



# Hillsborough MPO Metropolitan Planning for Transportation

Commissioner Lesley "Les" Miller, Jr.  
Hillsborough County  
MPO Chairman

Councilman Harry Cohen  
City of Tampa  
MPO Vice Chairman

Paul Anderson  
Tampa Port Authority

Commissioner Kevin Beckner  
Hillsborough County

Wallace Bowers  
HART

Mayor Frank Chillura  
Temple Terrace

Trent Green  
The Planning Commission

Commissioner Ken Hagan  
Hillsborough County

Joe Lopano  
Hillsborough Co. Aviation Authority

Mayor Rick A. Lott  
City of Plant City

Councilman Guido Maniscalco  
City of Tampa

Councilwoman Lisa Montelione  
City of Tampa

Commissioner Sandra Murman  
Hillsborough County

Cindy Stuart  
Hillsborough County School Board

Joseph Waggoner  
Expressway Authority

Commissioner Stacy R. White  
Hillsborough County

Beth Alden, AICP  
Executive Director



**Plan Hillsborough**  
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601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

## Meeting of the MPO Board

Tuesday, September 6, 2016, 9:00 AM

**2nd Floor, Boardroom**

Watch the [HTV live-stream](#). Send comments in advance on [Facebook](#).\*

- I. Call To Order & Pledge of Allegiance**
- II. Public Comment** (*3 minutes per speaker, 30 minutes total. As needed, additional time may be provided later in the agenda.*)
- III. Committee Reports, Online Comments** (Gena Torres, MPO Staff)
- IV. Consent Agenda**
  - A. [Approval of Minutes – August 2, 2016](#)
  - B. [Committee Appointments](#)
  - C. [New Tampa-Wesley Chapel Road Connections](#)
- V. Action Items**
  - A. [Critical Urban Freight Corridor Designation](#) (Lisa Silva, MPO Staff)
- VI. Status Reports**
  - A. [Innovation District Transit Circulator Study](#) (Clarence Eng, Kimley-Horn, MPO Consultant)
  - B. [Tampa Bay Express Quarterly Update](#) (FDOT Representative)
  - C. [Northwest Transit Study](#) (Sarah McKinley, MPO Staff)
- VII. Executive Director's Report**
  - A. TMA Leadership Group Report
  - B. Healthy Communities Next Steps
- VIII. Old Business & New Business**
- IX. Adjournment**

## **X. Addendum**

- A. [Correspondence Regarding Real-Time System Management Information Program](#)
- B. [Correspondence Regarding FHWA Notice of Proposed Rule-Making: MPO Coordination & Planning Area Reform](#)
- C. [Link to SIS First Five-Year Plan \(July 2016\)](#)
- D. [Link to SIS Second Five-Year Plan \(July 2016\)](#)
- E. [Adamo Drive Resurfacing Fact Sheet](#)
- F. [Webinar on Economic Impact of Airports](#)

*\* Public comments are welcome, and may be given in person at this meeting; via e-mail to [mpo@plancom.org](mailto:mpo@plancom.org) up to 3:00pm the day before, or by visiting the event posted on the [Hillsborough MPO's Facebook page](#). Written comments will be provided in full to the board members.*

*The agenda packet is available on the MPO's website, [www.planhillsborough.org](http://www.planhillsborough.org), or by calling (813) 272-5940.*

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*Se habla Español. Para mas información, llame 813-273-3774 x211.*

*Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Michele Ogilvie, 813-273-3774 x317 or [ogilviem@plancom.org](mailto:ogilviem@plancom.org), three business days in advance of the meeting.*

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# Hillsborough MPO

## Metropolitan Planning for Transportation

### Committee Reports

#### Citizens Advisory Committee (CAC) Meeting of August 10, 2016

The CAC voted to support adding US 41 to the list of Critical Urban Freight Corridors, from Madison Ave. to the I-4 Connector. They also heard reports on:

- The Transportation Disadvantaged Service Plan;
- Best practices in parking management, a Planning Commission study conducted for the Tampa Downtown Partnership;
- A circulator study prepared by MPO staff for the Tampa Innovation District;
- A study recently launched by MPO staff to look at transit options in northwest Hillsborough County;
- The status of the MPO's TIP priorities; and
- The timetable for FDOT's upcoming community meetings on the Tampa Bay Express project.

The CAC also asked to be updated on congestion in the Bloomingdale area, and particularly the expansion of Lithia-Pinecrest Rd.

#### Technical Advisory Committee (TAC) Meeting of August 15, 2016

The TAC voted to support adding US 41 to the list of Critical Urban Freight Corridors, from Madison Ave. to the I-4 Connector. They also heard reports on the MPO's TIP Priorities, Northwest Transit Study, Transportation Disadvantaged Service Plan, Best Practices in Parking in Downtown Tampa, and the Innovation District Transit Circulator Study.

The Draft *State of the System* Report was also presented, and the committee was asked to provide technical review of the performance measure data, and to weigh-in on how the measures are presented, to be understandable and meaningful.

#### Policy Committee Meeting of August 30, 2016

The Policy Committee heard a presentation from the Florida Department of Health and directed staff to prepare a **Health in All Policies Resolution** for the committee's review and consideration.

The committee also recommended the MPO **transmit an analysis of New Tampa-Wesley Chapel Road Connections**, requested by the City of Tampa, to the Pasco MPO as well as to the City. This item is on your Consent Agenda today.

The Vision Zero Coalition Workshop meeting location must be changed, and will now be held on October 25 at Ragan Park Community Center.



### Bicycle Pedestrian Advisory Committee (BPAC) Meeting of August 10, 2016

The BPAC received a final report on the George Road Health Impact Assessment. Following discussion on the findings of the report, the BPAC made and unanimously supported two motions for the MPO Board's consideration:

1. The BPAC requests that the MPO Board review the Bylaws and restructure the makeup of the BPAC to include a representative from the Florida Department of Health.
2. The BPAC requests that the MPO Board consider a Health Impact Assessment for all future projects, using the BPAC and its new member to perform an initial assessment and recommendation. This motion was discussed by the Policy Committee and will be taken into consideration in drafting a potential "Health in All Policies" resolution for the MPO.

### Livable Roadways Committee (LRC) Meeting of August 17, 2016

The LRC heard reports on the MPO's TIP Priority Projects, Northwest Transit Study, and the Hillsborough County Mobility Fee.

**The committee supported the efforts of screening for health impacts and if appropriate proceeding with Health Impact Assessments in major projects.**

The committee agreed to hold a joint meeting with FDOT's Community Traffic Safety Team, which will be held November 16, 9-11AM, 26<sup>th</sup> floor, County Center.

### Transportation Disadvantaged Coordinating Board Meeting of August 19, 2016

**The board supported Gracepoint Wellness (Mental Health Care) for a continued coordinating contract with the Sunshine Line.** Gracepoint Wellness provides services for substance abuse treatment for the homeless in Hillsborough County. With this contract, Gracepoint provided 11,048 clients with transportation at a cost of \$9.05 per trip. The board also heard reports on:

- Hernando and Citrus Counties' "New Freedom Initiative" project to improve access to medical services, jobs, and cross-county trips;
- TBARTA's vanpool and van-leasing program; and
- Good news! Sunshine Line will be receiving seven new vehicle replacements in the next month.

### School Transportation Working Group (STWG) meeting of July 27, 2016

The group had several communication success stories regarding previous meeting topics. In addition, detailed follow up on the TBARTA High Occupancy Vehicle lane; FDOT Safety audit data sharing; as well as, new topics such as the PikMyKid application; webinars; collaborative back-to-school fair survey participation; Mort Elementary Community School and Health project, and SRTS.

The STWG discussed the following topics:

- Gary Sawyer, Director of Transportation Services, presented information on Pasco County's transportation and magnet program.

- Mat Romano, School District Director of Student Planning & Placement, provided information about the School Choice Program.
- Bob Cox, Magnet Programs Supervisor, provided information on attendance area/neighborhood schools and transportation.
- Tim Hurst, MPO Intern, provided information on a multimodal level of service database and the possibilities for data sharing. In addition, he provided material on new technology being used around the country, which included the PikMyKid app.

#### School Transportation Working Group (STWG) meeting of August 24, 2016

Once again, the group shared several collaboration successes. School District staff presented information about Charter schools. Ron Jurado, Board Chair, of the Florida Charter Education Foundation and the Bay Area Charter Foundation gave another perspective on Charter schools. The group discussed school siting and boundary revisions processes as well.

#### TBARTA MPO Staff Directors Meeting of August 19, 2016

The committee reviewed the letters transmitting regional priorities for the Transportation Regional Incentive Program, Multi-Use Trails and Florida SUNTrail program, and Major Projects, as adopted by the TBARTA MPO Chairs Coordinating Committee in July.

The committee also discussed the implications of the FHWA Proposed Rule-Making on MPO Coordination and Planning Area Reform for the urbanized areas of West Central Florida. **Discussion was supportive of engaging an outside agency to conduct a study of options for greater regional planning.**

The current funding agreement by which each MPO contributes \$5,000 annually for TBARTA administrative support was also reviewed. A follow-up conference call was scheduled to review the scope of work and financial commitments in detail. Hillsborough MPO's proposed contract with TBARTA to conduct an evaluation of the Regional Public Participation Program was discussed as well, and will be considered by our board next month.

#### Tampa Bay TMA Leadership Group Meeting of September 2, 2016

A verbal report will be provided at the board meeting.

AUGUST 2, 2016 - METROPOLITAN PLANNING ORGANIZATION - DRAFT MINUTES

The Metropolitan Planning Organization (MPO), Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, August 2, 2016, at 9:00 a.m., in the 26th Floor Conference Room, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Lesley Miller Jr., Chairman	Commissioner, Hillsborough County
Charles Klug for Paul Anderson	Chief Executive Officer (CEO), Tampa Port Authority
Kevin Beckner	Commissioner, Hillsborough County
Wallace Bowers	HART
Frank Chillura (arrived at 9:16 a.m.)	Mayor, City of Temple Terrace (Temple Terrace)
Harry Cohen	Councilman, City of Tampa (Tampa) City Council
Theodore Trent Green	Planning Commission
Ken Hagan (arrived at 9:37 a.m.)	Commissioner, Hillsborough County
Joe Lopano	CEO, Hillsborough County Aviation Authority
Rick Lott	Mayor, City of Plant City (Plant City)
Lisa Montelione (arrived at 9:13 a.m.)	Councilwoman, Tampa City Council
Sandra Murman	Commissioner, Hillsborough County
Cindy Stuart	Hillsborough County School Board
Joseph Waggoner	Tampa-Hillsborough Expressway Authority

The following members were absent:

Guido Maniscalco	Councilman, Tampa City Council
Stacy White	Commissioner, Hillsborough County

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chairman Miller called the meeting to order at 9:06 a.m. Mr. Bowers led in the pledge of allegiance to the flag and gave the invocation.

II. PUBLIC COMMENTS

Mr. Wesley Miller, representing Green Artery Incorporated, argued for the development of pedestrian/bicycle paths in Tampa.

TUESDAY, AUGUST 2, 2016 - DRAFT MINUTES

Dr. Douglas Jesseph, 6007 North Suwanee Avenue, opposed the Tampa Bay Express (TBX) project.

III. COMMITTEE REPORTS AND ONLINE COMMENTS

Ms. Gena Torres, MPO, highlighted the reports, discussed meetings attended, and referred to an electronic comment in opposition to the TBX.

IV. CONSENT AGENDA

- A. Approval of Minutes - June 22, 2016
- B. Public Participation Plan Update
- C. Real-time System Management Information Program and Routes of Significance
- D. Florida Avenue, Tampa Street, and Highland Avenue Corridor Study
- E. MPO Comments on Notices of Proposed Rulemaking

Chairman Miller sought a motion to approve the Consent Agenda. **Commissioner Murman so moved, seconded by Mr. Lopano, and carried twelve to zero.** (Members Chillura and Hagan had not arrived; Members Maniscalco and White were absent.)

V. ACTION ITEMS

- A. Tampa Walk-Bike Plan Phase V

Mr. Michael Adams, Atkins North America Incorporated, gave a presentation, as provided in background material. Councilwoman Montelione wanted a connector trail to already funded Bougainvillea Avenue bicycle lanes. Questions ensued on the contingency rate; if the plan included sidewalks, arterial road bicycle lanes, contiguous sections of painted bicycle lanes in high-traffic roadways, and the latter being used for traffic control; and existing project funding. Councilman Cohen made trail connection suggestions. Ms. Beth Alden, MPO Executive Director, noted the plan would complement other phases/facilities in the area. **Commissioner Murman moved to approve, seconded by Mr. Green, and carried thirteen to zero.** (Commissioner Hagan had not arrived; Members Maniscalco and White were absent.)

B. Tampa-Hillsborough Greenways and Trails Master Plan Update

Mr. Demian Miller, Tindale-Oliver and Associates Incorporated, highlighted a presentation, as contained in background material. Mr. Lopano asked about connections to the Tampa International Airport and wanted the Florida Department of Transportation (FDOT) to consider possible bicycle access as part of the Howard Frankland Bridge reconstruction. Mayor Lott inquired if the list was prioritized. Commissioner Murman referenced the South Coast Greenway Trail and backed the item. Mr. Miller replied to Mayor Chillura on connections to the Temple Terrace/Plant City boundary areas. Chairman Miller sought a motion to approve the draft. **Commissioner Murman so moved, seconded by Mr. Lopano, and carried fourteen to zero.** (Members Maniscalco and White were absent.)

VI. STATUS REPORT

A. Transportation Improvement Program Priorities Update

Ms. Alden provided a briefing of the item. Commissioner Murman asked about obtaining more support for funding requests. Chairman Miller remarked on future County growth. Favoring the establishment of a regional MPO and expressing concern with funding impacts, Commissioner Murman did not agree with the letter in background material regarding MPO comments on notices of proposed rule-making, Section IV. E., and inquired if individual MPO members could write letters as well. Citing the need to communicate with regional neighbors and the existence of interlocal agreements, Ms. Alden suggested addressing the issue at the Transportation Management Area Leadership Group. After referring to the MPO Policy Committee discussion on the letter, Councilwoman Montelione argued consolidation would result in a loss of a local voice and opined the letter only explained MPO operations. Chairman Miller stated the letter had already been approved. Commissioner Murman would craft a letter individually.

VII. EXECUTIVE DIRECTOR'S REPORT

A. September Board Meeting Date

Ms. Alden distributed information and outlined the report. Following comments on the need to have a public hearing in September 2016, Commissioner Beckner inquired on community input/meetings for TBX segments, to which Mr. Edward McKinney, FDOT, replied. Talks occurred on public



perception/understanding of hearing processes and the next opportunity for TBX input, which Staff confirmed would be September 6, 2016. Councilwoman Montelione encouraged holding a public hearing. After remarks, Commissioner Hagan moved to move the regular MPO hearing to 9:00 a.m. and schedule, whether that day or at the next meeting, a time to have a public hearing when the community and the MPO had been briefed and actually had the information to be able to comment on, seconded by Mayor Lott. Discussion began on waiting until the completion of the project development and environment study, any topics in the interim for a public hearing, and delaying a public hearing until the studies requested at the June 22, 2016, public hearing were complete. Councilman Cohen noted public comments took place at every meeting and warned against setting false expectations that major actions would occur by scheduling public hearings. Commissioner Beckner asked for an update on the FDOT/MPO schedule outlines for TBX at the September 6, 2016, meeting. **The motion carried thirteen to one; Councilwoman Montelione voted no.** (Members Maniscalco and White were absent.)

B. Vision Zero Action Plan

Ms. Alden spoke to the item, as contained in background material.

VIII. OLD BUSINESS AND NEW BUSINESS - None.

IX. PUBLIC COMMENT

**Addressed with Item II.**

X. ADDENDUM

A. Planning and Design Awards Call for Entries

B. Eno Transportation Foundation Article: Federal Highway Administration/Federal Transit Administration Rule Would Reshuffle MPOs

TUESDAY, AUGUST 2, 2016 - DRAFT MINUTES

XI. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:31 a.m.

READ AND APPROVED: \_\_\_\_\_  
CHAIRMAN

ATTEST:  
PAT FRANK, CLERK

By: \_\_\_\_\_  
Deputy Clerk

dy

DRAFT



# Hillsborough MPO

## Metropolitan Planning for Transportation

### Board & Committee Agenda Item

#### Agenda Item

Committee Appointments

#### Presenter

None; Consent Agenda

#### Summary

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

- Lucy Gonzalez, representing USF
- Jonathan Forbes, representing Temple Terrace
- Mara Latorre, representing Plant City [Alternate Mark Hudson]
- Richard Sanders, representing Hillsborough County

The Intelligent Transportation Systems (ITS) Committee is responsible for assisting in the development of Intelligent Transportation System planning work programs, as well as reviewing ITS related studies, reports, plans, and projects. The following individual has been recommended as an alternate to represent their agency on the ITS Committee:

- Mike Schenk, representing Plant City

The Livable Roadways Committee (LRC) shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service; providing information and assistance to the MPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among MPO member agencies and public participation in the transportation planning



process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation. The following individual has been recommended as an alternate to represent their agency on the LRC:

- Mara Latorre, representing Plant City

The Technical Advisory Committee (TAC) shall be composed of technically qualified representatives employed by a public agency for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Metropolitan Planning Organization area boundary. The following individuals have been recommended to represent their agencies on the TAC:

- Planning Commission County Team – Steve Griffin [Alternate Mark Hudson]
- Planning Commission Cities Team – Tony Garcia [Alternate Melissa Lienhard]
- Hillsborough Regional Transit Authority – Linda Walker [Alternate Justin Begley]
- City of Plant City – Alternate Mark Hudson
- Tampa-Hillsborough County Expressway Authority – Alternate Anna Quinones

**Recommended Action**

That the MPO confirm the above appointments

**Prepared By**

Wanda West, MPO Staff

**Attachments**

None



# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

New Tampa - Wesley Chapel Road Connections

### Presenter

Sarah McKinley, MPO Staff

### Summary

In April, the MPO received a letter from the City of Tampa requesting a traffic study of the New Tampa – Wesley Chapel area to determine transportation connections needed to improve area-wide circulation.

This area, generally east of I-75 and west of US 301, is rapidly growing and spans the Hillsborough-Pasco County line. Proposed road network connections between developments in the two counties include:

- Kinnan St – Mansfield Blvd;
  - Meadow Pointe Blvd Extension;
  - A new road close to Morris Bridge Rd, conceptually called Wyndfield Blvd.
- The first two connections are identified as development-based needs in the *Imagine 2040 Transportation Plan*, based on approved developer agreements. The third, Wynfields Blvd, has not yet been documented in a development agreement, and is therefore not part of the 2040 Plan. A map is attached.

Concerns raised about these connections include:

- The potential for increased through-traffic to adversely affect Pasco County developments accessing these roads, while benefits might accrue primarily to Tampa residents heading to Wesley Chapel shopping;
- The difficulty of improving Mansfield Blvd in Pasco County due to inadequate right-of-way set aside for the road;
- The current traffic congestion on Mansfield Blvd at the Beardsley Drive and County Line Road intersections just north of the Pasco County line due to the misaligned intersection.

To evaluate the potential usage of these proposed connections, we have conducted model runs using the latest version of the Tampa Bay Regional Planning Model (8.1). The numbers on the attached diagrams represent the total cars per day going in each direction, and are based on the population and employment growth in 2040.

We ran the model with and without the proposed road connections, to see how traffic might be different. Our findings include:

- Traffic volumes will be low, ranging from 6,000 to 9,500 cars per day on the three connections. As stated above, this forecast includes 2040 growth.
- Residents of both Pasco and Hillsborough will use the roads.



- Trips on these roads primarily will be short-distance, local trips.
- If these road connections are not available, the aforementioned short-distance, local trips will be forced to use arterials like Bruce B. Downs Boulevard or Morris Bridge Road, Bruce B. Downs is forecasted to be more than 50% over capacity. The lack of the local street connections will add about 5,000 more cars per day on Bruce B. Downs.

The increase in total traffic on Bruce B. Downs and Morris Bridge is less than 10% of each roadway's previously forecasted volume. But the lack of local street connections will be a noticeable inconvenience to the neighborhood residents of both counties, who will have no alternatives to the clogged major arterials.

It is important to provide adequate connectivity and multiple connections to ensure that residents are not forced to rely on only major roadways. As more connections are provided, route choices increase, and trip lengths decrease; this allows for a more accessible system and greater resiliency to emergencies and other unforeseen events.

### **Recommended Action**

Transmit analysis to City of Tampa and Pasco MPO

### **Prepared By**

Sarah McKinley and Bud Whitehead, MPO Staff

### **Attachments**

1. Letter to City of Tampa and Pasco County transmitting analysis
2. Presentation slides



# Hillsborough MPO

## Metropolitan Planning for Transportation

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Executive Director

September 6, 2016

Jean W. Duncan, P.E., Director  
Transportation and Stormwater Services  
City of Tampa  
306 East Jackson St, 4E  
Tampa, FL 33602

James H. Edwards, Director  
Pasco County MPO  
8731 Citizens Drive  
New Port Richey, FL 34654

Dear Ms. Duncan and Mr. Edwards,

In April, the Hillsborough MPO received a letter from the City of Tampa requesting a traffic study of the New Tampa–Wesley Chapel area to determine transportation connections needed to improve area-wide circulation.

This area, generally east of I-75 and west of US 301, is rapidly growing and spans the Hillsborough-Pasco County line. Proposed road network connections between developments in the two counties include:

- Kinnan St – Mansfield Blvd;
- Meadow Pointe Blvd Extension;
- A new road close to Morris Bridge Rd, conceptually called Wyndfield Blvd.

The first two connections are part of Hillsborough MPO's adopted *Imagine 2040 Transportation Plan*, and are identified as development-based needs per approved developer agreements. The third, Wyndfields Blvd, has not yet been documented in a development agreement. A map is attached.

Concerns we have heard about these connections include:

- The potential for increased through-traffic to adversely affect Pasco County developments accessing these roads, while benefits might accrue primarily to Tampa residents heading to Wesley Chapel for shopping;
- The difficulty of improving Mansfield Blvd in Pasco County due to inadequate right-of-way set aside for the road;
- The current traffic congestion on Mansfield Blvd at the Beardsley Drive and County Line Road intersections just north of the Pasco County line, due to those intersections not being aligned.

To evaluate the potential traffic usage of the three proposed connections, we have conducted travel demand model runs using the latest version of the Tampa Bay Regional Planning Model (8.1). The numbers on the attached diagrams represent the total cars per day going in each direction, and are based on the population and



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employment growth in 2040. We ran the model with and without the proposed road connections, to see how traffic might be different.

Our findings include:

- Traffic volumes will be low, ranging from 6,000 to 9,500 cars per day on the three connections. As stated above, this forecast includes 2040 growth. Traffic volumes at this level are typical of two-lane local streets.
- Residents of both Pasco and Hillsborough will use these connections.
- Trips on these roads primarily will be short-distance trips.
- If these road connections are not available, the aforementioned short-distance, local trips will be forced to use arterials like Bruce B. Downs Boulevard or Morris Bridge Road. Bruce B. Downs is forecast to be more than 50% over capacity, and the lack of the local street connections will add about 5,000 more cars per day on Bruce B. Downs.
- The increase in total traffic on Bruce B. Downs and Morris Bridge is less than 10% of each roadway's previously forecast volume. But the lack of local street connections will be a noticeable inconvenience to the neighborhood residents of both counties, who will have no alternatives to the clogged major arterials.

It is important to provide adequate connectivity and multiple connections to ensure that residents are not forced to rely only on major roadways. As more connections are provided, route choices increase, and trip lengths decrease. This allows for a more accessible system and greater resiliency to emergencies and other unforeseen events.

The connections at Kinnan/Mansfield and Meadow Point are approved connections, by both the City of Tampa and Pasco County, as part of the developer agreement with M/I Homes. They are consistent with both the Pasco and Hillsborough long range transportation plans. We urge Pasco County and the City of Tampa to allow the approved plans to be implemented.

I have attached a summary of the network analysis showing forecast traffic volumes based on the model runs. If you have any questions, please feel free to contact Principal Planner Sarah McKinley or me at 813-272-5940.

Sincerely,

Beth Alden, AICP  
Executive Director

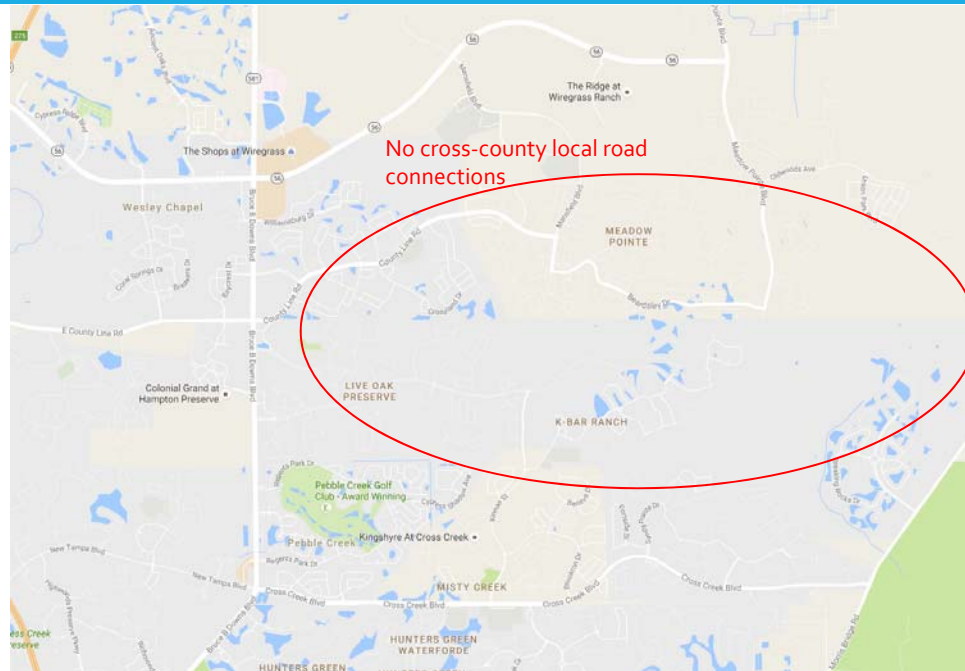
attachment



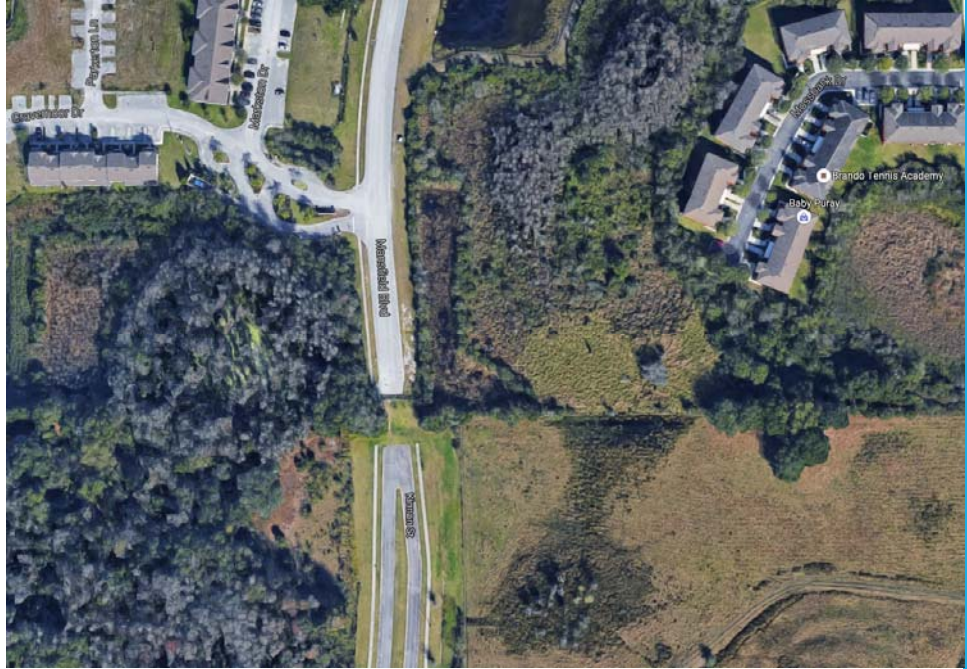
# NEW TAMPA / WESLEY CHAPEL ROADWAY CONNECTIONS



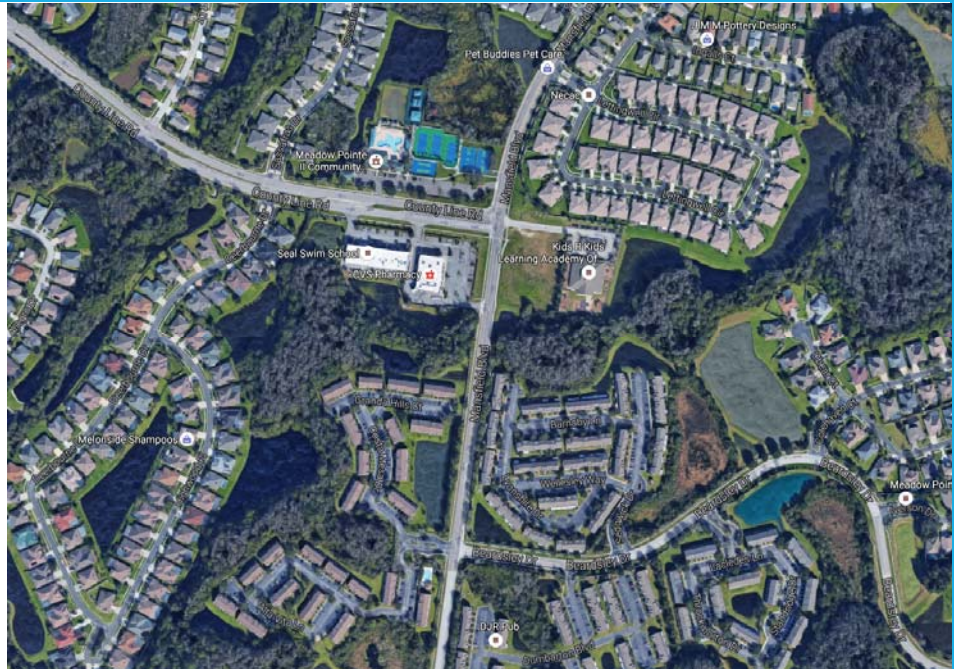
Study Area



Study Area:  
Kinnan St/  
Mansfield Blvd  
Gap



Misaligned  
intersection  
on Mansfield  
Blvd just north  
of Pasco Line,  
at County  
Line Rd and  
Beardsley Dr



