Meeting of the Citizens Advisory Committee
Wednesday, May 15, 2019, 9:00 AM

I. Call to Order & Introductions

II. Public Comment - 3 minutes per speaker, please

III. Members’ Interests

IV. Approval of Minutes – April 10, 2019

V. Action Items

A. “Imagine 2040” Long Range Transportation Plan Amendment for:
   i. FAST Act Consistency (Johnny Wong, MPO Staff) 9:20
   ii. I-275 Section 7 (from N of MLK Blvd to N of Bearss Ave) 9:40
       Project Development and Environmental Study
       (Rich Clarendon, MPO Staff)

B. FY20-24 Transportation Improvement Program & Priorities 10:00
   (Sarah McKinley, MPO Staff)

C. Transportation Improvement Program Amendment: 10:30
   Crosswalk at N. Florida Ave. & Idlewild Ave. (Sarah McKinley)

D. Appoint At-Large Hispanic Representative 10:45
   (Rich Clarendon, MPO Staff)

VI. Status Reports

A. 2045 Needs Assessment (Wally Blain, Tindale Oliver) 10:55

VII. Old Business & New Business 11:25

A. TBARTA CAC Report (Rick Richmond)
B. Next meeting: June 12th

VIII. Adjournment

IX. Addendum

A. MPO Meeting Minutes & Standing Committee Reports
B. Legislative Session Wrap-Up Reports
C. May 21 & 23 Public Workshops for Tampa Interstate Study SEIS &
   Veterans Expressway Design Change Re-evaluation
D. Hillsborough County Project Status Update – Big Bend Rd PD&E Study
E. City of Tampa Project Fact Sheets – 46th St & Columbus Dr
F. Article - Mapping Where Traffic Pollution Hurts Children Most

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I. CALL TO ORDER & INTRODUCTIONS

The meeting was called to order by Chair Bill Roberts at 9:01 a.m. and was held in the Plan Hillsborough Room on the 18th floor of the County Center Building. Member introductions were made.

Members present: Sky White, Rick Fernandez, David Bailey, Vivienne Handy, Steven Hollenkamp, Nicole Rice, Cheryl Thole, Dennis LeVine, Van Linkous, Bill Roberts, Edward Mierzejewski, Lynne Vadelund, Dayna Lazarus, Cliff Reiss, Amy Espinosa, Rick Richmond, and Barbara Kennedy Gibson.

Others present: Rich Clarendon, Beth Alden, Sarah McKinley, Allison Yeh, Wanda West – MPO Staff; Jeff Novotny – American Consulting; Lena Young Green - Tampa Heights resident; Shane Ragiel – Tampa Heights resident; Christina Buchanan, Linda Walker – HART; Lauren Brooks – AECOM; Sandy Sanchez – Armory Gardens Civic Association; Chris Vela – Historic Ybor resident; Jim Shirk – BPAC; Josh Frank; Mary Hoppe – Planning Commission Staff; Kirk Bogen, Stephen Benson, Ed McKinney, Alice Price – FDOT; Gloria Jean Royster – Downtown resident.

II. PUBLIC COMMENT

- Ms. Lena Young Green, Tampa Heights resident, commented on the environmental study for the Downtown Interchange and spoke in support of the Boulevard Concept.
- Mr. Shane Ragiel spoke in support of the Boulevard Concept as well.
- Mr. James Shirk yielded his three minutes to Mr. Chris Vela. Mr. Vela, Historic Ybor resident, provided comments supporting the Boulevard Concept. Following Mr. Vela’s comments, Mr. Fernandez asked him for clarification on his request. Mr. Vela would like the Boulevard Concept listed as a MPO Priority and deeply studied.
- Mr. Joshua Frank spoke in support of further study, by the MPO, of the Boulevard Concept in Tampa. Following Mr. Frank’s comments, Ms. Espinosa inquired about the 2019 report which Mr. Frank cited. The reference was to Congress for the New Urbanism – Freeways Without Futures - https://www.cnu.org/highways-boulevards/freeways-without-futures/2019
- Ms. Gloria Jean Royster, Downtown resident, also supported the Boulevard Concept. She would like to see changes made to Ashley Drive and suggested improvements be viewed and made from the users’ perspective.
- Ms. Michelle Cookson, resident of Tampa’s Urban Core, urged the CAC to request the MPO move up in priority a formal study of the Boulevard Concept. She also supported the no-build option.
- Ms. Laurel Oreña, resident of North Ybor, would like to see transportation improvements that will attract Amazon and entrepreneurs and create a flourishing city. She would also like to see the Boulevard Concept pushed into a formal study.
Chair Roberts thanked the citizens for coming and providing public comment.

III. MEMBERS’ INTERESTS

Ms. Rice stated that it is clear that the citizens would like to see discussion, or a motion made regarding the Boulevard Concept and expressed concerns regarding the Tampa Bay Next update from the Florida Department of Transportation (FDOT).

Mr. Fernandez informed the group of his intentions to make a motion amending the Unified Planning Work Program (UPWP) to include a formal study of the Boulevard Concept. He hopes that members of the committee will support the item and forward to the MPO for further discussion at next month’s meeting. In addition, review during the Transportation Improvement Program (TIP) public hearing being held on June 11, 2019.

IV. APPROVAL OF MINUTES

Mr. Bailey made a motion for approval of the March 13, 2019 minutes. Ms. Vadelund seconded the motion. There were no comments or corrections, and the minutes were approved unanimously.

V. ACTION ITEMS

A. Transportation Improvement Program (TIP) Resiliency Amendment for HART Transit Oriented Development & Resiliency Program Grants

Ms. Sarah McKinley, MPO Staff, presented information on two amendments to the TIP on HART grants that were received. The $1,000,000 resiliency grant from FDOT will be used to repair damaged infrastructure. HART’s Transit Oriented Development (TOD) grant will fund a joint study with Plan Hillsborough and the City of Tampa to revise the TOD policies within the City’s Comprehensive Plan. The study will focus on the Florida and Fowler corridors and coordinate with ongoing efforts. $800,000 are funds from Federal Transit Administration (FTA) and $200,000 are local funds.

Following the presentation, there was discussion on the $200,000 that is planned to be utilized for in-kind staff hours to help support the grant. Ms. McKinley explained that the planning grant will allow staff to work with consultants on scoping, grant award, and updating the Comprehensive Plan for TOD policies.

**Motion:** Approve the TIP amendments for HART Resiliency and TOD Grants. (Mierzejewski-Thole).

Following the motion, Ms. Espinosa wanted to know if information will be available on stations and planning around them. Ms. McKinley stated that information is part of another project and construction plans will identify station area locations. The information will be presented to the public at a later date.

Members had additional questions about the study area, how the funds will be spent, and coordination with State road planning efforts. Ms. McKinley stated that Nebraska, Florida and Fowler corridors is the study area. The purpose of the study is to look at the best practices for transit redevelopment, strengthen the Comprehensive Plan’s language to incentivize growth, and create a transit-oriented land use pattern. Some of the efforts are jointly with FDOT and all efforts will be coordinated with stakeholders.
Following discussion, the motion passed unanimously.

B. Unified Planning Work Program (UPWP) Amendment

Mrs. Allison Yeh, MPO Staff, presented information on amendments to the UPWP. The administrative document outlines the MPO’s major planning tasks and documents federal, state, and local funding between the MPO, HART and FDOT.

Following the presentation, Mr. Fernandez inquired about inserting a study on the Boulevard Concept into the work program. Mrs. Yeh suggested that the requested study be placed into Task 2, System & Corridor Planning.

Ms. Espinosa wanted clarification on funds allocated to the Transportation Equity Score Card Tool. The MPO is working with CUTR to create a vetted mechanism examining equity issues, and the project is in the beginning stages.

Ms. Rice commented on paying consultants to review plans that do not work together and suggested making the Boulevard Concept a priority.

Mr. Bailey wanted to know if the referenced land use policies benefit the County in terms of tax revenue or benefits the surrounding population. Mrs. Yeh responded economic value capture; however, staff does not have the final scope yet and stated that concerns will be referred to HART’s Planning Manager.

Ms. Linkous wanted clarification of the surtax revenue and wanted to know how money is allocated between operating, construction, and the MPO. Ms. Alden provided clarification on Ms. Linkous’s inquiry regarding projects that will be built with the surtax funds and stated that those decisions will be made by the implementing agencies, the four local governments and HART. They will prepare project plans that will be presented to the Independent Oversight Committee, and the IOC will review and make sure that they are consistent with the County Charter. Implementing agencies can move forward with projects beginning January 2020.

Mr. Mierzejewski suggested the MPO consider handling more of the routine transportation planning projects in-house and hire consultants for unusual specialized tasks.

Mr. Clarendon addressed member concerns about the amount of money being spent on consultants for planning services. Staff will take all comments under advisement about funding projects and allocating staff resources.

**Motion:** Approve FY 19 & FY 20 UPWP Amendment and send to the MPO Board for approval. *(Fernandez-Espinosa)*. The motion passed unanimously.

**Motion:** Amend the UPWP Amendment to include funding of the study for the Boulevard Project applying to Task 2, System & Corridor Planning for FY20. *(Fernandez-Lazarus)*.

Following the motion, Mr. Mierzejewski stated that he wants the following items carefully considered during the study: the impacts of the cars which are no longer utilizing the interstate and traveling on arterial roads and the air quality impacts.

Chair Roberts pointed out that the intent of the motion is to study the feasibility and the practicality of the Boulevard Plan.
Ms. Linkous inquired about the community’s concern on the no-build option and suggested it be included with the impacts.

Mr. Bailey would like the impact of I-75 south and the Crosstown included in the impacts.

Mr. Fernandez provided clarification on the no-build option, as it related to Interstate 275, north of the Downtown Interchange and stated that it relates to the FDOT plan regarding Section 7 of the Interstate where they suggested having two additional lanes and hardening the interior emergency lanes.

Ms. Lazarus wanted to know if it was accurate to place the Boulevard Project under Task 2 and inquired about a motion on no-build since it is a concern of the community. In the essence of time, Mr. Clarendon suggested placing the no-build option on a future agenda and the public would have an opportunity to provide comments.

Ms. Espinosa requested Mrs. Yeh include in her notes the committee’s comments regarding freight transportation for moving goods.

After discussion, the amended motion passed unanimously.

Mr. Fernandez thanked the public for attending the meeting.

C. Annual Join Certification of the MPO

Mr. Clarendon, MPO Staff, presented information on the MPO/FDOT yearly joint certification. He pointed out the It’s Time Tampa Bay survey; Vision Zero efforts; Resilient Tampa Bay; the School Safety Study; and the Gulf Coast Safe Streets Summit as notable achievements. Recommendations included eliminating duplicate projects and funding from the TIP; establishing a review process for grant invoices; and considering committee effectives and time management. There were no corrective actions recommended.

**Motion:** Support re-certification of the MPO and authorization for the MPO Chairman to sign a Joint Certification Statement. *(Espinosa-Fernandez)*. There was no discussion and the motion carried unanimously.

VI. STATUS REPORTS

A. Tampa Bay Next Update

FDOT representatives provided updates. Mr. Stephen Benson gave an update on the Howard Frankland Bridge. The concept for the design build acquisition will be awarded late 2019. Public outreach and public engagement will begin Spring 2020. The winning design concept will be announced Summer/Fall 2020. Mr. Ed McKinney presented information on the SEIS process and timeline. Public workshops are being held and the public hearing will be held early next year. Ms. Alice Price provided additional information on the process. Small group meetings will continue during the process throughout the community. Public workshops will be held on May 21 and May 23, 2019, and notices will be sent out.

Following the presentation, Ms. White wanted to know what is considered as disproportionate on the slide referencing no disproportionately high and adverse impacts to the minority and low-income communities. Ms. Price stated that an environmental justice evaluation looks at the impacts, the benefits for mitigation and how they cancel each other out. A quantitative number
could not be placed on the research, but it acknowledges the impacts and benefits. Ms. White wanted to know if a clearer slide was available for the design options for Perry Harvey Sr. Park and Julian B. Lane Park. Ms. Price stated that the information presented is a preview, and more information will be available at the workshop, online and in the actual document.

Ms. Rice commented on the information presented on the environmental justice/equity slide, case studies on tolling lanes and social impacts on neighborhoods.

Ms. Lazarus commented on the case studies that Ms. Rice referenced and wanted to know if the Socio-Economic report has been completed. Ms. Price stated that the report is being submitted to FHWA for review, and it will be available at the workshop and eventually available online.

Mr. Reiss wanted to know if the vision of where Tampa will be in twenty-five years will be included in the material. Ms. Price stated that the Long Range Planning process includes that information and shows the next twenty-years. In addition, FDOT considers twenty-years out.

Mr. Fernandez commented on the environmental justice equity slide as well and stated the information does not include air quality impacts from emissions.

Ms. Rice expressed additional concerns about the data that was presented, and Ms. Price offered to have a discussion with Ms. Rice on the research.

Ms. Kennedy-Gibson expressed concerns about the study and felt the information presented is discriminatory.

VII. OLD BUSINESS & NEW BUSINESS

A. CAC Effectiveness

Mr. Clarendon provided a status report on the effectiveness survey and highlighted comments that the consensus seems to be that most members are comfortable with monthly meetings being 2 – 2½ hours long. There was consensus to have an option for informal discussion in addition to the regular monthly meetings. There was support to have CAC reports presented in person at the MPO Board meetings by the CAC Chair or a designated member. The MPO Board brought this up at their last meeting as well. Mr. Fernandez referenced the MPO Board meeting discussion and thought it would be a great idea if someone could legally figure out how to have a CAC member on the MPO Board.

Ms. Espinosa suggested that FDOT’s presentation should have been provided prior to the meeting to give the committee an opportunity to review.

Mr. Bailey stated that he agreed with having the meeting outside of the regular schedule and was against shortening meetings.

There was consensus to target 2 – 2½ hours for the regular monthly meetings. Chair Roberts brought to the committee’s attention the possibility of having a combined CAC meeting with Pasco County.

Ms. Lazarus suggested 2½ - 3 hour monthly meetings.
Members discussed the frequency and concerns of the additional informal meetings, and Mr. Clarendon pointed out that it is on a trial basis to see how it goes and a decision can be made later.

Ms. Rice stated that she suggested the additional meetings so members can have a better understanding of how transportation works, funding, acronyms, and have a better understanding of information that is presented and be more effective and better accountable for the community.

MPO staff will work on structuring an evening workshop for the committee.

Ms. Handy stated that additional meetings do not seem like a good idea for a group that is trying to get more cars off the road and solve transportation issues.

B. Test of Live-Streamed CAC Meetings

Mr. Clarendon checked in with the group to see if they agreed in streaming future meetings. The focus would be on the presentation and the presenter, and it would allow people from the outside to tune in real-time or later on the MPO’s YouTube channel.

There was consensus among the group, and it was suggested to make sure that the streaming of the meeting is advertised to the community and public involvement is tracked. Ms. Espinosa suggested using a 360-degree camera so the entire room could be seen at one time. Ms. Handy inquired about the additional cost. Mr. Clarendon stated there would be no additional cost if the agency’s technology team sets up the one camera focused on the presenter and the presentation.

C. TBARTA Legislative Authority

Mr. Richmond informed the group that the last meeting was in February, but he will have an update from the April meeting at the next CAC meeting. The Florida Statute defining TBARTA’s powers and duties was included in the electronic agenda. If members have any concerns regarding the document, Mr. Richmond stated he would be happy to follow-up at the TBARTA meeting and provide updates at the next CAC meeting.

D. Expiring CAC Membership Terms

Mr. Clarendon informed the group of expiring memberships for Ms. Espinosa, Mr. Arnett, Mr. Davila, Mr. Reiss, and Mrs. Kennedy-Gibson; however, members serve until replaced. He stated that Ms. Espinosa and Mr. Reiss have terms that have expired. Both indicated that they would like to be re-appointed as at-large members representing women and neighborhoods, respectively. Mr. Clarendon said that the CAC could vote today to recommend them to the MPO for another term.

Motion: Supported continued membership for Ms. Espinosa and Mr. Reiss. (Rice-Richmond). There was no discussion and the motion carried unanimously.

E. Columbus Drive Re-Surfacing

Mr. Clarendon provided follow-up for a request from Mr. Fernandez.

Mr. Fernandez informed members that Mr. Clarendon had made and would distribute copies of the CNU report of Freeways Without Futures.
VIII. **ADJOURNMENT**

There being no further business, the meeting adjourned at 11:51 a.m. The next meeting will be held May 15, 2019.
Board & Committee Agenda Item

**Agenda Item**

*Imagine 2040 Long Range Transportation Plan Amendment for FAST Act Consistency and I-275 Section 7 Project Development and Environmental Study*

**Presenters**

Johnny Wong & Rich Clarendon (MPO staff)

**Summary**

This amendment to the *Imagine 2040 LRTP* serves two purposes.

First, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act and the Fixing America’s Surface Transportation Act (FAST Act), Metropolitan Planning Organizations (MPOs) must use a coordinated, performance-based approach to transportation decision-making and prioritization. In any long range transportation plan amended or adopted after May 20, 2019, a System Performance Report must be included which reports the condition and performance of the transportation system with respect to federally-required performance measures, documents performance targets, and reports on progress achieved in pursuit of meeting the targets. The attached system performance report is proposed as a new *Imagine 2040 LRTP* appendix.

Second, when it was adopted in November 2014, the *Imagine 2040 Long Range Transportation Plan* (LRTP) included express toll lanes on I-275 from Bearss Ave. in north Tampa through the downtown interchange and over the Howard Frankland Bridge to Pinellas County.

Since then, FDOT has eliminated consideration of express toll lanes north of the downtown interchange. Instead, as reported in March and April, the Project Development and Environmental (PD&E) Study’s preferred alternative for I-275 Section 7 (from north of Martin Luther King, Jr. Blvd to north of Bearss Ave) is to add one general-purpose lanes in each direction for a total of four lanes in each direction. All roadway improvements would occur within the existing FDOT right-of-way and would not require right-of-way acquisition. The preferred alternative also includes hardened inside shoulders for use by buses and emergency operations, sound walls, improved traffic operations at Hillsborough Ave. & Bearss Ave., and enhancements for bicyclists and walkers at 13 underpasses. Minimal right-of-way will be required only at the Bearss Ave interchange for stormwater facilities. The attached slides, presented in March and April, provide more details.

Because the *Imagine 2040 LRTP* envisioned two express toll lanes on I-275 (one in each direction), an amendment is needed to make it consistent...
with the preferred alternative for Section 7. The attachments show the proposed typical section for this part of I-275 and revisions to the project as described in the LRTP.

The MPO will hold a public hearing on the proposed LRTP amendment on June 11, 2019.

**Recommended Action**

Approve amending the LRTP for consistency with the FAST Act by 1) including the System Performance Report, and 2) eliminating the express toll lanes making it consistent with the preferred alternative for I-275 Section 7 north of the downtown interchange.

**Prepared By**

Rich Clarendon, AICP & Johnny Wong, PhD

**Attachments**

- I-275 Section 7 PD&E Study Presentation
- Figure 5-15: Cost Feasible FDOT Strategic Intermodal System Projects showing proposed revision to project description
- Hillsborough MPO 2040 LRTP System Performance Report
What Problems Are We Trying To Solve?

- Safety
- Traffic Operations
- Congestion
- Choice
Project Purpose and Need

The purpose of the project is to evaluate alternatives to address the corridor’s capacity and relieve congestion to:

- Enhance Corridor Capacity
- Enhance Overall Safety
- Enhance the Corridor Operating Conditions
- Support Future Transit
- Accommodate Future Growth

Statewide and regional transportation plans and studies identify the need for interstate improvements.
Section 7
PD&E Limits
From north of Martin Luther King, Jr., Boulevard to north of Bearss Avenue
(WPI 431821-1)

Transition Limits
From I-4 to north of Martin Luther King, Jr. Boulevard
(WPI 443770-1)

I-275 Corridor

I-275 Transition/Operational Improvements
WPI No. 443770-1

- Project limits from I-4 to north of Martin Luther King, Jr. Boulevard (SR 574) (Osborne Avenue)
- Distance of approximately 1.57 miles
- Provides auxiliary lane(s) in each direction from I-4 ramp to MLK Jr. Blvd
- No R/W acquisition
I-275 Corridor PD&E Study – Section 7
WPI No. 431821-1

- Project limits are from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) (Osborne Avenue) to north of Bearss Avenue (SR 678/CR 582)
- Distance of approximately 7.70 miles
- No R/W acquisition except at Bearss Ave interchange for stormwater ponds

Preferred Typical Section
(4-general use lanes with full depth pavement on inside shoulders)
**Benefits of full depth shoulders ("hard shoulders")**

- Bus operations on shoulders during congestion (when traffic in the general use lane is <35 mph)
- Expedite emergency evacuation

**Hillsborough Avenue Operational Improvements**

- Proposed signal for NB I-275 on-ramp
- Provide dual lefts at Hillsborough Ave to accommodate more vehicles entering I-275 NB
- Reconfigure loop-ramp to proposed signal
- SB off-ramp improvements
- No R/W acquisition
Bearss Avenue Interchange Improvements

- Reconstruct I-275 bridges over Bearss Ave
- Accommodates a future Single Point Urban Interchange (SPUI)
- Allows simpler signal phasing and operations but requires longer yellow and red signal phases
- R/W needed only for stormwater ponds

Section 106 – National Historic Preservation Act

Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties.

There are eight total historic resources either National Register–Listed (L), or considered National Register–Eligible (E), within the project’s Area of Potential Effects, based on the historic resources survey.

- Seminole Heights Historic District (L)
- Captain William Parker Jackson House (L)
- T&GC Railroad/CSX Railroad (E)
- Sulphur Springs Park Resource Group (E)
- Harding’s Court (E)
- Seminole Heights Elementary School (E)
- City Fire Dept. Engine Company No. 7 (E)
- Seminole Heights Baptist Church (E)

There are no anticipated effects to any listed or eligible historic resources within the project area.
### Sound Walls

- Aesthetic Treatment
- Early construction to mitigate traffic and construction noise, where possible
- Future coordination with affected property owners and local government to take place during the next project phase

### Pedestrian Friendly Underpass Improvements

- Widen Sidewalks
- Enhance Lighting
- Paint Bridge Sub-Structure
- Cut-back Walls for Improved Bike/Pedestrian Experience
- Include Public Art (in cooperation with the City of Tampa)
- Identify Landscape Opportunities

Listed improvements are yet to be finalized for each underpass. All improvements will not be included at every underpass.

Yellow text indicates underpass within Seminole Heights Historic District.
Underpass Improvements

Representative Six-Lane Section

Before

After

Rendering subject to change

Landscape Opportunities

- FDOT Right of Way along Sound Walls
- Adjacent to underpasses
- Locations under consideration in the next project phase
### Evaluation Matrix

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>No-Build Alternative</th>
<th>Build Alternative</th>
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<tbody>
<tr>
<td><strong>Potential Relocations</strong></td>
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<tr>
<td><strong>Potential Right of Way Impacts</strong></td>
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<tr>
<td>Additional Right of Way for Roadway (acres)</td>
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<td>Additional Right of Way for Ponds (acres)</td>
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<tr>
<td><strong>Potential Environmental Effects</strong></td>
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<tr>
<td>Archaeological Sites (NRHP Eligible or Listed)</td>
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<td>Historic Sites (NRHP Eligible or Listed)</td>
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<td>Section 4(f) Sites</td>
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<td>Noise Sensitive Sites¹</td>
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<tr>
<td>Wetlands (acres)</td>
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<td>Surface Water (acres)</td>
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<td>Threatened &amp; Endangered Species</td>
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<td>Contamination and Hazardous Material Sites</td>
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<tr>
<td>✔️sites ranked as Medium and High</td>
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<tr>
<td><strong>Estimated Costs (in millions)</strong></td>
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<tr>
<td>Right of Way Acquisition</td>
<td>$0.00</td>
<td>$2.285 M</td>
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<tr>
<td>Wetland &amp; Surface Water Mitigation ($117,551 per acre)²</td>
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<td>Construction Engineering and Inspection (8%)</td>
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<td>Design-Build</td>
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<tr>
<td>Preliminary Estimate of Total Costs</td>
<td>$0.00</td>
<td>$317.382 M</td>
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**Notes:**

1. Number of impacted sites based on the Noise Study Report.
2. Wetlands mitigation per acre cost is from the 2018/2019 fiscal year cost per acre from the Environmental Mitigation Payment Processing Handbook (May 2017).

