Meeting of the MPO Board & Public Hearing
Tuesday, June 12, 2018, 6:00 p.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 2nd Floor

Watch the HTV live-stream. Send comments in advance on Facebook, or during the meeting at GoToMeeting ID 852-988-773*

I. Call to Order, Pledge of Allegiance & Invocation

II. Approval of Minutes – May 1, 2018

III. Public Comments on Non-Hearing Items - 3 minutes per speaker, 30 minutes total; as needed, additional time may be provided later in the agenda

IV. Committee Reports, Online Comments (Gena Torres, MPO Staff)

V. Consent Agenda
   A. Committee Appointments
   B. Public Participation Plan Amendments
   C. Safe Routes to School Education Support Letter
   D. Tampa Bay Regional Planning Council Interlocal Agreement

VI. Public Hearing to Adopt the TIP for October 1, 2018 – September 30, 2023
   A. Transportation Improvement Program Update (Sarah McKinley, MPO Staff)
   B. Public Comments
   C. Board Discussion and Action

VII. Executive Director’s Report
   A. Future of the Region Award: Gulf Coast Safe Streets Summit
   B. Board & Policy Committee to recess. Next meeting: Board, July 31, 9am.
   C. TBARTA MPO Chairs’ Coordinating Committee (CCC) annual joint meeting with Central Florida MPO Alliance: July 13, 10am-2pm, HCC Plant City
   D. Regional Transit Forum, July 20, Tampa Airport Marriott
   E. Regional Planning Best Practices Study workshop at St. Petersburg College Collaborative Labs to be rescheduled in August or September

VIII. Old Business & New Business

IX. Adjournment
* There are many ways for the public to participate in the Public Hearing:
  - Attend in person and sign up to speak 4:00 p.m. – 8:00 p.m.
  - Attend online with HTV live-stream & live chatroom (links above)
  - Email comments in advance to mpo@plancom.org
  - Comment in advance on our Facebook event page at facebook.com/HillsboroughMPO
  - Leave a voice message in advance at 813-273-3774 ext. 369
  - Dial in by phone (toll free) 866-899-4679
  - Cisco devices: 852988773@67.217.95.2

* Please note the following
  - Facebook posts, emails and voicemails left before noon on June 12 will be distributed to the MPO Board Members.
  - The live chatroom will be viewable by the MPO Board members.
  - All comments are public record.

X. Addendum

A. Correspondence
  1. From FDOT D7: Biweekly Fatality Report, Apr. 9-22
  2. From FDOT D7: Biweekly Fatality Report, Apr. 23-May 6
  3. From FDOT D7: Biweekly Fatality Report, May 7-20
  4. From USDOT: New Name for TIGER Program – BUILD
  5. From FDOT to FHWA: Collaborative Process for Federal Performance Measures
  6. From Courtney Campbell Scenic Hwy CAC: Courtney Campbell Trail Gap
  7. To Secretary Chao: Support for FDOT grant application for Advanced Transportation Congestion Management Technology Deployment (ATCMTD) grant
  8. To Secretary Chao: Support for City of Tampa grant application for ATCMTD grant
  9. To FDOT: Maydell Bridge Replacement Advance Notification Review

B. Project Fact Sheets
  1. Veterans Expressway Express Lanes
  2. Hwy Lighting Upgrades in Hillsborough County
  3. SR 600 (US 92) Hillsborough Avenue Improvements
  4. MPOAC Freight Priorities
  5. Regional Transit Feasibility Plan Survey

C. Articles Relating to MPO Work
  1. Public Meeting Set on Roadway Connection Study
  2. Why This State Thinks Engineers Can Save Pedestrians’ Lives
  3. ABC Action News - Community Works to Prevent Deadly Crashes
  4. 10 News - Mayor Addresses Bayshore Safety Issues
  5. 10 News - Vision Zero Aims to Lower Deaths
The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Learn more about our commitment to non-discrimination.

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, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de correo electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to MPO Board members, MPO staff, or related committees or subcommittees the MPO supports. The MPO has no affiliation whatsoever with the originator of attached articles nor is the MPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond ‘fair use’ must first obtain permission from the copyright owner.

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
The Metropolitan Planning Organization (MPO), Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, May 1, 2018, at 9:00 a.m., in the 26th Floor Conference Room, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Lesley Miller Jr., Chairman  Commissioner, Hillsborough County
Paul Anderson  Chief Executive Officer (CEO), Tampa Port Authority
Harry Cohen  Councilman, City of Tampa (Tampa) City Council
Theodore Trent Green  Planning Commission (PC)
Ken Hagan  Commissioner, Hillsborough County
Mel Jurado  Mayor, City of Temple Terrace
Pat Kemp  Commissioner, Hillsborough County
Joe Lopano  CEO, Hillsborough County Aviation Authority
Rick Lott  Mayor, City of Plant City
Sandra Murman (arrived at 9:09 a.m.)  Commissioner, Hillsborough County
Joseph Waggoner  Tampa-Hillsborough Expressway Authority
Stacy White  Commissioner, Hillsborough County

The following members were absent:

Guido Maniscalco  Councilman, Tampa City Council
David Mechanik  HART
Cindy Stuart  Hillsborough County School Board
Luis Viera  Councilman, Tampa City Council

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND INVOCATION

Chairman Miller called the meeting to order at 9:01 a.m. Commissioner White led in the pledge of allegiance to the flag and gave the invocation.

II. PUBLIC COMMENT

Attorney Ricardo Fernandez, Tampa Heights Civic Association Incorporated, disagreed with Item VII.D., letter of comment on regional transit feasibility plan.

Mr. Gary Cloyd commented on the MPO’s transportation advocacy power.
Ms. Nicole Rice, MPO Citizens Advisory Committee (CAC), alleged CAC opinions had been altered with respect to the regional transit feasibility plan (RTFP).

Mr. Christopher Vela sought a delay in the transmittal of the RTFP for further CAC review/comments.

Ms. Kimberly Overman, CAC, reiterated Ms. Rice’s arguments.

Mr. Taylor Ralph disagreed with the bus rapid transit (BRT) proposal.

III. COMMITTEE REPORTS AND ONLINE COMMENTS

Ms. Gena Torres, MPO, submitted materials; spoke to the committee reports; and relayed electronic comments received from Messrs. Dale Tindale, regarding Interstate (I) 275 delays, and Robert Sawallesh, who suggested James A. Haley Veterans’ Hospital intersections be improved with modern street lights, and Mses. Bardine Hicks, who thanked staff for providing fresh vegetables for the Senior Connection Center Incorporated’s Williams Park cooking demonstrations, and Susan Elbare, Old Seminole Heights Neighborhood Association Incorporated, who appreciated a Vision Zero presentation, and various social media comments.

IV. CONSENT AGENDA

A. Approval of Minutes – April 3, 2018

B. Committee Appointments

C. Health in All Policies Resolution

Following explanations, Commissioner White moved to pull Item IV.C. for separate discussion and a vote, seconded by Councilman Cohen, and carried twelve to zero. (Members Maniscalco, Mechanik, Stuart, and Viera were absent.)

After sharing potential capital/operating concerns and wanting to see municipal/County/PC feedback, Commissioner White moved to send that to the County administration, the administration of the three municipalities, and the PC, to look at the land use and transportation linkage for potential impacts of costs, growth, and any other implications, and have that resolution come back accompanied by a report on that review for the MPO’s consideration at that time, seconded by Commissioner Kemp, and carried eleven to zero. (Commissioner Hagan was out of the room; Members Maniscalco, Mechanik, Stuart, and Viera were absent.)
D. Fiscal Year (FY) 2017 through FY 2018 Unified Planning Work Program (UPWP) Amendment for Funding Deobligation and Federal Highway Administration (FHWA) Resilience and Durability Grant

**Commissioner Murman moved to approve consent, seconded by Councilman Cohen.** In answer to Commissioner White, Ms. Alden explained Item IV.D. pertained to amendments for current-year UPWP programs and the UPWP items approved by the Board of County Commissioners on April 18, 2018, were incorporated in Item VII.B., FY 2019 through FY 2020 UPWP draft.  **The motion carried twelve to zero.**  (Members Maniscalco, Mechanik, Stuart, and Viera were absent.)

V. ROLL-CALL VOTE: TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FOR FHWA RESILIENCE AND DURABILITY GRANT

**After comments, Chairman Miller sought a motion.**  **Commissioner Murman so moved, seconded by Commissioner Kemp.** Upon roll call vote,  **the motion carried twelve to zero.**  (Members Maniscalco, Mechanik, Stuart, and Viera were absent.)

VI. GUEST SPEAKER, FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 7 SECRETARY DAVID GWYNN: QUARTERLY UPDATE

**Mr. David Gwynn, FDOT, delivered a presentation.**  **Mr. Lopano sought more information regarding onramp/Tampa International Airport mergers near North Lois and North Dale Mabry Avenues.** Commissioner Kemp inquired about I-275 rubber tire concept shouldering, wondered about using express buses on shoulders, and touched on Central Florida SunRail diesel multiple units.  **In answer to Commissioner Murman,** Messrs. Stephen Benson, FDOT, and Gwynn explained Big Bend Road interchange off-ramps were included in FDOT’s work program, noted on-ramps were an FDOT priority, and said FDOT was working with the Florida Highway Patrol to address I-75 truck debris.

VII. ACTION ITEMS

A. Bicycle/Pedestrian Advisory Committee (BPAC) Request to MPO

**Mr. Patrick Thorpe, chair, BPAC, spoke to the item.**  **Commissioner Miller verified BPAC’s request for two volunteer MPO members to attend an annual workshop.**  **Commissioner Murman moved approval, seconded by Mayor Jurado, and carried eleven to zero.**  (Commissioner Hagan was out of the room; Members Maniscalco, Mechanik, Stuart, and Viera were absent.)
B. FY 2019 through FY 2020 UPWP Draft

Ms. Allison Yeh, MPO, shared a presentation; sought adoption of the item; and, in response to Mr. Lopano, defined presentation acronyms. Commissioner Murman moved approval, seconded by Commissioner Kemp, and carried eleven to zero. (Commissioner Hagan was out of the room; Members Maniscalco, Mechanik, Stuart, and Viera were absent.)

C. MPO/FDOT Joint Certification

Mr. Richard Clarendon, MPO, gave a presentation and requested MPO action to support recertification of the MPO and authorize the MPO chairman to sign the certification statement. Commissioner Murman moved approval, seconded by Commissioner Kemp, and carried eleven to zero. (Commissioner Hagan was out of the room; Members Maniscalco, Mechanik, Stuart, and Viera were absent.)

D. Letter of Comment on Regional Transit Feasibility Plan

Ms. Alden disseminated documents and shared a presentation. After remarking on involving the University of South Florida Center for Urban Transportation Research panel, Commissioner White moved to postpone action on the letter until the August MPO meeting until such time until the information from that panel was available, seconded by Commissioner Murman. Commissioner Kemp felt the letter signified an overstep in MPO authority and was undermining HART. Commissioner Murman opined the letter was premature and wanted a presentation from the Tampa Bay Area Regional Transportation Authority on what their role would be. Upon supporting the motion due to the lack of MPO consensus and agreeing with having more public input, Councilman Cohen noted the Tampa Bay Transportation Management Area (TMA) Leadership Group was waiting on the County as to moving forward. Mayor Lott sought County leadership on bringing forward a plan for the MPO to vote on. The motion carried eleven to zero. (Commissioner Hagan was out of the room; Members Maniscalco, Mechanik, Stuart, and Viera were absent.)

After referring to distributed materials regarding the BRT proposal, Commissioner Kemp moved the MPO finally get presented with that market study that had been done at the expense of the taxpayers, and have a presentation at the MPO, seconded by Commissioner White, who suggested MPO staff should determine who would make the presentation. Talks occurred. The motion
carried ten to zero. (Commissioner Hagan and Mayor Lott were out of the room; Members Maniscalco, Mechanik, Stuart, and Viera were absent.)

VIII. STATUS REPORTS

A. Vision Zero Update – Top 20 Corridors Community Engagement and Quarterly Report

Ms. Torres disseminated a flyer and deferred to Ms. Allana Braiser, Renaissance Planning Group Incorporated, who shared a report.

IX. EXECUTIVE DIRECTOR’S REPORT

A. TMA: May 11, 2018, 9:30 a.m., Pasco County Utilities Building, 19420 Central Boulevard, Land O’ Lakes

Ms. Alden addressed the report.

X. OLD BUSINESS AND NEW BUSINESS – None.

XI. ADDENDUM

A. Upcoming Events

1. Tampa Bay Smart Cities Ideas to Action Workshop – May 2, 2018
2. Invitation to Civic Groups to Preview It’s Time Tampa Bay
3. Vision Zero Top 20 Corridors Workshop on 15th Street – May 20, 2018
4. Regional Transportation Leadership Workshop 2 – June 1, 2018
5. Save the Date! Regional Transit Forum – July 20, 2018

B. Project Fact Sheets

1. U.S. Highway 301 Median Modifications
2. Transportation Investment Generating Economic Recovery (now Better Utilizing Investments to Leverage Grants) Notice of Funding Opportunity

C. Correspondence

1. Biweekly Fatality Report from FDOT District 7 Secretary
2. Comments on Gandy Boulevard Efficient Transportation Decision Making Screening
TUESDAY, MAY 1, 2018

D. Articles Related to MPO Work
   1. “Grow Community Gardens”
   2. “Volunteers to Line Busy Roadway to Promote Safety”
   3. “Community Leaders Work to Stop Deadly Crashes on 56th Street”

XII. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:56 a.m.

READ AND APPROVED: ______________________________
CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________
   Deputy Clerk

dy
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on May 9

Due to the resignation of David Wilson, who was CAC Chairman, they elected officers to serve for the rest of the year. They elected:
- Bill Roberts as Chairman
- Rick Fernandez as Vice Chairman
- Nicole Rice as Officer at Large.

They recommended approval of the Transportation Improvement Program priorities for FY 20-24, but passed a motion regarding priority #32 to recommend deleting the funding request to reconstruct the SR 60 and Downtown interchanges on I-275, pending re-evaluation of the environmental impact study.

The committee also approved and forwarded to the MPO Board:
- Transportation Improvement Program for FY19-23
- Public Participation Plan Amendments
- School Safety Study and Top 10 Report

The CAC was briefed by:
- FDOT on Tampa Bay Next
- Hillsborough County Public Works on the study of 42nd Street / 46th Street

Meeting of the Technical Advisory Committee (TAC) on May 21

The committee approved and forwarded to the MPO Board:
- Transportation Improvement Program for FY19-23 – The committee asked about the Water Ferry project and learned of Pinellas County taking the lead.
- Public Participation Plan Amendments – A suggestion was made to coordinate with the Autism-Friendly Community initiative.
- School Safety Study and Top 10 Report

The TAC was briefed on:
- Tampa Bay Next – A suggestion was made to pay special attention to the design where the I-4 express lanes will merge with off-ramps from the Selmon-I-4 Connector.
- Hillsborough County Public Works’ Study of 42nd Street & 46th Street
- Systemic Approach to Safety

Members requested an update from the Aviation Authority on the exciting changes at Tampa International Airport.
Meeting of the Policy Committee on May 22

The committee approved and forwarded to the MPO Board:
✓ Public Participation Plan Amendments
✓ Tampa Bay Regional Planning Council Interlocal Agreement
✓ Safe Routes to School Education Support Letter

The committee was briefed by:
- TBARTA on the Regional Coordination & Best Practices Research study which will come up with a scenario for a merger of three MPOs. A public workshop will be held at St. Pete College Collaborative Labs in August or September;
- The MPO Director on strategic directions coming from March’s Plan Hillsborough Joint Boards Retreat.

The committee directed staff to:
- Identify as a priority, in the MPO’s draft TIP Priority List, improvements needed at HART’s transit operations & maintenance facility;
- Schedule presentations for the board on:
  - The I-95 Express Bus service in South Florida, including FDOT’s perspective and how the service is working in the managed toll lanes;
  - Public-private partnerships for joint development at Bus Rapid Transit stations;
- Bring back for future discussion a possible name change, from “Hillsborough Metropolitan Planning Organization for Transportation” to “Hillsborough Transportation Planning Organization.”
- Cancel its June meeting.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on May 9

The committee approved and forwarded to the MPO Board:
✓ FY19-FY23 Transportation Improvement Program
✓ Public Participation Plan Amendments
✓ School Safety Study and Top 10 Report

The BPAC was briefed on:
- Hillsborough County Public Works’ study of 42nd Street / 46th Street

Some members expressed concern about the level of funding in the TIP for single occupant vehicles and related infrastructure, in comparison with transit, pedestrian and cycling infrastructure. It was also suggested that more detail about the resurfacing and intersection projects would help members to better understand the investment levels in those modes.

Meeting of the Livable Roadways Committee (LRC) on May 16

The committee approved and forwarded to the MPO Board:
✓ FY19-FY23 Transportation Improvement Program
✓ Public Participation Plan Amendments
✓ School Safety Study and Top 10 Report

The LRC was briefed on:
- Hillsborough County Public Works’ study of 42nd Street / 46th Street
- A preliminary review of the Maydell Bridge Replacement

Meeting of the School Transportation Working Group

The STWG recessed in May due to conflicts with multiple graduation events.
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 5.11.18 meeting

Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full age. This meeting was also videotaped and is available on YouTube.

The May 11 Tampa Bay TMA Leadership Group meeting was spent in intense discussion of the Regional Transit Feasibility Plan and its place on the regional priority list.