# Study Area: Future Meadow Point, K-Bar Pkwy, and Wynfields Connections

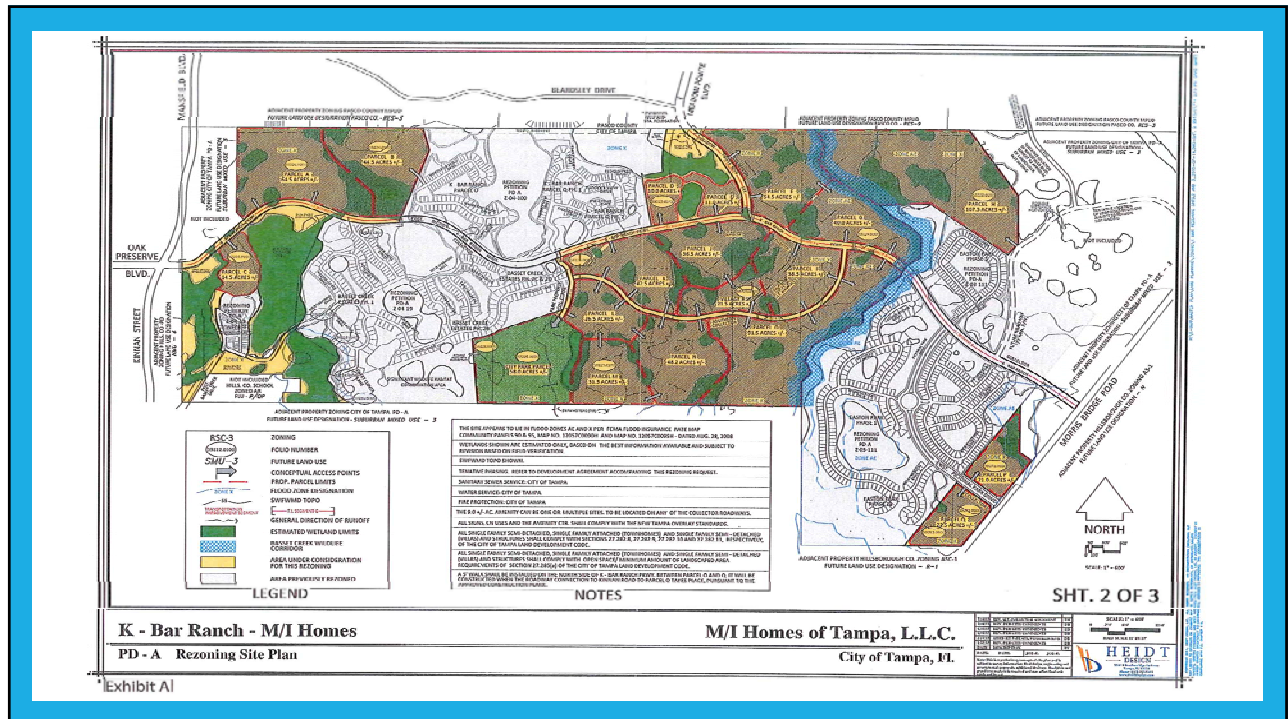
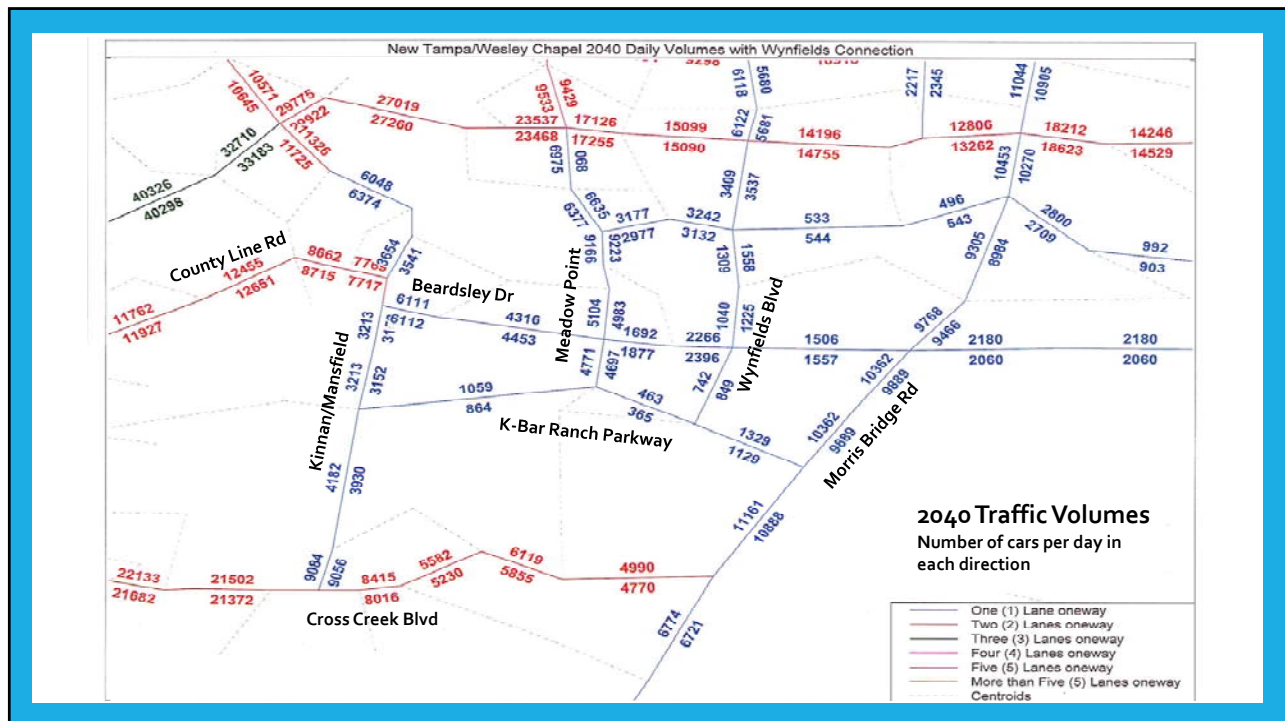
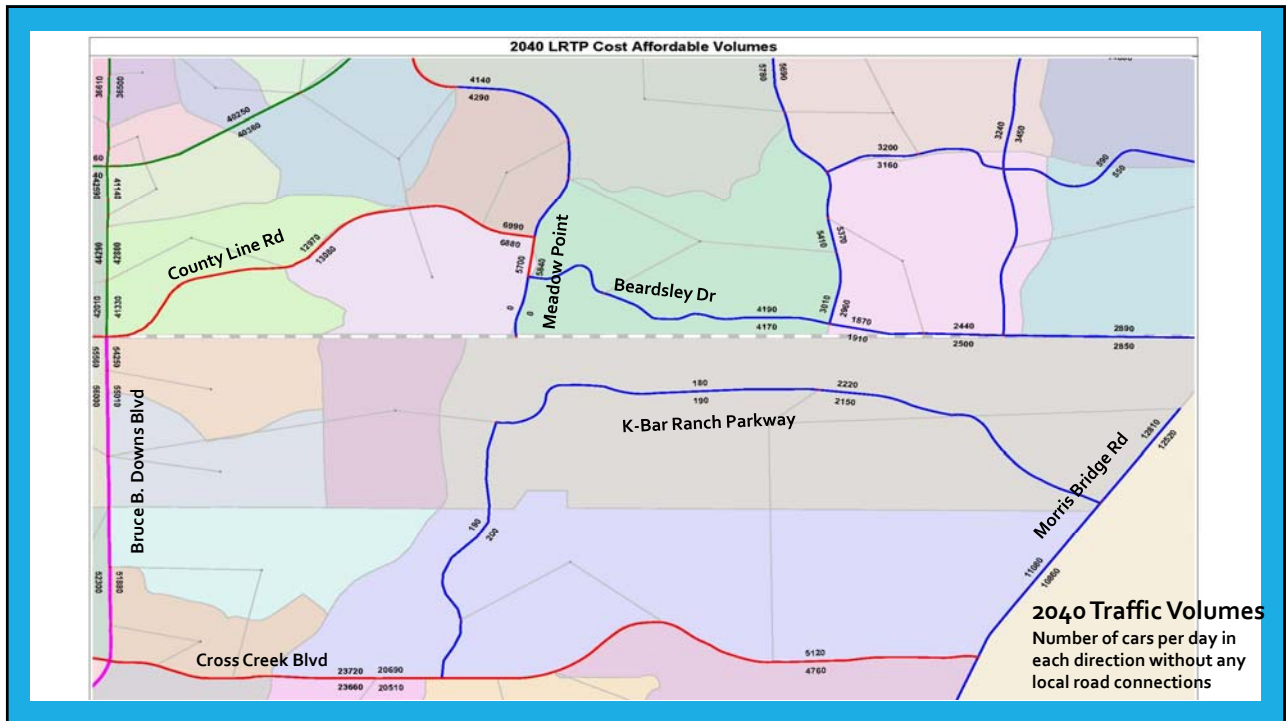
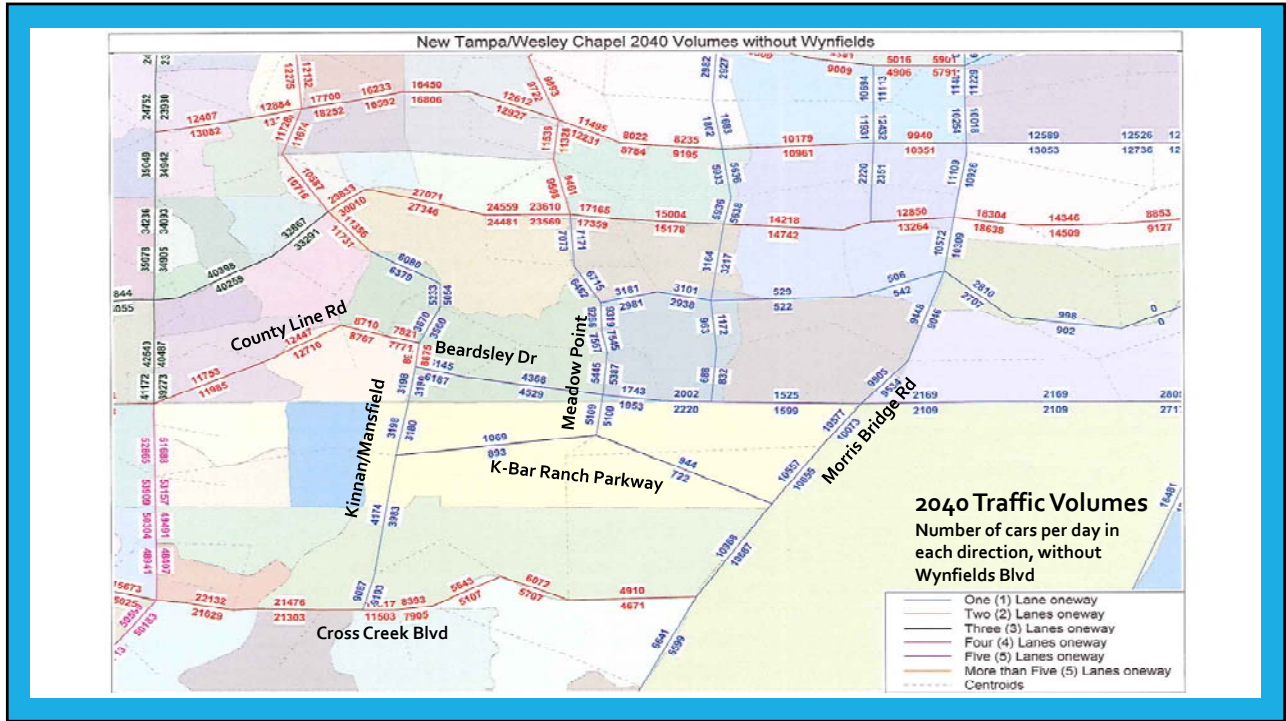


Exhibit A1

# New Tampa - Wesley Chapel Road Connections

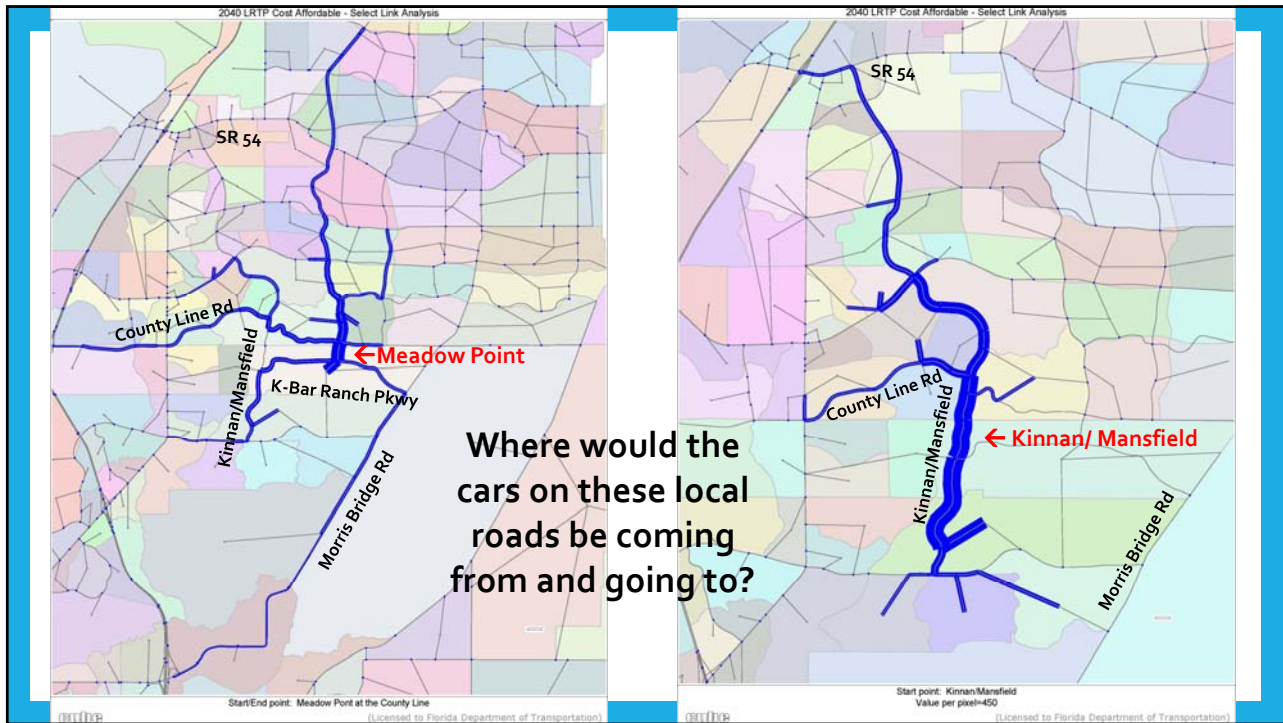
- Developer agreement approved by City of Tampa and Pasco County
- Developer agreement states that the connections of Kinnan/Mansfield and Meadow Point occur at the same time
- The developer is ready to start the work to make the connections
- Pasco County residents have some concerns with the thru traffic that could be caused by the connections
- Wynfields is a third proposed connection, and there is currently no developer agreement for the property
- Based on the analysis we performed, the number of trips on the proposed roads is not significant, and the roads would be utilized by residents of both counties, primarily for relatively short local trips
- The connections will help with connectivity of the area, relieving Bruce B. Downs (slightly) and providing alternate routes for residents





	2040 Daily Two-way Volumes		
	with Wynfields	without Wynfields	without 3 connections
Bruce B. Downs	103,884	104,553	109,810
Kinnan/Mansfield	6,365	6,378	-
Meadow Point	9,468	10,209	-
Wynfields Blvd	1,591	-	-
K-Bar Ranch Parkway	2,458	1,666	4,370
Morris Bridge Rd	20,251	20,612	25,330

Source: Tampa Bay Regional Planning Model v. 8.1





# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

Critical Urban Freight Corridors

### Presenter

Lisa Silva, MPO Staff

### Summary

The **Fixing America's Surface Transportation Act (FAST Act)** repealed both the Primary Freight Network and National Freight Network from Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system.

The NHFN includes the following subsystems of roadways:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consists of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.

*Interstates 4 and 75 are the only roadways proposed in Hillsborough County on the PHFS draft list.*

- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.

*In Hillsborough County US 41 is designated as “remainder of the interstate highway” system (not on the PHFS).*

- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

*The state of Florida is limit to a total of 320 miles. Hillsborough County is an urbanized area.*

- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

*The state of Florida is limit to a total of 160 miles. A portion of US 41 is identified as an intermodal connector. The MPO has identified the US 41/Causeway Blvd corridor (from*



*Madison Ave to Port Redwing/Big Bend Road)) for consideration in addition to the draft list provided.*

**Recommended Action**

Add an approximately 12-mile portion of US 41/Causeway Blvd (from Madison Ave to Port Redwing/Big Bend Road) for consideration as a Critical Urban Freight Corridor to the draft list.

**Prepared By**

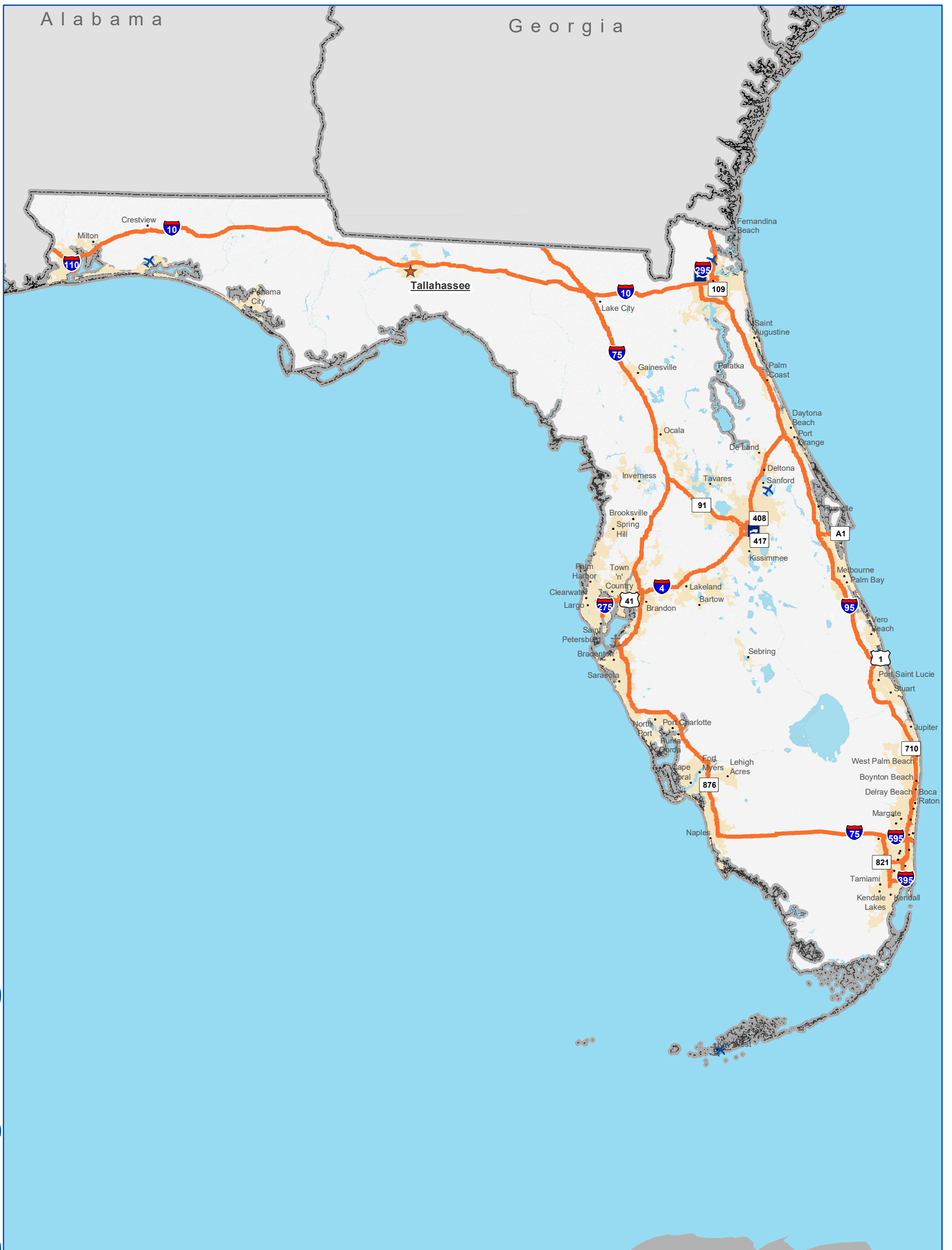
Lisa Silva, AICP, PLA

**Attachments**

1. Florida Primary National Freight Network Map
2. Proposed US 41 CUFC map
3. Proposed criteria matrix







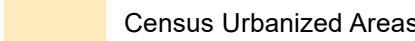






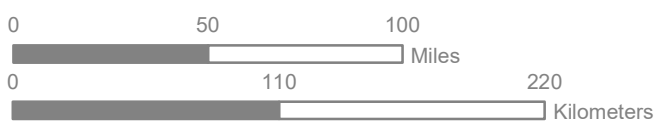
# National Highway Freight Network: Florida

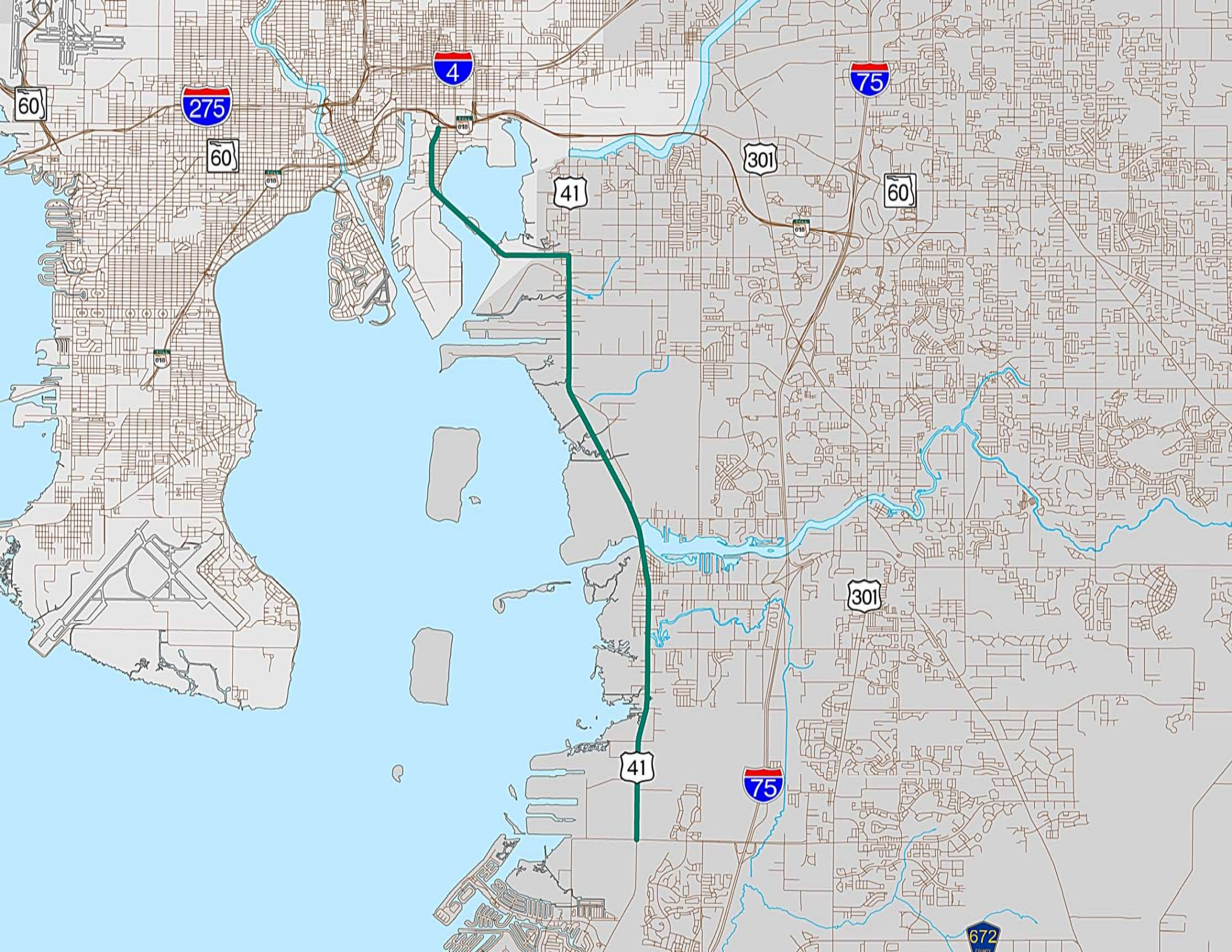


## LEGEND

### NHFN Features

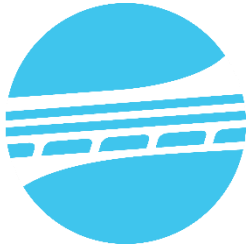
-  Primary Highway Freight System (PHFS)
-  Remainder of the Interstate System (not part of PHFS)
-  Border Crossings
-  Cities
-  State Capital
-  Water
-  Census Urbanized Areas
-  Airport
-  Port Terminal
-  Truck/Pipeline Terminal
-  Truck/Rail Facility





NATIONAL HIGHWAY FREIGHT NETWORK: FLORIDA DRAFT CRITICAL URBAN FREIGHT CORRIDOR DRAFT DESIGNATION LIST 2016 **MPO**

DISTRICT	COUNTY	CONSULT	CUFC	START	END	FAST ACT CRITERIA	CRITICAL FREIGHT CONNECTIVITY 1	CRITICAL FREIGHT CONNECTIVITY 2	STRATEGIC STATE FREIGHT NETWORK 1	STRATEGIC STATE FREIGHT NETWORK 2	SUPPORTS NATIONAL SIGNIFICANCE	MILES
7	Hillsborough	Hillsborough MPO	US 41/Causeway Blvd.	Maritime Blvd	Port Redwing (Big Bend Road)	Connects Port Tampa Bay facilities to Interstate 4, an element of the PHFS.	Preserving freight mobility in this corridor is critical to the continued economic prosperity of the Port and the Tampa Bay Region. US 41 carries over 2500 truck trips daily, approximately ten percent of the total traffic on the facility.	Travel conditions on US 41 continue to deteriorate with increased demand for freight and commuter demand. Anticipated year 2030 traffic is expected to amount to nearly 43,000 daily vehicle trips, including 4,500 trucks.	Several projects on this section of US 41 are identified as VERY HIGH PRIORITY in the Florida Freight Mobility and Trade Plan. In addition, numerous on-port facilities that are served by US 41 also are included as VERY HIGH PRIORITY in the Florida Freight Mobility and Trade Plan. US 41 is identified in the Tampa Bay Regional Strategic Freight Plan as a Regional Freight Mobility Corridor. In addition these projects are consistent with the Hillsborough+Polk Freight Logistics Zone Strategic Plan-June 2016.	MPO 2040 LRTP projects along US 41/Causeway Blvd are identified as HIGHEST PRIORITY. One recommended capacity project is a railroad grade separation on US 41 at Rockport. This high priority grade separation is identified in the Regional Strategic Freight Plan and has also been identified by the SIS Systems Needs Plan, the Regional Rail Plan, and the Port Tampa Bay Strategic Plan. It will relieve congestion resulting from 283 or more train crossings per day entering and exiting the CSX Rockport Phosphate Terminal, especially during peak commuting hours when traffic queues often reach over a mile length. The LRTP also recommends a second railroad grade separation (Causeway Boulevard, east of US 41). Similar to the US 41 grade separation, the Causeway Boulevard grade separation will relieve congestion caused by trains entering the Rockport Terminal, as well as trains heading south to the Eastport Terminal, Port Manatee, and Bradenton. Causeway Boulevard is a key connector route between the US 301/I-75 corridor and Port Tampa Bay.	Connects Port Tampa Bay, the largest tonnage volume port in Florida, to Interstate 4, a critical element of the PHFS.	12
<b>TOTAL</b>												12.0



# Hillsborough MPO

## Metropolitan Planning for Transportation

### Board & Committee Agenda Item

#### Agenda Item

Tampa Innovation District Transit Circulator Study

#### Presenter

Allison Yeh, MPO Staff / Clarence Eng, Kimley-Horn & Associates

#### Summary

In June 2016, the Hillsborough MPO wrapped up the Tampa Innovation District Circulator Study. The study builds on the MPO's 2013 University Area Transit Circulator Study. For the current study, the MPO worked with the Alliance, FDOT, HART, and the Hillsborough County Economic Development Department to identify potential short-term mobility solutions and long-term strategies to support the Tampa Innovation District (TID).

The study concluded that transportation (to/from and particularly within the District) will constrain the future growth of the District. Accessibility, image, and mobility will all need to be addressed to promote the District's growth and viability. Recommended solutions and strategies include: mobile technology solutions, expanding the existing USF Bull runner service, expanding the bike share program, and creating a TID/USF downtown Express Bus. The full report is available on the MPO website <http://www.planhillsborough.org/tampa-innovation-district-transit-circulator-study/>.

#### Recommended Action

None – for information only.

#### Prepared By

Allison Yeh, AICP, LEED GA

#### Attachments

Circulator Study Infographic & Summary Report



# Tampa Innovation District

## TRANSIT CIRCULATOR STUDY



The Hillsborough Metropolitan Planning Organization (MPO), in cooperation with the Florida Department of Transportation (FDOT), Hillsborough County Economic Development Department (HCED), Hillsborough Area Regional Transit (HART) and Tampa Innovation Alliance conducted the Tampa Innovation District (TID) Transit Circulator study to evaluate the potential development of a transit circulator within the district. The study identifies potential short term mobility solutions as well as longer term strategies to support the districts mission

Existing Conditions	Major Issues	Mobility Solutions
<p><b>Core Study Area</b></p> <p>Bearss Ave 15th St 50th St Busch Blvd</p> <p>Between HART, TBARTA, USF, Hotels, Hospitals, there are:</p> <ul style="list-style-type: none"> <li>10 bus routes</li> <li>3 express routes</li> <li>1 Metro Rapid</li> <li>6 Bull Runner routes</li> <li>20+ shuttles</li> <li>32 vehicle vanpool programs</li> <li>100 shared bikes</li> <li>3 shared car programs</li> </ul> <p><b>34,883 People</b></p> <p>commute to the area</p> <p><b>7570 People</b></p> <p>commute from the area</p> <p><b>958 People</b></p> <p>live and work in the area</p>	<p><b>Traffic Congestion</b></p> <p><b>Long Pedestrian Crossings</b></p> <p><b>High Speeds on Roadways</b></p> <p><b>Limited Mode Choice</b></p>	<p><b>Mobile Tech Solutions</b></p> <p><b>Expand Bull Runner</b></p> <p><b>Expand Bike Sharing Network</b></p> <p><b>Express bus from TID to Downtown</b></p>



# Tampa Innovation District

## TRANSIT CIRCULATOR



June 30, 2016



Hillsborough MPO  
Metropolitan Planning  
for Transportation





# Tampa Innovation District Transit Circulator Study

*Hillsborough County, Florida*

*Prepared for:*



**Hillsborough MPO**  
**Metropolitan Planning  
for Transportation**

601 E Kennedy Boulevard, 18th Floor  
Tampa, FL 33602

*Prepared by:*

**Kimley»»Horn**

655 North Franklin Street, Suite 150  
Tampa, FL 33602

June 30, 2016





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## Executive Summary

The Tampa Innovation District (TID or “District”) is comprised of major educational, research, medical, innovation and tourism-based businesses and institutions of statewide significance, including the University of South Florida (USF), H. Lee Moffitt Cancer Center & Research Institute (Moffitt), Florida Hospital Tampa, James A Haley Veterans’ Affairs Hospital (VA), Busch Gardens Tampa, University Mall and many others. The District is generally bounded by I-275 to the west, Bearss Avenue to the north, I-75 to the east and Busch Boulevard to the south. While major arterial road corridors serve the District, including Bruce B Downs Boulevard, North 56<sup>th</sup> Street, Bearss Avenue, Fletcher Avenue, Fowler Avenue and Busch Boulevard, overall mobility to/from and within the district can be challenging for residents, employees and visitors alike. Transportation serves as a critical factor potentially limiting the growth and development within the district. Traffic congestion during peak periods, higher speed roadways with longer pedestrian crossing distances, and limited access to multimodal solutions by many segments of District’s daily population are regular concerns voiced by District partners, residents and stakeholders.