### Public Involvement

**Small Group Meeting Presentations:**
- Southeast Seminole Heights Civic Association
- Old Seminole Heights Neighborhood Association
- Hampton Terrace Neighborhood Association
- New North Transportation Alliance
- Forest Hills Neighborhood Association
- South Seminole Heights Civic Association
- Sulphur Springs Community
- Innovation Alliance (lp)

**PUBLIC HEARING**
Tuesday, March 26, 2019
5:30 p.m. to 7:30 p.m.
Seminole Heights United Methodist Church
6111 N. Central Avenue
Tampa, Florida 33604
### Schedule

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<th>Project Phase</th>
<th>Anticipated Completion</th>
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<tr>
<td>Project Kickoff</td>
<td>Spring 2014</td>
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<tr>
<td>Complete Analysis</td>
<td>Spring 2019</td>
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<tr>
<td>Stakeholder Meetings</td>
<td>Spring 2014 - Spring 2019</td>
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<tr>
<td>Public Hearing</td>
<td>March 26, 2019</td>
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<tr>
<td>Finalize PD&amp;E Documents</td>
<td>Summer 2019</td>
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<tr>
<td>PD&amp;E Complete</td>
<td>Summer 2019</td>
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### Project Cost

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<th>Project Segments</th>
<th>Right of Way</th>
<th>Design-Build (const. cost)</th>
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<td><strong>Transition</strong></td>
<td>N/A</td>
<td>$34M 2023</td>
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<tr>
<td>From I-4 to north of Martin Luther King, Jr, Boulevard (Osborne Avenue)</td>
<td>N/A</td>
<td>$34M 2023</td>
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<td>(WPI 443770-1)</td>
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<tr>
<td><strong>Section 7</strong></td>
<td>N/A</td>
<td>$173M Not Currently Funded</td>
</tr>
<tr>
<td>From north of Martin Luther King, Jr. Boulevard (Osborne Avenue) to north of Hillsborough Avenue (WPI 431821-2)</td>
<td>N/A</td>
<td>$173M Not Currently Funded</td>
</tr>
<tr>
<td>From north of Hillsborough Avenue to south of Bearss Avenue (WPI 431821-3)</td>
<td>N/A</td>
<td>$47M Not Currently Funded</td>
</tr>
<tr>
<td>Bearss Avenue Interchange (WPI 431821-4)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Summary

**Project will:**
- Add one general use lane in each direction
- Improve operations at Hillsborough Ave and Bearss Ave
- Enhance connectivity to 13 underpasses
- Accommodate potential transit opportunities
- Provide landscape opportunities
- Include sound walls where feasible

**Project will NOT:**
- Acquire Right of Way from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue*
- Acquire Right of Way in the Seminole Heights Historic District*

*Minor right of way acquisition may be needed near the Bearss Avenue interchange for storm water ponds. Other projects may require pond sites within the limits of this project.

### Questions?

For additional information or questions after tonight’s meeting, contact Ashley Henzel, P.E., Project Manager, at 813-975-6433 or [Ashley.Henzel@dot.state.fl.us](mailto:Ashley.Henzel@dot.state.fl.us)
### Figure 5-15 Cost Feasible FDOT Strategic Intermodal System Projects (Amended June 11, 2019)

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>2040 Needs</th>
<th>Design Costs (in Millions)</th>
<th>Right Of Way Costs (in Millions)</th>
<th>Construction Costs (in Millions)</th>
<th>Total Cost (in Millions)</th>
<th>Fund Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>1003</td>
<td>I-275</td>
<td>S OF LOIS AVE</td>
<td>H RIVER BRIDGE</td>
<td>6F</td>
<td>2 Express Toll Lanes</td>
<td>2020</td>
<td>$3.23</td>
<td>2021</td>
<td>$137.67</td>
<td>State: SIS</td>
</tr>
<tr>
<td>1006</td>
<td>I-275</td>
<td>N OF BEARSS AVE</td>
<td>HILLSBOROUGH</td>
<td>4F/6F</td>
<td>2 Express Toll Lanes</td>
<td>2021-2025</td>
<td>$3.80</td>
<td>2026</td>
<td>$2.6</td>
<td>$161.98</td>
</tr>
<tr>
<td>1006</td>
<td>I-275</td>
<td>N OF MLK BLVD</td>
<td>N OF BUSCH BLVD</td>
<td>4F/6F</td>
<td>2 Express Toll Lanes</td>
<td>2021-2030</td>
<td>$14.47</td>
<td>2026</td>
<td>$81.43</td>
<td>$97.49</td>
</tr>
<tr>
<td>1005</td>
<td>I-275 @ I-4</td>
<td>ROME AVE / I-275</td>
<td>MLK / SELMON CONNECTOR</td>
<td>8F</td>
<td>DOWNTOWN INTERCHANGE</td>
<td>TIP</td>
<td>$3.00</td>
<td>-</td>
<td>$93.9</td>
<td>State: SIS</td>
</tr>
<tr>
<td>1005</td>
<td>I-275 @ I-4</td>
<td>ROME AVE / I-275</td>
<td>MLK / SELMON CONNECTOR</td>
<td>8F</td>
<td>DOWNTOWN INTERCHANGE</td>
<td>2021-2025</td>
<td>$65.14</td>
<td>2026</td>
<td>$2,113.98</td>
<td>$2,179.12</td>
</tr>
</tbody>
</table>

### I-275 @ SR 60 Interchange

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>2040 Needs</th>
<th>Design Costs (in Millions)</th>
<th>Right Of Way Costs (in Millions)</th>
<th>Construction Costs (in Millions)</th>
<th>Total Cost (in Millions)</th>
<th>Fund Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>1002</td>
<td>I-275</td>
<td>S OF HOWARD FRANKLAND</td>
<td>S OF SR 60</td>
<td>6F</td>
<td>HF BRIDGE TRANSITION: 8F + 4 Exp. Toll Lanes</td>
<td>$-</td>
<td>$-</td>
<td>TIP</td>
<td>$65.00</td>
<td>$65.00</td>
</tr>
<tr>
<td>1093</td>
<td>I-275 / SR 60</td>
<td>CYPRESS STREET BRIDGE</td>
<td>I-275 GENERAL USE LANES</td>
<td>1093</td>
<td>I-275 NB EXPRESS</td>
<td>N OF HOWARD FRANKLAND</td>
<td>S OF TRASK ST</td>
<td>SR 60 INTERCHANGE</td>
<td>TIP</td>
<td>$7.64</td>
</tr>
<tr>
<td>1093</td>
<td>I-275 NB FLYOVER</td>
<td>SR 60 EB</td>
<td>I-275 NB</td>
<td>SR 60 INTERCHANGE</td>
<td>TIP</td>
<td>$3.34</td>
<td>2021</td>
<td>$49.91</td>
<td>$53.25</td>
<td>State: SIS</td>
</tr>
<tr>
<td>1093</td>
<td>I-275 SB</td>
<td>N OF REO ST</td>
<td>S OF LOIS AVE</td>
<td>SR 60 INTERCHANGE</td>
<td>TIP</td>
<td>$9.17</td>
<td>2021</td>
<td>$131.58</td>
<td>$140.75</td>
<td>State: SIS</td>
</tr>
</tbody>
</table>

---

2 Includes new or discretionary Federal and/or state funding sources.
Hillsborough Metropolitan Planning Organization
2040 Long-Range Transportation Plan
System Performance Report
## TABLE OF CONTENTS

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<th>Page</th>
</tr>
</thead>
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<td>PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)</td>
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<tr>
<td>SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION &amp; AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)</td>
<td>8</td>
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<tr>
<td>TRANSIT ASSET MANAGEMENT MEASURES</td>
<td>10</td>
</tr>
</tbody>
</table>
BACKGROUND

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule). Through revisions to the Code of Federal Regulations, this rule details how state DOTs and MPOs must implement a suite of related transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with the Planning Rule, the Hillsborough MPO must publish a System Performance Report for applicable performance measures as an element of its Long-Range Transportation Plan (LRTP). The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets, and reports on progress achieved in meeting the targets in comparison with previous reports.

There are several milestones related to the required content of the System Performance Report:

- In any LRTP amended or adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety/PM1 measures;
- In any LRTP amended or adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures; and
- In any LRTP amended or adopted on or after May 20, 2019, the System Performance Report must reflect Pavement and Bridge Condition/PM2 and System Performance/PM3 measures.

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The Hillsborough MPO’s 2040 Long-Range Transportation Plan was amended on June 11, 2019. Per the Planning Rule, the System Performance Report for the Hillsborough MPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), and System Performance (PM3) measures.
Effective April 14, 2016, the FHWA established five highway safety performance measures² to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

FDOT publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2019 and are based on a five-year rolling average (2015-2019).

The Hillsborough MPO adopted safety performance targets on February 5, 2019. Table 1 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted a target specific to the MPO planning area.

Table 1. Highway Safety/PM1, Targets

<table>
<thead>
<tr>
<th>Performance Target</th>
<th>Hillsborough MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target</th>
<th>Hillsborough MPO has adopted a target specific to the MPO Planning Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of fatalities</td>
<td>n/a</td>
<td>≤188</td>
</tr>
<tr>
<td>Rate of fatalities per 100 million vehicle miles traveled (VMT)</td>
<td>n/a</td>
<td>≤1.33</td>
</tr>
<tr>
<td>Number of serious injuries;</td>
<td>n/a</td>
<td>≤1,354</td>
</tr>
<tr>
<td>Rate of serious injuries per 100 million vehicle miles traveled (VMT)</td>
<td>n/a</td>
<td>≤9.55</td>
</tr>
<tr>
<td>Number of combined non-motorized fatalities and non-motorized serious injuries.</td>
<td>n/a</td>
<td>≤229</td>
</tr>
</tbody>
</table>

² 23 CFR Part 490, Subpart B
Statewide system conditions for each performance measure are included in Table 2, along with system conditions in the Hillsborough MPO metropolitan planning area. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2013-2017). The latest safety conditions will be updated on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets. In addition to those measures reported in Table 2 below, the Hillsborough MPO adopted a supplemental safety target for fatalities in Calendar Year 2019 to not exceed 163. This supplemental target was adopted based on the Hillsborough MPO’s long-term goal of reducing crashes by 3.4% annually.

Table 2. Highway Safety/PM1, System Conditions and Performance

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>2,737.6</td>
<td>187.2</td>
<td>0</td>
<td>≤188</td>
</tr>
<tr>
<td>Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)</td>
<td>1.44</td>
<td>1.39</td>
<td>0</td>
<td>≤1.33</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>20,568.8</td>
<td>1,535.6</td>
<td>0</td>
<td>≤1,354</td>
</tr>
<tr>
<td>Rate of Serious Injuries per 100 Million Vehicle Miles Traveled</td>
<td>10.01</td>
<td>11.51</td>
<td>0</td>
<td>≤9.55</td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (VMT)</td>
<td>3,255.0</td>
<td>236.4</td>
<td>0</td>
<td>≤229</td>
</tr>
</tbody>
</table>

The Hillsborough MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), the current Florida Transportation Plan (FTP), and the current Hillsborough MPO 2040 LRTP.
• The Florida SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Florida. Existing highway Florida plans are aligned and coordinated with the SHSP, including (but not limited to) the Florida HSIP, MPO and local agencies’ safety plans. The SHSP guides FDOT, the Florida MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Florida.

• The FDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

• The Hillsborough MPO’s 2040 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the LRTP includes a number of key safety investments. A total of $2.21 billion (12.9%) has been identified in the 2040 LRTP to improve highway safety, averaging approximately $69 million per year (2014 USD).
PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

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

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

MPOs must set four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets, or set their own quantifiable targets for the MPO’s planning area. The Hillsborough MPO adopted pavement and bridge performance targets on October 30, 2018. Table 3 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted target specific to the MPO planning area.

Table 3. Pavement and bridges/PM2, Targets

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Hillsborough MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT target</th>
<th>Hillsborough MPO has adopted a target specific to the MPO Planning Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of Interstate pavements in good condition</td>
<td>≥60%</td>
<td>n/a</td>
</tr>
<tr>
<td>Percent of Interstate pavements in poor condition</td>
<td>≤5%</td>
<td>n/a</td>
</tr>
<tr>
<td>Percent of non-Interstate NHS pavements in good condition</td>
<td>≥40%</td>
<td>n/a</td>
</tr>
<tr>
<td>Percent of non-Interstate NHS pavements in poor condition</td>
<td>≤5%</td>
<td>n/a</td>
</tr>
<tr>
<td>Percent of NHS bridges by deck area in good condition</td>
<td>≥50%</td>
<td>n/a</td>
</tr>
<tr>
<td>Percent of NHS bridges by deck area in poor condition</td>
<td>≤10%</td>
<td>n/a</td>
</tr>
</tbody>
</table>
Statewide system conditions for each performance measure are included in Table 4, along with system conditions in the Hillsborough MPO metropolitan planning area. System conditions reflect baseline performance (2017). The latest conditions will be updated on a biannual basis and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 4. Pavement and Bridge/PM1, System Conditions and Performance

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of Interstate pavements in good condition</td>
<td>66%</td>
<td>50.9%</td>
<td>60%</td>
<td>≥60%</td>
</tr>
<tr>
<td>Percent of Interstate pavements in poor condition</td>
<td>0.1%</td>
<td>0%</td>
<td>5%</td>
<td>≤5%</td>
</tr>
<tr>
<td>Percent of non-Interstate NHS pavements in good condition</td>
<td>45%</td>
<td>42%</td>
<td>40%</td>
<td>≥40%</td>
</tr>
<tr>
<td>Percent of non-Interstate NHS pavements in poor condition</td>
<td>0.4%</td>
<td>0.2%</td>
<td>5%</td>
<td>≤5%</td>
</tr>
<tr>
<td>Percent of NHS bridges by deck area in good condition</td>
<td>72%</td>
<td>78%</td>
<td>50%</td>
<td>≥50%</td>
</tr>
<tr>
<td>Percent of NHS bridges by deck area in poor condition</td>
<td>1%</td>
<td>0%</td>
<td>10%</td>
<td>≤10%</td>
</tr>
</tbody>
</table>

The Hillsborough MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, including the current Florida Transportation Plan (FTP), and the current Hillsborough MPO 2040 LRTP.

To support progress towards approved pavement and bridge targets, the LRTP includes a number of key investments. A total of $2.89 billion (16.9%) has been identified in the LRTP to improve pavement and bridge condition, averaging approximately $90 million per year (2014 USD).
SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

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

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

Federal rules require MPOs to establish four-year performance targets for the LOTTR and TTTR performance measures, within 180 days of FDOT setting statewide targets. MPOs can either agree to program projects that will support the statewide targets, or set their own quantifiable targets for the MPO’s planning area. The Hillsborough MPO adopted system performance, freight, and congestion mitigation performance targets on October 30, 2018. Table 5 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted target specific to the MPO planning area.

Table 5. System Performance/PM3, Targets

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Hillsborough MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT target</th>
<th>Hillsborough MPO has adopted a target specific to the MPO Planning Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)</td>
<td>≥75%</td>
<td>n/a</td>
</tr>
</tbody>
</table>
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR) | ≥50% | n/a
---|---|---
Truck travel time reliability (TTTR) | ≤2.00 | n/a

Statewide system conditions for each performance measure are included in Table 6, along with system conditions in the Hillsborough MPO metropolitan planning area. System conditions reflect baseline performance (2017). The latest system performance conditions will be updated on a biennial basis and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 6. System Performance/PM3, System Conditions and Performance

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)</td>
<td>82%</td>
<td>71%</td>
<td>70%</td>
<td>≥75%</td>
</tr>
<tr>
<td>Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)</td>
<td>84%</td>
<td>62.5%</td>
<td>50%</td>
<td>≥50%</td>
</tr>
<tr>
<td>Truck travel time reliability (TTTR)</td>
<td>1.43</td>
<td>2.08</td>
<td>2.00</td>
<td>≤2.00</td>
</tr>
</tbody>
</table>

The Hillsborough MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, including the current Florida Transportation Plan (FTP), and the current Hillsborough MPO 2040 LRTP.

To support progress towards approved system performance targets, the LRTP includes a number of key investments. A total of $1.69 billion (9.9%) has been identified in the LRTP to improve system performance, averaging approximately $53 million per year (2014 USD).
TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance

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

Table 7 below identifies performance measures outlined in the final rule for transit asset management.

Table 7. FTA TAM Performance Measures

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

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

Table 8 presents the TAM targets used in assessing transit asset performance in the Hillsborough MPO. The Hillsborough MPO adopted transit asset performance targets on October 30, 2018.
### Table 8. FTA TAM Targets

<table>
<thead>
<tr>
<th>Asset Category Performance Measure</th>
<th>Asset Class</th>
<th>Useful Life Benchmark</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rolling Stock</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td>Articulated Bus</td>
<td>X</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Bus</td>
<td>X</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Mini-Bus</td>
<td>X</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Van</td>
<td>X</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Etc.</td>
<td>X</td>
<td>%</td>
</tr>
<tr>
<td><strong>Equipment</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of non-revenue service vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td>Non Revenue/Service Automobile</td>
<td>X</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Trucks and other Rubber Tire Vehicles</td>
<td>X</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Maintenance Equipment</td>
<td>X</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Etc.</td>
<td>X</td>
<td>%</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of track segments with performance restrictions (as applicable)</td>
<td>Rail fixed guideway track</td>
<td>n/a</td>
<td>%</td>
</tr>
<tr>
<td><strong>Facilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale</td>
<td>Administration</td>
<td>n/a</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Maintenance</td>
<td>n/a</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Parking Structures</td>
<td>n/a</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Passenger Facilities</td>
<td>n/a</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Shelter</td>
<td>n/a</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Storage</td>
<td>n/a</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Etc.</td>
<td>n/a</td>
<td>%</td>
</tr>
</tbody>
</table>

System performance and conditions for each TAM performance measure are included in Table 9 for the Hillsborough MPO metropolitan planning area. This represents system performance and conditions as of October 30, 2018. Transit providers update transit asset conditions on an annual basis.
Table 9. TAM System Performance

<table>
<thead>
<tr>
<th>Asset Category Performance Measure</th>
<th>Asset Class</th>
<th>System Conditions, 2018</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rolling Stock</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CNG Bus</td>
<td>13%</td>
<td>≤13%</td>
<td></td>
</tr>
<tr>
<td>Diesel Bus</td>
<td>20%</td>
<td>≤20%</td>
<td></td>
</tr>
<tr>
<td>Cutaways</td>
<td>80%</td>
<td>≤80%</td>
<td></td>
</tr>
<tr>
<td>Automobiles</td>
<td>39%</td>
<td>≤39%</td>
<td></td>
</tr>
<tr>
<td>Streetcar</td>
<td>0%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td><strong>Equipment</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of non-revenue service vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automobiles</td>
<td>77%</td>
<td>≤77%</td>
<td></td>
</tr>
<tr>
<td>Vans</td>
<td>100%</td>
<td>≤100%</td>
<td></td>
</tr>
<tr>
<td>SUVs</td>
<td>82%</td>
<td>≤82%</td>
<td></td>
</tr>
<tr>
<td>Bus Equipment</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Streetcar Systems</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Systems</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Furniture</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of track segments with performance restrictions (track segments are owned by City of Tampa)</td>
<td>Rail fixed guideway track</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Facilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale</td>
<td>Administrative</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Maintenance</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Admin &amp; Maintenance</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Bus Stops</td>
<td>10%</td>
<td>≤10%</td>
</tr>
<tr>
<td></td>
<td>Transit/Transfer Centers</td>
<td>10%</td>
<td>≤10%</td>
</tr>
<tr>
<td></td>
<td>Parking Facilities</td>
<td>10%</td>
<td>≤10%</td>
</tr>
</tbody>
</table>
The Hillsborough MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the HART Transit Asset Management Plan, the HART Transit Development Plan, and the current Hillsborough MPO 2040 LRTP.

To support progress towards TAM performance targets, transit investment and maintenance funding in the 2040 LRTP totals $269 million, approximately 1.5 percent of total LRTP funding. This allocation represents 100% percent of requested HART funding for transit preservation and would result in an average fleet age of 5yrs and 272 new vehicles by the year 2040. This would dramatically improve the State of Good Repair (SGR) of capital assets, which is an overarching goal of this process.
Agenda Item
Transportation Improvement Program (TIP) Annual Update

Presenter
Sarah McKinley, MPO Staff

Summary
Staff has prepared a draft of the Transportation Improvement Program document for
the fiscal year period of 2019/20 – 2023/24. The TIP document includes projects
programmed by the Florida Department of Transportation (FDOT) based on priorities
adopted by the MPO on June 11, 2019. These priorities were based on the adopted
2040 Long Range Transportation Plan.

Staff has prepared a draft of the Transportation Improvement Program document for
the period of October 1, 2019–September 30, 2024. There are several considerations
in approving this document, which will be discussed step by step.

Projects Funded in FY 2019/20 – 2023/24:
The TIP document shows funding amount and source, fiscal year, and project location
and phase for projects funded with state and federal dollars in Hillsborough County
during the next five fiscal years. The TIP is coordinated and consistent with FDOT’s
Work Program.

Over the past year, FDOT has added funding to its Work Program for a number of
projects that were on the MPO Board’s list of priority projects. With this update, the
Hillsborough TIP document will now include those funded projects.

The TIP also lists significant transportation projects drawn from the capital
improvement programs of local governments and agencies. These are shown for
public information and coordination.

List of Priority Projects for Future Funding:
This item also seeks approval to update the MPO Priorities for FY2021-2025, shown
in Tables 1 & 2, and was last updated June 2018. The priorities are grouped based
on the programs within the 2040 Long Range Transportation Plan (LRTP) and then
ranked based on objective criteria in each program. This update adds new projects to
the priority list, based on coordination with the local governments and transportation
agencies. The projects that have been funded but not yet built can be found in Table
1, where they will continue to be listed until completion. The projects for which funding
is needed can be found in Table 2 of the TIP document, which is a separate attachment
produced in 11 x 17 format.

Preserve the System, including projects such as:
1. Bridge repair & replacement
2. Road resurfacing  
3. Transit vehicle replacement  

Reduce Crashes & Vulnerability, including safety and resilience projects evaluated by their effect on:  

1. Total, fatal & bike/ped crashes [per centerline mile]  
2. Recovery time & economic impacts from flooding or major storm surge  

Manage Congestion for Drivers & Shippers, including intersection, signalization, freeway incident management and ITS projects, evaluated by their impact on:  

1. Travel time reliability on heavily congested arterials  
2. Peak period V/C ratio  

Real Choices When Not Driving, including alternatives such as transit, multi-use trails and services for the transportation disadvantaged, evaluated by:  

1. Density of jobs and population in 2040 within ¼ mile of proposed transit service  
2. Density of jobs and population in 2040 within ¼ mile of proposed trail/side path  

Major Infrastructure Improvements, including road and transit capacity projects for economic growth:  

1. Key economic spaces (job clusters > 5,000)  
2. 2040 jobs served per mile of improvement  
3. 2040 delay reduced per mile of improvement  

The TIP must be submitted to the Florida Department of Transportation by July 15, 2019. The current schedule calls for a public hearing and adoption of the TIP at the MPO meeting on June 11, 2019.  

