Meeting of the Policy Committee
Tuesday, January 29, 2019, 9:00 AM
18th Floor, Plan Hillsborough Room

I. Call to Order

II. Public Comment – 3 minutes per speaker, please

III. Approval of Minutes – December 12, 2018

IV. Election of Committee Officers for 2019 (Cameron Clark, MPO Attorney)

V. Action Items
A. Multimodal Level of Service Evaluation (Sarah McKinley, MPO Staff)
B. MPO Policy Positions for 2019 (Beth Alden, MPO Director)

VI. Old Business & New Business
A. Correspondence: FDOT Tentative Work Program Adjustments (Beth Alden, MPO Director)
B. Bicycle/Pedestrian Advisory Committee Motion of December 12 (Beth Alden, MPO Director)
C. Regional Planning Best Practices Study – Next Steps (Beth Alden, MPO Director)
D. Executive Director Annual Evaluation Process (Cameron Clark, MPO Attorney)
E. Next meeting: March 26 (no February meeting)

VII. Adjournment

VIII. Addendum
A. MPO Committee Reports, December
B. Special Briefing #1 on Community Impacts, Tampa Bay Next: January 31, 4-6pm, 26th floor, open house format
C. Notices of Funding Opportunity
The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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The Metropolitan Planning Organization (MPO) Policy Committee, Hillsborough County, Florida, met in Regular Meeting, scheduled for Wednesday, December 12, 2018, at 9:00 a.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Pat Kemp, Chairman
Guido Maniscalco
Mariella Smith
Cindy Stuart (arrived at 9:04 a.m.)
Joseph Waggoner

Commissioner, Hillsborough County
Councilman, City of Tampa City Council
Commissioner, Hillsborough County
Hillsborough County School Board
Tampa-Hillsborough Expressway Authority

I. CALL TO ORDER

Chairman Kemp called the meeting to order at 9:00 a.m. and led in the pledge of allegiance to the flag.

II. PUBLIC COMMENT - ▶ None.

III. APPROVAL OF MINUTES - OCTOBER 23, 2018

Chairman Kemp sought a motion. Councilman Maniscalco so moved, seconded by Mr. Waggoner, and carried five to zero.

IV. ACTION ITEMS

A. It’s Time Tampa Bay Survey Results and Recommendations

Ms. Lisa Silva, MPO, expounded on a presentation in background material. Citing concerns with the presented recommendations, Mr. Waggoner submitted information and considered the challenges of implementing traffic solutions. Commissioner Smith pondered whether the information highlighted the need for growth management. Disagreeing with the information presented by Mr. Waggoner, Chairman Kemp believed the potential impacts should be further investigated. Dialogue ensued on data presented and population scale estimations. Observing population changes, Ms. Stuart identified a possible public outcry over the data sources, to which Mses. Silva and Beth Alden, MPO Executive Director, responded. Discussion continued on the data’s role in transportation issues, the survey questions’ relevance to the entire population, and participation or change to participant responses.
Chairman Kemp sought a motion. **Councilman Maniscalco so moved, seconded by Commissioner Smith.** Desiring to further explore the roadway/highway solutions, **Mr. Waggoner moved to amend the language to continue to explore appropriate highway projects, and express lanes would be one of those.** Ms. Alden confirmed elevated express toll lanes were one of the options for the downtown interchange. **Ms. Stuart seconded the amendment.** Commissioner Smith expressed discomfort on changing the language after polling the public. Following dialogue, the amendment failed two to three; Chairman Kemp and Members Maniscalco and Smith voted no. The original motion carried three to two; Members Stuart and Waggoner voted no.

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

Ms. Paula Flores, Greenman-Pedersen Incorporated, relayed the presentation. Ms. Alden added comments. Observing the effectiveness of reducing traffic speed limits and continuous speeding areas, Councilman Maniscalco supported the plan. Mr. Waggoner inquired what portion of speed-related traffic crashes involved additional factors. Talks occurred. Ms. Stuart noted Hillsborough County School District (School District) efforts to reduce/limit speeding and opined a committee needed to take over. After suggesting the MPO look at countywide traffic factors, **Commissioner Smith moved the agenda item, seconded by Councilman Maniscalco.** Subsequent to discussion on driving tired, sidewalk/crosswalk investments, and including the cities of Temple Terrace/Plant City and the School District in the study, the motion carried five to zero.

**C. Health in All Policies Resolution**

Ms. Michele Ogilvie, MPO, relayed the presentation. **Councilman Maniscalco moved to approve, seconded by Commissioner Smith, and carried five to zero.**

**V. STATUS REPORTS**

**A. Florida Department of Transportation (FDOT) Tentative Work Program**

Mr. Stephen Benson, FDOT, distributed information, expounded on a presentation, and answered inquiries. **Chairman Kemp sought clarification on FDOT road work and accelerating some of the projects due to funding.** Senior Assistant County Attorney Cameron Clark advised no action was necessary for the item.
WEDNESDAY, DECEMBER 12, 2018

B. Heights Mobility Plan - ☑ Deferred to a subsequent date.

VI. OLD BUSINESS AND NEW BUSINESS

A. MPO Bylaws Amendment

Ms. Alden referenced background material and relayed proposed changes to the MPO bylaws, including adding a local Agency or Persons with Disabilities representative on the Transportation Disadvantaged Coordinating Board and granting the MPO Chairman the ability to immediately terminate the membership of any standing committee members for violations of standards of conduct.

B. Next Meeting January 29, 2019

Chairman Kemp touched on the item.

VII. ADDENDUM

A. MPO Meeting Minutes and Committee Report

B. Article: “Round is Resilient”

C. E-mail: Mike Lamarca

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 11:02 a.m.

READ AND APPROVED: ____________________________

CHAIRMAN

ATTEST:

PAT FRANK, CLERK

By: ____________________________

Deputy Clerk

jh
Board & Committee Agenda Item

**Agenda Item**
Multimodal Level of Service Update

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
In 2017 the MPO created a White Paper looking into methodologies and best practices in calculating Level of Service (LOS) for bicycle, pedestrian and transit. From the recommendations in that report the MPO has been working with a consultant to update the methodologies used for calculating bicycle and pedestrian LOS. The effort has focused on establishing a Level of Traffic Stress (LTS) standard and apply this to the transportation network. The goal was to have a new minimum standard, and through the database maintained by the MPO, highlight corridors and intersections that could be enhanced for safety.

The MPO currently uses Florida Department of Transportation guidance that was established over 20 years ago. With new minimum design standards, it became time to revisit the methodology. The updated standards will better reflect the new innovations in bicycle and pedestrian facilities.

The task has culminated in the creation of a technical report, the Bicycle Facility Selection Toolkit, and pedestrian crossing guidance.