The Hillsborough County Metropolitan Planning Organization (MPO), in cooperation with the Florida Department of Transportation (FDOT), Hillsborough County Economic Development Department (HCED), Hillsborough Area Regional Transit (HART) and Tampa Innovation Alliance, conducted the TID Transit Circulator study to evaluate the potential development of a transit circulator within the District. The study was conducted in coordination with the TID leadership, District stakeholders and other study partners to determine potential short-term mobility solutions in addition to identifying potential longer term strategies to support the District’s mission.

In May 2016, the study team facilitated a series of stakeholder interviews, aggregated data from various TID sources, and developed a comprehensive set of recommendations. The District mobility solutions ranged from expanding the bicycle share network and TID circulator to serve all TID partners and a mobile technology application to serve as a gateway to multimodal solutions within the TID to developing an express bus to connect the TID with Downtown Tampa.

The TID was recently awarded a State of Florida Department of Economic Opportunity (DEO) grant to support the TID’s development initiatives. The DEO grant, effective July 1, 2016, provides a key impetus and important funding to further the development of integrated mobility and economic development solutions within the District.

The following report summarizes the study background, stakeholder engagement, an analysis of the existing conditions and summary recommendations for District circulation and mobility improvements.



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## I. Introduction

The Tampa Innovation District (the District) is emerging as a hub for economic collaboration and technological innovations as it connects key, anchor institutions in the area, such as the University of South Florida (USF), Moffitt Cancer Center, Florida Hospital, Busch Gardens, and University Mall. While previously regarded as an area comprised of major thoroughfares connecting university and medical campuses, this area is striving to become a destination by promoting connectivity within the area and improving transit-accessibility to, from, and within the District.

The leading-edge approach to shaping space and mobility is part of a larger trend in urban innovation. The District is building on the ideas of innovation districts and initiatives around the country. Areas such as Portland, San Francisco, Philadelphia, St. Louis and Boston are following the same model of defining geographic areas with clusters of collaboration, innovation and technology within cities. Traditional modes of transportation, while still an important backbone in these districts, are supplemented with non-traditional, multimodal forms of mobility that tend to be high-tech, forward-thinking, and more flexible, while expanding opportunities for transit-disadvantaged groups.

Innovation districts, by definition, bring together a diverse set of people with varying, specific needs and mobility preferences. The Tampa Innovation District is no exception, bringing together groups such as students, faculty, employees, technology innovators, researchers, medical staff and patients, and even tourists. The challenge exists in providing a set of transit systems and services that are inclusive of the District's customers and closes any gaps created by these differences.

The purpose of this study is to outline phased strategies for potential implementation of short term transit solutions that derive from the spirit and intent of the Innovation District. The findings of the previous mobility studies within the District were reviewed to determine existing conditions within the area and to analyze the options presented in these studies as potential solutions. In addition, trends in innovation districts and smart city initiatives were researched to determine different operational opportunities (alternative ways to provide service). Gaps in existing service and technology needs were identified by interviewing key stakeholders and those results are included herein.

The summary report is divided into three parts: (1) a description of the study background and process; (2) the initial findings of existing conditions and transportation gaps within the District; and (3) a summary of the study's recommendations.



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## II. Study Background and Process

### Study Area

Created in 2011, the District is a multi-jurisdictional alliance among several institutions in an area spanning more than 3,000 acres in Tampa and Hillsborough County. The Tampa Innovation District planning area (**Figure 1**) is bounded by I-275 to the west, Bearss Avenue to the north, I-75 to the east and Busch Boulevard to the south. The core area of the District (**Figure 1**) is generally bounded by 15<sup>th</sup> Street to the east, Bearss Avenue to the north, 50<sup>th</sup> Street to the west and Busch Boulevard to the south. For the purposes of the study, the evaluation focused on the Core District area and was targeted at identifying near-term solutions that may be further developed to address the expanded planning area in the future.

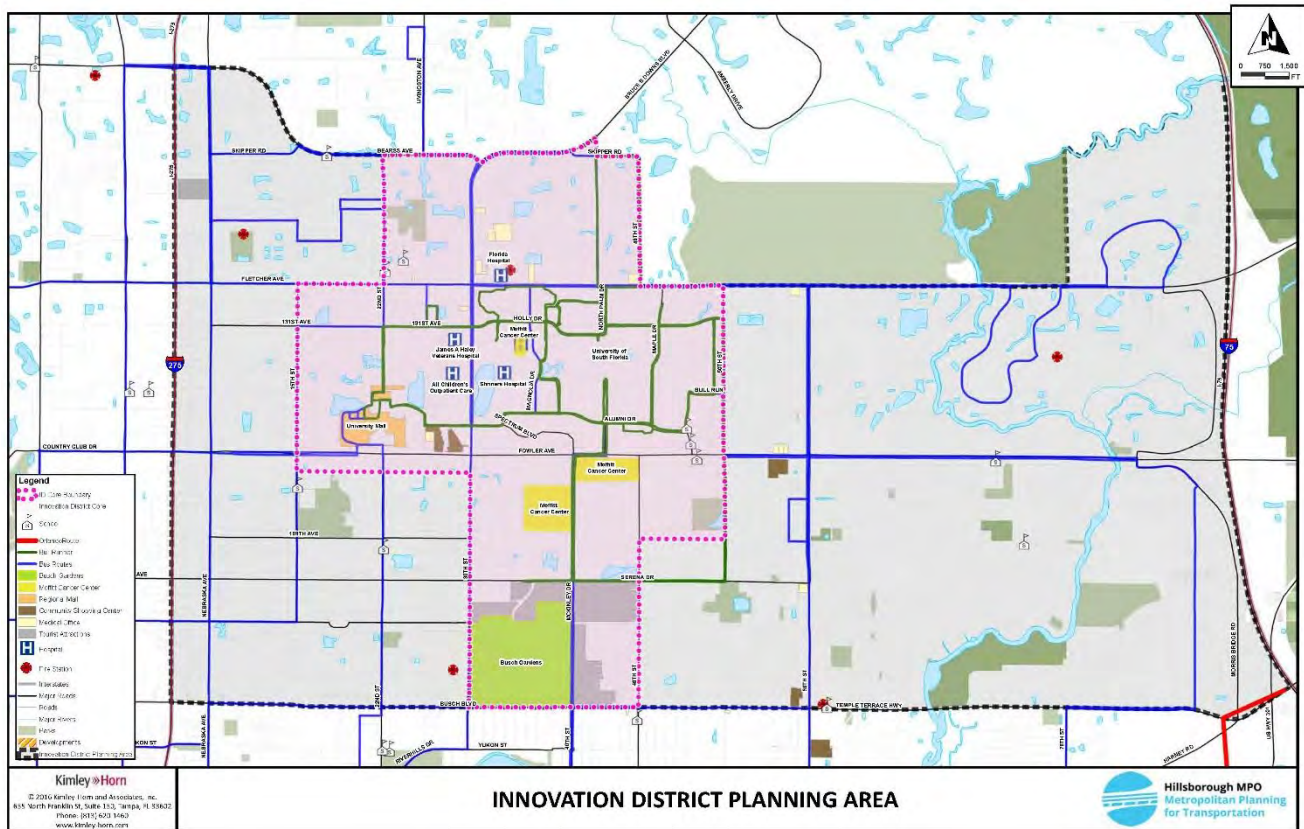


Figure 1. Tampa Innovation District Planning Area



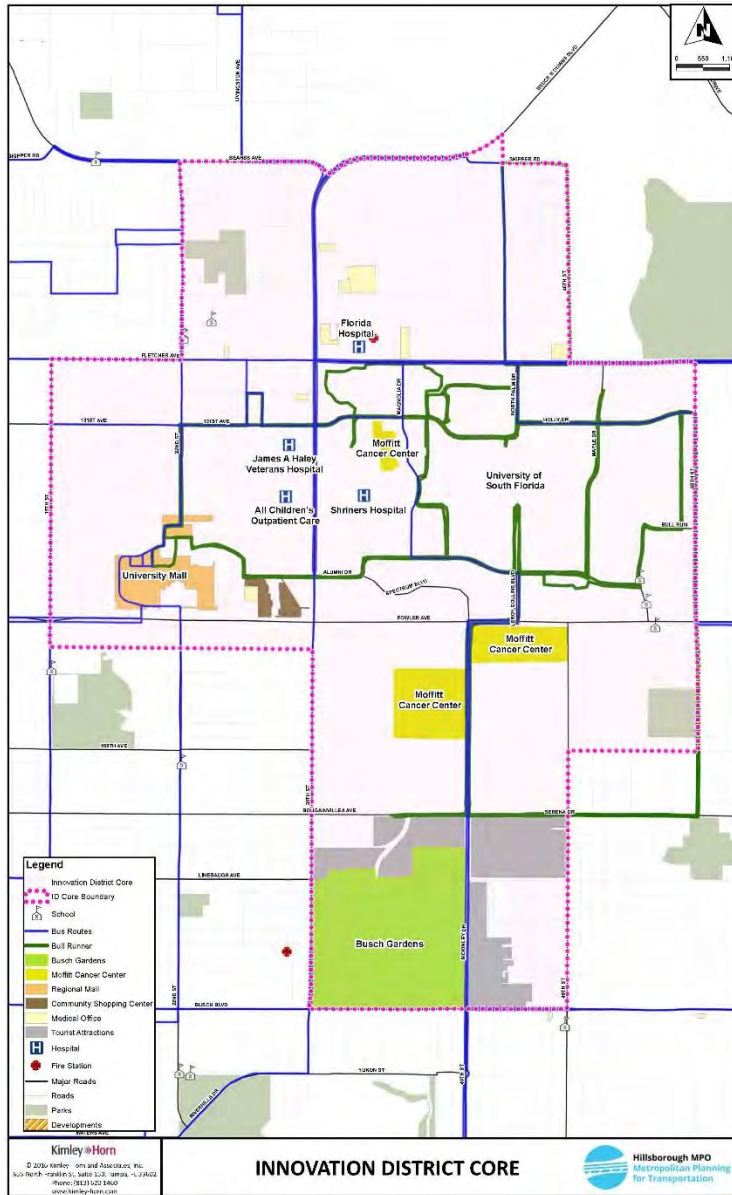


Figure 2. Tampa Innovation District Core Area

## Methodology and Process

Kimley-Horn was commissioned by the Hillsborough MPO to assist the Tampa Innovation Alliance and District partners to evaluate the development of a transit circulator and other potential mobility improvements. The scope of the study was focused on convening District stakeholders, collecting data, and identifying potential short-term solutions. The study was initiated in mid-April 2016 and concluded by the end of June 2016.

On April 20, 2016, the study team conducted a kickoff meeting with key study partners. A round-table discussion took place, covering the topics of overall study goals, scope and schedule; previous studies, plans and relevant initiatives; existing and planned transit service in the area (including HART's upcoming First/Last Mile Pilot Project); current District mobility needs and recommended next steps. The meeting included a presentation of existing conditions maps, and initial multimodal technology solutions

research, including a review of two integrated transit software applications. Copies of the meeting materials, including the maps represented in Figures 1 and 2 are provided in **Appendix A**.

During the first two weeks in May 2016, a series of in-person meetings and phone interviews were conducted with key District stakeholders to collect relevant data, gain insight into the current gaps in mobility, identify potential strategies for partnerships, and elicit feedback to help define the elements of a successful District circulation strategy.



The following meetings (with the list of individuals interviewed listed in parentheses) were conducted as part of the study:

- Study Kickoff Meeting (Study Team, see **Appendix B** for list of attendees) – April 20, 2016
- New North Transportation Alliance (Phil Winters, Sara Hendricks, Julie Bond) – May 3, 2016
- FDOT (Elba Lopez, Katina Kavouklis) – May 3, 2016
- Hillsborough County TDSP (Linda Lockhart/Consultant) – May 4, 2016
- Temple Terrace (Marty Hudson) – May 4, 2016
- HART (Steve Feigenbaum) – May 4, 2016
- TBARTA (Ray Chiaramonte, Michael Case) – May 5, 2016
- Hillsborough County Economic Development (Rebecca Rodgers) – May 6, 2016
- Coast Bikes (Eric Trull) – May 6, 2016
- USF Bull Runner (Raymond Mensah, Marie Bowen) – May 10, 2016
- CUTR (Sean Barbeau) – May 11, 2016
- NNTA Board Meeting – May 11, 2016
  - Busch Gardens (Jonathan Kelly)
  - USF Parks and Recreation Department (Francis Morgan)
  - Moffitt (Errol Tillman, Sean Powell)
  - University Mall (Patrice Gingras)
- Local Hoteliers
  - Contacted 18 area hotels
- Study Team Meeting (see **Appendix B** for list of attendees) – May 18, 2016
- Tampa Innovation Alliance Advisory Board Meeting – May 18, 2016
- MPO Executive Staff – Project Progress Meeting – May 25, 2016
- District State of Florida Grant Coordination (Hillsborough County) – May 25, 2016

Additional meetings were attempted but not completed, and are as follows:

- Florida Hospital Tampa – attempted/contacted on May 6, 2016
- James A Haley Veterans' Hospital – attempted/contacted on May 6, 2016
- Shriners Hospital – attempted/contacted on May 6, 2016



Documentation of the meetings and a summary of the questions used to guide the conversations are provided in **Appendix B**. Relevant background materials and presentations by District partners, including HART First/Last Mile and USF Maps App are also provided in **Appendix C**.

## Relevant Plans and Studies

Numerous plans and studies have been prepared by Hillsborough County, Hillsborough MPO, and other District partners in the recent past assessing the mobility, livability, and multimodal transportation improvements within the District. These plans provide additional information detailing the District's existing conditions and assets, as well as identifying an extensive list of planned, recommended and completed improvements. The available plans include, but are not limited to:

- ***Tampa Innovation District Master Plan Existing Conditions.*** Initiated in 2015, Hillsborough County, in coordination with the Tampa Innovation Alliance, is currently completing a study to summarize the District's existing conditions. The study documented the various institutions, commercial enterprises, relationships and resources in the District; identified markets; and summarized the demographic, economic and land use planning context. The study identified four framework principles for the District that would improve safety and transportation efficiency: enhance the street network; enhance multimodal access; provide more open space; and plan for nodes, development areas, corridors, and connectors (Hillsborough County, ongoing).
- ***I-275/Fowler & I-275/Busch Innovation Gateway Concept Study.*** The Hillsborough County MPO developed preliminary design concepts for themed gateway statements at the I-275/Fowler Avenue and I-275/Busch Boulevard interchanges that would set the tone of innovation and creativity upon entering the District. The gateways will include landscape and hardscape elements, lighting improvements, and other innovative gateway design features. The [Gateway Concept Study](#) project included preparing conceptual site plans, character sketches, and supporting images. (Hillsborough MPO, 2016).
- ***North 46th Street/Skipper Road Improvements.*** In September 2015, Hillsborough County study conducted a study to develop an integrated plan for street and landscaping improvements along North 46<sup>th</sup> Street and Skipper Road between Fletcher Avenue and Bruce B. Downs Boulevard. Particular attention was paid to pedestrian, bicycle and transit accommodations. The study recommendations include converting the existing two-lane rural/urban roadway section of North 46<sup>th</sup> Street to a two-lane divided lane curb and gutter section from Fletcher Avenue to the North 46th Street/Skipper Road intersection with the addition of landscape/streetscape components, and the addition of a small roundabout at North 46<sup>th</sup> Street/Skipper Road (Hillsborough County, 2015).



- **East 131<sup>st</sup> Avenue Improvements.** In July 2015, Hillsborough County completed an integrated corridor enhancement plan for street and landscaping improvements along 131<sup>st</sup> Avenue between US 41 and Bruce B. Downs Boulevard. Particular attention was paid to pedestrian, bicycle and transit accommodations. The study recommendations include defining a two lane divided urban typical section with a four foot designated bike lane and a raised landscape separator along with milling and resurfacing segments of the existing pavement. (Hillsborough County, 2015)
- **HART On-Board Survey.** In 2014, the Hillsborough Area Regional Transit (HART) conducted an on-board survey of their transit ridership to gain feedback on the various aspects of the transit agency's operations and service directly from bus patrons, and designed to gather market research on transit rider profiles and their travel characteristics. (Hillsborough Area Regional Transit, 2014).
- **University Area Transit Circulator Study.** In June 2013, the Hillsborough MPO in collaboration with the HART, conducted the [University Area Transit Circulator Study](#) surrounding the USF area generally corresponding to the District planning area. The study identified service overlaps, service gaps, existing funding sources, and needed service and circulation improvements, and evaluated travel flows within the study area. Recommendations included five potential fixed-route service options, potential funding sources, and recommended four areas of further investigation for transit mobility within the District. Study recommendation have not yet been implemented. (Hillsborough MPO, 2013).
- **Tampa Walk Bike Plan Phase I.** In June 2011, the Hillsborough MPO in conjunction with City of Tampa, completed the [Tampa Walk Bike Plan](#) Phase I study and identified several project candidates within the USF area including improvements to sidewalks, intersections, landscaping and lighting, shared street markings, and transit connections along 40<sup>th</sup> and 50<sup>th</sup> Streets, Fowler Avenue, and Bougainvillea Avenue/Serena Drive. Study recommendations include providing an extension of USF Bull Runner service to adjacent neighborhoods, neighborhood and commercial access along Fowler Avenue, and improved connections across Bruce B. Downs Boulevard, Fowler and Fletcher Avenues (Hillsborough MPO, 2011).
- **University of South Florida Area Multimodal District Study.** In May 2010, the Hillsborough MPO completed a study that planned for the development of a Multimodal Transportation District (MMTD) for the USF area, located north of Fowler Avenue. The study identified pedestrian, bicycle, transit and road improvements, including sidewalks, crosswalks, signals, bike lanes, multi-use trails, landscaping, lighting and a recommended new circulator bus route serving major destinations in the area. (Hillsborough MPO, 2010)



- Temple Terrace Multimodal District.** In December 2007, the Hillsborough MPO completed a Multimodal Transportation District (MMTD) plan for the City of Temple Terrace and identified numerous funded and unfunded projects that were supportive of a multimodal system (e.g., bicycle and pedestrian projects). Several pedestrian enhancements were identified for North 56<sup>th</sup> Street, Busch Boulevard, and Fowler Avenue, in addition to bicycle network improvements to the Temple Terrace Trail, 50<sup>th</sup> Street, Druid Hill Road and Sunnyside Road Bikeways, and development of a transit emphasis corridor along Fletcher Avenue (Hillsborough MPO, 2007).

## Existing Conditions

### Transit and Circulation

HART provides fixed-route bus service to the District, including ten (10) local routes, three (3) express routes, and one (1) MetroRapid bus rapid transit (BRT) route that originates from the University Area Transit Center (UATC) on the USF Campus.

The USF Department of Parking and Transportation Services operates the “Bull Runner” fixed-route bus system (**Figure 4**). The Bull Runner provides fare free transportation on six (6) routes across campus and within the near vicinity of the campus. Service is provided to USF faculty, staff, students, and USF partners with a valid ID.

**Figure 3** illustrates the existing HART transit service coverage (blue colored routes) within the District, and the USF Bull Runner circulator service (green colored routes) and the Busch Gardens Tampa shuttle service to Orlando (blue route in inset map).

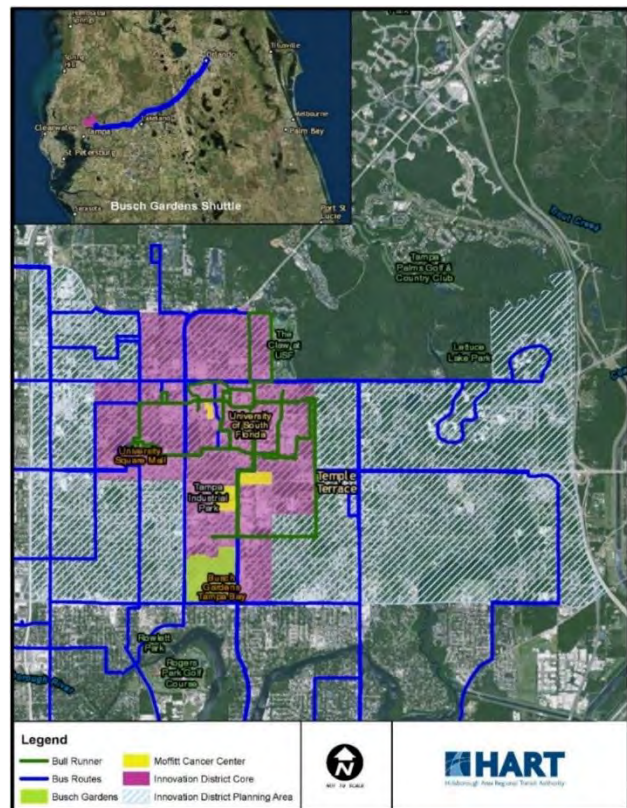


Figure 3. Tampa Innovation District Transit Service (HART, 2016)

Tampa Bay Area Regional Transportation Authority (TBARTA) currently provides a vanpool service to the VA Hospital employees that consists of 32 vans, averaging about 5 employees per van. TBARTA is in the process of engaging other major employers in the District (e.g., Moffitt) to expand vanpool services. In addition to the [TBARTA Vanpool](#), commuters are able to take advantage of the TBARTA’s [Ridematching Service](#) and [Emergency Ride Home Program](#)

# Tampa Innovation District

## TRANSIT CIRCULATOR

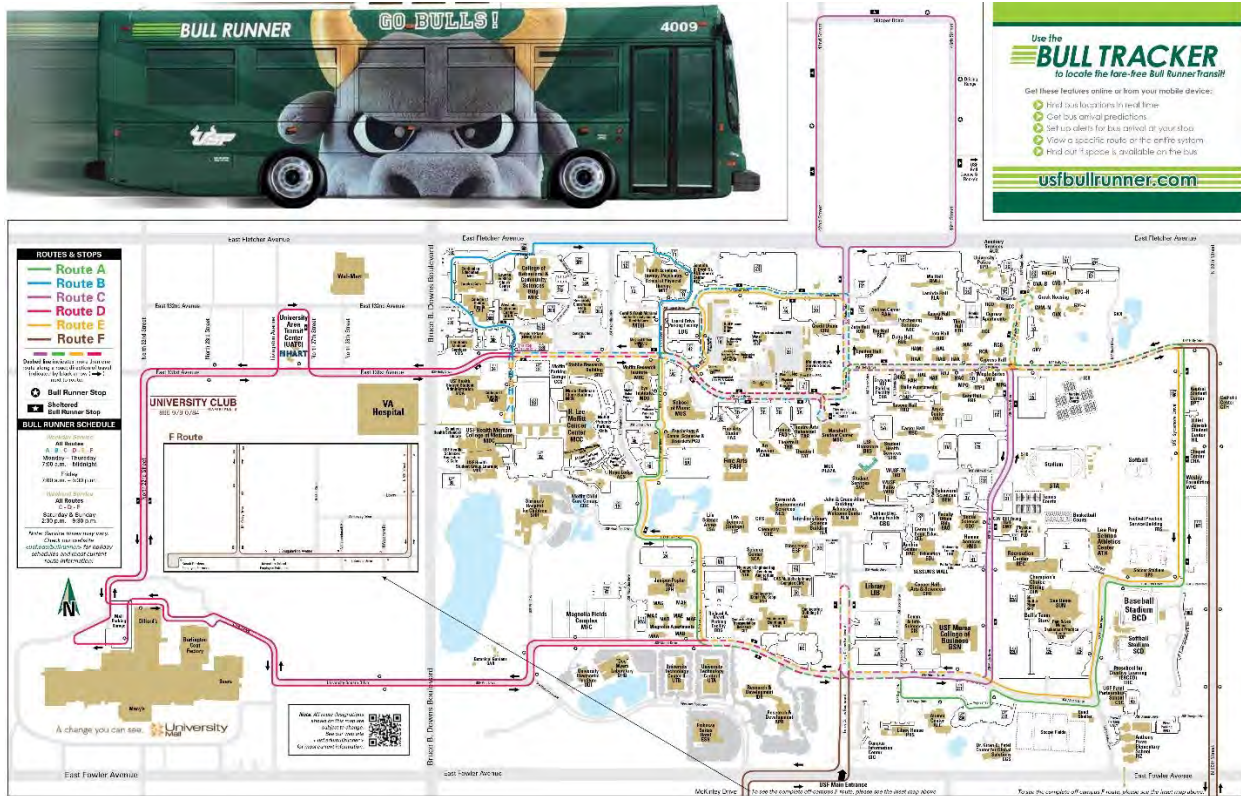


Figure 4. USF BullRunner Map

[Moffitt Cancer Center](#) operates two different employee shuttles. One shuttle operates between Moffitt's Magnolia campus and a satellite parking lot; while the other shuttle operates between the Magnolia camps and the Moffitt Business Center located at Fletcher Avenue and I-75. Moffitt also provides shuttles to patients within Hillsborough, Pinellas, Polk and Pasco Counties with transportation needs as well as to patients who arrive at the Tampa Executive Airport on the Angel Flight service.

Most of the District hotels (i.e., 18 of the 24 hotels contacted) provide complimentary shuttle service to their guests. Typically these services are on-demand and cover a 3-5 mile radius of the hotel. Each hotel varies in their shuttle services, but destinations generally include USF, the District hospitals and medical centers, Busch Gardens, the [Museum of Science and Industry \(MOSI\)](#), area shopping centers, including Walmart and Target.

The [James A Haley Veterans \(VA\) Hospital](#) owns and operates its own tram and shuttle services for patients. Shuttle stops include nearby health clinics and pharmacies. The trams stay on the hospital grounds

[Florida Hospital](#) regularly operates trams on their campus grounds and provides a complimentary service to transport patients to and from their residence within a 40 mile radius.



[Shriners Hospital](#) and outpatient clinics utilizes vans to transport patients on a daily basis. This transportation includes bringing patients to and from the various Shriners outpatient clinics in the area.

[Busch Gardens](#) provides an employee shuttle service to Busch Gardens that operates from University Mall.

The USF Department of Parks and Recreation operates a student [“Share-A-Bull”](#) bike share program that began with 100 bicycles (**Figure 5**). Currently, approximately 40% are in service and the remainder are continually undergoing maintenance, repair or replacement. Additionally, USF Student Affairs operates a [“Borrow Our Bikes”](#) program to lend bikes for a longer period of time.

As part of the [USF-WeCar](#) car sharing program (**Figure 6**), [Enterprise CarShare](#) operates a limited car share service on the USF campus with four (4) vehicles. The service is owned, operated and managed exclusively by Enterprise. Other car sharing and carpooling programs include [Enterprise Zimride](#) (a program to share rides for commutes or trips). See **Appendix C** for more information on the USF car share and bike share programs.

**Figure 8** illustrates the 2014 Existing Transit Level of Service (LOS) for public bus service operated by HART in the District. The “A”-“F” LOS score is primarily based on frequency of bus service, as shown in **Figure 7**. The bus routes currently in operation (2016) may differ slightly from the 2014 map. See **Appendix D** for full-sized copies of the maps.

USF students board HART buses without paying a fare, under an agreement between HART and USF that charges students a one-time fee with tuition.

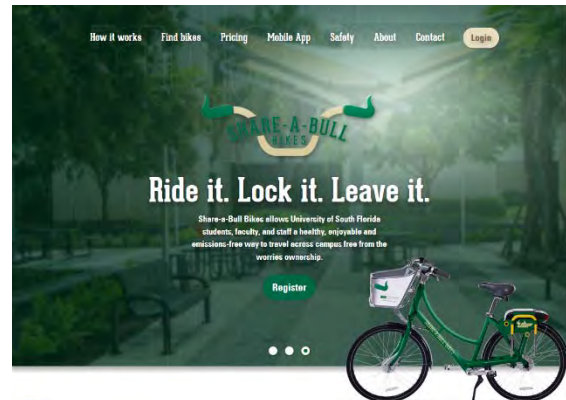


Figure 5. USF Share-A-Bull Bike Share Program



Figure 6. USF WeCar Car Share Program

Service Frequency LOS Thresholds			
Level of Service	Adjusted Service Frequency (Vehicles/hour)	Headway (minutes)	Comments
A	>6	<10	Passengers don't need schedules
B	>4	<15	Frequent service, passengers consult schedules
C	≥3	≤20	Maximum desirable time to wait if transit vehicle missed
D	≥2	≤30	Service unattractive to choice riders
E	≥1	≤60	Service available during hour
F	<1	>60	Service unattractive to all riders

Figure 7. Service Frequency LOS Thresholds (FDOT, 2013)

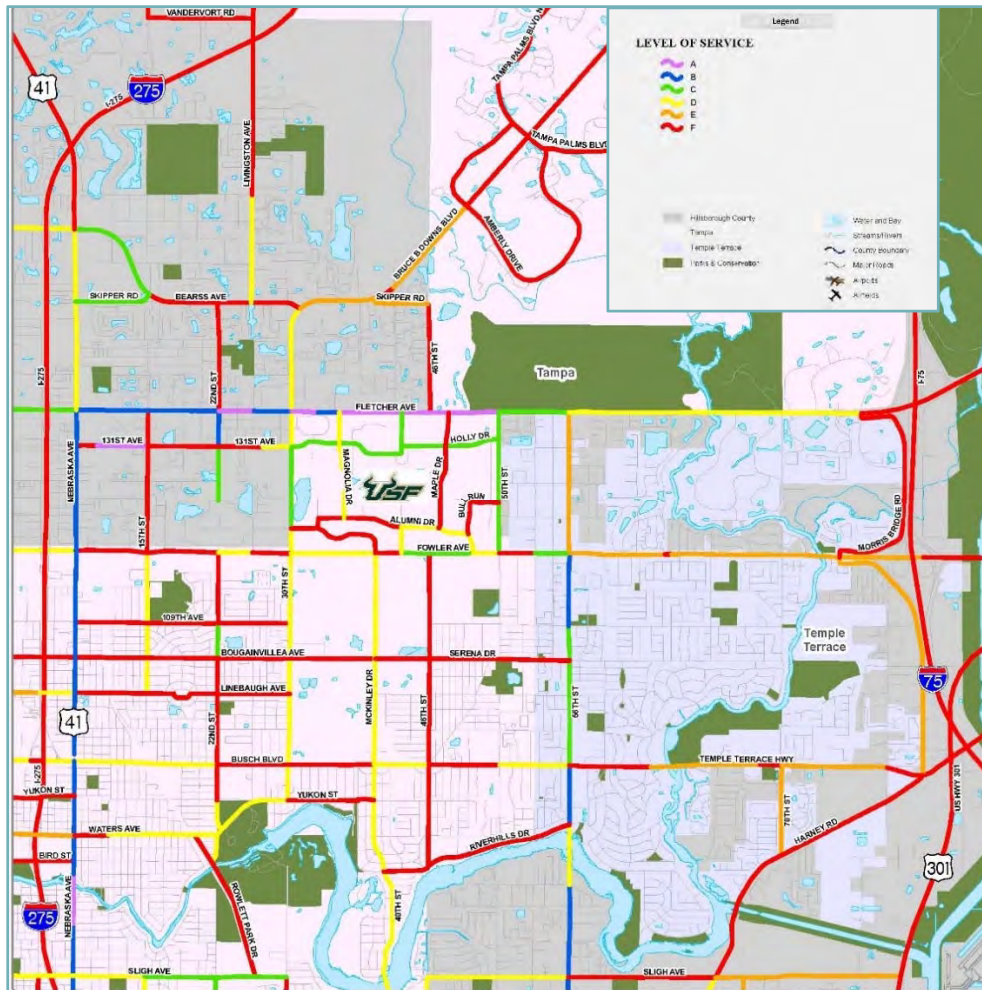


Figure 8. Existing Transit Level of Service (Hillsborough MPO, 2014)

The USF Center for Urban Transportation Research (CUTR) developed a multimodal mobility trip planning tool that integrated the [HART OneBusAway](#) transit trip planning data, USF [Share-A-Bull](#) bike share location and availability data along with additional USF campus site accessibility data (i.e., stairs, etc.). The [USF Trip Planning](#) tool (**Figure 9**) allows users to determine the most appropriate mode of access (e.g., walk, bike, rented bike, bus, drive) and avoiding stairs, if preferred. See **Appendix C** for additional information.