**Recommended Action**  

**Prepared By**  
Sarah McKinley, MPO Staff  

**Attachments**  
- Link to Draft 2019/2020 Transportation Improvement Program  
- Table 2: List of Priority Projects – Candidates for New Funding  
- Jurisdiction Priority Letters
### Table 2: CANDIDATES FOR NEW FUNDING

<table>
<thead>
<tr>
<th>2018 Priority</th>
<th>FPN</th>
<th>2040 LRTP Reference</th>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metropolitan Transportation Planning</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Imagine 2040 Plan Funding Level ($m)</td>
<td>Federal Metro 0.62 Funds</td>
</tr>
<tr>
<td>1</td>
<td>439336 2 439336 3</td>
<td>Figure S-5-6</td>
<td>Metropolitan Transportation Planning</td>
<td>Systems &amp; Corridor Planning</td>
<td>MPO</td>
<td>Ongoing planning need: $600,000 per year for LRTP development, Planning Studies, FY25</td>
<td></td>
<td>SU</td>
</tr>
<tr>
<td><strong>Preserve the System</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Imagine 2040 Public Support for Funding Levels above Status Quo: 84%</td>
<td></td>
</tr>
</tbody>
</table>
| 2 | 441463 2 441852 1 | Preserve System | Maintain Current Bus Service | Transit State of Good Repair | HART | Bus Replacements, $4million added in FY24, $33M requested by HART, $4M recommended for FY25  
Bus Stop Capital Repairs at Various Locations $5M, $1M added in FY24, $1M recommended for FY25 | | SU, FTA  
Added $4M in FY24  
Added $1M in FY24 |
| **Reduce Crashes & Vulnerability** | | | | | | | Imagine 2040 Public Support for Funding Levels Above Status Quo: 75% |
| 3 | Reduce Crashes | Fowler Ave (I-275 to I-75) | Safety Enhancements | FDOT | Complete street, operational and safety improvements – pending outcome of University Area/Fowler Avenue Multimodal corridor study – Only PE requested at this time. FDOT estimates pending. | TA, SU, HSIP | 3,169 total crashes, 114 bike/ped (528 crashes/mile) |
| 4 | Reduce Crashes | 56th/50th (SR60 to Busch Blvd) | Safety Enhancements | FDOT | N 56th St/50th Street Safety Corridor Study from SR 60/Adamo to SR 580/Busch Blvd - $750k | HSIP, SU | 1,976 total crashes, 68 bike/ped (341 crashes/mile) |
| 5 | Reduce Crashes | US41/40th St (SR60 to Hillsborough Ave) | Safety Enhancements | FDOT | US 41/N 40th Street from SR 60 to Hillsborough Ave - Roundabout & Safety Corridor Study – Replacement of up to 5 signalized intersections with modern roundabouts. Only requesting PD&E at this time. $500k. | HSIP, SU | 866 total crashes, 47 bike/ped (309 crashes/mile) |

Denotes new priority

**Goals by 2040**

- *Resurface major roads every 14-17 years, local roads every 20-25 years*
- *Replace buses every 10-12 years*
- *Replace deficient bridges*

**Preserve the System**

*Resurface major roads every 14-17 years, local roads every 20-25 years*

**Reduce Crashes & Vulnerability**

*Reduce crashes 21-50%, to levels comparable to peer cities*

*Protect low-lying major roads from flooding, cutting recovery time in half*
### Table 2: CANDIDATES FOR NEW FUNDING

<table>
<thead>
<tr>
<th>2018 Priority</th>
<th>2040 LRTP Reference</th>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>440511 1 440511 2 440511 3</td>
<td>Reduce Crashes</td>
<td>Heights Mobility Plan</td>
<td>Safety Enhancements</td>
<td>MPO/FDOT</td>
<td>Heights Mobility Plan: 1. N Tampa St &amp; N Florida Ave from Tyler to N of Bird 2. N Tampa St &amp; N Florida Ave from Tyler to MLK 3. Florida Ave from MLK to Waters – Complete Street &amp; Safety Project (4405211-3, PD&amp;E/Corridor Study Underway, In-House Design FY 19, CST unfunded, $18M)</td>
<td>SU, TA, HSIP</td>
</tr>
<tr>
<td>7</td>
<td>435911 2</td>
<td>Reduce Crashes</td>
<td>MLK Urban Corridor Improvements</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>MLK Blvd from 40th St to I-4 – Urban Corridor Improvements, including sidewalk and bike lanes where feasible (435911-2, Design Underway, unfunded ROW $6.2M, CST unfunded $3.6M)</td>
<td>SU, TA</td>
</tr>
<tr>
<td>8</td>
<td>435908 2</td>
<td>Reduce Crashes</td>
<td>Busch Blvd (Dale Mabry to 56th)</td>
<td>Safety Enhancements</td>
<td>MPO/FDOT</td>
<td>1. Complete Street Reconstruction Project from Dale Mabry to Nebraska Ave *Lane-width reduction, raised medians, intersection reconstruction at Florida Ave, filling sidewalk gaps, ADA improvements. *ROW $6M unfunded *LRE $9.8M unfunded. 2. Intersection improvements at Dale Mabry - Unfunded; estimate pending</td>
<td>SU, HSIP</td>
</tr>
<tr>
<td>9</td>
<td>436419 2</td>
<td>Reduce Crashes</td>
<td>MLK Urban Corridor Improvements</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>MLK Blvd from Dale Mabry to 40th Street: A) Resurfacing &amp; Complete Street Dale Mabry to Armenia $700K unfunded B) Corridor Study Dale Mabry to 40th $750K</td>
<td>SU, TA</td>
</tr>
<tr>
<td>10</td>
<td>437645 1 437645 2</td>
<td>Reduce Crashes</td>
<td>Kennedy Blvd (Westshore to Brevard)</td>
<td>Walk/Bike Safety</td>
<td>Hillsborough MPO/FDOT</td>
<td>Woodyllyne Ave to Brevard 1. Add turn lanes: Design $1.1M, CST $675K 2. Urban Corridor Improvements: Design $800K, CST $1.5M</td>
<td>SU, HSIP, Urban Corridor Improvement, RRR</td>
</tr>
<tr>
<td>11</td>
<td>Reduce Crashes</td>
<td>Dale Mabry at Spruce</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>Dale Mabry @ Spruce Street – Intersection reconstruction - Safety and Operational improvements – ADA sidewalk, ped upgrades, modify turn lanes – FPN &amp; estimate pending, requesting design $750k</td>
<td>HSIP, SU</td>
<td>131 total crashes, 3 bike/ped</td>
</tr>
<tr>
<td>12</td>
<td>439476 X</td>
<td>Reduce Crashes</td>
<td>Green Spine: Phases: 2a, and 3c</td>
<td>Safety Enhancements</td>
<td>Tampa</td>
<td>* Phase 2a - Cass St (Howard to Willow) - $493,400 * Phase 3c - 15th St (13th Ave to 21st Ave) - $396,700</td>
<td>TA, SUNTrail</td>
</tr>
</tbody>
</table>

Denotes new priority
## Manage Congestion for Drivers & Shippers

**Goals by 2040**

- Traffic flow 17% better on non-freeways with ATMS and 640 intersections improved
- Traffic flow 10% better on freeways
- Plus truck quick fixes & RR overpasses

**Imagine 2040 Public Support for Funding Levels Above Status Quo: 74%**

<table>
<thead>
<tr>
<th>Priority</th>
<th>FPN</th>
<th>2040 LRTP Reference</th>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>440338 2</td>
<td>Reduce Crashes</td>
<td>SR 39/Alexander St from W of SR 39 to I-4</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>Walk/Bike Improvements, PE funded $2M, ROW estimate $1.5M unfunded, Construction estimate $4.5M unfunded</td>
<td>TA</td>
<td>21 total, 0 bike/ped (10 crashes/mi)</td>
</tr>
<tr>
<td>14</td>
<td>254647 3</td>
<td>Reduce Crashes</td>
<td>Walk/Bike Safety Outreach and Education Programs</td>
<td>Outreach &amp; Education</td>
<td>FDOT</td>
<td>Request $300,000 per year, on going</td>
<td>SU, TA, HSIP</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Denotes new priority**

ADOPTED: June 11, 2019
### Real Choices When Not Driving

* Wide paved trails & sidepaths within walking distance of 1/4 of residents
* Frequent bus service within walking distance of nearly half of people & jobs
* Outside bus service area, Sunshine Line services grow with senior population growth

### Goals by 2040

- Imagine 2040 Public Support for Funding Levels above Status Quo: 66%

<table>
<thead>
<tr>
<th>#</th>
<th>Project</th>
<th>Description</th>
<th>Sponsor</th>
<th>Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>Real Choices</td>
<td>I-275 Greenway Extension from Westshore Blvd to Hillsborough River (Dale Mabry Pedestrian Overpass)</td>
<td>Multi-Use Trail</td>
<td>Dale Mabry Overpass &amp; Neighborhood Greenway connections on remaining sections. MPO feasibility study of pedestrian overpass complete. Dale Mabry Overpass CST $8.2m requested for construction.</td>
<td>SUNTrail</td>
<td>2040 Investment Level 1 - pop. density rating high</td>
</tr>
<tr>
<td>24</td>
<td>Real Choices</td>
<td>Tampa Bypass Canal Trail (34th St to Bruce B. Downs)</td>
<td>Multi-Use Trail</td>
<td>Added $751k for PD&amp;E in FY18, $379k for design in FY22. Segment/Phasing to come from PD&amp;E, $23,409,600 requested for construction</td>
<td>TA, SUNTrail Connecting, SU</td>
<td>2040 Investment Level 2 - pop. density rating medium</td>
</tr>
</tbody>
</table>
| 25 | Real Choices | South County Greenway (Phases I and III-VI) | Multi-Use Trail | • Phases V, VI, & VII (Symms Rd to SR 60), request $770,000 for PD&E, TA Application Needed  
• Phase IV (Manatee Co. Line to SR 674), request $ 371,000 for PD&E, TA Application Provided | TA, SUNTrail | 2040 Investment Level 2 - pop. density rating medium |
| 26 | Real Choices | West River Gwy (Stewart Connector) | Multi-Use Trail | Funding need for ultimate interchange modification. PE $4.5M unfunded, CST $32.4M unfunded | TA | 2040 Investment Level 2 - density rating medium |

### Major Investments for Economic Growth

Prioritized based on 2040 job density and 2040 traffic congestion volume/capacity ratio (V/C)

<table>
<thead>
<tr>
<th>#</th>
<th>Project</th>
<th>Description</th>
<th>Sponsor</th>
<th>Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>I-275 from North of MLK to N of Bearss Ave</td>
<td>Capacity, Operational &amp; Safety Improvements</td>
<td>FDOT</td>
<td>Partial funding: $40M in FY23 for MLK to Hillsborough Ave. Additional funding requested for CSTof whole segment with one general purpose lane each direction, noise walls, hardened shoulder, walk/bike, and lighting at under passes.</td>
<td>Tampa Bay Next, TMA Priority</td>
<td>2040 Priority, 1.13 V/C peak period, jobs/mi = 28,461, delay reduction/mi = 179</td>
</tr>
<tr>
<td>28</td>
<td>I-275 from S of SR 60 to N of Lois Ave; SR 60/Memorial Hwy from E of Spruce St to I-275 (Westshore Interchange)</td>
<td>Capacity, Operational &amp; Safety Improvements</td>
<td>FDOT</td>
<td>Reconstruct Interchange, ROW $223M funded thru FY24, $1.5B requested for construction.</td>
<td>Tampa Bay Next, TMA Priority</td>
<td>2040 Priority, 2040 jobs/mi = 4,488, 1.44 V/C peak period</td>
</tr>
<tr>
<td>29</td>
<td>Minimize Traffic</td>
<td>Interchange Improvements</td>
<td>FDOT/ Hillsborough County</td>
<td>Funding need for ultimate interchange modification. PE $4.5M unfunded, CST $32.4M unfunded</td>
<td>SU, SIS; TMA Priority</td>
<td>2040 Priority freeway needing CM impr - 1.58 V/C peak period 2040 Priority art needing CM impr - 1.00 peak period V/C</td>
</tr>
</tbody>
</table>
### Table 2: CANDIDATES FOR NEW FUNDING

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</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>61</td>
<td></td>
<td>Modern Streetcar Extension (Regional Transit Catalyst Project)</td>
<td>Transit Connection</td>
<td>Tampa</td>
<td>Study on going, modernization estimate $70M, extension estimate $103M. The Invision Tampa Streetcar extension project has been accepted into the Project Development phase of the Federal Transit Administration's Small Starts program.</td>
<td>FTA Small Starts, FDOT New Starts</td>
<td>Connection to regional transit hub for Downtown Tampa</td>
</tr>
<tr>
<td>31</td>
<td></td>
<td></td>
<td>Real Choices</td>
<td>Expansion of existing maintenance facility</td>
<td>HART</td>
<td>$300 million requested for improvements to existing facility to enter project development</td>
<td>FTA, TIGER/BUILD</td>
<td>Listed based on HART's priority setting</td>
</tr>
<tr>
<td>32</td>
<td>438998</td>
<td>1045</td>
<td>US 92 from Maryland Ave to Polk County</td>
<td>Widen to 4LD</td>
<td>FDOT; Plant City</td>
<td>PD&amp;E completed, $3.7MPE needed, CST $42M unfunded</td>
<td>SIS, Other Arterials</td>
<td>Delay reduction/mi = 119; 2040 jobs/mi = 568, V/C 1.75</td>
</tr>
<tr>
<td>33</td>
<td>438997</td>
<td>1043</td>
<td>US 92 (Garden Ln/Eureka Springs to CR 579 (MANGO RD))</td>
<td>Widen 2 lanes to 4 lanes divided</td>
<td>FDOT</td>
<td>PD&amp;E completed, $4.2M PE needed, CST $41M unfunded</td>
<td>SIS, Other Arterials</td>
<td>Delay reduction/mi = 57; 2040 jobs/ mi = 1760, V/C 1.75</td>
</tr>
<tr>
<td>34</td>
<td>440749</td>
<td>1</td>
<td>US 41 at 50th St CSX Grade Separated Interchange/Rail Overpass South of Causeway Blvd and at Causeway Blvd</td>
<td>Grade Sep. Intersection/Overpass</td>
<td>FDOT</td>
<td>Port Tampa Bay request. Added $2.7M for PD&amp;E FY18, $5.4M for design FY19 &amp; 20, $15M for ROW FY22, TENTATIVELY FUNDED CST $72.7M in FY26</td>
<td>Freight, Intermodal, SIS</td>
<td>2040 Priority Art needing CM impr - 1.70 V/C peak period, Delay reduction/ mi = 1668</td>
</tr>
<tr>
<td>35</td>
<td></td>
<td></td>
<td>W Sam Allen Rd (N Alexander St to SR 39)</td>
<td>Widen to 4LD</td>
<td>Plant City</td>
<td>$7.12M for Construction</td>
<td>SU</td>
<td>Closest segment Forbes to Alex. delay reduction/ mi = 31 2040 jobs/ mi = 57</td>
</tr>
<tr>
<td>36</td>
<td>1038, 1040</td>
<td>1</td>
<td>Sam Allen Rd (Park Rd to Polk County)</td>
<td>New 4 Lane roadway</td>
<td>Plant City</td>
<td>MPO Alignment Study completed; $2.15M request for PD&amp;E</td>
<td>SJ</td>
<td>Delay reduction/ mi = 189 &amp; 20; 2040 jobs/ mi = 240 &amp; 101</td>
</tr>
<tr>
<td>37</td>
<td></td>
<td></td>
<td>US 41 at SR 60</td>
<td>Grade Separated Intersection</td>
<td>FDOT (tent.)</td>
<td>Port Tampa Bay request</td>
<td>Other Arterials</td>
<td>US41 from Causeway to CSX Intm delay reduction/ mi = 1668 SR 60 from 50th to US301 PTI = 3.933</td>
</tr>
<tr>
<td>38</td>
<td></td>
<td></td>
<td>US 41 at CSX ‘A’ Line to CSX ‘S’ Line</td>
<td>Grade Separated Intersection</td>
<td>FDOT (tent.)</td>
<td>Port Tampa Bay request</td>
<td>Other Arterials</td>
<td>US41 from Causeway to CSX Intm delay reduction/ mi = 1668</td>
</tr>
<tr>
<td>39</td>
<td></td>
<td></td>
<td>19th Ave NE from US 41 to US 301</td>
<td>Roadway/New Interchange</td>
<td>Hillsborough County</td>
<td>$70M, Widen 19th Ave from 2 to 4 lanes and look at a new interchange at I-75. The current request is to conduct an Interchange Justification Study. County to update request for IJS and provide an SU application with funding by phase.</td>
<td>SJ</td>
<td>Imagine 2040 LRTP Need V/C 0.7</td>
</tr>
<tr>
<td>40</td>
<td></td>
<td></td>
<td>Big Bend Extension (Boggy Creek to Balm Boyette Rd)</td>
<td>Road Extension</td>
<td>Hillsborough County</td>
<td>Request $650,118 for PD&amp;E, CIGP Application to be Submitted</td>
<td>CIGP</td>
<td>Imagine 2040 LRTP Need</td>
</tr>
</tbody>
</table>

Denotes new priority
### Table 2: CANDIDATES FOR NEW FUNDING

<table>
<thead>
<tr>
<th>#</th>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>Need beyond 2040</td>
<td>Rice Rd (Coronet Rd to Polk County) New 2LU Rd</td>
<td>Plant City</td>
<td>MPO Alignment Study completed; $2.5M requested for PD&amp;E</td>
<td>SU</td>
<td>Longer range need 12 V/C in 2018 E+C</td>
</tr>
<tr>
<td>42</td>
<td>Real Choices</td>
<td>New Satellite Maintenance Facility Transit</td>
<td>HART</td>
<td>$60 million for new Satellite Maintenance Facility</td>
<td>FTA, TIGER/BUILD</td>
<td>Listed based on HART’s priority setting</td>
</tr>
<tr>
<td>43</td>
<td>Need beyond 2040</td>
<td>Causeway Blvd (US 41 to US 301) Operational Improvements</td>
<td>Port Authority/ FDOT (tent.)</td>
<td></td>
<td></td>
<td>Longer Range Need</td>
</tr>
<tr>
<td>44</td>
<td>Minimize Traffic</td>
<td>Madison Ave (Falkenberg Rd to US 301)</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>Widen from 2 to 4 lanes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>Minimize Traffic</td>
<td>Balm Rd (US301 to Clement Pride Rd)</td>
<td>Hillsborough County</td>
<td>Widen from 2 to 4 lanes with a sidewalk, Request $896,671 for PD&amp;E, SU Application to be Submitted</td>
<td>SU</td>
<td></td>
</tr>
<tr>
<td>46</td>
<td></td>
<td>Port Redwing Rail (on Port Property) New rail line to Port Redwing to US41, on Port Property</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>New 2 lane access road</td>
<td>FDOT Intermodal, SIS</td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>Minimize Traffic</td>
<td>Guy N. Verger flyover spanning CSX’s cargo artery north of GATX Dr (on Port Property) Grade Separated Intersection</td>
<td>Port Authority/ FDOT (tent.)</td>
<td></td>
<td>FDOT Intermodal, SIS</td>
<td></td>
</tr>
<tr>
<td>48</td>
<td>Minimize Traffic</td>
<td>East Cargo Yard Access Road (US41 to Access Rd)</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>Widen from 2 to 4 lanes</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>49</td>
<td></td>
<td>Port Redwing Access Road (Port Redwing to US41, on Port Property)</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>New 2 lane access road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>Preserve System</td>
<td>Maintain Current Bus Service Transit State of Good Repair</td>
<td>HART</td>
<td>Request is for $3.5M for fareboxes replacements, HART upgrades, SU application needed</td>
<td>SU, FTA</td>
<td></td>
</tr>
<tr>
<td>51</td>
<td></td>
<td>Maintain Current Bus Service Transit State of Good Repair</td>
<td>HART</td>
<td>HART Maintenance Facility Stormwater improvements and pavement rehabilitation, $3.5M, SU application needed</td>
<td>SU, FTA</td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>Preserve System</td>
<td>Maintain Current Bus Service Transit State of Good Repair</td>
<td>HART</td>
<td>Trapeze Software - Bus Stop Manager and OPS Web - $360,000, SU application needed</td>
<td>SU</td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>Reduce Crashes</td>
<td>Tomlin Middle School Walk/Bike Safety</td>
<td>Plant City</td>
<td>$254,560 requested for design &amp; construction, various locations, ROW and estimates needed (LAP Certification Issues)</td>
<td>TA, SR25</td>
<td>40 total crashes; 4 bike/ped; Safe Routes to School</td>
</tr>
<tr>
<td>54</td>
<td>Reduce Crashes</td>
<td>Bullard Pkwy/Temple Terrace Hwy from Glen Arven Ave to 78th St Complete Street Enhancements</td>
<td>Temple Terrace</td>
<td>TA Application needed</td>
<td>To Be Determined</td>
<td>Segment part of a 2040 Illustrative Safety Project; 43 total crashes, 0 bike/ped</td>
</tr>
<tr>
<td>55</td>
<td>Reduce Crashes</td>
<td>George Rd Complete Street Safety Enhancements</td>
<td>Hillsborough MPO</td>
<td>Design: $367,000 (preliminary estimate) (Design funded FY23) Segment 1: $1.1M (Town ‘n’ Country Greenway to Clifton St) Segment 2: $2.1M (Clifton St to Memorial Hwy) Segment 3: $1M (Memorial Hwy to U-Path) Request for CST funding, TA Application Needed from County</td>
<td>SU, TA, HSIP</td>
<td>34 total crashes, 0 bike/ped (13 crashes/mile)</td>
</tr>
</tbody>
</table>

**Priority Projects Pending Documentation for Funding**

<table>
<thead>
<tr>
<th>#</th>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>56</td>
<td>Preserve System</td>
<td>Maintain Current Bus Service Transit State of Good Repair</td>
<td>HART</td>
<td>Request is for $3.5M for fareboxes replacements, HART upgrades, SU application needed</td>
<td>SU, FTA</td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>Preserve System</td>
<td>Maintain Current Bus Service Transit State of Good Repair</td>
<td>HART</td>
<td>HART Maintenance Facility Stormwater improvements and pavement rehabilitation, $3.5M, SU application needed</td>
<td>SU, FTA</td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>Preserve System</td>
<td>Maintain Current Bus Service Transit State of Good Repair</td>
<td>HART</td>
<td>Trapeze Software - Bus Stop Manager and OPS Web - $360,000, SU application needed</td>
<td>SU</td>
<td></td>
</tr>
<tr>
<td>59</td>
<td>Reduce Crashes</td>
<td>Tomlin Middle School Walk/Bike Safety</td>
<td>Plant City</td>
<td>$254,560 requested for design &amp; construction, various locations, ROW and estimates needed (LAP Certification Issues)</td>
<td>TA, SR25</td>
<td>40 total crashes; 4 bike/ped; Safe Routes to School</td>
</tr>
<tr>
<td>60</td>
<td>Reduce Crashes</td>
<td>Bullard Pkwy/Temple Terrace Hwy from Glen Arven Ave to 78th St Complete Street Enhancements</td>
<td>Temple Terrace</td>
<td>TA Application needed</td>
<td>To Be Determined</td>
<td>Segment part of a 2040 Illustrative Safety Project; 43 total crashes, 0 bike/ped</td>
</tr>
<tr>
<td>61</td>
<td>Reduce Crashes</td>
<td>George Rd Complete Street Safety Enhancements</td>
<td>Hillsborough MPO</td>
<td>Design: $367,000 (preliminary estimate) (Design funded FY23) Segment 1: $1.1M (Town ‘n’ Country Greenway to Clifton St) Segment 2: $2.1M (Clifton St to Memorial Hwy) Segment 3: $1M (Memorial Hwy to U-Path) Request for CST funding, TA Application Needed from County</td>
<td>SU, TA, HSIP</td>
<td>34 total crashes, 0 bike/ped (13 crashes/mile)</td>
</tr>
<tr>
<td>2018 Priority</td>
<td>FPN</td>
<td>2040 LRTP Reference</td>
<td>Project Limits</td>
<td>Project Description</td>
<td>Project Sponsor</td>
<td>Project Status / Request</td>
</tr>
<tr>
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<td>------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>56</td>
<td></td>
<td></td>
<td>Marshall Middle School</td>
<td>Walk/Bike Safety</td>
<td>Plant City</td>
<td>$494,600 requested for design &amp; construction, various locations, ROW and estimates needed (LAP Certification issues)</td>
</tr>
<tr>
<td>57</td>
<td></td>
<td></td>
<td>Columbus Dr/17th/18th/19th 2-way conversion</td>
<td>Complete Street Enhancements</td>
<td>Hillsborough MPO</td>
<td>2-way conversion, $1.6 million needed for signals, signing, and marking, TA Application needed</td>
</tr>
<tr>
<td>58</td>
<td></td>
<td></td>
<td>Channelside Dr (Meridian to Adamo)</td>
<td>Complete Street Enhancements</td>
<td>Port Authority/ Channel District CRA</td>
<td>City conducting design study of Channelside Dr from Kennedy Blvd to Cumberland Dr, Need TA Application</td>
</tr>
<tr>
<td>59</td>
<td>439413</td>
<td>9996</td>
<td>Davis Rd Ext (Harney Rd to Maislin Dr)</td>
<td>New 2LU Rd</td>
<td>Temple Terrace</td>
<td>$3.5M for Design and CST, need to work with the County on request</td>
</tr>
<tr>
<td>60</td>
<td></td>
<td></td>
<td>South Tampa Greenway (Manhattan Ave to Picnic Island Park)</td>
<td>Multi-Use Trail</td>
<td>Tampa</td>
<td>$50,000 requested for PD&amp;E ($1,800,000 total cost estimate), Need agreement with MacDill AFB for ROW use for 25 years post-construction</td>
</tr>
<tr>
<td>61</td>
<td></td>
<td></td>
<td>West River Gwy (Bayshore Blvd to MLK Recreation Complex)</td>
<td>Multi-Use Trail</td>
<td>Tampa</td>
<td>$132,000 requested for Design ($982,000 total cost estimate); Waiting for verification of ownership of ROW</td>
</tr>
<tr>
<td>62</td>
<td></td>
<td></td>
<td>UPPER TAMPA BAY TRAIL (UTBT) PHASE IV-A and IV-B</td>
<td>Multi-Use Trail</td>
<td>Hillsborough County</td>
<td>$2,582,000 to construct A $1,562,000 to construct B Alignment to be determined by County</td>
</tr>
<tr>
<td>63</td>
<td></td>
<td></td>
<td>Selmon Greenway Next Phases - SR 60 between 19th St &amp; Channelside Dr, extension to Nuccio Pkwy</td>
<td>Multi-Use Trail</td>
<td>THEA</td>
<td>Phase 2. $2,214,338 - Construct Connection to Nuccio Pkwy Phase 3. $1,386,614 - Safety &amp; Sec Signage</td>
</tr>
<tr>
<td>64</td>
<td></td>
<td></td>
<td>Light Vehicle/footbridge over Hillsborough River at Whiteway Dr</td>
<td>Multi-Use Trail</td>
<td>Temple Terrace</td>
<td>TA Application needed</td>
</tr>
<tr>
<td>65</td>
<td></td>
<td></td>
<td>US41 (Madison to Denver S)</td>
<td>Widen 4 to 6 lanes</td>
<td>Port Authority</td>
<td>This segment is considered to be policy constrained in the Hillsborough County Comprehensive Plan and would require an amendment to the plan.</td>
</tr>
</tbody>
</table>

