Meeting of the Citizens Advisory Committee
Wednesday, September 12, 2018, 9:00 AM

I. Call to Order & Introductions

II. Public Comment - 3 minutes per speaker, please

III. Members’ Interests

IV. Approval of Minutes – August 8, 2018

V. Action Items

A. Transportation Improvement Program Amendments:
   i. Streetcar Grant for Free Fares (Vishaka Raman, MPO Staff)
   ii. Performance Targets for Pavement, Bridges Transit Assets, & Travel Time Reliability (Johnny Wong, MPO Staff)

VI. Status Reports

A. National Environmental Policy Act Overview (Alice Price, Ed McKinney, FDOT)

B. Multimodal Centers Planning (Ming Gao, FDOT)

C. Tampa Bay Next Quarterly Update (FDOT Rep.)

D. It’s Time Tampa Bay Survey (Lisa Silva, MPO staff)

VII. Old Business & New Business

A. Comments on FDOT Designation of Strategic Intermodal System Facilities

B. Next meeting: October 10th at 9 AM

VIII. Adjournment

IX. Addendum

A. MPO Meeting Summary & Committee Reports

B. Upcoming Events:
   i. Driver Electric Week, September 12, 2018
   ii. Safe Routes to Schools National Conference, Nov. 12-14, 2019

C. Project Fact Sheets
   i. US 301/US 98/SR 35/SR700
   ii. SR 60 (Kennedy Blvd) Traffic Signal Upgrades

D. Articles & Announcements:
   i. Thanks to Comprehensive Street Design, Vancouver Sows for the Future
   ii. How Air Pollution Causes Diabetes
   iii. FTA Announces $84.5 Million in Grant to Support Advanced Bus Technology Projects Nationwide
   iv. Georgia to Spend $100 Million on Ga. 400 Transit Line
The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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I. CALL TO ORDER & INTRODUCTIONS

The meeting was called to order by Chair Bill Roberts at 9:04 a.m. and was held in the Plan Hillsborough Room on the 18th floor of the County Center Building. Member introductions were made.


II. PUBLIC COMMENT

There were no public comments.

III. APPOINT REPRESENTATIVE TO TBARTA CAC

At the June CAC meeting, Chair Roberts informed members that he would like the group to select a new representative for an upcoming vacancy on TBARTA's Citizen Advisory Committee for a position that he previously filled. Rick Richmond expressed interest as the representative and Nicole Rice expressed interest as the alternate for the established voting position on the TBARTA CAC. Chair Roberts appointed Rick Richmond and Nicole Rice subject to approval by the MPO Board. The meetings are held monthly at TBARTA, located at 4350 West Cypress Street, Suite 700, Tampa.

IV. MEMBERS’ INTERESTS

Mr. Ricardo Fernandez inquired about his ongoing request for an update from the Florida Turnpike Enterprise. Mr. Clarendon stated that they cancelled and stated that they could not attend.

Mr. Jim Martin, a new liaison for the Florida Turnpike district, was in attendance. He informed the group that he will work with staff to find out what the issue is and will communicate with Rich regarding coming back for a presentation. He stated a lack of staffing may have been the issue and apologized on behalf of the agency.

Mr. Fernandez informed Mr. Martin of his unanswered inquiry for the last few months has been a request for a timeline for activation of the managed toll lanes on the Veterans Expressway and expressed a personal desire that these lanes are an opportunity for people in Hillsborough County can experience managed toll lanes.
Mr. Martin stated that he does not know what the timeline is. The lanes are open; however, the dynamics of the usage is being studied to set establish the toll pricing volume. Mr. Vance Arnett suggested adding the toll then studying.

Mr. Clarendon will work with Mr. Martin to schedule another update from Florida Turnpike.

Mr. Arnett expressed concerns about how CAC members get listened to and how it is regarded by the MPO. He would like the staff to figure out a way to gauge what the committee’s success rate or impact is. He requested a presentation from staff on how the meeting outcomes impact the decisions of the MPO Board.

V. APPROVAL OF MINUTES

Motion: Approval of the CAC minutes for June 13, 2018 (Fernandez-Espinosa). The motion passed unanimously.

VI. ACTION ITEMS

A. Transportation Improvement Program (TIP) Roll-Forward Amendment

Mr. Joe Price, MPO Staff, presented information on the annual Roll-Forward Amendment to the adopted TIP for FY2018/19 through 2022/23, which reconciles the differences between the TIP and the Department's adopted Five Year Work Program.

Mr. Fernandez wanted to know how the information being presented related to the June 12th hearing for approval of the TIP.

The TIP identifies, prioritizes and allocates anticipated state and federal funding to transportation projects over the next five years, Mr. Price said. The amendment is a routine annual process that identifies projects that were in last year’s FDOT Work Program that did not receive obligated funding and the projects automatically roll into the FY2019 FDOT Work Program.

Following the presentation, Mr. Arnett requested information on the I-275 and I-4 projects that were listed under system preservation and road widening. Mr. Stephen Benson, FDOT Representative, stated that the projects listed are old projects that had money in FY18 and the money was unspent for various reasons, and automatically the money rolls into the new current year. The funds must roll over to be usable. The projects were previously adopted by the MPO Board, reviewed by committees in the TIP, and none of the projects are new.

Mr. Arnett expressed concerns about projects that were approved that were under a significant amount of debate. He wanted to know if any of the projects were related to work that has come under significant criticism related to Tampa Bay Next.

Ms. Rice shared the same concerns regarding items related to Tampa Bay Next.

Mr. Benson explained that the items that members were inquiring about was funding used for activities were related to right of way that is not part of acquisition within the area of the Downtown Interchange or the West Shore Interchange. It was for property management activities, such as cleaning up and maintaining properties in the referenced areas that are related to the project.
Some of the other projects included funds that rolled over for preliminary engineering, design, and environmental activities.

Mr. Terrance Trott inquired about the percentage of rollforward items and wanted to know do they relate proportionately to accomplishing the goal of zero fatalities or should there be concern. Ms. Beth Alden stated that the top priorities for safety is only one piece of the TIP. The TIP is built based on the MPO committees’ input.

Ms. Linda Walker, HART Representative, provided additional information about HART and the roll forward dollars and the purpose. The funds are received each year from the Federal Transit Administration.

**Motion**: Recommend approval of the Roll-Forward Amendment to the MPO Board for FDOT projects that are rolling forward into the TIP that becomes effective October 1st (Espinosa-Arnett). The motion passed unanimously.

Ms. Espinosa inquired about the fly-over project connecting the Leroy Selmon Expressway to I-4 and the Interchange. She wanted to know if the PD&E studies are available to the public since the interstate widening through Ybor has been completed for the downtown exchange? Mr. Benson stated that copies will be provided.

**B. South Coast Trail Connector Feasibility Study**

Mr. Wade Reynolds, MPO Staff, introduced MPO Consultant, Mr. Wyatt Bowers with ATKINS. Mr. Bowers provided an overview of the South Coast Greenway Connector Trail study. Implementation of the South Coast Greenway Connector Trail will assist in completing a major component of the greenways and trails system in eastern Hillsborough County, and provide additional mobility options for the Palm River, Clair Mel, Progress Village, and Gibsonton areas.

The current study looks at connecting South Coast Greenway Trail with Tampa Bypass Canal Trail and is eligible for SUNTrail funds.

Approximately 11,000 notices were sent out to residents to obtain public opinion at community meetings that were held.

Following the presentation, members expressed concerns regarding prioritization, bicyclist safety, security, transit accessibility and routes.

**Motion**: Recommend acceptance of the South Coast Greenway Connector Study and move forward to the MPO Board for Approval (Arnett-Richmond). The motion passed unanimously.

**C. West Busch Blvd. Corridor Study Update**

Mr. Brian Shroyer, FDOT’s Multimodal Project Manager, provided an update on the West Busch Boulevard Corridor Study from Dale Mabry Highway to Nebraska Avenue. The study began early 2017 and is expected to take 18 months to complete. The committee reviewed a draft letter, which summarizes concerns about expanding West Busch Boulevard and the effect on land use, vehicular speeds, and the safety of walkers and bicyclists.
Mr. Shroyer noted that FDOT has talked to the public and stakeholders and received feedback regarding addressing issues. They are defining steps to meet goals of the vision to make improvements and objectives to address issues.

Following the presentation, there was discussion about:
- crash locations
- major route change points
- increased in pedestrian traffic
- consider fatalities and safety for pedestrians
- the public engagement process
- CSX consider or involved
- Focus on capacity vs. safety for people utilizing the road

Mr. Shroyer stated that the project will be tweaked as work continues.

Ms. Gena Torres stated the draft letter to FDOT addresses the CAC’s concerns regarding safety on Busch. Committee members had an opportunity to provide additional information to the letter.

Mr. Arnett wanted to know why the item was being voted on.

Mr. Clarendon stated the study is concluding and staff wanted to allow the committee to have an opportunity to comment.

Ms. Torres stated the letter is on the September MPO agenda.

**Motion:** Recommend approval of transmitting comments on the West Busch Blvd Multimodal Safety Study forward to the MPO Board for approval with caveat that more needs to be done as it relates to who’s using the road and look at road safety for everyone (Arnett-Mierzejewski). The motion passed unanimously.

**D. Westshore Mobility Plan**

Mr. Michael Maurino, Westshore Alliance Director of Transportation, presented an action plan for projects that would improve transportation options in the district. They have met with neighborhoods represented in the area, FDOT, County and City representatives. Ms. Lauren Brooks with AECOM provided clarification on the projects and assisted Mr. Maurino with the plan.

Following the presentation, there was a lengthy discussion on the information that was presented. Concerns were expressed regarding:
- bicycle infrastructure along Cypress
- why the resolution is needed and why the MPO is support the plan
- cost for Westshore Alliance membership
- future transit service along I-275
- agreeing with things that are not on the table yet
- proposal of service for the Clearwater Beach Express
- ferry terminal access
- generic terminology usage
The business district is seeking to establish relationships and are seeking support and feedback from residents as part of their vetting process.

Ms. Alden provided information on why the MPO staff is bringing forth this agenda item. Groups like Westshore Alliance, Innovation Alliance, The Tampa Downtown Partnership are trying to make improvements in the community. Hillsborough County is challenged and have a very streamlined governmental structure that have a limited amount of government staff to cover the population size of the area and there is not a lot of attention to individual neighborhoods. When there is a group that is willing to provide time and effort to make something better, the MPO does their best to work with them. The Westshore Alliance offered and put money into the project, paid for the consultant, and provided the proposed plan to the public seeking public comment. They have asked the MPO staff for their support and participation. It is in the form of a resolution because it is not a plan that the MPO has produced, but staff feels that it is a good idea and would like support from committees and the Board to collaborate on making the area better.

Mr. Arnett wanted to know if the Downtown Partnership has one of these resolutions. He sees the resolution as a mini localized version of TBARTA and feels that it sets a bad precedent.

Bill Roberts stated that the Westshore Alliance has been asked for years to come up with a plan to help alleviate transportation in that district. Their membership is composed of mainly property owners.