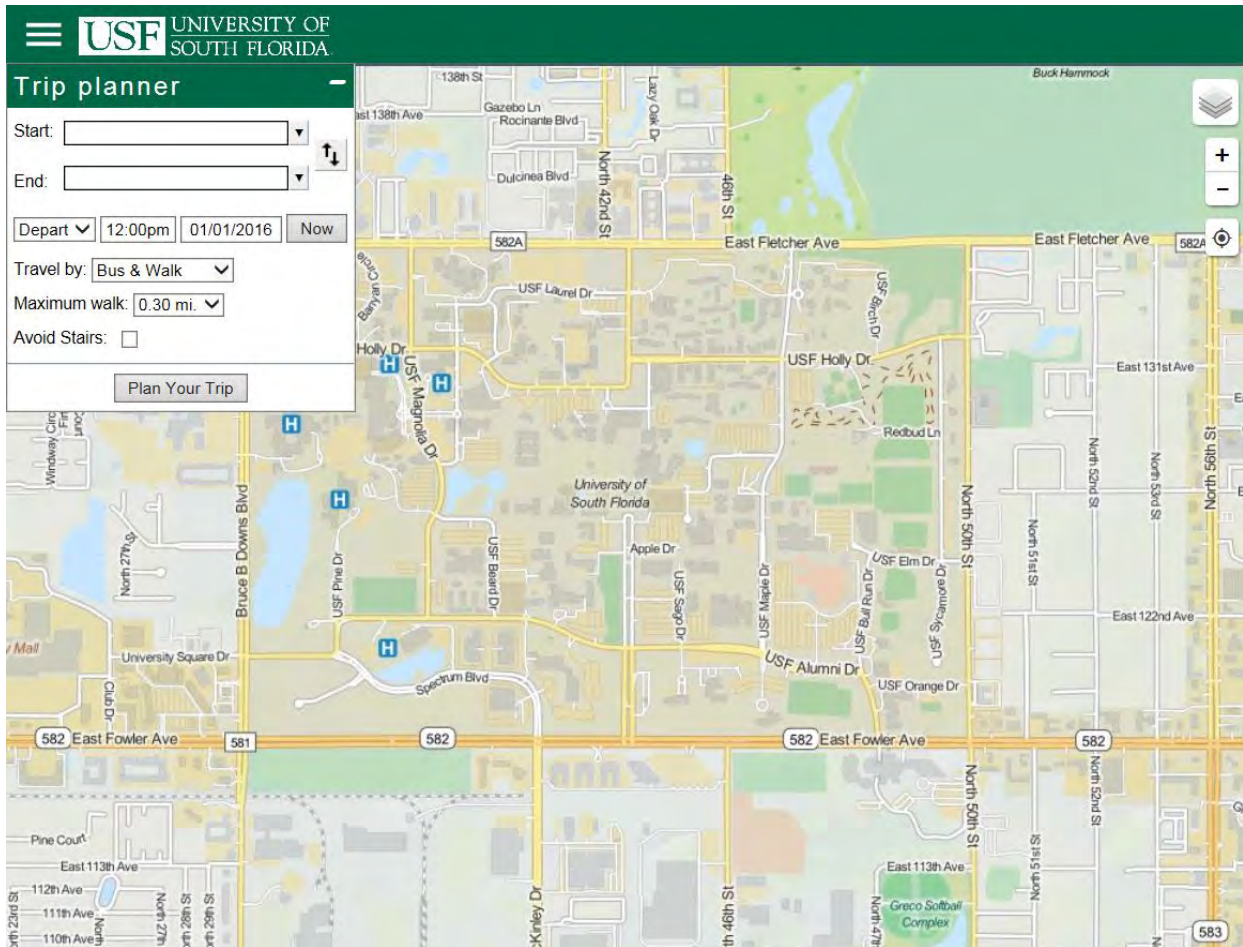


Figure 9. USF Trip Planner

## Population and Employment

Preliminary data analysis was conducted using available U.S. Census Longitudinal Employment-Household Dynamics (LEHD) data for both the District Core and District Planning areas to better understand current trip flow patterns and customer characteristics to/from and within the District. Reports were generated using the U.S. Census Bureau OntheMap web-based mapping and reporting application. **Figure 10** illustrates that approximately 35,000 workers living outside the District Core commute to the area, while about 7,500 workers living in the Core commute to locations outside the Core and about 1,000 live and work within the Core. **Figure 11** illustrates the corresponding number of workers working and living within the larger District Planning Area, and illustrate approximately 10% live and work within the District Planning Area. Additional reports are provided in **Appendix D**.



The Tampa Innovation District is projected to increase as an area for residential and workplace growth. **Figure 12** illustrates the District’s population density projections in 2040 and **Figure 13** illustrates the District’s employment density projections in 2040. **Figure 14** illustrates the percent change in the District’s population particularly around USF and **Figure 15** illustrates the percent change in employment at the eastern and western parts of the District Planning Area between 2010 and 2040.

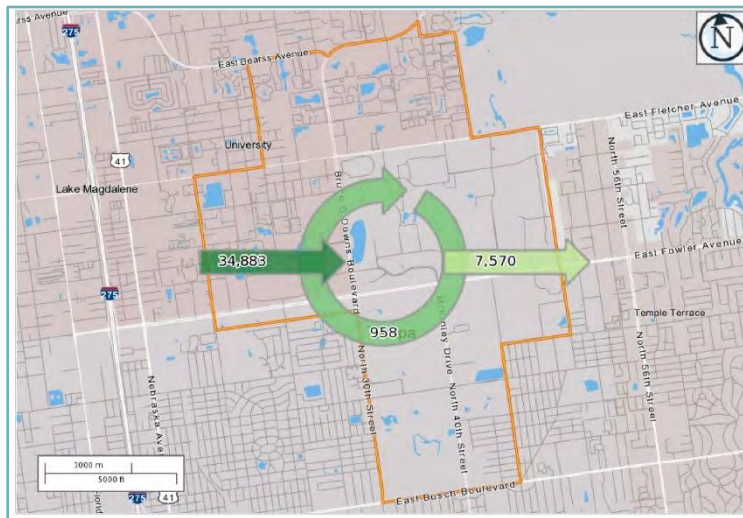


Figure 10. Tampa Innovation District Core Area - Worker Inflow/Outflow, 2014. (US Census OnTheMap)



Figure 11. Tampa Innovation District Planning Area - Worker Inflow/Outflow, 2014. (US Census OnTheMap)



The population density growth at the center of the District Core Area corresponds to the increasing amount of multifamily residential developments within proximity of USF serving students, professionals and the community. The increase in employment density is located at strategic locations in the eastern and western areas of the District Planning Area, Temple Terrace and surrounding USF, and corresponds to the increasing development opportunities (i.e., high tech, medical, research and development) within the District. The maps represented in Figures 8-11 are also included in **Appendix D**.

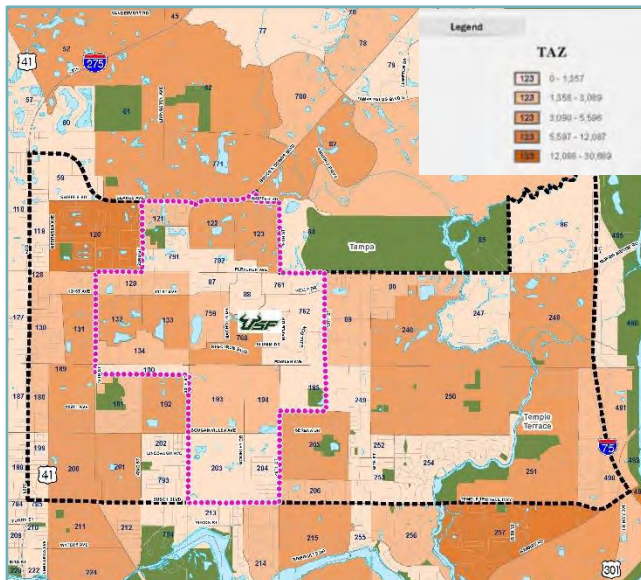


Figure 12. 2040 Population Density (Hillsborough MPO)

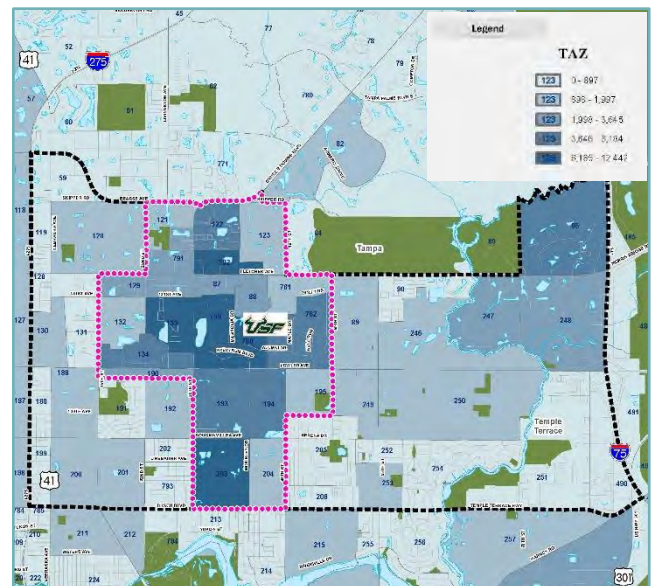


Figure 13. 2040 Employment Density (Hillsborough MPO)

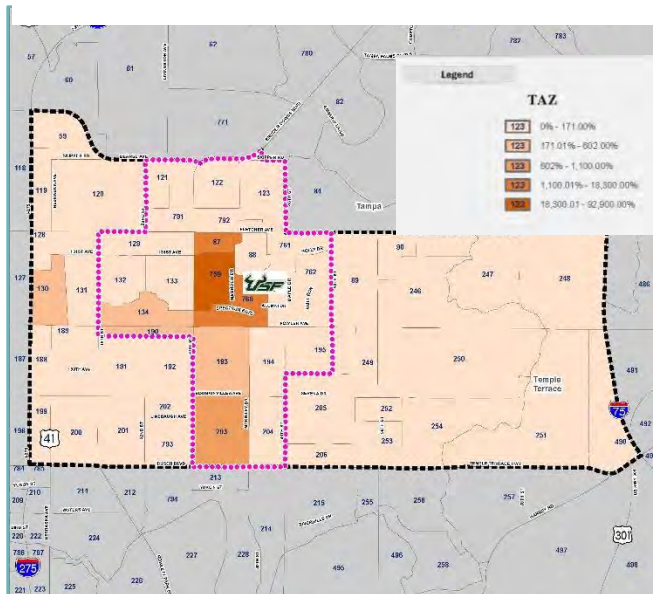


Figure 14. Percent Change in Pop. 2010-2040 (Hillsborough MPO)

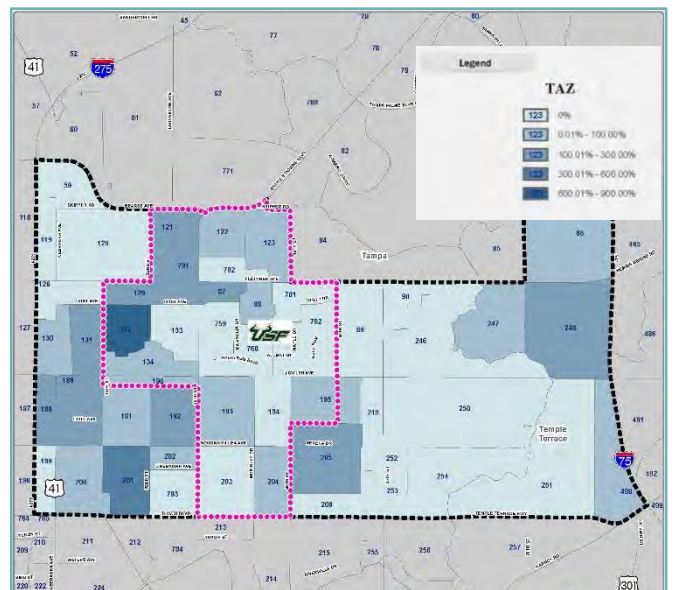


Figure 15. Percent Change in Emp. 2010-2040 (Hillsborough MPO)



## III. Study Findings

Based on District stakeholder interviews, an evaluation of the existing conditions, the review of previous plans, and the initial data analysis, the Tampa Innovation District transportation and customer characteristics can be summarized as follows:

### Transportation

Transportation (to/from and particularly within the District) will constrain the future growth of the District. Accessibility, image, and mobility will all need to be addressed to promote District's growth and viability.

Improving the District's accessibility and image will attract talent, businesses and investment. Because peak daily travel congestion and delay are projected to worsen, the District will need to address the congested corridor and increase the usage of existing transit network, car sharing, vanpools, etc. Enhancing service from USF Main Campus to Downtown Tampa (Center for Advanced Medical Learning and Simulation (CAMLS), the planned USF Medical School and Tampa General Hospital), Tampa Airport and other major hubs will also improve the overall District image.

Improving access to mobility options for the District's daily population influx (employees, students, and visitors) is equally critical. Since each District partner is currently managing the increasing demand for limited parking facilities and mobility between District destinations, multimodal solutions are critical to the District success. The following gaps in mobility were identified:

- Provide pedestrian and cyclist safety improvements
- Support walkability between campus buildings / District destinations
- Build upon the bike-sharing program – “Share-A-Bull” has highest daily usage across the US (12 rides per day vs. 0.8 per day average elsewhere) but limited to USF
- Increase car share usage (limited growth)
- Implement HART First-Mile/Last-Mile Pilot program
- Enhance/expand USF Bull Runner Shuttle service (now limited to USF and on-campus affiliates)
- Provide other on-demand mobility solutions (for all District businesses)
- Improve information dissemination and transportation education



## District Mobility Users (Who are the Customers?)

District solutions will need to address the broad range of District mobility users/customers. The District is comprised of a diverse group of residents, students, employees, and visitors, with each having different mobility needs. In order to determine the range of mobility solutions, it is important to understand the types and availability of existing services, whether it meets their current needs, and potential future improvements.

### *USF Campus Population*

USF students, faculty, staff and recognized affiliates have access to a full range of on- and off-campus transportation services (Bull Runner, Share-a-Bull, Enterprise car share, Zimride, HART U-Pass, etc.) Additionally, USF visitors have limited access to USF transportation services (Bull Runner). The USF campus population benefits from an organized set of mobility solutions. While USF provides an extensive set of transportation services funded primarily through student fees, access to these services are not available to non-campus populations.

### *Non-USF and Off-Campus Affiliates Population*

Staff and non-recognized affiliates (e.g., VA Hospital, Florida Hospital) have no or limited access to USF transportation services (e.g., Moffitt McKinley Campus). They are currently served by shuttles operated by the various institutions. While there are many non-USF and off-campus affiliates, their mobility services are provided individually and are not coordinated between affiliates.

HART provides local bus service and the planned Pilot First/Last Mile service to the University Area Transit Center will provide added connections to local and regional transit service. TBARTA operates vanpools for workers completing their daily commutes.

### *District Population*

District workers, visitors and residents have access to all city/county transportation services (HART, TBARTA, private operators) but no access to USF Campus transportation services. Various employers and businesses operate shuttle services independently, including the Busch Gardens employee shuttle service providing pickup/drop-offs at the University Mall area, and area hotels operating within an approximate 3-mile radius of their District property.



## Innovation District Trends

The shift in mobility customer preferences from the traditional to flexible, on-demand and non-traditional modes in the District is not isolated to Hillsborough County. Nor is it mutually exclusive of parallel trends in the preference for the creative class to be located in denser, mixed-use communities where collaboration, innovation and livability are integrally woven into the fabric of the city neighborhoods. With continual evolution in the applications of technology and clean energy living, the organic and intentional shift is occurring across the country and is altering preferences in economy shaping, place making and social networking. Innovation districts and the multimodal transit options they foster are a direct result of this trend.

From researching innovation districts in several other cities, we have determined that there are three critical components (physical investments) of innovation districts: (1) accessible transit, (2) bicycle/pedestrian facilities, and (3) accessible digital technology.

Transit solutions have been explored and tested in almost all the researched cities. In Philadelphia's innovation district, University City, traditional public transit in the form of subway, bus, trolley, and Amtrak runs alongside 25 miles of bike lanes and the LUCY shuttle – a circulator that connects the University and the Children's Hospital. The shuttle is free for those who work or go to school within the various institutions that it connects, but it is also available to anyone with Trans or TrailPass, transfers, or a paying fare. The LUCY system could act as a model in the Tampa Innovation District for expanding the accessibility of the Bull Runner service to customers outside the USF campus.

Boston's Seaport innovation district provides a number of commuter programs to entice customers to utilize transit, including discounts for bike sharing and car sharing programs, a guaranteed ride home program, and "nuride" program that rewards commuters for taking greener trips. Instead of rebalancing the bike system with trucks, Portland will use user pricing and incentives, in order to reduce the overall carbon footprint of the bikeshare system.

The City of Portland was a recent finalist for a \$40 million Smart City grant award from the U.S. Department of Transportation with a proposal to lead the way in fully integrating technology with mobility and making it available to everyone. In addition to fostering bike sharing and autonomous vehicles, Portland envisions a mobile app with real-time info that would give customers parking and "fastest option right now" information. Smart units would be provided to low-income customers and volunteers would be available help teach the app to the technologically underserved communities.

Further research into mobility apps included a comparison of two different approaches to mobility applications: an integrated mobility app that provides trip planning, mobility options, and mobile ticketing, and a more custom off-the-shelf application. Findings from this review are included in

**Appendix A.**



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## IV. District Mobility Solutions

District solutions should address the broad range of District mobility users/customers and their different needs. While there are many longer term solutions, the following is a suite of recommended short-term mobility solutions and improvements that independently will improve mobility in the District, which as an aggregate will address the range of different user needs. The recommendations include identifying anticipated work products for completion and potential performance measures that can be used to evaluate their continued effectiveness.

### *A. District App (Gateway / Website)*

Information access to the various modes of travel and mobility tools available for the District population is a first part of providing improved services. The mobile application (app) or website will aggregate information to provide a one-stop seamless tool for the District populations and will include the following integrated mobility information and tools:

- Show all mobility modes (walk, bike, car sharing, ride sharing, shuttles, HART First/Last Mile, etc.) for destinations within and to/from the District
- Allow for click-through transactions and information
- Integrated trip planning
- Readily updated with published API feed information

The app will also provide District business and attractions information (in a “Live, Work, Learn, Shop, Play” format). Specifically it could include information on District institutions and anchor partners; promote District businesses, destination and points of interest; and identify District amenities and services.

### *RECOMMENDED WORK PRODUCTS:*

- Phase 1 – District App Architecture Concepts
  - Concept of Operations
  - Matrix of options and fees
- Phase 2 – Prototype Development
  - Mobile web-based portal
  - Integrated trip planning and other mobility options
- Phase 3 – Integration Enhancement





*PERFORMANCE MEASURES:*

- Number of hits/views of the mobile webpage, including click-through
- Percent increase of mobility service usage by accessing the app
- Decreased wait times for mobility services and/or improved customer experience satisfaction.

### *B. District Expanded Circulator (Bull Runner)*

The second short-term project is to develop an expansion plan for the Bull Runner to serve the non-USF and off-campus affiliates populations (Moffitt McKinley and parking garage, M2Gen, VA Hospital, etc.). Non-USF affiliates would have Bull Runner provide service to their locations in order to consolidate transit services and fill existing gaps in service. For example, the need for Moffitt McKinley Parking Shuttles to the main campus could be eliminated by having Bull Runner Route F that currently operates along McKinley Drive to directly serve Moffitt. Funding would be provided by new District affiliates using their existing shuttle operating budgets to support the Bull Runner service expansion.

An alternative option includes transitioning the expanded District Circulator (and Bull Runner) to a third-party provider to operate, manage and maintain the expanded service. HART, USF or other District partner would procure the provider service contract, and establish performance measures into the contract to define and maintain a desired level and quality of service.

A Service Development Plan would need to be prepared and involve the following tasks:

- Evaluate existing route and demand
- Identify stop locations, schedule, capital needs
- Determine operational costs and financial plan
- Develop contractual/business agreements

*RECOMMENDED WORK PRODUCTS:*

- Service Plan

*PERFORMANCE MEASURES:*

- Ridership
  - Cost per trip or passenger



### *C. District Bike / Pedestrian Network Completion*

The third short-term project will draw from and build upon the plans and projects already in progress is to enhance and complete the internal bicycle and pedestrian network within the District. This project would build upon the previous multimodal plans and improvement projects prepared by Hillsborough County, Hillsborough MPO, and others to create a network of walkable roads, sidewalk and bicycle trails and enhancing the crossing of major arterial roadways (Fowler Avenue, Fletcher Avenue, and Bruce B Downs Boulevard). While many projects are underway or recently completed, overall walkability and safety can continue to be improved in the District.

An important component of enhancing the District's bicycle and pedestrian network involves expanding the District bike share network currently limited to the USF Campus and only accessible by the campus population. The expanded bike sharing network should be developed as a unified District service with one provider to ensure consistency of service and to avoid either having a two-tiered service or requiring transfers between different bicycles (providers) when traveling across the District.

Improving the internal walkable circulation network in the District would include the following:

- Evaluate existing gaps in sidewalk and trail network, including the USF campus
- Improve facilities (i.e., sidewalks, bike paths, landscaping, signage, and lighting)

Expanding the District bike share network would include an evaluation of the current bike share program and one of two options:

- (Option 1) Evaluate enhancing bike share program to better serve areas immediately adjacent to USF campus (i.e., residences);
- (Option 2) Evaluate creation of a District bike share program serving the area beyond existing USF campus.

#### *RECOMMENDED WORK PRODUCTS:*

- Enhance Walkable District Circulation Plan
  - Bike/pedestrian network assessment
  - Bike/ pedestrian infrastructure improvements plan
- District Bike Share Plan
  - Option 1 – Enhanced USF Plan
  - Option 2 – District Bike Share Plan



*PERFORMANCE MEASURES:*

- Reduction in bike/ pedestrian network gaps
- Bikes per population/customers
- Increased % bikes in service (vs. out of service or maintenance)

*D. Tampa Innovation District / USF – Downtown Express Bus*

The fourth project is an intermediate and short-term solution to connect the USF Campus and District to Downtown Tampa (Center of Advanced Medical Simulation and Learning, USF Medical School (future) and Tampa General Hospital) by creating an Express Bus route. The express service would provide convenient direct connections for students, faculty and staff and improve the overall accessibility and image of the District.

The Express route would be operated by HART as an overlay on top of to the existing local and Metrorapid service during peak hours, as well as midday and off-peak periods with reduced frequency. The Express Route would reduce travel times for the longer distance trips between USF and Downtown as compared to the existing Metrorapid and local service. The existing routes would continue to provide supporting service allowing for flexibility for riders covering the daily span of service, and even help support ridership growth along the corridor.

The Express Route Service Plan would include the following:

- Evaluate route and demand
- Identify stop locations, schedule, capital needs
- Determine operational costs and financial plan

*RECOMMENDED WORK PRODUCTS:*

- Express Route Service Plan
  - Service Plan

*PERFORMANCE MEASURES:*

- Ridership
  - Cost per trip or passenger



## V. Next Steps

The Tampa Innovation Alliance has been awarded a State of Florida Department of Economic Opportunity \$1.25 million grant. A portion of the grant funding is proposed to further develop the study recommendations, particularly the first three of the District Mobility Solutions discussed above (technology, circulator, and walk/bike projects). The projects to be developed under the DEO grant include the Fowler Avenue streetscape project.

Continued coordination among the Alliance, Hillsborough County, Hillsborough MPO, FDOT and stakeholders in the District will be required to refine the recommendations and implement these mobility solutions.



# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

Tampa Bay Express Quarterly Update

### Presenter

FDOT Representative

### Summary

In June, the MPO board requested quarterly updates on the Tampa Bay Express (TBX) project, including information on FDOT's mitigation efforts, community engagement, and the progress of its Project Development & Environment studies. The MPO also requested to be briefed prior to FDOT holding a public hearing, and for FDOT then to allow the comment period to remain open for fourteen days after the public hearing.

Today, FDOT staff will provide a quarterly status report, including information on TBX Segment 3, the Howard Frankland Bridge reconstruction project, for which a public hearing by FDOT is slated in October.

The MPO board has also asked for a date to be set for the MPO's next public hearing. The annual update of the MPO's Transportation Improvement Program must be approved at public hearing before July 15. In 2017, the typical date and time would be Tuesday, June 13, at 6:00PM. MPO staff is working with FDOT to coordinate this with the timing of the completion of the environmental impact studies and mitigation commitments.

### Recommended Action

None; for information only

### Prepared By

Beth Alden

### Attachments

1. Presentation slides
2. Library Tour announcement/ mailer





# **TAMPA BAY EXPRESS**

A NEW CHOICE FOR A BETTER COMMUTE

Hillsborough County Metropolitan  
Planning Organization (MPO)  
September 6, 2016  
Florida Department of Transportation,  
District Seven





**AGENDA**

**Section 3 - Public Hearing**

**Section 4 & 5 - Aesthetics**

**Section 6 & 7 - Mitigation**

**Public Engagement Schedule**



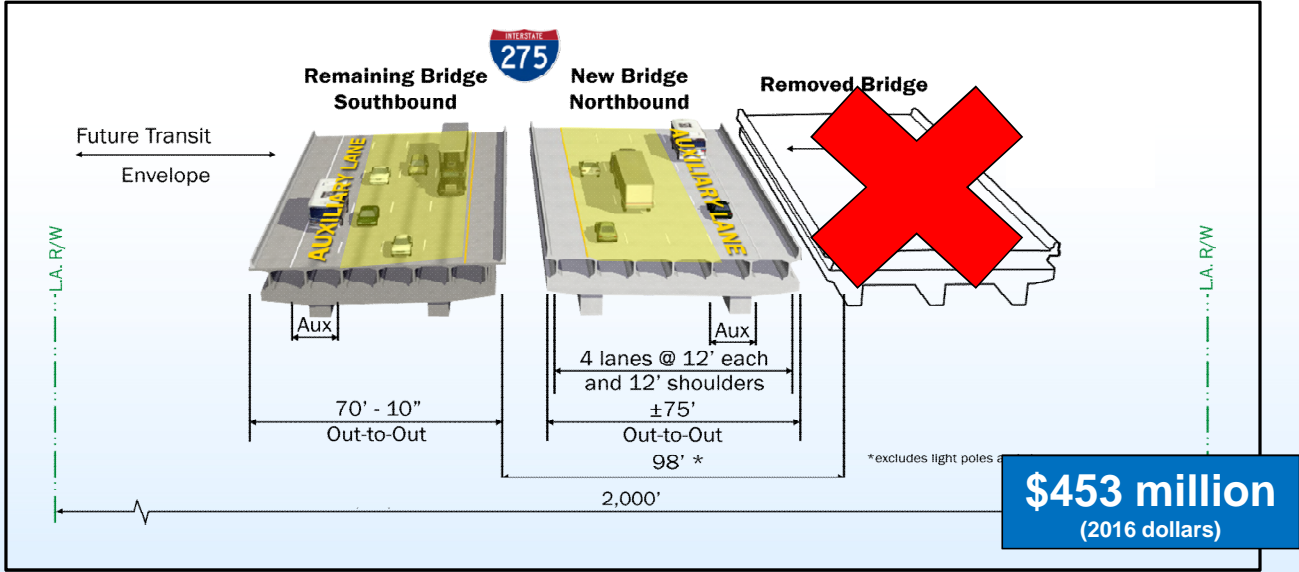
**SECTION 3**  
**PUBLIC HEARING**  
Howard Frankland Bridge Replacement