Priority Projects being Studied, No Funding Request at this Time

| 66           | 443923 | 1 | Preserve System | Platt Street Movable Bridge | Bridge Replacement | Hillsborough County | $250K for planning study, Funded FY24 | SU |
| 67           | 443924 | 1 | Preserve System | Columbus Street Movable Bridge | Bridge Replacement | Hillsborough County | $250K for planning study, Funded FY24 | SU |

Denotes new priority
### Table 2: CANDIDATES FOR NEW FUNDING

<table>
<thead>
<tr>
<th>2018 Priority</th>
<th>FPN</th>
<th>Project Description</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
</table>
| 68            | 443925 1 | Reduce Crashes Vision Zero Corridors Study | MPO/ Hillsborough County | Request for $500K to conduct a planning level study of the 8 corridors in Unincorporated Hillsborough County, Funded FY24  
• 15th Street from Fowler Avenue to Fletcher Avenue  
• 78th Street from Causeway Boulevard to Palm River Road  
• Bruce B Downs from Fowler Avenue to Bearss Avenue  
• CR 579/Mango Road from MLK Boulevard to US 92  
• Fletcher Avenue from Armenia Avenue to 50th Street  
• Lynn Turner Road from Gunn Highway to Ehrlich Road  
• Sheldon Road from Hillsborough Avenue to Waters Avenue  
• Gibsonton Drive from I-75 to Balm Riverview Road | TA, SU | All are Vision Zero "Top 20" Severe Crash Corridors |
| 69            | 440742 1 | Real Choices East-West BRT | HART | Funded $2.5M for PD&E FY18, future phases to be determined | FTA, Small Starts | 2040 Investment Level 1 - pop. density rating 5 |
| 70            | 441250 3 | Real Choices Shared-Use path to connect Temple Terrace to USF | Temple Terrace | Request inclusion of shared-use path in FDOT Fowler Ave Multimodal Study (Priority #7) | To Be Determined | 2040 Investment Level 2 - pop. density rating 2 |
| 71            | 415348 1 | Real Choices Gandy Bridge Trail (Hillsborough County line to Westshore Blvd) | FDOT & MPO | PD&E study for Hillsborough Portion is funded in FY20 | State Funds | 2040 Investment Level 1 - pop. density rating high |
| 72            | 62 | Westshore Regional Intermodal Center | FDOT | Regional Transit Catalyst Project | SIS, FDOT transit programs | |
| 73            | 437804 1 | Connection to Airport People Mover | FDOT/Aviation Auth | | SIS, FDOT transit programs | |
| 74            | 60 | US 41 CSX Rail Corridor Joint Use | FDOT | | | |
| 75            | | Channel District Port Master Plan Projects on Port Property | Port Authority | McKay Street (Channelside Drive to Ybor Channel, Realignment of roadway) $1.6M  
Channelside Lane (McKay St to York St, New 2 lane road) $3.1M  
Central Street (Cumberland Dr to Whiting St, New 4 Lane roadway) $1.1M  
York Street (Channelside Drive to Ybor Channel, Complete Street Enhancements) $1.3M | TIGER/BUILD | |

**Denotes new priority**
April 8, 2019

Beth Alden, Executive Director
Metropolitan Planning Organization
601 E. Kennedy Blvd., 18th Floor
PO Box 1110
Tampa, FL 33601

Subject: 2019/2020 Transportation Improvement Program (TIP) Request

Dear Ms. Alden:

Over the last 5 years, the Board of County Commissioners (BOCC) have been working to find solutions for transportation issues in the County. As a result of these efforts, in 2016, the BOCC approved and committed to a 10 year transportation program focused on preservation, safety and congestion relief projects inclusive of all mobility options at an estimated cost of over $812 million. Additionally, a one cent surtax was approved in November 2018 to fund transportation projects throughout the county, including but not limited to road and bridge improvements, public transit, and improving intersections.

Both funding mechanisms do not fund all transportation needs, with the County relying on a variety of other funding sources such as property tax growth, gas taxes, Impact and Mobility Fees, and Grants. As the Metropolitan Planning Organization (MPO) evaluates and prioritizes projects for the upcoming TIP request cycle, Hillsborough County would like the MPO to consider the following projects and planning studies for prioritization and funding to augment these efforts to preserve and improve mobility for the residents of Hillsborough County. The County has applied for a number of grants related to these projects as well, which have been submitted for consideration.

Reduce Crashes and Vulnerability - Safety and Resilience Projects

Intersection Projects

1. US 301 at Riverview Drive (a CIGP application has been completed)
2. 50th Street / US 41 at Palm River Road (a CIGP application has been completed)
Manage Congestion for Drivers and Shippers – Projects including intersections, signalization, ITS, transit, multiuse trails, and road capacity projects.

3. Big Bend Road Extension: Boggy Creek to Balm Boyette Road I-75/Big Bend Road (a TRIP application has been completed)

4. Balm Road: US 301 to Clement Pride Road (an SU application has been completed) Note that this is a complete street improvement which will include a proposed multi-use trail, which can qualify it as a project under “Real Choices When Not Driving”

Real Choices When Not Driving – Projects including multi-use trails.

5. South Coast Greenway (Manatee County Line to US 301/19th Avenue) (a TA application has been completed)

A map that illustrates the location of these projects and a table that provides greater detail are attached for your reference.

If you or the members of your staff have any questions, please contact me at 813-307-4754. We are ready to assist you and our local private and public partners on advancing these initiatives.

Sincerely,

John W. Lyons, PE, PSM, Assistant County Administrator
Infrastructure Services

JWL/RR/ml

c: Board of County Commissioners
   Michael S. Merrill, County Administrator
   Lucia E. Garsys, AICP, Chief Development & Infrastructure Services Administrator
   James E. Hudock, PE, Director, Public Works Department
<table>
<thead>
<tr>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Request</th>
<th>Suggested Funding Type</th>
<th>Steps Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> US 301 at Riverview Drive (CIP 69645131)</td>
<td>A total of 31 intersection/intersection projects were included in the County’s intersection operation and safety enhancement program. These projects will provide safety enhancements with the goal of reducing crashes, improved pedestrian/pedestrian facilities, accommodation for transit were appropriate, and improve system operations. The County is requesting supplemental funding for 2 intersection projects that are both on the State Highway System and County Road systems. The County is initiating PD&amp;E on these projects in 2019 under CIP 69645000.</td>
<td>Request Construction Funding at $1,755,850 Total Cost $6 million</td>
<td>Potential State Funding (CIGP)</td>
<td>County submitted CIGP applications</td>
</tr>
<tr>
<td><strong>2</strong> 50th St / US 41 at Palm River Road (CIP 69545105)</td>
<td><strong>Manage Congestion for Drivers and Shoppers - including intersections, signalization, ITS, transit, multi-use paths and road capacity</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3</strong> Big Bend Road Extension: Boggy Creek to Balm Boyette Rd</td>
<td>Big Bend Rd is a Strategic Intermodal System (SIS) connector from US 41 to I-75. The corridor from US 41 to US 301 is identified in the LRTP as a 5 lane arterial. Hillsborough County is seeking grant funding in order to accelerate the implementation of extending Big Bend Road to Balm Boyette Rd into a 2 lane undivided road. Portions of the Big Bend extension are developer committed with the remaining segment (approx, 0.87 miles) to be designed and constructed by the County. The proposed cross section matches that which is currently being constructed by the developer. TRIP funding will provide an important additional funding source toward projects that will reduce delay and improve safety in an area of rapid growth and change.</td>
<td>Request PD&amp;E funding at $650,118 Total Cost $5.6 million</td>
<td>Potential Federal Funding (TRIP)</td>
<td>County submitted TRIP application</td>
</tr>
<tr>
<td><strong>4</strong> Balm Road: US 301 to Clement Pride Rd</td>
<td>The proposed improvement to Balm Road will provide multi-modal capacity in an area of significant growth, including the proposed construction of a new high school. The proposed cross section of the facility will include a 4-lane rural cross section to accommodate the vehicular demands of a new high school as well as 1.7 multi-use paths on both sides that will encourage non-vehicular trips between the proposed school and nearby residential developments. The proposed improvements will help to address specific needs related to population and employment growth in the area.</td>
<td>Request PD&amp;E funding at $896,673 Total Cost $9.1 million</td>
<td>Potential Federal Funding (SU)</td>
<td>County submitted SU application</td>
</tr>
<tr>
<td><strong>5</strong> South County Greenway from Manatee County Line to US 301/19th Avenue</td>
<td>The South County Greenway Trail is part of the Gulf Coast Trail system (a SunTrail eligible facility) which, when completed, will provide connectivity across the County. For the segment from Symmes to SR 60, the MPO has initiated an Alignment Feasibility Study. For the portion from the County Line to 19th Ave, that segment along US 301 from SR 674 to 19th Ave is anticipated to be constructed as a side path as part of a planned widening by FDOT. Completion of these two segments of the South Coast Greenway will result in an uninterrupted portion of the Gulf Coast Trail within the County.</td>
<td>Request PD&amp;E funding at $371,000 Total Cost $12 million</td>
<td>Potential State Funding (SunTrail, TA)</td>
<td>County submitted TA application</td>
</tr>
</tbody>
</table>
MPO FUNDING AND PRIORITIES REQUEST

Hillsborough County Florida

Legend
1. US 301 at Riverview Drive (CIP 69645121)
2. 50th St / US 41 at Palm River Road (CIP 69545105)
3. Big Bend Road Extension: Boggy Creek to Balm Boyette Rd
4. Balm Road: US 301 to Clement Pride Rd
5. South County Greenway from Manatee County Line to US 301/19th Avenue

Locator Map

NOTE: This material is not to be used for surveying or construction purposes. The Florida Department of Transportation and the Hillsborough County, Florida do not assume responsibility for any errors or omissions. The material has been prepared for the convenience of the public and should not be construed as a guarantee of specific routes or facilities. All rights reserved. Copyright © 2020 Hillsborough County, Florida

501 E Kennedy Blvd, Tampa, FL 33602
311.Hillsborough.org
1-866-311-Hills

52
April 5, 2019

Beth Alden, AICP, Executive Director
Hillsborough County Metropolitan Planning Organization
601 East Kennedy Boulevard, 18th Floor
Tampa, Florida 33602

Dear Ms. Alden:

SUBJECT: City of Tampa Transportation Improvement Program Priorities (FY2020/21 – 2024/25)

The City of Tampa respectfully submits the following list of prioritized projects in order for the Metropolitan Planning Organization (MPO) to update the FY 2020/21 – 2024/25 Transportation Improvement Program (TIP).

Programmatic Set-Aside (Surface Transportation Program)

1) Citywide Advanced Traffic Management Systems (ATMS)
   a. Phase 2 – Downtown Tampa ATMS (424213-3)
   b. Phase 3 – Kennedy Boulevard / Hyde Park Avenue / Dale Mabry Highway ATMS (424213-4)
   c. Phase 4 – University of South Florida Area / Busch Boulevard ATMS (424213-6)

Other Major Projects

2) InVision: Tampa Streetcar (Construction FY2020/21)
   a. System Modernization from Franklin St/Whiting St to 8th Ave/20th St ($70 million (est. 2017 $))
   b. System Extension from Palm Ave/Tampa St to Franklin St/Whiting St ($103 million (est. 2017 $))

Programmatic Set-Aside (Pedestrian / Bicycle Safety Program)

3) Green Spine Cycle Track (439476) (construction funding)
   a. Phase 3a – Nuccio Parkway from Nebraska Avenue to 7th Avenue (439476-2)
   b. Phase 3b – Nuccio Parkway from 7th Avenue to 13th Avenue (439476-3)
   c. Phase 3c – 15th Street from 7th Avenue to 21st Avenue
   d. Phase 2a – Cass Street from Howard Avenue to Willow Avenue
4) 34th Street – from Columbus Drive to Hillsborough Avenue (437648-1)
5) Columbus Drive – from Nebraska Avenue to 14th Street (436639-1)
6) 46th Street – from Busch Boulevard to Fowler Avenue (437246-1)
7) Floribraska Avenue – from Tampa Street to 9th Street (436640-1)
8) Sulphur Springs K-8 Various Locations - Safe Routes to School Project (443582-1)
9) El Prado Boulevard Sidewalks  
   a. Phase 1 – from Omar Avenue to S. Lois Avenue (443516-1)  
   b. Phase 2 – from S. Lois Avenue to Bayshore Boulevard (443516-2)
10) Fremont Avenue Safety Improvements  
    a. Platt Street at Fremont Avenue Traffic Signals (443711-1)  
    b. Cleveland Street at Rome Avenue Traffic Signals (443711-2)  
11) Doyle Carlton Drive at Laurel Street Intersection Improvement (443968-1)

Major Regional Trail Projects

12) West River Greenway-Stewart Connector – from Stewart Middle School to Willow Avenue  
13) South Tampa Greenway – from Picnic Island Park to Manhattan Avenue

Unified Planning Work Program

The City requests prioritization of the following planning-level studies under the Unified Planning Work Program:
1) New City-wide Traffic Counts and LOS Report for FY19 and FY20  
2) Multi-Modal School Safety Reviews  
   a. Chamberlain High School/Adams Middle School/Forest Hills Elementary School  
   b. Middleton High School/Young Middle School/Ferrell Middle School  
   c. Van Buren Middle School  
3) Bicycle Counts on High Bicycle and Pedestrian Accident Corridors  
4) Public Safety Information materials

Thank you for your consideration of this request. If you have any questions, please feel free to contact me directly at 274-8045 or via email at Jean.Duncan@tampagov.net.

Sincerely,

Jean W. Duncan, P.E., Director

JWD/mm

cc: Brad Baird, Public Works and Utilities Administrator  
Paul Dial, Director, Parks and Recreation Department  
Milton Martinez, P.E., Chief Transportation Engineer  
Vik Bhise, Chief Traffic Engineer  
Calvin Hardie, P.E., Capital Projects Manager  
Calvin Thornton, City Bicycle and Pedestrian Engineer  
Nina Mabileau, Project Manager  
Karla Price, Landscape Architect, Parks and Recreation Department  
File (___-19-JD.LET)
March 14, 2019

Ms. Beth Alden, AICP
Executive Director
Hillsborough County Metropolitan Planning Organization (MPO)
601 East Kennedy Boulevard, 18th Floor
Tampa, Florida 33602

Re: Transportation Priorities of the City of Plant City for 2019

Dear Ms. Alden:

Per your request, listed below for your consideration are the City of Plant City’s priorities to use during this year’s development of the MPO’s Transportation Improvement Program (TIP). They are in order of importance [highest first]:

- **Alexander Street/James L. Redman Parkway – Intersection Improvements.** The total estimated cost of this project is $2,000,000. The improvements that would aid in traffic flow through this intersection include an improved east bound right turn lane on Alexander Street south bound onto James L. Redman Parkway for semi-truck traffic. A new right turn lane on James L. Redman Parkway onto west bound Alexander Street, which would greatly reduce the traffic backup that now occurs at this centrally located commercial node in Plant City.

- **Alexander Street/Jim Johnson Road – Intersection Improvements.** The total estimated cost of the project is $2,000,000. Improvements to this intersection will aid traffic flow by widening the intersection, allowing for a dual left turn lane onto Jim Johnson Road from Alexander Street. This intersection will require widening at the crossing at CSX Railroad.
• **South Park Road/Coronet Road** – Intersection Improvements. The total estimated cost of the project is $2,000,000. Improvements to this intersection will aid traffic flow by widening the intersection, allowing for dedicated left turn lanes onto Park Road from Coronet Road and East Alsobrook Street. Other intersection improvements would include a relocated right turn lane onto Coronet Road from Park Road and a relocated right turn lane from East Alsobrook Street onto Park Road.

• **Sidewalk improvements around Tomlin Middle School** – The total estimated cost of this project is $254,560. Provide a series of sidewalk improvements near and around Bryan Elementary School and Tomlin Middle School. Due to the pending elimination of courtesy busing, an improved walking and biking environment is needed around the most impacted schools in Plant City. By addressing the identified missing links in the sidewalk network of the surrounding neighborhoods, it will provide for a safer walking and biking environment for students traveling to and from either Bryan Elementary School or Tomlin Middle School. This is a recommended improvement from the Plant City Walk-Bike Plan, June 2017.

• **Sidewalk improvements around Marshall Middle School** – The total estimated cost of this project is $496,600. Provide a series of sidewalk improvements near and around Marshall Middle School. Due to the pending elimination of courtesy busing, an improved walking and biking environment is needed around the most impacted schools in Plant City. By addressing the identified missing links in the sidewalk network of the surrounding neighborhoods, it will provide for a safer walking and biking environment for students traveling to and from Marshall Middle School. This is a recommended improvement from the Plant City Walk-Bike Plan, June 2017.

• **Rice Road** – New two lane road from Coronet Road to South County Line Road. The estimated cost of a PD&E for this project is projected to be $2,500,000. Significant industrial growth is expected in this area and further it would implement a recommended improvement from the Freight Logistics Zone Study, May 2016. Also, this would provide an additional east-west thoroughfare between US 92 and SR 60, which would benefit truck traffic and industrial growth in eastern Hillsborough and western Polk Counties.

• **US 92** – Expand to four lanes from Park Road to South County Line. The estimated cost would be provided by FDOT. Significant industrial growth is expected in this area and further it would implement a recommended improvement from the Freight Logistics Zone Study, May 2016. In addition, this would reduce truck traffic on Interstate-4.
• West Sam Allen Road – Expand to a four lane facility from North Alexander Street to Paul Buchman Highway. The total estimated cost for this project is $7,120,000. Addresses a mismatch of lane configuration that currently exists for this link between North Alexander Street (4 Lanes) and the funded expansion (4 Lanes) of Sam Allen east of Paul Buchman Highway. Also, significant population growth is expected in this area and further it implements a recommendation from the Northeast Plant City Area Master Plan, June 2008.

• East Sam Allen Road – New four lane facility from North Park Road to North County Line Road. The estimated cost of a PD&E for this project is projected to be $2,150,000. Also, significant population growth is expected in this area and further it would implement a recommendation from the Northeast Plant City Area Master Plan, June 2008.

For those projects that are eligible for and receive federal and/or state funds that require Local Agency Program (LAP) certification, we would request they be sponsored and managed by either Hillsborough County or the Florida Department of Transportation, as appropriate. All of these proposed projects are consistent with the Imagine 2040: Plant City Comprehensive Plan. Also attached for your consideration are two transportation planning projects (Florida Strawberry Festival Special Use District Transportation Study [to be conducted during the festival time] & Canal Connector Trail Feasibility Plan) to be included in the MPO’s Unified Planning Work Program (UPWP).

Thank you for your consideration and if you have any questions, please contact either Julie Ham our Planning and Zoning Division Manager or Michael Schenk, P.E. our City Engineer at (813) 659-4200.

Sincerely,

Bill McDaniel
City Manager

CC: Plant City City Commission
Florida Strawberry Festival Special Use District Transportation Study

Today, Plant City is a jurisdiction of almost 40,000 residents located in northeast Hillsborough County. As the "Winter Strawberry Capital of the World", Plant City has been the host of the annual Florida Strawberry Festival, since 1929. For approximately eleven days each spring, tourists and other guests come from near and far to enjoy exhibits related to our agriculture heritage, along with viewing fine art and crafts produced by local residents in and around Plant City. But perhaps the biggest draw to this event is the top tier musical entertainment that performs daily and the over eighty amusement park rides along its’ Midway.

In 2019, over 560,000 guests visited the Florida Strawberry Festival Special Use District that encompasses only 367 acres that is bounded by Thonotosassa Road and West Baker Street to the north, North Seminole Lake Boulevard and State Road 574 to the west, the CSX Railroad Line to the south and to the east by Alexander Street. The study area would also include and evaluate Thonotosassa Road from Interstate-4 to the northern border of the Florida Strawberry Festival Special Use District.

In addition to the many businesses and neighborhoods located within this small area, there are several important facilities, such as Bryan Elementary School, Tomlin Middle School and South Florida Baptist Hospital. Due to the magnitude of traffic produced by this event, there is a need to identify and address congestion and safety issues through a sub-area transportation study of the Florida Strawberry Festival Special Use District. A few of the issues that should be addressed in such a study are transportation circulation patterns, congestion management, bicycle and pedestrian movement and the foremost public safety, with the unique twist that some recommendations when implemented may be of a permanent nature, while others may only be needed during the eleven days of the Strawberry Festival. The study would also address other transportation impacts caused by the numerous smaller events and the daily travel demands that occur in the Florida Strawberry Festival Special Use District.