Motion: Approve the Resolution of Support for the Westshore Transportation Action Plan and move forward to the MPO Board for Approval (Trott-Davila). The motion passed by a vote of 7-5 (Fernandez, Arnett, Rice, Lazarus, and Espinosa opposing).

Mr. Arnett requested that the vote for the agenda item be forwarded to the MPO. Mr. Clarendon informed him that all committee votes are forwarded the MPO Board.

VII. STATUS REPORTS

A. North Alexander Street Corridor Land Use and Marketing Study

In the essence of time, the item was deferred until next month. There were no objections by committee members.

B. Complete Streets Crash Modification Factors

Ms. Margaret Kubilins, VHB, provided an overview of Crash Modification Factors for Complete Street improvements.

Rick Richmond stated that the information provided is good data to communicate to the community on the effectiveness of what is being done about obtaining more funding and how to improve in future.

Mr. Trott encouraged that information on landscaping be included in the report.

VIII. OLD BUSINESS & NEW BUSINESS

A. Comments on FDOT Designation of Strategic Intermodal System (SIS) Facilities
Mr. Clarendon provided information on FDOT Designation of SIS – highest level of facilities that connect one city to another. This item will come back in December regarding what can be funded in the Long Range Transportation Plan. Feel free to contact Mr. Clarendon if any questions.

Several committee members asked to have the SIS item come back to the CAC next month.

Mr. Clarendon introduced new hire, Vishaka Shiva Raman. Ms. Raman previously worked with FDOT District 1 as a Complete Streets Planner and is one of the MPO’s former USF Fellows. Ms. Raman informed the group of the launching of the It’s Time Tampa Bay Survey. The survey can be taken at http://itstimetampabay.org/

B. Next Meeting

The next meeting is scheduled for September 12.

IX. ADJOURNMENT

Motion: For adjournment (Alzamora-Fernandez). The motion passed unanimously.

There being no further business, the meeting adjourned at 11:30 a.m.
Board & Committee Agenda Item

Agenda Item
TIP Amendment - Streetcar Grant for Free Fares

Presenter
Vishaka Shiva Raman, MPO Staff

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

Recommended Action
Approval of the TIP Amendment.

Prepared By
Vishaka Shiva Raman, MPO Staff

Attachments
TIP Comparative Report.
**FDOT**

**5 Year TIP**

**Hillsborough County, District 7**

**TRANSIT**

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**Totals:**
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**Item 443963 1 Totals:**
| $0 | $1,780,000 | $0 | $0 | $0 | $0 | $0 | $0 | $1,780,000 |
Board & Committee Agenda Item

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

Presenter
Johnny Wong, PhD (MPO Staff)

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

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

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

- Rolling stock: ≤28% of assets NOT in a State of Good Repair
- Equipment: ≤81% of assets NOT in a State of Good Repair
- Facilities:
  - Passenger/Parking facilities: ≤10% rated below 3 on TERM scale
  - Administrative/Maintenance facilities: 0% rated below 3 on TERM scale
- Infrastructure: 0% of segment with performance restrictions

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

- Interstate Pavements: ≥60% in Good condition
- Interstate Pavements: ≤5% in Poor condition
- Non-interstate NHS Pavements: ≥40% in Good condition
- Non-interstate NHS Pavements: ≤5% in Poor condition
- NHS Bridges: ≥50% in Good condition
- NHS Bridges: ≤10% in Poor condition

The *System Performance* rule from the FHWA became effective on May 20, 2017. This rule establishes performance measures to assess the travel time reliability of the NHS for both vehicles and freight. The rule applies to State DOTs and MPOs and requires each to establish targets related to the percentage of the Interstate network that is considered reliable for vehicles; the percentage of the Interstate network that is considered reliable for freight, and the percentage of the Non-interstate NHS that is considered reliable for vehicles. On May 18, 2018, FDOT established statewide targets for these measures. While the Hillsborough MPO supports the statewide goal of improving travel time reliability, staff has developed separate quantifiable baseline targets as follows:

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

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

**Recommended Action**

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

**Prepared By**

Johnny Wong, PhD (MPO Staff)

**Attachments**

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

BACKGROUND

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

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

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

The Transit Asset Management rule is the first performance rule from the Federal Transit Administration and became effective on October 1, 2016. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. In consultation with transit providers and the Florida Department of Transportation (FDOT), Florida’s 27 metropolitan planning organizations (MPOs) are required to report the following performance measures and report progress to the State DOT at least once every four years:

- Rolling stock;
- Equipment;
- Facilities; and
- Infrastructure.

Performance targets must be established for each of four transit asset categories for all assets greater than $50,000 in acquisition value and must describe the percentage of each category in a State of Good Repair. Unlike the other performance rules, FDOT is not required to establish statewide targets for this measure. MPOs, therefore, must set four-year targets for all four transit asset categories and set their own quantifiable targets for the MPO’s planning area in consultation with transit providers and the FDOT.

On October 2, 2018, the Hillsborough MPO, in consultation with the Hillsborough Area Regional Transit Authority (HART), the City of Tampa (City of Tampa owns streetcar infrastructure) and FDOT, established its TAM performance targets based upon data collected by HART within the MPO planning area. The targets are as follows:

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<th>Performance Measure</th>
<th>4-year Hillsborough Metropolitan Planning Area Target (Jan. 1, 2018 to Dec. 31, 2021)</th>
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<td>Percent of Rolling Stock NOT in a State of Good Repair</td>
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The Hillsborough MPO TIP will, once implemented, make progress toward achieving these targets. HART’s chapter of the Hillsborough MPO TIP documents local and FTA funds to be used for TAM, along with Surface Transportation Program funds – based on MPO priorities in previous years – for streetcar capital maintenance, and for bus replacements with compressed natural gas conversion. The Hillsborough MPO TIP also recommends an additional $4 million for HART bus replacement and identifies $10 million to invest in upgrading computer aided dispatch automated vehicle location (CAD/AVL) technology.
SAFETY MEASURES (PM1)

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

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

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

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

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

- SR60 / BRANDON BLVD FROM OF BRANDON TOWN CTR TO GORNTO LAKE RD (add turn lanes and improve signal, CST FY21)
- US41/SR685/N FLORIDA AVE FR S OF E BIRD ST TO N OF W WATERS AVE (traffic signal update, CST FY18)
- US301/SR43 FROM FALKENBURG RD TO SLIGH AVENUE (median modification, CST FY20)
- (this is already through CST, just 100,000 for environmental)
- MORRIS BRIDGE ROAD FROM DAVIS ROAD TO FOWLER AVENUE (add paved shoulders, sidewalk/sidepath, CST FY21)
- GIBSONTON ELEMENTARY ALAFIA ST & VERN STREET FR GIBSONTON DR TO NUNDY (add sidewalk, CST FY20)
- KENLY ELEMENTARY 21ST AVE FROM 66TH ST TO 62ND ST (add sidewalk, CST FY 20)
- MORT ELEMENTARY SCHOOL VARIOUS LOCATIONS AROUND SCHOOL (add sidewalk, CST FY20)
- SUMMERFIELD ELEMENTARY (add sidewalk, CST FY 18)
- GREEN SPINE CYCLE TRACK FROM WILLOW AVE TO DOYLE CARLTON DR (bike path, CST FY20)
- THE HEIGHTS MOBILITY PLAN (urban corridor improvements, PE FY19)
- GEORGE RD FROM DANA SHORES DR TO TOWN N COUNRTY GREENWAY (urban corridor improvements, PE FY23)

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

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

The MPO will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.
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:

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

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

Pavement and Bridge Performance Targets

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

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

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

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

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

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

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

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

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

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

**LOTTR Measures**

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

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

**System Performance and Freight Targets**

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

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

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

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

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

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

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

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

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

The Hillsborough MPO considers system reliability in the TIP project selection process under the Managing Traffic for Drivers and Shippers project category, which was established in the Hillsborough MPO’s 2040 LRTP. Prioritization criteria for projects in this category are data-driven and include performance metrics such as planning time index, travel time, and volume/capacity ratio.

Based on the information used to develop the TIP, the Hillsborough MPO anticipates that this TIP, once implemented, will contribute to progress toward achieving the MPO’s LOTTR and TTTR performance targets.
**Agenda Item**
National Environmental Policy Act Overview

**Presenter**
Alice Price, Ed McKinney, FDOT

**Summary**
The national commitment to the environment was formalized through the passage of the National Environmental Policy Act (NEPA) of 1969. NEPA establishes a national environmental policy and provides a framework for environmental planning and decision making by Federal agencies. NEPA directs Federal agencies, when planning projects or issuing permits, to conduct environmental reviews to consider the potential impacts on the environment by their proposed actions.

Last June, the CAC requested an overview of NEPA. FDOT representatives will explain NEPA and how the project development process in Florida conforms to it.

**Recommended Action**
None; for information only.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
NEPA & Project Development
The national commitment to the environment was formalized through the passage of the National Environmental Policy Act (NEPA) of 1969. NEPA establishes a national environmental policy and provides a framework for environmental planning and decisionmaking by Federal agencies. NEPA directs Federal agencies, when planning projects or issuing permits, to conduct environmental reviews to consider the potential impacts on the environment by their proposed actions.

NEPA established a supplemental mandate for Federal agencies to consider the potential environmental consequences of their proposals, document the analysis, and make this information available to the public for comment prior to implementation. The environmental protection policy established in NEPA, Section 101, is supported by a set of "action forcing" provisions in Section 102 that form the basic framework for Federal decisionmaking and the NEPA process.

While NEPA established the basic framework for integrating environmental considerations into Federal decisionmaking, it did not provide the details of the process for which it would be accomplished. Federal implementation of NEPA is the charge of the Council on Environmental Quality (CEQ), which interpreted the law and addressed NEPA's action forcing provisions in the form of regulations and guidance.

FHWA and NEPA

NEPA requires, to the fullest extent possible, that the policies, regulations, and laws of the Federal Government be interpreted and administered in accordance with its environmental protection goals. Environmental reviews involve an interdisciplinary and interagency process. The lead Federal agency works cooperatively with other Federal and state agencies during the environmental review process. This coordinated review process includes input from the public, as well as from other agencies, to guarantee that all environmental protections, as well as all other issues are addressed.

FHWA is committed to, and required by NEPA to, the examination and avoidance of potential impacts to the social and natural environment when considering approval of proposed transportation projects. In addition to evaluating the potential environmental effects, FHWA must also take into account the transportation needs of the public in reaching a decision that is in the best overall public interest. The FHWA NEPA project development process is an approach to balanced transportation decisionmaking that considers those potential impacts.

It is FHWA policy (23 CFR § 771.105) that:

- To the fullest extent possible, all environmental investigations, reviews, and consultations be coordinated as a single process, and compliance with all applicable environmental requirements be reflected in the environmental document required by this regulation.
- Alternative courses of action be evaluated and decisions be made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, state, and local environmental protection goals.
- Public involvement and a systematic interdisciplinary approach be essential parts of the development process for proposed actions.
- Measures necessary to mitigate adverse impacts be incorporated into the action.
Board & Committee Agenda Item

**Agenda Item**
Multimodal Centers Planning

**Presenter**
Ming Gao, P.E., FDOT

**Summary**
FDOT is undertaking the conceptual development of multimodal centers in the Westshore, Downtown Tampa, and the University areas.