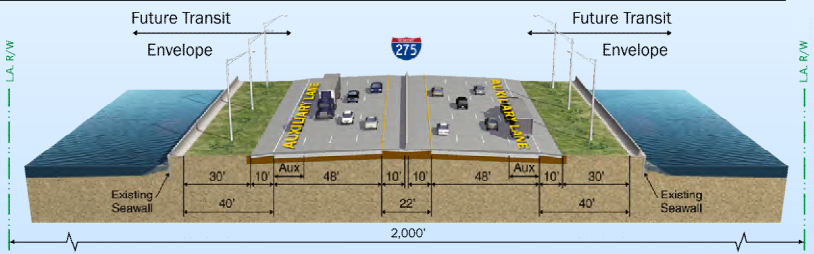


# Previously Proposed Build Alternative

## Bridge Typical Section

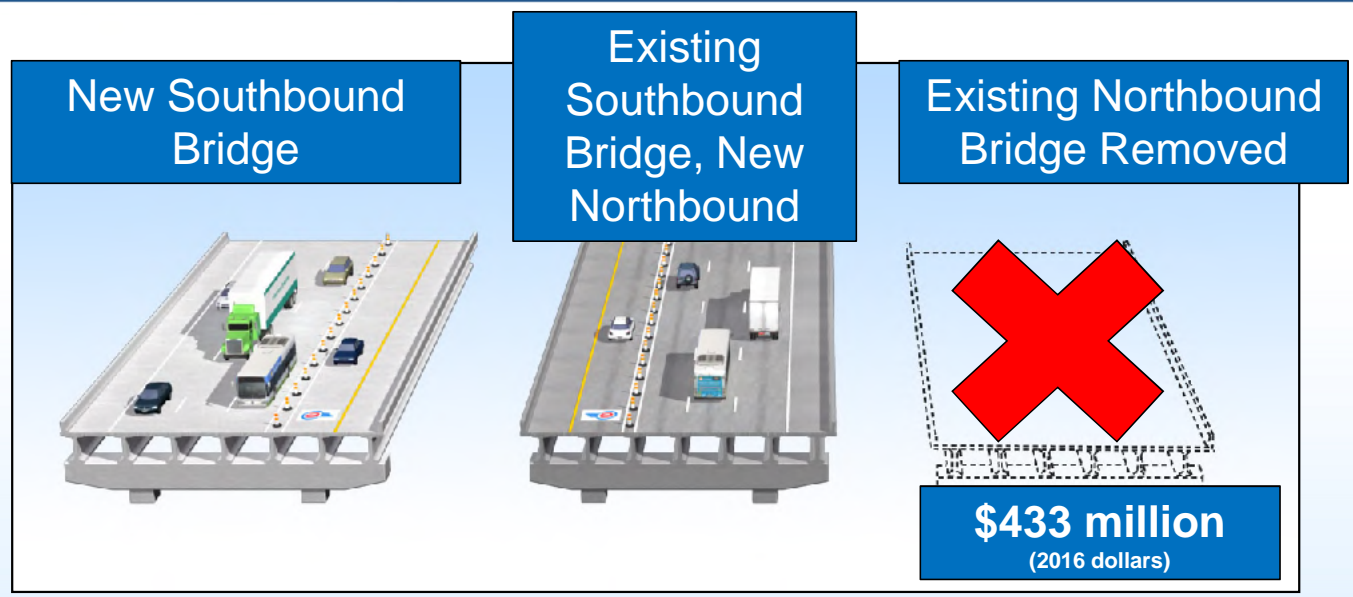


## Approach to the Bridge

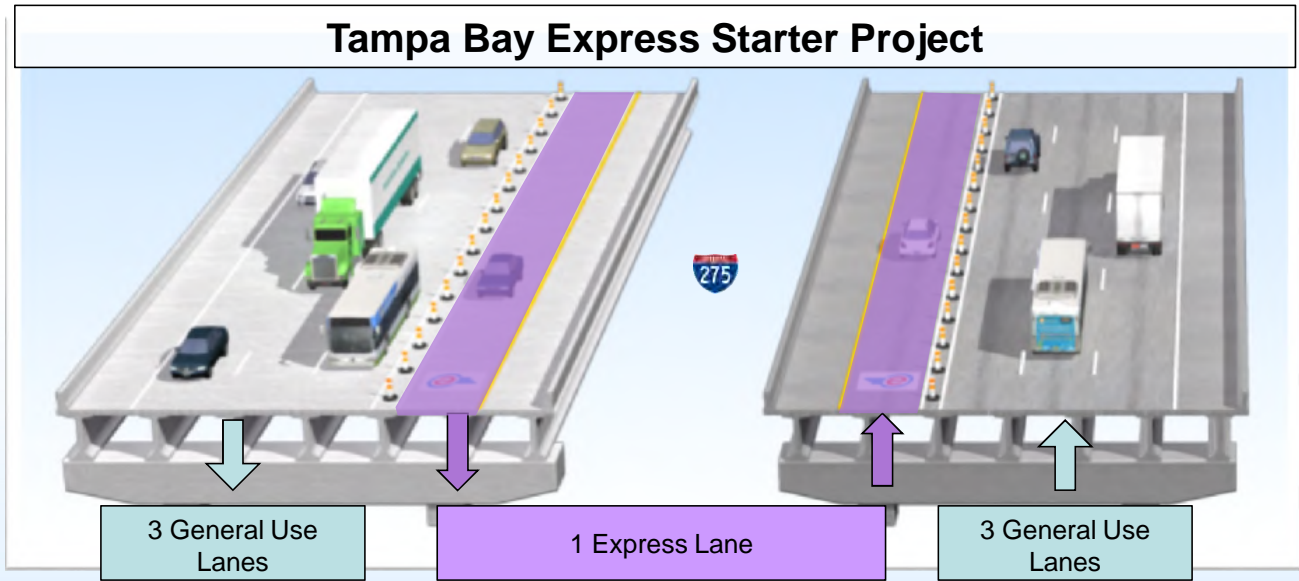




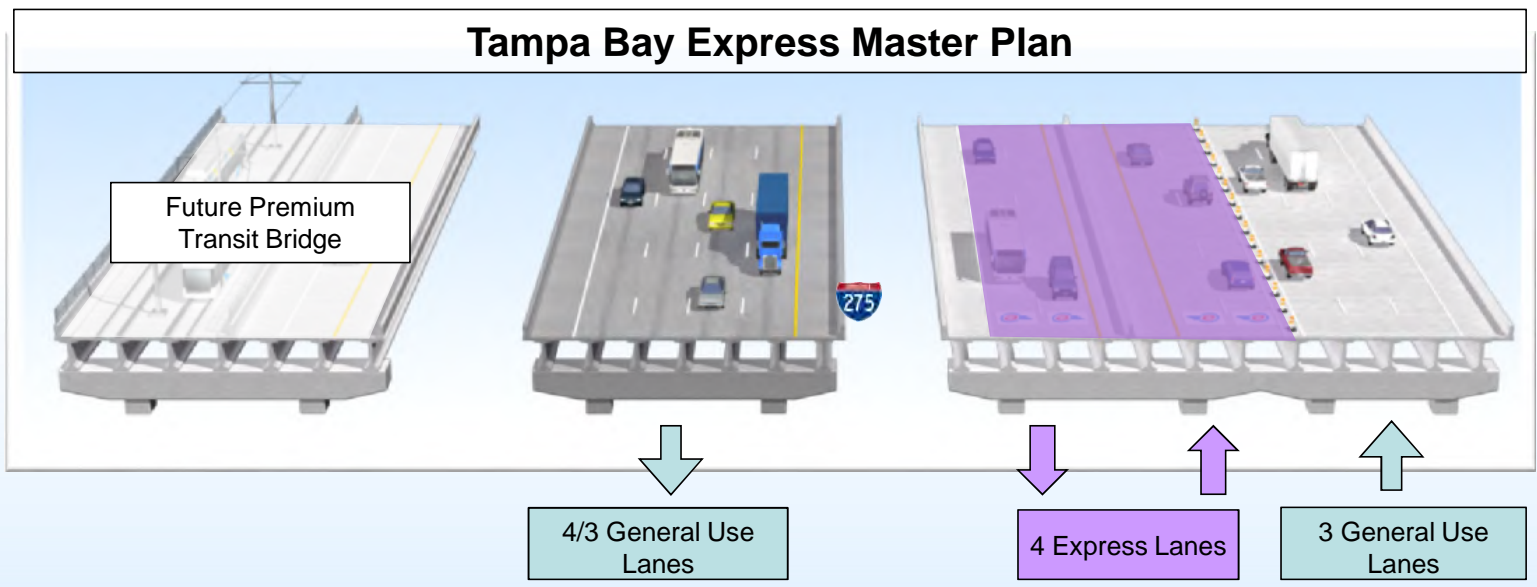
# Recommended Build Alternative



## Approach to the Bridge



- Build a new bridge (replacing the existing Northbound Bridge)
- Convert Auxiliary Lanes (Quickly Implemented – Restriping)
- Low Cost – No Capital Investment



- Build new bridge (4 Express Lanes and 3 General Use Lanes)
- Additional Investment

# SECTION 4 & 5 AESTHETICS

I-275 at SR 60  
I-275 from Old Tampa Bay to east of  
Willow Avenue

Seminole Heights Regional Library

Community Pool (when reopened)

Morning Market

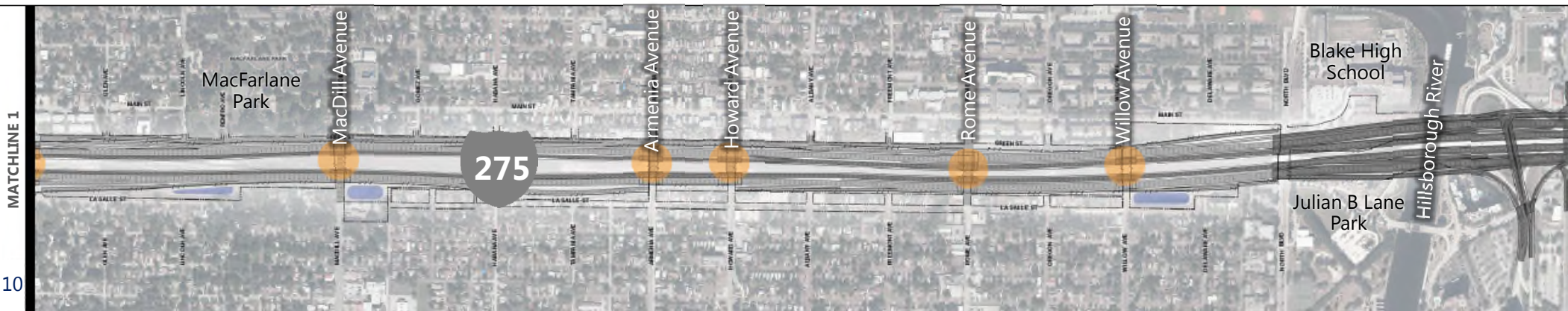
# New Connections in Westshore

## Pedestrian Friendly Underpasses:

- Painted Bridge Sub-Structure
- Lighting
- Public Art Opportunities
- Bicycle/Pedestrian
- Landscaping



# LANDSCAPE OPPORTUNITIES

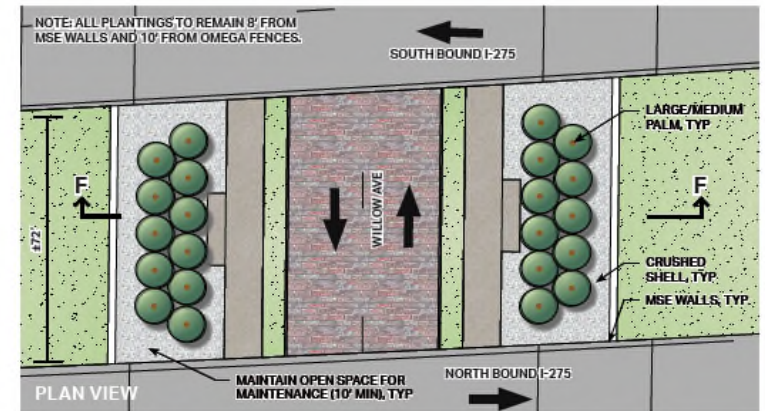
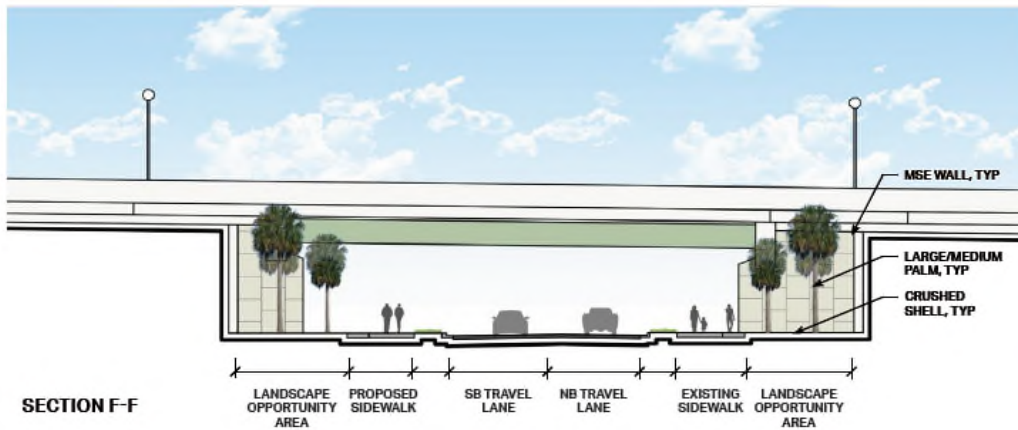


MATCHLINE 1

MATCHLINE 1

10

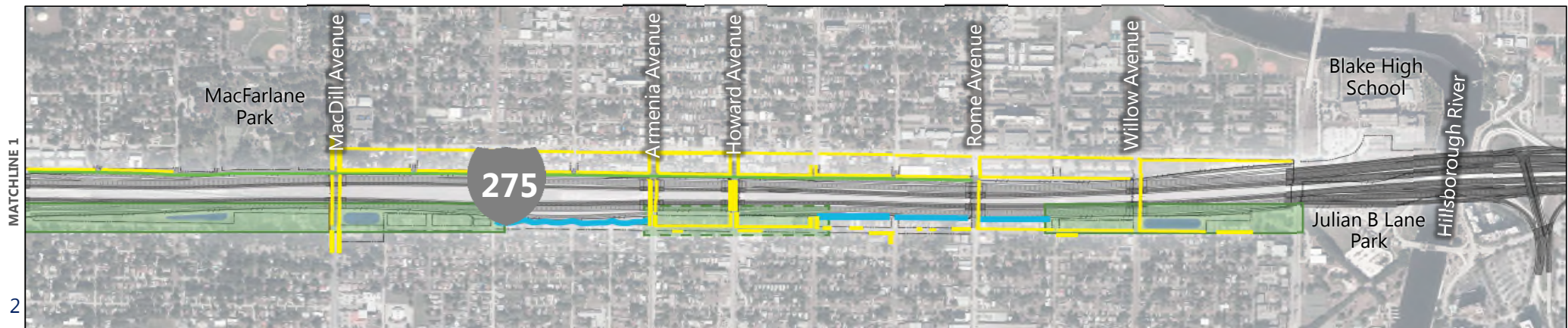
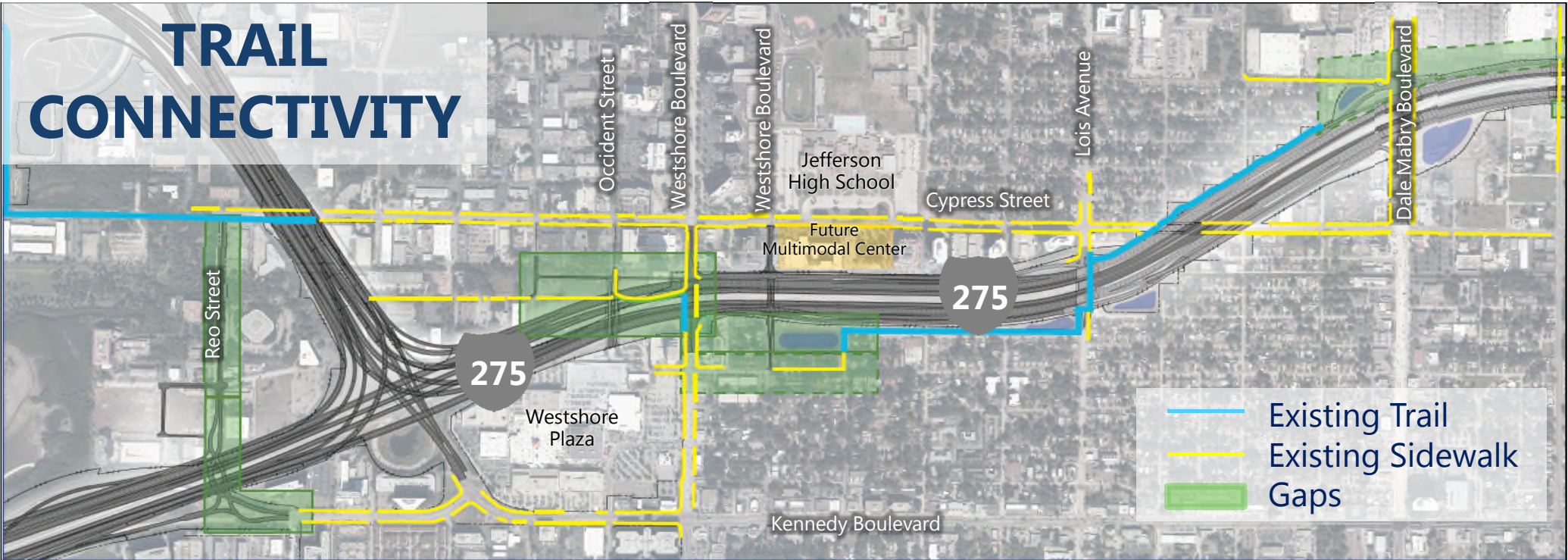
# Example Landscape Concept at Willow Ave.



Artist's Rendering. Subject to Change.



# TRAIL CONNECTIVITY



# Trail Connectivity

Fill gaps from North Boulevard to Cypress Point Park

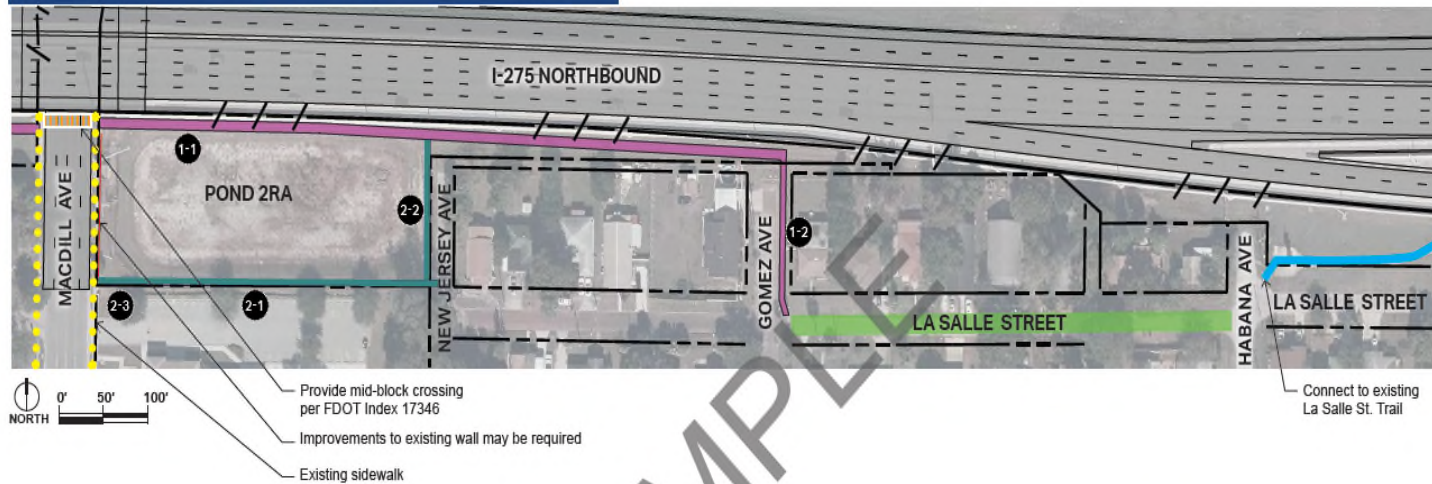
12-ft multi-use trail preferred

Working with City and County to fill gaps through sidewalks and sharrow

Landscape and public art opportunities



## SEGMENT 6: MACDILL AVE TO HABANA AVE



### OPTION 1

\*Within FDOT ROW

- 1-1 Proposed side path/multi-use path (10' min, 12' preferred) along MSE wall. Requires using a minimum 5' (10-12' preferred) of existing 20' wide pond maintenance berm. Fencing to be determined. Coordination in progress.
- 1-2 Proposed sidewalk along east side of Gomez Ave from end of proposed side path/multi-use path along I-275 to La Salle St. Within City ROW. FDOT committed to working with the City of Tampa to re-establish a connection.
- 2-1 Proposed side path/multi-use path (10' min, 12' preferred) within FDOT ROW along south side of Pond 2RA to New Jersey Ave. Requires using a minimum 5' (10-12' preferred) of existing 20' wide maintenance berm. Fencing to be determined. Coordination in progress.
- 2-2 Continue North along New Jersey Ave to proposed side path/multi-use path along I-275
- 2-3 Elevation difference of approx. 4.2' from Macdill Ave to existing pond 2RA. A ramp and gravity wall will be required in order to meet existing grade.

### OPTION 2

\*Within FDOT ROW

- 2-1 Proposed side path/multi-use path (10' min, 12' preferred) within FDOT ROW along south side of Pond 2RA to New Jersey Ave. Requires using a minimum 5' (10-12' preferred) of existing 20' wide maintenance berm. Fencing to be determined. Coordination in progress.
- 2-2 Continue North along New Jersey Ave to proposed side path/multi-use path along I-275
- 2-3 Elevation difference of approx. 4.2' from Macdill Ave to existing pond 2RA. A ramp and gravity wall will be required in order to meet existing grade.

### SHARROW OPTION

\*Within City ROW. FDOT committed to working with the City of Tampa to re-establish a connection.

Roadway improvements (milling and resurfacing) recommended

Provide sharrow road markings and signage

### LEGEND

- SIDEWALK
- OPTION 1
- OPTION 2
- BIKE LANE/ SHARROW/SHARED-USE PATH
- ||||| PROPOSED MID BLOCK CROSSING
- EXISTING SIDE PATH/MULTI-USE PATH
- /// LIMITED ACCESS ROW
- RIGHT-OF-WAY

# Other Aesthetics

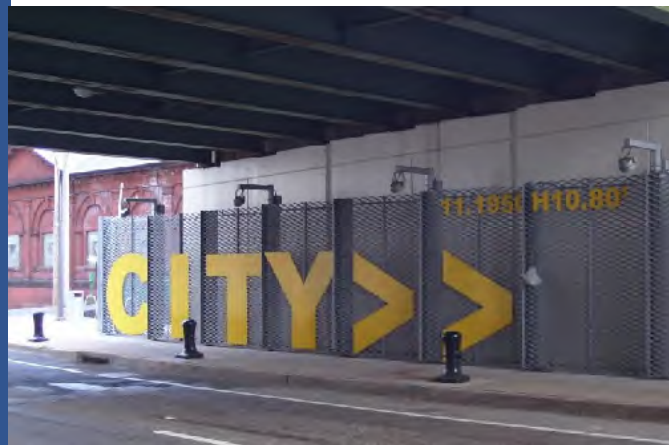
## Consistent Design Elements

- Signage
- Signals
- Crosswalks
- Overhead Street Lights

## Architectural Treatments on Walls and Bridge Piers

## Specialty Lighting

## Public Art





# SECTION 6 & 7 MITIGATION

I-275/I-4 Downtown Tampa Interchange  
I-275 from North of Martin Luther King, Jr. Boulevard  
to North of Bearss Avenue



**DESIGN  
CHARRETTE  
THEMES**

**Connectivity**

**Street Corridor Design**

**Public Realm Enhancements**

**Transit Options**

**Mitigation First**

# Connectivity and Street Corridor Design

Pedestrian Friendly Underpasses

Attractive Sound Walls

Stormwater Ponds as Community Features

More Canopy Trees

Public Art

Community-Sensitive Construction Techniques



Artist's Rendering of Future Underpass at 14<sup>th</sup> Street



Sample Noise Wall



Sample Stormwater Pond

# Public Realm Enhancements

Elevated structure adjacent to Robles Park

Reconnect Adalee Street and Emily Street

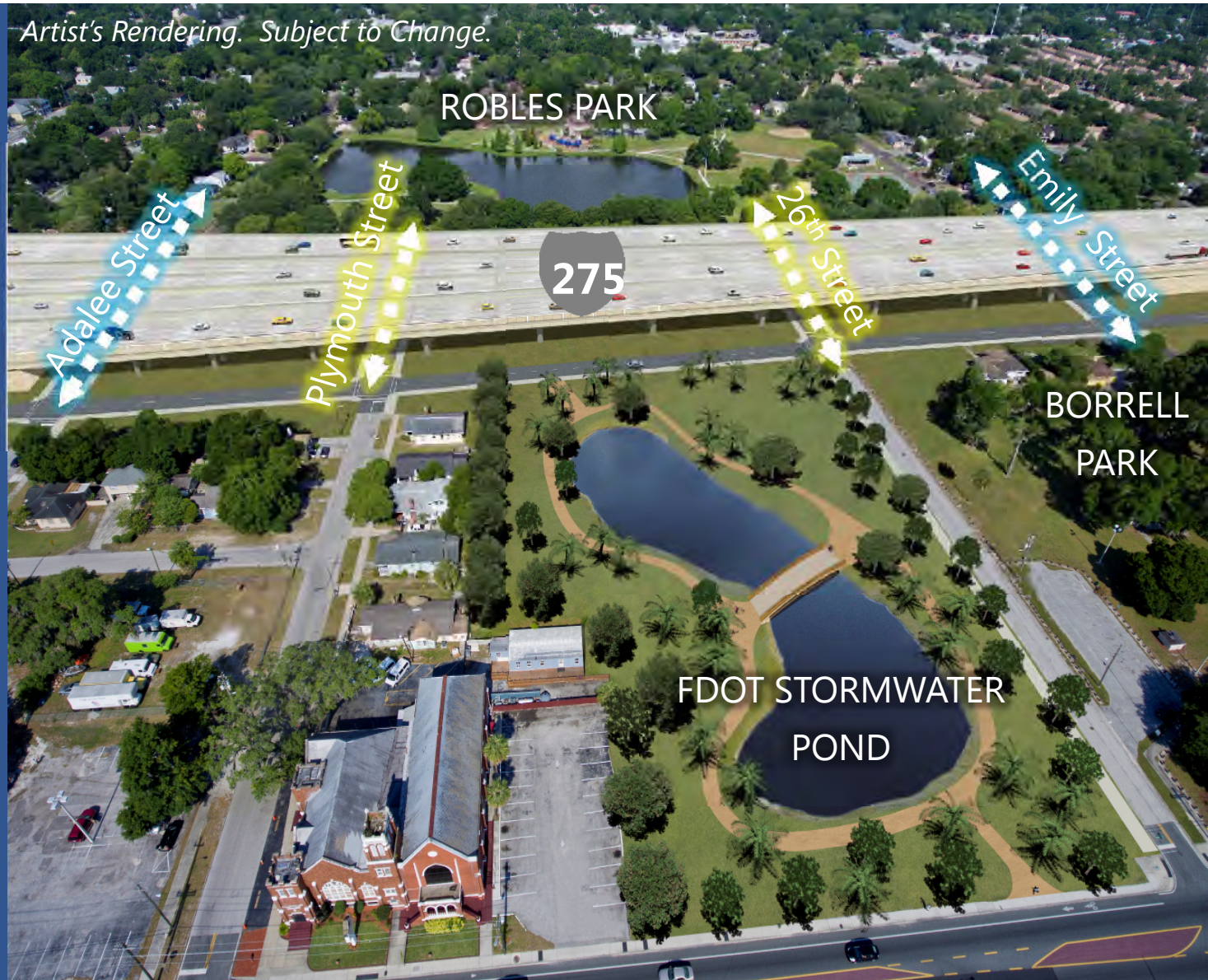


Reconnect Plymouth and 26th Street (bike/ped only)



Add park-like features to FDOT stormwater pond and amenities under the interstate

Artist's Rendering. Subject to Change.



# Robles Park Connection

In coordination with the City of Tampa staff:

- Streetscape
- Lighting
- Dog Park
- Batting Cages
- Exercise Equipment
- Skate Park
- Small Sided Soccer
- Performance Stage





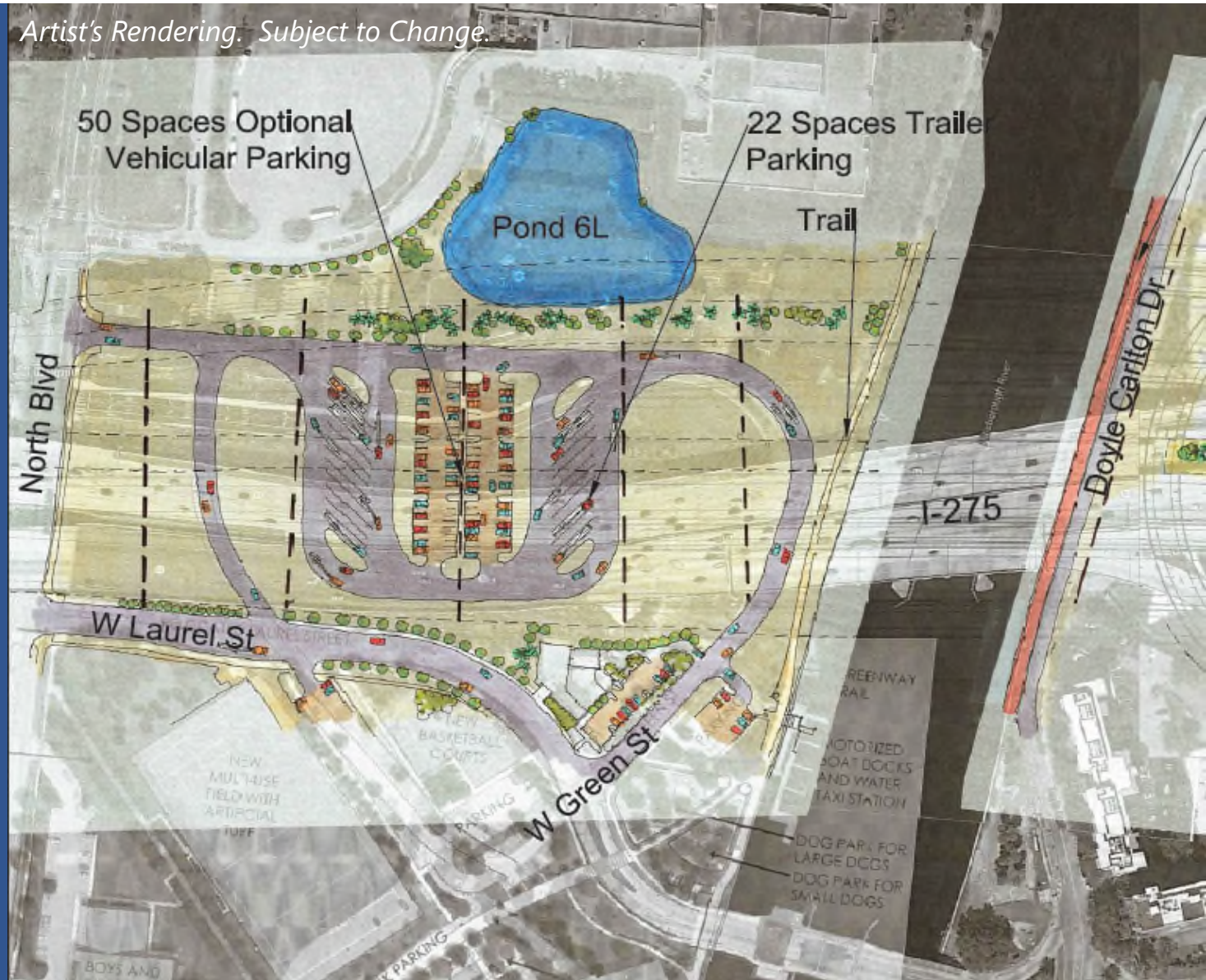
# West Tampa

Elevate I-275 from North Boulevard to Hillsborough River for Special Event Parking

Reconstruct North Boulevard, Green Street, and Laurel Street under I-275 to be more bike/ped friendly

Retrofit Willow Avenue to be more bike/ped friendly (TBX Section 5)

Artist's Rendering. Subject to Change.