A partial listing of some of the groups that would need to be involved and participate in such a plan include: Plant City’s Engineering, Planning and Police Departments, the Hillsborough County School District, the South Florida Baptist Hospital, the Hillsborough County Transportation and Development Department, the Florida Department of Transportation and of course representatives of the Florida Strawberry Festival. The timeline for such a study should allow the project team to visit and observe traffic impacts firsthand by surveying the area during the Florida Strawberry Festival, held in early March.
Florida Strawberry Festival Overlay District
Canal Connector Trail Feasibility Plan

A publicly accessible commuter trail is currently an amenity absent in the City and thus the development of one was a major recommendation that came from the recently completed Plant City Walk-Bike Plan (2017). The creation of such a trail would activate underutilized public lands, establish an alternative (non-automotive) transportation corridor, while creating a sense of place and gathering spot for Plant City. As part of the Walk-Bike Plan, a trail project was identified and given the working name of Canal Connector Trail. This trail would augment the existing on-street system connecting residential communities, commercial areas, and points of interest to a key route for cyclists and pedestrians traversing Plant City. Trailheads could be developed at South Frontage Road and in Gilchrist Park, as well as a midpoint stop at Cherry Street Park. The land required for much of this trail project is already owned by Plant City. The trail would feature some of the following amenities:

- Twelve foot Shared-Use Path
- Native Landscaping
- Safe, logical transition from On-Street Bikeways to Trail
- Pedestrian-Scale Lighting
- Neighborhood Access Points
- Shaded Seating and Water Fountains

The Canal Connector Trail Feasibility Plan would further refine the planning of the project and answer important questions prior to the PD&E Study and the ultimate construction of this non-motorized commuter facility in Plant City. This study would address and make recommendations on such items as:

- Identifying constraints and potential solutions (i.e. canal crossings and environmentally sensitive areas) in the potential alignment for the Canal Connector Trail.
- Describing needed right-of-way acquisition, if any, to complete the Canal Connector Trail.
- Recommending the number and locations for supporting amenities such as Trailheads, Benches, Water Fountains, Parking Spaces, Directional and Informational Signage, etc.
- Noting any needed safety improvements for non-motorized travel modes (i.e. bicyclists and pedestrians) and adjacent property owners along the Canal Connector Trail.
- Developing preliminary cost projections for design and construction of the Canal Connector Trail.
- Scoping the work required to address additional planning issues identified by the Project Team that may be evaluated in this or future studies on the Canal Connector Trail.
March 12, 2019

Sarah McKinley  
Principal Planner  
Hillsborough County Metropolitan Planning Organization  
601 East Kennedy Boulevard, 18th Floor  
P.O. Box 1110  
Tampa, Florida 33601

RE: Port Tampa Bay Capital Improvement Program and Project Priorities

Dear Ms. McKinley:

Thank you for the opportunity to participate in the development of the FY 2019/2020 Transportation Improvement Program (TIP). I have enclosed the Port’s Capital Improvement Program (CIP) containing priority seaport infrastructure projects and transportation project priorities for inclusion in the TIP. There are several on-port priority transportation investments that are critical to port operations:

- Roadway infrastructure and intermodal terminal at Channelside  
- Container facility gate complex and access road on Hooker’s Point  
- Access road on South Bay and traffic signalization at US 41  
- Access road on Port Redwing supporting Berth 302

Additionally, there are several off-port priority transportation investments in the corridors that serve the port. These projects would be implemented by partner agencies include redesigning Channelside Drive as a Complete Street, operational improvements along Causeway Boulevard, capacity improvements along Madison Avenue and US 41, and managed lanes in the I-4 corridor.

We look forward to continued collaboration to develop and implement a transportation strategy that supports the economic growth of the region, particularly as it relates to improved accessibility for freight transport to Port Tampa Bay facilities. Please do not hesitate to contact me if you would like to discuss further.

Sincerely,

Ram Kancharla  
Vice President of Planning and Development  
Port Tampa Bay
# Port Tampa Bay
## 2019 On-Port Priority Transportation Projects

<table>
<thead>
<tr>
<th>Project/Street</th>
<th>Limits</th>
<th>Improvement Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Channelside</strong></td>
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<tr>
<td>Grid street network at PTB’s Channelside area <em>(York Street, McKay Street, Channelside Lane, Central Street) and Channelside Intermodal Center</em></td>
<td>Channelside Areawide</td>
<td>Realignment of existing roadways and development of new roads to create a street grid in the area south of Channelside Drive. The project also includes development of a Pedestrian Promenade and new intermodal center.</td>
<td>$16,500,000</td>
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<tr>
<td><strong>Hooker’s Point</strong></td>
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<tr>
<td>Container Facility Gate Complex and Access Road</td>
<td>GATX Drive to Berth 214 at the south end of Hooker’s Point</td>
<td>New four-lane roadway approximately 3,150 in length. The project also includes construction of a 5,000 sq. ft. gate complex, eight lane canopy, and stormwater improvements.</td>
<td>$6,600,000</td>
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<tr>
<td><strong>Port Redwing/South Bay</strong></td>
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<tr>
<td>South Bay Access Road and Traffic Signal at US 41</td>
<td>US 41 to South Bay property line</td>
<td>New four-lane concrete roadway approximately 9000’ in length, installation of traffic signal, and stormwater improvements.</td>
<td>$2,500,000</td>
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<td>Berth 302 Access Road</td>
<td>Diana Toledo Alameda Road to Berth 302</td>
<td>New two-lane asphalt roadway approximately 6,250’ in length and stormwater improvements</td>
<td>$1,300,000</td>
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### Port Tampa Bay

#### 2019 Off-Port Priority Roadway Projects

<table>
<thead>
<tr>
<th>Roadway</th>
<th>From Street</th>
<th>To Street</th>
<th>Improvement Description</th>
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<tbody>
<tr>
<td>Channelside Drive</td>
<td>Meridian Avenue</td>
<td>Adamo Drive</td>
<td>Re-design Channelside Drive as a Complete Street</td>
</tr>
<tr>
<td>Causeway Boulevard</td>
<td>US 41</td>
<td>US 301</td>
<td>Operational improvements</td>
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<tr>
<td>Madison Avenue</td>
<td>Falkenberg Road</td>
<td>US 301</td>
<td>Widen roadway from two to four lanes</td>
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<td>US 41</td>
<td>Madison Avenue</td>
<td>Denver Street</td>
<td>Widen roadway from four to six lanes</td>
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<td>I-4</td>
<td>East of 50th Street</td>
<td>Polk County Line</td>
<td>Managed lanes</td>
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<td>PROJECT</td>
<td>FY 19/20</td>
<td>FY 20/21</td>
<td>FY 21/22</td>
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<td>CONSULTANT SERVICES:</td>
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<td>Environmental Engineering Services</td>
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<td>Geotechnical Testing</td>
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<td>General Engineering Consultant Biv</td>
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<td>General Planning Services</td>
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<td>CONTRACTOR UNIT PRICE SERVICES:</td>
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<td>Marine</td>
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<td>Environmental Cleanup</td>
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<td>CHANNELMILE IMPROVEMENTS</td>
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<td>Roadway work of Channeledge York Street, McIver Street, Channeledge Lane, Central Street, Pedestrian Promenade, Channeledge Intermediate Bridge</td>
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<td>DETOUR Point SACING, ACRES &amp; UPDATES &amp; RELOCATE</td>
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<td>South 151st N and W, yel and related improvements</td>
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<td>South 100 expansion and update cargo yard fill</td>
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<td>HOOKER'S POINT IMPROVEMENTS:</td>
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<td>Combined maintenance and update facility</td>
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<td>South 244 update piping</td>
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<td>South 244 update cargo yard</td>
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<td>South 254 gallery crane</td>
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<td>South 254 development</td>
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<td>Contract for 100 new access roads and access</td>
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<td>parking lot</td>
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<td>CARGO WAREHOUSE / TERMINAL FACILITY</td>
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<td>PORT WISE DEVELOPMENT</td>
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<td>South 70 access road and verb 4+ signal</td>
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<td>South 70 access road</td>
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<td>HARBOR CHANNEL FACILITIES</td>
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<td>dock facility /reno</td>
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<td>CES FACILITY</td>
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<td>$54,500,000</td>
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<td>$92,900,000</td>
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</table>
February 20, 2018

Beth Alden, AICP
Executive Director
Hillsborough County Metropolitan Planning Organization
601 East Kennedy Blvd., 18th Floor
Tampa, FL 33602

RE: TRANSPORTATION IMPROVEMENT PROGRAM PRIORITIES FY 2024 - HART

Dear Beth:

HART is seeking funding support from the Hillsborough County Metropolitan Planning Organization (MPO) for the following projects in FY 2024. The projects are listed in priority order.

<table>
<thead>
<tr>
<th>Priority</th>
<th>LRTP Performance Area</th>
<th>Project Cost</th>
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</thead>
<tbody>
<tr>
<td>Bus Replacements</td>
<td>Preserve the System</td>
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<tr>
<td>CAD / AVL System Replacement</td>
<td>Preserve the System</td>
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<td>HM Building (expansion of existing or construction of new maintenance facility and stormwater improvements and pavement rehabilitation at HART administration and maintenance facility)</td>
<td>Preserve the System</td>
<td>$30 million</td>
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<td>N/S MetroRapid Construction</td>
<td>Real Choices When Not Driving</td>
<td>$30 million</td>
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<tr>
<td>Regional Revenue Collection &amp; Inter-jurisdiction Mobility Fiber Optic Ring Between Jurisdictions</td>
<td>Real Choices When Not Driving</td>
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<td>Bus Stop Capital Improvements</td>
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<td>Marion Transit Center Concrete</td>
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<td>Trapeze Software - Bus Stop Manager and OPS Web</td>
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<td>E/W MetroRapid Preliminary Engineering Update</td>
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<td>Satellite Maintenance Facility</td>
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<td>CNG Compressor</td>
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<td>E/W MetroRapid Construction</td>
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<tr>
<td>Automated Vehicle Facilities/Infrastructure</td>
<td>Real Choices When Not Driving</td>
<td>$5 million</td>
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</tbody>
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The projects support key 2040 MPO Long Range Transportation Plan Goals, including goals related to energy conservation and environmental protection, accessibility and mobility improvements, transit supportive development patterns, as well as transportation system preservation. If funding were to become available prior to FY 2024, HART requests funding consideration for the projects.

Thank you for considering our request. Please feel free to contact me if you require additional information.

Sincerely,

[Signature]

Jeff Seward
Interim Chief Executive Officer
April 6, 2018

Ms. Beth Alden
Executive Director
Hillsborough Metropolitan Planning Organization
601 E. Kennedy, Blvd., 18th Floor
Tampa, FL 33602

Re: Transportation Priorities of the City of Temple Terrace for 2018

Dear Ms. Alden,

City staff met with MPO staff on Monday, February 26th, 2018 and March 15th, 2018 to discuss the City’s recommended transportation projects for the upcoming TIP. City staff remains committed to last year’s priorities listed below with two additions, items 4 and 8.

- Davis Road extension connecting Harney Road to Maislin Drive.
  a. Temple Terrace Priority # 1; MPO Priority # 22

  The total estimated cost of this project is $3,500,000 for a 0.4 mile undivided two-lane extension of Davis Road. The extension would relieve congestion from the intersection of Harney Road and U.S. 301. Additionally, the connection would reduce emergency response time by up to 2 minutes and 30 seconds, which is significant in instances of fire rescue and medical emergencies.

- Multi-use trail along west side of Morris Bridge Road from Davis Road to Fletcher Avenue.
  a. Temple Terrace Priority # 2; MPO Priority # 11

  This project is funded through FDOT.

- Bullard Pkwy/Temple Terrace Hwy from Glen Arven Ave to 78th St. – Complete Streets Ongoing
  a. Temple Terrace Priority # 4; MPO Priority # 12

- NEW Davis Rd from Morris Bridge Rd to Temple Terrace Hwy – Sidewalk and bicycle lane improvements, including repairs of existing sidewalks.
  a. Temple Terrace Priority # 5

- Whiteway Drive - Light Vehicle/Footbridge over Hillsborough River;
  a. Temple Terrace Priority # 6; MPO Priority # 37
Planning Studies Requested to be Included in the MPOs Unified Planning Work Program

- Shared-Use path to connect Temple Terrace to USF.
  a. Temple Terrace Priority # 3; MPO Priority # 36
  The City is requesting a planning study to evaluate the alignment of a shared use path to
  connect Temple Terrace to USF along Fowler Avenue or alternatively along an existing
  TECO easement between Temple Terrace City Hall and the Museum of Science and
  Industry (MOSI). The City requests that this study be included in the MPO Unified
  Planning Work Program.

- Access Management study for both sides of E. Fowler Avenue to identify access of
  properties between I-75 and the Tampa Bypass Canal.
  a. Temple Terrace Priority # 7
  This study would assist in identifying possibilities of vehicular access for properties to the
  north and south of Fowler Avenue in between I-75 and the Tampa Bypass Canal to
  determine the highest and best use of the available land. Staff requests that this study be
  included in the MPOs Unified Planning Work Program.

- NEW Golf Cart Connectivity Study.
  a. Temple Terrace Priority # 8
  As the City of Temple Terrace is considered a Multi-Modal Transportation District, a Golf
  Cart Connectivity Study would address the current demand for north-south and east-west
  Golf Cart connectivity within the City. This study would serve to expand the existing Golf
  Cart Mobility study by identifying areas of potential Golf Cart crossings on major roads
  to safely meet the needs of Temple Terrace residents. Staff requests that this study be
  included in the MPOs Unified Planning Work Program.

For those projects that are eligible for and receive federal and/or state funds that require Local
Agency Program (LAP) certification, we would request they be sponsored and managed by either
the Hillsborough County MPO in cooperation with the Florida Department of Transportation, as
appropriate. All of the proposed projects are consistent with the Imagine 2040: Temple Terrace
Comprehensive Plan. We appreciate your cooperation in this matter. If you have any questions,
please feel free to contact me at 813-506-6400.

Sincerely,

Charles W. Stephenson
City Manager
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program Amendment – Pedestrian Safety Improvement – Crosswalk at Florida Ave and Idlewild Ave (443583-2)

**Presenter**
Sarah McKinley, MPO Staff

**Summary**

The following item is an amendment to the Fiscal Year 2019-2023 Transportation Improvement Program (TIP). The amendment will add $101,000 in design funds to the to install a pedestrian crossing with overhead signal at the SR 685/USB 41/ Florida Ave and Idlewild Ave intersection.

This will advance funds as part of the short-term safety recommendations from the Heights Mobility Study. The short-term recommendations focus on new signage, pavement markings, sidewalks, new and improved bike lanes, intersections improvements, traffic signals and improved pedestrian crossings and will be implemented through 2024. This project is being advanced to align with the new pedestrian crosswalk/ traffic signal project at Florida and Wilder Ave, which is currently in design phase and the Final Design Plans are being coordinated with the City of Tampa. The construction cost for the pedestrian crossing at Florida Ave and Idlewild Ave has been estimated to be approximately $461,000 and will be funded in a future year to be determined through the FODT work program.

**Recommended Action**
Recommend approval of the TIP Amendment

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
TIP Comparative Report
Heights Mobility Study – Project Website
FDOT
5 Year TIP
Hillsborough County, District 7

Status: Amended  Amendment Date: 05/08/2019  Amendment Number: 40

Item Number: 443583 2  Description: SR 685/ US 41/ FLORIDA AVE AT IDLEWILD AVE  LRTP: Crash reduction, p. 164
Related Project: Extra Description: New Pedestrian Crossing with Traffic Signals
Project Length: *NON-SIS*
Type of Work: PEDESTRIAN SAFETY IMPROVEMENT

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Board & Committee Agenda Item

**Agenda Item**
CAC At-Large Nomination for Hispanic Representative

**Presenter**
Rich Clarendon, MPO staff

**Summary**
The CAC has a vacant at-large seat for a person of Hispanic origin.

To be appointed to an at-large seat, a candidate must first be recommended by the CAC. The MPO board then makes the final appointment.

Attached for your consideration is an application from a recent candidate who wishes to be considered:

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<tr>
<th>Name</th>
<th>Position</th>
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<tr>
<td>Lesem Ramos</td>
<td>Seat for a person of Hispanic origin</td>
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Mr. Ramos plans to attend the CAC meeting to introduce himself under public comment and express his desire to be appointed.

**Recommended Action**
Nominate the candidate to fill the vacant at-large seat for a person of Hispanic origin.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
CAC Application
Subject: FW: MPO Advisory Board / Committee membership submission

1. Which Board or Committee are you interested in? **Citizens Advisory Committee (CAC)**

2. My name is: **Lesem Ramos**

3. My email address is

4. My current place of employment is **Maximus Federal Services**

5. I reside at Tampa Fl 33617

6. I prefer to be contacted and receive documents at **Home**

7. Gender: **Male**

8. Race: **Hispanic**


10. US Citizen: **Yes**

11. I have a disability: **No**

11. Felony or misdemeanor offense: **No**

13. Registered voter: **Yes**

14. Receive Medicaid, SSI or WIC benefits? **No**

15. Resident of Hillsborough County since: **10/04/2004**

16. Education:

   - High School: **Bachelors Degree. Graduate Student in Leadership and Management**

   - Secondary: **Western Governors University - Masters Of Leadership and Management Strayers University - Bachelors Business Administration Human Resources and Legal Studies**

17. Professional license or certificate: **No**
18. Qualification: I’ve served and currently serve on local boards that focuses on the overall growth and prosperity to the City of Tampa. I’m a huge Tampa advocate and believe we live in a city and in a time where nothing can be left untouched or unnoticed. I’ve also worked in the private sector, with people who have found it difficult to find a job or hold a job because of the lack of transportation within the county and city. I’ve worked with countless community leaders that have expressed the same interest and concern that is equal the majority consensus within our community. As an advocate and local community member, I can bring to the table a refreshing look that connects the city with the ideas that are aligned with the social concerns surrounding transit.

19. Schedule conflicts: No,

20. Organizations I am a member of: Currently in process of reinstating Terrace Park Civic Association. Former member of Barrio Latino Board and currently serving as alternate to the Code enforcement board.

21. Selling goods and services to Hillsborough County, Tampa, Temple Terrace or Plant City: No
Board & Committee Agenda Item

**Agenda Item**

2045 Plan - Needs Assessment for Major Projects

**Presenter**

Wally Blain, Tindale Oliver and Associates, MPO Consultant

**Summary**

The MPO must update its Long Range Transportation Plan (LRTP) every five years to ensure this area retains its eligibility for federal transportation dollars. The LRTP must be cost-feasible, reflect local priorities, and look at least twenty years into the future (effectively a 25-year horizon).

A public hearing for the MPO to adopt its 2045 Plan is scheduled for Tuesday, November 5, and a draft will be made available 30 days in advance for public review.

The MPO has already taken a number of steps to develop the 2045 Plan: seeking public opinion on tri-county scenarios of future growth and transportation; reviewing goals and objectives; updating estimates of available revenue; and establishing baseline performance measures in a State of the System report.

Transportation needs are many, and the LRTP must be flexible enough to adapt to changing conditions. Federal rules mandate performance-based planning and allow that specific projects do not need to be listed, in many instances. Therefore, the following needs are grouped into performance-focused programs:

- Good Repair & Resilience Program - maintenance and stormwater-related needs
- Vision Zero Program – crash reduction needs
- Smart Cities Program – traffic management and technology needs
- Real Choices Program – greenway/trail and bus network needs

A 2045 forecast of the performance outcomes for each of these programs will be presented at the August board meeting, building on the recent State of the System report and the revenue forecast.

Today’s presentation will focus on what was referred to in the Imagine 2040 LRTP as “Major Projects for Economic Growth.” These are the big-ticket projects which are required to be individually listed in the Plan, and include:

- Needs for widening or extending major roads
- Needs for major interchange re/construction
- Needs for transit operating in its own right-of-way
The needs for Major Projects were identified by reviewing the last LRTP and the plans of partner agencies – such as FDOT’s latest Strategic Intermodal System Needs Assessment – and asking partner agency staff for ideas and suggestions. The list of ideas and suggestions was then:

- Reviewed in workshop format by the Technical Advisory Committee;
- Analyzed for 2045 congestion benefits, using the five-county Tampa Bay Regional Planning Model overseen by the multi-agency Technical Review Team;
- Reviewed by Planning Commission staff for consistency with local comprehensive plans and community plans.

Today’s presentation will focus on the top-performing candidate projects. Following this review by the board and MPO advisory committees, the top-performing candidate projects will the subject of an outreach survey, to be broadly distributed to Hillsborough County residents in June and July.

After public input, a limited number of these projects will be prioritized for funding in the 2045 cost-feasible LRTP.

**Recommended Action**

For information and discussion

**Prepared By**
Sarah McKinley

**Attachments**

- Map: 2015 Density – showing population density countywide in the plan’s “base year”
- Map: 2045 Density – showing population density countywide in the plan’s “horizon year”, based on forecasts from the Bureau of Economic & Business Research and the Planning Commission
- Map: 2045 Long Range Transportation Plan Traffic Volumes Higher Than Capacity - showing traffic congestion in 2045 if there were to be no further improvements after 2023, when the current committed five-year TIP is complete
- Map: Potential Job Growth in Key Economic Spaces – these are areas estimated to have at least 5,000 jobs in 2015, and which were focus areas for transportation investment in the Imagine 2040 Plan
ADDENDUM ITEMS
MPO Board Meeting of Tuesday, April 2, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:01 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held at the County Center in the 26th Floor Conference Room.

The following members were present:


The following members were absent:

Cindy Stuart and Joe Waggoner.

APPROVAL OF MINUTES – March 11, 2019

A motion was made by Commissioner Pat Kemp to approve the minutes of March 11, 2019. The motion was seconded by Councilman Maniscalco and carried unanimously.

RECOGNITION OF OUTGOING BOARD MEMBER HARRY COHEN

It was Councilman Harry Cohen’s last MPO Board meeting. The Board presented Councilman Cohen with a plaque in recognition and appreciation of his exemplary service on the MPO Board as Vice Chairman; MPO Policy Committee Chairman; MPO Chairs’ Coordinating Committee; Transportation Disadvantaged Coordinating Board; and Tampa Bay Transportation Management Area Leadership Group from 2011 until April 2019.

Board members also congratulated MPO Attorney, Mr. Cameron Clark, on the birth of his daughter.

PUBLIC COMMENT

Mr. Chris Vela expressed concerns regarding Segment 7 and toll lanes being added in the West Shore area. He also expressed concerns about a property that was recently lost in his neighborhood as a result to the Tampa Bay Next process. He requested that the Tampa Bay Next Project be killed.

Mr. Rick Fernandez agreed with Mr. Vela’s comments and provided comments on the upcoming annual TIP Hearing being held in June. He would like any remanence of TBNext removed from the TIP. He would like Section 6 from the TIP, reference number 1005 in last year’s TIP document, as well as removal of Section 7.
Mr. Kevin O’Hare spoke in support of the approval of the Interlocal Agreement regarding the Transportation Sales Surtax.

Mr. Ron Weaver wanted to know if by 2045 that I-275 north of Downtown Tampa will be at 245% of capacity. He commented on no additional right of way being taken; and he wanted to know if a boulevard concept would solve some of the problems. He also commented on toll lanes and CSX’s liability and rail.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, Executive Planner, provided a summary of committee reports, email and Facebook comments received from citizens. The full reports from the committees and all emails were provided to members in their board folders.

All of the committees recommended approval of the 2018 State of the System Report.

The Policy committee approved and forward the Interlocal Agreement regarding Transportation Sales Surtax on the Consent Agenda and a letter to the Bay Area Legislative Delegation similar to a Forward Pinellas letter.

Committees also heard reports on:

- Tampa’s Smart City Initiative
- The CAC heard a presentation by Joshua Frank on the I-275 Boulevard conversion concept, and members asked how freeway conversion projects have been accomplished in other cities.
- The TAC participated in an activity to identify additional major projects to be included in the regional model for testing the effect on congestion for the 2045 LRTP Needs Assessment.
- The Policy Committee had a similar discussion on the 2045 major projects, plus the multi-use trail projects, and the process for public engagement this summer.
- The Tampa Bay Next I-275 Section 7 update was presented, and BPAC members feel this is an unsustainable project and other alternatives should be considered.

The MPO Directors met at the TBARTA office and were briefed on TBARTA’s next steps to develop its Regional Transit Development Plan. The MPOs Long Range Plan Updates will collaborate with TBARTA on public outreach and ridership forecasting.

The next meeting of the MPO Chairs will be July 19 in Pasco County. Topics will include regional priorities, revisions to the CCC Interlocal Agreement to streamline the regional process, and an overview of the Pasco Connected City project.

The following email remarks were received and provided to board members:

- Carmen Monroy, FDOT Director of Policy Planning, complimented the Planning Commission and the MPO on the extensive coordination in creating the 2018 PlanHillsborough Annual Report. She had interest in economic development and resiliency sections.
- Ken Sides submitted public comment on the well-documented effectiveness of roundabouts, with Federal Highway back in 2001 citing 90% reduction in fatalities. PennDOT using 17 years of crash data found modern roundabouts to be 100% effective at eliminating fatalities at intersections.
- Patrick Post shared a proposal for 200-mile solar powered light rail commuter train system with a bike/ped pathway and electric bike/carshare from Marco Island to TIA.
- Mauricio Rosas shared two articles from the Brookings Institute. One article suggested economic success should also measure worker and family well-being like standards of living and household incomes. The more common broad-brush figures on jobs and employment vary dramatically across diverse communities in American’s lives. The second article focused on the importance of shifting to building great places, instead of the attention given to solving traffic congestion.
Mr. Rosas also thanked Secretary Gwynn for his continued cooperation in the face of a frustrated community. He asked for clarification on completion dates for studies such as HART’s Arterial BRT Study and the Heights Study.