**Recommended Action**
Recommend approval of the MMLOS Update to the MPO Board

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
- Evaluating Bicycle and Pedestrian Quality of Service DRAFT Report
- Bicycle and Pedestrian Toolkit DRAFT
- Pedestrian Crossing Guidance Guide DRAFT
Board & Committee Agenda Item

Agenda Item
MPO Policy Positions for 2019

Presenter
Beth Alden, MPO Executive Director

Summary
The Florida MPO Advisory Council typically provides updates to Florida’s MPOs on bills that are under consideration by the state legislature and that may affect transportation planning and system development. The first update of 2019 is not yet available, but MPO staff will provide a preview of topics likely to be discussed. The committee may wish to revisit previous policy positions taken by the MPO board.

Recommended Action
Based on discussion

Prepared By
Beth Alden, AICP

Attachments
- **HB 385 by Rep. Avila** – described in “*Those tolls you pay on Miami’s highways could come to an end if this bill passes*” via Miami Herald - The proposal is part of a sweeping omnibus bill that would also change the makeup of Miami-Dade’s regional transportation planning organization… Additionally, starting in 2022, the bill would force counties to use transportation surtax money exclusively on fixed rail and busways, giving the county three years to phase out the money it uses from the 2002 half-penny referendum to subsidize operations.

- “*Jackie Toledo files bill making texting while driving ’primary offense’*“ via Janelle Irwin Taylor of Florida Politics — Rep. Toledo filed a bill Monday that would make “distracted driving” a primary offense. The bill (HB 107) would apply to texting while driving and to talking on a cellphone without a hands-free device while driving. Current law bans using a cellphone while driving as a secondary offense, which means law enforcement officers can only pull over or cite a driver if they’ve committed another infraction. … Toledo filed similar legislation during the 2018 Legislative Session; it passed 112-2 in the Florida House, but failed in the Senate. Wilton Simpson is sponsoring the bill in the Senate this year.

- “*States race to catch up with electric scooters*” via Wall Street Journal — … More than 25 states and Washington, D.C., have e-scooter sharing services operating in them, according to scooter-sharing companies. Republican state
Sen. Brandes said he would introduce a bill in March, when the new legislative session begins, to clarify that they are legal under state law. “It’s all brand-new, and we want to maximize our flexibility,” he said, adding the state will likely leave rule-making largely to local officials.

- Recent Statewide Policy Positions of Hillsborough MPO & committees
  - December 2017 Correspondence
  - January 2018 Correspondence
  - December 2018 Correspondence
  - MPO Transportation Disadvantaged Coordinating Board outreach

- MPO Advisory Council 2019 Legislative Priorities & Policy Positions
December 11, 2017

The Honorable Rep. Jake Raburn, Chairman
Hillsborough County Legislative Delegation
402 S. Monroe St.
Tallahassee, FL 32399

Dear Representative Raburn:

The Hillsborough Metropolitan Planning Organization (MPO) voted on Tuesday, December 5th, to support the following positions for the 2018 legislative session:

- We strongly support the attached appropriations requests of our local governments, in addition to our adopted regional priorities for major transportation investments;
- We urge the Legislature to revise statutes for stronger enforcement against texting while driving, which has contributed to a recent upward trend in traffic fatalities;
- We support raising the standards for determining school hazardous walking conditions, and urge the State to continue to share the cost burden of the required school bus service;
- We advocate for new State funding opportunities for regionally significant transit services, such as Strategic Intermodal System designation, toll revenue set-asides, a new TBARTA matching grant program, or other methods; and
- We would like to emphasize the importance of population-proportional representation as an essential principle of MPO board composition; and further, request that any changes to the organizational structure of MPOs in our region be postponed until after this year, to allow our Regional Planning Best Practices Study to proceed in cooperation with TBARTA and the region’s MPOs.

Please contact me or MPO Executive Director Beth Alden if further information is needed. With best wishes for a successful session,

Lesley “Les” Miller, Jr.
Chairman

Attachments

Cc: Delegation members
Brandon Wagner, Hillsborough County Legislative Affairs
Christina Barker, City of Tampa Mayor’s Office
Kim Leinbach, Plant City
Charles Stephenson, Temple Terrace
Whit Blanton, Forward Pinellas
Craig Casper, Pasco MPO
Ray Chiaramonte, TBARTA
Hillsborough MPO
Metropolitan Planning for Transportation

January 3, 2018

The Honorable Sen. Darryl Rouson
212 Senate Office Building
Tallahassee, FL 32399

Dear Senator Rouson:

RE: SB 1188 Strategic Intermodal System (SIS)

Thank you for the opportunity to provide more information about our December 11 letter promoting regionally significant transit services, especially as they relate to S3 1188. **SB 1188 is an important step toward squeezing more capacity and faster service from existing traffic corridors.**

Under current state law, FDOT’s Strategic Intermodal System funds are allowed to be used for light rail or rapid bus operating in bus-only lanes. Funds cannot be used for rapid bus operating in managed-price express toll lanes that are open to regular cars, even though the real-time pricing helps guarantee travel speeds.

In the Tampa Bay region, emphasis has been placed on advancing regionally-significant rapid bus service that would link major destinations in Pinellas, Hillsborough, and Pasco, taking advantage of managed-price express toll lanes that are proposed for I-275, I-75, I-4, the Veteran’s Expressway/Suncoast Parkway corridor, and others.

To date, FDOT focuses 75% of its available resources on the Strategic Intermodal System, and bus-only lanes are eligible for SIS funding. However, bus-only lanes are not the most efficient use of road-space, since even a very frequent bus service would leave the lane empty for nine minutes out of every ten.

**SB 1188 would not mean the Tampa Bay region gets more SIS funding than it typically does.** It would simply make rapid bus in managed lanes an eligible expenditure.

Potentially, a rapid bus system in managed lanes could be converted to autonomous-vehicle (AV) transit as the technology evolves. In fact, two of the major destinations mentioned – Downtown Tampa and the USF area – are already working on pilot projects to operate AV transit circulator shuttles in protected areas. It is only an incremental step to then connect those areas with an autonomous rapid bus operating in express lanes.
SB 1188 would support the Tampa Bay region as it moves forward to relieve traffic congestion with the latest transit in transit technology. We greatly appreciate your support.

Sincerely,

Beth Alden
Executive Director

Cc: Bay Area Legislative Delegation Members
    Whit Blanton, Forward Pinellas
    Craig Casper, Pasco MPO
    Ray Chiaramonte, TBARTA
December 5, 2018

Interim Secretary Erik Fenniman
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399-0450

RE: Westshore Interchange (I-275/SR 60) Reconstruction

Dear Interim Secretary Fenniman:

This letter expresses our full support for the Westshore Interchange (I-275/SR 60) reconstruction project, which is part of a long-standing plan to improve and modernize Tampa’s interstate system.

The proposed reconstruction is prioritized for funding in the Imagine 2040 Long Range Transportation Plan and in the shorter-term priority list for the Hillsborough MPO Transportation Improvement Program. It is also an important priority for the greater region, prioritized by the TBARTA MPO Chairs' Coordinating Committee and the Tampa Bay Transportation Management Area Leadership Group.