# Downtown Tampa Underpass Plaza

Increase height of structure

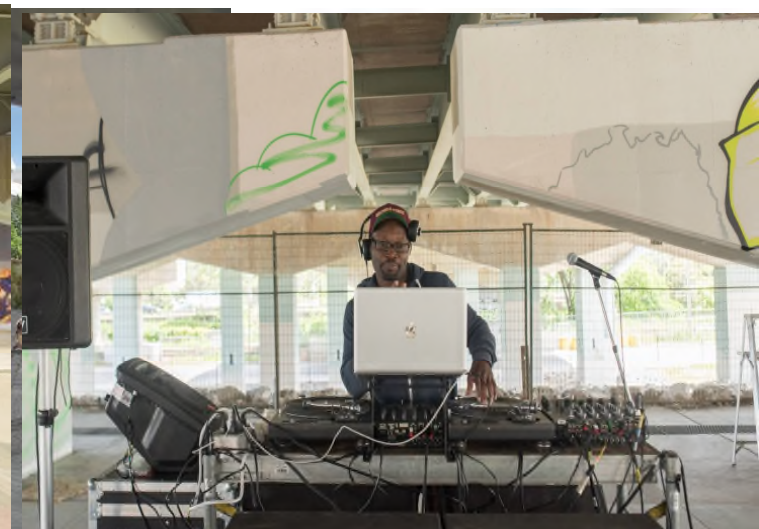
Better connect Downtown Tampa and Tampa Heights

Increase safety through lighting and pedestrian amenities

Recreation, public art, and economic development opportunities



*USF Florida Center for Community Design and Research, 2016*



# Tampa Heights Greenway

12-foot roadway separated or sidewalk/trail

Tampa Heights Greenway from Columbus Avenue to the River Walk

Buffer visual and noise affects of interstate

Greenway Master Plan:

- Pedestrian amenities
- Landscaping throughout
- Public art opportunities
- Recreation uses



# Stay Involved

## Ongoing

### Local Outreach Office

Tampa Utilities Department (Former German-American Club)

Monday – Friday, 10:00am-6:00pm

1<sup>st</sup> Saturday of each month, 10:00am-1:00pm (Beginning Oct 2016)

Small Group Presentations  
Agency Coordination

## Sept-Nov 2016

Library Tour

## Oct 2016

Public Hearing for Section 3

## Nov 2016

MPO Board Presentation on Results of Section 3 Public Hearing

## Jan 2017

MPO Board Presentation with Preview of Section 4&5 Public Hearing  
Public Hearing for Sections 4 & 5

## Feb 2017

Next Community Engagement Workshop

## Summer 2017

Public Hearings for Sections 6 & 7

[www.tampabayexpress.com](http://www.tampabayexpress.com)



@myFDOT\_Tampa



**FDOT  
District 7**



**FDOT West  
Central-Tampa  
Area**



# Back to School Safely



Safety Doesn't Happen by Accident



Florida Department of Transportation, District Seven

11201 N. McKinley Drive  
Tampa, Florida 33612-6456

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 Chris Speese, Public Involvement Coordinator, at (813) 975-6405, (800) 226-7220 or email: christopher.speese@dot.state.fl.us at least seven (7) days prior to a meeting.



FOR QUESTIONS AND INFORMATION ABOUT THE PROJECT, PLEASE VISIT:

[www.TampaBayExpress.com](http://www.TampaBayExpress.com)

OR

Please contact Craig Fox:  
Email: [Craig.Fox@dot.state.fl.us](mailto:Craig.Fox@dot.state.fl.us)  
Phone: 813-415-5758

Por favor contacte a Sandra Gonzalez más información:  
Correo electrónico: [Sandra.Gonzalez@dot.state.fl.us](mailto:Sandra.Gonzalez@dot.state.fl.us)  
Numero de teléfono: 813-975-6096

@MyFDOT\_Tampa

FDOT West Central - Tampa Area

FDOT District 7

[www.tampabayexpress.com](http://www.tampabayexpress.com)



## FDOT IN THE COMMUNITY: TAMPA BAY EXPRESS LIBRARY TOUR INFORMATION SESSIONS VISITA LA BIBLIOTECA

The Florida Department of Transportation (FDOT) is coming to a library near you! Come on down to your local library and find out more about the Tampa Bay Express. The Tampa Bay Express is a series of projects comprising nearly 50 miles of roadway improvements, including replacement of the northbound Howard Frankland Bridge and reconstruction of the interchanges at I-275/SR 60 in the Westshore Business District and I-275/I-4 in downtown Tampa. The project also includes the addition of express lanes in the median of I-275 and I-4 and transit opportunities throughout the system.

Knowledgeable staff will be available throughout the evening to present the latest plans, answer questions and accept public comments. Please make plans to attend one of the sessions listed in this brochure.



Please stop by to ask questions, see design concepts, submit comments and get information on the project's major components including:

- I-275/I-4 Interchange Reconstruction
- I-275/S.R. 60 Interchange Reconstruction
- Howard Frankland Northbound Bridge Replacement
- Premium Transit Corridor
- Express Lanes and more!

Por favor de participar si tiene preguntas, si desea ver los diseños conceptuales, si quieres proveer comentario o si quiere obtener información sobre los componentes principales del proyecto, incluyendo:

- Reconstrucción del Intercambiador I-275 / I-4
- Reconstrucción del Intercambiador I-275 / S.R. 60
- Reemplazo del Puente Howard Frankland dirección norte
- Corredor de Tránsito
- Carriles Expresos y más!

## TAMPA BAY EXPRESS LIBRARY TOUR

Date	Time	Location	Address
September 6, 2016 (Tuesday)	5:30 PM – 7:30 PM	Brandon Regional Library	619 Vonderburg Dr. Brandon, FL 33511
September 8, 2016 (Thursday)	5:30 PM – 7:30 PM	Upper Tampa Bay Regional Public Library	11211 Countryway Blvd. Tampa, FL 33626
September 12, 2016 (Monday)	5:30 PM – 7:30 PM	Temple Terrace Library	202 Bullard Parkway Temple Terrace, FL 33617
September 15, 2016 (Thursday)	5:30 PM – 7:30 PM	Jimmie B. Keel Regional Library	2902 W. Bearss Ave. Tampa, FL 33618
September 20, 2016 (Tuesday)	5:30 PM – 7:30 PM	West Tampa Branch Library	2312 W. Union St. Tampa, FL 33607
September 22, 2016 (Thursday)	5:30 PM – 7:30 PM	John F. Germany Public Library	900 N. Ashley Dr. Tampa, FL 33602
September 27, 2016 (Tuesday)	5:30 PM – 7:30 PM	C. Blythe Andrews, Jr. Public Library	2707 E. MLK, Jr. Bld. Tampa, FL 33610
September 29, 2016 (Thursday)	5:30 PM – 7:30 PM	Bruton Memorial Library	302 W. McLendon St. Plant City, FL 33563
October 3, 2016 (Monday)	5:30 PM – 7:30 PM	Seffner-Mango Branch Library	410 N. Kingsway Rd. Seffner, FL 33584
October 11, 2016 (Tuesday)	5:30 PM – 7:30 PM	West Tampa Branch Library	2312 W. Union St. Tampa, FL 33607
October 13, 2016 (Thursday)	5:30 PM – 7:30 PM	St. Petersburg North Community Library	861 70th Ave N, St. Petersburg, FL 33702
October 17, 2016 (Monday)	5:30 PM – 7:30 PM	Norma and Joseph Robinson Partnership Library	8412 N. 13th St. Tampa, FL 33604
October 18, 2016 (Tuesday)	5:30 PM – 7:30 PM	Robert W. Saunders Public Library	1505 Nebraska Ave. Tampa, FL 33602
October 25, 2016 (Tuesday)	5:30 PM – 7:30 PM	Clearwater Public Library (Main)	100 N. Osceola Ave. Clearwater, FL 33755
October 27, 2016 (Thursday)	5:30 PM – 7:30 PM	Zephyrhills Public Library	5347 8th Street Zephyrhills, FL 33542
November 1, 2016 (Tuesday)	5:30 PM – 7:30 PM	Seminole Heights Branch Library	4711 Central Ave. Tampa, FL 33603
November 3, 2016 (Thursday)	5:30 PM – 7:30 PM	Bruton Memorial Library	302 W. McLendon St. Plant City, FL 33563
November 8, 2016 (Tuesday)	5:30 PM – 7:30 PM	Lutz Branch Library	101 Lutz-Lake Fern Rd. W. Lutz, FL 33548

## THE TAMPA BAY EXPRESS COMMUNITY ENGAGEMENT OFFICE IS OPEN!

The Tampa Bay Express Community Engagement Office was established to provide the local community convenient access to a knowledgeable FDOT staffer that can answer questions regarding the Tampa Bay Express project. A local Public Information Office representative is available during the below hours at the Community Engagement Office. The community is encouraged to visit and ask questions, see design concepts, submit comments and get information on the project's major components.

Local office:  
Please contact Craig Fox for more information:  
Email: [Craig.Fox@dot.state.fl.us](mailto:Craig.Fox@dot.state.fl.us)  
Phone: 813-415-5758

Por favor contacte a Sandra Gonzalez para más información:  
Correo electrónico: [Sandra.Gonzalez@dot.state.fl.us](mailto:Sandra.Gonzalez@dot.state.fl.us)  
Numero de teléfono: 813-975-6096

FOR QUESTIONS AND INFORMATION ABOUT THE PROJECT, PLEASE VISIT:

### COMMUNITY ENGAGEMENT OFFICE

MONDAY – FRIDAY  
10:00 AM – 6:00 PM  
TAMPA UTILITIES DEPARTMENT  
(FORMER GERMAN-AMERICAN CLUB)  
2105 N. NEBRASKA AVE.  
TAMPA, FL 33602

1<sup>st</sup> SATURDAY OF EVERY MONTH  
10:00 AM – 1:00 PM  
ROBERT W. SAUNDERS LIBRARY  
(STARTING OCTOBER 8<sup>TH</sup>)  
1505 N. NEBRASKA AVE.  
TAMPA, FL 33602

SI TIENE PREGUNTAS O NECESITA INFORMACIÓN ACERCA DEL PROYECTO, POR FAVOR VISITE:

### OFICINA DE INFORMACIÓN A LA COMUNIDAD

LUNES - VIERNES  
10:00 AM – 6:00 PM  
DEPARTAMENTO DE SERVICIOS PÚBLICOS DE TAMPA  
(ANTIGUO CLUB ALEMÁN-AMERICANO)  
2105 N. NEBRASKA AVE.  
TAMPA, FL 33602

PRIMER ÁBADO DE CADA MES  
10:00 AM – 1:00 PM  
BIBLIOTECA ROBERT W. SAUNDERS  
1505 N. NEBRASKA AVE.  
TAMPA, FL 33602



# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

Northwest Hillsborough Transit Study

### Presenter

Sarah McKinley, MPO Staff

### Summary

At HART's request, the MPO set aside funds in its Planning Work Program, and subsequently engaged a consultant, to evaluate the existing and proposed transit service in the northwest portion of Hillsborough County and to identify improvements to tie into the Transit Development Plan (TDP) update. The scope of the study was developed, and project management is being conducted, by HART and MPO staff in collaboration.

Northwest Hillsborough County has relatively low density development patterns. The study area – generally, north of Hillsborough Avenue and west of Dale Mabry Highway – includes the communities of Westchase, Citrus Park, Carrollwood Village, Northdale, Keystone, and Odessa.

HART's current TDP suggests better local, express, MetroRapid, and flex services for this area. The study will review these service concepts with respect to demand, and will also assess the existing and future demand for paratransit services. Potential locations for regional park 'n' ride lots will also be identified.

### Recommended Action

None; for information only

### Prepared By

Sarah McKinley, MPO Staff

### Attachments

Presentation slides





# NORTHWEST HILLSBOROUGH TRANSIT STUDY



Hillsborough MPO  
Metropolitan Planning  
for Transportation

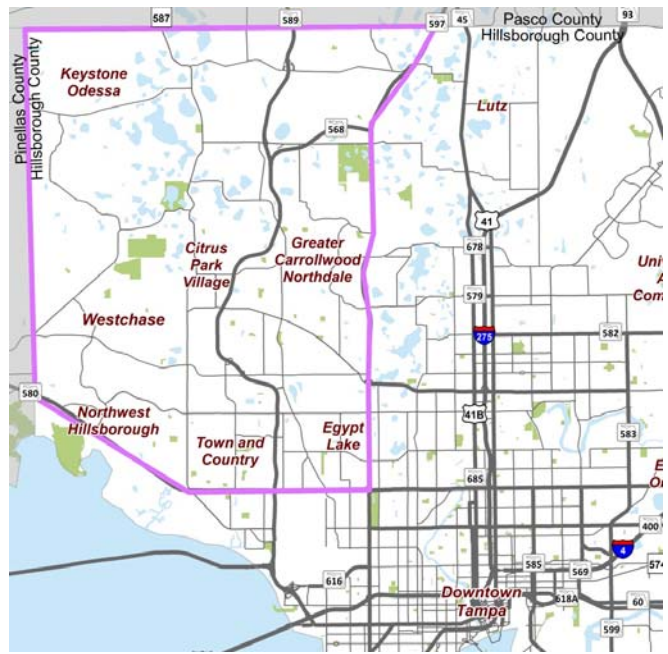


## Study Purpose

- Evaluate the existing and proposed transit service in northwest Hillsborough County
- Identify improvements to tie into the Transit Development Plan (TDP) update

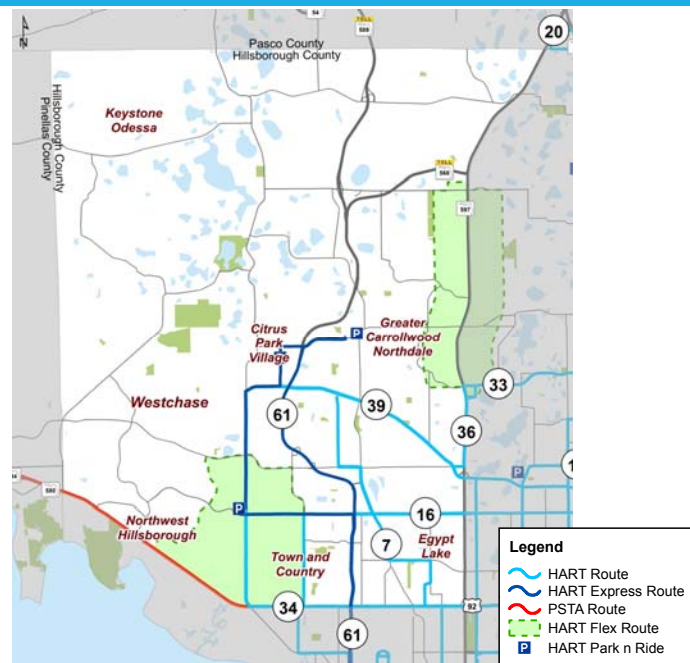
## Study Area

- Westchase, Citrus Park, Northdale, Keystone, Odessa



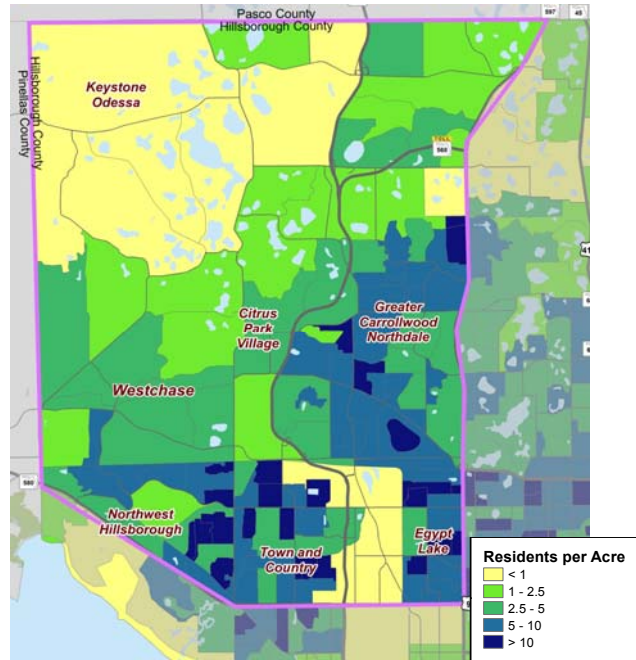
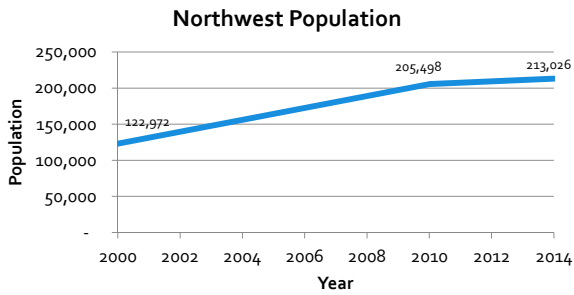
## Existing Transit Conditions

- Area served by fixed routes, express route, and flex routes
- Approx. 7,000 Daily Boarding/Alightings in the study area



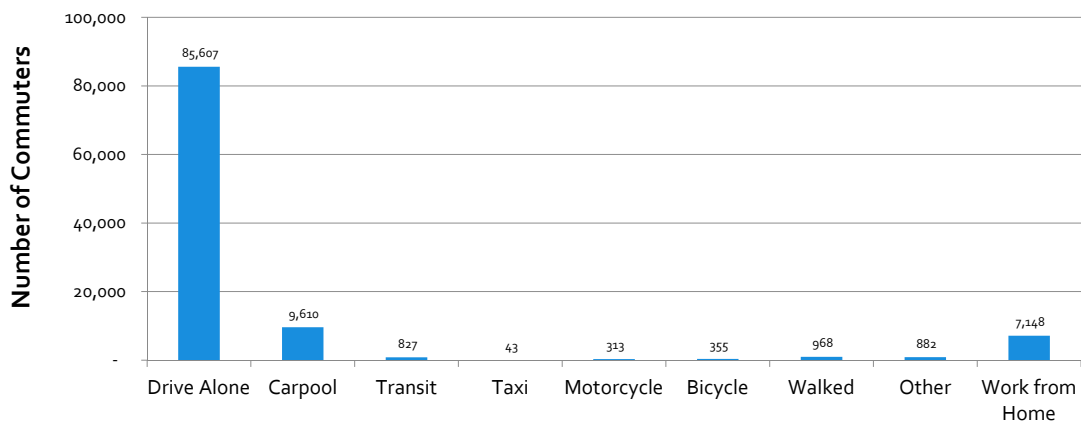
## Study Area

- Existing *and* Future Land Use, primarily Single Family Residential
- Median Income
  - Study Area (All Residents): \$66,676
  - Countywide: \$50,122



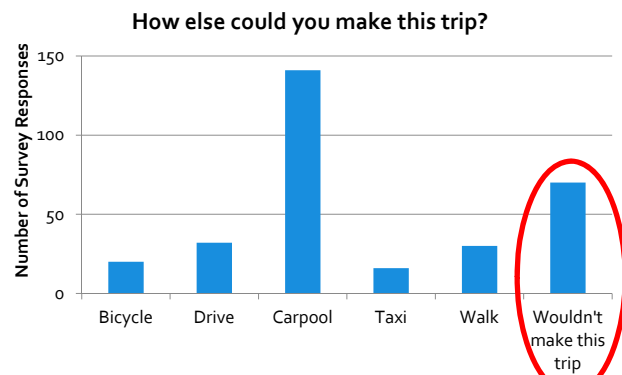
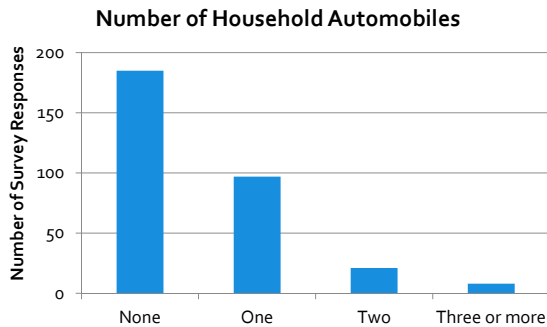
## Study Area Commute Patterns

**Commute Pattern for Northwest Residents**



## Northwest Transit Users

- Median Income: \$15,000 - \$25,0000
- Most transit trips are home-work trips

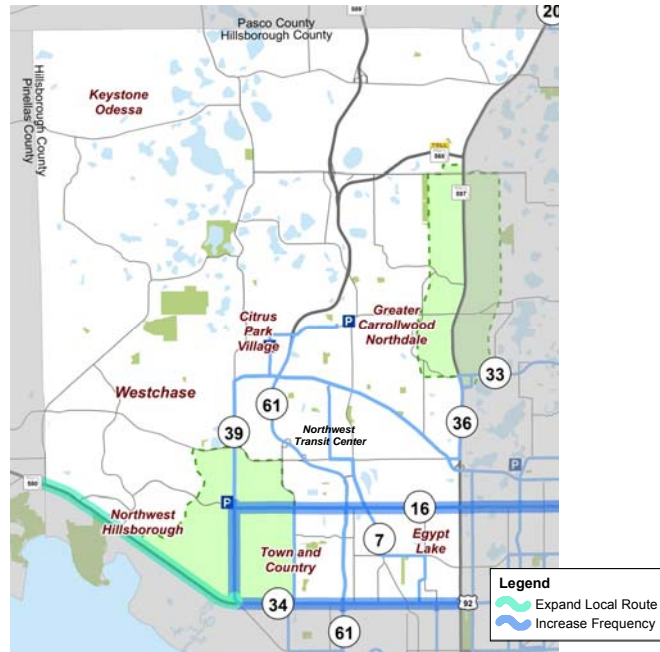


## Developing the Alternatives: Potential Types of Transit Improvements

- Improve service for existing users
- Improve access to transit

## Options to Improve Existing Service

- Expand Route 34 to better connect to PSTA
- Increase frequency on high performing routes
- Rethink under performing routes



## Improve Access to Transit

- Regional Park and Ride
- First Mile, Last Mile
- Expanded taxi voucher program
- Improve bike/ped facilities around transit stops
- Better connect transit to greenways and trails



## Next Steps

- Evaluate benefits, costs and tradeoffs associated with each alternative
- Targeted public input - focus on existing transit users
  - Are there opportunities that you know of to help us reach these stakeholders?



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

11201 North McKinley Drive  
Tampa, FL 33612-6456

JIM BOXOLD  
SECRETARY

August 17, 2016

Ms. Beth Alden  
Executive Director  
Hillsborough County MPO

RE: Real-Time System Management Information Program

Dear Ms. Alden:

Thank you for the support in identifying routes of significance in the Tampa Bay region. Regarding your recommended expansion of the routes to include Bruce B. Downs Boulevard and Dale Mabry Highway. Bruce B. Downs Boulevard is a county road and Dale Mabry Highway travel time is currently being monitored on a daily basis from MacDill AFB to State Road 54 in Pasco County.

We thank you again for the support and we look forward to providing very valuable real time traffic conditions to be used by everyone in the region.

If you have any additional questions or concerns, please contact Brian Gentry, TSMO Engineer-Arterials at (813) 975-6250.

Sincerely,

Paul J. Steinman, P.E.  
District Seven Secretary

PJS/BG

cc: Brian Gentry, TSMO Engineer-Arterials

RECEIVED

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HILLSBOROUGH COUNTY  
PLANNING COMMISSION

August 19, 2016

**FORWARD PINELLAS**

P: (727) 464.8250

F: (727) 464.8212

forwardpinellas.org

310 Court Street  
Clearwater, FL 33756



Beth Alden, Executive Director  
Hillsborough Metropolitan Planning Organization  
601 E. Kennedy Blvd.  
Tampa, FL 33602

RE: U.S. Department of Transportation published a Notice of Proposed Rulemaking (NPRM) on Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform

Dear Ms. Alden,

On June 27, 2016, the U.S. Department of Transportation published a Notice of Proposed Rulemaking (NPRM) on Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform in the Federal Register. At its July 13, 2016 meeting, the Forward Pinellas Board discussed the NPRM and directed the chair and executive director to prepare a letter of comment. Based on that discussion, please find our response to the U.S. Department of Transportation, for your review and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Whit Blanton', written over a horizontal line.

Whit Blanton, FAICP  
Executive Director

Encl.



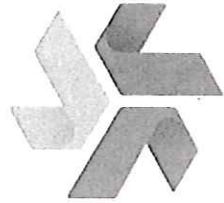
## FORWARD PINELLAS

P: (727) 464.8250

F: (727) 464.8212

forwardpinellas.org

310 Court Street  
Clearwater, FL 33756



August 17, 2016

The Hon. Gregory Nadeau  
Administrator  
U.S. Department of Transportation  
Federal Highway Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

**RE: Metropolitan Planning Organization Coordination and Planning Area Reform Notice of Proposed Rulemaking (Docket No. FHWA-2016-0016)**

Dear Administrator Nadeau:

Forward Pinellas, in its role as the metropolitan planning organization (MPO) for Pinellas County, Florida, offers the following comments on the proposed rule for Metropolitan Planning Organization Coordination and Planning. We applaud the goals of the proposed rule that seek to foster improved regional leadership and coordination in the metropolitan transportation planning process. Regional coordination is essential for economic growth and sustainability in today's increasingly inter-connected world. Florida has long been a leader among states in developing and implementing the structural arrangements necessary to support regional coordination within complex single urbanized areas.

In our region, the West Central Florida MPO Chairs Coordinating Committee (CCC) was officially formed in 1992 following the 1990 census and the Governor's re-designation of the individual county-specific MPOs. This was the first formal regional MPO alliance in Florida. It is established in Florida Statutes and has continued to evolve to ensure a consistent, coordinated and comprehensive planning process within an eight-county dynamic region, resulting in adoption of successive regional long range transportation plans, regional public involvement plans, regional congestion management plans and a conflict/dispute resolution process shared by the six MPOs in the alliance. More recently, the three MPOs within the Tampa-St. Petersburg Urbanized Area established the more focused Transportation Management Area (TMA) Leadership Group to foster collaboration and set regional priorities for the Hillsborough, Pasco and Pinellas County Metropolitan Planning Area. Those efforts have been expanded upon through a tri-county Local Coordinating Board for transportation disadvantaged planning and tri-county Bicycle/Pedestrian Advisory Committee.

Against that backdrop, Forward Pinellas supports elements of the rule that clarify the definition of Metropolitan Planning Area (MPA) and provide for a single set of planning work products for multiple MPOs that choose to remain as separate entities within a single MPA. We do, however, have concerns about the proposed rule and how it may be implemented.

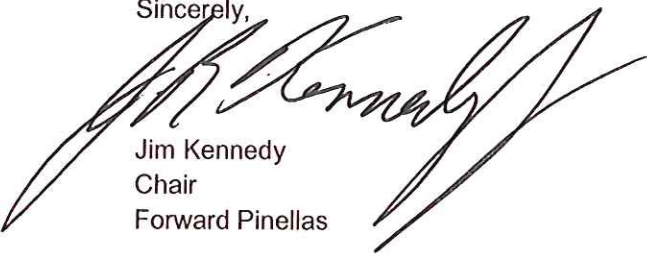
1. The Notice of Proposed Rulemaking (NPRM) provided insufficient time to assess its implications on the MPO's planning process and its partners in the complex Tampa Bay region. The timing of the advertisement during the traditional summer recess month in our region deprived our board of formally discussing the issue, which presented a unique challenge to understanding implications of the rule and preparing a thoughtful response.

2. We are concerned that the proposed rule is a heavy-handed, federal- and state-centric approach to transportation governance. MPOs were created to represent the interests of the local communities in transportation decision-making. If too much emphasis is placed on the regional level, it undermines local authority and smaller local governments risk losing their voice in helping set the transportation agenda. For instance, Forward Pinellas represents 25 local governments in urban, heavily developed Pinellas County. Combined, those smaller coastal communities contribute \$9 billion in economic impact to our region. Neighboring counties within our MPA have a vastly smaller number of local governments each. Further, the proposed rule fails to reflect the fact that states, such as Florida, establish a maximum number of voting members for MPOs and require a minimum number of county commissioners, which could squeeze out the influence of smaller communities in the MPO planning process.
3. Rather than mandate a structure, the final rule should encourage regional leadership by empowering MPOs to work with agency partners to clearly define agency missions, roles and responsibilities in a way that does not remove local authority. States empower MPOs differently. States like North Carolina and Florida give vastly different levels of support and deference to MPO plans and decision-making. Unlike North Carolina, Florida has chosen to generally empower MPOs with the tools, training and responsibilities to set the regional transportation agenda and successfully plan, design and advance multimodal projects from concept to construction. MPO plans are essential and integrated into the statewide and regional transportation funding process. Funding is the critical element that achieves regional planning outcomes. Consideration should be given for clearly defined financial incentives to multiple-MPO regions that demonstrate they have formal mechanisms, shared tools and agreements in place to establish greater regional leadership and a commitment to achieving performance-based outcomes.
4. The final rule should clarify the implementation time frame relative to the next census and the MPO's cycle of adopting its Transportation Plan. While the proposed rule states there is a two-year window for implementation from when the final rule is published, elsewhere the rule references implementation as occurring with development of the Metropolitan Transportation Plan after the next census, which would be sometime after 2020. A two-year implementation window may not allow sufficient time for those MPOs, such as Forward Pinellas and others in Florida, that have MPO apportionment, governance and planning requirements established in state statute.
5. The proposed rule places final decision-making authority in the hands of the governor and US DOT. If the MPOs and governor do not agree on how to achieve the objectives of the proposed rule, the status quo should remain in those MPAs with multiple MPOs that have an established regional alliance responsible for developing a regional transportation plan and setting regional priorities.
6. The proposed rule unlinks the important connection between land use and transportation in favor of a regional MPO framework. In complex urbanized areas like Tampa Bay, the proposed rule further separates the important role transportation plays in local land use decisions and economic development. Forward Pinellas, like other Florida MPOs, was created at a jurisdictional scale of county government to help achieve the state's Growth Management Act provisions in the 1970s. More recently, through a special act of the Florida Legislature, Forward Pinellas unified the MPO and countywide land use agency (Pinellas Planning Council) under a single governing board of 13 elected officials. The synergy created through this unique arrangement could be undone by the proposed rule essentially mandating a multi-county MPO for the planning area.

7. The proposed rule risks further separating MPOs from local community input and places an additional financial burden on local governments and citizens for required travel to advisory committee meetings across a large metropolitan region. That imperils meaningful opportunities for input from members of our Citizens Advisory Committee, Bicycle/Pedestrian Advisory Committee and any of the citizens' committees formed within the 24 municipalities within Pinellas County.

In summary, we believe the proposed MPO Coordination and Planning Area Reform ignores the differences in how states empower MPOs and threatens to further separate the important linkage between metropolitan transportation planning, land use planning and economic development. The Tampa Bay region has a long history of enhanced regional coordination, dating to the early 1990s, and those efforts continue to evolve and grow stronger. Working together as a region, we have achieved success advancing regional transportation projects for roads, bicycle/pedestrian networks and transit projects. While we embrace the goals of the proposed rule, such as creating one set of planning products for a single Metropolitan Planning Area with multiple MPOs, we respectfully request a reconsideration of the specific mechanisms for achieving those goals solely through a consolidated regional governance plan.