A multimodal center is a centralized hub or facility serving multiple modes of transportation such as transit, bicycle, pedestrians, taxis, ride-sharing sources, and intercity bus service. It will provide a connection between existing and future local and regional transportation services.

The planning will include a review of existing and future conditions, development of technical requirements, coordination with stakeholders, site selection, conceptual development, visualizations and considerations for next steps.

**Recommended Action**
None; for information only

**Prepared By**
Rich Clarendon, AICP

**Attachments**
None
University Area Intermodal Center

Purpose & Objective

The Florida Department of Transportation (FDOT) District 7 is undertaking this study to identify a preferred site for an intermodal center in the University Area of Tampa.

An intermodal center is a hub or facility that serves as a centralized location for multiple modes of transportation. In this case, the University Area Intermodal Center is anticipated to serve transit, bicycle, pedestrians, taxis and other on-demand ride services (e.g., uber, lyft, etc.), and intercity bus service, among others. The intermodal center will serve as a connection between existing and future local and regional transportation services.

Project Partners

- Florida Department of Transportation (FDOT)
- Hillsborough Area Regional Transit (HART)
- Hillsborough Metropolitan Planning Organization (MPO)
- The Planning Commission
- Tampa Bay Regional Transit Authority (TBARTA)
- Innovation Place
- Greyhound
- Red Coach
- City of Tampa

Contact Us

Rob Cursey, AICP
Tindale Oliver
Project Manager
(813) 224-8862
rcurseytindaleoliver.com

University Area Intermodal Center Study

<table>
<thead>
<tr>
<th>2017</th>
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<th>2019</th>
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<tr>
<td>SEPT.</td>
<td>JAN</td>
<td>FEB</td>
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</table>
The Florida Department of Transportation (FDOT) is undertaking the conceptual development of an Intermodal Center for the Downtown Tampa Area of Hillsborough County.

This effort will focus on an existing and future conditions review, the development of technical requirements, stakeholder coordination and visioning, site selection and evaluation, conceptual development and visualizations, and considerations for next steps.

The work will incorporate ongoing regional transit planning efforts including the Regional Transit Feasibility Plan and TBNext.

Ming Y. Gao, P.E.
Modal Development Administrator
Ming.Gao@dot.state.fl.us
(800) 226-7220
The Florida Department of Transportation (FDOT) is undertaking the conceptual development of an Intermodal Center for the Westshore Area of Hillsborough County.

This effort will focus on an existing and future conditions review, the development of technical requirements, stakeholder coordination and visioning, site selection and evaluation, conceptual development and visualizations, and considerations for next steps.

The work will incorporate ongoing regional transit planning efforts including the Regional Transit Feasibility Plan and TBNext.

**Ming Y. Gao, P.E.**  
Modal Development Administrator  
Ming.Gao@dot.state.fl.us  
(800) 226-7220

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**WESTSHORE INTERMODAL CENTER CONCEPT DEVELOPMENT SCHEDULE**

<table>
<thead>
<tr>
<th>PHASE 1</th>
<th>PHASE 2</th>
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<tbody>
<tr>
<td>Preliminary Analysis:</td>
<td>Visioning</td>
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<tr>
<td>Data Collection, Transportation/Land Use Plans Review</td>
<td>Concept Design</td>
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<tr>
<td>Existing Conditions and Impacts Review</td>
<td>Cost Estimates/Return on Investment</td>
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<tr>
<td>Technology Requirements</td>
<td>Implementation Strategies</td>
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<tr>
<td>PHASE 2</td>
<td>PHASE 3</td>
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<tr>
<td>Visioning</td>
<td>Stakeholder Coordination and Engagement</td>
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<tr>
<td>Concept Design</td>
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<td>Cost Estimates/Return on Investment</td>
<td>Implementation Strategies</td>
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<td>Implementation Strategies</td>
<td>Stakeholder Coordination and Engagement</td>
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<tr>
<td>Stakeholder Review and Input</td>
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**YEAR 1**

- Jan-18
- Feb-18
- Mar-18
- Apr-18
- May-18
- Jun-18
- Jul-18
- Aug-18
- Sep-18
- Oct-18
- Nov-18
- Dec-18
- Jan-19
- Feb-19
- Mar-19

**YEAR 2**

- Jan-19
- Feb-19
- Mar-19

**YEAR 3**

- Jan-20
- Feb-20
- Mar-20

**YEAR 4**

- Jan-21
- Feb-21
- Mar-21
Board & Committee Agenda Item

Agenda Item
Tampa Bay Next Quarterly Update

Presenter
FDOT Representative

Summary
Tampa Bay Next is a program to modernize Tampa Bay’s transportation infrastructure and prepare for the future. FDOT will provide an update on recent activities.

Recommended Action
None; for information only

Prepared By
Wanda West

Attachments
None
Board & Committee Agenda Item

Agenda Item
It's Time Tampa Bay Outreach

Presenter
Committee Liaison

Summary
The Hillsborough Metropolitan Planning Organization (MPO) is partnering with Pinellas and Pasco Counties to develop a Regional Transportation Plan. This Plan will be a blueprint for the future – helping to identify and implement transportation projects to shape smart growth. To create this vision, we must look at how we will grow and how we want our communities connected today and in the future. Staff will ask us to take the survey and you tell us what the future should be like for our children and grandchildren.

Survey found at: ItsTimeTampaBay.org

Survey participants will be eligible for prizes:
- One pair of tickets to Bucs vs Saints (lower bowl);
- Five drawings for a pair of Lightning tickets (premium seats).

If you know someone else who wants to participate, please share the http://itstimetampabay.org/ link with your family, friends, neighbors, and local businesses. Together we can create a vision for the future.

Recommended Action
Take the survey.

Prepared By
Lisa K. Silva, AICP, PLA (MPO Staff)

Attachments
None.
<table>
<thead>
<tr>
<th>ID</th>
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<th>TO</th>
<th>Design</th>
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<th>Other Funds</th>
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<td>4,207</td>
<td>4,207</td>
<td>4,207</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1508</td>
<td>Hernando/Sumter C/Z</td>
<td>ES 476-8</td>
<td>2,319</td>
<td>2,319</td>
<td>2,319</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3278</td>
<td>Moccasin Wallow</td>
<td>N of US 301</td>
<td>43,560</td>
<td>43,560</td>
<td>8,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1501</td>
<td>S of CR 54</td>
<td>N of SR 52</td>
<td>23,754</td>
<td>23,754</td>
<td>10,837</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1502</td>
<td>S of SR 52</td>
<td>Pasco/hernando C/Z</td>
<td>4,848</td>
<td>4,848</td>
<td>15,002</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1512</td>
<td>SR 50</td>
<td>Lockhart Road</td>
<td>8,200</td>
<td>8,200</td>
<td>10,289</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1511</td>
<td>SR 50 (Cortez Blvd)</td>
<td>Suncoast Parkway</td>
<td>4,600</td>
<td>4,600</td>
<td>19,500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3288</td>
<td>SR 54</td>
<td>at Collier Parkway</td>
<td>15,000</td>
<td>15,000</td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3289</td>
<td>SR 60</td>
<td>Dover Road</td>
<td>7,100</td>
<td>7,100</td>
<td>76,992</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3290</td>
<td>SR 60</td>
<td>Polk County Line</td>
<td>5,648</td>
<td>5,648</td>
<td>28,507</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3293</td>
<td>SR 686 / Roosevelt Boulevard</td>
<td>W of 9th St N/MILK St N</td>
<td>94,683</td>
<td>94,683</td>
<td>94,683</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3298</td>
<td>JS 19</td>
<td>Pinellas/Pasco County Line</td>
<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7157</td>
<td>S of Lake St</td>
<td>Pinellas Trail (Targo Interchange)</td>
<td>8,860</td>
<td>8,860</td>
<td>15,002</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3296</td>
<td>JS 19 (SR 55)</td>
<td>S of Nebraska Ave</td>
<td>108,972</td>
<td>108,972</td>
<td>108,972</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1728</td>
<td>JS 41</td>
<td>South of Causeway Blvd</td>
<td>1,526</td>
<td>7,099</td>
<td>8,625</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3300</td>
<td>JS 92 (Gandy Bridge)</td>
<td>western end of Gandy Bridge</td>
<td>34,881</td>
<td>34,881</td>
<td>34,881</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Funded CFP Totals:** $67,026,000 4,949,060  Total CFP Funds= 5,516,086

**LEGEND**
(1) All values in thousands of Present Day Dollars (2017).
(2) All costs shown are supplied by each District.
(3) CON includes both Construction (CON5) and Construction Support (CON6).
(4) ROW includes both Rights-of-Way Acquisition/Litigation (ROWA/LI) and Rights-of-Way Support.
(5) P3 Funds* Used to fund Public/Private Partnership projects over a specified number of years.
(6) Revenue forecast provides separate values for PDE and PE then for ROW and CON.
(7) Other Funds - assumed to be toll revenue or partner funded.

**NOTES**

**IMPROVEMENT TYPES**

**ACCESS** Access
BRIDGE: Bridge
FRTCAP: Freight Capacity
GRASP: Grade Separation
HWYCAP: Highway Capacity
PTE/RTM: Passenger Terminal
ITS: Intelligent Transp. Sys
MGLANE: Managed Lanes
M-INCH: Mostly Interchange
M-NEW: New Road
D-M: PDE, Project Env., Design
SERVE: Add Serve/Front CD
SYSTEM STUDY: Study
UP: Ultimate Plan

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State of Florida Department of Transportation Page 14
Proposed SIS/Strategic Growth Designation Criteria

Structure

FDOT management has reviewed and approved the revised SIS structure. The new structure will continue to focus on the original intent of SIS and provide a greater focus on a managed system of designated facilities. Structure changes include:

- Combine existing SIS and Emerging SIS components
- Create Strategic Growth component
- Strengthen bi-annual SIS designation reviews
- Simplify SIS designation criteria where needed

Proposed Hub Designation Criteria

Proposed Strategic Growth Component (For all Hubs unless otherwise noted)

<table>
<thead>
<tr>
<th>Must meet AT LEAST ONE of the following:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the facility projected to meet SIS minimum activity levels within three years of being designated?</td>
</tr>
<tr>
<td>Is the facility determined by FDOT to be of compelling state interest, such as serving a unique marketing niche or potentially becoming the most strategic facility in a region that has no designated SIS facility?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Must meet ALL of the following:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the facility have a current master plan as well as a prioritized list of production ready projects?</td>
</tr>
<tr>
<td>Is the facility identified in a local government comprehensive plan, Comprehensive Economic Development Strategy (CEDS), Transit Development Plan, or equivalent?</td>
</tr>
<tr>
<td>Does the facility have partner and public consensus on viability of a new or significantly expanded facility?</td>
</tr>
<tr>
<td>Does the facility meet Community and Environment screening criteria?</td>
</tr>
</tbody>
</table>