The Westshore Business District, where the project is located, is one of Florida's largest economic centers, and the location of Tampa International Airport. Traffic from around the region converges at Westshore's I-275/SR60 interchange. With the recent I-275 widening between Westshore and Downtown Tampa, the expansion of the Veterans Expressway, and the upcoming reconstruction of the Howard Frankland Bridge, traffic demand through this lynchpin interchange is continuing to grow.

Improving the interchange is essential to our city’s and region’s continued economic vitality. Lacking the reconstruction, the escalating traffic on both I-275 and the Veterans Expressway has resulted in daily bottlenecks at the interchange and dangerous backups on the Howard Frankland Bridge. The proposed improvements will both improve travel time reliability and increase safety.

Further development of the project design will provide the detailed information necessary to mark this as a signature project for the region and state. We request that FDOT provide full funding to address this critical priority as soon as possible.

Sincerely,

Commissioner Lesley "Les" Miller, Jr.
Chair, Hillsborough MPO
The Hillsborough MPO Transportation Disadvantaged Coordinating Board thanks the State of Florida:

The Transportation Disadvantaged Trust Fund provides $2.3 million for transportation services to the Transportation Disadvantaged residents in Hillsborough County. Funding from the Commission for Transportation Disadvantaged provided 49,474 door to door trips and 293,254 bus pass trips.

Hillsborough County provided the Transportation Disadvantaged 152,760 door to door trips and 324,066 bus pass trips in fiscal year 2016-2017. Hillsborough County provides an additional $2.9 million to the program.

The Return on Investment for TD medical and nutrition trips in Hillsborough County is $26.4 million, representing a $5.07 return for every dollar spent.

The Hillsborough MPO Transportation Disadvantaged Coordinating Board supports:

**MAINTAINING** - the Transportation Disadvantaged Trust Fund.

**MAINTAINING** - the level of funding provided by the state or passed through the state by the federal government for paratransit services and public transit at a level consistent with future population growth. The Transportation Disadvantaged Service Plan reports that one third of our population is transportation disadvantaged.

**FUNDING** - Transportation Disadvantaged paratransit service and transit systems because they support life sustaining trips for seniors, persons with disabilities and children at risk and provide a positive return on investment.

The Hillsborough County Transportation Disadvantaged Coordinating Board **ALSO** supports:

**STRONGER** enforcement against texting while driving, which has contributed to a recent upward trend in traffic fatalities.

**RAISING** the standards for determining school hazardous walking conditions, and requests the State continue to share the cost burden of the required school bus service.

Thank you! The Hillsborough MPO Transportation Disadvantaged Coordinating Board
The Tri-County Subcommittee began meeting on a quarterly basis in 2014, after the adoption of the Regional Mobility Needs Assessment. The TCTD identified the following as top priorities:

- **Top Goal:** Implement a regional bus pass at a reasonable cost;
- **Top Objective:** Educate elected officials and other community leaders on the challenges of the transportation disadvantaged in the Tri-County area; and
- **Top Action:** Incorporate regional transportation needs into the FTA Section 5310 application criteria and evaluations.

Other priorities include: regional paratransit services across county lines; infrastructure and technology improvements; promoting regional transportation initiatives serving the TD; identifying and pursuing funding opportunities.

Demographic breakdown:

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<tbody>
<tr>
<td>Hillsborough</td>
<td>1.3 million</td>
<td>12.7%</td>
<td>11.7%</td>
<td>17%</td>
<td>5 MILLION</td>
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<tr>
<td>Pasco</td>
<td>0.5 million</td>
<td>22.0%</td>
<td>16.4%</td>
<td>14%</td>
<td></td>
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<tr>
<td>Pinellas</td>
<td>0.9 million</td>
<td>22.5%</td>
<td>14.8%</td>
<td>14%</td>
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**Potential TD Customers Served:**
- Hillsborough 6% - Pasco 2% - Pinellas 6%

Source: Florida Commission for the Transportation Disadvantaged 2016 Annual Performance Report

Should you need further information about the Hillsborough MPO TDCB, please contact: Michele Ogilvie at the Hillsborough County Metropolitan Planning Organization, P.O. Box 1110, 18th Floor, Tampa, FL, 33601, (813) 273-3774 extension 317, or ogilviem@plancom.org
The Florida Department of Transportation is preparing to finalize the Tentative Work Program for Fiscal Year 2020 through Fiscal Year 2024. The attached document identifies changes to projects currently included in the last four years of the District’s Adopted Work Program (FY20-FY23) as well as new projects and phases added as part of this work program update cycle. Further changes to select projects in FY20-FY23 were required in order to balance project commitments with anticipated revenues. Please note that additional changes have been made to the Tentative Work Program since the Work Program Highlights presentation was delivered to the MPO Board. Projects/cells that have been updated are highlighted in yellow for your convenience.

MPO Objections to the Tentative Work Program are due by 5:00 PM on Wednesday, January 30, 2019. This date was previously reported as January 28 but has been extended by 2 days.

Please let me know if you have any questions.