Sincerely,



Jim Kennedy  
Chair  
Forward Pinellas



## *Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

**JIM BOXOLD**  
SECRETARY

August 17, 2016

Gregory G. Nadeau, Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

Carolyn Flowers, Acting Administrator  
Federal Transit Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

Re: Docket No. FHWA-2016-0016

Dear Administrators Nadeau and Flowers:

The Florida Department of Transportation (FDOT) is pleased to comment on a Notice of Proposed Rulemaking (NPRM) issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in the June 27, 2016 Federal Register. The NPRM titled "Metropolitan Planning Organization Coordination and Planning Area Reform" proposes revisions to transportation planning requirements.

FDOT has collaborated closely with the Florida Metropolitan Planning Organization Advisory Council (MPOAC). The MPOAC is a statewide planning and policy organization created by the Florida Legislature 30 years ago. We recommend that the MPOAC comments on this rulemaking also be given careful consideration.

Our detailed comments which follow can be summarized as follows:

1. Florida is impacted by the NPRM more than any other state
2. Florida is a model of collaboration with its planning stakeholders
3. There is no clear direction for this NPRM in legislation
4. States and MPOs can follow the intent of the NPRM on their own
5. This rulemaking should be suspended until legislation is enacted that clarifies the Congressional intent
6. The highly prescriptive approach of the NPRM is not good governance consistent with established principles of federalism. FHWA and FTA can practice good governance by suspending the rulemaking

### **1. Florida is Impacted by the NPRM More Than Any Other State**

There are currently 27 metropolitan planning organizations (MPOs) in Florida. This is more than any other state. As determined by FHWA, 22 of these MPOs will be impacted by the proposed rule, more than any other state. As the third most populous state, our population of 20 million people will grow by more than 7 million more people by 2045. Each year more than 106 million

people visit Florida. Clearly, Florida has a great stake in this proposed rulemaking and its perspectives therefore must be closely considered.

## **2. Florida is a Model of Collaboration With Its Planning Stakeholders**

Prior to the 2010 census and the addition of one more MPO, a total of 22 of Florida’s 26 MPOs had entered into formal arrangements to coordinate regional transportation planning activities with one or more neighboring MPOs. Four of those efforts involve three or more MPOs working through a regional association of MPOs, while the rest include two contiguous MPOs working together to coordinate regional transportation planning and decision-making. Six MPOs participate in more than one alliance (Polk TPO, Martin MPO, St. Lucie TPO, Charlotte County-Punta Gorda MPO, Lee County MPO, and Sarasota/Manatee MPO). These regional coordinating efforts of MPOs are listed in the table below including the number of member MPOs, acronym, and formation date for each (as applicable):

<b>MPO Regional Coordinating Efforts</b>			
<i>Name of MPO Alliance</i>	<i>Number of Member MPOs</i>	<i>Acronym</i>	<i>Year Formed</i>
<b>Regional Alliances of MPOs (three or more MPOs working together)</b>			
Central Florida MPO Alliance	6*	CFMPOA	1997
Southeast Florida Transportation Council	3	SEFTC	2005
Treasure Coast Transportation Council	3	TCTC	2006
West Central Florida MPO Chairs Coordinating Committee	6*	CCC	1992
<b>Contiguous MPOs (two MPOs working together)</b>			
Charlotte County-Punta Gorda MPO and Lee County MPO			2010
Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO			2004
Collier County MPO and Lee County MPO			2004
Martin MPO and St. Lucie TPO			2006
Northwest Florida Regional Transportation Planning Organization		NWFLRTPO	2004

\*Polk TPO is a member of both the CFMPOA and the CCC

Given the widespread existence of regional MPO alliances, many regional transportation planning products have been generated; including but not limited to:

- regional long range transportation plans
- regional goals and objectives
- regional project priority lists
- regional congestion management systems
- regional freight plans
- regional public involvement programs

As a result of regional MPO coordination, a variety of regionally significant transportation projects have been planned, programmed, and constructed all across the state. Regional MPO coordination efforts have also resulted in regional long range transportation plans and numerous joint regional priorities lists that are developed and supported by multiple MPOs.

Examples of regional alliances of three or more MPOs working together are highlighted below:

***Central Florida MPO Alliance (CFMPOA)***

The Orlando-Volusia Alliance was formed in 1997 by MetroPlan Orlando and the Volusia County MPO (now the River to Sea TPO) as a regional collaborative to focus on transportation planning issues of mutual interest. In 2001 the Space Coast TPO, the Lake-Sumter MPO, the Ocala-Marion County TPO, and the Polk TPO joined MetroPlan Orlando and the River to Sea TPO to formally establish the Central Florida MPO Alliance (CFMPOA). Below is a list of regional documents produced by the CFMPOA and status of activity.

<b>CFMPOA Documents Produced, Documents in Progress, and Ongoing Activities</b>	
<i>Document/Activity</i>	<i>Progress</i>
2025 Regional Long Range Transportation Plan	Completed
Legislative Priorities List	Ongoing
Myregion.org	Ongoing
Regional Prioritization Priorities and Process Document	Completed
Regional Prioritization Initiative	Ongoing
Regional Tracking the Trends Document	Ongoing

***Southeast Florida Transportation Council (SEFTC)***

The three MPOs in Southeast Florida (the Broward MPO, the Miami-Dade Urbanized Area MPO, and the Palm Beach MPO) have been coordinating formally on regional transportation planning issues for many years. Documents of regional significance are listed below.

<b>SEFTC Documents Produced, Documents in Progress, and Ongoing Activities</b>	
<i>Document/Activity</i>	<i>Progress</i>
2035 RL RTP	Completed
2040 Regional Transportation Plan	In Progress
Annual Prioritized List of Regional Transportation Projects	Ongoing
Cargo 2040	In Progress
Regional Greenway Plan	In Progress
Regional Performance Standards	In Progress
Regional Public Involvement Plan	Completed
Regional Transit System Plan	In Progress
Southeast Florida Passenger Rail Evaluation	Completed
South Florida Regional Freight Plan	Completed
South Florida East Coast Corridor Study	In Progress

***Treasure Coast Transportation Council (TCTC)***

The Ft. Pierce Urbanized Area (UZA) was designated following the 1980 census and the St. Lucie County MPO (now the St. Lucie TPO) was formed to conduct metropolitan transportation planning in that new metropolitan area. Following the 1990 census, the Martin County MPO (now the Martin MPO) and the Indian River County MPO were formed to conduct metropolitan transportation planning for the newly designated Stuart and Vero Beach UZAs. These three Treasure Coast MPOs coordinated informally on regional transportation planning issues during the 1990’s and early 2000’s, but no formal coordination mechanism was in place.

Between 1990 and 2000, the Ft. Pierce and Stuart UZAs grew and crossed county lines and with the 2000 census, the two UZAs were merged to form the single Port St. Lucie UZA. On April 10th, 2006 the Martin, St. Lucie, and Indian River County MPOs entered into an interlocal agreement to create the Treasure Coast Transportation Council (TCTC). The TCTC was created foremost to secure TRIP funding but it has since come to serve as a forum for formal coordination and communication among agencies and organizations involved in regional transportation planning.

The Council consists of the chair and vice-chair from each MPO Board for a total of six voting members plus three ex-officio, non-voting advisors, one from FDOT District 4, one from the Florida Turnpike Enterprise, and one from the Treasure Coast Regional Planning Council. The administrative duties of the TCTC are performed by each of the three member MPOs on a rotating basis. The TCTC meets annually to coordinate regional planning issues, projects, and funding.

The TCTC developed a document in 2007 detailing the regional project prioritization criteria that was used to develop the Regionally Ranked 2030 Needs Projects document. These documents are listed below.

<b>TCTC Documents Produced, Documents in Progress, and Ongoing Activities</b>	
<i>Document/Activity</i>	<i>Progress</i>
Regional Project Prioritization Criteria Document	Completed
Regionally Ranked 2030 Needs Projects	Completed

***West Central Florida MPO Chairs Coordinating Committee (CCC)***

In early 1989, the Hillsborough County MPO and Pinellas County MPO staff directors began meeting to coordinate regional transportation planning and were joined by the Pasco County MPO later that same year. The West Central Florida MPO Chairs Coordinating Committee (CCC) was officially formed in 1992 following the 1990 census and the Governor’s re-designation of the MPOs. This was the first formal regional MPO alliance in Florida and the only one to be required in Florida Statute. In 1993, the Spring Hill/Hernando MPO (now Hernando County MPO) joined the CCC and the name was changed to the Tampa Bay Area’s Chairman’s Coordinating Committee. In 2000, the Polk TPO and the Sarasota/Manatee MPO joined the Tampa Bay Area’s Chairman’s Coordinating Committee by amendment to Florida Statute (s. 339.175, F. S.) and the name was again changed to the West Central Florida Chairs Coordinating Committee. In 2004, an interlocal agreement was signed by members of the CCC and amended in 2006 to add the Citrus County Board of County Commissioners as a voting member for the purpose of participating in the Transportation Regional Incentive Program.

The voting membership of the CCC Governing Board is comprised of the chairs from six individual MPOs including the Hernando Citrus County MPO, the Hillsborough County MPO, the Pasco County MPO, the Pinellas County MPO, the Polk TPO, and the Sarasota/Manatee MPO. Additional non-voting partner entities of the CCC Board include the Florida Department of Transportation (FDOT) District 1 and 7 Secretaries, a representative from Florida’s Turnpike Enterprise, representatives from four Regional Planning Councils (the Central Florida, Southwest Florida, Withlacoochee, and Tampa Bay RPCs), and a representative from the Tampa Bay Area

Regional Transportation Authority (TBARTA). Major modal providers participate on an ad hoc basis.

The CCC Board meets quarterly to discuss regional transportation issues, to develop solutions to those issues, and to ensure a consistent regional planning approach in the West Central Florida region. All administrative duties for the CCC are performed by TBARTA through a contract with the CCC, but the Chair of the CCC rotates annually among each of the voting members. The CCC Staff Directors Coordination Team, comprised of member MPO Directors, FDOT and RPC managers, and staff from other partner agencies, meets bi-weekly to carry-out the regional work program and coordinating process.

The CCC hosts a website (<http://www.regionaltransportation.org/>) where relevant documents and other information, including meeting schedules and minutes, are posted.

The CCC developed the Joint Citizens Advisory Committee (JCAC) to provide public input and a citizen perspective. JCAC members come from the Citizens Advisory Committees of each of the member MPOs.

The 2035 RL RTP, adopted in draft form in November 2009, is the CCC’s primary means for coordination in the west central Florida region. The RL RTP was developed using a top down approach in which member MPOs agreed upon the following:

- a regional multi-modal transportation network
- needs on the regional transportation network
- viable regional transportation improvement strategies
- regional goals, objectives and measures of effectiveness
- available revenue sources that could be applied to the regional transportation network
- a fiscally constrained list of regional transportation projects

In essence, the 2035 RL RTP was developed using a long range transportation planning process that would be used by any individual MPO, including public involvement activities and an advisory committee process. Each of the individual member MPO LRTPs contain elements of the RL RTP appropriate for their individual MPO needs, effectively implementing the policies and project priorities of the RLTP. The CCC had delayed the development of the 2040 LRTP so that it could be coordinated with the next TBARTA Master Plan update completed in 2015. This document and other documents of regional significance are listed below.

<b>CCC Documents Produced, Documents in Progress, and Ongoing Activities</b>	
<i>Document/Activity</i>	<i>Progress</i>
2035 Regional Long Range Transportation Plan	Completed
CMP List	Completed
FDOT District 1 and District 7 TRIP Priorities List	Completed
High Priority Regional Transportation Initiatives List	Completed
Regional Multi-Use Trails Element	Completed
Regional Public Participation Plan	Completed



### ***Tampa Bay Transportation Management Area Leadership Group (TMA)***

In the spring of 2013, the three MPOs covering the Tampa-St. Petersburg Urbanized Area (the Hillsborough County MPO, the Pinellas County MPO, and the Pasco County MPO) began to discuss ways to improve Transportation Management Area (TMA) level planning and programming coordination within the context of the broader CCC process. To date, no formal approach has been agreed upon, but the three MPO boards have agreed to establish a working group (to be called the Tampa Bay Transportation Management Area or TBTMA) comprised of three members from each MPO Board. The MPO boards also agreed that TBARTA and FDOT staff should be included in the working group. Further, there is a general consensus among the MPOs that to coordinate transportation planning activities in the larger region, the CCC process should be integrated with TBARTA planning process. In 2014, the TBTMA agreed upon a prioritized list of regional projects for the three MPOs.

Examples of two contiguous MPOs working together are:

**Charlotte County-Punta Gorda MPO and Lee County MPO**

**Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO**

**Collier County MPO and Lee County MPO**

**Northwest Florida Regional Transportation Planning Organization (NWFLRTPO)**

### ***FDOT-MPO Performance Collaboration Efforts***

On May 6, 2016, FDOT kicked off collaboration efforts with four pilot MPOs. Rather than work with all 27 MPOs to explore data development for performance measures by MPO area, four MPOs were chosen, of varying size and complexity, as a pilot for all MPOs. The MPOs are Gainesville, Hillsborough, Indian River and Broward. The pilot will help FDOT and MPO partners become better prepared to adopt FHWA's national measures of performance across Florida and to determine how to use these measures to support Florida's own performance management needs.

FDOT is also currently planning for the third Florida Metropolitan Planning Partnership (FMPP) group face-to-face annual meeting in September, 2016. The FMPP is the new name of the group consisting of FTA planning team, FHWA Division Office planning team, MPOs and FDOT. A major portion of this one and a half day meeting will be performance measures discussion and target collaboration. FDOT and Florida's MPOs can be showcased nationally as a model of collaboration through FHWA and FTA technical assistance. Replication and adaptation of such best practices may have far greater positive impact than an aggressive regulatory approach.

### **3. There is No Clear Direction for This NPRM in Legislation**

The NPRM states that "since 2007, the language of the regulation has supported the possibility of multiple MPOs within an urbanized area rather than within an MPA. The FHWA and FTA have concluded this 2007 change in the regulatory definition has fostered confusion about the

statutory requirements and resulted in less efficient planning outcomes where multiple TIPs and metropolitan transportation plans are developed within a single urbanized area. This proposed rule is designed to correct the problems that have occurred under the 2007 rule and return to the structure embodied in the rule before the 2007 amendments and envisioned in statute.”

There have been no changes in 23 U.S.C. 134 or 135 for metropolitan and statewide transportation planning in the SAFETEA-LU (2005), MAP-21 (2012) or FAST Act (2015) legislation to warrant the changes in this NPRM. Further, the Final Regulations for planning issued on May 27, 2016 after nearly two years and extensive comments gave no indication that this new rulemaking was forthcoming or needed. Caution and restraint must be objectively exercised so as not to regulate beyond the scope of associated statutes.

#### **4. States and MPOs Can Follow the Intent of the NPRM on Their Own**

During the July 15, 2016 webinar conducted by FHWA and FTA on this NPRM someone asked, “Couldn't all these revisions be accomplished under current law if the MPOs and states, and transit agree?” The response to this question was yes. FDOT will gladly volunteer to pursue further collaboration and consolidation efforts with our MPOs (and FHWA and FTA) and share our results with others. Once again, FHWA and FTA can carry out a highly value-adding approach of encouraging best practices through technical assistance programs.

#### **5. This Rulemaking Should Be Suspended Until Legislation is Enacted That Clarifies the Congressional Intent**

FDOT recommends that this NPRM be suspended and that state DOTs and MPOs be encouraged to pursue regional planning opportunities on a voluntary basis. FHWA and FTA could pursue clarification of the legislative language with the Congressional Committees that have responsibility for federal transportation legislation.

FDOT will continue to work cooperatively with all Florida MPOs and our federal partners to further improve our transportation planning products and the delivery of projects that achieve our Mission in providing a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities. The recommended short-term action of suspending the rulemaking can produce a far greater long-term benefit through a federal-state-local collaboration around common goals and how best to achieve them. FDOT offers to be part of such a process.

#### **6. The Highly Prescriptive Approach of the NPRM is Not Good Governance Consistent with Established Principles of Federalism. FHWA and FTA Can Practice Good Governance by Suspending the Rulemaking**

Page 41480 of the NPRM contains the following Federalism Assessment:

*D. Executive Order 13132 (Federalism Assessment)*

The FHWA and FTA have analyzed this NPRM in accordance with the principles and criteria contained in Executive Order 13132. The FHWA and FTA have determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA and FTA have also determined that this action does not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

Section 6 of Executive Order 13132 states:

Sec. 6. Consultation.

(a) Each agency shall have an accountable process to ensure meaningful and timely input by State and local officials in the development of regulatory policies that have federalism implications. Within 90 days after the effective date of this order, the head of each agency shall designate an official with principal responsibility for the agency's implementation of this order and that designated official shall submit to the Office of Management and Budget a description of the agency's consultation process.

(b) To the extent practicable and permitted by law, no agency shall promulgate any regulation that has federalism implications, that imposes substantial direct compliance costs on State and local governments, and that is not required by statute, unless:

(1) funds necessary to pay the direct costs incurred by the State and local governments in complying with the regulation are provided by the Federal Government; or

(2) the agency, prior to the formal promulgation of the regulation,

(A) consulted with State and local officials early in the process of developing the proposed regulation;

(B) in a separately identified portion of the preamble to the regulation as it is to be issued in the Federal Register, provides to the Director of the Office of Management and Budget a federalism summary impact statement, which consists of a description of the extent of the agency's prior consultation with State and local officials, a summary of the nature of their concerns and the agency's position supporting the need to issue the regulation, and a statement of the extent to which the concerns of State and local officials have been met; and

(C) makes available to the Director of the Office of Management and Budget any written communications submitted to the agency by State and local officials.

(c) To the extent practicable and permitted by law, no agency shall promulgate any regulation that has federalism implications and that preempts State law, unless the agency, prior to the formal promulgation of the regulation,

(1) consulted with State and local officials early in the process of developing the proposed regulation;


(2) in a separately identified portion of the preamble to the regulation as it is to be issued in the Federal Register, provides to the Director of the Office of Management and Budget a federalism summary impact.

Simply put, FDOT does not believe that the Consultation requirements of Executive Order 13132 have been met. The American Association of State Highway and Transportation Officials conducts multiple meetings each year in which FHWA and FTA officials are provided an opportunity to discuss matters such as this. Also, each state has a Division Office of FHWA which meets with the state DOT and MPOs in that state. The early consultation with state DOTs and MPOs in the process of developing this NPRM simply did not take place. Executive Order 13132 is an important and timely document even after nearly two decades since its issuance in 1999. It can be an invaluable resource for a federal-state dialogue about strengthening our intergovernmental approaches to be both more effective and efficient.

The foundation for rulemaking (and for any other federal-state-local policy or program) must be an understanding and application of federalism principles to ensure that our intergovernmental relationship is as effective and efficient as possible.

We appreciate the opportunity to comment on this Notice of Proposed Rulemaking. Thank you. Please do not hesitate to contact us in regards to any of our comments. Mr. David Lee should be your primary point of contact at (850) 414-4802 or david.lee@dot.state.fl.us

Sincerely,



Jim Boxold  
Secretary

JB/dl

# BOARD OF COUNTY COMMISSIONERS

Lesley "Les" Miller, Jr., District 3  
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Victor D. Crist, District 2  
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Stacy R. White, District 4  
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Michael S. Merrill  
County Administrator

Chip Fletcher  
County Attorney

Peggy Caskey  
County Internal Auditor

August 17, 2016

The Hon. Gregory Nadeau  
Administrator  
U.S. Department of Transportation  
Federal Highway Administration  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

The Hon. Carolyn Flowers  
Acting Administrator  
U.S. Department of Transportation  
Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Re: Metropolitan Planning Organization Coordination and Planning Area Reform Notice of Proposed Rulemaking ("NPRM")  
Docket No. FHWA-2016-0016  
FHWA RIN 2125-AF68; FTA RIN 2132-AB28

Dear Administrator Nadeau and Acting Administrator Flowers:

Hillsborough County, Florida fully supports the stated policy goals of the NPRM to "strengthen coordination of the MPOs and the States and promoting the use of regional approaches to planning and decisionmaking." *See* Supplementary Information: Summary, 81 FR 41473. We agree that the proposed definition of "metropolitan planning area" better aligns with the statutory requirement 23 U.S.C. 134 and 49 U.S.C. 5303, and that the rulemaking as a whole will better achieve the statutory goals and policies articulated by Congress.

We encourage FHWA and FTA to proceed with finalization of the rule in largely the form in which it is proposed. We do, however, request a change to paragraph 23 C.F.R. 450.310(e), that furthers the policy goals stated in the NPRM, is necessary to fully conform to the rule to the requirements of 23 U.S.C. 134 and 49 U.S.C. 5303, and essential to prevent institutional inertia from undermining the implementation of the stated policy objectives of the proposed rule.

Specifically, we recommend that paragraph 23 C.F.R. 450.310(e), be revised as provided in Exhibit A, attached. We believe these changes are necessary to conform to the requirement in 23 U.S.C. § 34(d)(7), which permits more than 1 metropolitan planning organization in a metropolitan planning area "only if the Governor and the existing organization determine that the size and complexity of the

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Metropolitan Planning Organization Coordination and Planning Area Reform Notice of Proposed Rulemaking ("NPRM")

Docket No. FHWA-2016-0016

FHWA RIN 2125-AF68; FTA RIN 2132-AB28

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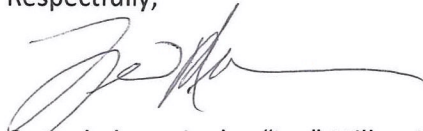
existing metropolitan planning area make designation of more than 1 metropolitan planning organization for the area appropriate." 23 U.S.C. § 134(d)(7) only allows more than 1 metropolitan planning organization in a metropolitan planning area when there is agreement between the metropolitan planning organization and the Governor that more than 1 organization is appropriate.

The proposed rule could be interpreted to allow multiple metropolitan planning organizations to persist in a single metropolitan planning area without the determination required by 23 U.S.C. § 134(d)(7) if the Governor and the existing metropolitan planning organization(s) fail to agree or simply fail to act. Accordingly, we believe the proposed rule should be revised so that if the Governor or metropolitan planning organization(s) fail to make the required statutory determination, the redesignation process must be initiated to merge the metropolitan planning organizations. The U.S. Code provides for no other instance when more than 1 metropolitan planning organization is permitted in a metropolitan planning area, so we believe this change is required to conform to the U.S. Code. Perhaps more importantly, this change is essential to expeditiously achieve the benefits of regional planning and perspectives that are so well described in the preamble of the NPRM.

Please note that we have also recommended in Exhibit A, a 6 month deadline for the determination under 23 U.S.C. § 134(d)(7) to occur. The reason we have recommended a deadline is that the proposed rule requires compliance within 2 years. *See* NPRM § 450.340, 81 FR 41485. We understand this requirement to mean that any redesignation required by the proposed 23 C.F.R. § 450.310 must be completed within 2 years. We support this 2 year implementation deadline. However, in order to have sufficient time to complete the redesignation process in 23 C.F.R. § 450.310 and 27 U.S.C. 134(d)(6), a timely determination regarding the number of metropolitan planning organizations in a metropolitan planning area is necessary. For this reason we have recommended a deadline of 6 months. If the Governor and the existing metropolitan planning organizations fail to make a determination by the deadline, the responsible entities can initiate the redesignation process with the expectation of completing the redesignation process within 2 year compliance deadline in the NPRM.

Thank you for the opportunity to comment.

Respectfully,



Commissioner Lesley "Les" Miller, Jr.

Chairman

Hillsborough Board of County Commissioners, District 3

Attachment: Exhibit A

BOARD OF COUNTY COMMISSIONERS  
HILLSBOROUGH COUNTY FLORIDA  
DOCUMENT NO. 16-0883

## Exhibit A

§ 450.310

\* \* \*

(e) Except as provided in this paragraph, only one MPO shall be designated for each MPA. More than one MPO may be designated to serve an MPA only if the Governor(s) and the existing MPO(s), if applicable, determine that the size and complexity of the MPA make designation of more than one MPO in the MPA appropriate. In those cases where the Governor(s) and existing MPO(s) determine that the size and complexity of the MPA do make it appropriate that two or more MPOs serve within the same MPA, the Governor and affected MPOs by agreement shall jointly establish or adjust the boundaries for each MPO within the MPA, and the MPOs shall establish official, written agreements that clearly identify areas of coordination, the division of transportation planning responsibilities within the MPA among and between the MPOs, and procedures for joint decisionmaking and the resolution of disagreements. If multiple MPOs were designated in a single MPA prior to this rule or in multiple MPAs that merged into a single MPA following a Decennial Census by the Bureau of the Census, and within 6 months the Governor(s) and the existing MPOs do not determine that the size and complexity ~~do not~~ make the designation of more than one MPO in the MPA appropriate, then those MPOs must merge together in accordance with the redesignation procedures in this section.



CITY OF ST. PETERSBURG

CITY OF ST. PETERSBURG, FLORIDA

Office of the Mayor

RICK KRISEMAN, Mayor

August 23, 2016

The Honorable Gregory G. Nadeau  
Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

The Honorable Carolyn Flowers  
Acting Administrator  
Federal Transit Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Metropolitan Planning Organization Coordination and Planning Area Reform - Notice of Proposed Rulemaking [Docket No. FHWA-2016-0016; FHWA RIN 2125-AF68; FTA RIN 2132-AB28]

Dear Administrator Nadeau and Acting Administrator Flowers:

On behalf of the City of St. Petersburg, I appreciate the opportunity to provide input on the Notice of Proposed Rulemaking (NPRM) for Metropolitan Planning Organization Coordination and Planning Area Reform. We support the U.S. Department of Transportation's efforts to improve the transportation planning process by strengthening the coordination of MPOs and States and promoting the use of regional approaches to planning and decision-making. We agree that it is important to apply a regional perspective during the planning process, to ensure that transportation investments reflect the needs and priorities of an entire region. We are concerned, though, that new federal requirements will negatively impact a well-established regional transportation planning process that well-serves the unique needs of the Tampa Bay region.

Metropolitan planning organizations have been established for each county in the Tampa Bay region due to its size and complexity. The three counties in the Tampa-St. Petersburg Urbanized Area, which include Pinellas, Hillsborough and Pasco, have different transportation needs and land use patterns. Traditional development patterns exist in certain parts of the region such as in St. Petersburg and Tampa, where redevelopment and economic development initiatives have been emphasized. St. Petersburg and Tampa have established road networks and bus service, and are seeking funding for premium transit projects. Rural areas exist in other parts of the region, primarily within Hillsborough and Pasco Counties. Growth management and the careful coordination of transportation and land use planning is particularly important to these areas to reduce urban sprawl and protect rural communities.



We are concerned that a regional MPO for the Tampa-St. Petersburg Urbanized Area, or a larger number of counties would be difficult to administer. Forward Pinellas, the MPO for Pinellas County, represents 24 other local governments besides St. Petersburg, and has made it challenging to ensure that the voices of all our local governments are heard within Pinellas County. It would be far more difficult to ensure that all local governments are fairly represented on a regional MPO board, especially representation from our beach communities that play a significant role in our local economy yet are incorporated in several distinct municipalities. Forward Pinellas, which also serves as our local land use planning agency, already has 13 elected officials, some of which represent several local governments. The City, as that largest jurisdiction within Pinellas County, currently enjoys having two representatives on the 13-member board. A regional MPO would require more officials to represent a larger number of local governments, and it's not clear that the City of St. Petersburg would even be afforded a single seat on a regional MPO board as envisioned through the proposed rule change. It is important to note that the maximum number of board members for MPOs in Florida is 19 as established by the Florida Statutes. And while the Miami-Dade Urbanized Area MPO has been permitted to exceed the 19 member cap, we believe that 19 members is too large a number to conduct an effective meeting.

Even in advance of the Notice of Proposed Rulemaking, local governments and organizations in the Tampa Bay region have developed the means necessary to effectively coordinate our transportation plans, programs and projects. The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan for the seven-county West Central Florida region consisting of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota Counties. More recently, the three counties in the urbanized area established a Transportation Management Area (TMA) Leadership Group to coordinate plans and establish regional priorities which has been very effective. I would say again that I appreciate the opportunity to comment on the proposed rule, and note that we believe the existing regional transportation planning structure is most appropriate for our region, and allows St. Petersburg and other smaller communities to have our voices heard with the best outcomes achieved.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rick Kriseman", with a long horizontal stroke extending to the right.

Rick Kriseman, Mayor

Cc: Jim Kennedy, Chair, Forward Pinellas  
Whit Blanton, Executive Director, Forward Pinellas



## Polk Transportation Planning Organization

---

August 11, 2016

Mr. Gregory G. Nadeau  
Federal Highway Administrator  
Federal Highway Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

SUBJECT: NOTICE OF PROPOSED RULE-MAKING DOCKET NO.  
FHWA-2016-0016 MPO COORDINATION AND PLANNING AREA REFORM

Dear Mr. Nadeau:

The Polk Transportation Planning Organization (TPO) appreciates the opportunity to comment on the proposed rule regarding Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform. The TPO recognizes the critical need for coordination on regional transportation projects and issues. The TPO also affirms the adequacy of current rules on the formation of MPOs and delineation of Metropolitan Planning Areas. These rules allow MPOs to be structured so they can successfully address transportation issues at both the regional and local level. Therefore, the Polk TPO respectfully opposes the proposed rule changes contained in Docket No. 2016-0016.

The Polk TPO is a regional body that represents both the Lakeland and Winter Haven Transportation Management Areas (TMA). As part of its 2016 TMA Certification, the Federal Highway Administration recognized the Polk TPO's regional coordination as a noteworthy practice:

**Regional Coordination:** *The Federal Review Team commends the TPO for their extensive regional coordination efforts with their many transportation partners. As the Polk TPO is strategically located in a rapidly growing area of central Florida and bounded by 10 counties, it is a monumental task to effectively coordinate on a regional level. However, the TPO seems to be successfully accomplishing this goal and incorporating the results of these efforts into their planning processes and products.*

The Polk TPO is clearly set-up to succeed under the current rules for MPO formation, and changes are not needed to support successful regional coordination. If you have any questions regarding the Board's comments, please contact Tom Deardorff, TPO Executive Director, at 863.534.6467.