- The draft priority list came into the meeting as follows:
  - Interstate Modernization Projects
  - Regional Transit Catalyst Project(s), which may include:
    a. Central Avenue BRT, St. Petersburg downtown to St. Pete Beach
    b. Westshore Multimodal Center with fixed guideway connections to downtowns and airports
    c. Further development of the Regional Transit Feasibility Plan
    d. Regional Express Bus - opportunities include SR 60/Gulf-to-Bay Blvd, the Veterans Exwy/Suncoast Pkwy, the Gandy/Selmon Exwy corridor, the SR 54/56 corridor, and as a part of Tampa Bay Next; and expansion of regional farebox system to adjoining counties
    e. Elevated transit in the SR 60 corridor – pilot project from downtown Clearwater to Clearwater Beach
    f. CSX Rail Corridors – Funding is requested for right-of-way preservation for development of potential commuter routes
    g. Waterborne Transportation Projects – Funding is requested for regional waterborne transportation priority projects, which could include the Cross-Bay Ferry, waterborne service from south Hillsborough County to MacDill Air Force Base, and other regional projects
  - SR 54/56 Corridor, from US 19 to Bruce B. Downs – Funding is requested to complete a Multimodal Concept and Corridor Assessment/Impact Study
  - I-75 Improvements
    a. I-75 at Overpass Road – new interchange (funding requested for construction)
    b. I-75 at Big Bend Road – interchange reconfiguration
The originally identified catalyst project for the Regional Transit Feasibility Plan - for which the stated purpose was to identify a project competitive for federal funding - was a shoulder-running BRT system along I-275 from St. Petersburg to Wesley Chapel that would coordinate with the Florida Department of Transportation’s planned interstate modernization projects.

- A second catalyst project was using the CSX lines from downtown Tampa to USF for urban commuter rail, but the initial cost-per-trip numbers were not as competitive for Federal Transit Administration funding
- At its meeting the week prior to the TMA meeting, the Hillsborough MPO board had decided to withhold comment on the Regional Transit Feasibility Plan, pending the outcome of a peer review. Hillsborough County intends to ask USF’s Center for Urban Transportation Research to perform, and which among other outcomes would determine its benefits and connectivity for Hillsborough County
  - As a result of that decision, Hillsborough MPO Director Beth Alden suggested an addition to item c in the regional catalyst project section of the priority list
    - The addition would prioritize phased implementation of the RTFP project with an initial segment from downtown St. Petersburg to Tampa International Airport/Westshore on I-275 in order for the MPOs to put the project on the regional priority list without waiting for the results of the peer review study

Feelings on the BRT project differed by county, and the priority list required consensus - defined as no member of the group disagreeing strongly enough to block action - to have any changes made.

- From Hillsborough County, Commissioner Pat Kemp said she could not, at this time, support any priority list that advanced the BRT plan’s progression in Hillsborough, while Commissioner Sandra Murman said she supported the RTFP and the process behind it moving forward but also wanted to see the results of the peer review before fully committing to the project as proposed in Hillsborough County
  - Kemp said she would support the addition of phrasing to allow implementation from St. Petersburg to Westshore/TIA
- Among the Pasco County representation, Commissioner Jack Mariano wanted to see more research on the CSX lines as an urban rail alternative, while Commissioner Kathryn Starkey wanted to see the BRT project progress
  - Both commissioners felt it essential that Pasco County be included in any project that goes forward
- Both Forward Pinellas MPO representatives in attendance (County Commissioner Dave Eggers and Dunedin Commissioner John Tornga) uniformly supported the BRT catalyst project, or in the absence of the full group supporting the entire project, they supported advancing a segment of the project from St. Pete to Westshore/TIA
  - County Commissioner Janet Long, in attendance representing the Tampa Bay Regional Planning Council, also strongly supported the plan as proposed
- FDOT District Seven Secretary David Gwynn expressed concern that a phased PD&E study to move into design and engineering for the regional project might not be acceptable for FTA funding and that a full regional show of support would be necessary
  - Gwynn also expressed concern about continuing to set aside $5M for the RTFP PD&E study when there didn’t appear to be regional consensus for the project
In response to a question from Forward Pinellas Executive Director Whit Blanton, Gwynn and other FDOT staff indicated that the PD&E could resolve questions about mode, technology and other aspects as part of its evaluation of the full corridor from St. Petersburg to Wesley Chapel.

Alden felt that a PD&E that is already occurring for Hillsborough MetroRapid in a parallel corridor would overlap with a PD&E specifically for the RTFP.

Despite Secretary Gwynn’s concern about phased implementation of the PD&E effort, there did seem to be group consensus about the addition to item c:

- Gwynn noted that, ultimately, the decision about how to go forward with the implementation of the project belongs to the Tampa Bay Area Regional Transit Authority (TBARTA).
- He said that phased implementation of the project would be acceptable based on local funding commitments for capital and operating costs, but that the three counties would need to state their policy commitment to supporting the project toward the end of 2018 for it to move into the next phase for the PD&E study.

There was also a brief presentation at the end of the meeting on the MetroQuest survey for the regional Long Range Transportation Plan, which will be rolled out to the public in the coming months to gauge their desires about transportation investments and regional growth.

The next TMA meeting is scheduled for September 7 at FDOT District 7 Headquarters.
Board & Committee Agenda Item

Agenda Item
Committee Appointments

Presenter
None – Consent Agenda

Summary

The Citizens Advisory Committee (CAC) shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen’s perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the MPO Program. The following update to membership:

- Bill Roberts, representing the Hillsborough County Aviation Authority

The Livable Roadways Committee (LRC) shall be responsible for integrating Livable Roadways principles into the design and use of public right-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service. The following individual has been recommended by the LRC as a member/alternate representing Transit User:

- Michael Maurino (primary), representing Westshore Alliance

The Intelligent Transportation Systems (ITS) Committee is responsible for assisting in the development of Intelligent Transportation System planning work programs, as well as reviewing ITS related studies, reports, plans, projects. The following are updates to membership:

- Vinny Corazza (primary) and Troy Tinch (alternate), representing the City of Temple Terrace
- Brandon Campbell (alternate), representing the City of Tampa
The Transportation Disadvantaged Coordinating Board (TDCB) is to assist the MPO in identifying local service needs and provide information, advice, and direction to the Community Transportation (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes. The following citizen has been recommended by the TDCB:

- Tom Canham, representing the Florida Department of Children and Families

**Recommended Action**

That the MPO confirm the above appointments.

**Prepared By**

Wanda West

**Attachments**

None
Public participation is integral to good transportation policies and plans. The MPO is responsible for actively involving all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions. The MPO's strategies for accomplishing this are documented in its Public Participation Plan (PPP).

Since 2006, an updated or amended PPP has been produced at least once every two years with meaningful public input imparted in the process. For 2018, MPO staff is proposing an amendment to the PPP to recognize and integrate the components of the 2018 Title VI/Nondiscrimination Plan Update, which includes guidance for engaging with Communities of Concern, Environmental Justice, and Limited English Proficiency populations. The amended PPP also explores some engagement technologies and tools which were suggested following the 2018 update to the Public Participation Plan Measures of Effectiveness (PPP MOE) Report.

The draft PPP will be advertised for a 45-day review period prior to action by the MPO at its June 12th public hearing.

Recommended Action
Approve the 2018 amendments to the Public Participation Plan

Prepared By
Brandon Berry, MPO Staff

Attachments
2018 Public Participation Plan Draft
PUBLIC PARTICIPATION PLAN
for the Metropolitan Planning Organization serving Tampa, Temple Terrace, Plant City, and Unincorporated Hillsborough County
2018 UPDATE

Hillsborough MPO
Metropolitan Planning for Transportation

DRAFT FOR REVIEW
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CHAPTER 1: Introduction & Purpose of the Public Participation Plan

Mobility has a tremendous impact on a wide range of activities in Tampa, Temple Terrace, Plant City, Hillsborough County and throughout the Tampa Bay region. Transportation is a dynamic concept which makes it possible for us to get to our intended destination, but which also mirrors the social, economic, spatial, and political dynamics of our society.

The Hillsborough County Metropolitan Planning Organization (MPO) is committed to meaningful public engagement throughout the long-range transportation planning process.

Due to the far-reaching impacts inherent to transportation projects, soliciting advice and input from a wide range of stakeholders is critical to making sound transportation decisions.

Stakeholders can include both individuals and groups, whether citizens, business owners, environmental and civic organizations, agency partners, or advocacy groups that represent the needs of the traditionally underserved and underrepresented - including low income individuals, minorities, those with limited English proficiency, youth, the elderly and persons with disabilities. Each of these stakeholders offer a unique perspective on what it means to be mobile, and each also presents specific transportation needs and challenges. The diversity of these needs should be considered prior to the MPO rendering decisions on transportation projects.

The vast majority of important decisions regarding a transportation project are made years before a shovel even breaks ground. Thus, it is extremely important to encourage engagement in the process early and often. Early and active participation allows stakeholders to wield greater influence over how public dollars get spent in our communities, and shape the future of this region, county, municipality, and even our own neighborhoods.

Public participation includes the process, methods, and tools used by the MPO to inform and engage the public about transportation issues. A meaningful public participation plan is guided by more than just federal requirements; it is a valuable tool used by the MPO with the goal of making transportation investments meet the needs of the public and other stakeholders in both the present and future. The Hillsborough County MPO believes that…

You are an important part of the planning process. Your opinion really does count and will help shape the future for the children of Hillsborough County.
This Public Participation Plan (PPP) contains the guidelines and expectations for public participation during the transportation planning activities and processes conducted by the Hillsborough County MPO, including the procedures, tools, and strategies for outreach and education on transportation issues.

The MPO is directly responsible for making sure that federal and state dollars spent on existing and future transportation projects and programs are based on a continuing, cooperative and comprehensive planning process.

The following principles, developed in conjunction with best practice standards for public involvement, guide the PPP:

**Provide opportunities for involvement**

Avenues for involvement will be open, meaningful and organized so as to provide a milieu that encourages convenient and comfortable participation. Consideration of needs for accessibility, scheduling, location, format and language of informational materials will be structured to allow informed, constructive exchanges with clear presentation of all information. Participants will be provided information so that they more clearly understand the trade-offs of each respective proposal, plan, or project, and will be encouraged to consider and weigh the many competing transportation objectives.

**Be inclusive of all constituencies**

The MPO will use best practices to identify stakeholders and target audiences. New strategies will continue to be explored in order to bring the information to these groups. Efforts to reach new and existing constituencies include continuing outreach to the transportation disadvantaged, including minority, low income, the elderly, youth communities and neighborhoods or groups that may be affected by proposed projects. Creative techniques and technologies will be explored in order to engage the audience in discussion and interaction throughout the planning process.

**Be responsive to participants**

MPO forums will facilitate discussions that directly correspond to the participants and their available time. Informational materials should be clear and concise and address the concerns of the participants. Information will be available in sufficient detail to allow citizens to form and express their independent views. The results of all public involvement activities will be documented and given full consideration in all MPO decision-making, as well as conveyed to the implementing agencies for their consideration.
Provide a predictable process

The planning process will be understandable and known well in advance of plan considerations. The consistency in our process will allow the MPO staff, citizens, and officials to budget their time and effectively apply their resources.

Be creative and flexible

The direction and effectiveness of the PPP should be reviewed periodically to ensure that it meets the needs of both the public and the MPO. This program should continue to evolve and include new avenues of communication to inform the MPO’s public outreach efforts.

Maximize exposure, minimize costs

Wherever possible the Hillsborough County MPO is committed to coordinate with other local, federal and statewide public involvement processes in order to enhance public consideration of the issues, plans and programs. The MPO will also work collaboratively with agency partners to furnish more project-specific information to stakeholders, thus providing the public more complete information. This will allow us to reach a larger audience and minimize costs and redundancies.

The mission of the Hillsborough MPO is to develop a comprehensive long-range transportation plan (LRTP) that supports economic development and the mobility needs of the community by:

- Preserving neighborhoods;
- Protecting the environment;
- Enhancing quality of life;
- Promoting public transportation;
- Cooperating with, and coordinating between, both the community and agencies to enable the plan to work.

Maximizing exposure to engage the public in the transportation decision-making process is the vision that drives this Public Participation Plan.
We’re listening…

It is a priority for this MPO that all citizens in Hillsborough County be given the opportunity to participate in the transportation planning process, including low income individuals, the elderly, persons with disabilities and persons with limited English proficiency.
CHAPTER 2: MPO Board & Committees

All federally supported transportation projects and programs for Tampa, Temple Terrace, Plant City and Hillsborough County go through the metropolitan planning process. The obligation to provide information and consider public input in decision-making is explicit in federal regulations.

The MPO is created by agreement between local governments and the Governor of the State of Florida.

As indicated below, the Hillsborough County MPO Board is composed of representatives from each of the respective governments and transportation authorities. MPO board members are subject to change – up-to-date membership is available on PlanHillsborough.org, and advisory committee and working group details are included on the following pages.

All meetings of the MPO and its advisory committees are open to the public. Public comment is welcomed, usually at the beginning of each meeting.

Committees & Working Groups

Policy Committee is a subset of the MPO board that acts as a sounding board for issues that will be brought to the MPO Board for action. In a less formal setting, members can ask questions and more fully discuss upcoming MPO action items. The Committee also provides guidance to the MPO staff on policy matters.

Citizens Advisory Committee consists of 23 citizen volunteers. Sixteen are appointed by each of the MPO Board members, and one citizen represents the Transportation Disadvantaged Coordinating Board. Six at-large members (citizens) are drawn from African-American, Hispanic, female and younger demographic groups, plus neighborhood and business representatives. Many of the CAC members are active in homeowners, business, or other civic associations.

Technical Advisory Committee is composed of technically qualified representatives employed by, or associated with, a public or semi-public agency for the purpose of planning, programming and/or engineering of the transportation system within the Hillsborough County Metropolitan Planning Organization area boundary. It is responsible for assisting in the development of transportation planning work programs; for coordinating transportation planning and programming; for review of all transportation studies, reports, plans and/or programs, and making recommendations to the Metropolitan Planning Organization, based upon the technical sufficiency, accuracy, and completeness of transportation related studies, plans and/or programs.

Bicycle/Pedestrian Advisory Committee makes Hillsborough County a safer and more pleasurable place to bicycle and walk. The committee makes recommendations to the MPO on bicycle and pedestrian-related issues. Up to 22 volunteers comprise the BPAC. Eleven seats are held by at-large members who are appointed by the MPO. The remaining seats are held by representatives of local agencies, cities and county.

Livable Roadways Committee is an interdisciplinary group of volunteers from the public and private sectors who represent local governments, government agencies, companies, citizen groups
and professional organizations. The committee strives to create a transportation system that balances design and aesthetics with issues of roadway safety and function. It reviews transportation and roadway plans and policies, making recommendations for improvement. The committee discusses topics related to transit, pedestrian and bicycle infrastructure and roadway design, safety and function. Focused on streetscape beautification, site and building design, landscape, environmental protection, preservation and signage, the committee is committed to considering all modes of transportation in the recommendations it makes.

**Transportation Disadvantaged Coordinating Board** is composed of members representing agencies and boards, citizens and a representative from the private transportation industry. A sampling of the agencies represented includes Blind Services, Children and Families, Elder Affairs, public schools and Veteran's Affairs, among others. The TDCB guides and coordinates local transportation services with the goal of improving quality of life for the elderly, those who have physical or mental disabilities, children at risk, and the economically disadvantaged.

**Intelligent Transportation Systems Committee** is composed of technically qualified representatives of agencies involved in the planning, programming, engineering and/or implementation of intelligent transportation systems projects in Hillsborough County. The ITS Committee is responsible for assisting in the development of ITS planning work programs, as well as reviewing related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the Metropolitan Planning Organization (MPO) and/or other agencies. The ITS Committee recommendations to the MPO are based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs.

**Tampa Bay Transportation Management Area Leadership Group** is composed of three MPO board members drawn from the Hillsborough, Pasco, and Pinellas County MPOs. It performs an advisory role to each of the three MPOs. Leadership members are responsible for conveying concerns of their respective MPOs to the TMA group, and for conveying TMA group discussion and recommendations back to the MPOs.

**School Transportation Working Group** is composed of transportation-focused professionals representing local governments, transit agencies, public safety organizations, and several functional groups within the School District. The group provides transportation coordination and long-range planning for a host of topics, from traffic circulation to walk/bike safety to school-pools and transit. Created in 2015, it is currently an *ad hoc* committee that will meet for one year. After that time, it may transition into a formally designated standing advisory committee.
MPO Board & Advisory Committees

MPO

- POLICY COMMITTEE
- TECHNICAL ADVISORY COMMITTEE
- TRANS. DISADV. COORD. BOARD
- ITS COMMITTEE
- SCHOOL TRANSPORTATION WORKING GROUP

- CITIZENS ADVISORY COMMITTEE
- LIVABLE ROADWAYS COMMITTEE
- BICYCLE / PEDESTRIAN ADVISORY COMMITTEE
- TAMPA BAY TMA LEADERSHIP GROUP

Hills. County BOCC

Hills. County BOCC

Hills. County BOCC

Hills. County BOCC

Plant City Commission

Mayor of Tampa

Tampa City Council

Tampa City Council

Tampa City Council

Tampa Hills. Expy Authority

Hills. Area Regional Transit

Tampa Port Authority

Planning Commission

Hills. Co. Aviation Authority

Hills. Co. School Board

MPO Board Membership
CHAPTER 3: Historical Context

In 1962, then-President John F. Kennedy signed legislation which thereby authorized continuation of the Federal-Aid Highway Act. Among other purposes, the Act promoted cooperative transportation planning in certain urban areas among federal, state, and local authorities, and also mandated that all urbanized areas with a population greater than 50,000 establish a continuous, cooperative and comprehensive (3C) planning process in order to be eligible for US Department of Transportation (USDOT) funding. A little more than a decade later, the Federal-Aid Highway Act of 1973 strengthened those initiatives by mandating the creation of a Metropolitan Planning Organization (MPO) for all areas required to have a 3C planning process.