Respectfully,

Stephen L. Benson, AICP, CNU-A
Metropolitan Planning Administrator
Florida Department of Transportation District 7
11201 N. McKinley Drive
Tampa, Florida 33612
Main (813) 975-7575
Direct (813) 975-6427
<table>
<thead>
<tr>
<th>#</th>
<th>FPN</th>
<th>Phase</th>
<th>Description</th>
<th>Work Mix</th>
<th>Project Comments</th>
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<tbody>
<tr>
<td>25</td>
<td>5893-4</td>
<td>CST</td>
<td>SR 574 (MLK Blvd) FROM EAST OF KINGSWAY RD TO E OF MCINTOSH RD</td>
<td>ADD LAMES &amp; RECONSTRUCT</td>
<td>Deferred CST from 2023 to 2024; DAF</td>
</tr>
<tr>
<td>32</td>
<td>412531-2</td>
<td>ROW</td>
<td>I-275/SR 93 FM S OF SR 60 TO S OF LOIS, SR 60 FM S OF I-275 TO SR 589</td>
<td>INTERCHANGE - ADD LAMES</td>
<td>Fully funded ROW through 2025; TBN Section 4</td>
</tr>
<tr>
<td>32</td>
<td>412531-2</td>
<td>Transit</td>
<td>HARV - FHWA SURFACE TRANSPORTATION PROGRAM</td>
<td>PURCHASE VEHICLES/EQUIPMENT</td>
<td>Added S4M in 2024; DAF</td>
</tr>
<tr>
<td>32</td>
<td>424531-2</td>
<td>P</td>
<td>I-75 @ BIG BEND ROAD SB OFF RAMP</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Deferred CST. Work to be done under ultimate 424531-3</td>
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<td>32</td>
<td>424531-3</td>
<td>CST</td>
<td>I-75/SR 93A @ BIG BEND ROAD FROM W OF COVINGTON TO E OF SIMMONS</td>
<td>INTERCHANGE - ADD LAMES</td>
<td>Added in 2022 LF; Anticipate LFR payback of $20 in 2024 DAF 432852-2 reserve.</td>
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<td>32</td>
<td>429059-2</td>
<td>CST</td>
<td>SR 574 (E MLK Blvd) AT SR 583 (N 50TH ST)</td>
<td>ADD RIGHT TURN LANE(S)</td>
<td>Advance CST from 2023 to 2019; DAF</td>
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<tr>
<td>32</td>
<td>430573-3</td>
<td>PE</td>
<td>I-75/1275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)</td>
<td>NEW ROAD CONSTRUCTION</td>
<td>Deferred PE from 2021 to 2020;</td>
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<td>431746-2</td>
<td>CST</td>
<td>I-4 FROM I-4/SELMON CONNECTOR TO E OF BRANCH FORBES RD</td>
<td>ADD LAMES &amp; RECONSTRUCT</td>
<td>Moved CST to 424501-5; SIS TBN 8</td>
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<td>431821-2</td>
<td>CST</td>
<td>I-275 (SR 93) FROM N OF MLK TO N OF HILLSBOROUGH AVE</td>
<td>ADD LAMES &amp; REHABILITATE PVMT</td>
<td>Advanced CST from 2024 to 2023; Goes with 443770-1, SIS, DAF, TBN 7</td>
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<td>32</td>
<td>433821-2</td>
<td>PE</td>
<td>I-275/SR 93 FM S OF WILLOW TO N OF MLK/I-4 FM I-275 TO W OF CONNECTOR</td>
<td>ADD LAMES &amp; RECONSTRUCT</td>
<td>Moved partial PE to other TBN sections in FY 2021; SIS, TBN 6</td>
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<td>32</td>
<td>434045-2</td>
<td>CST</td>
<td>Stipends I-275 (SR 93) FROM S OF LOIS AVE TO S OF WILLOW AVE</td>
<td>ADD LAMES &amp; REHABILITATE PVMT</td>
<td>Moved funds to other TBN sections; SIS, TBN 5</td>
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<tr>
<td>32</td>
<td>434781-5</td>
<td>PE/CST</td>
<td>DRAINAGE BOX CULVERT FROM W OF MACDILL AVE TO THE HILLSBOROUGH RIVER</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added PE to 2022, CST to 2024; DAF</td>
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<td>32</td>
<td>434750-1</td>
<td>CST</td>
<td>SR 60 FROM VALRICO RD TO E OF DOVER RD</td>
<td>ADD LAMES &amp; RECONSTRUCT</td>
<td>Deferred CST from 2024 to 2025; SIS</td>
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<td>32</td>
<td>436244-1</td>
<td>ROW</td>
<td>SR 582/FOWLER AVE AT RAINTREE BLVD, GILLETTE AVE, N RIVERHILL DR</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Dropped ROW from 2020. Not needed; DAF</td>
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<td>32</td>
<td>436245-1</td>
<td>ROW</td>
<td>US 92/SR 600/SR 573/S DALE MABRY AT SR 573 AND INTERBAY BLVD</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Dropped ROW from 2020. Not needed; DAF</td>
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<td>32</td>
<td>436640-1</td>
<td>P</td>
<td>FLORIBRASKA AVE FROM N TAMPA ST TO NEBRASKA AVE</td>
<td>BIKE LANE/SIDewALK</td>
<td>Deferred CST from 2019 to 2021 Due to County ROW schedule delays; TA.</td>
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<tr>
<td>32</td>
<td>437041-1</td>
<td>CST</td>
<td>WESTSHORE BOULEVARD AND GANDY BOULEVARD</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Advanced CST from 2020 to 2019; CIGP</td>
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<td>32</td>
<td>437243-1</td>
<td>CST</td>
<td>N ROME AVE FROM W KENNEDY BLVD TO W COLUMBUS DR</td>
<td>BIKE LANE/SIDewALK</td>
<td>Dropped CST from 2021 per City of Tampa; TA</td>
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<td>32</td>
<td>437249-1</td>
<td>CST</td>
<td>US 92/SR 600/5 DALE MABRY HWY FR NEPTUNE STREET TO HENDERSON BLVD</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Deferred CST from 2022 to 2023; REC reduction</td>
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<td>437535-1</td>
<td>CST</td>
<td>US 41/SR 45/NEBRASKA AVE AT E TWIGGS ST</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Advanced CST to 2020 with an LFR agreement for payback in 2021; DAF</td>
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<td>437639-1</td>
<td>CST</td>
<td>US 301/SR 676A FROM S OF BLOOMINGDALE AVE TO BLOOMINGDALE AVE</td>
<td>WIDEN/RESURFACE EXIST LANES</td>
<td>Added CST to 2021; ACSS safety</td>
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<tr>
<td>32</td>
<td>437650-1</td>
<td>CST</td>
<td>GIBSONTON DR EB FROM NB ON RAMP TO I-75</td>
<td>ADD TURN LANE(S)</td>
<td>Added CST to 2024; ACNP</td>
</tr>
<tr>
<td>32</td>
<td>437789-1</td>
<td>CST</td>
<td>I-75/393A AND I-4/SR 600/HILLSBOROUGH COUNTY VARIOUS LOCATIONS</td>
<td>LIGHTING</td>
<td>Added CST to 2024; DAF</td>
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<tr>
<td>32</td>
<td>437821-1</td>
<td>PE</td>
<td>SR 580/Busch Blvd @ RR CROSSING 626507-C E OF N 14TH ST</td>
<td>RAILROAD CROSSING</td>
<td>Added PE to 2024; DAF</td>
</tr>
<tr>
<td>32</td>
<td>437823-1</td>
<td>PE/Rail</td>
<td>SR 685/N TAMPA ST @ RAILROAD CROSSING 626300-V AT E POLK STREET</td>
<td>RAILROAD CROSSING</td>
<td>Dropped PE in 2023, added rail phase to 2023. To be done by CSX</td>
</tr>
<tr>
<td>32</td>
<td>437824-1</td>
<td>PE</td>
<td>SR 45 @ RAILROAD CROSSING 626925-T N OF E LONG STREET</td>
<td>RAILROAD CROSSING</td>
<td>Added PE to 2024; DAF</td>
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<tr>
<td>32</td>
<td>437825-1</td>
<td>PE/CST</td>
<td>SR 685/N FLORIDA AVE @ RAILROAD CROSSING 626298-W @ E POLK ST</td>
<td>RAILROAD CROSSING</td>
<td>Dropped PE in 2021, CST in 2023. To be done by CSX; DAF</td>
</tr>
<tr>
<td>32</td>
<td>437826-1</td>
<td>Box</td>
<td>I-275/I-75/SR 60I-4 - TAMPA BAY NEXT RESERVE BOX</td>
<td>FUNDING ACTION</td>
<td>Funds moved to TBN projects; DAF</td>
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<td>32</td>
<td>437827-1</td>
<td>Box</td>
<td>RESERVE FOR I-75/580 BIG BEND LOCAL FUND REIMBURSEMENT 424513-3</td>
<td>FUNDING ACTION</td>
<td>Added $20M in 2024 for anticipated LFR for I-75/Big Bend 424513-3</td>
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<tr>
<td>32</td>
<td>437870-4</td>
<td>CST</td>
<td>I-75/SR 93 FROM SOUTH END OF NB EXIT RAMP TO N END OF NB ACCESS Ramp</td>
<td>LANDSCAPING</td>
<td>Added CST to 2020; DAF 1.5%</td>
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<td>32</td>
<td>437874-1</td>
<td>Studies</td>
<td>HILLSBOROUGH PLANNING MODEL STUDIES</td>
<td>PLANNING MODELS/DATA UPDATE</td>
<td>Added funds to 2024; SU</td>
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<tr>
<td>32</td>
<td>437875-1</td>
<td>Studies</td>
<td>APOLLO BEACH EXTENSION FROM US 41 TO PASEO AL MAR BOULEVARD</td>
