of Freight</td>
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</tbody>
</table>

**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 Classification 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 Department of Transportation
MPO Advisory Council
Federal Highway Administration
Federal Transit Administration

Florida MPO Pilot Study
National Performance Measures

February 2017
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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
- Jul 7 – Initial Safety Data
- Jul 27 – Final Bridge Data
- Aug 24 – Discuss System Performance Data
- Sep 9 – Add’l Safety Data
- Sep 28 – MPO Summit Orlando, FL
- 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.’

% Of Bridges by Deck Area in Poor Condition
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)

![Pie charts showing travel reliability percentages for different counties.]

- **Hillsborough**: 17% unreliable, 83% reliable
- **Broward**: 22% unreliable, 78% reliable
- **Gainesville**: 4% unreliable, 96% reliable
- **Indian River**: 3% unreliable, 97% reliable

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

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
Renewal 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

ATTEST: ______________________________________
        Michael Case
TITLE: Interim Executive Director

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:
  - Wo 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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<th>Description</th>
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<td>Total Cost of Tasks 1-4</td>
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<tr>
<td>Anticipated Total Cost of Project</td>
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Board & Committee Agenda Item

**Agenda Item**
Long-Range Transportation Plan Goals

**Presenter**
Michele Ogilvie, MPO Staff

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

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

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

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

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

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

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

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

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

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

**Prepared By**
Michele Ogilvie, MPO Staff

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

Chairman Les Miller called the meeting to order at 9:02 a.m., led the Pledge of Allegiance and gave the invocation. The meeting was convened on the 26th floor of the County Center.

APPROVAL OF MINUTES – September 5, 2018

A motion was made by Commissioner Sandra Murman to approve the September minutes as presented. The motion was seconded by Councilman Guido Maniscalco and carried unanimously.

Commissioner Miller read for the record a memo from Councilman Luis Viera stating that he was unable to attend due to a conflict.

PUBLIC COMMENT

Mr. Gary Cloyd, transit advocate, spoke regarding the Westshore Action Plan, the three transit initiatives, and thanked elected officials for their advocacy as projects move forward.

Mr. Jim Davison commented on the response that the MPO provided to his presentation last month on the comparison of the All for Transportation Petition Category Funding versus the Hillsborough County MPO 2040 Long Range Transportation Plan (LRTP) Category Funding. Mr. Davison provided several handouts regarding funding scenarios and studies.

Ms. Charlotte Greenberg provided comments on the MPO’s 2045 Plan survey and stated that the MPO should distance itself from the rail tax. She expressed concerns if the proposal passes. She stated voters will see a basket full of empty promises that will never take place. Rail will eat up all of the money and there will not be enough money for operating expenses.

Ms. Sharon Calvert, with Fix Our Roads First, commented on the 2040 LRTP, and the 1% Surtax to fund transportation improvements. She stated that the proposal does not include new technology, and it is a requirement by both State and Federal Agencies. She expressed concerns regarding a presentation that MPO Executive Director, Beth Alden, made at the Tampa City Council. She felt that the presented information was misleading, and she stated that the MPO needs to be credible to the public.

Ms. Josephine Amato, with Safe Bus for Us, provided statistics on safe school bus transportation and holding the school district accountable for the hazardous walking conditions children are being subjected to. Instead of supporting the elimination of school buses, the County should help to solve the problem.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO staff, presented the committee reports. Committees approved and forwarded to the MPO Board the Transportation Improvement Program (TIP) Amendment for the Florida Department of Transportation (FDOT) Grant for Streetcar Free Fares. In addition, they approved the TIP Amendment for...
Transit Asset Management, Pavement & Bridge, and System Performance Measures. A couple members would like to see more aspirational, definitive plans on how to reach higher targets when the targets are reassessed in a couple of years.

The Policy Committee recommended that HART address how they are going to promote the Free Fare Program.

The Westshore Transportation Action Plan, on the Consent Agenda, was supported at the August committee meetings.

The committees also received reports on Tampa Bay Next, Tri-County Travel Market Analysis, Vision Zero, and Nebraska Avenue.

The MPO’s Attorney, Mr. Cameron Clark, spoke to the Policy Committee in response to questions about providing donated prizes for survey responses. Mr. Clark noted several examples of other public agencies in Florida who provided donated prizes.

The TBARTA MPO Chairs’ Coordinating Committee Staff Directors discussed the performance target setting process that is underway for all MPOs. Once the MPOs have met the requirements of coordinated target setting, discussion can take place regarding regionwide targets. The group also made plans for the December 14th meeting of the MPO Chairs and discussed the MPO Advisory Council position opposing transportation earmarks.