In 1977, an MPO was created for the Tampa urbanized area, with staff provided by the Hillsborough County City-County Planning Commission. It was known as the Tampa Urbanized Area Transportation Study.

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) was signed into law. ISTEA was landmark legislation that introduced a comprehensive approach to address transportation issues by emphasizing and encouraging innovation, intermodalism and flexibility. The approach that began with ISTEA was further advanced with the adoption of the Transportation Equity Act for the 21st Century (TEA-21) in 1998.

Also in 1998, the Hillsborough County MPO adopted a Public Involvement Plan (PIP). The PIP identified a proactive public participation process for the transportation planning products of the MPO. Accordingly, the process includes advertisement of timely public notices, support for full public access and input to key decisions, and early and continuing involvement of the community. Since that time, several evaluation measures have been adopted by the MPO in response to the Federal Highway Administration’s suggestion that the MPO develop a mechanism for evaluating the effectiveness of the PIP.

In 2003, at the onset of the 2025 Long Range Transportation Plan update, a new Public Involvement Plan was adopted by the MPO which, for the first time, specified principles which would guide the MPO’s public outreach efforts. Furthermore, the new PIP included modified goals, objectives, an updated toolkit and a revised evaluation section.
Pursuant to state and federal requirements, the PIP was amended and renamed the *Public Participation Plan* (PPP) in 2006. Since then, the PPP has been updated at least once every two years.

**In 2015,** the President signed the Fixing America’s Surface Transportation (FAST) Act into law, which expanded public participation requirements for MPOs. MPOs must now solicit comments from public ports, tourism interests, and certain private transportation providers.

Also in 2015, the Florida Department of Transportation (FDOT) updated its MPO Program Management Handbook to fully incorporate principles of Environmental Justice (EJ) in programs and policies. This update came with two requirements for MPOs:

- Ensure and document early, continuous and meaningful opportunities for involvement by minority and low-income communities; and
- Scrutinize demographic data to ensure that planning activities will not have disproportionately high or adverse impacts on underserved communities, and where impacts are unavoidable, that documented steps are taken to avoid, minimize or mitigate impacts.

The Hillsborough County MPO has been and continues to be fully compliant with federal and state requirements pertaining to public participation, including: §450.316, §450.322, §450.324, and §450.326 in Chapter 23 of the Code of Federal Regulations; Title VI of the Civil Rights Act of 1964; the Limited English Proficiency Executive Order 13166; Florida Statute 339.175; and The Sunshine Law.
CHAPTER 4: Public Participation Requirements

Public participation is integral to crafting sound transportation policies, programs and projects. Without meaningful public involvement, there is a risk of making decisions which may produce unintended negative consequences. While the Hillsborough County MPO firmly believes that encouraging meaningful public participation is absolutely necessary for good decision-making, federal and state requirements establish the minimum standards. The MPO is responsible for actively involving all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions.

FEDERAL AUTHORIZING LEGISLATION

Under 23 U.S.C. Sec. 134(h), Congress requires MPOs to consider transportation projects and strategies that:

- Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts upon surface transportation;
- Enhance travel and tourism; and
- Emphasize the preservation of the existing transportation system.

The MPO is charged with preparing plans and programs that consider such projects, and providing for participation by interested parties, including “citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight
transportation services, private providers of transportation, representatives of users of public transit and other interested parties.” The 2015 FAST Act also added public ports, intercity bus operators, and employer-based commuting programs as interested parties.

**TITLE VI of the CIVIL RIGHTS ACT of 1964**

Title VI, 42 U.S.C. §2000d et seq., otherwise known as “Title VI,” was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

As President John F. Kennedy said in 1963:

*Simple justice requires that public funds, to which all taxpayers of all races [colors, and national origins] contribute, not be spent in any fashion which encourages, entrenches, subsidizes or results in racial [color or national origin] discrimination.*

The Hillsborough County MPO adheres to the provision of Title VI of the Civil Rights Act of 1964, prohibiting discrimination in any program receiving federal assistance. As the MPO develops and conducts its public involvement activities, it strives to seek out and consider the needs and input of the general public, including interested parties and those traditionally underserved by existing transportation systems and those who may face challenges accessing employment and other services, such as minorities and persons with limited proficiency in English.

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**Title VI Nondiscrimination Plan**

The Hillsborough MPO updated its Title VI Nondiscrimination Plan in 2018. This update contains a new set of indicators called Communities of Concern, which identifies characteristics that may significantly burden individuals with regard to transportation and/or participation in the MPO’s public engagement processes. The Plan outlines engagement strategies, plan equity considerations, and outreach effort evaluation measures.

This update is the first standalone Title VI plan update in over a decade – the last was composed in 2006, and the Hillsborough MPO has adopted FDOT’s Title VI plan in the interim years. As part of the MPO’s commitment to inclusivity, the agency will review its Nondiscrimination Plan triennially or alongside the Public Participation Plan, whichever is more frequent.

The Title VI Nondiscrimination Plan is available on the web at PlanHillsborough.org.
Communities of Concern

Communities of Concern are some of the most vulnerable populations residing in Hillsborough County. Members of a Community of Concern may face unique and often overwhelming obstacles related to transportation and engagement in MPO participation processes. Although the definition of this term varies across the country, the Hillsborough MPO has operationally defined a Community of Concern as any block group at least one standard deviation above the median in two or more of the following characteristics: minority population, elderly population, Limited English Proficiency population, disability, zero vehicle households, low income, or youth.

The Hillsborough MPO engages with Communities of Concern through established civic and social service groups that serve the county. The MPO also provides translation and interpretation services and makes accommodations to ensure that citizens with disabilities can access information and reasonably participate in decision-making.

Figure 1 on page 14 shows the location of Communities of Concern within Hillsborough County. This map and associated data enables the Hillsborough MPO to identify neighborhood and civic groups active in the areas of higher concentrations of protected population groups. Successful outreach can then be conducted by using established civic and social service groups to communicate.

EXECUTIVE ORDER 12898, FEDERAL ACTIONS to ADDRESS ENVIRONMENTAL JUSTICE in MINORITY POPULATIONS and LOW-INCOME POPULATIONS

As a recipient of federal funds, the Hillsborough County MPO also conforms to the 1994 Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. According to the US Environmental Protection Agency, Environmental Justice (EJ) is the “fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”

The Executive Order directed that:

Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

Furthermore, in that same year, the Federal Highway Administration (FHWA) expanded the definition of “environment” to include “the natural environment, the built environment, the cultural and social fabric of our county and our neighborhoods, and the quality of life of the people who live here. This quality of life is enhanced not only by economic security and ample natural resources, but by enduring community values and thriving neighborhoods where all citizens have access to safe, comfortable, and efficient transportation.”

13
Figure 1: Communities of Concern

Communities of Concern measure more than one standard deviation above the county's median in two or more characteristics: low income, disability, youth, elderly, limited English proficiency, minorities, and carless households.

Extreme Poverty: 85 percent or more of households have an annual household income of $37,000 or less.
In 1997, USDOT issued its *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations*, which states that a principled EJ approach will:

- Make better transportation decisions that meet the needs of all people;
- Design transportation facilities that fit more harmoniously into communities;
- Enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives;
- Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations;
- Partner with other public and private programs to leverage transportation-agency resources to achieve a common vision for communities;
- Avoid disproportionately high and adverse impacts on minority and low-income populations; and
- Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

In 2015, the Florida Department of Transportation (FDOT) updated its MPO Program Management Handbook to reflect the full incorporation of EJ principles in programs, policies, and activities.

In addition to the principles in the 1997 USDOT Order, the 2015 FDOT update requires MPOs to:

- Ensure and document early, continuous and meaningful opportunities for involvement by minority and low-income communities; and
- Scrutinize demographic data to ensure that planning activities will not have disproportionately high or adverse impacts on underserved communities, and where impacts are unavoidable, that documented steps are taken to avoid, minimize or mitigate impacts.

In its capacity, the MPO assesses potential effects of its plans on minority and low-income populations and strives to avoid disproportionate impacts. Furthermore, the MPO proactively reaches out to such populations and seeks to overcome barriers that may prevent them from participating in the transportation planning process.

The FHWA and Federal Transit Administration also encourage MPOs to establish performance standards, including:

- Adequate public notice of opportunities to get involved;
• Early and continuous opportunities to review and comment on key decisions;
• Reasonable public availability of technical and other information;
• Collaborative input on alternatives, evaluation criteria, and mitigation needs;
• Open public meetings and access to the decision-making process prior to closure; and
• Explicit consideration and response to public input.

Figure 2 on page 17 shows the location of the top quintile of Environmental Justice protected populations within Hillsborough County. The Hillsborough MPO uses this information to engage in outreach to established civic and social groups, plan events at times and in locations accessible to EJ populations, and determine the cumulative impacts of transportation investments on minority and low-income populations.

EXECUTIVE ORDER 13166, NATIONAL ORIGIN DISCRIMINATION AGAINST PERSONS WITH LIMITED ENGLISH PROFICIENCY

Executive Order 13166 directed that persons in the United States will not be excluded from participation in USDOT-assisted programs and activities simply because they face challenges communicating in English. To prevent exclusion of the residents in Hillsborough County who do not speak or read English proficiently, a Limited English Proficiency (LEP) Plan was adopted by the MPO to ensure access to the planning process and published information. For further information regarding the LEP, please refer to Appendix E.

Limited English Proficiency (LEP)

For the MPO’s purposes, a LEP person is any person five and older who reported speaking English less than “very well” as classified by the US Census Bureau. Individuals who do not speak English as their primary language AND who have a limited ability to read, speak, write or understand English must be included in the MPO transportation planning process. Therefore, executive summaries for key documents will be made available in Spanish and may be presented in alternative formats, such as brochures or newsletters. PlanHillsborough.org is a key document and includes a feature that enables users to translate it into more than 100 languages. Public engagement pieces like A Citizens Guide to Transportation Planning as well as the 2040 Long Range Transportation Plan and the FY 2017-18 Transportation Improvement Program have been translated into Spanish and are available for download on the PlanHillsborough.org website at http://www.planhillsborough.org/mpo-documentos-en-espanol/.
Figure 2: Top Quintile of Environmental Justice Protected Populations
In considering how to engage LEP persons, a four-factor analysis is used to determine which language assistance services are appropriate to address the identified needs of the LEP population. The four factors are as follows:

**Factor 1: Demography:** Assessment of the number and proportion of the LEP persons likely to be served or encountered in the eligible service population;

**Factor 2: Frequency:** Determining how often the populations are contacted or engaged by the agency;

**Factor 3: Importance:** Determining if the issues under consideration are important to these communities; and

**Factor 4: Resources:** Keeping an inventory of the resources available to engage these populations, including language assistance services.

These four factors must be used in conjunction with the MPO’s area demographics, Public Participation Plan, measures of effectiveness, community partners, and funding levels to determine when and to what extent LEP services are required. The plans must analyze and discuss the four aforementioned factors to determine the steps, activities and resources the MPO uses to ensure access is meaningful for LEP populations. Furthermore, plans should use plain language and be accessible in length and content for the general population. These plans must be available for public access and comment.

MPOs in the state of Florida are allowed, but are not required, to comply with Safe Harbor Provisions. These provisions provide affirmative defenses to findings of noncompliance by demonstrating that all vital documents are translated for any LEP language group constituting 5% of the affected population, or 1,000 persons, whichever is less. Based on the agency’s assessment of the 2nd Factor of Analysis, we proactively translate key documents into Spanish. Although other language groups within the county do meet the threshold of the Safe Harbors Provision, individuals from those language groups are infrequently contacted or engaged by the agency. Therefore, the MPO may utilize other resources, such as interpreter services and bilingual family members, to communicate short messages to those LEP populations. **Table 1** shows the top ten LEP language groups in Hillsborough County by number of speakers.

<table>
<thead>
<tr>
<th>Language</th>
<th>Number of Speakers</th>
<th>Number of Speakers Who Do Not Speak English “Very Well”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spanish</td>
<td>273,082</td>
<td>107,434</td>
</tr>
<tr>
<td>Vietnamese</td>
<td>7,833</td>
<td>4,983</td>
</tr>
<tr>
<td>French Creole</td>
<td>9,527</td>
<td>2,363</td>
</tr>
<tr>
<td>Arabic</td>
<td>7,741</td>
<td>2,377</td>
</tr>
<tr>
<td>French</td>
<td>6,945</td>
<td>1,457</td>
</tr>
<tr>
<td>Chinese</td>
<td>3,005</td>
<td>1,474</td>
</tr>
<tr>
<td>Korean</td>
<td>2,574</td>
<td>1,215</td>
</tr>
<tr>
<td>Other Asian Languages</td>
<td>5,812</td>
<td>1,279</td>
</tr>
<tr>
<td>Portuguese</td>
<td>3,248</td>
<td>989</td>
</tr>
<tr>
<td>German</td>
<td>3,863</td>
<td>697</td>
</tr>
<tr>
<td>Total:</td>
<td>310,707</td>
<td>121,303</td>
</tr>
</tbody>
</table>

*Source: American Community Survey 2010-2014.*
Interpreter services are made available free of charge courtesy of Hillsborough County Communications & Digital Media Services. Interpretation services are available in 30 different languages upon request, which must be made at least 10 business days prior to MPO Board and committee meetings, workshops, forums or events. The Hillsborough County MPO will make every effort to provide these services. Other special accommodations, including transportation to MPO meetings and events, are offered for those who qualify as transportation disadvantaged. Arrangements can be made by calling Johnny Wong at (813) 273-3774, ext. 370 or by emailing wongj@plancom.org at least three business days in advance.

Appendix E in this document contains a portion of the Title VI Nondiscrimination Plan pertaining to Limited English Proficiency populations. In order to minimize costs, Hillsborough MPO staff and services provided by Hillsborough County, the local jurisdictions or other agencies will be used whenever possible. Some resources outside the Hillsborough MPO staff include but are not limited to:

<table>
<thead>
<tr>
<th>Hillsborough County Citizens Action Center</th>
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<tbody>
<tr>
<td>(Multi-lingual “Language Line” assistance for telephone customers)</td>
</tr>
<tr>
<td>Phone: (813) 272-5900</td>
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</table>

<table>
<thead>
<tr>
<th>Hillsborough County Communications &amp; Digital Media Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone: (813) 272-5314</td>
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</table>

<table>
<thead>
<tr>
<th>Hillsborough County Communications Department – Language Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact: Luis Lopez Phone: (813) 307-8377</td>
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<table>
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<tr>
<th>Communication Access Real Time Translation (Speech to Text)</th>
</tr>
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<tbody>
<tr>
<td>Contact: Michele Ogilvie Phone: (813) 273-3774, ext. 317</td>
</tr>
</tbody>
</table>

Figure 3 on page 20 shows the location of high concentrations of LEP households in Hillsborough County. The Hillsborough MPO uses this data to notify LEP persons for whom it proactively provides language services of the availability of these services. Example notifications include signage, presentations at schools and/or faith-based organizations and working with community-based organizations and other stakeholders to inform LEP individuals of the MPO's services and the availability of language assistance. This data is also used to identify community organizing agencies and advocacy groups that represent LEP populations as a means to invite them to participate in the transportation planning process.
Figure 3: High Concentrations of Limited English Proficiency Households by Block Group
Public Records and Open Meetings

In Florida, every person has been granted the constitutional right to inspect or copy any public record, with some exceptions, at both the state and local levels. Almost all written communication, including e-mails and messages posted to the MPO’s social networking sites, fall under the definition of public records. Notices will be placed on these media so that the public is aware that their communications to the MPO are subject to disclosure. All meetings of the MPO Board, advisory committees and subcommittees are governed by the Sunshine Law. This assures accountability and a transportation planning process that is transparent and fully accessible. Excerpts from the Government-in-the-Sunshine Manual are available in Appendix D - Section 3, of this document. For more information, visit: http://myfloridalegal.com/sunshine.

Accessibility for Persons with Disabilities

The Hillsborough MPO recognizes and values the diversity within our county. We also recognize the importance of including those individuals and groups who have been traditionally underserved. Workshops and forums will occur at various locations and times throughout the county in order to give people a variety of participation opportunities. All MPO public meetings and formal events will be held in facilities that are accessible to persons with disabilities.

Upon request, MPO plans and documents will be produced in large type or other formats for the visually impaired. MPO websites will conform to the WAI-AA and US Section 508, making use of World Wide Web Consortium standards, including XHTML and CSS. In addition, MPO audio-visual productions will provide for closed-captioning for the hearing impaired.

Our Commitment to Diversity & Civil Rights

The MPO does not discriminate in any of its programs or services. The MPO has adopted a policy that:

…no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.
As part of the Unified Planning Work Program (UPWP), this policy statement is reaffirmed annually to fulfill the MPO’s responsibilities under Title VI of the Civil Rights Act of 1964 and associated federal and state laws.

It is critical that the MPO communicate this commitment to nondiscrimination in plain language. Consequently, the following language shall appear on all MPO documents, plans and studies made available to the public:

The MPO does not discriminate in any of its programs or services. Public participation is solicited by the MPO without regard to race, color, national origin, sex, age, disability, family or religious status. To learn more about our commitment to nondiscrimination, visit www.planhillsborough.org/non-discrimination-commitment/.