<td>NEW ROAD CONSTRUCTION</td>
<td>Advanced CST from 2021 to 2020 with a payback in 2021; CIGP</td>
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<tr>
<td>32</td>
<td>439336-4</td>
<td>Planned</td>
<td>HILLSBOROUGH COUNTY FY 2022/2023/2024 UPWP</td>
<td>TRANSPORTATION PLANNING</td>
<td>Added 60k in 2024; SU</td>
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<td>32</td>
<td>439412-1</td>
<td>PE/CST</td>
<td>SOUTMAYDELL DRIVE BRIDGE OVER PALM RIVER</td>
<td>BRIDGE REPLACEMENT</td>
<td>Dropped PE being done by locals. Advanced CST to 2020 with LFR agreement. Payback in 2022</td>
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<tr>
<td>32</td>
<td>439476-3</td>
<td>CST</td>
<td>E/W GREEN SPINE CYCLE TRACK - PH 3B FROM 7TH AVE TO 13TH AVE</td>
<td>BIKE PATH/TRAIL</td>
<td>Added CST in 2024; TA</td>
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<tr>
<td>32</td>
<td>439482-2</td>
<td>PE</td>
<td>TAMPA Bypass CANAL TRAIL FROM N 34TH ST TO SR 581 (BRUCE B DOWNS)</td>
<td>BIKE PATH/TRAIL</td>
<td>Deferred PE from 2022 to 2024 due to local agency late start on PD&amp;E; TA</td>
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<tr>
<td>32</td>
<td>439772-1</td>
<td>CST</td>
<td>GIBSONTON DR AT FERN HILL DR</td>
<td>TRAFFIC SIGNALS</td>
<td>Added CST to 2022; ACSS safety</td>
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<tr>
<td>32</td>
<td>439831-1</td>
<td>PE/CST</td>
<td>SR 39/Paul S Buchman Hwy FR N OF KNIGHTS GRIFFIN RD TO PASCO CO LINE</td>
<td>FLEXIBLE PAVEMENT RECONSTRUCT</td>
<td>Added PE to 2020, CST to 2022; DAF</td>
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<tr>
<td>32</td>
<td>440249-1</td>
<td>PE/CST</td>
<td>SR 60/US 41/FORSTudios CTR FR E OF COLLEGE CHASE DR TO E OF COMMERCIAL CTR DR</td>
<td>RESURFACING</td>
<td>Added PE to 2020, CST to 2022; DAF</td>
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<tr>
<td>32</td>
<td>440251-1</td>
<td>PE/CST</td>
<td>SR 60/E SR 60 FROM W OF N/S VALRICO RD TO W OF TURKEY CREEK RD</td>
<td>RESURFACING</td>
<td>Added PE to 2020, CST to 2022; DAF</td>
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<tr>
<td>#</td>
<td>FPN</td>
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<td>Description</td>
<td>Work Mix</td>
<td>Project Comments</td>
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<tr>
<td>440253-1</td>
<td>PE/CST</td>
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<td>SR 597/DALE MABRY N FROM N OF S VILLAGE DR/W FLETCHER TO S OF VAN DYKE</td>
<td>RESURFACING</td>
<td>Added PE to 2020, CST to 2022; DAF</td>
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<tr>
<td>440253-2</td>
<td>CST</td>
<td></td>
<td>SR 597/DALE MABRY N FROM N OF S VILLAGE DR/W FLETCHER TO S OF VAN DYKE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added CST to 2022; Complete Streets; DAF goes with segment 1</td>
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<tr>
<td>440511-1</td>
<td>PE/CST</td>
<td></td>
<td>US 418/N TAMPA ST &amp; N FLORIDA AVE FROM E TYLER TO W MK</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2020, CST to 2024; DAF</td>
</tr>
<tr>
<td>440511-2</td>
<td>PE/CST</td>
<td></td>
<td>US 418/N FLORIDA AVE/HIGHLAND AVE FROM MK BLVD TO S OF WATERS</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2022; Goes with segment 4, DAF</td>
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<tr>
<td>440511-3</td>
<td>PE/CST</td>
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<td>N HIGHLAND AVE FROM WEST VIOLET STREET TO SR 574/HILLSBOROUGH AVENUE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2022; Goes with segment 3, DAF</td>
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<tr>
<td>440511-4</td>
<td>PE/CST</td>
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<td>OLA AVE BIKEWAY FROM W 7TH AVE TO US 41/N FLORIDA AVE</td>
<td>BIKE LANE/SIDEWALK</td>
<td>Added PE to 2021, CST to 2023; DAF</td>
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<td>440511-5</td>
<td>PE/CST</td>
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<td>CENTRAL AVE BIKEWAY FROM W 7TH AVE TO US 41/N FLORIDA AVE</td>
<td>BIKE LANE/SIDEWALK</td>
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<td>441098-1</td>
<td>PE/CST</td>
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<td>SR 580 / BUSCH BLVD MULTIPLE LOCATIONS 125T, 19TH ST, PAVNNE AVE</td>
<td>PEDESTRIAN SAFETY IMPROVEMENT</td>
<td>Added PE to 2020, CST to 2022; Goes with Segment 2, ACSS safety</td>
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<td>PE/CST</td>
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<td>SR 580 / BUSCH BLVD FROM WEST OF N BROOKS ST TO EAST OF S BROOKS ST</td>
<td>PEDESTRIAN SAFETY IMPROVEMENT</td>
<td>Added PE to 2020, ROW to 2021, CST to 2022; Goes with segment 1, ACSS safety</td>
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<tr>
<td>441110-1</td>
<td>PE</td>
<td></td>
<td>SR 60/KENNEDY BLVD AT WESTSHORE</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Added PE to 2023; DAF</td>
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<tr>
<td>441288-1</td>
<td>CST</td>
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<td>SR 60/BRANDON BLVD AT VALRICO FROM S OF SR 60 TO N OF SR 60</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Added CST to 2021; TRIP</td>
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<td>441388-1</td>
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<td>GREEN ARTERY SEG D - FROM SULPHUR SPRINGS PARK TO E BIRD ST</td>
<td>BIKE LANE/SIDEWALK</td>
<td>Added CST to 2020; TA</td>
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<tr>
<td>441388-2</td>
<td>CST</td>
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<td>GREEN ARTERY SEG E - N BOULEVARD FROM SULGH AVE TO E BIRD ST</td>
<td>BIKE LANE/SIDEWALK</td>
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<td>441361-1</td>
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<td>REGIONAL WATER QUALITY IMPROVEMENT - RIVER TOWER PARK AND PALM RIVER</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Dropped PE from 2019 and CST from 2020. Moved to project 4434981; DEM</td>
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<td>SR 574/ MLK BLVD W OF N MACDILL AVE TO N HABANA AVE</td>
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<td>Added PE to 2020, CST to 2022; DAF</td>
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<td>443316-1</td>
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<td>I-4 FROM WEST OF PARK ROAD TO EAST OF PARK ROAD</td>
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<td>I-4 FROM WEST OF THONOTOSASSA RD TO EAST OF THONOTOSASSA RD</td>
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<tr>
<td>443318-1</td>
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<td>I-4 FROM WEST OF BRANCH FORBES RD TO EAST OF BRANCH FORBES RD</td>
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<td>443319-1</td>
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<td>I-4 FROM EAST OF EB WEIGH STATION TO EAST OF MCINTOSH ROAD</td>
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<td>443320-1</td>
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<td>I-4 FROM EAST OF MANGO RD TO WEIGH STATION ON-RAMP</td>
<td>INTERCHANGE IMPROVEMENT</td>
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<td>443321-1</td>
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<td>I-4 FROM WEST OF MANGO RD TO EAST OF MANGO RD</td>
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<td>Added PE to 2022, CST to 2024; Freight</td>
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<td>PE/CST</td>
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<td>SR 60 FROM W OF SR 39 TO W OF CLARENCE GORDON JR RD</td>
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<td>Added PE to 2022, CST to 2024; DAF and ACNP; Concrete</td>
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<td>443427-1</td>