Proposed SIS Commercial Service Airport Designation Criteria

<table>
<thead>
<tr>
<th>Size Criteria (must meet one of the following)</th>
</tr>
</thead>
<tbody>
<tr>
<td>≥ 2.5% of Florida total – annual passenger enplanements</td>
</tr>
<tr>
<td>≥ 2.5% of Florida total – annual freight and mail tonnage</td>
</tr>
</tbody>
</table>

Proposed SIS General Aviation Reliever Airport Designation Criteria (criteria as defined in s. 339.63 Florida Statute)

<table>
<thead>
<tr>
<th>Must meet ALL of the following:</th>
</tr>
</thead>
<tbody>
<tr>
<td>The airport it relieves must be designated as SIS or Strategic Growth</td>
</tr>
<tr>
<td>Handles at least 75,000 itinerant (nonlocal) operations per year</td>
</tr>
<tr>
<td>Has a runway length of at least 5,500 linear feet</td>
</tr>
<tr>
<td>Capable of handling aircraft weighing at least 60,000 pounds with a dual wheel configuration which is served by at least one precision instrument approach</td>
</tr>
<tr>
<td>Serves a cluster of aviation-dependent industries</td>
</tr>
</tbody>
</table>

General Aviation Reliever Airport has the same designation (SIS or Strategic Growth) as the Commercial Service Airport it relieves

Proposed SIS Spaceport Designation Criteria

Regularly scheduled civil, commercial, or military launches resulting in suborbital or orbital flights.
### Proposed SIS Public Seaport Designation Criteria

**Size Criteria** (must meet one of the following):
- ≥ 1% of Florida total – annual freight volume measured in tons
- ≥ 1% of Florida total – annual container volume measured in twenty-foot equivalent units (TEUs)
- ≥ 250,000 annual home-port cruise ship passengers

### Proposed SIS Interregional Passenger Terminal Designation Criteria

**Size Criteria**
- ≥ 100,000 interregional rail passengers
- ≥ 100,000 interregional bus passengers

*OR (must be co-located with another transit mode AND meet size criteria)*

**Size Criteria**
- ≥ 50,000 interregional rail passengers
- ≥ 50,000 interregional bus passengers
- ≥ 50,000 interregional rail AND bus passengers per year

### Proposed SIS Urban Fixed Guideway Transit Terminal Designation Criteria

All qualifying urban fixed guideway system terminals will be included as part of the corridor designation. Terminals will be treated as SIS hubs and associated with an intermodal connector if they meet one or more of the following criteria:
- Are located at or near the termini of the urban fixed guideway corridor
- Serve a SIS airport, seaport, or spaceport
- Are integrated with other SIS passenger rail or bus systems providing connections to other regions or states
- Are co-located with a major park-and-ride facility (≥ 500 spaces)

Strategic Growth does not apply to Urban Fixed Guideway Terminals

### Proposed SIS Freight Rail Terminal Designation Criteria

**Size Criteria**
- ≥ 5% of Florida total – intermodal rail units per year

### Proposed SIS Intermodal Logistics Center Designation Criteria

Meets the definition of an ILC.

**AND**

Provides ability to accommodate and support, within a logistics chain that may span multiple modes and handling steps, domestic or international trade moving to or from a SIS seaport or airport.

**AND**

Is identified in a local comprehensive plan or local government development order as an intermodal logistics center or equivalent planning term.

**AND**

Meets minimum size thresholds for cargo throughput, consistent with existing SIS hub criteria for the type of intermodal movement primarily handled by the ILC (e.g., air cargo-to-truck tonnage – 2.5% of Florida total; waterborne container-to-truck or -rail TEUs - 1% of Florida total; intermodal rail terminal units - 5% of Florida total)
## Proposed Corridor Designation Criteria

### Proposed SIS Highway Corridor Designation Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>To be designated a SIS Highway Corridor, a facility must be:</td>
<td></td>
</tr>
<tr>
<td>• An interstate or high capacity tolled facility</td>
<td></td>
</tr>
<tr>
<td>OR</td>
<td></td>
</tr>
<tr>
<td>• A limited access facility (access level 1) with a SIS facility or limited access facility (access level 1) at each end(^1)</td>
<td></td>
</tr>
<tr>
<td>OR</td>
<td></td>
</tr>
<tr>
<td>• An NHS facility that connects to an urbanized area outside of Florida that is not already served by a SIS facility</td>
<td></td>
</tr>
<tr>
<td>OR</td>
<td></td>
</tr>
<tr>
<td>• A controlled access facility (access level 2 or 3) connecting two or more urbanized areas with a SIS facility at each end(^2)</td>
<td></td>
</tr>
<tr>
<td>OR</td>
<td></td>
</tr>
<tr>
<td>• A corridor connecting one or more urbanized areas with or through a Rural Area of Opportunity (RAO) and having an AADT of at least 6,000 or an AADTT of at least 1,000 with a SIS facility at each end(^2)</td>
<td></td>
</tr>
</tbody>
</table>

There is no Strategic Growth component for highway corridors.

### Proposed SIS Rail Corridor Designation Criteria

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIS Rail Corridor</td>
<td>Mainline rail corridor that is Class I or Class II with two or more average daily trains.</td>
</tr>
<tr>
<td>Strategic Growth Rail Corridor</td>
<td>Shortline rail corridor that is Class III with two or more average daily trains(^3).</td>
</tr>
</tbody>
</table>

OR

Rail corridor determined by FDOT to be of compelling state interest, such as creating a significant economic development opportunity.

### Proposed SIS Waterway Corridor Designation Criteria

Must meet one of the following:

#### Coastal Shipping Lanes and Intracoastal Waterway
- Designated intracoastal waterway or coastal shipping lane handling international waterborne trade.
- Inland Deep Draft Waterway – authorized depth greater than or equal to 12 feet
- \(\geq\) 5% of Florida Total – annual total waterway freight tonnage

#### Inland Shallow Draft Waterway
- Authorized depth less than 12 feet
- \(\geq\) 5% of Florida Total – annual domestic waterway freight tonnage

There is no Strategic Growth component for waterway corridors.

### Proposed Urban Fixed Guideway Corridor Designation Criteria

Urban fixed guideway transit corridors connecting multiple urbanized area counties and serving as a regionally significant facility within a region.

---

1 If a limited access facility serves as the primary emergency evacuation route of statewide significance, it may be designated even if it is not connected to another SIS or limited access facility at one end.
2 In an area where multiple parallel facilities are connecting to the same urbanized areas or contiguous urbanized areas, only the facility/facilities that meet(s) Criteria 1-3 will be designated. If none of the parallel facilities meet Criteria 1-3, the facility meeting criteria 4 or 5 with the highest AADT will be designated.
3 Exception is TCCX (TriRail) which provides trackage rights to CSX for freight movements.
**Proposed Intermodal Connector Designation Criteria**

### Proposed Hub to Corridor Connector Designation Criteria

- Connects to the nearest or most appropriate SIS corridor to facilitate interregional, interstate, or international trips?
- Meets the following conditions where possible:
  - Ability to accommodate significant flows of interregional, interstate, or international trips to/from a hub?
  - Ability to provide high-speed, high-capacity, limited access service?
  - Ability to provide the most direct access?
  - Ability to provide two-way directional movement?
  - Meets Community and Environmental Screening criteria established for SIS facilities?
- It is assumed that a single hub is associated with a single intermodal connector. However, more than one connector to a single hub can be designated if any of the following conditions are met:
  - Hub meets both freight and passenger thresholds, and freight and passenger handling facilities have discrete access points at different locations?
  - Hub has multiple terminals or terminal areas with discrete access points?
  - Existing interregional flows of people or goods are divided significantly among more than one mode or more than one major geographic flow?
  - Separating passenger and freight connections improves overall mobility to/from the hub?
  - Allowing multiple options provides needed redundancy and resiliency?

### Proposed Hub to Hub Connector Designation Criteria

**Intermodal Freight Drayage Route**

- Route provides direct connection from one SIS hub to another SIS hub?
- Route’s primary purpose is to move freight from one SIS hub to another SIS hub via public access facilities?

**Intermodal Passenger Transfer Facility**

- Route provides exclusive-use service with no intermediate stops?
- Majority of trips on route are for interregional or interstate passengers?

### Proposed Military Access Facility Designation Criteria

Must meet one of the following:

- Designate as “Military Access Facilities” Strategic Highway Network (STRAHNET) roads and Strategic Rail Corridor Network (STRACNET) rail lines serving main entrance(s) of U.S. Department of Defense military installations with at least 4% of Florida total military and civilian personnel.
- Designate as “Military Access Facilities” primary roads and rail lines serving main entrance(s) of military installations designated as the Governor’s Continuity of Government site(s).
## SIS/Strategic Growth Designation Based on Proposed Designation Criteria – District 7

### Changes to Highway Corridors

<table>
<thead>
<tr>
<th>Highway Corridor</th>
<th>Existing Designation</th>
<th>Proposed Designation</th>
<th>Reason for Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 55/US 19, SR-686A/118th Ave to I-275</td>
<td>SIS</td>
<td>Not Designated</td>
<td>This segment of SR 55/US 19 is not a controlled access facility that connects multiple urbanize areas.</td>
</tr>
<tr>
<td>SR 54, Suncoast Parkway to US 41/Land O Lakes Blvd</td>
<td>Not Designated</td>
<td>SIS</td>
<td>Controlled access facility providing emergency evacuation for Tampa-St. Petersburg and Zephyrhills Urbanized Areas.</td>
</tr>
</tbody>
</table>

### Changes to Highway Connectors

<table>
<thead>
<tr>
<th>Highway Connector</th>
<th>Existing Designation</th>
<th>Proposed Designation</th>
<th>Reason for Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashley Dr., I-275 to Cass St.</td>
<td>SIS</td>
<td>SIS</td>
<td>Tampa Greyhound is recommended for de-designation</td>
</tr>
<tr>
<td>Cass St., N. Ashley to Orange Ave.</td>
<td>Not Designated</td>
<td>SIS</td>
<td>Cass St. is a more direct connector to Tampa Amtrak Station.</td>
</tr>
<tr>
<td>Polk St., Ashley Dr. to Pierce St.</td>
<td>SIS</td>
<td>Not Designated</td>
<td>Tampa Greyhound is recommended for de-designation</td>
</tr>
<tr>
<td>Morgan Street, Polk St. to Tampa Greyhound Station</td>
<td>SIS</td>
<td>Not Designated</td>
<td>Tampa Greyhound is recommended for de-designation</td>
</tr>
<tr>
<td>Pierce St., Cass St. to Polk St.</td>
<td>SIS</td>
<td>Not Designated</td>
<td>Tampa Greyhound is recommended for de-designation</td>
</tr>
<tr>
<td>Scott St., Ashley Dr. to Orange Ave.</td>
<td>SIS</td>
<td>Not Designated</td>
<td>Tampa Greyhound is recommended for de-designation</td>
</tr>
</tbody>
</table>