There were no Facebook comments. Ms. Torres summarized email comments received from citizens. Copies of emails were provided in full to board members in their meeting folders.

There were no questions following the report.

CONSENT AGENDA

A. Committee Appointments
B. Westshore Transportation Action Plan

A motion was made by Commissioner Murman to approve the Consent Agenda. The motion was seconded by Councilman Maniscalco and carried unanimously.

ROLL-CALL VOTE: TIP Amendment for FDOT Grant for Streetcar Free Fares

This item was discussed at the Policy Committee and brought back to the MPO Board for approval. There was no additional discussion.

A motion was made by Commissioner Murman to approve the TIP Amendment for FDOT Grant for Streetcar Free Fares. The motion was seconded by Councilman Cohen and carried with a roll-call vote (Commissioner Kemp, Commissioner Hagan, Councilman Viera, and Mrs. Cindy Stuart were not in attendance during the vote).

ACTION ITEMS

A. TIP Amendment – Transit Asset Management, Pavement & Bridge, and System Performance Measures

Dr. Johnny Wong, MPO staff, provided an overview of the TIP Amendment. MPOs and DOTs are required to establish performance targets for transit asset management, pavement & bridge condition, and system performance. The three rules originate from Federal Law, MAP-21 and the FAST Act. These legislative
acts relate to ensuring government accountability and a push for performance-based planning. The rules prescribe specific performance measures that DOTs and MPOs must track to establish a benchmark baseline to rate performance in three areas and monitor progress as program funding continues for specific projects. The targets are data driven. Once every four years the targets are updated and reported in the TIP.

Following the presentation, Mayor Mel Jurado inquired about Information Technology (IT) not being covered under transit asset management, and she wanted to know how it would impact future justification for system upgrades. Cyndy Zambella, HART Director of Budget, Grants, and Fixed Assets, addressed Mayor Jurado’s concerns and stated that IT was assessed in the measurements. CAD/AVL was excluded from the evaluation because HART knew that it was an imminent need and has an aggressive plan to replace their CAD/AVL system in the upcoming year.

Under pavement and bridges, Mayor Jurado wanted clarification on the logic behind setting a lower goal. If the goal for safe bridges is currently being exceeded, she is uncomfortable with lowering the metric. Dr. Wong stated the reason for supporting the statewide target established by FDOT was because the performance measures are new to the MPOs, and they are not well positioned to see how specific investments by FDOT will improve conditions in such a small geographic area. Mayor Rick Lott agreed with Mayor Jurado that setting goals less than 100% and lower than current conditions does not make sense.

Mayor Jurado inquired about reliability listed under system performance. How can travel time reliability be maintained, progressively pursued, measured and monitored? Dr. Wong stated that the performance targets for the TIP are based on the improvements that can be expected from transportation projects that were programmed in the past. This process is an initial assessment to set benchmarks. Mayor Lott confirmed that the performance measure information is based on funding decisions made five years ago.

Ms. Beth Alden attempted to provide clarification and stated that funding is already committed to many projects in the TIP to improve performance. The projects in the TIP must be able to show progress towards the MPO’s targets. Setting a higher target means that funds should be allocated differently in the TIP. The Federal Government is setting MPOs up to create an ongoing performance-based planning process, and more information will be brought back during development of the long-range transportation plan (LRTP), as required in the new Federal rules. The Hillsborough MPO was one of four MPO pilots working with FDOT to review data sets for performance measures, and the financial scenarios in the current LRTP show that there is not a lot of progress being made on the performance targets at the existing spending levels. There are a lot of deficiencies in the spending categories.

Mayor Jurado inquired about changing funding in the TIP and wanted to know if funding has been taken away from bridges. Ms. Alden asked Secretary Gwynn if the Department would have any concerns if the MPO established a higher target for bridge conditions in Hillsborough County, for bridges that are on the National Highway System (NHS) and are rated on a statewide basis and dependent on FDOT funding? Secretary Gwynn stated that he would have to check with FDOT’s Bridge Maintenance Department since it is handled statewide. Additional coordination will be done with the FDOT District office and the MPO.

Mr. Waggoner wanted to know if staff coordinated the analysis with FDOT prior to the meeting and expressed concerns about lowering performance measures. He also wanted to know if all of the roads being discussed are owned by FDOT? Secretary Gwynn stated that they are not. Mr. Waggoner wanted to know what portion of the NHS Roadway System is owned by FDOT and their ratings? He stated that this information is important to know if it is going to be used to allocate funds. He also wanted to know what funds will be allocated? Additional information would be helpful in order to make decisions on adopting measures.

Councilman Cohen agreed with the questions that were asked and stated that he would need to know
what funding difference will be made to Hillsborough County if the standards are adopted.