The MPO updated its Title VI/Nondiscrimination Plan in early 2018. This plan identifies the location of Communities of Concern and engagement protocols, lists ways the MPO determines plan equity, and states how the MPO evaluates effectiveness. The Title VI/Nondiscrimination Plan can be found on the web at http://www.planhillsborough.org/wp-content/uploads/2018/03/2018-Title-VI_Nondiscrimination-Plan_Final.pdf.

The MPO has designated a Title VI Coordinator who reports directly to the MPO Executive Director on nondiscrimination matters and responds to any complaints of discrimination filed by the public. That role is currently filled by Johnny Wong, who can be contacted at (813) 273-3774, ext. 370, or wongj@plancom.org.

For further information regarding other statutes, please see Appendices C and D for requirements, related statutes and rules.
CHAPTER 5: Public Notices

MPO & Committee Meetings

According to the MPO By-Laws:

*The Executive Director is responsible for providing written public notice of all MPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and this Public Participation Plan.*

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2045 Long Range Transportation Plan

The Hillsborough MPO began its 2045 Long Range Transportation Plan (LRTP) update in late 2017. The LRTP identifies and prioritizes major transportation projects for funding under scenarios and trends that will shape Tampa Bay in the future.

The 2045 LRTP is being coordinated across county boundaries and will contain a chapter dedicated to regional priority projects. The Hillsborough MPO is coordinating with the MPOs of Pasco and Pinellas Counties to identify travel needs that span the three-county region.

More information about the 2045 LRTP can be accessed online at [http://www.planhillsborough.org/2045-lrtp/](http://www.planhillsborough.org/2045-lrtp/)
The MPO manages its notifications with an email database software called Constant Contact ®. MPO staff complies with the requirements by posting agendas for all MPO meetings and public hearings on PlanHillsborough.org and ensuring that all board and committee members, the media and other interested parties are on the MPO’s Constant Contact ® mailing list to receive notices of all MPO and committee meetings. Any member of the public can register to receive notifications by visiting http://www.planhillsborough.org/ and clicking “Join our Mailing Lists” under “Be Involved.”

**Required Public Review**

The Hillsborough County MPO is obligated and will ensure reasonable time for public review and comment at key decision points on major documents and plans. These include, but are not limited to, the PPP, *Long Range Transportation Plan* (LRTP), *Transportation Improvement Program* (TIP) and *Unified Planning Work Program* (UPWP). The following table highlights requirements for public review periods and notices. The MPO’s practice is to meet or exceed these minimum requirements.

<table>
<thead>
<tr>
<th>Plan or Program</th>
<th>Min. Review Period</th>
<th>Min. Public Notice/Ad</th>
<th>Min. Ad(s) Required</th>
<th>Public Hearing Required?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Participation Plan</td>
<td>45 days</td>
<td>45 days</td>
<td>1</td>
<td>No</td>
</tr>
<tr>
<td>LRTP Adoption</td>
<td>30 days</td>
<td>10 days</td>
<td>2</td>
<td>Yes</td>
</tr>
<tr>
<td>LRTP Amendment</td>
<td>15 days</td>
<td>15 days</td>
<td>1</td>
<td>Yes</td>
</tr>
<tr>
<td>TIP Priorities and Final Adoption</td>
<td>30 days</td>
<td>10 days</td>
<td>1</td>
<td>Yes</td>
</tr>
<tr>
<td>TIP Amendment</td>
<td>21 days</td>
<td>Not required</td>
<td>None</td>
<td>No</td>
</tr>
<tr>
<td>UPWP Adoption</td>
<td>30 days</td>
<td>Not required</td>
<td>None</td>
<td>No</td>
</tr>
</tbody>
</table>

**Notifications and Advertisements**

Public notices and/or advertisements are placed in accordance with the above table. At least one newspaper ad will be placed not less than 10 calendar days in advance of all MPO Public Hearings.

Monthly MPO Board and committee meetings and agendas are posted on the main page of PlanHillsborough.org. Regular MPO committee meetings are posted online at least 30 days in advance. Additional notices and schedule changes are promptly noted. Agendas for meetings are emailed and/or mailed out and are available on the MPO website normally seven days in advance. Draft meeting minutes are posted online in the agenda packet of the following month’s meeting.
MPO Board meetings are advertised, broadcast live and rebroadcast later in the month on Hillsborough County’s government television channel, HTV. These meetings are also available for streaming on the web at https://www.hillsboroughcounty.org/en/government/meeting-information/hillsborough-television/watch-live. In late 2017 the MPO began uploading recordings of all MPO Board meetings to its YouTube Channel, available at https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w, although there is some lag in receiving and uploading these recordings. Starting in mid-2018, the MPO will also begin recording and uploading Transportation Management Area (TMA) Leadership Group meetings to its YouTube profile.

The MPO advertises public hearings in newspapers of general circulation such as the Tampa Bay Times, and *tbt. As appropriate and depending upon the project, the MPO may also place advertisements in newspapers with minority audiences, such as La Gaceta and the Florida Sentinel Bulletin, or in smaller community weeklies. The MPO may also provide information about MPO services and the availability of language services to LEP populations through non-English language radio and television advertisements.

**Distinction Between Public Hearings and Public Meetings**

<table>
<thead>
<tr>
<th>Plan or Program</th>
<th>Frequency of Public Hearing</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRTP Adoption</td>
<td>At least once every five years</td>
</tr>
<tr>
<td>LRTP Amendment</td>
<td>As needed</td>
</tr>
<tr>
<td>TIP Priorities and Final Adoption</td>
<td>Yearly</td>
</tr>
</tbody>
</table>
Public hearings must be advertised, and the public must have a reasonable time to comment on the item under consideration at the hearing. Generally, the timeframe for public comment on items under consideration at a public hearing is longer than the timeframe at a public meeting. For instance, adoption of the TIP Priorities and TIP Final Program require a 30-day public review period, public advertisement, and a public hearing. TIP Amendments require a 21-day review period, no public advertisement, and are generally considered at a public meeting. Additionally, an official transcript or record of comments must be kept for a public hearing.

Public hearings and meetings require that anyone who wishes to speak has the opportunity to do so, although the time to speak may be limited and a request may be made that speakers with similar messages consolidate those messages.
CHAPTER 6: Public Participation Procedures

The MPO will adhere to the following procedures to ensure public participation in the transportation planning process.

Public Participation Plan

The MPO makes every attempt to coordinate its public participation process with state and local governments to enhance public consideration of the issues, plans and programs. A new or updated PPP will be produced at least once every two years so as to continuously improve our outreach strategies to encourage public participation.

Adopting or amending the PPP requires a 45-day public review and comment period and includes:

- A legal advertisement placed in the aforementioned media outlets, thereby initiating the 45-day public review period;
- Notice of the public review and comment period is posted on PlanHillsborough.org;
- The PPP Draft is made available on PlanHillsborough.org under “Current Projects and Drafts,” as well as in the Planning Commission Library during regular business hours, for at least 45 days prior to MPO consideration;
- A post is made to the Hillsborough MPO’s social media accounts with a link to the PPP Draft;
- Formal presentations are made to the MPO Advisory Committees (CAC, TAC and Policy at a minimum) as an Action Item on the Agenda for review and comment prior to MPO Board consideration;
- Public comments will be accepted at each MPO Board and Advisory Committee meeting, and forwarded to the Board prior to adoption;
- Reviews and comments will be solicited from FDOT and other interested partner agencies.

The PPP will be evaluated and reviewed at least once every two years by MPO staff, Advisory Committees and the MPO Board. This process assures that the process complies with all statutory requirements, encourages complete and continued participation from all interested parties, and that it adapts in response to changing technologies, outreach strategies, and effectiveness results. A PPP Measures of Effectiveness (MOE) report will be presented to the MPO and its CAC, TAC, Policy, and TDCB committees at least once every two years. The MOE will summarize the MPO’s participation activities, measure the effectiveness of the MPO’s public engagement over the past two years, and analyze the results to inform recommendations for continued improvement. Comments received will be reproduced in the MOE presentation to the MPO for consideration.
The PPP frames the MPO’s approach to involving the public in its decision-making. Specific public outreach strategies may be pursued for individual projects. Such strategies may be tailored to fit unique circumstances or project requirements, but will conform to the PPP.

**PPP Amendment**

For major amendments, updates, or new PPP documents, the procedures listed above will be followed. Minor changes and additions between LRTP update periods will be implemented through the advisory committee process. The appendices are provided for information and are not subject to amendment requirements. Public comment on the PPP will be taken at any time, considered, and implemented with the bi-annual review, as appropriate. Creative suggestions are encouraged throughout the process.

**Long Range Transportation Plan**

The LRTP identifies transportation improvements necessary to maintain adequate mobility and accommodate anticipated growth. The LRTP includes a comprehensive listing of highway, public transit, bicycle, pedestrian and freight movement needs, and identifies cost affordable projects through a 20-year horizon. Major public participation tools are noted in Appendix B of this document.

Federal legislation requires the LRTP development to incorporate consultation with state and federal environmental protection, tribal government, wildlife management, land management, and historic preservation agencies. The MPO accomplishes this through Florida’s Efficient Transportation Decision Making (ETDM) process, which uses a web-based tool to solicit comments and provide information and map data to affected agencies. Other procedures include:

- Coordination with FDOT, HART, the jurisdictions and other partner agencies throughout LRTP development;
- Extensive public involvement plan developed and executed to provide early and continuing opportunities to participate in the development of the LRTP;
- Coordination with American Indian entities such as the Seminole Tribe of Florida, through contacts furnished by tribal governments and FDOT (these are listed in Appendix G);
- Concerted efforts to identify and engage groups and areas which may have been under-represented in the past (e.g., low income, minority, LEP, and disabled populations);
- MPO newsletters, web posts, social media, direct mail, email blasts and ads in newspapers are used at various points to notify the public of participation opportunities;
- Key technical documents posted for public review and comment on PlanHillsborough.org;
- The Draft LRTP is posted on the PlanHillsborough.org and available in the Planning Commission Library for public review during regular business hours;
• A 30-day public review and comment period as required, followed by a Public Hearing for MPO adoption of the LRTP;

• A good faith effort is made by posting signs, direct mail, or other means to inform the affected areas and notify parties potentially affected by the proposed LRTP;

• Two newspaper advertisements placed:
  ○ The first announcing the 30-day public review period and announcing the upcoming Public Hearing,
  ○ The second for the 10-day notice of the upcoming Public Hearing;

• Notice of the public review period and Public Hearing posted on the PlanHillsborough.org website;

• Formal presentations made to the MPO advisory committees as an Action Item on the Agenda for review and comment before the MPO Board considers adoption;

• In-person, written and electronic public comments accepted at each MPO Board and advisory committee meeting;

• Soliciting review and comment by FDOT, HART, local jurisdictions, and other partner agencies;

• Adoption by a roll-call or hand-counted vote of the MPO.

LRTP Amendment

An amendment is a major revision to the LRTP, such as adding or deleting a project, a major change in project costs, initiation dates, and/or design concept and scope, such as changing project locations or the number of through traffic lanes. Changes to the LRTP on projects included only for illustrative purposes do not require an amendment.

An amendment requires public review and comment, demonstration that the project can be completed within expected funding, and where appropriate, a finding that the change is consistent with federal transportation air quality conformity mandates. The following outlines public participation procedures for an LRTP Amendment:

• A 15-day public review and comment period is required followed by a Public Hearing for an LRTP Amendment;
• One legal advertisement is placed announcing the 15-day review period, availability of the proposed LRTP Amendment on PlanHillsborough.org, and announcing the upcoming Public Hearing;

• Notice of the public review period and Public Hearing is posted on PlanHillsborough.org;

• The proposed LRTP Amendment is posted on PlanHillsborough.org and is available in the Planning Commission Library for public review during regular business hours for at least 15 days prior to MPO consideration;

• Formal presentations are made to the MPO advisory committees (CAC, TAC and Policy Committee at a minimum) as an Action Item on the Agenda for review and comment before the MPO Board considers adoption;

• In-person, written or electronic public comments are accepted at each MPO Board and advisory committee meeting;

• Evaluate and document whether any adverse social, economic, and environmental impacts to the community at large and to the underserved population, in particular, would result from implementation of the amended or updated plan;

• Review and comment by FDOT, HART, local jurisdictions, and other interested partner agencies is solicited.

**LRTP Administrative Modification**

An administrative modification is a revision to the LRTP for minor changes to a project including project phase costs, funding sources, and/or initiation dates.

An administrative modification requires neither public review and comment, demonstration that the project can be completed based within expected funding, nor a finding that the change is consistent with federal transportation requirements. LRTP administrative modifications are executed as follows:

• No public review requirement;

• Approved by the MPO Executive Director;

• LRTP document is modified and posted on PlanHillsborough.org.
Transportation Improvement Program

Revised annually to incorporate those projects in the LRTP having the highest priority and an ability to be funded, the TIP contains all transportation projects programmed for the upcoming five fiscal years. Projects are grouped by jurisdictional responsibility, which indicates the year, funding source and levels for each phase of the project. From a policy perspective, the TIP is particularly important in that it establishes the priorities for scheduling improvements to the Strategic Intermodal System (SIS), including freight and Intelligent Transportation System (ITS) strategies, federal Interstate highway system, local roadways and MPO priorities concerning transit, pedestrian- and bicycle-friendly environments, and transportation demand management programs. The MPO updates its priorities every year and includes them in the TIP document.

Federally funded projects and most state funded projects must be included in the TIP, and are subject to MPO approval. Locally funded projects are included for informational purposes and are not subject to MPO approval.

When an updated TIP and new priorities are proposed, a Public Hearing is held to adopt them. The new priorities are used by FDOT for programming the new fifth year to be integrated into FDOT’s Work Program. The MPO adopts the updated TIP at a Public Hearing held the following summer to meet the July 15th state deadline for submittal each year. Steps in the process include:

- Coordination with FDOT, HART, local jurisdictions, and other partner agencies throughout TIP development;
- A 30-day public review and comment period before the TIP Public Hearing;
- Newspaper advertisements are placed to provide a 10-day notice of the TIP Public Hearing,
- Notice of the Public Hearing is also posted on PlanHillsborough.org;
• The Draft TIP document is posted on PlanHillsborough.org and available in the Planning Commission Library for public review during regular business hours for at least 30 days prior to MPO consideration;

• A good faith effort is made by posting signs, direct mail, or other means to inform the affected areas and notify parties potentially affected by the proposed TIP;

• Formal presentations are made to the MPO advisory committees as an Action Item on the Agenda for review and comment before the MPO Board considers adoption of the TIP;

• In-person, written and electronic public comments are accepted at each MPO Board and advisory committee meeting;

• Review and comment by FDOT, HART, local jurisdictions, and other interested partner agencies are solicited;

• The TIP is published annually and posted on PlanHillsborough.org. In addition, the website features an interactive version of the TIP that allows users to search and map individual projects listed in the document.

TIP Amendment

A TIP Amendment is a major change to the TIP, including: adding or deleting a project; changes in project phase costs, initiation dates, and/or design concept and scope, such as changing project locations or the number of through traffic lanes; or a cost increase greater than 20% and $2 million. An amendment requires public review and comment and re-demonstration of fiscal constraint. The following outlines public participation procedures for a TIP Amendment:

• A public review and comment period will coincide with the formal presentations made to the MPO advisory committees (at a minimum CAC, TAC and Policy Committee) as an Action Item on the Agenda for review and comment before the MPO consideration, which includes posting
on PlanHillsborough.org one week prior to the CAC meeting (the first of these committee meetings each month, ordinarily occurring at least three weeks before the MPO meeting);

• In-person public comments are accepted at each MPO Board and advisory committee meeting;

• Review and comment by FDOT, HART, local jurisdictions, and other interested partner agencies are solicited, with public discussion opportunities among agencies at the TAC meeting;

• Approved by a roll call vote of the MPO Board;

• Amended TIP document is updated and posted on PlanHillsborough.org.

TIP Administrative Modifications

A TIP modification includes minor changes to an already adopted project’s costs or to the cost of a project phase; minor changes to funding sources; changes to the initiation dates within the same fiscal year; changes to projects that are not federally funded; changes to information and projects included for illustrative purposes only; changes to information outside of the TIP period or not required to be included in the TIP per federal regulations; or changes to correct simple or data entry errors. Administrative modifications are executed as follows:

• No public review;

• Approved by the MPO Executive Director¹;

• TIP document is modified and placed on the PlanHillsborough.org website.

Annual Listing of Obligated Projects

To make the project funding process as transparent as possible, no later than 90 days after the end of the program year (i.e., the fiscal year ending September 30th), in combination with FDOT, HART and other public transportation operators, the MPO develops a list of projects in

¹ Federal Aid Technical Bulletin 10-03 from FDOT’s Federal Aid Office
Hillsborough County – including bicycle and pedestrian projects – for which federal transportation funds were obligated (i.e., funds contractually committed to a project) in the previous program year. Based on the TIP, the list describes the project by name, to/from limits, type, funding source, and amounts obligated to specific project phases. The MPO posts this information each year on PlanHillsborough.org.

Air Quality Conformity Determination

Hillsborough County has attained air quality standards for ozone (a contributor to smog), and therefore, is not required to determine whether its Plan will have an adverse impact on air quality, an analysis known as a conformity determination.

Unified Planning Work Program

The UPWP defines the transportation planning activities and products to be developed by the MPO and other transportation planning agencies for a two-year period. Updated bi-annually, it is the basis for allocating federal, state, and local funds for transportation planning activities.