### Rail Corridors

<table>
<thead>
<tr>
<th>Rail Corridor</th>
<th>Existing Designation</th>
<th>Proposed Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>CSX Transportation, Polk County Line to Manatee County Line</td>
<td>SIS</td>
<td>SIS</td>
</tr>
<tr>
<td>CSX Transportation, Polk County Line to Busch Blvd.</td>
<td>SIS</td>
<td>SIS</td>
</tr>
<tr>
<td>CSX Transportation, Polk County Line to Sumter County Line</td>
<td>SIS</td>
<td>SIS</td>
</tr>
<tr>
<td>CSX Transportation, Zephyrhills to CSX Transportation Line (near Lithia)</td>
<td>SIS</td>
<td>SIS</td>
</tr>
<tr>
<td>CSX Transportation, Plant City to CSX Transportation Line (near Valrico)</td>
<td>Not Designated</td>
<td>SIS</td>
</tr>
<tr>
<td>CSX Transportation, CSX Transportation Line (near Selmon Connector) to Channelside Dr</td>
<td>Not Designated</td>
<td>SIS</td>
</tr>
<tr>
<td>Florida Northern Railroad, Marion County Line to Crystal River</td>
<td>Emerging SIS</td>
<td>Strategic Growth</td>
</tr>
</tbody>
</table>

### Rail Connectors

<table>
<thead>
<tr>
<th>Rail Connector</th>
<th>Existing Designation</th>
<th>Proposed Designation</th>
</tr>
</thead>
</table>

---

4 Only facilities that would change designation under proposed criteria are listed in this table.

5 Only facilities that would change designation under proposed criteria are listed in this table.
<table>
<thead>
<tr>
<th>Commercial Service Airports</th>
<th>Existing Designation</th>
<th>Potential New Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tampa International Airport (TPA)</td>
<td>SIS</td>
<td>SIS</td>
</tr>
<tr>
<td>St. Petersburg/Clearwater International Airport (PIE)</td>
<td>Emerging SIS</td>
<td>Strategic Growth</td>
</tr>
<tr>
<td>General Aviation Reliever Airports</td>
<td>Existing Designation</td>
<td>Potential New Designation</td>
</tr>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Spaceports</td>
<td>Existing Designation</td>
<td>Potential New Designation</td>
</tr>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Public Seaports</td>
<td>Existing Designation</td>
<td>Potential New Designation</td>
</tr>
<tr>
<td>Port Tampa Bay</td>
<td>SIS</td>
<td>SIS</td>
</tr>
<tr>
<td>Interregional Passenger Terminals</td>
<td>Existing Designation</td>
<td>Potential New Designation</td>
</tr>
<tr>
<td>Tampa Amtrak</td>
<td>Emerging SIS</td>
<td>SIS</td>
</tr>
<tr>
<td>Tampa Greyhound</td>
<td>SIS</td>
<td>Not Designated</td>
</tr>
<tr>
<td>Urban Fixed Guideway Stations</td>
<td>Existing Designation</td>
<td>Potential New Designation</td>
</tr>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Freight Rail Terminals</td>
<td>Existing Designation</td>
<td>Potential New Designation</td>
</tr>
<tr>
<td>Tampa CSXI UCETA Intermodal Terminal</td>
<td>Emerging SIS</td>
<td>SIS</td>
</tr>
<tr>
<td>Intermodal Logistics Centers</td>
<td>Existing Designation</td>
<td>Potential New Designation</td>
</tr>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Waterways</th>
<th>Existing Designation</th>
<th>Proposed Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intracoastal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caloosahatchee River to Anclote River</td>
<td>SIS</td>
<td>SIS</td>
</tr>
</tbody>
</table>
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:00 a.m. Commissioner Stacy White led the pledge of allegiance and gave the invocation. The meeting was convened on the 26th floor of the County Center.

APPROVAL OF MINUTES – June 12, 2018

A motion was made by Councilman Guido Maniscalco to approve the June minutes as presented. The motion was seconded by Councilman Harry Cohen and carried unanimously.

PUBLIC COMMENT

Mr. Chris Vela advocated for removing the downtown interchange, and commented on traffic counts, average daily traffic and redistributing traffic.

Mr. Jim Davison provided a handout and described his alternative transportation revenue plan that would not involve raising taxes. He spoke against tearing down I-275 and making a boulevard out of it.

Ms. Sharon Calvert invited members to attend a Transportation Solutions in Tampa Bay event, hosted by the American Dream Coalition, being held on August 4th from 9:30 a.m. to 3:00 p.m. at the Holiday Inn located at 3535 Ulmerton Road in Clearwater.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO Staff, presented the committee reports. Committees approved and forwarded to the MPO Board the committee appointments provided on the Consent Agenda.

The Technical Advisory, Livable Roadways, and School Transportation Working Group acted on FDOT’s West Busch Blvd. Corridor study at their June meetings. The Citizens Advisory, Bicycle/Pedestrian Advisory, and Transportation Disadvantaged committees are scheduled to discuss the study at their August meetings, after which comments will be consolidated into a letter for the Board’s consideration at the September 5th meeting.

The Citizens Advisory received an update on recent changes to TBARTA’s mission and structure. Members had reservations about TBARTA’s effectiveness, due to the absence of a funding source dedicated to regional transit; they also discussed the lack of MPO representation on TBARTA’s CAC.

The BPAC held a retreat in July; Councilman Maniscalco was in attendance. Several ideas for future action were generated.
The Transportation Disadvantaged Coordinating Board (TDCB) discussed a proposed Tri-County Regional Pilot Project to provide door-to-door life-sustaining trips across Pasco, Pinellas and Hillsborough county lines. They will meet on August 16th with the Pasco and Pinellas Transportation Disadvantaged Coordinating Boards for further discussion. The TDCB also approved the annual update of the Transportation Disadvantaged Service Plan.

The TBARTA MPO Chairs’ Coordinating Committee reviewed and approved an annual update to the regional priority lists for Multi-Use Trails and the Transportation Regional Incentive Program. Hillsborough County’s project to improve the I-75/Big Bend Road interchange was approved as #2 for a TRIP Grant, and a new County project was added to the candidate list: intersection improvements on Brandon Boulevard to improve safety and traffic flow. Candidate projects on the trails priority list include portions of the South Tampa Greenway, Tampa Bypass Canal Trail, and South Coast Greenway.

The CCC also met with the MPO Chairs of the Central Florida Alliance and heard presentations on:

- Economic development initiatives by the Tampa Bay Partnership and Orlando Economic Partnership
- New magnetic levitation technologies with applicability to inter-city travel
- A panel discussion on “Connecting the Markets,” with Commissioner Murman

The CCC and Central Florida Alliance jointly approved a resolution supporting preservation of the transit envelope in the I-4 corridor.

Ms. Torres provided a summary of all comments that were received from citizens. Board members were provided copies of all comments in full in their meeting folders. No Facebook comments were received. There were no questions following the committee reports and online comments provided by Ms. Torres.

CONSENT AGENDA

A. Committee Appointments
B. USF Fellowship Contract Renewal

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

ACTION ITEMS

A. MPO School Safety Study and Top 10 Report

Ms. Lisa Silva, MPO Staff introduced the agenda item of a study conducted on multimodal safety and walk/bike access reviews aimed at identifying opportunities to improve safety for students in Hillsborough County.

Mr. Chris Keller with Tindale Oliver noted the study was completed in two phases and provided information on potential enhancements and ongoing efforts. Mr. Matt Weaver with Element Engineering Group provided a list of recommended enhancements to roads in the top ten school areas for consideration. The next step is implementation with agencies cooperating through the School Transportation Working Group. The cost estimate for short-term, mid-term, and long-term recommendations was $12M.

Following the presentation, members inquired about a recommended midblock crossing; kids riding bikes to school; timed signals; Charter Schools crossings and sidewalks; decreasing speed limit on Busch Blvd. and flashing lights. Mr. Weaver noted that some of the issues that Board members expressed concerns about are being addressed.
A motion was made by Councilman Maniscalco to approve the School Safety Study. The motion was seconded by Commissioner Pat Kemp and carried unanimously.

B. Plan Hillsborough Strategic Plan – Resolution of Support

Ms. Beth Alden, MPO Executive Director, provided an overview of the Strategic Plan for Plan Hillsborough, the agency which provides staff support to the Hillsborough County City-County Planning Commission, the Hillsborough Metropolitan Planning Organization, and the Hillsborough River Interlocal Planning Board. The River Board has passed a resolution of support, and the MPO is invited to do so as well, prior to the Planning Commission considering adoption of the plan.

Following the presentation, Mr. Mechanik wanted to know how the gap will be bridged for recommendations on land use decisions and transportation decisions? Ms. Alden stated this is why it makes sense for the MPO to be housed with the Planning Commission, because the Planning Commission’s land use planners are in touch with local government development review decisions on a day to day basis, and it is easy for the transportation team to stay coordinated with the land use team.

A motion was made by Commissioner Kemp to approve the Plan Hillsborough 2018-2023 Strategic Plan, resolution, and letter. The motion was seconded by Councilman Maniscalco and carried unanimously.

STATUS REPORTS

A. Bus Rapid Transit (BRT) Topics & Emerging Technology

Mr. Robert Bertini, Director of USF’s Center for Urban Transportation Research (CUTR), and Mr. Dennis Hinebaugh, CUTR’s Transit Research Program Director presented information on the peer review process, BRT and emerging technology.

Commissioner Kemp inquired about controlled street level corridors, dedicated corridors, buses on shoulders, managed lanes, and elevated lanes for BRT.

B. Transit in Florida’s Managed Lanes

Ms. Jennifer Fortunas, FDOT’s State Managed Lane Engineer, provided information on FDOT’s Policy and Planning Guidelines for buses in express lanes and the department’s role in express bus planning. In addition, she stated that park-and-ride lots are important to making the bus rapid transit successful on I-95. Multiple agencies must work together and there’s no one solution to the congestion problem in the region.

Following the presentation, Commissioner Kemp inquired about the types of managed lanes. She noted that Hillsborough County is the only place in the country that is not allowing for HOV Lanes.

C. Travel Markets in Tampa Bay and TBARTA’s Evolving Role

This item was deferred.

EXECUTIVE DIRECTOR’S REPORT

Beth Alden provided the Executive Director’s report.
The ItsTimeTampaBay.org website is live and is seeking input on three very different transportation and growth scenarios. Everyone is encouraged to look at the website. The online survey will be available until September 30th.

Staff has participated in two grant applications.

The Quarterly Report was provided in Board member’s folders.

On August 27th the regional workshop on the potential merger of the MPOs will take place at the Collaborative Labs at St. Petersburg College, located at 13805 58th Street North in Clearwater. Doors will open at 9:00 a.m. and the workshop will take place from 10:00 a.m. until 4:00 p.m.

Over the next few weeks, staff will receive information on a potential national conference highlighting road safety.

Ms. Alden introduced new hire, Vishaka Shiva Raman. Ms. Raman previously worked with FDOT District 1 as a Complete Streets Planner and is one of the MPO’s former USF Fellows.