Dr. Wong stated there are no penalties for failing to meet the targets that are set. The targets are set based on current conditions in order to set the bar and establish the status so progress can be tracked in the future.

Commissioner Miller suggested deferring the item to the next board meeting based on numerous concerns expressed by members.

Mr. Mechanik would like to understand whether the requirements are Federal Transit Administration’s (FTA) or Federal Highway Administration’s (FHWA), and if there are consequences for failing to meet a standard. He would like to understand what the legal framework is before the group votes on the item. He also stated that there are red flags in the presentation. If the information is going to be useful it should be plugged into future decision-making and allocation of funding. He stated that the goal on travel time reliability for truck traffic sounds horrific.

Commissioner Miller spoke with Ms. Alden and a decision was made to postpone the action item until the next meeting. He requested an email be sent out to board members requesting their concerns and questions, so they can be answered and brought back to the next meeting for discussion.

Commissioner Kemp expressed concerns about the importance of HART’s transit operations and maintenance center needing a $40 million update.

Mr. Waggoner stated he does not understand the idea of setting a goal based on where you are going and it is below standard. How does setting a goal of failing promote making better decisions in the future?

Mayor Lott wanted to know if thirty days would be enough time for staff to answer member’s questions in preparation for the next meeting. Ms. Alden will coordinate with staff.

Commissioner White would like to see a sampling of potential budget amendments in which funding is decommitted in certain categories to enhance funding to get metrics up to speed.

Commissioner Murman agreed with comments that were made and stated we should never settle for less than 100%. She suggested a message go back to FDOT’s home office stating the standards are unrealistic and recommended a transcript of the conversation be sent to them.

STATUS REPORTS

A. BRT & Economic Development: Orlando’s Experience

Ms. Laura Minns, WSP, provided an overview of housing and commercial development around Orlando’s bus rapid transit (BRT) system. Their ridership continues to grow as the area develops.

Following the presentation, Commissioner Kemp thanked Ms. Minns for an excellent presentation and thanked Ms. Alden for scheduling the presentation. Commissioner Kemp encouraged members to visit Orlando and utilize street-level BRT.

Mr. Waggoner inquired about capital cost. Ms. Minns stated the initial investment was $20 million for the first 2½ mile line and then there was an approximate $25 million investment on the Grapefruit and Parramore BRT lines. Approximately $40 million over twenty years was spent. The City pays Lynx a little less than $3 million per year in operating costs. Annual ridership is around 700,000 - 800,000 per year.
B. Smart Cities/Integrated Corridor Management

Dr. Wong introduced Mr. Ron Chin, FDOT’s Chief Traffic Engineer, who provided information on Integrated Corridor Management and operational strategies to improve travel time reliability. Mr. Joe Bugel, FDOT’s Arterials Manager, provided information on current operations and technology that are being added. Corridors of focus include I-4 and I-275, and parallel and connecting major roads.

Commissioner Murman hopes that the technology can quickly be implemented.

Commissioner Kemp wanted to know if the integrated technology will make traffic queue-jumping possible for buses? Mr. Bugel stated it will and transit is a major component in achieving the maximum efficiency and capacity of the system.

Commissioner Kemp also wanted to know if the project includes the ability to read when a road is open and traffic light signaling. Mr. Bugel stated it addresses road maintenance and detectors that may not work properly. When the system is implemented, it will be able to address the source of issues. Sensors and detection devices will be added to the infrastructure so they will have the capability of knowing where volume is.

Mr. Klug wanted to know if there was any way that Port Tampa Bay could coordinate with FDOT on the current project for integrated activity for their trucks. Mr. Chin stated that Port Tampa Bay is a partner on the project.

Mr. Waggoner thanked FDOT for contributing to their connected and automated vehicle pilot project.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden thanked Mr. Eric Hill with MetroPlan Orlando for attending the meeting. MetroPlan has reached out to other MPOs to collaborate on a mega-regional program to expand Transportation Systems Management and Operations (TSMO) practice, with a focus on supporting the I-4 Corridor effort and linking the three districts along the I-4 Corridor.

The next board meeting will be held Tuesday, October 30th on the 26th floor of the County Center.

The next Tampa Bay Transportation Management Area Leadership Group (TMA) will take place on November 2nd and will be held at the Pinellas Suncoast Transit Authority. The TMA has decided to have a rotating chairperson beginning at the November meeting. The group will discuss options for creating a voting structure at the tri-county level.

Outreach was wrapped up on the tri-county survey for It’s Time Tampa Bay. A national record was broken for a MetroQuest-platform survey, with more than 9,600 survey responses. Ms. Alden thanked staff in the audience who conducted outreach at 84 different community meetings and events over the last month. There were over 8,700 attendees at the events.