The following Facebook remarks were received and provided to board members:

- Rick Fernandez posted about his review of the Interlocal Agreement and the County Charter Amendment. He noted several conflicts and ambiguities related to the IOC’s powers and duties. Mr. Fernandez also provided comments opposing FDOT’s preferred alternative for Section 7 and advocated for the no build option north of Downtown.
- Mauricio Rosas posted regarding the FDOT hearing on Section 7, offering these points: begin, and establish a completion date, for the HART BRT study for Florida/Fowler/Tampa/Nebraska Avenues; finish the Heights Mobility Study; prioritize CSX studies and projected completion; prioritize all local non-interstate VZ improvements; keep Section 7 as its own separate project; develop boulevard concept as part of long term transit plan; do not add general use lanes; consider reduced speeds on I-275 by time of day; invest in expanding local bus service; and preserve Floribraska exit.

Following the committee reports and online comments, Commissioner Smith asked Mr. Clark about the language in the Interlocal Agreement regarding the Transportation Sales Surtax approving and certifying in reliance upon additional professionals added to the process by MOU, and she wanted to know what happens if the IOC disagrees. Mr. Clark stated that he participated with the attorneys for the implementing agencies in crafting the agreement, and the involved attorneys felt that the language was consistent with the charter amendment and agreeable to all parties. Implementing agencies are utilizing engineers to ensure what is submitted to the IOC is compliant with the intent of the charter amendment.

**CONSENT AGENDA**

A. Committee Appointments
B. Interlocal Agreement Regarding Transportation Sales Surtax (approved by Policy Committee)
C. February 5, 2019 Minutes Correction
D. Letter to Bay Area Legislative Delegation Requested by the Policy Committee

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

**ACTION ITEMS**

A. 2018 State of the System Report

Dr. Johnny Wong, MPO Staff, presented information on the State of the System report which is a required element of the Long Range Transportation Plan update. The report analyzes trends related to the performance of the transportation network including infrastructure condition, resiliency, crashes, transit assets, travel reliability, and multimodalism.

Following the presentation, a motion was made by Commissioner Kemp to establish performance as a baseline to assess projects and approve the 2018 State of the System report. The motion was seconded by Mr. Mechanik.

There was discussion following the motion.

Commissioner Kemp inquired about slides that were originally provided; however, were not included in the presentation. In particular, she pointed out the reference to Vision Zero and how seven of the ten of the
most dangerous metro areas in the entire nation are Florida’s cities. She also referenced a slide on the decline in crashes. Ms. Beth Alden stated that the crash data information will be provided in the Vision Zero Quarterly update later in the agenda.

Commissioner Smith mentioned the importance of the MPO working closely with the Planning Commission and the County Commission on growth management.

Mayor Jurado inquired about how access to good bus service was being defined in the report. Dr. Wong stated that it was based on frequency and the wait time of the next bus.

Commissioner Overman provided comments on congestion problems, air quality, crash ratios and it is obvious that if we are not looking at other alternatives like utilizing rail and additional bus services, we are not going to widen ourselves into a solution. She wanted to when do we start looking at a state of the system that includes a concept of including the existing rail lines that run through the County as part of projections. Dr. Wong stated that the passenger load on rail corridors is something that is being looked at for modeling the 2045 Long Range Plan.

There were no additional comments, and the **motion carried unanimously**.

**B. Executive Director’s Annual Evaluation**

Mr. Cameron Clark, MPO Attorney, provided the overview for the evaluation. The Policy Committee review the evaluation form and determined to change the format this year. The form utilized came from HART. Mr. Clark sent the forms to board members for rating responses. There were a total of eight categories and board members were asked to rate between 1 to 5. The average score of all board members that submitted a response and comments was provided at the meeting.

**Following the overview, a motion was made by Commissioner Kemp to accept the summary and transmit to the Planning Commission Director for consideration of any merit increase consistent with agency standards. The motion was seconded by Councilman Maniscalco.**

There was no discussion and the **motion carried unanimously**.

**STATUS REPORTS**

**A. Plan Hillsborough Annual Report**

Mrs. Melissa Zornitta, Executive Director of the Hillsborough County-City Planning Commission, provided an update of projects that have been worked on over the last year.

There we no questions following the update.

(Councilman Maniscalco left at 9:50 a.m.)
(Councilman Cohen left at 10:05 a.m.)
B. Transportation Disadvantaged Services Update

Mrs. Michele Ogilvie, MPO Staff, provided the update on transportation disadvantaged services.

Following the presentation, Commissioner Overman commented on the deficit in opportunities to meet the goals of those who have asked for service, since there is no access to faith-based activities on Sunday and no service after 5:00 p.m.

Commissioner Kemp confirmed that the update was related to Sunshine Line services and inquired about cross county services. Ms. Ogilvie stated that continued research is being done, but there is a need for cross county services.

Commissioner Miller inquired about the cost of service on Sunday. Sunshine Line Director, Mr. Scott Clark, stated that the need would have to be determined and a study would have to be done. Mr. Clark stated that items are being explored to meet the needs of the community.

Commissioner Overman asked about the ridership percentage of wheelchair versus ambulatory. Mr. Clark stated that he can get the information based on Sunshine Line’s client base. Mr. Clark read a card to the group thanking Sunshine Line for their service.

Commissioner Overman wanted to know what percentage of clients utilize Sunshine Line’s service for employment purposes. Mr. Clark stated that it is a small percentage and mentioned that Sunshine Line has a taxi service contract for overflow and after hour services, but they taxi service does not provided the special door-to-door service that Sunshine Line provides at times.

(Mr. Mechanik left at 10:10 a.m.)

C. Vision Zero Quarterly Update

Ms. Gena Torres, MPO Staff, highlighted items under the Vision Zero Action Plan.

Following the presentation, there was brief discussion.

Mayor Jurado requested data on Paint Saves Lives studies. Ms. Torres will follow up.

Commissioner Overman wanted to know if FDOT has provided updates on crashes in the Florida Avenue corridor and the request for the three crosswalks. Ms. Torres will follow up

Commissioner Smith thanked Ms. Torres for her personal commitment to the project. Commissioner Kemp thanked Ms. Torres as well.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden provided updates. The update on the state legislative session was included in the agenda packet. Copies of the MPOAC update was provided in board member’s folders. Ms. Alden pointed out bills on distracted drivers, e-scooters, impact fees that are moving forward.

The next MPO Board meeting will be held on Wednesday, May 8 on the 2nd Floor. Next month, the board will take a look at the Major Projects Needs Assessment for the 2045 Plan and an update to the Unified Planning Work Program. Ms. Alden will be reaching out to board members individually in preparation of the June Hearing. The TMA Leadership Group meeting will be held Friday, April 5 at 9:30 a.m. at the PSTA Headquarters located at 3201 Scherer Drive in Pinellas County. FDOT will be hosting an open house event at the Seminole Heights Library on the Heights Mobility Study from 6:30 – 8:30 p.m. on April 4. On April 30, from 5:00 – 7:00 p.m. at the Robert Saunders Library, the second open house will be held
on FDOT plans for I-275 and I-4 in Downtown and Westshore. On June 6, Port Tampa Bay is offering a

tour to board and committee members. Members are requested to RSVP.

Following the Executive Director’s report, Mayor Lott inquired about the widening of Hwy 92. He was told

that the project is dead since it is not listed as a priority and FDOT is not moving forward. Ms. Alden stated

that she believes there is a misunderstanding and offered to talk to Mayor Lott following the meeting.

**OLD & NEW BUSINESS**

Commissioner Kemp stated that she would like to see two seats added to the MPO Board: (1) Representation from the Transportation Disadvantaged Coordinating Board and (2) Member from the Citizen Advisory Committee. Mr. Clark stated that state and federal constraints and there is a process. The hurdle would be in order to have a voting member on the MPO Board, the member has to be an elected member of a local government or operate a major mode of transportation; as well as a provision to allow the Planning Commission to have a member. The requested members are already a part of the MPO’s subcommittees and do not meet the requirements but offered to look into have them including as a non-voting member.

Commissioner Miller pointed out that a change to the law would not be easy.

Commissioner Smith would like to see more of a voice at the CAC at the MPO Board and referenced a set time on the agenda where the CAC member can address the Board. She suggested this an interim option, while other options are being considered. Staff can bring back suggestions.

Ms. Alden stated years ago, the CAC’s Chair previously directly addressed the Board. Staff has been providing the reports since the CAC Chair was not available every month. Ms. Alden stated that time can be added back to the agenda for this purpose if the board preferred. Mayor Lott stated that Plant City’s newly appointed member CAC Representative, Mr. Hollenkamp, would be available to make the report if necessary.

**ADJOURNMENT**

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:37 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC)

The CAC met on April 10th. Under public comment, the CAC heard from seven citizens urging the MPO to study the boulevard concept for I-275.

Under action items the CAC supported staff’s recommendation for approval of:

- Two Transportation Improvement Program amendments for FTA grants awarded to HART, one to fund a planning study of transit-oriented development in the City of Tampa, and the other to fund stormwater improvements at HART’s heavy maintenance facility on 21st Ave.
- An amendment to the MPO’s Unified Planning Work Program to adjust line item budgets, add funding from the Healthiest Cities & Counties challenge grant award, and funding anticipated from the charter county surtax approved in last year’s referendum.
- In addition, the CAC also passed a motion recommending that the MPO conduct a study of the boulevard concept for I-275 in next year’s (FY 2020) Unified Planning Work Program.

The CAC also received a status report from FDOT on Tampa Bay Next and the alternatives for the downtown interchange being considered in the Supplemental Environmental Impact Statement. The CAC had several members express strong concerns about disproportionate air quality, toll lane and park impacts.

Under new and old business, the CAC passed a motion recommending that Amy Espinosa and Cliff Reiss be reappointed by the MPO to fill the at-large CAC seats designated for women and neighborhood representatives, respectively.

Last but not least, at the suggestion of several members, last Monday, May 6th the CAC held an evening meeting to enable the CAC to discuss whatever issues are on their minds in an informal setting. Thanks to MPO Chairman Miller for attending and offering his observations to the CAC.

The Citizens Advisory Committee report will also be provided verbally by the CAC Chair.

Meeting of the Technical Advisory Committee (TAC) on April 15

The committee approved and forwarded to the MPO Board:

- UPWP Amendment
✓ TIP Amendment
✓ Annual Joint Certification of the MPO

The TAC also participated in an activity:

- Interlocal Agreement Regarding Transportation Sales Surtax. Members asked for clarification on how the MPO and agencies will coordinate on assessing project qualification. The TAC agreed to act as a sounding board at any time in the process they are needed.
- Tampa Bay Next Update
- Vision Zero Quarterly Report

Chair Jeff Sims announced the EPC’s Clean Air Fair will be held May 2nd from 11:30am-1:30pm in Poe Plaza on Franklin Street.

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

The committee approved and forwarded to the MPO Board:

✓ The appointment of Wanda Vinson as Member at Large
✓ Letter requesting the Tampa Police Department to speak to the BPAC regarding their policies on parking on sidewalks and in bicycle lanes.
✓ The BPAC also passed a motion supporting the CAC’s motion that the Boulevard Concept have a formal planning study and its impacts on pedestrians and cyclists examined as part of the study.

The BPAC also heard status reports on:

- Vision Zero Quarterly Update
  - Members discussed the Tampa Mayoral candidates views on traffic safety and Vision Zero
- Tampa Bay Next Update
  - Members commented on the proposed aesthetic features on the bridge noting that it is a long area to be exposed without shade. Members also commented on parking locations for the Multi-Use Trail.
  - Regarding the downtown interchange options, members discussed the number of households affected by each alternative, the costs to the community of the project, safety concerns, congestion mitigation concerns (it will still be congested), the provision for rail in the median, traffic in adjacent neighborhoods, and other concerns.

Meeting of the Livable Roadways Advisory Committee (LRC) on April 17

The committee heard status reports on:

✓ Tampa Bay Next Update
✓ Vision Zero Quarterly report

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

The committee approved and forwarded to the MPO Board:

✓ Feedback on the 2018 State of the System Report

The ITS Committee also received updates on:
o Shared Data and Analytics Platform - several committee members offered suggestions to improve collaboration in the construction of the data platform, including the types of datasets to be ingested and analytical capabilities of the tool. ITS committee members will form a working group to discuss some of these issues during scope development.

o Big Data & Analytics in Transportation

o THEA Connected Vehicle Pilot, Phase 3 - the committee discussed how lessons learned could be incorporated into future CV projects.

o HART’s Transit Signal Priority policies and technologies.

Committee members will be invited to brainstorm ideas for an ITS Master Plan Update at a forthcoming meeting.

Meeting of the Transportation Disadvantaged Coordinating Board TDCB on April 26

Following their annual workshop, the TDCB noted the importance of travel training services to encourage and simplify the use of transit as a viable and cost-conscious option to getting around our community.

The TDCB also approved the 2019/2020 rates per trip for the Sunshine Line. Overall rates per trip effective July 1, 2019 will increase one dollar over the current fiscal year. Customer co-pays are unaffected.

The TDCB also re-approved its Grievance Procedures, noting that also there have been no complaints or disputes in the last 10 years regarding the Sunshine Line’s service.

Meeting of the MPO Chairs Coordinating Committee (CCC) Staff Directors, April 26

The group of six MPO directors discussed an outline of the Regional Chapter of the upcoming Long Range Transportation Plans. Members expressed interest in creating a stand-alone Regional Long Range Transportation Plan document next year, after the Polk and Sarasota/Manatee MPOs have moved forward with their LRTP updates. The regional document will include the tri-county vision created by Hillsborough, Pinellas and Pasco MPOs, and the relationship between the tri-county area and the adjacent MPOs to the north, south, and east.

There was further discussion of the evolving relationship between TBARTA and the MPOs, as TBARTA focuses on its Regional Transit Development Plan. The group discussed using the state template language for Intergovernmental Coordination and Review (ICAR) agreements as a model for updating the interlocal agreement.

The next meeting of the MPO Chairs will be July 19, 2019 at the Florida Hospital Center Ice in Pasco County, with a briefing on the Pasco Connected City project and welcome from Commissioner Kathryn Starkey.
Hillsborough County City-County Planning Commission
2019 Legislative Wrap-Up
May 6, 2019

PASSED:

Budget—(see Multi-Use Corridors)
Transportation--$10.8 billion (statewide)
Earmarks (statewide)---$85 million ($50 million last year)
TBARTA--$2.5 million
HART--$500,000
Transportation Disadvantaged Advantage Ride Pilot Program--$500,000

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Community Redevelopment Agencies—HB 009 by Rep. LaMarca requires ethics training for
community redevelopment agency (CRA) commissioners; requires CRAs to follow certain
procurement procedures and to publish digital boundary maps on website; provides termination
date for certain CRAs. This bill takes effect October 1, 2019.

Distracted Driving—SB 76 by Senator Simpson authorizes law enforcement officers, during a
specified timeframe, to stop motor vehicles to issue verbal or written warnings to persons who
are texting while driving; authorizes law enforcement officers, after a specified date, to stop
motor vehicles and issue citations to persons who are texting while driving; authorizes
participation in a distracted driving safety program in lieu of the specified penalties for first-time
offenders; deletes a provision requiring that enforcement be accomplished only as a secondary
action. Except as otherwise expressly provided in this act, this act shall take effect July 1, 2019.

and 2014-230, Laws of Florida; requiring that any agency or authority previously covered
under the act must provide a fair, neutral, and impartial system for administering employee
discipline of a suspension, an involuntary demotion, or a dismissal, and appeals of such discipline.
Effective October 1, 2019.

Micro-mobility Devices—HB 453 by Rep. Toledo defines the term “micro-mobility device”;
revises the definition of the term “motorized scooter”; authorizes a county or municipality to
regulate the operation of micro-mobility devices and for-hire motorized scooters, subject to
certain restrictions; authorizes a county or municipality to require that a person offering micro-
mobility devices or for-hire motorized scooters be licensed; exempts a micro-mobility device or motorized scooter from certain registration, insurance, and licensing requirements. Effective upon becoming law.

Multi-Use Corridors—SB 7068 by Senator Galvano would extend the Suncoast Parkway from the Tampa Bay area north to the Georgia border; link the Florida Turnpike west to the Suncoast Parkway; and build a new corridor, including a toll road, from Polk County to Collier County. The intent is to advance construction of regional corridors that will accommodate multiple modes of transportation and multiple types of infrastructure, including water and sewer. The specific purpose of the Florida Department of Transportation (FDOT) initiative is to revitalize rural communities, encourage job creation in those communities, and provide regional connectivity and leveraging technology, enhancing quality of life and public safety, while protecting the environment and natural resources. Projects will be subject to requirements relating to economic and environmental feasibility and specified environmental and other evaluation requirements. Decisions on corridor configuration, project alignment, and interchange locations must be determined in accordance with the FDOT’s rules, policies, and procedures. During project development, FDOT must convene a task force for each corridor comprised of representatives from state agencies and other stakeholders to evaluate and coordinate corridor analysis, environmental and land use impacts, and other pertinent impacts of the corridors. The task force must issue a written report by October 1, 2020. To the maximum extent feasible, construction of the projects must begin no later than December 31, 2022, and be open to traffic no later than December 31, 2030. This bill takes effect July 1, 2019.

Funds would be allocated as follows:
- $45 million for 2019-2020
- $90 million for 2020-2021
- $135 million for 2021-2022
- $140 million for 2022-2023

Private Property Rights—HB 1159 by Rep. LaRosa prohibits local governments from requiring permits, fees, or other notices for certain tree activity on residential property under specified conditions; deletes provision that authorizes electric utilities to perform certain right-of-way tree maintenance only after certain local government approval; creates Property Owner Bill of Rights; requires county property appraisers to provide specified information on their websites. This bill takes effect July 1, 2019.

Property Development—HB 7103 by Rep. Fischer prohibits local governments from imposing certain requirements relating to affordable housing; provides procedures for addressing deficiencies; provides minimum requirements for adopting impact fee; requires local government to credit against collection of impact fees contributions related to public education
facilities; requires local government to increase impact or mobility fee credits previously awarded; specifies use of summary procedure in development order cases; revises timeframe an owner or contractor must notify building official of use of private provider; revises timeframe for approval or denial of permit applications; authorizes contractor to petition court to enforce building code inspection service laws; limits number of times building official may audit private provider. Effective Date: July 1, 2019.

**Small-scale Comprehensive Plan Amendments**—HB 6017 by Rep. Duggan removes acreage limitations that apply to small-scale comprehensive plan amendments. *This bill takes effect July 1, 2019.*

**Transportation**—HB 385 by Rep. Avila among other things, revises authorized uses of certain local surtaxes and MPO membership. HB 385 is limited to Miami-Dade County concerning provisions relating to the transportation surtax and MPOs, among other things. *This bill takes effect July 1, 2019.*

**FAILED:**

**Growth Management**—SB 428 by Senator Perry, HB 291 by Rep. McClain would require comprehensive plan to include property rights element; provides statement of rights that local government may use; require local government to adopt property rights element by specified date; provide that local government’s property rights element may not conflict with statutorily provided statement rights.

**Transportation Disadvantaged**—SB 68 by Senator Book would require community transportation coordinators, in cooperation with the coordinating board, to plan for and use any available and cost-effective regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged; require each coordinating board to evaluate multicounty or regional transportation opportunities to include any available regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged.

**Red Light Cameras**—SB 622 by Senator Brandes, HB 6003 by Rep. Sabatini would repeal provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations; repeal provisions relating to use traffic infraction detectors.

**Resiliency Planning**—HB 1369 by Rep. Diamond would create the Florida Climate and Resiliency Research Program: would establish program within Office of Resilience and Coastal Protection;
provide program purpose and participants; require program submit Florida Resiliency Plan to Governor and Legislature at specified intervals.
Today the Legislature wrapped up the session by passing the budget and officially we can put this session in the books. The last week was a hectic one, amendments started flying onto various bills in last ditch efforts to get initiatives into law. As was stated earlier in the week, it is like a game of Whack-A-Mole. An amendment with a particular bit of language kept popping up in various bills and then being withdrawn. This is how the last days of session go.

Overall, transportation came out this session pretty well. The transportation budget is the same as last year and given that revenues for transportation are flat, that is a fair deal for the transportation community. We got the texting while driving bill and while we would have preferred cell phones to be hands free while driving, this is a step in the right direction. House Bill 5 which would have made it nearly impossible to pass a local sales tax referendum in the original form, was changed and is a bill that improves voter participation in important matters such as a sales tax referendum. The Senate President was clear from the beginning of session that he wanted increased investment in transportation and infrastructure. His priorities took shape in SB 7068 and it passed both chambers. It now awaits the Governor’s signature. The bill provides an additional $135M of funding for transportation. Small Counties were defined as any county having up to 170K persons, this session increased that threshold to 200K – A clear reflection of the population growth in Florida and a practical consideration.

The mid-week MPOAC Legislative Update covered the big items in the budget so there is not a need to rehash that information again. The only part we need to keep an eye on is how well, or badly, the transportation earmarks do when they are in front of the Governor. We will have to see.

I have been telling you all session to grab a cup of coffee and read the newsletter. I will end with that as a matter of tradition, but I have to share with you that it is nice to reach the end of session. I will look forward to the next session as I always do, but for now I am going to celebrate with something other than coffee, I encourage you to join me. See you next session!

Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.
Important Dates for the 2019 Legislative Session

- January 25, 2019 - deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills
- March 1, 2019 - Deadline for approving final drafts of general bills and joint resolutions, including companion bills
- March 5, 2019 - Regular Session convenes, deadline for filing bills for introduction
- April 20, 2019 - All bills are immediately certified, motion to reconsider made and considered the same day
- April 23, 2019 - Last day for regularly scheduled committee meetings
- May 3, 2019 - Last day of Regular Session

Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of May 04, 2019. Bills are listed in numerical order for your convenience. As the session and bills progress, this ordering of bills will make it easier to follow the status of any particular bill you are tracking. All updates to this section of the newsletter and bills shown below will be in RED so you can quickly distinguish between updates and old news. Sections shown in strikethrough represent items removed due to an amendment to a bill.

**HB 5: Discretionary Sales Surtaxes – (General Bill by Local, Federal and Veterans Affairs Subcommittee; DeCeglie; Co-Introducers: Hill)** – Similar to SB 336 by Brandes (Requires Sales Surtax referendum be held on a general election ballot only). This bill does a number of things, the primary concern to transportation is the requirement that any sales surtax that could be used by transportation and/or infrastructure would have to be put to a vote of the residents in a general election and would require approval by two-thirds of electors voting on the ballot measure to pass. The bill would also require a county wanting to hold a discretionary sales surtax referendum to notify the Office of Program Policy Analysis and Government Accountability at least 180 days prior to the vote. If not, the vote is voided. Referred to Local, Federal and Veterans Affairs Subcommittee; Ways and Means Committee; State Affairs Committee. Passed Local, Federal and Veterans Affairs Subcommittee; 9 Yeas, 3 Nays. Passed Ways and Means Committee; 12 Yeas, 5 Nays. Now in State Affairs Committee. Passed State Affairs Committee; 14 Yeas, 7 Nays. Next stop is a full House Floor vote. Placed on House Calendar for a full Floor vote 04/10/2019. Passed the House 69 Yeas, 44 Nays. Sent to the Senate, Referred to Community Affairs; Finance and Tax; Appropriations Committees. Passed both chambers, sent to the Governor for approval.