**OLD & NEW BUSINESS**

The next Board meeting will be held on **Wednesday**, September 5th on the 2nd floor of the County Center.

The Tampa Bay Transportation Management Area Leadership Group meeting will take place on Friday, September 7th at 9:30 at the FDOT District 7 office, located at 11201 North McKinley Drive.

**ADJOURNMENT**

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:30 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on August 8

The CAC recommended the following:

- Appointing CAC members Rick Richmond (and Nicole Rice as alternate) as MPO representatives on TBARTA’s Citizens Advisory Committee;
- Approval of the TIP Roll-Forward Amendment, for previously-funded FDOT projects that are being carried into the TIP that becomes effective October 1st;
- Approval of the South Coast Greenway Connector Study;
- Approval of transmitting comments on the West Busch Blvd Multimodal Safety Study;
- Approval of the resolution of support for the Westshore Mobility Plan, by a vote of 7 – 5.

The CAC also received a report on Crash Modification Factors for Complete Street improvements from an FDOT consultant.

Meeting of the Technical Advisory Committee (TAC) on August 20

The committee approved and forwarded to the MPO Board:

- TIP Roll-Forward Amendment;
- South Coast Greenway Connector Study;
- Westshore Mobility Plan resolution of support.

The TAC was briefed on:

- Complete Streets Crash Modification Factors;
- North Alexander Street Corridor Land Use & Marketing Study;
  and was encouraged to send comments to FDOT on the proposed FDOT Strategic Intermodal System designations and 2045 Cost Feasible Plan recommendations.

Meeting of the Policy Committee on August 28

The committee approved and forwarded to the MPO Board:

- TIP Roll-Forward Amendment;
- Letter of Comment on West Busch Blvd Multimodal Safety Study - with the change that the letter not ask for the 6-lane alternative to be removed from the report, but simply identified as inconsistent with the Tampa Comprehensive Plan, unless it is a busway. The committee also discussed the TDCB’s concern about stormwater drainage, and suggested that FDOT coordinate with the City of Tampa and Hillsborough County, so that addressing stormwater and roadway needs doesn’t result in the roadway being torn up twice.
The committee also discussed:

- FDOT Strategic Intermodal System facility designation changes, which primarily affect streets in Downtown Tampa;
- FDOT’s 2045 Cost Feasible Plan, which will be presented to the committee later for consideration of sending a comment letter;
- The 2018 Florida transportation earmarks veto list – this year, the earmarks can be absorbed by FDOT using unallocated funds, but in future, it is possible that projects might have to be removed from the Work Program to fund the earmarks- including possibly removing MPO priority projects;
- TMA Leadership Group Facilitation and Decision-Making – members discussed creating a one-MPO-one-vote decision-making mechanism and establishing a rotating chair.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on August 8

The committee approved and forwarded to the MPO Board:

- West Tampa Multimodal Plan;
- South Coast Greenway Connector Study;
- West Busch Blvd Multimodal Safety Study Letter of Comment - members commented that the 4-lane section with a median should have landscaping and shade for pedestrians.
- Westshore Mobility Plan resolution of support.

The BPAC was briefed on:

- Complete Streets Crash Modification Factors. The group was very interested, and members asked, if you add lanes or otherwise decrease safety, can you get a CMF over 1.0? The report does show CMFs over 1.0, so this is true.
- The group was happy to hear that the Courtney Campbell Causeway sidewalk gap is being addressed. FDOT is examining possible solutions for a complete path on the north side.
- The Chair resigned from the BPAC. Elections will be held at the next meeting.

Meeting of the Livable Roadways Committee (LRC) on August 15

The committee approved and forwarded to the MPO Board:

- West Tampa Multimodal Plan;
- South Coast Greenway Connector Study;
- Westshore Mobility Plan

The committee was briefed on:

- Complete Streets Crash Modification Factors

The committee discussed

- Bay to Bay Blvd under Old Business

Meeting of the School Transportation Working Group (STWG) on August 29

The working group held a special meeting and hosted the quarterly Info BBQ with Corporal Bullock from Pasco County’s Safety Town as the guest speaker. The group
is interested in a field trip to visit the site and develop a Hillsborough County Safety Town.

Meeting of the Transportation Disadvantaged Coordinating Board on August 24

The board approved and forwarded to the MPO Board:

✓ West Busch Blvd Multimodal Safety Study Letter of Comment – with the addition of a request to address the existing condition of hazardous water pooling on the roadway. The board also discussed that there is a need for a broader study on lowering speed limits for safety – including looking at how other cities such as New York have done that – and asked that the Policy Committee discuss the issue of lowering speeds to make our corridors safer for pedestrians.

The Board also approved the continued coordination contract with the Agency for Community Treatment Services (ACTS). In the last fiscal year, ACTS provided 20,737 one-way passenger trips for 1,462 unduplicated clients with 16 vehicles at an average cost of $17.12 per trip.

Meeting of the TBARTA MPO Chairs’ Coordinating Committee (CCC) Staff Directors on August 24

The MPO staff directors discussed:

- Transmitting the updated priority lists for Regional Trails and the Transportation Regional Incentive Program to the FDOT district offices, along with the Resolution Supporting Preservation of Transit Right-of-Way in the I-4 Corridor. These items were adopted at the July meeting of the CCC and Central Florida MPO Alliance.
- The MPOs leading the update of the priority list for Major Regional Projects, now that TBARTA is focusing on transit only.
- Regional coordination on performance measure target-setting.
Hillsborough County Celebrates

Drive Electric Week

Wednesday, Sept. 12
11 a.m. – 2 p.m.
Joe Chillura Courthouse Square
600 E. Kennedy Blvd.

Join us to celebrate National Drive Electric Week and learn all about electric vehicles and sustainable transportation options in Hillsborough County.

Event includes:

- Electric and hybrid vehicles on display
- Electric vehicle charging stations and charging equipment demonstrations
- Alternative transportation exhibits
- Information about Hillsborough County’s efforts to enhance the quality of life for residents

HCFLGov.net/Sustainability
Mark your calendars!
The Safe Routes to School National Conference is Coming to Florida!

The 2019 Safe Routes to School National Conference will be held at the Hilton Tampa Downtown from November 12-14, 2019. Be sure to save the date for this fabulous opportunity to join hundreds of active transportation and public health advocates and practitioners from across the country for valuable networking, sharing best practices, and exploring one of Florida’s most vibrant and active cities.

The Safe Routes to School National Partnership wishes to extend warm thanks to the presenting sponsor, Florida Department of Transportation, and the Hillsborough Metropolitan Planning Organization, who is our local host and partner for this event.

Spend two days with leaders in Safe Routes as they address today’s most pressing challenges and hot topics. You’ll go home with new strategies and techniques to share to continue the movement.

-Sarita Taylor, FDOT Safe Routes to School Coordinator

We welcome the Safe Routes to School National Conference to Tampa. Safe roads for kids are safe roads for everyone. Hillsborough’s Vision Zero Coalition and the Gulf Coast Safe Streets Summit look forward to celebrating the work of the National Partnership!

- Beth Alden, AICP, Hillsborough MPO Executive Director

We will share more information about the conference in the months ahead; for now, mark the date on your calendar and plan to attend the conference and consider a fun-in-the-sun trip to Florida with friends or family.
Study Approval Notification

July 2018

The Florida Department of Transportation has completed the Project Development and Environment (PD&E) study for US 301 (SR 43) from SR 60 (Adamo Drive) to I-4 (SR 400) in Hillsborough County. (see project location map).

On March 15, 2018, FDOT approved the State Environmental Impact Report (SEIR) for this proposed project. This report contains the results of analyses of potential effects on the social, cultural, natural, and physical environment. These efforts were accomplished by working in cooperation with other state/federal agencies and local governments. This coordination allowed FDOT to better determine the effects a transportation project will have on the natural and human environment. A legal notice was published in the Tampa Bay Times in July 2018.

A PD&E study is a comprehensive study that evaluates social cultural, economic, and environmental effects associated with the proposed transportation improvements. Based on this study, the Department can reach a decision on the type, location, and conceptual design of the necessary improvements to US 301 to accommodate future traffic demand in a safe and efficient manner.

Public Hearing Results

FDOT held a Public Hearing for the PD&E Study for the proposed improvements to US 301 on March 1, 2016 at the Sheraton Tampa East Hotel from 5:30 p.m. to 7:30 p.m. Draft project documents, along with other project-related materials were on display as well as a project video presentation that ran continuously. A total of 13 attended the Hearing. No comment forms were received at the Hearing and one comment was received electronically, by email during the Hearing comment period. A transcript of the Public Hearing is included in the Comments and Coordination Report. The Comments and Coordination Report also contains the electronic comment received. A link to this document is included on the project website.

[Link to project website]
Selected Alternative

Following the public Hearing, the Recommended Build Alternative was selected as the Preferred Build Alternative, based on a determination that the No-Build Alternative did not meet the purpose and need of the project, which is to improve US 301 in order to accommodate future traffic increases along the corridor. Adding roadway capacity will reduce future traffic congestion and improve traffic operations and safety along US 301.

Changes Made Following the Public Hearing

Following the Public Hearing, the Recommended Build Alternative was revised to incorporate 7-foot wide buffered bike lanes per FDOT's Roadway Design Bulletin 15-01. Once approved by the District, the Recommended Build Alternative becomes the Preferred Build Alternative, and it can be advanced to the design phase.

Planned Improvements

This roadway capacity improvement project involves widening US 301 from the existing four-lane divided arterial roadway to a divided six-lane arterial roadway to accommodate future travel demand in the study area. The study limits extend from the intersection with State Road 60 to south of the I-4/US 301 ramps in Hillsborough County. The total project length is 3.3 miles.

The Recommended Build Alternative was developed after analysis of anticipated growth and future transportation needs on the corridor. Based on the evaluation of the alternatives, Alternative 2 was selected as the Preferred Build Alternative. The Preferred Build Alternative is approved for advancement to future project phases (i.e. design, right-of-way acquisition, and construction) as funding becomes available. Representative typical sections for the Preferred Build Alternative are shown on the next page.

Planned Typical Sections

The Preferred Build Alternative consists of two typical sections for the widening of US 301.

Typical section No. 1 is a 45 mph urban typical section that consists of six 11-foot travel lanes (three in each direction), 7-foot designated buffered bicycle lanes, a 22-foot raised median, and 5-foot sidewalks with curb and gutter on both sides.

Typical section No. 2 is a 50 mph suburban typical section that consists of six 12-foot travel lanes (three in each direction), 6.5-foot paved inside shoulders, 10-foot outside shoulders (with 7 feet paved), a 30 foot raised median with curb and gutter in the median and 5-foot sidewalks on both sides.

All four structures crossing the CSX Transportation rail lines will be replaced due to minimum vertical clearance and potential train and/or cargo strikes. The proposed typical sections for the bridges over the CSX S-Line, CSX A-Line, and CR 574 are shown on the next page. The Bruce Creek bridge culvert will be extended and both Tampa Bypass Canal bridges will be widened. The open median between the two Tampa Bypass Canal bridges will be closed based on the proposed improvements shown.