Mr. Gregory G. Nadeau  
Federal Highway Administration  
Page Two

Sincerely,  
  
Commissioner Don Selvage  
Polk TPO Chairman

DS:TD

cc: Secretary Hattaway, FDOT1  
TPO Staff



**Metropolitan Planning Organization**

[www.mympo.org](http://www.mympo.org)

**Councilman Patrick Roff, Chair  
Mayor Willie Shaw, Vice Chair**

Commissioner Vanessa Baugh  
Manatee County

Commissioner Betsy Benac  
Manatee County

Commissioner Carlos Beruff  
Sarasota-Manatee Airport Authority

Councilman Gene Brown  
City of Bradenton

Mayor Shirley Groover Bryant  
City of Palmetto

Commissioner Larry Bustle  
Manatee County

Commissioner Susan Chapman  
City of Sarasota

Councilman Bob Daniels  
City of Venice

Commissioner Jack Daly  
Town of Longboat Key

Commissioner Charles Hines  
Sarasota County

Mayor Bob Johnson  
Anna Maria, Bradenton Beach & **Holmes Beach**

Commissioner Alan Maio  
Sarasota County

Mayor Jacqueline Moore  
City of North Port

Commissioner Christine Robinson  
Sarasota County

Councilman Patrick Roff  
City of Bradenton

Mayor Willie Shaw  
City of Sarasota

Commissioner Linda Yates  
City of North Port

Billy Hattaway, District Secretary  
Florida Department of Transportation



David Hutchinson  
Executive Director

**Sarasota/Manatee  
Metropolitan Planning Organization  
7632 15<sup>th</sup> Street East  
Sarasota, Florida 34243-3248**

**(941) 359-5772  
Fax (941) 359-5779**

August 19, 2016

Mr. Gregory G. Nadeau  
Administrator, Federal Highway Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue Southeast  
Washington, DC 20590

**RE: Docket No. FHWA-2016-0016; FHWA RIN 2125-AF68; FTA RIN 2132-AB28, MPO Coordination and Planning Area Reform**

Dear Mr. Nadeau:

Thank you for the opportunity to comment on the Notice of Proposed Rulemaking (NPRM) published in the Federal Register on June 27, 2016, Docket No. FHWA-2016-0016; FHWA RIN 2125-AF68; FTA RIN 2132-AB28, regarding MPO Coordination and Planning Area Reform.

The Sarasota/Manatee Metropolitan Planning Organization (MPO) works closely with its neighboring MPOs and communities, and has a long history of regional coordination in the transportation planning process. While the MPO supports generally the U.S. Department of Transportation goal to improve regional planning, it opposes the rule as proposed, and supports the request of the Florida Metropolitan Planning Organization Advisory Council (MPOAC) that the Proposed Rule be withdrawn. The MPO also requests consideration of comments being submitted by the Florida Department of Transportation (FDOT), the Association of Metropolitan Planning Organizations (AMPO) and the National Association of Regional Councils (NARC) regarding numerous significant problems with the Proposed Rule.

As a regional and multi-county MPO, we are committed to collaboration and formal coordination efforts with neighboring MPOs and Urbanized Areas (UZAs). That said, our MPO Board members appreciate the independence and value of MPOs to know and understand local transportation needs within regional and super-regional contexts. All of our members are strong supporters of home rule and oppose a mandated consolidation of existing Metropolitan Planning Areas (MPAs).

The Sarasota/Manatee MPO voted to support the position adopted by the MPOAC (comment letter attached), and requests that the Department of Transportation withdraw the proposed rule and consider developing a Proposed Rule which recognizes existing regional planning efforts, partnerships, agreements, and activities.

Mr. Gregory G. Nadeau  
August 19, 2016  
Page Two

Sincerely,

*(Original With Signature to be Mailed)*

Councilman Patrick Roff  
City of Bradenton, Florida  
Chair, Sarasota/Manatee MPO

DH:ne:rm

- c. U.S. Senator Bill Nelson  
U.S. Senator Marco Rubio  
Congressman Vern Buchanan  
W. David Lee, Florida Department of Transportation Office of Policy Planning  
Carl Mikyska, Florida Metropolitan Planning Association Advisory Council  
(MPOAC)  
DeLania L. Hardy, Association of Metropolitan Planning Organizations (AMPO)  
Erich Zimmerman, National Association of Regional Councils (NARC)

Docket Management Facility  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Docket Number FHWA-2016-0016  
FHWA RIN 2125-AF68; FTA RIN 2132-AB28  
Notice of Proposed Rulemaking (NPRM); Request for Comments  
*Metropolitan Planning Organization Coordination and Planning Area Reform*  
As published in the Federal Register, Monday, June 27, 2016

Secretary Foxx,

On behalf of the 27 member Metropolitan Planning Organizations (MPOs) of the Florida MPO Advisory Council (MPOAC), I want to thank you for the opportunity to comment on the proposed metropolitan planning organization coordination and planning area reform rules. While we agree that MPO coordination and geography are important aspects of transportation planning decision making (as demonstrated by the extensive and formalized MPO coordination efforts found in Florida), we do not believe that the proposed rules will result in improved planning decisions or more efficient processes. Rather, we believe that the one-size-fits all approach of the proposed rules will make transportation planning less accessible to the general public by increasing MPOs' size and scope. This would also mute the voice of locally elected officials in the metropolitan transportation planning process and undermine the original purpose for the creation of MPOs, which was to provide for local input in transportation decision making. We, therefore, stand strongly in opposition to the proposed metropolitan planning organization coordination and planning area reform rules and respectfully request that they be withdrawn without further action.

While we have a number of comments to the proposed rule (enumerated later in this letter), our primary concerns are the lack of a clearly defined, evidence-based "problem" with existing MPO coordination efforts and a cookie cutter "solution" which would be extremely difficult, if not impossible, to enact in Florida without creating nonsensical metropolitan planning area (MPA) boundaries.

Numerous declarative statements are made in the proposed rule regarding the believed issues with existing MPO coordination efforts across the country and the supposed improvements the proposed rule will make. However, none of those perceived problems or proposed cures are supported by objective research findings. The problems of poor coordination between existing MPOs and the necessity to "right-size" planning geography has not been the subject of conference panels, research papers, peer-to-peer exchanges or any of the typical mechanisms used by the federal agencies (the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)) to highlight and resolve issues they see in planning practice, giving the proposed rule an "out of the blue" quality. In fact, language relating to MPO coordination and geography remained unchanged in the final metropolitan transportation planning rules issued on May 27, 2016.

The proposed “solution” to this perceived lack of coordination is to force MPOs in the same urbanized areas (UZAs) to either merge or adopt a unified plan and program. In states like Florida, increases in population density have led the US Census Bureau to consolidate formerly separate UZAs over time. However, these UZA consolidations do not take into account transportation complexity, land use patterns, economic development patterns or other factors that make a UZA the appropriate area for conducting metropolitan transportation planning and programming. In fact, in many areas of Florida, now-consolidated UZAs stretch out for miles and link areas that have limited connections to each other in any meaningful planning metric (e.g. travel patterns, culture and identity, demographics, etc.). The fact that MPAs must also include areas expected to be part of the UZA based on 20-year growth projections further exacerbates this problem. The proposed rule doubles-down on this approach by strongly encouraging consolidation of MPAs for areas where UZAs are contiguous. In Florida, where UZAs are contiguous up and down both coasts and across the I-4 corridor, identifying appropriate boundaries between MPAs will be nearly impossible and result in MPO processes that will not in any way correspond to what the local populations consider to be their metropolitan area.

We have no doubt that MPO coordination across the country could be improved, particularly between MPOs in the same urbanized area. However, we strongly believe that any proposed rules should be based on objective research and that any potential solutions should be flexible enough to fit the local planning and regulatory context of each metropolitan area. We would support voluntary, incentive-based approaches to solving any identified problems.

The concept of voluntary coordination is something that Florida MPOs have been implementing for a number of years with great success at both the state and MPO level. FHWA even recognized the successes of MPO coordination in Florida through the Every Day Counts program (EDC-3 Innovations) in 2016. The South East Florida Transportation Council (SEFTC) was highlighted as a best practice for multi-MPO cooperation and collaboration for their ongoing and formalized planning efforts that include freight planning and coordinated identification of project priorities. In fact, 22 of Florida’s 27 MPOs (all those with a neighboring MPO) have entered into written agreements to coordinate with one or more nearby MPOs on a voluntary basis. Of those, 17 are members of formal MPO alliances that include three or more MPOs (see Table 1). Many transportation planning products have been generated, including but not limited to:

- Long-range transportation policy plans covering multiple MPO areas
- Shared goals and objectives
- Collaborative Shared project priority lists
- Congestion management processes covering multiple MPO areas
- Multi-county freight plans

Table 1. MPO Regional Coordinating Efforts in Florida

Name of MPO Alliance	Number of Member MPOs	Acronym	Year Formed
<b>Regional Alliances of MPOs (three or more MPOs working together)</b>			
Central Florida MPO Alliance	6*	CFMPOA	1997
Southeast Florida Transportation Council	3	SEFTC	2005
Treasure Coast Transportation Council	3	TCTC	2006
West Central Florida MPO Chairs Coordinating Committee	6*	CCC	1992

\*Polk TPO is a member of both the CFMPOA and the CCC

Additionally, all 27 Florida MPOs belong to the Florida MPO Advisory Council (MPOAC), which is a statewide forum for collaboration and statewide transportation policy development. The MPOAC meets quarterly and provides regular opportunities for the Florida DOT, FHWA and FTA to provide updates of national and statewide significance. This voluntary collaboration demonstrates that MPOs in Florida recognize the value of speaking with a collective voice on transportation issues at a statewide level. This has been demonstrated in a variety of ways including the development of financial guidelines for MPO plans and, in partnership with the Florida DOT, an estimate of unfunded statewide transportation needs in Florida’s urbanized areas. As a result, the funding allocated by the Florida legislature for transportation has been growing and exceeded \$10 billion for the current state fiscal year.

Clearly, Florida already recognizes the value of partnerships and collaboration. We would like to see a process where MPOs are not forced to merge or forcibly coordinate, but rather are encouraged with incentives to develop partnerships that suit their unique metropolitan areas. We are open to several ideas and would suggest that any incentives offer additional funding beyond FHWA and FTA planning funds. We would be happy to assist USDOT and other states by sharing our experiences in Florida and assisting other areas in establishing voluntary cooperative planning agreements and structures.

Additional MPOAC comments to the proposed metropolitan planning organization coordination and planning area reform rules are stated below. Chief concerns include:

**Lack of Authority in Law**

As stated in the proposed rule, the interpretation of the terms Urbanized Area (UZA) and Metropolitan Planning Area (MPA) has stood for many years. We cannot find a requirement in federal law stating that neighboring MPOs sharing a UZA need to produce joint documents (Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP)) unless the definition is rewritten as proposed. In that case, we believe that the definition is being rewritten to achieve a goal that is beyond the original intent of Congress. We, therefore, contend it is an act of administrative overreach, and potentially not a legal action by USDOT. We ask USDOT to provide a legal opinion that demonstrates Congressional intent in this area and provides authority for USDOT to undertake the actions proposed in this rulemaking.



### **Loss of Coordination Between Transportation and Other Planning Processes**

One of the primary functions of MPOs, as is clearly illustrated in federal law through the planning factors, is to coordinate transportation planning with other forms of planning. MPA boundaries in our state are frequently drawn to correspond to the same geography as other planning processes, particularly land use planning. By forcing MPO planning and programming documents to be adopted for a larger geographic area than is currently the case in many areas of Florida, this proposal will dramatically complicate the ability to coordinate transportation planning with land use, economic development and other planning processes. Any rule on MPO coordination should maintain flexibility in the designation of MPA boundaries to allow MPOs to “right size” for this important planning coordination function.

### **Complications of State Open Government Laws**

Florida has very strong and very specific open government laws that require the vast majority of transportation planning related discussions and decisions to be made during noticed meetings. These laws pertain not only to members of decision-making bodies such as MPO governing boards, but also to all MPO advisory committees (i.e. technical advisory committees, bicycle/pedestrian advisory committees, freight advisory committees), most of which are comprised of local and state agency employees. As written, the proposed rule would greatly complicate coordinating decision-making processes across political boundaries in states with strong open government laws by requiring MPO planning processes to cover increasingly large areas. This would be particularly true for transit agencies that are currently covered by different MPOs, but would be covered by the same MPO under the proposed rule, dramatically limiting their ability to communicate with decision makers outside of publicly noticed meetings.

### **Loss of Local Perspective**

The original motive behind the creation of MPOs was to incorporate the local perspective into transportation decisions that up until that time were made exclusively by state DOTs. This proposal will result in fewer, but much larger, MPO areas where the decision-making process will be further removed from communities and the people for whom MPOs were originally intended to provide engagement opportunities.

### **Negative Impacts to Low-Income and Minority Communities**

MPOs are required to actively encourage the participation of transportation-disadvantaged populations and to continuously monitor and improve outreach techniques for that purpose. When larger MPOs hold meetings, they may try to either meet in a centralized location or move about the larger region. This would result in many citizens having to travel further to engage in the transportation planning and programming process in person and will have a substantial impact on low-income and minority populations who may have limitations in terms of time, money, or mobility. We anticipate that the USDOT response will be that good public involvement will prevent this issue. We counter that participating in

an MPO governing board meeting in person is more meaningful than any other form of participation. The additional travel that would result from this rule will create a barrier for low-income and minority populations to participate. We find it very concerning that USDOT would propose a rule that would potentially disengage individuals whom MPOs spend so much time and effort reaching.

### **Larger MPOs Will Not Necessarily Create Better Planning**

As discussed earlier in these comments, we believe that the result of this proposed rule will be fewer and significantly larger MPOs that will not necessarily cover a geography that makes sense from a planning or programming perspective. This, in turn, will result in fewer creative solutions to address localized issues. Small MPOs provide customized transportation planning and solutions to their areas. As MPOs grow, they become less familiar with each individual sub-area of their region and less able to fully appreciate the impacts of their transportation decisions on local communities. MPOs were created to give a local voice to transportation planning. State DOTs are not always able to fully appreciate all of the individualized urban concerns due to the fact that they operate on a much larger scale and scope than individual MPOs. This NPRM, if implemented, will create MPOs that are larger than some states due to the contiguous nature of Florida's UZAs. Florida already has five (5) MPOs with larger populations than the five (5) smallest states. This seems counter to the original purpose for creating MPOs.

### **Polycentric and Monocentric Regions: Not All UZAs are Alike**

Each UZA or group of contiguous UZAs has a specific character and nature. Some areas grew from a singular, easily-identified, urban core outward (like an amoeba) and are generally monocentric regions. These monocentric regions grew organically from a core over long periods of time and the entire area generally shares a common identity. Other areas started as individual urbanized areas, each with their own identifiable urban core, which grew together (like interlocked fingers) and now comprise a single, census-defined UZA with multiple long-established urban cores. These are polycentric regions, which are quite different from monocentric regions in a variety of ways that are important to transportation planning and programming. For example, many polycentric areas in Florida have multiple commercial airports, multiple transit agencies, multiple expressway authorities, multiple seaports and multiple intermodal logistic centers. These polycentric areas do not share an identity and, though connected through a fluke of population density, continue to behave like a series of separate areas. As such, we do not believe that a one-size-fits-all approach to transportation planning is appropriate and propose that the federal agencies promulgate rules that allow for flexible and voluntary approaches to coordinated planning and programming. Such an approach would allow polycentric regions to address transportation issues of universal concern in a collaborative manner through visioning efforts and general policy plans that guide and inform individual MPO planning and programming processes.

### **The Term “Region” is Not Defined**

The word “region” is used repeatedly in the NPRM, but is not defined in the proposed rule or 23 CFR 450. “Region” may mean different things to different people.

### **The Proposed Rule Gives Governors “Veto” Power over MPOs**

In a case where a governor will accept nothing other than merger of existing MPOs, the proposed rule would give the governor what amounts to veto power over the decision to allow MPOs to remain separate, creating a powerful weapon for that governor. The proposed rule states that most MPOs are not meeting the federal MPA boundary requirements and presumably would have to establish a new planning boundary or face receiving a corrective action during their next Transportation Management Area (TMA) certification review for not serving the entire MPA. The MPO could not re-establish its planning boundary to correct the deficiency identified in the certification review without approval from the governor. This rulemaking would give the governor the ability to compel MPO mergers by waiting out the process until a federal certification review. The affected MPOs would be forced to choose between being de-certified by FHWA/FTA for not serving the entire MPA or going along with a coerced merger if the governor decides that is what he/she wants. This proposed rule gives undue influence to the governor in these cases.

### **Factual Statements Made in NPRM Need Verification**

As previously mentioned, a number of declarative statements are made in the proposed rule without explanation of how these statements are known to be factual. There are no citations of completed research, peer exchanges, or studies to establish the veracity of the statements, and the lack of proof leaves the reader unsure of what is actual fact. Examples include:

- A statement that economies of scale would be achieved by combining MPOs (page 41474).
- A statement that the proposed rule will correct problems that have occurred under the 2007 rule (what problems are we referring to?) (Page 41475).
- A declaration that planning has become inefficient in MPAs with multiple MPOs (page 41475).
- “However, it is the opinion of the Secretary of Transportation that there must be adequate cooperation between states and MPOs.” (Page 41476).
- USDOT states that multiple separate MPOs jointly developing unified planning products should not create a large burden and in some cases reduce overall planning costs (Page 41480).
- A declaration that the costs to the affected MPOs should be minimal (Page 41480).

### **Appropriateness of Census Data and related Census Policies to set UZAs**

The proposed rule does not address how changing policies within the US Census Bureau could impact the structure and size of MPOs in the future. It is important to note that the

US Census Bureau creates their data and UZA boundaries without regard to the needs and uses of the transportation community. Therefore, the results of census policies may have significant unintended impacts on transportation decision making. We note that the decennial census of 2010 did not merge any UZAs due to a policy decision that any named area identified in the 2000 census as a UZA would continue in 2010 to be an independently named UZA (please see the August 24, 2011 Federal Register, page 53041, middle column). This policy may not carry forward into future census efforts, which could cause Florida eventually to have one UZA along the entire Atlantic Coast (see Figure 1). The Atlantic Coast is a high growth area of our state, and the multiple existing MPOs will continue to have connected UZAs. It is conceivable that Florida could have one UZA that extends from Miami-Dade to Jacksonville, a distance of about 400 miles. We maintain that an MPO of this size would not be nonsensical and unable to effectively or efficiently conduct a metropolitan planning process that represents local interests and engages local communities. Perhaps it is time to reconsider the census-defined urbanized area as the sole basis for MPO geography and for the necessity of an MPO process.

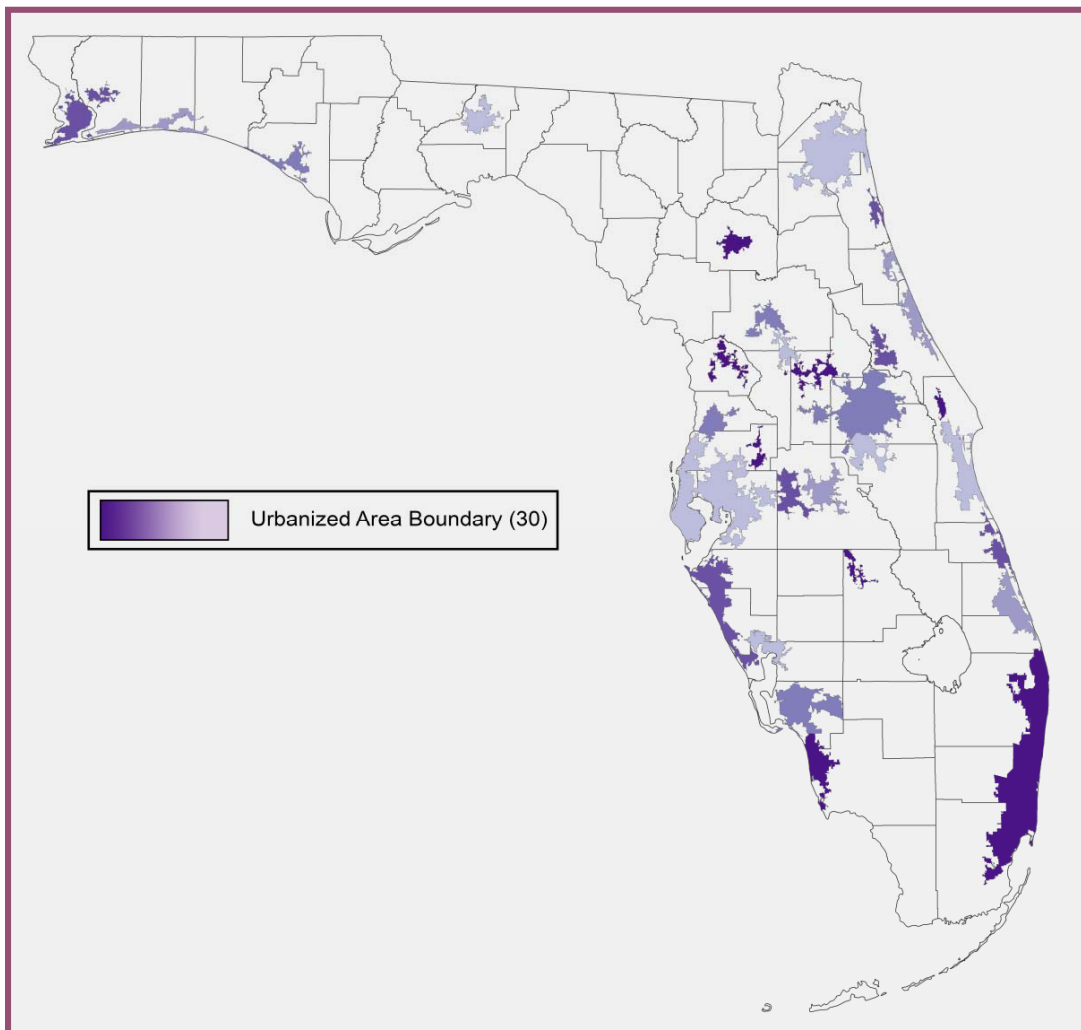


Figure 1. 2010 Florida Urbanized Area Boundaries.

### **Establishing One Performance Target per UZA**

Establishing joint performance targets for MPOs within a common UZA ignores the fact that within a UZA there are often different priorities and characteristics among the multiple sub-areas and MPOs. In the case of a large UZA with multiple MPOs we could have an example where transit usage and the transit system is very different in one MPO than in the other MPOs. For example, the UZA that covers Southeast Florida includes four separate MPOs (Miami-Dade, Broward, Palm Beach, and Martin). Miami-Dade MPO has a well-developed transit system, with rail and bus rapid transit, whereas Martin County is much lower density and offers only paratransit services. Establishing a single performance target would be difficult because one target would not fairly represent all areas of the UZA. A low target may work well for a suburban area like Martin, but be well under the actual performance of an urban center, like Miami-Dade. Conversely, a target designed for an urban area would result in the suburban areas consistently failing to meet the target. We recommend that in the case of multiple MPOs, the UZA be allowed to set multiple targets that are specific to each MPO.

### **Two (2) Years to Implement Is Not Enough Time**

The proposed rule requires that this change be implemented in two (2) years. The MPOAC does not believe that this time frame is reasonable given the multiple moving parts involved in this decision. In Florida, for example, not only would multiple MPOs and the State need agree to a course of action, but changes to state law would also be required, a process completely out of the control of the MPOs and governor. Additionally, this would require negotiating membership on a combined board, merging of staffs, and presumably in some cases may require state DOTs to alter their field office/district boundaries to better align with new MPO boundaries. All of this takes time and any changes would be best aligned with new census data when the 2020 census UZA boundaries are released.

Thank you again for the opportunity to comment on the proposed metropolitan planning organization coordination and planning area reform rules. We look forward to our continued work with the FHWA and FTA and our transportation partners at the state and local levels to plan and implement our nation's transportation system. Please feel free to call me at 850-414-4062 should you have any questions.

Sincerely,

Mayor Susan Haynie  
MPOAC Chair

Carl Mikyska  
Executive Director

August 26, 2016

Gregory G. Nadeau, Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590

Carolyn Flowers, Acting Administrator  
Federal Transit Administration  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590

Re: Docket No. FHWA-2016-0016

Dear Administrators Nadeau and Flowers:

The Tampa Bay Partnership (Partnership) is pleased to provide comments on the Notice of Proposed Rulemaking (NPRM) issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in the June 27, 2016 Federal Register. The Partnership, a multi-county regional business leadership and advocacy organization, supports the revisions to regional transportation planning structure and outcomes outlined in the NPRM titled “Metropolitan Planning Organization Coordination and Planning Area Reform.”

In the context of a national economy wherein the 100 largest metropolitan economies – while constituting in combination one-eighth of the country’s land mass – are home to two-thirds of the U.S. population and generate three-fourths of national gross domestic product,<sup>1</sup> planning structures and processes that ignore economic geography represented by metropolitan statistical area (MSA) boundaries in lieu of structures built around political geography represented by component county (or sub-county) boundaries do not maximize economic prosperity nor do they necessarily connect citizens to economic opportunity. Indeed, one need look no further than the 20 largest MSAs in the nation to see that the general trend in these major markets is to forgo county-level planning areas and organizations in favor of structures that reflect the economic region. Of these 20 major markets, only South Florida and Tampa Bay yield to political geography.

The emergent Tampa Bay region has seen its share of alternative coordinating agreements for transportation planning. Since 1993, the Metropolitan Planning Organizations (MPOs) in the Tampa Bay Region have convened as the Chairs Coordinating Council (CCC). Initially independent, the CCC recently merged into the Tampa Bay Area Regional Transportation Authority (TBARTA) – itself an organization created to yield a regional long range transportation plan. Lately, the Tampa Bay Transportation Management Area Leadership Group (TMA) – consisting of the three core Tampa Bay counties of Hillsborough, Pasco, and Pinellas – has entered the mix of regional transportation planning agencies. The TMA is charged with developing regional consensus priorities, with a focus on major cross-county

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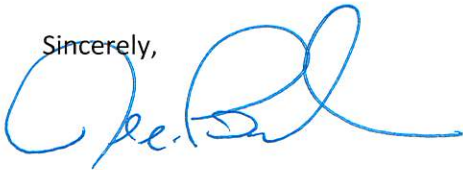
[www.TampaBay.org](http://www.TampaBay.org)

transportation markets and movements, and promoting a unified voice for the Tampa Bay region insofar as transportation priorities are concerned.

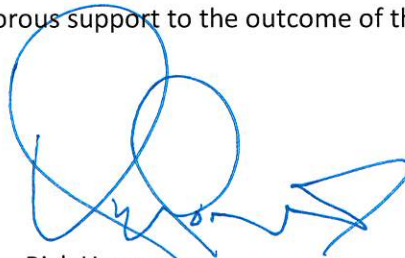
Despite these alternative structures, one can argue that Tampa Bay's good intentions in regional planning have produced many meetings, documents, and acronyms – but fewer concrete results benefitting the regional economy. The likely reason is that the alternative structures, while useful for conversation and contemplation, divorce discussion from financial and political reality. With no certification or authority to produce federally required planning documents such as the Long Range Transportation Plan and Transportation Improvement Program, the duty and financial resources to do so falls to the county-level MPOs where the influence of ward politics – and more bluntly the stark difference between the election and transportation planning/construction cycles – permeates the decision-making.

In an economy where each county is dependent on the others for workforce and opportunity, we submit that organic economic geography should take precedence over arbitrary political geography in the transportation planning process. We appreciate the opportunity to provide comment on the referenced NPRM, and anticipate that we will provide vigorous support to the outcome of the final ruling.

Sincerely,



Allen Brinkman  
Chair, Tampa Bay Partnership



Rick Homans  
President & CEO, Tampa Bay Partnership

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<sup>i</sup> Alan Berube and Amy Liu, "Achieving an advanced economy that works for all: The Brookings Metropolitan Policy Program in 2016 and beyond." January 6, 2016

Created: March 2015  
Updated: September 2015 (Phase II)  
Updated: February 2016 (Phase III)  
Updated: June 2016 (Phase IV)



## SR 60 (Adamo Drive) from west of Falkenburg Road to west of Lake Kathy Drive FPID: 434738-1-32-01

### Project Description:

This project consists of improving an existing non-interstate facility by milling and resurfacing and enhancing multi-modal connectivity (addition of sidewalks and bike lanes). The existing roadway is a 7-Lane divided Urban Other Principal Arterial with an open drainage system.

### Project Location:

This project will be constructed along SR 60 (Adamo Dr.) from west of Falkenburg Road (MP 6.297) to west of Lake Kathy Drive (MP 7.220) in Hillsborough County (Brandon). The total project length is 0.923 miles. The first 0.437 miles is located to the west of SR 93A (I-75) and is not a designated Strategic Intermodal System, while the remaining 0.486 miles to the east of SR 93A (I-75) is a designated Strategic Intermodal System facility.

### Project Schedule:

<i>Item</i>	<i>Status</i>
Design	Phase IV
Right-of-Way	N/A
Begin Construction	Summer 2017

### Project Costs:

<i>Phase</i>	<i>Cost Estimate*</i>
Design	\$530,000
Right-of-Way	N/A
Construction	\$4.68M

\*Please note that cost estimates may change as the project progresses.

#### FDOT Project Manager

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## TRB Webinar: An Understanding of the Economic Impact of Airports and Their Operations

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### [TRB Webinar: An Understanding of the Economic Impact of Airports and Their Operations](#)

TRB will conduct a webinar on Thursday, September 8, 2016, from 2:00PM to 3:30PM ET that features research conducted by TRB's [Airport Cooperative Research Program](#) (ACRP) that provides guidance and information on the economic valuation of airports and air cargo operations. The economic impact of airports is often assessed at a local or regional level to educate communities about how their airports contribute to the area's economy and to support airport infrastructure investments and ongoing expenditures to policy makers.

Participants must register in advance of the webinar, and there is no fee associated with this webinar. This webinar will provide 1.5 Continuing Education Units for Accredited Airport Executives. This webinar is pending approval by the American Institute of Certified Planners for 1.5 Certification Maintenance Credits.

#### Webinar Presenters

- Steven Landau, *Economic Development Research Group, Inc.*
- Patrick Balducci, *Pacific Northwest National Laboratory*

Moderated by: Christopher Poinatte, *Dallas/Fort Worth International Airport*

#### Webinar Outline

1. [ACRP Report 132](#): The Role of U.S. Airports in the National Economy
  - Presentation of research
  - How airports support domestic and international commerce, economic growth, and tourism
  - How airports enhance urban agglomeration economies
- [ACRP Web-Only Document 20](#): Estimating the Economic Impact of Air Cargo Operations at Airports, Part 1: User's Guidebook and Part 2: Research Report
  - Presentation of research
  - Dimensions of economic impact and value creation
  - Case studies of air cargo economic impact assessments
- Question and answer session

The first 60 minutes of the webinar will be for presentations and the final 30 minutes will be reserved for audience questions.

#### Learning Objectives

At the end of this webinar, participants will be able to:

- Understand how to communicate the national aggregate value of airports to communities and to aviation stakeholders
- Understand how changes in airport connectivity between regions could be beneficial to the U.S. economy
- Discuss the application and flexibility of analytic tools for various situations

#### Registration Information

This webinar is sponsored by the [Airport Cooperative Research Program](#). There is no fee to attend this webinar.

You can go to the following website to submit your registration: <http://www.trb.org/Calendar/Blurbs/174738.aspx>.

#### Continuing Education Units for Accredited Airport Executives

The American Association of Airport Executives (AAAE) is making 1.5 Continuing Education Units (CEUs) available for A.A.E. If you are an A.A.E. and would like to apply for CEUs for this webinar, visit [www.aaae.org/ceu](http://www.aaae.org/ceu). For questions about A.A.E. continuing education

units, please contact [accreditation@aaae.org](mailto:accreditation@aaae.org).

### American Institute of Certified Planners Certification Maintenance Credits

This webinar is pending approval by the American Institute of Certified Planners for 1.5 Certification Maintenance Credits. Please make sure that you register for this session and log-in using the link that TRB provides to your email account. We use this as your record that you attended this session. TRB only maintains the records of attendees who use their email address to log into the webinar, and cannot verify attendance of individuals who view the webinar without personally logging into the session.

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