Ms. Alden also thanked the Tampa Bay Times for donating online impressions and matching the MPO’s by donating $2,000 in print ads. In addition, Florida’s Largest Home Show provided complimentary exhibit space during Labor Day weekend. The Beasley Media Group provided two talk show broadcasts, 30-second public service announcements, distributed rack cards at station events, and donated the Lightning tickets that were raffled off. They also featured the department on their website in several social media campaigns. Ms. Alden also thanked the Property Appraiser’s Office for allowing the insert into their mailers at cost.

She thanked MPO Board members and their local staff for their support during the outreach effort.
The responses to the surveys will be summarized, and the information will be provided to the MPO’s advisory committees in November. Ms. Alden will schedule discussions with board members and then the information will be on the agenda for the December Board meeting with recommendations on how to synthesize public preferences into the LRTP update.

Following meeting adjournment, the drawing took place for winners of the donated Lighting tickets.

**OLD & NEW BUSINESS**

Commissioner Kemp invited members to attend a community conversation event that she is hosting on Monday, October 8\textsuperscript{th} from 6:00 to 7:30 p.m. at the Saunders Library, located at 1505 North Nebraska Avenue in Tampa. Dr. Beverly Ward and Professor Taryn Sabia are scheduled to present.

**ADJOURNMENT**

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:51 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on September 12
The committee approved and forwarded to the MPO Board:

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

The CAC also received reports on:

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

Meeting of the Technical Advisory Committee (TAC) on September 17
The committee approved and forwarded to the MPO Board:

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

The TAC also received a report on:

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

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

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

The Policy Committee also received reports on:
  o Multimodal Centers Planning
  o Vision Zero Update
  o 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:
  o It’s Time Tampa Bay - Members took the survey and provided comments on the progress of the outreach so far.
  o TBNext Quarterly Update.
  o 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:
  o Multimodal Centers Planning
  o It's Time Tampa Bay: Committees weigh in; Outreach Progress Report
  o 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.
IN MEMORY OF LOVED ONES KILLED IN TRAFFIC CRASHES IN HILLSBOROUGH COUNTY

Raise Awareness to Change Tampa Metro Region’s National Ranking as the 2nd Deadliest City for Pedestrians per Capita*

WALK OF SILENCE 2018

SATURDAY, OCTOBER 20

116 TRAFFIC DEATHS SO FAR IN 2018

COME PAINT A PAIR OF SHOES TO HONOR AND SIGNIFY EACH LIFE LOST ON OUR ROADWAYS.

Let the Next Generation Know You Don’t Want Another Death on Our Streets

Poe Plaza (Franklin St between Jackson & Whiting)
9:30am Shoe Painting, Begin 1/2 mile Walk 10:00am 10:30am Speakers - USF Park on Riverwalk

*Smart Growth America’s 2016 publication: Dangerous by Design

QUESTIONS: TORRESG@PLANCOM.ORG 813-273-3774 X357

#VisionZero813 facebook.com/VisionZeroHillsborough
PLANNING HEALTHY PLACES -
USGBC TAMPA AND APA FLORIDA
SUN COAST SECTION JOINT PROGRAM

Wednesday, October 24, 2018 - 5pm - 7:30pm
University Area Community Development Corporation Community Center
14013 North 22nd Street, Tampa, FL 33613
Optional Community Service Activity - 4pm

Opening/Introductions:
Melissa Dickens, AICP, APA Sun Coast Section Chair, Hillsborough County City-County Planning Commission

Moderator:
Taylor Ralph, LEED AP, REAL Building Consultants

Panelists:
Rachel Chase, MPH, Florida Department of Health in Hillsborough County
Sarah Combs, University Area Community Development Corporation, Inc. (UACDC)
Sarah Mason, WELL AP, LEED AP, Strategic Property Partners
Wade Reynolds, AICP, Hillsborough MPO

Keynote Speaker:
CURTIS OSTRODKA, AICP, LEED AP, VANASSE HANGEN BRUSTLIN, INC (VHB)

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Alex Henry, Public Involvement Coordinator, at (813) 975-6405, (800) 226-7220 or email: alex.henry@dot.state.fl.us at least five (5) days prior to a meeting. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800) 955-8771 or 1(800) 955-8770 (voice).

Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestra representante, Lilliam Escalera, 813-975-6445, Departamento de Transportación de Florida, 11201 N. McKinley Dr., Tampa, FL 33612, lilliam.escalera@dot.state.fl.us
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/

Join the Conversation!

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

We need your input - 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.