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FUNDING SCHEDULE
FDOT's Adopted Five-Year Work Program
Fiscal Years 2018 - 2022
Proposed Urban Typical Section 1

Proposed Suburban Typical Section 2

Proposed Bridge Typical Section over CSX S-Line

Proposed Bridge Typical Section over CSX A-Line and CR 574

Proposed Bridge Typical Section over Tampa Bypass Canal

PROJECT WEBSITE
for more information on this study, go to
http://archived.fdotd7studies.com/us301/sr60-to-i4/
Non-Discrimination Laws

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact:

Alex Henry, Public Involvement Coordinator
Phone; (813) 975-6405, or (800) 226-7220
Email: alex.henry@dot.state.fl.us

Comuníquese con Nosotros

Nos importa mucho la opinión sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nosotros. Nuestra representante:

Señora Lilliam Escalera
Departamento de Transportación de la Florida
11201 N. McKinley Drive
Tampa, FL 33612
Teléfono: 813-975-6445
Correo electrónico: Lilliam.Escalera@dot.state.fl.us

Who to Contact

The approved final State Environmental Impact Report may be viewed on the study’s website or at FDOT’s District Seven Headquarters, 11201 N. McKinley Drive in Tampa. For more information about the project, please contact FDOT’s Project Manager or Public Information Officer:

Lilliam Escalera, Project Manager
Florida Department of Transportation
District Seven
11201 N. McKinley Drive, MS 7-800
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11201 N. McKinley Drive, MS 7-100
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Phone: (813) 975-6202 or (800) 226-7220
Email: Kris.Carson@dot.state.fl.us
SR 60 (Kennedy Boulevard) Traffic Signal upgrades between Armenia Avenue and Brevard Avenue 416856-1-52-01

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Contact Information

**Design Manager**
Jake Hemingway
813-975-6057
Jake.Hemingway@dot.state.fl.us

**Media Contact**
Kris Carson
813-975-6060
Kristen.Carson@dot.state.fl.us

About
This project will replace the existing traffic signals on SR 60 (Kennedy Blvd) with hurricane resistant poles at Armenia, Howard, Willow and Brevard avenues. A new signal will be installed at Rome Avenue as well.

The project is currently in design. Construction is anticipated to begin in 2019.
THANKS TO COMPREHENSIVE STREET DESIGN, VANCOUVER SOWS FOR THE FUTURE

The would-be “Greenest City” is completing its busier and denser areas with trees and plants.

Author: **David Goldberg**
On August 8, 2018 at 6:30 am

This article is part of the series **Growing Safe Streets**

*Editor’s note: This is Part 2 in a four-part series on how trees and plants help to slow traffic, ameliorate climate change impacts and make growing cities more livable. Read Part 1 [here](https://www.sightline.org/2018/08/08/vancouver-street-design-complete-s...)*

When it comes to cultivating plants and walkability together, Vancouver, BC, over the last two decades has reaped a harvest of low-hanging fruit on its residential streets. Today, though, the city is looking to plow new ground by taking on its busier streets in more crowded areas.

In the late 20th century, the city began to use traffic circles and curb bulges — or bulbs, as they’re known stateside — to slow traffic in residential areas, and quickly learned that the new spaces provided an opportunity for gardening. Vancouver’s popular **Green Streets program** recruits volunteers to tend gardens in the traffic calming spaces, with the city paying for the initial planting. In the 1990s, the city began converting side streets into “bike boulevards” and pursued a “greenways” plan that tore out asphalt and concrete in some places to make park-like streets where biking and walking were comfortable. Today, the city has 108 miles of such corridors.

The city was several years behind Seattle and Portland in formally adopting a **complete streets** policy, waiting until April 2017 to embrace a framework for improving the opportunities for walking, biking and transit throughout its street network. But with the explicit goal of including natural elements and green infrastructure, Vancouver has an especially comprehensive take
on the notion of “complete.”

![Planters in Vancouver, by Michael Andersen, used with permission.](image)

The new framework builds on a Renewable City action plan from 2015 that called for a complete streets approach, and a Greenest City action plan from 2012. It comes as the city moves to address anticipated effects of climate change with an integrated rainwater management plan that leans heavily on best practices in street design for its goal of capturing 90 percent of stormwater runoff.

“We are trying to look at streets holistically, bringing land use, green infrastructure, public space and transportation together as seamlessly as possible,“ said Rich Carmona, a senior Complete Streets planning engineer with the City of Vancouver. As the city begins to rethink its busiest corridors in dense areas, he added, “We need to show more comprehensive benefits.”

Green paint plus greenspace equals calmer travel

During the current decade, Vancouver has become the clear North American leader in bicycle transportation through dramatic steps to expand the city's “all ages and abilities” cycling network — or triple A in local parlance. Not only did the city complete a downtown grid of protected bike lanes, in 2014 Vancouver became the first on the continent to build a “protected intersection” for people on bikes.

The confluence of Burrard Street and Cornwall Avenue at the south end of the Burrard Bridge was an auto-scape of swooping
lanes for high-speed vehicle turns that was a terror for people on foot or bicycle. Traversing the intersection on foot required crossing 15 lanes of traffic at five different locations. The new design created a more conventional T intersection, reducing the pedestrian crossings to two, and added green paint and signals to create safer turns and crossing for the intersecting protected bike lanes.

“Part of calming that intersection, beyond normalizing the turning space, was adding 120 street trees,” said Dale Bracewell, manager of transportation planning for the City of Vancouver.

The city’s planners took lessons from that experience to the north end of the Burrard bridge at the intersection with Pacific Street, a busy bike route that had the second highest collision rate in the city. In building the protected intersection there recently, they not only added safer, separated routes for walking and biking, they also designed around a well-established cypress tree and planted 60 others trees there and along adjacent blocks.

(Note: This post and this NACTO presentation feature some before and after photos of both intersections. Both pieces also feature the video below, which shows through inset video how the streets looked before Vancouver made all these improvements.)

Seacycles: Burrard Bridge to F
from small places

Storming into green infrastructure
While Portland is the acknowledged leader in green stormwater infrastructure, Vancouver is making a strong bid. In response to a mandate from the provincial government, Vancouver in 2016 adopted an integrated rainwater plan that seeks to capture and clean 90 percent of stormwater as close to where it falls as possible. The Complete Streets framework adopted last year, which calls for integrating green infrastructure with plans to rebuild streets to make them calmer and safer for all, was “one of our early implementation measures,” said Cameron Owen, the city’s green infrastructure planner.

“We want to make it so that every time we build a street or laneway (alley), add a bike lane or traffic calming,” Owen added, “we look for the opportunity to put in a rain garden, tree trench or structural soils that collect water and support tree growth.”

Construction and planting of an early example, at 63rd Avenue and Yukon Street, wrapped up this spring. In conjunction with an adjacent development project in the high-growth Cambie corridor, the city is carving a triangular mini-park out of the wide, paved right-of-way. Along with a new sidewalk and bikeway, the park space includes new street trees, benches, a water fountain, and rain gardens to collect run-off from adjoining streets.

Find this article interesting? Please consider making a gift to support our work.

“Beyond water volume and quality, we also are trying to reduce the urban heat island effect,” Owen said, describing the tendency of paved and built-over areas to disrupt weather patterns so that summers are hotter and drier than normal. “To do that we need to reduce impervious surfaces and boost the tree canopy.”

The city has an ambitious goal to promote that canopy by planting 150,000 trees. The rub, however, is that this needs to happen even as the city grows. “In really urban areas we don’t have room for large swales and rain gardens, so we have to do subsurface treatments underneath that absorb and hold water to support the urban forest,” Owen said.

The city is applying that strategy in creating the 10th Ave. bikeway, converting a parking strip into a protected lane serving one of the busiest cycling routes connecting destinations such as Vancouver General Hospital. “In order to support large street trees we are putting perforated pipe and subsurface storage under the
bikeway,” Owen said. “This will provide a source of water and expand the rooting zone so they can grow to full size and maintain better health. When trees are in a little box by the side of the road it’s amazing when they grow at all.”

From healthy trees to healthy streets

Recent research in Vancouver indicates that streets that support healthier trees can also boost the health of human beings and the earth’s climate. In 2012 the city began work on transforming the east-west Comox-Helmcken corridor through the densely settled West End into a “triple A” greenway. The $5 million, 1.6-mile project adds corner bulges and diverters to slow traffic — and provide gardening space — along with trees and street furniture and mini-park spaces that also serve a stormwater function.

In 2016, two studies of the corridor, including one at the University of British Columbia, found that “improved access to walking, cycling and opportunities for local connection” were associated with a 16 percent increase in residents’ daily exercise and a small but measurable drop in days of poor mental and physical health. In addition, researchers saw a rise in cycling trips and a drop in auto trips, with an associated decline in vehicle emissions.

“For the little bit of money that they spent, they got multiples of positive impact,” said researcher Dr. Lawrence Frank, professor in sustainable transport and director of the Health and Community Design Lab at UBC. He noted that the UBC study compared results
Thanks to Comprehensive Street Design, Vancouver Sows for the Future... 

with a control group of residents who also lived in the dense area but more than 300 meters from the corridor. “Even in an urban environment where many people walk, when it became more inviting and possible for people to be active and outside, we saw physical activity go up and emissions down.”

Removing cars from the equation

The vast majority of efforts to reallocate the street right-of-way and make it greener and more complete come down to maintaining plenty of space for cars while slowing them down. But what if cars aren’t part of the mix? Just such a scenario is unfolding in Vancouver with the design of the Arbutus greenway.

The Arbutus corridor is an opportunity to reimagine a decommissioned rail line, acquired in 2016, as a green transportation corridor — with a series of gardens, swales and other green infrastructure alongside walking and biking trails and a streetcar running on rails through the grass. The one mode it won’t have is cars. It runs 9 km (5.6 miles) from South False Creek near the Granville Street Bridge to the Fraser River, near the Arthur Laing Bridge. The design proposal, based on feedback from a long public engagement process was unveiled in late April. It envisions eight “character zones”, from a “Harvest Table” segment planted with edibles to a pastoral “Woodland Bend” and a more urban-feeling “Electric Alley,” ranging in length from a third to one and a quarter miles. The design will be vetted and refined over the next several months before funding begins to be identified and construction phased.

“This is an exciting time,” Bracewell said. “It will be very interesting to see where slowing and making complete streets, incorporating green stormwater infrastructure and growing the tree canopy intersect, and how they are funded in our next capital plan.”

Portland and Seattle got the jump on their Canadian counterpart
in adopting goals for complete streets and stormwater infrastructure. But look for Vancouver to leapfrog ahead by merging ambitious stormwater and tree canopy goals with deep experience in greenways and all-ages-and-abilities design.

Power our brains! We're a reader-supported nonprofit.

Please make a gift today to support our work!

Tagged in: complete streets vancouver, Green stormwater infrastructure, green streets, Greenways, neighborhood greenways
A Frightening New Reason to Worry About Air Pollution

A massive study solidifies the link between particulates from cars and diabetes.