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<td>US 301/US 41/SR 43 FROM S OF WHITT RD TO N OF RIVERCREST DR</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
<td>Added PE to 2022, CST to 2024; DAF and ACNP; Concrete</td>
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<td>443428-1</td>
<td>PE/CST</td>
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<td>US 301/SR 43 FROM S OF CR 672 TO N OF CR 672</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
<td>Added PE to 2022, CST to 2024; DAF and ACNP; Concrete</td>
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<td>443444-2</td>
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<td>USB 41/SR 685/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARSS AVE</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>Added DSB to 2024; DAF</td>
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<td>443445-2</td>
<td>PE/CST</td>
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<td>SR 60/KENNEDY BLVD FROM WEST OF MEMORIAL HWY TO EAST OF ASHLEY DR</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>Added PE to 2022, CST to 2024; DAF</td>
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<td>443445-3</td>
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<td>SR 574/W MLK BLVD FROM WEST OF DALE MABRY HWY TO EAST OF I-275</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>Added DSB to 2023; DAF</td>
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<td>443492-1</td>
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<td>US 41/SR 45/NEBRASKA AVE FROM KENNEDY BLVD TO BUSCH BLVD</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2022, CST to 2024; DAF</td>
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<td>443498-1</td>
<td>PE/CST</td>
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<td>TAMPA BAY REGIONAL MITIGATION SITES</td>
<td>WETLAND MITIGATION/RESTORATION</td>
<td>Added PE to 2019, CST to 2020; DEM</td>
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<td>443516-1</td>
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<td>EL PRADO SIDEWALK FROM S OMAR AVE TO S LOIS AVE</td>
<td>SIDEWALK</td>
<td>Added PE to 2021; LF, CST to 2023; TA</td>
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<td>EL PRADO SIDEWALK FROM S LOIS AVE TO BAYSHORE BLVD</td>
<td>SIDEWALK</td>
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<td>443577-1</td>
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<td>SR 60/COURTNEY CAMPBELL CAUSEWAY FM E OF ROCKY PT OR W OF BAYPORT</td>
<td>BIKE PATH/TRAIL</td>
<td>Added PE to 2021, CST to 2022; DAF</td>
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<td>443582-1</td>
<td>PE/CST</td>
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<td>SULPHUR SPRINGS K THROUGH 8 SCHOOL VARIOUS LOCATIONS</td>
<td>SIDEWALK</td>
<td>Added PE to 2020, CST to 2023; SR2T safety</td>
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<td>443711-1</td>
<td>CST</td>
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<td>W PLATT STREET AT FREMONT AVENUE</td>
<td>TRAFFIC SIGNALS</td>
<td>Added CST to 2022; ACSS safety</td>
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<td>443711-2</td>
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<td>CLEVELAND STREET AT ROME AVENUE</td>
<td>TRAFFIC SIGNALS</td>
<td>Added CST to 2022; ACSS safety</td>
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<td>443770-1</td>
<td>CST</td>
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<td>I-275/SR 93 FROM N OF I-4 TO N OF MLK</td>
<td>ADD LANES &amp; REHABILITATE PVMNT</td>
<td>Added CST to 2023; Goes with 431821-2, SIS, TBN 7</td>
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<td>HILLSBOROUGH COUNTY BEARING PAD REPAIRS VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added CST to 2020; BRRP</td>
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<td>Description</td>
<td>Work Mix</td>
<td>Project Comments</td>
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<td>Hillsborough County Substructure Repair Various Locations</td>
<td>Bridge-Repair/Rehabilitation</td>
<td>Added PE to 2021, CST to 2022; BRRP</td>
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<td>443835-1</td>
<td>PE/CST</td>
<td>Hillsborough County Culverts Substructure Repair Various Locations</td>
<td>Bridge-Repair/Rehabilitation</td>
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<td>443841-1</td>
<td>PE/CST</td>
<td>Hillsborough County Long Bridge Repair Various Locations</td>
<td>Bridge-Repair/Rehabilitation</td>
<td>Added PE to 2023, CST to 2024; BRRP</td>
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<td>3</td>
<td>443852-1</td>
<td>Tran</td>
<td>Hart Bus Stop Capital Repairs</td>
<td>Public Transportation Shelter</td>
<td>Added $1M in 2024; DAF</td>
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<td>443923-1</td>
<td>Study</td>
<td>Platt St Bridge @ Hillsborough River</td>
<td>Feasibility Study</td>
<td>Added Study in 2024; DAF</td>
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<td>443924-1</td>
<td>Study</td>
<td>Columbus Dr Bridge @ Hillsborough River</td>
<td>Feasibility Study</td>
<td>Added Study in 2024; DAF</td>
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<td>Study</td>
<td>Vision Zero Corridor Studies - Various Locations</td>
<td>Feasibility Study</td>
<td>Added Study in 2024; DAF</td>
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<td>15</td>
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<td>CST</td>
<td>Dolye Carlton Dr/Laurel St Roundabout</td>
<td>Roundabout</td>
<td>Added CST to 2024; DAF</td>
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<td>443969-1</td>
<td>CST</td>
<td>Sr 60/W Brandon Blvd from Lakewood Dr to St Cloud Ave</td>
<td>Intersection Improvement</td>
<td>Added CST to 2022; TRIP</td>
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<td>443969-2</td>
<td>CST</td>
<td>Sr 60/Brandon Blvd @ St Cloud Dr</td>
<td>Intersection Improvement</td>
<td>Added CST to 2024; Goes with 435750-1, TRIP</td>
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<td>444004-1</td>
<td>CST</td>
<td>Sr 60/Fish Creek Trail Bridge from S of Fish Creek to N of Fish Creek</td>
<td>Drainage Improvements</td>
<td>Added CST to 2020; DAF</td>
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<td>444184-1</td>
<td>CST</td>
<td>I-275/Sr 93 Sb from Howard Frankland Bridge to Reg St</td>
<td>Bike Path/Trail</td>
<td>Added CST to 2020. G/W HFB; TBN 3, DAF</td>
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<td>444263-1</td>
<td>CST</td>
<td>Sr 45/Sr685 from Publix Entry to Grand Villa Dr/Nebraska Ave Nb</td>
<td>Landscaping</td>
<td>Deferred from 2019 to 2020; DAF 1.5%</td>
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<td>444264-1</td>
<td>PE</td>
<td>Us 92/E Reynolds St Ar Rr Ncn:624411F Plant City</td>
<td>Railroad Crossing</td>
<td>Added CST to 2024</td>
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<td>444373-1</td>
<td>Rail</td>
<td>Macdill Avenue at Crossing Ncn: 626342-G Rrmp: A 885.79</td>
<td>Rail Safety Project</td>
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<td>444374-1</td>
<td>Rail</td>
<td>Manhattan Ave at Crossing Ncn: 626363A, Rrmp: A 888.88</td>
<td>Rail Safety Project</td>
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<td>444375-1</td>
<td>Rail</td>
<td>Armenia Ave at Crossing Ncn:626889A, Rrmp: 5Y-851.32</td>
<td>Rail Safety Project</td>
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<td>CST</td>
<td>I-75/Sr 93 From Cowhouse Creek Br #482 To Cr 517/Fletcher Nbr On Ramp</td>
<td>Landscaping</td>
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<td>CST</td>
<td>I-75/Sr 93 Fr S End Of Sr 56 Nbr Off Ramp To N End Of I-275 Sb On Ramp</td>
<td>Landscaping</td>
<td>Added CST to 2020; DAF 1.5%</td>
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Committee Reports