**SB 72: Alligator Alley Toll Road – (Passidomo; Co-Introducers: Hooper)** – Identical to HB 6011 by Rommel. Requiring specified fees to be used indefinitely, instead of temporarily, to reimburse a local governmental entity for the direct actual costs of operating a specified fire station, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee Agenda – Infrastructure and Security, 02/19/2019, 4:30PM, Room 110 Senate Building. Favorable by Infrastructure and Security; 8 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. Favorable by Appropriations Subcommittee on Transportation, Tourism and Economic Development; 5 Yeas, Zero Nays. Now in Appropriations. On Committee agenda-- Appropriations, 03/27/19, 1:00 pm, 412 Knott...
Building. Passed Appropriations Committee; 20 Yeas, Zero Nays. Next stop is a full Senate Floor vote. Did not pass.

**HB 75: Expanded Uses of Unmanned Aircraft – (Yarborough; Co-Introducers: Grieco; Killebrew)** – Similar to SB 132 by Rouson. Permits use of drones by law enforcement agencies & other specified entities for specified purposes. Referred to Criminal Justice Subcommittee; State Affairs Committee; Judiciary Committee. On Committee agenda-- Criminal Justice Subcommittee, 02/06/19, 9:00 am, Sumner Hall. Favorable by Criminal Justice Subcommittee, 14 Yeas, 1 Nay. On Committee agenda-- State Affairs Committee, 02/19/19, 3:00 pm, Morris Hall. Committee Substitute by State Affairs Committee, passed 22 Yeas, Zero Nays. Passed Judiciary Committee; 17 Yeas, 1 Nay. Pending review of Committee Substitute. This bill has passed all House committees. First reading on House Floor 03/11/2019. Amended on the Floor and Passed 114 Yeas, Zero Nays. Sent to the Senate, referred to Criminal Justice; Infrastructure and Security. Withdrawn.

**SB 76: Use of Wireless Communications Devices While Driving – (Simpson; Co-Introducers: Passidomo; Hooper; Mayfield; Book; Rouson; Berman)** – Similar to HB 107 (Toledo, Slosberg) and H 45 (Slosberg). Creating the "Florida Ban on Wireless Communications Devices While Driving Law"; prohibiting a person from operating a motor vehicle while listening or talking on a wireless communications device for the purpose of voice interpersonal communication; deleting a provision requiring that enforcement of this section be accomplished only as a secondary action, etc. Referred to Infrastructure and Security; Innovation, Industry, and Technology; Judiciary; Rules. On Committee agenda-- Infrastructure and Security, 02/19/19, 4:30 pm, 110 Senate Building. Committee Substitute by Infrastructure and Security; passed with 8 Yeas, Zero Nays. In Innovation, Industry, and Technology Committee. Passed Innovation, Industry, and Technology Committee; 9 Yeas, Zero Nays. In Judiciary. On Committee agenda-- Judiciary, 03/25/19, 4:00 pm, 110 Senate Building. Editorial Note: This bill was changed to be limited to only texting while driving, the sponsor stated that he would like a hands free bill. Passed Judiciary Committee; 5 Yeas, 1 Nay. In Rules Committee. On Committee agenda-- Rules, 04/17/19, 2:00 pm, 110 Senate Building. Amended to be hands free while driving, Passed Rules 15 Yeas, Zero Nays. Scheduled for a Senate Floor vote 04/23/2019. This version is preferred by MPOAC (see our legislative policy position #2) over the current House version. Laid on Table, picked up HB 107 with some amendments. School zones and construction zones are cell phone hands free zones with the amendments. Bill with amendments sent back to the House.

**SB 78: Public Financing of Construction Projects – (Rodriguez)** – Identical to HB 169 by Fernandez. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to develop by rule standards for such studies; providing for enforcement; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. On the Committee Agenda - Environment and Natural Resources, 03/12/2019, 4:00PM Room 37 Senate Office Building. Passed Environment and Natural Resources; 5 Yeas, Zero Nays. In Infrastructure and Security. On Committee Agenda – Infrastructure and Security, 04/09/2019, 10:00AM, 110 Senate Office Building. Favorable by Infrastructure and Security; 7 Yeas, Zero Nays. In Appropriations Subcommittee on Agriculture, Environment, and General Government. Did not pass.
HB 107: Use of Wireless Communications Devices While Driving – (Toledo; Slosberg; Co-Introducers: Beltran; Casello; Cortes; Duran; Eskamani; Gottlieb; Grieco; Hattersley; Killebrew; Massullo; McClure; Overdorf; Polo; Smith, C.; Stark; Stevenson; Thompson; Webb) – Similar to SB 76 (Simpson). Revises short title & legislative intent; prohibits person from operating motor vehicle while using wireless communications device for purpose of nonvoice or voice interpersonal communication; redefines term "wireless communications device" to include voice communications; requires deposit of fines into Emergency Medical Services Trust Fund; removes provision requiring that enforcement be accomplished only as secondary action. Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 03/26/19, Noon, Reed Hall. Editorial Note: This bill was changed to be limited to only texting while driving. The second committee stop was also removed this week meaning the bill only has one more committee prior to a full House Floor vote. Passed Transportation and Infrastructure Subcommittee; 13 Yeas, Zero Nays. Original reference to Appropriations Committee Removed, Now in State Affairs Committee. Passed State Affairs Committee; YEAS 20 NAYS 0. Scheduled for a House Floor vote 04/23/2019. This version prohibits texting while driving only, other cell phone uses would be permissible while driving unless it is amended. The House can lay this bill on the table and substitute the Senate version. Sent to the Senate where it was amended and passed. School zones and construction zones are cell phone hands free zones with the amendments. Bill with amendments sent back to the House. Sent to the Governor for approval.

SB 116: Motor Vehicle Racing – (Stewart) – Identical to HB 611 (Mercado). Increasing the criminal penalty for a third or subsequent violation related to motor vehicle racing within a specified period after the date of a prior violation that resulted in a conviction, etc. Referred to Infrastructure and Security; Criminal Justice; Judiciary; Rules. On Committee agenda-- Infrastructure and Security, 02/19/19, 4:30 pm, 110 Senate Building. Favorable by Infrastructure and Security; 8 Yeas, Zero Nays. Now in Criminal Justice. Favorable by Criminal Justice; 5 Yeas, Zero Nays. Now in Judiciary. On Committee agenda-- Judiciary, 03/18/19, 4:00 pm, 110 Senate Building. Favorable by Judiciary; 6 Yeas, Zero Nays. Now in Rules. On Committee agenda-- Rules, 04/23/19, 2:00 pm, 110 Senate Building. Passed Rules with 17 Yeas, Zero Nays. Sent to the Senate Floor, laid on the table and substituted HB 611. HB 611 passed the Senate 39 Yeas, Zero Nays. Next stop is the Governor’s desk.

SB 144: Impact Fees – (Gruters) – Similar to HB 207 (Donalds). Revising the minimum requirements for impact fees adopted by a local government; exempting water and sewer connection fees from the Florida Impact Fee Act, etc. Referred to Community Affairs; Finance and Tax; Appropriations. On Committee agenda-- Community Affairs, 02/05/19, 2:00 pm, 301 Senate Building --Temporarily Postponed. Favorable by Community Affairs; 5 Yeas, Zero Nays. Now in Finance and Tax. On Committee agenda-- Finance and Tax, 03/20/19, 1:30 pm, 401 Senate Building. Favorable by Finance and Tax; 8 Yeas, Zero Nays. Now in Appropriations. On Committee agenda-- Appropriations, 03/27/19, 1:00 pm, 412 Knott Building. Passed Appropriations Committee; 19 Yeas, Zero Nays. Next stop is a full Senate Floor vote. Read 3 times, Substituted HB 207, Laid on Table, refer to HB 207.

HB 207: Impact Fees – (Donalds) – Similar to SB 144 (Gruter). Revises minimum requirements for adoption of impact fees by specified local governments; authorizes prevailing party to recover attorney fees under certain circumstances; exempts water & sewer connection fees from Florida Impact Fee Act. Referred to Local, Federal and Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 02/20/19, 4:00 pm, 12 HOB. Committee Substitute by Local, Federal and Veterans Affairs Subcommittee; 14 Yeas, Zero Nays. Favorable by
SB 306: Traffic Infraction Detectors – (Brandes) – Similar to HB 6003 by Sabatini. Repealing provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations; amending provisions relating to distribution of proceeds, enforcement by traffic infraction enforcement officers using such detectors, procedures for disposition of citations, preemption of additional fees or surcharges, compliance, amount of penalties, registration and renewal of license plates, and points assessed for certain violations, to conform provisions to changes made by the act, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Withdrawn.

HB 311: Autonomous Vehicles – (Fisher) – Co-Introducers: Rodriguez; Mayfield) – Similar to SB 932 by Brandes. Exempts autonomous vehicles & operators from certain prohibitions; provides that human operator is not required to operate fully autonomous vehicle; authorizes fully autonomous vehicle to operate regardless of presence of human operator; provides that automated driving system is deemed operator of autonomous vehicle operating with system engaged; authorizes Florida Turnpike Enterprise to fund & operate test facilities; provides requirements for operation of on-demand autonomous vehicle networks; revises registration requirements for autonomous vehicles. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Favorable by Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays. Now in Transportation and Tourism Appropriations Subcommittee. Favorable by Transportation and Tourism Appropriations Subcommittee; 9 Yeas, Zero Nays. Now in State Affairs Committee. On State Affairs Committee Agenda for 03/28/2019 – Temporarily Postponed. Passed State Affairs Committee with Amendments, 20 Yeas, 1 Nay. Now in State Affairs Committee. Passed State Affairs Committee; 20 Yeas, 1 Nay. Full House Floor Vote, Placed on Special Order Calendar, 04/23/19. Passed House 110 Yeas, Zero Nays. Sent to Senate, referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Sent to the Governor for approval.

HB 341: Motor Vehicles and Railroad Trains – (LaMarca) – Identical to SB 1002 by Hutson. Requires that, in event of crash involving railroad train, collection of certain information be at discretion of law enforcement officer having jurisdiction to investigate crash; specifies that certain persons are not considered passengers for purpose of making crash reports. Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee. CS by Transportation and Infrastructure Subcommittee; 13 Yeas, Zero Nays. Now in Criminal Justice Subcommittee. Favorable by Criminal Justice Subcommittee; 13 Yeas, Zero Nays. Now in State Affairs Committee. Passed State Affairs Committee; 19 Yeas, Zero Nays. Next Stop is a full House Floor vote. Placed on Special Order Calendar 04/10/2019. Passed Full House Floor Vote 116 Yeas, Zero Nays. Sent to Senate, referred to Infrastructure and Security; Criminal Justice; Rules. Sent to the Governor for approval.

HB 385: Transportation – (Avila) – Editorial Notes: This bill had a strike-all amendment filed and passed at the last committee stop. The primary provisions of this bill are: Eliminates the MDX and assigns all assets and liabilities to the Florida Department of Transportation,
restricts the expenditures of the half-penny sales tax to only being expended on capital improvements, restructures the Miami-Dade TPO Board, and prohibits the collection of an optional membership fee by the Miami-Dade TPO for use on non-federally eligible expenditures. Please note, this bill is advancing rapidly and seems likely to pass.

Requires certain authority members to comply with financial disclosure requirements; limits levy of & revises authorized uses of certain surtaxes; revives Pilot Rebuilt motor vehicle inspection program; revises provisions relating to DOT design plan approval, transportation project programs, toll collection & use, & M.P.O. membership; repeals pts. I & V of ch. 348, F.S., related to Florida Expressway Authority Act & Osceola County Expressway Authority Law. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed Hall. Committee Substitute by Transportation and Infrastructure Subcommittee; 15 Yeas, 0 Nays. Now in Ways and Means Committee. CS/CS by Ways and Means Committee; 17 Yeas, Zero Nays. Now in State Affairs Committee. Passed State Affairs Committee with Amendments, 20 Yeas, Zero Nays. Placed on Special Order Calendar for a Full House Floor Vote 04/17/2019. Amended on the House Floor, passed 80 Yeas, 33 Nays. Sent to the Senate, referred to Infrastructure and Security; Appropriations. 

**HB 453: Micromobility Devices and Motorized Scooters – (Toledo)** – Similar to SB 542 (Brandes). Authorizes county or municipality to regulate operation of micromobility devices & for-hire motorized scooters; authorizes county or municipality to require licensure; requires proof of certain insurance coverage; provides that regulation of micromobility devices & for-hire motorized scooters is controlled by state & federal law; provides that operator has all rights & duties applicable to rider of bicycle; exempts micromobility device or motorized scooter from certain requirements; provides that person is not required to have valid driver license to operate micromobility device or motorized scooter; authorizes parking on sidewalk; removes requirements for sale of motorized scooters; exempts micromobility devices & motorized scooters from certain emblem requirements. Referred to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; State Affairs Committee. Favorable by Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; State Affairs Committee. Favorable by Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays. Now in Local, Federal and Veterans Affairs Subcommittee. Passed Local, Federal and Veterans Affairs Subcommittee; 11 Yeas, 1 Nay. Now in State Affairs Committee. Editorial Note: This bill was amended to put in place some local controls over the implementation of scooter sharing services. This bill does not allow a municipality to prohibit scooters. Amendment adopted which now gives counties and municipalities the ability to regulate scooters so long as the regulation(s) do not contradict state or federal law. Local units of government may not regulate parking of scooters and must offer a license if certain conditions are met (insurance, etc.). Scooters would be treated the same as bicycles. Favorable by State Affairs; 21 Yeas, 1 Nay. Amended on the House Floor to match the Senate version (SB 542), passed Full House 115 Yeas, Zero Nays. Sent to the Senate, referred to Infrastructure and Security; Appropriations. 

**HB 476: Child Restraint Requirements – (Perry)** – Identical to HB 567 (Slosberg). Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Infrastructure and Security; Children, Families, and Elder Affairs; Rules. On Committee agenda-- Infrastructure and Security, 03/26/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 8 Yeas, Zero Nays. Now in Children, Families, and Elder Affairs. On Committee agenda-- Children, Families, and Elder Affairs, 04/08/19, 4:00 pm, 301

SB 542: Micromobility Devices and Motorized Scooters – (Brandes) – Similar to HB 453 (Toledo). Defining the term “micromobility device”; revising the definition of the term “motorized scooter”; authorizing a county or municipality to regulate the operation of micromobility devices and for-hire motorized scooters, subject to certain restrictions; authorizing a county or municipality to require that a person offering micromobility devices or for-hire motorized scooters be licensed; exempting a micromobility device or motorized scooter from certain registration, insurance, and licensing requirements, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 03/26/19, 4:00 pm, 110 Senate Building. Editorial Note: Expect an amendment to this bill to address some localized concerns about local control over scooters in communities. Editorial Note: This bill was amended to allow local units of government to retain control over the launching of scooter sharing services with their jurisdictions. Passed Infrastructure and Security; 8 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 04/09/19, 4:00 pm, 110 Senate Building. Editorial Note: This bill will allow municipalities to prohibit scooters. Favorable by Appropriations Subcommittee on Transportation, Tourism, and Economic Development; 7 Yeas, Zero Nays. Now in Appropriations. Passed Appropriations 20 Yeas, Zero Nays. Placed on Senate Calendar, on 2nd reading. Laid on Table, see HB 453.

HB 611: Motor Vehicle Racing – (Mercado) – Identical to SB 116 (Stewart). Motor Vehicle Racing; Increases criminal penalty for third or subsequent violation related to motor vehicle racing within specified period after date of prior violation that resulted in conviction. Referred to Criminal Justice Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee. Amended in Criminal Justice Subcommittee, Passed; 13 Yeas, Zero Nays. Now in Judiciary Committee. On Committee agenda-- Judiciary Committee, 04/09/19, 2:00 pm, Sumner Hall. Favorable by Judiciary Committee; 17 Yeas, Zero Nays. Full House Floor Vote 04/17/2019. Passed Full House 114 Yeas, 1 Nay. Sent to the Senate, passed the Senate 39 Yeas, Zero Nays. Next stop is the Governor’s desk.

HB 693: Communications Services – (Fischer) – Reduces communications services tax rate on sales of communications services; revises authority for municipalities, and counties to impose permit fees on providers of communications services that use or occupy municipal or county roads or rights-of-way; deletes procedures, requirements, & limitations with respect to such fees. Not yet assigned to committees. Referred to Energy and Utilities Subcommittee; Ways and Means Committee; Commerce. Amended by Energy and Utilities Subcommittee, Passed; 13 Yeas, Zero Nays. Now in Ways and Means Committee. Passed Ways and Means Committee; YEAS 14 NAYS. Now in Commerce Committee. On Committee agenda-- Commerce Committee, 04/10/19, 8:15 am, Webster Hall -- Temporarily postponed. On Committee Agenda – Commerce Committee 04/18/2019. Passed Commerce Committee 21 Yeas, 1 Nay. Sent to the House Floor for a full House Vote, Temporarily Postponed on 2nd reading. Laid on Table. Did not pass.

HB 725: Commercial Motor Vehicles – (Payne) – Repeals assistive truck platooning technology pilot project; revises provisions relating to platoon vehicle operation, commercial motor vehicle safety regulations & penalties, apportionable vehicle requirements, certain license plate fees, vehicles registered under International Registration Plan, & theft of certain commercial cargo; authorizes DHSMV to partner with tax collector to conduct Fleet Vehicle
Temporary Tag pilot program. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Committee Substitute Favorable by Transportation and Infrastructure Subcommittee; 13 Yeas, Zero Nays. Now in Transportation and Tourism Appropriations Subcommittee. Favorable by Transportation and Tourism Appropriations Subcommittee; 8 Yeas, Zero Nays. Now in State Affairs Committee. Passed State Affairs Committee; 20 Yeas, Zero Nays. Next stop is a full House Floor vote. Full House Floor Vote 04/17/2019. Amended on the House Floor, passed Full House Floor Vote; 115 Yeas, Zero Nays. Sent to the Senate, referred to Infrastructure and Security; Appropriations. Sent to the Governor for approval.

SB 728: Growth Management – (Lee) – Authorizing sufficiently contiguous lands located within the county or municipality which a petitioner anticipates adding to the boundaries of a new community development district to also be identified in a petition to establish the new district under certain circumstances; providing requirements for the petition; providing notification requirements for the petition, etc. Referred to Community Affairs; Infrastructure and Security; Rules. On Committee Agenda – Community Affairs, 03/12/2019, 4:00PM, 301 Senate Office Building. Favorable by Community Affairs; 5 Yeas, Zero Nays. Now in Infrastructure and Security. On Committee agenda-- Infrastructure and Security, 03/26/19, 4:00 pm, 110 Senate Building – Not Considered. On Committee agenda-- Infrastructure and Security, 04/02/19, 2:00 pm, 110 Senate. Passed Infrastructure and Security and YEAS 8 NAYS 0. Now in Rules. On Committee agenda-- Rules, 04/23/19, 2:00 pm, 110 Senate Building. Passed Rules Committee, 16 Yeas, Zero Nays. Sent to Senate Floor, placed on Special Order Calendar. Laid on Table, substituted HB 437. HB 437 passed both chambers and was sent to the Governor for approval.

SB 898: Transportation – (Diaz) – Editorial Notes: This is the companion bill to HB 385 and among other things it revises the structure of the Miami-Dade TPO. This is the primary concern of MPOs. Given the rapid advancement of HB 385 and the positive remarks it has received by members of the House, this bill has the potential to advance quickly. Membership should watch this bill. Please see HB 385.

Revising the authorized uses of proceeds from charter county and regional transportation system surtaxes; revising the preservation goals of the Department of Transportation to include ensuring that all work on the State Highway System meets department standards; requiring the department to approve design plans for all transportation projects relating to department-owned rights-of-way under certain circumstances; prohibiting the department from using toll revenues from high-occupancy toll lanes or express lanes to offset certain funding, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee Agenda – Infrastructure and Security, 03/12/2019, 4:00PM, 110 Senate Office Building. The bill was revised and now it does nothing to the Miami-Dade TPO. Passed Infrastructure and Security with the amendment removing the restricting of the Miami-Dade TPO; 7 Yeas, 1 Nay. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 7 NAYS 0. Next stop is Appropriations Committee. On Committee agenda-- Appropriations, 04/18/19, 9:00 am, 412 Knott Building. Passed Appropriations; 19 Yeas, Zero Nays. Next stop is a Full Senate Floor Vote. Bill was read for 1st time on Senate Floor. Laid on Table, substituted HB 385 which passed both chambers and was sent to the Governor for approval.

HB 905: Department of Transportation – (Andrade) – Identical to SB 1044 by Albritton. Editorial Notes: This bill eliminates the requirement that the Secretary of Transportation be selected from among three nominees chosen by the Florida Transportation Commission. The Secretary would be chosen directly by the Governor. Requires that 80% of the pavement in each...
DOT district meet DOT standards which is expected to reduce funding available for capacity expansion. Prohibits local governments from having aggregate materials specifications that are different than the DOTs. The big issue in this bill is that state statutes are changed to require that 75% of the capacity expansion funds be spent on the Strategic Intermodal System (SIS). Currently state statute requires that at least 50% of any new discretionary capacity funds be spent on the SIS and by policy the DOT spends 75%. Policies can be changed more easily than state statutes, this would take away any flexibility of the department and make it more difficult for local units of government to access state transportation funds for capacity improvements. The bill requires the department to give priority to correcting or improving sections of the interstate system that experience unusually high accident rates. If a section of interstate has non-recurring congestion that accounts for more than 75% of the total congestion, then the DOT must begin PD&E studies within three years.

Revises provisions related to DOT, including requirements for appointment of Secretary of Transportation, computation of mileage, pavement standards, construction contracts, use of toll revenue, allocation of transportation capacity funds, facility improvements, & project development & environmental studies. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 03/12/19, 12:30 pm, Reed Hall. Amendment passed on this bill in Transportation and Infrastructure Subcommittee. The amendment removed the requirement that 80% of the pavement in each DOT district meet DOT standards. Also removed is the provision that requires 75% of capacity expansion funds be spent on the Strategic Intermodal System (SIS). Passed Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays. Now in Transportation and Tourism Subcommittee. Passed Transportation and Tourism Appropriations Subcommittee; 11 Yeas, Zero Nays. Now in State Affairs Committee. Favorable by State Affairs Committee; 23 Yeas, Zero Nays. Full House Floor Vote 04/17/2019. Amended on the House Floor, Passed Full House Floor Vote 114 Yeas, 1 Nay. The amendment changed the definition of “Small County” from 170K to 200K or less. Sent to the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Senate Floor Vote, sent to the Governor for approval.

SB 932: Autonomous Vehicles – (Brandes) – Similar to HB 311 by Fischer. Exempting a fully autonomous vehicle being operated with the automated driving system engaged from a prohibition on the active display of television or video; exempting a motor vehicle operator who is operating an autonomous vehicle from a prohibition on the use of wireless communications devices; providing that a licensed human operator is not required to operate a fully autonomous vehicle; authorizing a fully autonomous vehicle to operate in this state regardless of whether a human operator is physically present in the vehicle, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 03/20/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 8 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 8 NAYS 0. Now in Appropriations. On Committee agenda-- Appropriations, 04/18/19, 9:00 am, 412 Knott Building. Passed Appropriations 20 Yeas, Zero Nays. Next stop is a Full Senate Floor Vote. Placed on Calendar, on 2nd reading. Laid on Table, substituted HB 311 which passed and was sent to the Governor for approval.

SB 1002: Motor Vehicles and Railroad Trains– (Hutson) – Identical to HB 341 by LaMarca. Revising the definition of the term “railroad train”; requiring that, in the event of a crash involving a railroad train, the collection of certain information be at the discretion of the law enforcement officer having jurisdiction to investigate the crash; specifying that certain persons
are not considered passengers for the purpose of making crash reports, etc. Referred to Infrastructure and Security; Criminal Justice; Rules. On Committee agenda—Infrastructure and Security, 03/12/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 8 Yeas, Zero Nays. Now in Criminal Justice. On Committee agenda—Criminal Justice, 03/25/19, 1:30 pm, 37 Senate Building. Passed Criminal Justice; 4 Yeas, Zero Nays. Now in Rules Committee. Committee agenda—Rules, 04/10/19, 10:00 am, 110 Senate Building. Favorable by Rules Committee; 16 Yeas, Zero Nays. Headed to a Full Senate Floor Vote. Placed on Calendar, on 2nd reading. Laid on Table, substituted HB 341 which passed and was sent to the Governor for approval.