OLGA KHAZAN   JUL 5, 2018

People watch the sunset in Singapore, where the Pollutant Standards Index reached a high of 186 in October 2015 (EDGAR SU / REUTERS)

It’s fairly well known that a bad diet, a lack of exercise, and genetics can all contribute to type 2 diabetes. But a new global study points to an additional, surprising culprit: the air pollution emitted by cars and trucks.

Though other research has shown a link between diabetes and air pollution in the past, this study is one of the largest of its kind, and it’s unique because it both is longitudinal and includes several types of
controls. What’s more, it also quantifies exactly how many diabetes cases in the world are attributable to air pollution: 14 percent in 2016 alone. In the United States, it found, air pollution is responsible for 150,000 cases of diabetes.

The study, published in *The Lancet Planetary Health*, linked data from 1.7 million American veterans who had been followed for a median of 8.5 years with air data from the EPA and NASA. It also aggregated past international research on diabetes and air pollution to devise a model to estimate diabetes risk based on the level of pollution, and it used the Global Burden of Disease study to estimate how many years of healthy life were lost due to this air-pollution-induced diabetes. Globally, 8.2 million years of healthy life were lost in 2016 to pollution-linked diabetes, it showed.

The study authors controlled for things like obesity and BMI, so it wasn’t the case that heavier people simply lived in more polluted neighborhoods and were also more likely to get diabetes.

The particles examined in this study are known as PM$_{2.5}$, or particulate matter that’s 2.5 micrometers big—30 times smaller than a human hair. They are emitted by various types of industry and fuel burning, but in the United States, the biggest source of PM$_{2.5}$ is cars, says Ziyad Al-Aly, the study’s senior author and an assistant professor of medicine at Washington University at St. Louis. When there’s lots of PM$_{2.5}$ in the air, the air might look smoggy or hazy. In lighter concentrations, the particles are invisible.

Scientists are just beginning to understand what exactly makes PM$_{2.5}$ so harmful, but a major reason is that it’s so small and contains toxic metals. Its size allows it to penetrate the lungs and enter the bloodstream. There, it can circulate to different organs and cause inflammation. The inflammation increases insulin resistance. Eventually, this insulin
resistance can become so severe the pancreas becomes unable to pump out enough insulin to compensate, and diabetes can set in.

Previous research has found that Latino children living in areas with more air pollution had a greater risk of developing type 2 diabetes. But other studies on the association between the two have generated mixed results.

This new study makes an even stronger case, suggesting that the current limits on air pollution in the United States might be too high. The EPA’s pollution threshold on particulate matter is 12 µg/m3, or micrograms per cubic meter of air, but this study says the risk of diabetes starts at about 2.4 µg/m3. Among people exposed to between five and 10 µg/m3 of particulate matter, about 21 percent developed diabetes. At the threshold of current “safe” levels, 24 percent do. For each 10 µg/m3 increase in particulate matter, the risk of developing diabetes goes up by 15 percent. This risk is present regardless of whether the individual becomes obese or not.

But this study and others might not lead to a tightening of the PM$_{2.5}$ standards because, under a rule proposed by the Trump administration in April, all studies used by the EPA to make air and water regulations must make their underlying data publicly available. As my colleague Robinson Meyer reported, studies like this and others, which show the detrimental health impacts of pollution, are based on health data that is confidential and cannot be de-anonymized.

That will greatly undermine regulations that have made for cleaner air, says Sanjay Rajagopalan, a cardiologist at University Hospitals Cleveland Medical Center, about the proposed rule. “Documents that have gone into EPA regulations go through rigorous peer review,” he says. “We have some of the cleanest air in the world, and there’s scientific data that this has protected millions of lives and contributed to the longevity of American citizens.”
The consequences of PM$_{2.5}$ are more severe for developing countries that do not have strict limits on air pollution. For example, the study says countries like Afghanistan and Papua New Guinea face a higher risk of lots of air-pollution-related cases of diabetes, while the United States has a moderate risk.

Still, experts told me the connection between PM$_{2.5}$ and various health risks is now so clear that people should try to avoid large amounts of particulates, if they can. “Live away from the major sources of emission. Don’t live right near the 405,” Al-Aly told me, referring to a notoriously congested freeway in Los Angeles. “Short of that, anywhere that’s high in pollution, like some cities in China or India, many people wear masks.”

Tanya Alderete, who studies the connection between air pollution and disease at the University of Colorado at Boulder, says people might rethink biking in heavy traffic, for example. “We shouldn’t be engaging in strenuous physical activity during rush hour or near major roadways,” she says.

But everyone I spoke with said the real answer lies with public policy—stricter limits on fossil-fuel emissions and a move to cleaner energy sources. After all, globally, pollution of all kinds kills three times more people than AIDS, tuberculosis, and malaria combined.

We want to hear what you think. Submit a letter to the editor or write to letters@theatlantic.com.
Beth Alden

Subject: FTA Announces $84.5 Million in Grants to Support Advanced Bus Technology Projects Nationwide

FYI. Here are the recipients in FL.

<table>
<thead>
<tr>
<th>FL</th>
<th>Recipient</th>
<th>Details</th>
<th>Amount</th>
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<tbody>
<tr>
<td>FL</td>
<td>Broward County Transit</td>
<td>Broward County Transit will receive funds to replace aging buses with battery electric buses and install solar power infrastructure.</td>
<td>$2,225,000</td>
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<tr>
<td>FL</td>
<td>City of Gainesville</td>
<td>The City of Gainesville will receive funds to purchase battery electric buses and charging stations, as well as fleet monitoring and diagnostic tools.</td>
<td>$1,000,000</td>
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<tr>
<td>FL</td>
<td>Pinellas Suncoast Transit Authority</td>
<td>The Pinellas Suncoast Transit Authority will receive funds to purchase electric buses and install on-route chargers.</td>
<td>$1,000,000</td>
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</tbody>
</table>

Allison G. Yeh, AICP, LEED GA
MPO Executive Planner • Sustainability Coordinator

From: Florida Transit Planning Network <FT-FORUM@LISTSERV.USF.EDU> On Behalf Of Matthews, Gabrielle
Sent: Friday, August 24, 2018 1:10 PM
To: FT-FORUM@LISTSERV.USF.EDU
Subject: [FT-FORUM] FTA Announces $84.5 Million in Grants to Support Advanced Bus Technology Projects Nationwide

Today, FTA announced $84.5 million in grant selections through the Low- or No-Emission (Low-No) Grant program, which funds the deployment of transit buses and infrastructure that use advanced propulsion technologies. Fifty-two projects in 41 states will receive a share of the funding.

Eligible projects include the purchase or lease of buses that are powered by modern systems such as hybrid or battery electric engines, as well as related infrastructure investments such as charging stations.

Links:
Press Release: U.S. DOT Announces $84.5 Million in Grants to Support Advanced Bus Technology Projects Nationwide
Low or No-Emission Grant Program
FY 2018 Low-No Selected Projects
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Georgia officials Tuesday announced a major down payment on a transit expansion along Ga. 400 in north Fulton County.

The state will spend $100 million over the next several years to build four new interchanges for commuter buses along a 16-mile stretch of the busy highway between I-285 and McFarland Parkway in Alpharetta.

Many of the details – including where the interchanges will be built – remain to be worked out. But the announcement is the latest evidence that transit – long an afterthought on Georgia’s list of transportation priorities – now has solid backing among the state’s political leaders.

“This is a huge step, and it shows the sea change in attitudes by the Republican Party,” said Sandy Springs Mayor Rusty Paul, a former chair of the Georgia GOP. “It shows that we can change, we can be flexible, and move forward with reality.”

This spring lawmakers approved Gov. Nathan Deal’s request for $100 million in bonds for transit construction. On Tuesday Deal and other officials announced that money will go to land-acquisition and construction of four transit interchanges along one a stretch of highway that carries some 230,000 vehicles a day.

The interchanges are needed to provide bus rapid transit service along Ga. 400 - service envisioned in a transit expansion plan approved by Fulton County officials earlier this year.

Supporters liken bus rapid transit to passenger rail on tires – customers board at stations, and the vehicles make limited stops to speed commuters to their destination.

The Hands-Free Georgia Act takes effect July 1.

The Ga. 400 buses would operate in new toll lanes the state plans to build along the highway, and the new interchanges would connect buses to transit stations and park-and-ride lots.

Federal officials recently announced they would provide $184 million for the $1.8 billion toll-lane project. And MARTA has said it will pay to operate the bus rapid transit line out of its existing budget.
The total cost of the new bus rapid transit line has not been determined. But Georgia Department of Transportation Commissioner Russell McMurry said the state’s $100 million is a substantial down payment on the construction cost.

It’s the first time the state, Fulton County and MARTA have directly partnered on a mass transit system, Deal said.

“We are introducing collaborative solutions for both transportation and transit, which is exactly what the ATL and Georgia’s commitment to improving mobility are all about,” he said.

GDOT will begin acquiring land for the interchanges and transit stations next year, and could begin selecting a contractor in mid-2020.

Gov. Nathan Deal and other state leaders on Tuesday announced they’ll spend $100 million on four new interchanges for commuter buses on Ga. 400. BOB ANDRES/BANDRES@AJC.COM (The Atlanta Journal-Constitution)

For the project to move forward, Fulton County voters would have to agree to raise sales taxes to help pay for construction of transit stations and other facilities. Local officials said the state and federal investments will give voters another incentive to support the county’s plans to use rapid buses to combat traffic congestion.

“It’s a quality of life issue,” County Commissioner Liz Hausmann said. “The house is on fire. We’ve got to put it out.”

Momentum for transit expansion has been gaining ground across metro Atlanta since voters rejected a $7.2 billion regional road and transit construction package in 2012.

Clayton County voters got things started in 2014, agreeing to join MARTA. Two years later, Atlanta voters approved a $2.5 billion MARTA expansion package.

Gwinnett and Fulton counties also are preparing for transit expansion votes, and DeKalb and Cobb counties may not be far behind.
This spring the General Assembly approved legislation allowing 13 metro Atlanta governments to raise sales taxes for transit construction, with voter approval.

Only a few years ago, political support for transit was scarce in metro Atlanta’s Republican-dominated suburbs. But the region’s awful traffic congestion has softened opposition. And major corporate relocations along MARTA lines have convinced many officials that transit is now an economic development imperative.

Georgia ranks 27th among the states in transit funding – spending about $14.5 million annually. But this is the second time in recent years the state has offered a big infusion of one-time cash for transit.

In 2015, lawmakers approved $75 million in one-time grants for transit projects. That money helped pay for 11 projects ranging from an upgrade to Gwinnett County’s Sugarloaf Mills park-and-ride lot to a new audio-visual information system for MARTA rail stations.

At Tuesday’s press conference, Republican House Speaker David Ralston and Lt. Gov. Casey Cagle – a Republican candidate for governor – signaled this year’s $100 million transit investment may not be the state’s last.

A state House of Representatives commission is studying transit issues in rural Georgia this year, and Ralston said money for rural transit agencies may follow.