Joint Meeting of the Citizens & Technical Advisory Committees (CAC-TAC) on December 17

The current officers were reelected to serve in 2019:

- CAC Chair – Bill Roberts; Vice Chair – Rick Fernandez; Officer at Large – Nicole Rice
- TAC Chair – Jeff Sims; Vice Chair – Mike Williams; Officer at Large – Amber Dickerson

The committees approved and forwarded to the MPO Board:

- FDOT Tentative Work Program & MPO Comments, with a request from the CAC for more information on projects that are deferred;
- Speed Management & Safety: A Data-Driven Approach, with a recommended action that the MPO sponsor a comprehensive safety audit, addressing speed management, focusing on the severe crash corridors in Hillsborough County;
- Multimodal Level of Service Evaluation, with the CAC suggestion that we monitor the usage of bicycle and pedestrian facilities once they are built.

The CAC-TAC received updates on Tampa Bay Next and Resilient Tampa Bay.

Meeting of the Policy Committee on December 12

The committee approved and forwarded to the MPO Board:

- It's Time Tampa Bay Survey Results & Recommendations, after a detailed presentation on the responses of Hillsborough County residents specifically, including variations of opinion among demographic segments and geographic sub-areas of the county; there was also a long discussion of the need for more kinds of highway capacity expansion projects than were asked about in the survey, a topic which can be explored later this spring during traffic modeling/forecasting for the 2045 Transportation Plan;
- Speed Management & Safety: A Data-Driven Approach, with a recommended action that the MPO sponsor a comprehensive safety audit, addressing speed management, focusing on the severe crash corridors in Hillsborough County;
- Health in All Policies Resolution

The Policy Committee also was briefed on:

- FDOT Tentative Work Program;
- MPO Bylaws Amendment, to add a TDCB seat as required by the State of Florida, and to establish a code of conduct for MPO advisory committee members similar to the Planning Commission’s or Florida Senate’s.

**Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on December 12**

The committee **approved and forwarded to the MPO Board**:
- FDOT Tentative Work Program
- October 2019 Meeting Calendar Amendment

The BPAC also:
- Heard an update on the proposed relocation of a portion of the Upper Tampa Bay Trail, and **made a motion offering to review future requests to relocate trails, if the MPO Board or County Commission so desires.**
- Approved a list of questions to be submitted to candidates for Mayor of Tampa.

The BPAC received updates on Multimodal Level of Service and Tampa Bay Next.

**Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on December 14**

The committee **approved and forwarded to the MPO Board**:
- Election of officers: reelecting Gloria Mills as Vice Chair and Craig Forsell as Officer At Large;
- By-Laws Amendment to include membership from the Agency for Persons with Disabilities as required by the Florida Administrative Code;
- Continued Coordination Contract with Sunrise Community Inc.; 171 persons with cognitive disabilities were provided with trips to job opportunities, day training programs and social events in the last calendar year at a cost of $14.09 per trip;
- The South Shore Transit Study Reevaluation;
- The Multimodal Level of Service Evaluation

**Meeting of the Livable Roadways Committee (LRC) on December 19**

The committee **approved and forwarded to the MPO Board**:
- FDOT Tentative Work Program
- Multimodal Level of Service Evaluation
- Speed Management & Safety: A Data-Driven Approach, with a recommendation to develop comprehensive safety and speed management action plan, including safety audits to include speed management and the importance of network connectivity

The LRC also received reports on:
- Tampa Bay Next Update
- Smart Cities Initiative
Meeting of the School Transportation Working Group (STWG) on December 5

The STWG celebrated its last meeting in this format, with refreshments, and members shared successes. The group members also discussed their transition to working as part of the FDOT Community Traffic Safety Team.