UPWP public participation opportunities are included in the process as follows:

- The UPWP requires a 30-day public review and comment period;
- A UPWP Draft will be available by March 15th for transmittal to FDOT and federal agencies;
- Notice of the public review period to be posted on PlanHillsborough.org;
- The UPWP Draft is posted on PlanHillsborough.org under “Draft Publications” at least 30 days prior to MPO consideration;
- Formal presentations to the MPO advisory committees (CAC, TAC and Policy Committee at a minimum) as an Action Item on the Agenda for review and comment before the MPO Board considers adoption;
- In-person, written or electronic public comment is accepted at each MPO Board and advisory committee meeting.

UPWP Revisions

Revisions to the UPWP involving FHWA and FTA funds fall into two categories:

1. Modifications: do not change the FHWA approved FHWA and FTA budget or scope of the FHWA funded work tasks.

2. Amendments: change the FHWA approved budget, change the scope of the FHWA funded work tasks, or add or delete a work task.

UPWP Modifications are executed as follows:
• Notify the District MPO Liaison and the FHWA within the consultation process prior to its execution by the MPO (no approval is required);
• No public review requirement;
• Approved by the MPO Executive Director;
• The revised UPWP is posted on PlanHillsborough.org.

UPWP Amendments must be approved by the FHWA. Since the UPWP is updated bi-annually, there is likely to be at least one amendment when state and federal budgets are approved each year. The Hillsborough MPO will provide opportunities for public review and comment of UPWP amendments as follows:

• Draft UPWP Amendment is posted on PlanHillsborough.org with the meeting packets at least seven days prior to each meeting;
• Formal presentation to the Policy Committee for recommendation to the MPO Board;
• In-person, written or electronic public comment to be accepted at each MPO Board and advisory committee meeting;
• Final approval by the MPO Board.

Transportation Disadvantaged Program

Established by the Hillsborough MPO in 1990, the Transportation Disadvantaged Coordinating Board (TDCB) serves as the Local Coordinating Board (LCB) for Hillsborough County in order to guide and coordinate transportation services with the goal of improving quality of life for:

• Children who are at high risk;
• The elderly;
• Those who have physical or mental disabilities; and
• Low income or economically disadvantaged.
Public participation is a priority as outreach is targeted to people in our community most in need of services. Created by the TDCB’s Outreach & Awareness subcommittee, the *Ride Guide* is a great example of outreach material consolidating relevant information for the transportation disadvantaged in Pasco, Pinellas, and Hillsborough Counties. An annual evaluation of the Sunshine Line (paratransit service) is conducted by the TDCB, including a direct-mail survey of more than 8,000 customers of the service. Other forums and public engagement opportunities are used to continue public involvement throughout the year.

In consultation with the Sunshine Line, our Community Transportation Coordinator (CTC) and TDCB, the MPO develops and annually updates a Transportation Disadvantaged Service Plan. The TDSP is developed in a manner that assures the local planning agencies responsible for preparing comprehensive plans have the opportunity to review and comment on it. The TDSP must be consistent with applicable local government comprehensive plans, the Long Range Transportation Plan, transit development plans, and other local, regional and state transportation plans. The TDCB’s Planning subcommittee, which includes representatives from HART and FDOT, provide input throughout the plan’s development. The Planning Commission is also given the opportunity to review and provide comments. Once the TDCB approves the plan, the MPO Board reviews and approves the Plan before it is forwarded to the Florida Commission for the Transportation Disadvantaged (CTD) for certification.

According to the CTD Handbook, the TDSP planning process must allow representatives of public, private and non-profit transportation; human services providers; and the public to participate.
Stakeholders may include:

- **Transportation planners and providers** – area transportation planning agencies; public transit and ADA transit providers; and private transportation providers such as brokers, taxi operators, vanpool providers, ride-share providers and intercity bus operators.

- **Passengers and advocates** – existing and potential riders; protection and advocacy organizations; representatives from independent living centers; advocacy organizations working on behalf of targeted populations.

- **Human service partners** – agencies that administer health, employment or other support programs for targeted populations; job training and placement agencies; housing agencies; health care facilities; and mental health providers.

- **Others** – emergency and security management agencies; tribes and tribal representatives; economic development organizations, faith-based and community based organizations; representatives of the business community (employers); appropriate local or state officials and elected officials; and school districts.

**Title VI Checklist**

The MPO is in the process of developing a checklist for interacting with Communities of Concern. This internal process is intended to identify Communities of Concern surrounding project areas, and proposes different steps depending on the demographics of the area for how meetings should be conducted. For instance, a Community of Concern that contains low-income populations may more easily access a meeting held after business hours.

**Other MPO Plans & Studies**

The MPO often prepares plans and studies focusing on particular sub-areas, corridors or specific project areas. These may be carried out by staff and/or consultants, and the scope and level of detail of such products can vary greatly, as can the level of public involvement and engagement technique. There are no set requirements but the MPO makes a practice of engaging the community in such plans and studies early and continuously. The MPO strives to identify affected parties and invite them to collaborate as stakeholders.

Ideally, constituents will be invited to participate throughout the process and help shape the plan or study by:

- Identifying the issues or problem statement;
- Defining goals, objectives and prioritization factors;
- Developing alternative solutions;
• Reaching a consensus on the preferred alternative; and
• Reviewing and commenting on draft plans and studies.
• At a minimum, the MPO will provide timely notification of all such plans or studies as they develop in draft form, and allow the public ample opportunity to review and comment on them before being adopted or approved by the MPO. Staff will forward all relevant comments to the MPO board prior to acting, along with a synopsis and response to all pertinent issues.
CHAPTER 7: Strategies

Beyond meeting state and federal requirements, the PPP outlines strategies employed by the Hillsborough County MPO to further encourage public participation and be responsive to the unique needs of the community. Given that the specific needs of the community are prone to changing rapidly, the MPO exercises discretion in implementing the strategies outlined below on an as-needed basis.

Telling Our Story

Telling our story in a language and manner that is both understandable and meaningful to the public is a necessary strategy, given the diversity of the community being served. Framing our story from the perspective of the audience makes MPO plans and programs more relevant to people and greatly encourages their participation. For example, ‘traffic’ is a relatable concept for many people, whereas ‘congestion management process’ may not be readily understood by the general public. Explaining technical and complex transportation concepts in understandable and relatable terms has been, and continues to be, a point of emphasis for the Hillsborough County MPO.
Being Cooperative and Creative

Using pictures and other visual aids to tell our story is an excellent way to make planning more relatable. Creative marketing approaches for advertisements and collateral pieces helps us to effectively communicate messages to those affected by planning projects. Advanced techniques, such as still-photography or animated simulations, make it easy for citizens to visualize future transportation projects and imagine how they may be affected.

Involving the Community

Public participation is a mission, not simply a requirement. The MPO supports the following public participation goals in order to encourage community involvement:

Visibility

Raise the awareness of the MPO as a leader in transportation planning for Tampa, Temple Terrace, Plant City and Hillsborough County.

Engagement

Involve the public in every phase of the transportation planning process.

Notification

Notify the public when key decisions are being made and provide opportunities for comment.

Responsiveness

Ensure that issues raised by the public are explicitly considered and that a timely and appropriate response is provided.

Communication

Ensure that all communication media and MPO plans are presented in a format understood by partner agencies and the public.

Resourcefulness

Be creative - optimize and effectively use resources dedicated to public participation.
**User-Friendliness**

Provide user-friendly collateral materials, and communicate in a clear, credible, concise and consistent manner. Where appropriate, use visualization techniques to describe plans consistent with a citizen’s perspective.

**Ease**

Make it easy for all citizens to get involved and be heard.

**Access**

Proactively reach out to inform and engage populations that have been under-represented in transportation decision-making.

**Compliance**

Meet or exceed the spirit, intent and requirements of local, state and federal statutes and regulations.

**Capturing All Input**

Public commentary comes from myriad sources, including e-mail correspondence, both scientific and informal polls, remarks offered at community meetings, or statements entered into the record at advertised public hearings.

MPO planners, therefore, must ensure that all such comments are captured and that no input is ignored. Staff and consultants will make concerted efforts to document and synthesize all comments, regardless of source, so that the MPO board can give full consideration to all issues raised by the public, and respond appropriately.

MPO staff and consultants employ tools and standard procedures to retain and manage public commentary, including:

- Minutes and summaries of all regular MPO and committee meetings to keep track of public speakers and record comments;
- Annual logs to document all MPO public outreach events and meetings, documenting the date, location, number of participants, any issues raised, and whether the event was held in an Environmental Justice area;
- Annual logs of MPO publications and brochures, showing the number of copies produced and their distribution;
- All e-mails sent to [mpo@plancom.org](mailto:mpo@plancom.org) are forwarded to the appropriate staff for a response, and are copied to a digital folder to facilitate their compilation and synthesis;
• Public comment compilers are used to log and transcribe comments and attachments, such as scanned letters; track major topics addressed by the commenter, such as mode of transportation, and whether the commenter favors or doesn’t favor investing in that mode; and produce standard reports;

• Social media and networking sources are increasingly popular forms of communication. Input received through such sources may be compiled through the use of archiving software to facilitate records retention and searches for particular people, topics or conversational threads across different platforms. The MPO has a policy governing the appropriate use of such social networking/media, included as Appendix H; and

• Virtually every plan or study initiated by the MPO has a public engagement component. The specific techniques will vary, but MPO staff and/or consultants are tasked with compiling public comments and documenting how collected input affected the outcome of the particular plan or study. All major plans, studies and reports should feature a section entitled “What We Heard” from the public and how that affected the outcome. Appendix F provides sample language for scopes of work to capture public input, as well as to document an explicit MPO response.

Members of the public are consulted in the development of the Public Participation Plan. The draft of the document is posted on PlanHillsborough.org for 45 days, and linked on the agency’s social media and Current Projects & Drafts website sidebar. A review copy is placed in the library, and the document is revised per comments from MPO committees. Beginning in 2018, the agency is also providing review copies to non-transportation planning professionals for review. This is to ensure that the document is accessible to a range of individuals interested in the public participation component of transportation planning.

Written comments and correspondence are treated as public records and are subject to disclosure under Florida’s Sunshine Laws. They are archived and kept for a number of years per Florida’s public records retention requirements.
Collaborating with Partners

Public outreach can often be a time-intensive, costly endeavor. The MPO, therefore, strives to reduce redundancies and ensure cost-effectiveness by collaborating with other entities to expand its outreach efforts and effectively engage the public. For example, MPO workshops are frequently joint efforts held in collaboration with other public agencies and non-governmental organizations. Economies can be achieved through joint promotion and cost-sharing agreements to facilitate the process of hosting workshops, meetings and public events. Some strategies utilized to improve cooperation and coordination with our agency partners are included below:

- Collaborating more closely with agency partners on documents, such as the LRTP, TIP, and FDOT District 7 Work Program;
- Ensuring consistency between FDOT District 7 design plans and MPO-adopted or proposed LRTPs, TIPs, etc.;
- Requesting complete information from FDOT on projects included in the TIP;
- Designing educational materials with input from the public regarding the best methods for explaining project development processes in plain English; and
- Updating collateral public message materials as they become available.

Making Use of Technology

Internet access and the use of social networks to communicate are increasingly prevalent. The MPO has taken advantage of technology to inform the public about our plans and programs. New forms of communication technology allow the MPO and the public to engage in a two-way dialogue. “Crowdsourcing” or Web 2.0 technology will enable the MPO to fashion plans in an even more collaborative, rather than reactive, manner. Crowdsourcing platforms allow for communal problem-solving in real time, where users may interact both with the MPO and with each other. Other internet-based tools, such as wikis, webcasts, photo inventories and online dialogues, also allow users to develop documents collaboratively. These can be used, for example, to draft corridor plans with direct input from community representatives.

Mobile devices, such as smartphones and tablets, are also increasingly prevalent hardware. Such technology will enable the MPO to continue delivering its messages directly to interested parties and obtain immediate feedback. These forms of communication, however, are not
without their nuances. One unique caveat to using these new forms of communication is that all messages sent or received are considered public records, and are thus subject to Sunshine Law requirements governing retention and disclosure. Moreover, board and committee members are cautioned against using these new media to communicate among themselves on topics likely to be discussed in public meetings. (See Appendix D for excerpts from Florida Attorney General’s Advisory Opinion AGO 2009-19).

In response to a recommendation made by the Department of Transportation in the MPO’s 2017 Federal Certification Review, the MPO has launched an online guide of common transportation acronyms. The Transportation Acronym Guide (TAG) is available online at http://www.planhillsborough.org/mpo_glossary/. This guide is also available in document form and attached to this document as Appendix A. To promote this product, the MPO posted it under its Current Projects & Drafts list on PlanHillsborough.org and made an announcement on social media.

Involving Diverse Constituencies

The public comprises a wide array of people with different interests, backgrounds, and mobility options. The Hillsborough MPO recognizes that not everyone has the time, ability, or motivation to directly participate in transportation planning. In what follows, some constituencies are identified which may pose, or endure, significant challenges to participating in public outreach efforts. Each is listed and specific strategies are discussed which may address those challenges.

- **Private sector transportation providers and freight stakeholders** have limited time when it comes to transportation planning. They seek immediate relief to problems that directly affect their drivers and impose costs on their operations. Slow-downs caused by bottlenecks, turn-movement restrictions, or other problems amenable to relatively short-term, low-cost solutions are “low-hanging fruit” that can attract the interest of freight stakeholders. Umbrella groups, such as the Florida Trucking Association, and proxies, such as Port Tampa Bay, can sometimes represent these interests. Inviting freight stakeholders and private transportation providers to annual summits and/or regional meetings to enlist their help in identifying freight and goods movement problems and solutions may be preferred in lieu of monthly meetings. Telephone interviews are another way to obtain their input on specific issues or plans.

- **Persons with mobility impairments** often have difficulty traveling to meeting locations. Specialized transportation such as wheelchair lift-equipped vans, provided by the Sunshine Line, may have to be scheduled to pick them up and return them home. Another option is to attend events where there are likely to be a large number of disabled persons in attendance, and/or organized by groups that speak for the disabled.

44
- **Children and students** make up a significant portion of the non-driving public. Consequently, they are major users of bicycle and pedestrian networks. Getting involved with Boys and Girls Clubs, scouts, school and PTA activities such as “teach-in” events is one way to get input from them and their parents or teachers.

- **Low income individuals and minorities** often have limited involvement in transportation planning. They may not have access to a vehicle, not be aware, or not have time to go to a meeting about transportation. Outreach can be extended to these groups through gatekeepers, including churches, neighborhood groups or community fairs, and has proven to be effective in obtaining input from these constituents.

- The MPO maintains a growing inventory of **community groups which represent or work with protected or vulnerable populations**. The inventory indicates whether the group or organization represents the perspective of one or more of the six demographic criteria used to identify Communities of Concern. The MPO will use the inventory for the 2045 Long Range Transportation Plan, among other plans and projects, to ensure adequate involvement of these communities in the planning process. The inventory is updated regularly and is included in this document as Appendix J.
CHAPTER 8: Evaluation

Measures of Effectiveness

Evaluation is necessary to determine the effectiveness of the PPP. Being responsive to the public raises questions, such as: *To what degree is the community participating in public involvement opportunities? Are we reaching our target audience and key constituencies?* and, *Are MPO documents effective and informative tools for public awareness?* Answers to these questions can be determined through an analytical evaluation process. New and improved strategies and techniques can be developed to improve the overall performance of the public involvement process. The following are Measures of Effectiveness (MOEs) considered in the bi-annual evaluation of the PPP. Several new evaluation criteria have recently been added to the existing measures – these new measures appear in blue.

Measuring Visibility & Productivity

- Number of MPO publications produced;
- Number of MPO newsletters and brochures distributed, such as Bicycle Suitability Maps, Ride Guides and Citizens Guide to Transportation Planning, etc.;
- Number of newspaper advertisements and public notices placed in publications with minority audiences;
- Media inventory of newspaper articles, television and radio coverage;
- Number of CCC brochures distributed;
- Number of TMO sponsored maps distributed, as well as any other sponsorship or advertisement opportunity;
- Number of meetings broadcast on Hillsborough County Television; and
- Number of publications available on PlanHillsborough.org, at a minimum to include the LRTP, TIP, and an annual list of obligated projects.

Measuring Participation Opportunities

- Number of MPO public forums, workshops and community meetings at which displays, presentations, discussions and feedback occurred;
• Number and origin of participants at such public forums, workshops and community meetings;

• Number of persons invited to attend meetings;

• Number of participants at public forums, workshops and community meetings held in historically underserved areas or with such populations;

• Number of participation opportunities offered to American Indian entities, such as the Seminole Tribe of Florida;

• Number and origin of participants at monthly MPO and committee meetings;

• Number of persons on the MPO mailing list receiving regular agendas; and

• Number of draft plans, reports, other preliminary documents or surveys posted to PlanHillsborough.org for public comment.

Increasing Public Participation Efforts with Minorities, Low-Income Individuals, & the Transportation Disadvantaged

• Ensuring the PPP report details representative public engagement;

• Developing maps with updated, community-specific demographic and socioeconomic data within the MPO’s geographic boundaries at the census tract, block group or zip code level; and

• Listing all MPO committee members’ demographic data, including race, ethnicity, age, and whether or not they are disabled.
Measuring Public Interest & Feedback

- Number of returned electronic comment forms provided to members of the public after receiving staff assistance;
- **Total number of interactions at public outreach events and meetings**;
- Number of verbal comments received at open forum discussions, public hearings and at any other opportunities for public interaction;
- Number of phone, fax, mail and email inquiries or comments cards received;
- Number of visitors to [PlanHillsborough.org](http://PlanHillsborough.org);
- Types of tools and technologies employed at public outreach events and meetings; and
- Seeking feedback that is immediate and project specific.