SB 1044: Department of Transportation – (Albritton) – Identical to HB 905 by Andrade. 
Editorial Notes: This bill eliminates the requirement that the Secretary of Transportation be selected from among three nominees chosen by the Florida Transportation Commission. The Secretary would be chosen directly by the Governor. Requires that 80% of the pavement in each DOT district meet DOT standards which is expected to reduce funding available for capacity expansion. Prohibits local governments from having aggregate materials specifications that are different than the DOTs. The big issue here is probably that state statutes are changed to require that 75% of the capacity expansion funds be spent on the Strategic Intermodal System (SIS). Currently state statute requires that at least 50% of any new discretionary capacity funds be spent on the SIS and by policy the DOT spends 75%. Policies can be changed more easily than state statutes, this would take away any flexibility of the department and make it more difficult for local units of government to access state transportation funds for capacity improvements. The bill requires the department to give priority to correcting or improving sections of the interstate system that experience unusually high accident rates. If a section of interstate has non-recurring congestion that accounts for more than 75% of the total congestion, then the DOT must begin PD&E studies within three years.
Providing that the Department of Transportation consists of a central office that establishes policies and procedures and districts that carry out certain projects; requiring certain preservation goals to include ensuring that a specified percentage of the pavement in each of the department’s districts meet department standards by a specified year; prohibiting local governments from adopting standards or specifications that are contrary to the department standards or specifications for permissible use of aggregates and materials that have been certified for use, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda—Infrastructure and Security, 03/20/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 6 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 8 NAYS 0. Next stop is Appropriations Committee. On Committee agenda— Appropriations, 04/18/19, 9:00 am, 412 Knott Building. Passed Appropriations 20 Yeas, Zero Nays. Next stop is a Full Senate Floor Vote. Placed on Calendar, on 2nd reading. Laid on Table and substituted HB 905 which passed and was sent to the Governor for approval.

HB 1235: Legal Notices – (Fine; Co-Introducer: Sabatini) – Similar bill to SB 1676 by Baxley. Removes provisions relating to publication of legal notices in newspapers; requires counties to publish legal notices on their websites; requires counties to provide specified notice to residents concerning alternative methods of receiving notices; specifies form for affidavits of publication. Referred to Local, Federal and Veterans Affairs Subcommittee; Judiciary Committee; State Affairs Committee. On Committee agenda—Local, Federal and Veterans Affairs Subcommittee, 03/26/19, 8:00 am, 12 HOB. Passed Local, Federal and Veterans Affairs Subcommittee; 10 Yeas, 5 Nays. Now in Judiciary Committee. Passed Judiciary Committee; YEAS 11 NAYS 7. Reference to State Affairs Committee removed, next stop is Full House.
Floor Vote. Full House Floor Vote 04/17/2019. Passed Full House Floor Vote; 68 Yeas, 44 Nays. Sent to the Senate. Referred to Judiciary; Governmental Oversight and Accountability; Rules. Did not pass.

**HB 6011: Alligator Alley Toll Road – (Rommel)**—Identical bill to SB 72 by Passidomo. Requires specified fees to be used indefinitely to reimburse local governmental entity for direct actual costs of operating specified fire station. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Editorial Note: This bill was shown as HB 6001 in error. Bill HB 6011 has been advancing. Passed Transportation and Infrastructure Subcommittee; YEAS 11 NAYS 0. Passed Favorable by Transportation and Tourism Appropriations Subcommittee; YEAS 12 NAYS 0. Now in State Affairs Committee. On Committee agenda—Commerce Committee, 04/10/19, 8:15 am, Webster Hall. Temporarily postponed. Did not pass all committee stops, committees are no longer meeting. This bill is dead.

**HB 6003: Traffic Infraction Detectors – (Sabatini – Co-Introducers: Grieco; Hill; Jacobs; Sirois)**—Similar bill to SB 306 (Brandes). Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act. Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee. Favorable by Transportation and Infrastructure Committee, 12 Yeas, 1 Nay. Now in Appropriations Committee. Did not pass all committee stops, committees are no longer meeting. This bill is dead.

**HB 6017: Small-scale Comprehensive Plan Amendments – (Duggan)**—Removes acreage limitations that apply to small-scale comprehensive plan amendments. Referred to Local, Federal and Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee. On Committee agenda—Local, Federal and Veterans Affairs Subcommittee, 02/13/19, 8:30 am, 12 HOB. Favorable by Local, Federal and Veterans Affairs Subcommittee; 14 Yeas, 0 Nays. Now in Commerce Committee. Favorable by Commerce Committee; 21 Yeas, Zero Nays. Now in State Affairs Committee. Passed State Affairs Committee; 18 Yeas, 1 Nay. Next stop is a full House Floor vote. Placed on Special Order Calendar, 04/10/19. Passed Full House Floor Vote 108 Yeas, 5 Nays. Sent to the Senate, Referred to Community Affairs; Infrastructure and Security; Rules. Sent to the Governor for approval.

**SB 7007: OGSR/Toll Facilities – (General Bill by Oversight, Transparency and Public Management Subcommittee; Andrade)**—Removes scheduled repeal of exemption from public records requirements for personal identifying information provided for purpose of paying, prepaying, or collecting tolls & associated administrative charges for use of toll facilities. Referred to Transportation and Infrastructure Subcommittee; State Affairs Committee. On Committee agenda—Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed Hall. Favorable by Transportation and Infrastructure Subcommittee; 15 Yeas, 0 Nays. Now in State Affairs Committee. Favorable by State Affairs Committee; 22 Yeas, Zero Nays. Placed on Calendar – Ready for a Full House Floor Vote. Full House Floor Vote, Placed on Special Order Calendar, 03/27/19. Temporarily postponed, on 2nd Reading. Placed on Special Order Calendar, 04/10/19. Substituted SB 7036, Laid on Table – refer to SB 7036.

**SB 7068: Public Financing of Construction Projects – (General Bill by Infrastructure and Security)**—Similar to HB 7113 by House TED and Trumbull. This bill moves monies from vehicle registrations currently allocated to General Revenue into the State Transportation Trust Fund. The bill gradually shifts motor vehicle registration taxes into the State Transportation
Trust Fund, and by state fiscal year 2021-2022, this would place an estimated additional $135 Million per year in the transportation trust fund. This would mean a reduction in state spending in some area(s), that is not addressed in the bill. The bill also creates the Multi-Use Corridors of Regional Economic Significance Program within FDOT. Identified roadways that are to be built by FDOT are the Southwest-Central Florida Connector (Collier County to Polk County); the Suncoast Connector (Citrus to Jefferson County) and the Northern Turnpike Connector (Suncoast Parkway to the Turnpike at Wildwood). The bill requires the new corridors to be tolled and specifies these will be SIS facilities. Additionally, the new corridors would be permitted to use monies from the transportation trust fund, as a loan to be repaid, which during construction would reduce available funds from the rest of the state. Bonding and other financing options are made available as well. Here is the description on the Florida Senate website: Creating the Multi-use Corridors of Regional Economic Significance Program within the Department of Transportation; specifying that projects undertaken in the corridors are tolled facilities and certain approved turnpike projects, and are considered as Strategic Intermodal System facilities; requiring the department to identify certain opportunities to accommodate or co-locate multiple types of infrastructure-addressing issues during the project development phase, etc. Submitted as Committee Bill and Reported Favorably by Infrastructure and Security; 7 Yeas, Zero Nays. Referred to Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/19/19, 1:30 pm, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; 8 Yeas, Zero Nays. Now in Appropriations. Favorable by Appropriations; 20 Yeas, Zero Nays. Full Senate Floor Vote, Placed on Special Order Calendar, 04/23/19. Passed the Senate with 37 Yeas, 1 Nay. Sent to the House. Passed the House, sent to the Governor for approval.

HB 7113: Transportation & Tourism Appropriations Subcommittee and Trumbull. – House companion bill to SB 7068 - Identical (General Bill by Infrastructure and Security) - This bill moves monies from vehicle registrations currently allocated to General Revenue into the State Transportation Trust Fund. The bill gradually shifts motor vehicle registration taxes into the State Transportation Trust Fund, and by state fiscal year 2021-2022, this would place an estimated additional $135 Million per year in the transportation trust fund. This would mean a reduction in state spending in some area(s), that is not addressed in the bill. The bill also creates the Multi-Use Corridors of Regional Economic Significance Program within FDOT. Identified roadways that are to be built by FDOT are the Southwest-Central Florida Connector (Collier County to Polk County); the Suncoast Connector (Citrus to Jefferson County) and the Northern Turnpike Connector (Suncoast Parkway to the Turnpike at Wildwood). The bill requires the new corridors to be tolled and specifies these will be SIS facilities. Additionally, the new corridors would be permitted to use monies from the transportation trust fund, as a loan to be repaid, which during construction would reduce available funds from the rest of the state. Bonding and other financing options are made available as well. Here is the description on the Florida Senate website: Creating the Multi-use Corridors of Regional Economic Significance Program within the Department of Transportation; specifying that projects undertaken in the corridors are tolled facilities and certain approved turnpike projects, and are considered as Strategic Intermodal System facilities; requiring the department to identify certain opportunities to accommodate or co-locate multiple types of infrastructure-addressing issues during the project development phase, etc. Submitted as Committee Bill and Reported Favorably by the House Transportation & Tourism Appropriations Subcommittee; 9 Yeas, 3 Nays. Next stop is a Full House Floor Vote. Laid on the Table, substituted SB 7068 which passed and was sent to the Governor for approval.
TE INVITAMOS QUE VENGAS A PARTICIPAR
Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este proyecto, favor de ponerse en contacto con la señora Lilliam E. Escalera, al teléfono (813) 975-6445 o correo electrónico lilliam.escalera@dot.state.fl.us.

You’re Invited:
The Florida Department of Transportation invites you to attend and participate in the Florida Department of Transportation (FDOT) District Seven, Alternatives Public Workshop to learn more about the Westshore Area and Downtown Tampa Interchanges, and the I-275 corridor between these two areas. The workshop will cover the Northwest (Veterans) Expressway, and Tampa Interstate Study Segments 1A, 2A, 2B, 3A, and 3B (also referred to as Tampa Bay Next Sections 4, 5, and 6) as displayed on the map below. The Florida Department of Transportation is holding this public workshop on two separate dates and locations to allow for maximum participation. The format of each workshop will be identical, and the same information will be shown at each including material on the Northwest (Veterans) Expressway Design Change Re-evaluation. The first workshop will be held on Tuesday, May 21, 2019 from 5:30 p.m. to 7:30 p.m. at the Cuban Club, 2010 N. Avenida Republica de Cuba (14th St.), Tampa, FL. Parking is available at the Fernando Noriega Jr./Palm Avenue Parking Garage, located at 2010 N. 13th Street, Tampa, FL, located behind the Cuban Club (see map on back of page). A free parking voucher will be provided at the workshop sign-in table. Handicap parking will be available at the Cuban Club and can be accessed from E. 9th Avenue. The second workshop will be held on Thursday, May 23, 2019 from 5:30 p.m. to 7:30 p.m. at the Tampa Marriott Westshore, 1001 N. Westshore Blvd., Tampa, FL in the Grand Ballroom. Exhibits on display will show project alternatives and related information. FDOT representatives will be in attendance to answer questions and receive your comments. This letter serves as notice to property owners (pursuant to Florida Statutes 339.155(6), that all or a portion of their property is within 300 feet of the centerline of the proposed project. However, this does not mean that all properties will be directly affected.

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 service (free of charge) should contact Alex Henry, Public Involvement Coordinator, at (813) 975-6482, or by email at: Alex.Henry@dot.state.fl.us at least seven (7) days in advance of the workshop date. You may provide written comments by completing the enclosed comment form and mailing it to the address on the back of the form or you can drop it in one of the comment boxes at the Alternatives Public Workshop. You may also provide your comments on the “Send Us Your Comments” page on the study website below. Written comments will be accepted throughout the project. To become part of the official public workshop record, comments should be submitted or post-marked by June 6, 2019.

The environmental review, consultation, and other actions required by applicable federal environmental laws for the Northwest (Veterans) Expressway Design Change Re-evaluation project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S. C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

FDOT welcomes and appreciates everyone’s participation. If you have questions about the project or the workshop, please contact Alice Price, AICP, PD&E Project Manager, at (813) 975-6482, or by email at: alice.price@dot.state.fl.us. Visit the study website at: www.tampainterstatetestudy.com. All materials displayed at the workshops will be placed on the project website following the meetings.

Sincerely,

Kirk Bogen, P.E.
Environmental Management Engineer
Contact Information

We encourage your participation in this Alternatives Public Workshop for the TIS SEIS Project Development and Environment (PD&E) Study and the Northwest (Veterans) Expressway Design Change Re-evaluation. If you wish to discuss any issues related to this project, please contact Alice Price, AICP, PD&E Project Manager at (813) 975-6482 or by email at: alice.price@dot.state.fl.us. Kris Carson, Public Information Officer, at (800) 226-7220 or by email at: kristen.carson@dot.state.fl.us.

Written comments may be sent to: Kirk Bogen, P.E.
Environmental Management Engineer
Florida Department of Transportation, District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612-6456

Right-of-Way Acquisition Procedure

When a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures. These brochures and other education material will be available at the public workshop. Copies of the brochures may also be found on our website at: www.dot.state.fl.us/rightofway/documents.shtm.

We are interested in hearing your concerns and answering your questions. We also encourage you to speak with the FDOT’s Project Manager or a Right-of-Way Representative at your convenience either at the workshop or by phone at 1-800-226-7220.

TIS SEIS PD&E Study Schedule

The Study is anticipated to be completed by Fall 2020. Right of Way acquisition is partially funded. Construction is not currently funded.

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
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<tbody>
<tr>
<td>Project Kick Off</td>
<td>January 2017</td>
</tr>
<tr>
<td>Concept Development</td>
<td>Spring/Summer 2017</td>
</tr>
<tr>
<td>First Public Workshop</td>
<td>October 2017</td>
</tr>
<tr>
<td>Concept Refinement</td>
<td>Winter 2017/2018</td>
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<tr>
<td>Environmental Technical Analysis</td>
<td>2018 through Spring 2019</td>
</tr>
<tr>
<td>Second Public Workshop</td>
<td>May 2019</td>
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<tr>
<td>Finalize Engineering &amp; Environmental Analysis</td>
<td>July 2019</td>
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<tr>
<td>Prepare Draft SEIS</td>
<td>September 2019</td>
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<tr>
<td>Public Hearing</td>
<td>February 2020</td>
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<tr>
<td>Finalize SEIS and ROD Documents</td>
<td>May 2020</td>
</tr>
<tr>
<td>NEPA Complete</td>
<td>Fall 2020</td>
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The Cuban Club Parking on May 21, 2019

These arrows show different ways to get to the parking garage.
April 16, 2019

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

SUBJECT: Project Status Update
Big Bend Road (C.R. 672) from Waterset Boulevard to East of Simmons Loop Project Development and Environment Study
ETDM #9291
Hillsborough County, Florida

Dear Mr. Stahl:

Hillsborough County is conducting a Project Development and Environment (PD&E) Study for the widening of Big Bend Road (C.R. 672) from Waterset Boulevard to east of Simmons Loop in Hillsborough County, Florida.

We are sending this Project Status Fact Sheet to your office for distribution to State agencies that conducted federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372 for the ETDM Programming Screening that was completed for this project in 2012. The purpose of this notification is to inform reviewers of updated project limits, changes in the purpose and need statement, and revisions in the degree of effect to environmental factors.

The project objective is to provide two additional lanes of capacity to Big Bend Road (CR 672) by widening Big Bend Road (CR 672) from a four-lane divided arterial to a six-lane divided arterial. The project limits have been extended from what was shown in the 2012 analysis. On the west side of the project the limits have been extended from Covington Gardens to Waterset Boulevard. The eastern project limits remain consistent with the 2012 analysis to east of Simmons Loop. The entire proposed improvement is approximately 1.60 miles in length.
Mr. Chris Stahl  
ETDM #9291  
April 16, 2019  
Page 2 of 4

The PD&E Study will evaluate the needs, costs, and effects of improvements to Big Bend Road from Waterset Boulevard to east of Simmons Loop. The study will consider additional capacity to the roadway and improvements at key intersections. As part of the PD&E Study, Old Big Bend Road will be evaluated for minor operational improvements due to its proposed realignment at the I-75 and Big Bend Road interchange as part of the I-75 South Corridor PD&E (FPID: 419235-5). A Type 2 Categorical Exclusion is the expected level of environmental documentation for this project. The project entered the PD&E phase in January 2019 and is expected to be complete by March 2020.

Since the project limits have been modified, there are some minor changes to the nearby physical, social, and natural resources identified in the 2012 Programming Screen Summary Report; however, there are no major changes from the original submittal. All categorical Degree of Effects identified in the 2012 Summary Report will remain the same.

We are looking forward to receiving your comments on the project.

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

Manuel E. Santos, E.I.
Hillsborough County Public Works Department
Projects Management
County Center, 22nd Floor
Tampa, FL 33602

Your expeditious handling of this notice will be appreciated.

Sincerely,

Manuel E. Santos, E.I., Project Manager

BW
Attachment
The 1.5 mile segment of 46th Street from Busch Boulevard to Fowler Avenue is a 2-lane (one travel lane in each direction) Collector roadway with a posted speed of 35 mph and has an average daily traffic volume of 3,880 vehicles per day. 46th Street is a north/south roadway running parallel to McKinley Drive. This project is supported as documented and prioritized in the MPO-City of Tampa Walk-Bike Plan Phase I – Final Report.

Based on the geometrics of this roadway, the crash patterns, and field reviews, the proposed improvements are summarized as follows:

- Install shared lane markings from Busch Boulevard to Bougainvillea Avenue;
- Widen the sidewalk to construct a shared use path from Bougainvillea Avenue to Fowler Avenue; and
- Includes Safety improvements at 46th Street and Linebaugh Avenue.
### Project Typical Section

**FROM E BUSCH BLVD TO E BOUGAINVILLEA AVE**

### Summary of Project Costs and Schedule

<table>
<thead>
<tr>
<th>PHASE</th>
<th>FIRM</th>
<th>COST</th>
<th>FUNDING SOURCE</th>
<th>SCHEDULE</th>
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<tbody>
<tr>
<td>Design</td>
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<td>Contingency</td>
<td>City²</td>
<td>~$20,671</td>
<td>City²</td>
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</tr>
</tbody>
</table>

**NOTES:**
1. FDOT - Florida Department of Transportation
2. City - City of Tampa
**-project description**

The E. Columbus Drive Design project provides for the reconfiguration of the existing 2-lane, undivided street to provide bicycle lanes on both sides of the street and an on-street parking aisle on the south side of the street. This 0.4-mile segment of E. Columbus Drive from N. Nebraska Avenue to N. 14th Street is an arterial roadway with one travel lane in each direction and has an average daily traffic volume of 10,210 vehicles. The posted speed is 30 miles per hour.

The E. Columbus Drive Design project is identified as the fourth highest priority project in the Hillsborough County Metropolitan Planning Organization (MPO)-City of Tampa Walk-Bike Plan Phase I - Final Report. The City’s InVision Center City Plan also identified this segment of E. Columbus Drive for road dieting and rebalancing to provide safe, walkable, and bikeable neighborhood connectivity.

**project location**
E. Columbus Drive from N. Nebraska Avenue to N. 14th Street
LAP Complete Street Project | City Project No: 1001221; FPN: 436639-1

Project Typical Section

FROM N NEBRASKA AVE (SR 45) TO N 14TH ST
E. Columbus Drive from N. Nebraska Avenue to N. 14th Street
LAP Complete Street Project | City Project No: 1001221; FPN: 436639-1

Visualization of E. Columbus Dr. with Proposed Improvements

Summary of Project Costs and Schedule

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<td>Design</td>
<td>Ayres Associates</td>
<td>$99,000+ $218,689</td>
<td>FDOT¹ + City²</td>
<td>January 2019</td>
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<td>Construction</td>
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<td>~278,800+ $231,500</td>
<td>FDOT¹ + City²</td>
<td>June 2020</td>
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<td>Const. Eng. Inspection</td>
<td>FDOT¹</td>
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<td>Contingency</td>
<td>City²</td>
<td>~$20,600</td>
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NOTES:
1. FDOT – Florida Department of Transportation
2. City – City of Tampa
Mapping Where Traffic Pollution Hurts Children Most

HANEEN KHREIS  APR 15, 2019

Research shows nearly one in five childhood asthma cases were caused by traffic-related air pollution.

In the U.S., over 6 million children had ongoing asthma in 2016. Globally, asthma kills around 1,000 people every day—and its prevalence is rising.
This condition has a high economic cost. Each year in the U.S., more than $80 billion is lost because of asthma. This is mainly due to premature deaths, medical payments, and missed work and school days. The burden is higher for families with asthmatic children, who, on average, spend $1,700 more on health care than families with healthy children.

One major environmental factor that might contribute to the development of asthma is air pollution from traffic. In our study, published on April 3, our team mapped where in the U.S. children are most at risk for developing asthma from this type of pollution.

**Traffic and asthma**

Asthma is likely the most common chronic disease in childhood, according to the World Health Organization.

Asthma presents as episodes of wheezing, coughing, and shortness of breath due to the reversible, or partially reversible, obstruction of airflow. Six in 10 of children with asthma worldwide had a form of persistent asthma, meaning that either they were on long-term medication or their condition could not be controlled even with medication.

Traffic pollution contains a mixture of harmful pollutants like nitrogen oxides, carbon monoxide, particulate matter, benzene, and sulfur. These pollutants are known to harm health in many ways, causing a number of cardiovascular, respiratory and neurological diseases.

One 2013 review suggested that long-term exposure to common traffic-related air pollutants is linked to the development of asthma in children and adults.

A much larger meta-analysis in 2017, which focused on children and included more recently published studies, found consistent connections between this type of pollution and childhood asthma development. The researchers concluded that there is now sufficient evidence showing a relationship between this type of pollution and the onset of childhood asthma.

Studies from the nonprofit research group Health Effects Institute and the U.S. Environmental Protection Agency have concluded along these lines.

**Mapping the problem**
Despite this emerging evidence, the burden of childhood asthma due to traffic-related air pollution is poorly documented. Very few studies explore the geographic and spatial variations.

My research team wanted to quantify the connection between exposure to traffic pollution and the onset of childhood asthma across 48 U.S. states and the District of Columbia. We also wanted to make these data open to the public.

In our analysis, we looked at 70 million kids and conducted all calculations at the census block level, the smallest available geographical unit for census data. We collaborated with researchers from the University of Washington, who modeled the concentrations of nitrogen dioxide, a strong sign of traffic-related air pollution, using satellite imagery combined with environmental ground monitoring data.

We then took data extracted from surveys by the Centers for Disease Control and Prevention, estimating childhood asthma incidence in the U.S. Alongside data from our air pollution models, we used these data to estimate the number of childhood asthma cases caused by exposure to traffic pollution.

We then created a first-of-its-kind, county-by-county interactive heat map and city-by-city table detailing the distribution of childhood asthma due to nitrogen dioxide across the U.S. in both 2000 and 2010. Each county is represented, and users can explore the data to see the findings for a particular county.
Our analysis found that childhood asthma cases attributable to traffic pollution across the U.S. decreased, on average, by 33 percent between 2000 and 2010. In 2000, we estimated that 209,100 childhood asthma cases could be attributed to traffic pollution, while this number dropped to 141,900 cases in 2010. That’s a major win for public health.

What caused the decline in traffic-related asthma cases? There may be multiple causes, including more fuel-efficient vehicles, more stringent regulation on nitrogen oxide emissions and, potentially, reductions in total vehicle miles traveled due to the recession.

Despite this encouraging decrease in air pollution and its associated health burden, there were 141,900 childhood asthma cases due to traffic-related air pollution in the U.S. That’s 18 percent of all childhood asthma cases.
Moreover, we found that children living in urban areas had twice the percentage of asthma cases attributable to nitrogen dioxide exposures as compared to children living in rural areas.

Our estimates underline an urgent need to reduce children’s exposure to air pollution. We hope that our analyses and heat maps will better inform policymakers, transportation agencies, medical associations and anyone else interested in learning more about the burden of childhood asthma due to air pollution.

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**About the Author**

**Haneen Khreis**

Haneen Khreis is an assistant research professor at Texas A&M University.