The STWG received status reports on:
- Statewide Directors Sub-Committee meeting – F.S. Hazardous Walking Legislation Proposed Revisions
- Draft Elementary Student Non-Funded Phased Bus Removal TECO Electric Bus Pilot Project
- Draft Elementary Student Non-Funded Phased Bus Removal
- USF Industrial Engineering School Magnet School Transportation Pilot Program
- School District’s Circulation Committee
- Multimodal Level of Service Evaluation

Following the meeting, several members joined the National Safe Routes to Schools Partnership Executive Director, Cass Isidor, for a brainstorming season to generate ideas for the November 2019 national conference in Tampa.
**SPECIAL BRIEFING #1**

**Community Impacts**

FDOT Plans for I-275 and I-4 Interchanges within Tampa's Urban Core

The Hillsborough MPO is hosting a special briefing for the MPO Board, its committees, and the public to learn more about potential community impacts associated with FDOT plans for I-275 and I-4 interchanges within Tampa's downtown and Westshore districts.

FDOT staff will respond to motions issued by the board over the past two years related to community (or human) impacts, such as social concerns, economic impacts, historic resources, parks, and relocations. This briefing will feature an informal, open-house format with displays focused on potential community impacts.

Future MPO briefings will cover safety, bicycle/pedestrian, air quality, and health impacts. Additional information will be available at FDOT public workshops. FDOT plans to hold its next public workshop in late Spring 2019.

**PLEASE JOIN US**

Thursday
January 31, 2019
4 PM - 6 PM

Conference Rooms A & B
26th Floor
Hillsborough County Center
601 E Kennedy Blvd, Tampa

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong at 813-273-3774 x370 or wong@plancom.org three business days in advance of the meeting.

También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al 813-273-3774 x211.

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, sex, age, disability, family or religious status.

More about our commitment to nondiscrimination: planhillsborough.org/non-discrimination-commitment/
INFRA Grants program provides dedicated, discretionary funding for projects that address critical issues facing our nation’s highways and bridges. INFRA grants will support the Administration’s commitment to fixing our nation’s crumbling infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the necessary processes for building significant projects, and increasing accountability for the projects that are built.

WASHINGTON – The U.S. Department of Transportation (USDOT) is announcing the second round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program through a Notice of Funding Opportunity (NOFO) in the Federal Register today. The INFRA program will make approximately $855-902.5 million available to projects that are in line with the Administration’s principles to help rebuild America’s crumbling infrastructure – a priority for this Administration. In addition to providing direct federal funding, the INFRA program aims to increase the total investment by state, local, and private partners.

INFRA advances a grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. The program will increase the impact of projects by leveraging federal grant funding and incentivizing project sponsors to pursue innovative strategies, including public-private partnerships.

Additionally, the new program promotes the incorporation of innovative technology that will improve our transportation system. INFRA will also hold recipients accountable for their performance in project delivery and operations.

“This Administration is committed to revitalizing, repairing and rebuilding America’s aging infrastructure,” said U.S. Transportation Secretary Elaine L. Chao. “By ensuring the right incentives, projects selected under this program will be better able to make significant, long-term improvements to America’s transportation infrastructure.”
The Department will make awards under the INFRA program to both large and small projects. For a large project, the INFRA grant must be at least $25 million. For a small project, the grant must be at least $5 million. For each fiscal year of INFRA funds, 10 percent of available funds are reserved for small projects.

The INFRA grant program preserves the statutory requirement in the FAST Act to award at least 25 percent of funding for rural projects. The Administration understands that rural needs may well exceed this limit, and the Department will consider rural projects to the greatest extent possible. For rural communities in need of funding for highway and multimodal freight projects with national or regional economic significance, INFRA is an opportunity to apply directly for financial assistance from the federal government.

INFRA grants may be used to fund a variety of components of an infrastructure project, however, the Department is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction. Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

In FY18, INFRA grants in the amount of nearly $1.5 billion were awarded to 26 projects.

The Application Deadline is March 4, 2019. For more information, visit: www.transportation.gov/INFRA.

Updated: Friday, December 21, 2018

Related Documents

- INFRA 2018 Annual Report
- Project Applications
- INFRA Notice of Funding Opportunity
- FY17-18 Build America Bureau Fact Sheet
- FASTLANE 2017 Annual Report
Automated Driving System Demonstration Grants

U.S. DOT announces the Notice of Funding Opportunity (NOFO) for Automated Driving System (ADS) Demonstration Grants. Up to $60,000,000 in Federal funding to provide grants to eligible entities to fund demonstration projects that test the safe integration of automated driving systems into the Nation's on-road transportation system. View the NOFO at https://www.grants.gov/web/grants/view-opportunity.html?oppId=310839.

- Applications are due on March 21, 2019 at 8:00 PM Eastern Time through www.Grants.gov.

Join us on January 8, 2019 at 1:00 pm Eastern Time for USDOT’s Informational Webinar on the ADS Demonstration Grants Program. Webinar registration link will be provided shortly.

Questions for U.S. DOT on ADS Demonstration Grants should be submitted via ADSDemoGrants@dot.gov.

Frequently Asked Questions:

- **Question**: You say that DOT will protect data, release of which would cause “substantial competitive harm.” What is “substantial competitive harm”?
  - **Answer**: “Substantial competitive harm” must be established on a fact-specific basis. You, as the submitter of the information, will be responsible for explaining why you believe that the disclosure of your information would cause “substantial competitive harm.” In general, it is information that a competitor can use to recreate a product, or to avoid costs of buying or developing the information, leading to an improvement to that competitor’s position relative to the submitter of the information.

- **Question**: How does the Federal FOIA affect state and local disclosure laws?
  - **Answer**: FOIA has no effect on local sunshine laws, in the absence of a reference to the Federal law. The fact that DOT might withhold information does not preclude a locality from releasing the information in its possession. Conversely, if a local government released the information pursuant to a records request, DOT would no longer treat the information as confidential and subject to withholding.

- **Question**: How should grant recipients mark and submit confidential information?
  - **Answer**: DOT expects to establish a process for segregating or marking confidential data and transferring it to DOT prior to award of any grants.

- **Question**: How do you expect applicants to address the Economic Vitality, Buy American or domestic vehicle preference requirements in the NOFO?
  - **Answer**: Executive Order (E.O) 13788 was issued by President Trump on April 18, 2017. The E.O. outlines the Executive Branch’s policy to buy American and hire American in order to: 1) promote economic and national security and to help stimulate growth, 2) c i
and employment rates for workers in the U.S., and 3) to support the U.S. industrial base. The E.O. specifically orders agencies to enforce Buy American Laws minimizing the use of waivers, consistent with applicable laws. We are asking applicants to outline how they plan to carry out or comply with federal assistance requirements, as well as the core principles of the E.O. or address the reasons they will not be able to comply with them or will need to apply for waivers and exemptions.

Updated: Friday, December 21, 2018

Related Links

- USDOT Automated Vehicles 3.0 Activities
- Voluntary Safety Self-Assessment (VSSA)

Tags

- automated driving systems
- Data
- Grants

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