Measuring Input Results

- Number of issues identified through public input and responded to by the MPO; and
- Documented revisions to plans based on citizen input.

Refining PPP Process

- Periodic reviews of whether PPP presentations and documents are accessible to the public;
- Update the PPP in conjunction with, and at the outset of, each LRTP update; and
- Recommendations to enhance the PPP.

Using these measures, the PPP MOE is akin to a report card on the MPO’s Public Participation Plan. The report is presented to the MPO Board every other year, posted on the MPO website, and lays the groundwork for continuous improvement to the MPO’s public outreach and engagement.
Board & Committee Agenda Item

**Agenda Item**
Safe Routes to School Education Support Letter

**Presenter**
Lisa Silva, MPO Staff

**Summary**
For a number of years, FDOT has provided some financial assistance for walk/bike safety education and outreach. With this assistance, MORE Health and St. Joseph’s Hospital have had very proactive and dynamic educational programs in elementary schools in Hillsborough County.

FDOT has proposed to change its policy at the statewide level, eliminating Safe Routes to School program funding for educational programs.

The School Transportation Working Group has requested that the MPO send a letter to FDOT about continuing the funding assistance. The MPO’s Policy Committee has reviewed and supported the letter.

**Recommended Action**
Approve transmittal of the attached draft letter

**Prepared By**
Beth Alden, MPO Director

**Attachments**
Draft letter
June 12, 2018

Ms. Sarita Taylor
Safe Routes to School Coordinator
Florida Department of Transportation
605 Suwannee Street, M.S. 53
Tallahassee, FL 32399-0450

Re: Safe Routes to Schools Educational Program Funding

Dear Ms. Taylor:

The Hillsborough Metropolitan Planning Organization (MPO) is committed to improving safety for all students in the Hillsborough County School District. It added a seat to its board for an elected member of the school board, and created a School Transportation Working Group to identify opportunities to enhance the safety and comfort of getting to and from school.

The Hillsborough MPO is also concerned about the large number of traffic fatalities in our county. The life and health of our community members have utmost priority, and children, the elderly, the minority population, and people in low-income communities face a disproportionate risk of traffic injuries and fatalities. The MPO has adopted a Vision Zero policy, and created a partnership around a Vision Zero Action Plan that aims to achieve zero fatalities or serious injuries in the long term.

Educating the public about pedestrian and bicycle safety, and everyone’s collective responsibility thereto, is an essential part of reducing fatalities and serious injuries. MORE Health and St. Joseph’s Children’s Hospital provide walk/bike safety education to elementary school students in our county, and a program for high school students is currently under development. They are also our Vision Zero Coalition partners.

MORE Health and St. Joseph’s Children’s Wellness and Safety Center have been beneficiaries of FDOT’s Safe Routes to School (SRTS) Program funding. With SRTS Program financial support, MORE Health has taught 50,500 students, one class at a time, since 2007. Also with SRTS support, St. Joseph’s Children’s Wellness and Safety Center reaches over 35,000 children annually. This year alone, St. Joseph’s Children’s Wellness and Safety Center offered forty-four bike clinics at elementary schools, seventeen bike clinics at middle schools, and procured five bike trailers containing 135 bikes for SRTS instruction at Hillsborough County schools.

Additionally, both MORE Health and St. Joseph’s Children’s Wellness and Safety Center participated at numerous Hillsborough County Public School and other community meetings and events, to teach bike and pedestrian safety and to collaborate on safety education and outreach. Examples include the Back to School Fair, Community Transportation Safety Team Meetings, MPO School Transportation...
Working Group Meetings, the Back to School Bash at Tampa Convention Center, and the Gasparilla Children’s Parade and Bike Safety Rodeo.

In order to help us achieve our Vision of Zero bike and pedestrian fatalities in Hillsborough County, Hillsborough MPO requests that SRTS funding for educational programs is preserved. We hope FDOT will continue to partner with MORE Health and St. Joseph’s Children’s Wellness and Safety Center in spreading the word about traffic safety for our students and community members.

Sincerely,

Beth Alden, AICP
Executive Director

Cc: Chris Farkas, Hillsborough County Public Schools
    Peter Hsu, FDOT District 7 Safety Engineer
Board & Committee Agenda Item

**Agenda Item**
Tampa Bay Regional Planning Council Interlocal Agreement

**Presenter**
Allison Yeh, MPO Staff

**Summary**
The Hillsborough MPO, in collaboration with the Pinellas MPO, Pasco MPO, Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7 was selected for the Federal Highway Administration’s Resilience and Durability Pilot Program. The project will be done in support of the 2045 Long Range Plan (LRTP) updates for all three MPO as well as the regional LRTP.

The MPO plans on leveraging the expertise of the Tampa Bay Regional Planning Council (TBRPC) for technical and planning services in support of this project. The TBRPC is the regional expert on inundation and evacuation modeling as well as modeling economic impacts such as transportation effects on gross regional product.

The attached interlocal agreement details the scope of work and deliverables which will be utilized by MPO staff and consultants to complete the FHWA pilot project. The project is anticipated to begin in June 2018 and be completed in 18-24 months.

The MPO Policy Committee has reviewed and approved the proposed agreement.

**Recommended Action**
Approve the TBRPC Interlocal Agreement

**Prepared By**
Allison Yeh, AICP, LEED GA

**Attachments**
TBRPC Technical and Planning Services Agreement
INTERLOCAL AGREEMENT

TECHNICAL AND PLANNING SERVICES IN ASSISTANCE FOR THE TAMPA BAY TRANSPORTATION MANAGEMENT AREA (TMA) LEADERSHIP GROUP FEDERAL HIGHWAY ADMINISTRATION (FHWA) RESILIENCE & DURABILITY TO EXTREME WEATHER PILOT PROGRAM PROJECT

THIS AGREEMENT is made as of MAY 29, 2018 by and between the Hillsborough MPO (hereinafter “MPO”), whose address is 601 E Kennedy Blvd, 18th Floor, Tampa, Florida, 33602 and the Tampa Bay Regional Planning Council (hereinafter “TBRPC”), whose address is 4000 Gateway Centre Boulevard Suite 100, Pinellas Park, FL 33782.

WHEREAS, the MPO is a member of the Tampa Bay Transportation Management Area Leadership Group (hereinafter “TMA”) and serves as the lead agency on the TMA Resiliency & Durability to Extreme Weather Pilot Program Project; and

WHEREAS, TBRPC is also a member of the TMA; and

WHEREAS, the MPO and TBRPC desire to cooperate with each other on a basis of mutual advantage and thereby to provide technical and planning services in support of the TMA Resiliency & Durability to Extreme Weather Pilot Program Project; and

WHEREAS, it is advantageous for the MPO to engage TBRPC, in that there will be a single point of contact for the project of the TMA and improved continuity in organizing activities; and

WHEREAS, TBRPC has experience and resources through its staff and/or contractors to assist the MPO with this work in a cost-effective manner; and

WHEREAS, the MPO is willing to compensate TBRPC for its assistance therewith;

NOW, THEREFORE, IN CONSIDERATION of the above premises, the mutual covenants and agreements contained herein, the parties agree as follows:

I. Purpose. The purpose of this Interlocal Agreement is to specify the responsibilities of the MPO and TBRPC with respect to the provisions of support for the TMA Resiliency & Durability to Extreme Weather Pilot Program Project, as outlined in the scope of work (Exhibit A).

II. Scope of Services. TBRPC will provide the services specified in Exhibit A attached hereto and by reference made a part hereof.

III. Considerations and Payments.
   a. The MPO shall pay TBRPC a total fee as shown in Exhibit A, attached hereto and by reference made a part hereof.
   b. No other costs or expense incurred by TBRPC or on its behalf shall be chargeable to the MPO unless specifically authorized by this Agreement.
c. TBRPC shall prepare and submit invoices to the MPO representing the services completed to date of invoice.

d. The MPO staff shall render approval or disapproval of work performed within ten (10) working days of the delivery of an invoice for such services. Within thirty (30) days after completion of the services described in Exhibit A, TBRPC shall render a final and completed statement to the MPO of all charges for services not previously invoiced.

e. Upon completion of 50% of the service described in Exhibit A, and at other times at the discretion of the MPO, TBRPC and the MPO shall review the expenditures to date. Adjustments to the scope or the total fee may be made by a fully executed Addendum to this agreement.

IV. **Term.** This agreement shall be effective upon final execution and continue for a period of twenty-four months or until completion of services as described in Exhibit A with consent of the MPO Executive Director.

V. **Termination.** Either party may give ninety (90) days written notice of intent to cancel or terminate this Agreement. In the event this Agreement is terminated, TBRPC shall cease work and shall deliver to the MPO all documents prepared or obtained by TBRPC in connection with its services under this agreement. The MPO, upon delivery of said documents, shall pay TBRPC, and TBRPC shall accept as full payment for its services, a percentage of the sum of money as agreed upon in this Agreement that is proportional to the percentage of the total services specified in Exhibit A completed.

VI. **Liability.** Each party shall be solely responsible for its performance under this Agreement and no liability shall inure to the other party for such performance or lack of performance. This provision shall not be construed as any waiver of sovereign immunity by either of the parties.

VII. **Indemnification.** To the limits set forth in section 768.28, Florida Statutes and without otherwise waiving sovereign immunity, TBRPC shall indemnify, defend, and hold harmless the MPO and all of its officers, agents, and employees from any claim, loss, damages, cost, charge, or expense arising out of any act, error, omission, or negligent act by TBRPC, its agents, or employees, during the performance of the Agreement, except that neither TBRPC, its agents, or its employees will be liable under this paragraph for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the MPO or any of its officers, agents, contractors, or employees during the performance of the Agreement.

VIII. **Third Party Beneficiary.** With the exception of the TMA, which is hereby expressly made a third party beneficiary of this Agreement; this agreement is solely for the benefit of TBRPC and the MPO and no right or cause of action shall accrue upon or by reason hereof, to or for the benefit of any third party. Nothing in this Agreement, either expressed or implied, is intended or shall be construed to confer upon or give any person, corporation, or governmental entity or agency, other than the parties hereeto,
any right, remedy, or claim under or by reason of this Agreement or any provisions or conditions hereof.

IX. Severability. A finding that any term or provision of this Agreement is invalid and unenforceable shall not affect the validity or enforceability of the remainder of this Agreement.

X. Governing Law; Venue. The agreement shall be governed by and construed in accordance with the laws of the State of Florida, and venue for any action arising out of or related to this Agreement shall be in Hillsborough County, Florida.

XI. Headings. The headings or captions of sections or paragraphs used in this Agreement are for convenience of reference only and are not intended to define or limit their contents, nor are they to affect the construction of or be taken into consideration in interpreting the Agreement.

XII. Amendment and Waiver. Neither this agreement nor any portion of it may be modified or waived orally. The provisions hereof may be amended or waived only pursuant to an instrument in writing, executed by the MPO and TBRPC.

Agreed by parties through their authorized signatories.

For Hillsborough MPO:

______________________________
Elizabeth Alden
MPO Executive Director

______________________________
Date

For Tampa Bay Regional Planning Council:

______________________________
Sean Sullivan
TBRPC Executive Director

______________________________
5/29/18
Date
“EXHIBIT A”
SCOPE OF SERVICES

Technical and Planning Services in Support of the Resilient Tampa Bay:
Transportation Pilot Program Project (Transportation Management Area (TMA)
Leadership Group Resiliency & Durability to Extreme Weather)

Scope of Work

Introduction

This SCOPE OF WORK describes work to be performed for Hillsborough County Metropolitan
Planning Organization, hereinafter referred to as “MPO” by the Tampa Bay Regional Planning
Council, and hereinafter referred to as “TBRPC”. The Hillsborough MPO has agreed to
administer the interlocal contract for two calendar years beginning on June 1, 2018.

Task and Deliverables

Tasks:

Task 1. – Data Gathering and Coordination
TBRPC, while working with the 3 MPOs and county governments and consultant, will
identify, gather, and process relevant base and functional data sets to provide analysis
involving climate and socio-economic subject matter. The type of data includes (but are
not limited to) high resolution digital elevation, hydrologically connected water data,
and soil data. The source agencies include (but not limited to) Hillsborough County,
Pasco County, Pinellas County, FDOT, NOAA, USACE, USGS, FEMA, U.S. Census, BEBR,
and BTS. In many cases, data sets will have to be processed, synthesized, or modeled by
TBRPC to prepare the proper input for analysis.

Task 2. – Inundation Modeling
TBRPC staff will provide SLOSH-based Surge model outputs and other Sea Level Rise
(SLR) data to support the TMA’s project. TBRPC will provide guidance to the MPO Staff
and the Consultant PM for integrating the analysis into the Study with baseline plus two
horizon years to be determined by the MPO Staff. TBRPC will also provide inland
flooding data using FEMA data and latest county recurring flooding data, as well as
output from Rain Event model.
Task 3. – Economic Impact Analysis:
TBRPC will conduct an economic impact analysis using Regional Economic Models, Inc. (REMI) products. The study will study the impact of sea level rise (SLR), storm surge, and flooding events in the TMA region. The study will focus on horizon years determined by the MPO. The study will address but not necessarily be limited to items such as, depending on scenarios and data availability, the following economic effects:

a. storm clean-up
b. temporary business closures
c. business failures
d. reconstruction
e. mitigation measures
f. economic migration
g. costs of delay

TBRPC will conduct the study utilizing its custom version of Policy Insight and TranSight produced by Regional Economic Models, Inc. (REMI) as well as other analytical tools as needed, such as IMPLAN. With input data provided by the consultant, TBRPC will provide data that quantifies the economic impact of system-wide travel delay in the region’s transportation network, by county. Specific data elements and their format will be determined jointly by TBRPC and the MPO. TBRPC will also employ the use of REMI TranSight analysis application.

TranSight can report out the same outputs as REMI PI+:

- Direct and indirect employment
- Personal Income
- Output
- Gross Domestic Product

In addition, TranSight outputs may include:

- Cost/Benefit analyses of mitigation measures
Task 4. – Stakeholder Engagement, Research and Coordination

TBRPC staff will research and coordinate with county and regional stakeholders, as well engage with stakeholders and Local Mitigation Strategy Workgroups of the counties. TBRPC will act as a liaison and convener of the 3 counties involved in this project along with the consultant, for the duration of project. TBRPC has polling tools available for group engagement if deemed necessary for meeting feedback. TBRPC staff will make “formal” presentations of the study findings to boards and committees as needed, but not to exceed six. Ancillary, presentations may be made at the discretion of TBRPC staff.

Deliverables:

- Primary and supporting data files for Climatological and Socio-Economic Analysis in GDB format
- Memorandum describing Surge, SLR, and Inland Flooding methodology and associated output data files in GDB format
- Consultation (meetings, phone/video conference) on Inundation models
- Memorandum describing economic analysis methodology and associated output data files in Excel or CSV format
- Scheduled meetings of TMA area Local Mitigation Strategy Working Groups and One Bay Resilient Communities Committee and sign-in sheets
- Attendance at meetings of the Hillsborough MPO and partner county advisory groups as needed.
- Formal presentations of the study findings to boards and committees as needed, but not to exceed six. Presentation files in PPTX format.

Schedule of Work
It is anticipated that all tasks and deliverables described above will be completed by January 31, 2020.

Project Cost

<table>
<thead>
<tr>
<th>Task</th>
<th>Cost</th>
<th>Description</th>
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<tbody>
<tr>
<td>Task 1:</td>
<td>$4,189</td>
<td>Data gathering/Coordination</td>
</tr>
<tr>
<td>Task 2:</td>
<td>$12,774</td>
<td>Inundation Modeling</td>
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<tr>
<td>Task 3:</td>
<td>$12,396</td>
<td>Economic Impact Analysis</td>
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<tr>
<td>Lease:</td>
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<td>Transight</td>
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<tr>
<td>Task 4:</td>
<td>$6,627</td>
<td>Stakeholder Engagement, Coordination</td>
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</table>

Total: $45,586
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Annual Update

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
Staff has prepared a draft of the Transportation Improvement Program document for the fiscal year period of 2018/19 – 2022/23. The TIP document includes projects programmed by the Florida Department of Transportation (FDOT) based on priorities adopted by the MPO on June 13, 2017. These priorities were based on the adopted 2040 Long Range Transportation Plan.

Staff has prepared a draft of the Transportation Improvement Program document for the period of October 1, 2018–September 30, 2023. There are several considerations in approving this document, which will be discussed step by step.

**Projects Funded in FY 2018/19 – 2022/23:**

The TIP document shows funding amount and source, fiscal year, and project location and phase for projects funded with state and federal dollars in Hillsborough County during the next five fiscal years. The TIP is coordinated and consistent with FDOT’s Work Program.

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

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

**List of Priority Projects for Future Funding:**

This item also seeks approval to update the MPO Priorities for FY2020-2024, shown in Tables 1 & 2, and was last updated June 2017. The priorities are grouped based on the programs within the 2040 Long Range Transportation Plan (LRTP) and then ranked based on objective criteria in each program. This update adds new projects to the priority list, based on coordination with the local governments and transportation agencies. The projects that have been funded but not yet built can be found in Table 1, where they will continue to be listed until completion. The projects for which funding is needed can be found in Table 2 of the TIP document, which is a separate attachment produced in 11 x 17 format.
Preserve the System, including projects such as:
1. Bridge repair & replacement
2. Road resurfacing
3. Transit vehicle replacement

Reduce Crashes & Vulnerability, including safety and resilience projects evaluated by their effect on:
1. Total, fatal & bike/ped crashes [per centerline mile]
2. Recovery time & economic impacts from flooding or major storm surge

Manage Congestion for Drivers & Shippers, including intersection, signalization, freeway incident management and ITS projects, evaluated by their impact on:
1. Travel time reliability on heavily congested arterials
2. Peak period V/C ratio

Real Choices When Not Driving, including alternatives such as transit, multi-use trails and services for the transportation disadvantaged, evaluated by:
1. Density of jobs and population in 2040 within ¼ mile of proposed transit service
2. Density of jobs and population in 2040 within ¼ mile of proposed trail/side path

Major Infrastructure Improvements, including road and transit capacity projects for economic growth:
1. Key economic spaces (job clusters > 5,000)
2. 2040 jobs served per mile of improvement
3. 2040 delay reduced per mile of improvement

The TIP must be submitted to the Florida Department of Transportation by July 15, 2018. The current schedule calls for a public hearing and adoption of the TIP at the MPO meeting on June 12, 2018.

**Recommended Action**
Recommend approval of the TIP for FY2018/19 – 2022/23.

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
- Link to Draft 2018/2019 Transportation Improvement Program
- TIP Presentation
- Table 2: List of Priority Projects – Candidates for New Funding
- Jurisdiction Priority Letters
TRANSPORTATION IMPROVEMENT PROGRAM

This Year’s Document:
FY 2018/19-2022/23
Effective October 1, 2018 – September 30, 2019

And Priorities for Next Year’s Document

Hillsborough MPO Metropolitan Planning for Transportation
What is the TIP?

- Transportation projects to be funded in the next 5 years
- First 5 years of Long Range Transportation Plan
- Highlights / major changes in the past year
- Shows total cost for all phases of projects
- Reviewed by USDOT when authorizing federal funds
- Locally funded projects are included for information
How is the TIP organized?

- Financial plan – sources & uses of funds
- Project evaluation and selection process
- Highlights / major changes in the past year
- Projects listed by jurisdiction & agency
- Locally funded projects are listed for information and coordination
What’s the MPO’s Role?

- MPO develops priorities for projects, “wish list”
  - MPO has Discretion over ~ $15M/year:
    - Transportation Alternatives (Federal)
    - Surface Transportation Program (Federal)
  - MPO participates in TBARTA regionwide priorities for:
    - Transportation Regional Incentives Program (State)
    - SUNTrail program (State)
- MPO can remove federally funded projects, but not direct how most funding is spent
Where are we?

- MPO last updated priorities: **June 2017**
- **Tentative Work Program** was approved by Legislature and Governor, to be effective **July 1, 2018**
- **MPO to adopt at Public Hearing, June 12, 2018:**
  - Update 5-year TIP, including recently funded projects from FDOT Work Program
  - Update priority list (Table 2), for consideration in the coming year’s update of the FDOT Work Program
- MPO submits TIP to FDOT for Federal and State review by **July 15, 2018**
Sources of TIP Funds

Anticipated funding FY19 – FY23

- Federal $541 million
- State $736 million
- Local* $255 million
- Toll/Bonds $22 million
- TOTAL $1,554 million

*This is only the local funds that are shown in the FDOT work program, such as local match for grants.
## Use of Funds FDOT Work Program by Work Type, FY19 – FY23

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<th>Project Categories</th>
<th>Totals</th>
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<td>Ports/Airports/Rail</td>
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<tr>
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<td>Bridges &amp; Maintenance</td>
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<td>Transit/Transp Demand Mgmt</td>
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<td>PD&amp;E/Planning/Other</td>
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<td>Stand Alone Walk/Bike</td>
<td>$11,853,208</td>
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<tr>
<td><strong>All Modes</strong></td>
<td><strong>$1,554,522,907</strong></td>
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</table>

- **Ports/Airports/Rail**: 25.08%
- **Road Widening**: 14.54%
- **Bridges & Maintenance**: 23.10%
- **Transit/Transp Demand Mgmt**: 11.87%
- **Intersections/Interchanges/Signals/ITS**: 16.88%
- **PD&E/Planning/Other**: 8.04%
- **Stand Alone Walk/Bike**: 0.76%
Percentages of Source Revenues by Work Type by Fiscal Year

Percent Funding by Mode FY15/16 through FY18/19

- Stand alone Walk / Bike
- PD&E/Planning / Other
- Intersections / Interchanges / Signals / ITS
- Transit / Transp Demand Mgmt
- Bridges & Maintenance
- Roadway Capacity
- Ports / Airports / Rail

Legend:
- FY15/16
- FY16/17
- FY17/18
- FY18/19
## Use of Funds: Local Capital Impr. Programs, FY19 – FY23

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<td>Intersections/Interchanges</td>
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<td>Signals/ITS</td>
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<td>Walk/Bike</td>
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<td><strong>Total</strong></td>
<td><strong>$461,333,633</strong></td>
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<table>
<thead>
<tr>
<th>Project Categories</th>
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<tr>
<td>Ports/Airports/Rail</td>
<td>71.39%</td>
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<tr>
<td>Road Widening</td>
<td>6.87%</td>
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<tr>
<td>Bridges &amp; Maintenance</td>
<td>6.32%</td>
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<td>Intersections/Interchanges</td>
<td>4.18%</td>
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<tr>
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<tr>
<td>Walk/Bike</td>
<td>4.40%</td>
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</table>
Allocations of Funds – TA & STP

- Gibsonton Dr at I-75, EB to NB On Ramp (design) $723,630 2021/22
- Big Bend at I-75, SB Off Ramp (Construction) $12 million 2021
- US 41, Pendola Point/Madison to Causeway Imp. (design) $3 million 2023
- HART Replacement Buses $21 million 2019 thru 2023
- HART Equipment Replacements (CAD/AVL) $10 million 2023
- Walk/Bike Safety Improvements $6.3 million 2019 thru 2023
  - George Road
  - Green ARTery
  - Green Spine
  - Kennedy Blvd
  - Florida Ave/Tampa St
  - Hillsborough Ave

Bar Graph:
- Transit 35.18%
- Signals/ITS 39.59%
- Planning/PD&E 2.51%
- Roadway Capacity 13.76%
- Intersections / Interchanges 1.35%
- Bridges & Maintenance 1.63%
- Walk / Bike 5.98%
MAJOR PROJECT HIGHLIGHTS: WHAT’S NEW?
Imagine 2040 LRTP

- Based on *Imagine 2040 Long Range Plan* performance measures:
  - Preserve System
  - Reduce Crashes & Vulnerability
  - Minimize Traffic for Drivers & Shippers
  - Real Choices when not Driving
  - Major Capacity Projects For Economic Growth

- Priority projects that have received funding are listed in Table 1.

- CST – Construction; DSB – Design Build; PD&E – Project Development and Environment Study; PE – Preliminary Engineering; ROW – Right of Way; CAP – Capital Grants; OPR – Operations; SEIS – Supplemental Environmental Statement
Preserving the System

- **Resurfacing**
  - I-75 from CR 672 to Progress Blvd, added CST FY21
  - US 301 from Breckenridge Pkwy/Sligh Ave to I-75, added PE FY19, CST FY21
  - US 301 from Lake St Charles Blvd to Progress Blvd, added CST FY21
  - US 41 from 15th Ave to Bullfrog Creek, added PE FY19, CST FY21

- **Transit**
  - HART Bus Replacements - $4 million added to FY23
  - HART CAD/AVL (Computer Aided Dispatch and Automatic Vehicle Location) Replacements - $10 million to FY23
  - Marion Transfer Station Improvements - $1 million in FY23
  - Compressed Natural Gas Duplex Compressor - $575,000 in FY23

- **Bridge Repair/Improvements**
  - 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

Highlights & Funding Changes This Year
Reducing Crashes & Vulnerability

- George Rd from Dana Shores Dr to Town’n’Country Greenway, added PE FY23
- I-275 from Grace St to W Arch St (cul-de-sac and trailhead), added CST FY19
- Reynolds St from Turkey Creek Rd to Alexander St, sidewalk, added ROW FY20, CST FY22
- Kennedy Blvd from West Shore Blvd to Woodlynne Ave, added PE FY19, CST FY 21
- Florida/Tampa St from Tyler St to MLK Blvd, added PE FY19

Highlights & Funding Changes This Year
Highlights & Funding Changes This Year

Managing Traffic for Drivers & Shippers

- MLK Blvd at 50\textsuperscript{th} St, intersection improvement, added CST FY23
- Hillsborough Ave at Nebraska Ave and 34\textsuperscript{th} St, signal update, added CST FY19
- US 301 at Bloomingdale Ave, added PE FY22-23
Real Choices when Not Driving

- South Coast Trail from Manatee Co Line to SR 60/Adamo Dr, County earmark, added PD&E FY19
- Green ARTery Segments D & E, Lowry Park to 22nd St Park added PE FY19
- Green Spine along Nuccio Pkwy from Nebraska Ave to 7th Ave, added CST FY20
Major Capacity Projects for Economic Growth

- Veteran’s Expressway-SR 60, operational improvements, added DSB FY19
- I-275 from Kennedy Blvd to Lois Ave, added DSB FY19
- I-75 at Big Bend, new NB and SB ramps, added PE FY19
- I-75 NB on ramp from NB US 301 to I-75 NB, added PE FY19
- US 41 from Pendola Point to Causeway Blvd, added PE FY23
- N 62\textsuperscript{nd} St from CSX Intermodal Entrance to N of Columbus Dr, added PE FY19
Highlights & Funding Changes This Year

Tampa Bay Next

- I-275 Howard Frankland Bridge: PD&E underway, increased to $71M Design-Build in FY20
- I-275 / SR60 Interchange: SEIS underway
- I-275 from Lois Ave to Willow Ave: SEIS underway, no construction thru FY23
- I-275 Downtown Interchange: SEIS underway, no construction thru FY23
- I-275 MLK Blvd to Bearss Ave: PD&E on going
- I-4 from Selmon Connector to Branch Forbes Rd: added $33M of ROW, no construction thru FY23
- TBNext Reserve Box, reduced to $20M in FY21 & $48M in FY22
  - On hold till 2019, Design-Build (DSB) anticipated beyond 2023
Interstate Modernization Projects

- Gateway Expressway Project FPID: 43380-1-52-01 & 424501-52-01
- I-275 Pinellas Corridor FPID: 424501-1-32-01
- Howard Frankland Bridge FPID: 4229042 Pinellas; 4229044 Hillsborough
- Westshore Area Interchange FPID: 4335357
- Westshore to Downtown Corridor FPID: 4340452
- Downtown Interchange FPID: 4338212
- I-275 Innovation Corridor FPID: 4318212
- I-4 and Connector FPID: 4317463
- I-75 Northern Corridor FPID: 419235-6
- I-75 Southern Corridor FPID: 419235-5
- Supplemental Environmental Impact Statement (SEIS) Limits FPID: 258337-2
TIP PRIORITIES
FY2020-24
Updating the Priorities

- Tables 1 and 2: MPO’s priorities – last Adopted June 13, 2017
- MPO staff met with jurisdictions & agencies in February
- Jurisdictions provided updated priority letters March 15
- MPO staff provided new draft priority projects and Transportation Alternative (TA) grant applications to FDOT by March 31
- Proposed revisions to priority list presented to MPO committees, April - May
- Public hearing June 12 for final adoption of the TIP for FY2019-2023 and the TIP Priorities for FY2020-2024
Project Priorities

- Based on *Imagine 2040 Long Range Plan* performance measures:
  
  Preserve System:
  Transit state of good repair, bridges, and resurfacing

  Reduce Crashes & Vulnerability:
  Total crashes, bike/ped crashes, and crashes/mile

  Minimize Traffic for Drivers & Shippers:
  Planning Time Index (PTI) and Travel Time Reliability

  Real Choices when not Driving:
  Density rating based on Population Density

  Major Capacity Projects For Economic Growth:
  2040 job density and forecasted traffic congestion, volume/capacity (V/C)
Requests: Hillsborough County

Blue = Funded; Purple = Needs Funding

• I-75/Big Bend Interchange: Added $12M for Off-Ramp Improvements, $5M earmark for design of new On and Off-Ramp Improvements, $48M for ultimate buildout

• Gibsonton Dr at I-75, $649,000 for design, $2M requested for construction

• Movable Bridge Replacements at Platt St and Columbus Dr, $500,000 requested for 2 planning studies

• Vision Zero Corridors Study of 8 of the Top 20 Severe Crash Corridors, $500,000 requested for a planning study

• SR 60 Intersection Improvements, $22M

• 19th Ave NE from US 41 to US 301, $70M for widening, Interchange Justification Study requested
Requests: Hillsborough County

Blue = Funded; Purple = Needs Funding

- Multi-use Trails:
  - Upper Tampa Bay Trail (CST segments A & B, alignment to be determined by County)
  - Tampa Bay Bypass Canal Trail: 34th St at Adamo to Bruce B. Downs ($751,000 for PD&E in FY18, $379,000 for design in FY20)
  - South Coast Greenway: Phases I and III-VI, $2.4M for CST of Phase 1A in FY21, Maydell Bridge Replacement FY22, $500,000 earmark for design along 19th Ave NE)
Requests: City of Tampa

Blue = Funded; Purple = Needs Funding

- Green Spine Cycle Track:
  - Phase 2b: Cass St from Willow Ave to Doyle Carlton (city is funding as part of a stormwater improvement project)
  - Phase 3a: Nuccio Pkwy from Nebraska Ave to 7th Ave (funded for CST FY19)
  - Phase 3b: Nuccio Pkwy from 7th Ave to 13th Ave
  - Phase 3c: 15th St from 13th Ave to 21st Ave
  - Phase 2a: Cass St from Howard Ave to Willow Ave

- Modern Streetcar Extension as a Transit Priority for FTA and State grants/funding based on results of the Streetcar Extension Study
Requests: City of Tampa

Blue = Funded; Purple = Needs Funding

- **Walk/Bike Safety:**
  - El Prado from Omar Ave to Bayshore Blvd, complete street improvements
  - Doyle Carlton Dr at Laurel St, intersection improvements
  - Sulphur Springs Elementary – Safe Routes to School

- **Multi-use Trails:**
  - West River Greenway: Bayshore Blvd to Kennedy Blvd and Blake High School to Columbus Dr, alignments/limits needed
  - South Tampa Greenway: Picnic Island Park to Manhattan Ave, MacDill AFB easement agreement extension needed
  - Green ARTery (Segments D & E): 22nd St Park to Lowry Park (design funded, $310,000 requested for construction)
Requests: Plant City

Blue = Funded; Purple = Needs Funding

• W Sam Allen Rd: N Alexander St to Paul Buchman Hwy/SR39 (widen to 4 lanes $7.12M)

• Intersection Improvements:
  • S Park Rd & Coronet Rd ($516,219 funded for design FY22, $1.5M requested for CST)
  • Alexander St & SR39 ($551,809 funded for design FY22, $1.5M needed for CST)
  • Alexander St & Jim Johnson Rd ($569,924 funded for design FY22, $1.5M needed for CST)

• US92: Park Rd to S County Line (widen to 4 lanes)

• Rice Rd: Coronet to S Co. Line Rd (new 2 lane road, PD&E $2.5M)

• E Sam Allen Rd: N Park Rd to N County Line Rd (new 4 lane road, PD&E $2.15M)

• Local Agency Program (LAP) Certification needed to implement projects
Requests: Temple Terrace

Blue = Funded; Purple = Needs Funding

- Davis Rd extension: Harney Rd to Maislin Dr $3M from Hillsborough County, $3M needed for CST), Temple Terrace to work with Hillsborough County
- Complete Street design along Bullard Pkwy/Temple Terrace Hwy: Glen Arven Ave and 78th St, TA Application needed
- Davis Rd from Morris Bridge Rd to Temple Terrace Hwy, sidewalk improvements, TA Application needed
- Light vehicle/footbridge over Hillsborough River at Whiteway Dr, TA Application needed
- Shared-Use path to connect Temple Terrace to USF, requested to be considered as FDOT’s Fowler Ave Study
- Local Agency Program (LAP) Certification needed to implement projects
Requests: Hillsborough Area Regional Transit Authority (HART)

Blue = Funded; Purple = Needs Funding

- CNG Bus Replacements ($4M funded in FY23, $28M requested for FY24)
- ITS Replacement Plan: CAD/AVL, security cameras on vehicles, APC’s, enunciators, etc. ($10M funded in FY23, HART request to advance funding to an earlier year)
- Farebox Replacement ($3.5M)
- Bus Stop Capital Repairs ($5M, various locations)
- CNG Station Duplex Compressor ($575,000 funded in FY23)
- HART maintenance facility stormwater improvements and pavement rehabilitation ($3.5M)
- Marion Transfer Center (MTC) concrete infrastructure improvements ($1M, FY23)
Requests: Hillsborough Area Regional Transit Authority (HART)

Blue = Funded; Purple = Needs Funding

• Expansion of existing and/or construction of new maintenance facility ($30M/$60M)
• North/South MetroRapid Construction ($2.5M shifted for Fowler/Florida/Nebraska PD&E, $30M needed for construction)
• Fiber Optic Ring between Jurisdictions ($460,000)
• Trapeze Software Upgrade ($360,000)
Requests: Port Tampa Bay
(On-Port Priorities)

*If not public roads, may not be eligible for surface transportation grants, but could be part of legislative asks*

- **Channel District (proposed for BUILD (formerly TIGER) Grant funding):**
  - York St: Channelside Dr to Ybor Channel (conversion to a pedestrian promenade, $1.3M)
  - McKay St: Channelside Dr to Ybor Channel (realignment of roadway, $1.6M)
  - Channelside Ln: McKay St to York St (new 2 lane road, $3.1M)
  - Central St: Cumberland St to Whiting St (new 4 lane road, $1.1M)
  - Channelside Intermodal (new intermodal center, $9.4M)

- **Hooker’s Point**
  - Guy Verger Blvd: Entrance to container yard (grade separation, flyover CSX rail, $18M)

- **Port Redwing**
  - Port Redwing Rail Spur (new rail line to Port Redwing, $2M)
  - East Cargo Yard Access Road: US41 to Access Rd (widen from 2 to 4 lanes, $2M)
Requests: Port Tampa Bay
(Off-Port Priorities)

Blue = Funded; Purple = Needs Funding

• Channelside Dr: Meridian Ave to Adamo Dr (redesign as complete street, City of Tampa study on going)
• Causeway Blvd: US41 to US301 (operational improvements)
• Madison Ave: Falkenberg Rd to US301 (widen from 2 to 4 lanes)
• US41 at CSX rail crossing, S of Causeway Blvd (grade separation, PD&E and ROW funded, CST tentatively funded in FY26)
• US41: Madison Ave to Denver St (widen 4 to 6 lanes)
• US41 at Pendola Point/Madison Ave (operational improvements, design added in FY23)
• I-4: E of 50th St to Polk County Line (managed lanes, ROW partly funded)
Projects from MPO Studies & Previous Board Actions

- Dale Mabry Pedestrian Overpass – request environmental phase to be included in I-275 SEIS (MPO feasibility study completed)
- Columbus Dr/17th/18th/19th 2-way conversion – $1.6M for traffic signals
- “Heights Multimodal Plan” Florida Ave/Tampa St/Nebraska Ave - (PD&E funded, request future phases)
- George Rd Complete Street Enhancements – Design funded, Segment 1: $1.1M, Segment 2: $2.1M, Segment 3: $1M
- HART Airporter (Premium transit from Downtown to Tampa International Airport) - $3M annually, funded as 275 LX
- Busch Blvd Multimodal Safety Improvements – FDOT to provide cost estimates
- Kennedy Blvd Multimodal Safety Improvements – West Shore Blvd to Woodlynne Ave funded CST in FY21
- Gandy Trailbridge – request PD&E
- Water transit feasibility study – Cross Bay Ferry funded in Pinellas TIP FY19
TMA Leadership Group Recommendations

❖ At the top of our list of Major Investments for Economic Growth
❖ Tri-county projects are shown in the Hillsborough priority list for regional coordination purposes.
❖ No major changes to last year’s TMA recommendations

▪ Interstate Modernization Projects:
  Funding is requested for reconstruction of two interchanges, I-275/SR 60 and I-275/I-4 pending the reevaluation of Tampa Interstate Study EIS; interstate modernization including technology; and for locational studies for transit centers in the Gateway and Fletcher/Fowler areas. Environmental impact studies are underway, and construction is funded for the Howard Frankland Bridge replacement.
  ▪ I-75 Improvements:
    a) I-75 at Overpass Road – New Interchange
    b) I-75 at Big Bend Road – Interchange Reconfiguration
Regional Transit Catalyst Project(s) which may include:

a) Central Ave BRT, St. Petersburg downtown to beaches;
b) Westshore Multimodal Center with fixed-guideway connections to downtowns and airports;
c) Further development of the Regional Transit Feasibility Plan;
d) Regional Express Bus – opportunities on SR 60/Gulf-to-Bay, the Veterans/Suncoast, Selmon Expressway, the SR 54/56 corridor, and as a part of TBNext; and expansion of regional farebox to adjoining counties;
e) Elevated transit in the SR 60 corridor – pilot project from downtown Clearwater to Clearwater Beach.
f) CSX Rail Corridors – Funding is requested for right-of-way preservation for development of potential commuter routes;
g) Waterborne Transportation Projects: Funding is requested for regional waterborne transportation priority projects, which could include the Cross-Bay Ferry, waterborne service from south Hillsborough County to MacDill Air Force Base, and other regional projects.

Status: Pending peer review of Regional Transit Feasibility Plan by Hillsborough County.
Some Projects are eligible for regional grants:

- Transportation Regional Incentives Program (TRIP):
  - Big Bend Interchange
  - SR 60 Intersection Improvements

- Multi-Use Trail Corridors/SUNTrail
  - Upper Tampa Bay Trail
  - Tampa Bypass Canal Trail
  - Green Spine
  - I-275 Greenway Extension (Dale Mabry Overpass)
  - South Coast Greenway

➢ Recommend forwarding to the TBARTA CCC for inclusion in regional priority lists
Recommended Action

Recommend approval to the MPO Board to adopt the Transportation Improvement Program for Fiscal Years 2018/19 – 2022/23, and the Transportation Improvement Program Priorities for Fiscal Years 2019/20 – 2023/24.
### Table 2: CANDIDATES FOR NEW FUNDING

<table>
<thead>
<tr>
<th>Priority</th>
<th>FPN</th>
<th>2040 LRTP Reference</th>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
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<tbody>
<tr>
<td><strong>1</strong></td>
<td>439336 2</td>
<td>Figure S-6</td>
<td>Metropolitan Transportation Planning</td>
<td>Systems &amp; Corridor Planning</td>
<td>MPO</td>
<td>Ongoing planning need: $600,000 per year for LRTP development, Planning Studies, FY24</td>
<td>Imagine 2040 Plan Funding Level ($m)</td>
<td>Federal Metro 0.62 Funds</td>
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<tr>
<td><strong>2</strong></td>
<td>438747 1</td>
<td>Figure S-6</td>
<td>Metropolitan Transportation Planning</td>
<td>Systems &amp; Corridor Planning</td>
<td>MPO/FDOT</td>
<td>$196,000 for Regional Travel Surveys</td>
<td>SU</td>
<td></td>
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</tbody>
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**Metropolitan Transportation Planning**

**Goals by 2040**

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

- **3**
  - [Image] Preserve System
  - Maintain Current Bus Service
  - Transit State of Good Repair
  - HART
  - Bus Replacements, $4 million added in FY23, $4M recommended for FY24, $33M requested by HART
  - HART CAD/AVL System Replacement $10,100,000, Funded in FY23, request to move funds forward
  - Request is for $3.5M for fareboxes replacements, HART upgrades, SU application needed
  - HART Maintenance Facility Stormwater improvements and pavement rehabilitation, $3.5M, SU application needed
  - Bus Stop Capital Repairs at Various Locations $5M
  - Trapeze Software - Bus Stop Manager and OPS Web - $360,000, SU application needed

- **4**
  - Preserve System
  - Platt Street Movable Bridge
  - Bridge Replacement
  - Hillsborough County
  - $250K for planning study

- **5**
  - Preserve System
  - Columbus Street Movable Bridge
  - Bridge Replacement
  - Hillsborough County
  - $250K for planning study

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

<table>
<thead>
<tr>
<th>2018 Priority</th>
<th>FPN</th>
<th>2040 LRTP Reference</th>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
</table>
| 6             |      |                     | Reduce Crashes & Vulnerability | Reduce Crashes | Vision Zero Corridors Study | Safety Enhancements | MPO/Hillsborough County | Request for $500K to conduct a planning level study of the 8 corridors in Unincorporated Hillsborough County  
- 15th Street from Fowler Avenue to Fletcher Avenue  
- 78th Street from Causeway Boulevard to Palm River Road  
- Bruce B Downs from Fowler Avenue to Bearss Avenue  
- CR 579/Mango Road from MLK Boulevard to US 92  
- Fletcher Avenue from Armenia Avenue to 50th Street  
- Lynn Turner Road from Gunn Highway to Ehrlich Road  
- Sheldon Road from Hillsborough Avenue to Waters Avenue  
- Gibsonton Drive from I-75 to Balm Riverview Road | TA, SU | All are Vision Zero "Top 20" Severe Crash Corridors |
| 7             |      |                     | Reduce Crashes | SR60 Intersection Improvements at Lakewood Dr, Kings Ave, Parsons Ave, Mt Carmel Rd, St. Cloud Ave | Safety Enhancements | Hillsborough County | $7.5M requested for construction | TRIP | Vision Zero "Top 20" Severe Crash Corridor 152 total crashes, 13 bike/ped (30 crashes/intersection) |
| 8             | 440511 2 | 440511 3 | Reduce Crashes | Heights Mobility Plan | Safety Enhancements | MPO/FDOT | Heights Mobility Plan: FDOT to provide cost estimates  
1. Florida Ave/Tampa Street from Tyler to MLK – Complete Street & Safety Project (440511-2, PD&E/Corridor Study Underway, In-House Design FY 19, CST unfunded)  
2. Florida Ave from MLK to Waters – Complete Street & Safety Project (4405211-3, PD&E/Corridor Study Underway, In-House Design FY 19, CST unfunded)  
3. Ola Ave & Central Ave Bike Boulevards – Shared Lane Markings, Signs and crosswalks  
4. Nebraska Ave from Kennedy to Busch – Corridor Safety Project to include mid-block crosswalks and walk/bike improvements | SU, TA, HISP | 2040 Illustrative Safety Project; 732 total crashes, 63 bike/ped (209 crashes/mile) |
| 9             | 435911 2 |      | Reduce Crashes | MLK Urban Corridor Improvements | Safety Enhancements | FDOT | 1. MLK Blvd from 40th St to I-4 – Urban Corridor Improvements, including sidewalk and bike lanes where feasible (435911-2, Design Underway, CST unfunded) FDOT to provide cost estimates. | SU, TA | 474 total, 7 bike/ped (339 crashes/mi) |

Denotes new priority

Goals by 2040
* Reduce crashes 21-50%, to levels comparable to peer cities
* Protect low-lying major roads from flooding, cutting recovery time in half

Imagine 2040 Plan
Funding Levels:
Status Quo: $56M
Needed to Reach Goals: $108M

Imagine 2040 Public Support for Funding Levels Above Status Quo: 75%
### Hillsborough MPO List of Priority Projects

**FY2019/2020-2023/2024 Transportation Improvement Program**

**Table 2: CANDIDATES FOR NEW FUNDING**

<table>
<thead>
<tr>
<th>2018 Priority</th>
<th>FPN</th>
<th>2040 LRTP Reference</th>
<th>Project Limits</th>
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<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Reduce Crashes</td>
<td>Busch Blvd (Dale Mabry to 56th)</td>
<td>Safety Enhancements</td>
<td>MPO/FDOT</td>
<td>Multimodal Safety Improvements, Mid-block crossings, cost estimates to be provided by FDOT</td>
<td>SU, HSIP</td>
<td>2040 Illustrative Safety Project; 1,304 total crashes, 141 bike/ped (191.76 crashes/mile)</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>436419 2</td>
<td>Reduce Crashes</td>
<td>MLK Urban Corridor Improvements</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>2. MLK Blvd from Dale Mabry to 40th Street – Corridor Study $750k – Safety &amp; Mobility Improvements to supplement resurfacing candidate 436419-2 FDOT to provide cost estimates. A) Resurfacing &amp; Complete Street Dale Mabry to Armenia B) Corridor Study Dale Mabry to 40th</td>
<td>SU, TA</td>
<td>A) 528 total, 26 bike/ped (123 crashes/mi) B) 1,524 total, 89 bike/ped (1,172 crashes/mi)</td>
</tr>
<tr>
<td>12</td>
<td>436489</td>
<td>Reduce Crashes</td>
<td>Kennedy Blvd (Westshore to Brevard)</td>
<td>Walk/Bike Safety</td>
<td>Hillsborough MPO/FDOT</td>
<td>Phase 2 - Woodlynne Ave to Brevard - $2.6M for design, $4.2M for construction</td>
<td>SU, HSIP, Urban Corridor Improvement, RRR</td>
<td>2040 Illustrative Safety Project; 361 total crashes, 10 bike/ped</td>
</tr>
<tr>
<td>13</td>
<td>439476 X</td>
<td>Reduce Crashes</td>
<td>Green Spine: Phases: 3b, 2a, and 3c</td>
<td>Safety Enhancements</td>
<td>Tampa</td>
<td>* Phase 3b - Nuccio Pkwy (7th Ave to 13th Ave) - $630,000 * Phase 2a - Cass St (Howard to Willow) - $493,400 * Phase 3c - 15th St (13th Ave to 21st Ave) - $396,700</td>
<td>TA, SUNTrail</td>
<td>2040 Illustrative Safety Project; 115 total crashes; 1 bike/ped (34 crashes/mile)</td>
</tr>
<tr>
<td>14</td>
<td>Reduce Crashes</td>
<td>El Prado (Omar Ave to Bayshore Blvd)</td>
<td>Safety Enhancements</td>
<td>Tampa</td>
<td>Phase 1 - Omar Ave to S. Lois Ave - $551,190 for CST Phase 2 - S. Lois Ave to Bayshore Blvd - $403,805 for CST</td>
<td>TA</td>
<td>41 total crashes, 2 bike/ped (18.63 crashes/mile)</td>
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<tr>
<td>15</td>
<td>Reduce Crashes</td>
<td>Doyle Carlton Dr at Laurel St Intersection Improvement</td>
<td>Safety Enhancements</td>
<td>Tampa</td>
<td>Bike/Ped improvements including a roundabout for traffic calming, $520,375 for CST</td>
<td>TA</td>
<td>5 total crashes, 1 ped</td>
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<tr>
<td>16</td>
<td>Reduce Crashes</td>
<td>Sulphur Springs Elementary - Safe Routes to School</td>
<td>Safety Enhancements</td>
<td>Tampa</td>
<td>SR2S application submitted</td>
<td>SR2S, TA</td>
<td>School Safety Study &quot;Top 10&quot; Priority</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>440338 2</td>
<td>Reduce Crashes</td>
<td>SR 39/Alexander St from W of SR 39 to I-4</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>Walk/Bike Improvements, FDOT to provide cost estimate</td>
<td>TA</td>
<td>21 total, 0 bike/ped (10 crashes/mi)</td>
</tr>
<tr>
<td>18</td>
<td>254647 3</td>
<td>Reduce Crashes</td>
<td>Walk/Bike Safety Outreach and Education Programs</td>
<td>Outreach &amp; Education</td>
<td>FDOT</td>
<td>Request $300,000 per year, on going</td>
<td>SU, TA, HSIP</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Denotes new priority
<table>
<thead>
<tr>
<th>2018 Priority</th>
<th>FPN</th>
<th>2040 LRTP Reference</th>
<th>Project Limits</th>
<th>Project Description</th>
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<th>Suggested Funding Type</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>19</strong></td>
<td></td>
<td></td>
<td>Minimize Traffic</td>
<td>US41 (Pendola Point/Madison Ave)</td>
<td>Intersection Improvements</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>FDOT and Port Authority coordinating, design added in FY23</td>
<td>SU, HSIP</td>
</tr>
<tr>
<td><strong>20</strong></td>
<td>443445 2, 443445 3, 443445 4, 443445 5, 443444 2, 443444 3</td>
<td>Minimize Traffic</td>
<td>Integrated Corridor Management Systems, various locations</td>
<td>Technology/ Operations</td>
<td>FDOT</td>
<td>1. SR 60/Kennedy Blvd from W of Memorial Ave to E of Ashley Dr ($1M) 2. SR 574/MLK from Dale Mabry to I-275 ($1M) 3. US 92/Hillsborough Ave from Veterans to I-275 ($1M) 4. SR 616/Spruce St/Boy Scout Blvd from Airport Service Rd to Dale Mabry Highway ($1M) 5. USB 41/Florida Ave/Tampa St from Kennedy to Bearss Ave ($1M) 6. US 41/Nebraska Ave from Kennedy to Bearss Ave ($1M) Costs to be refined by FDOT</td>
<td>SU, State Funds</td>
<td>3.934 Planning Time Index, low Travel Time reliability</td>
</tr>
<tr>
<td><strong>21</strong></td>
<td>437650 1</td>
<td>Minimize Traffic</td>
<td>Gibsonton Dr at I-75</td>
<td>Interchange Improvements</td>
<td>FDOT/ Hillsborough County</td>
<td>Added $694k for design in FY20, request $2M for construction in FY20</td>
<td>SU, SIS</td>
<td>2040 Priority freeway needing CM impr - 1.58 V/C peak period 2040 Priority art needing CM impr - 1.00 peak period V/C</td>
</tr>
<tr>
<td><strong>22</strong></td>
<td>440734 1, 440733 1, 440736 1</td>
<td>Minimize Traffic</td>
<td>S Park Rd at Coronet Rd Alexander St at SR 39 Alexander St at Jim Johnson Rd</td>
<td>Intersection Improvements</td>
<td>Plant City</td>
<td>Added $551,809 for design in FY22, request $1.5M for construction Added $569,924 for design in FY22, $1.5M needed for construction Added $516,219 for design in FY22, $1.5M needed for construction LAP Certification needed.</td>
<td>SU</td>
<td>Other major arterial - 1.61 V/C peak period 2040 Priority Art needing CM impr - 0.73 V/C peak period 2040 Priority Art needing CM impr - 0.81 V/C peak period</td>
</tr>
<tr>
<td><strong>23</strong></td>
<td></td>
<td></td>
<td>Minimize Traffic</td>
<td>I-275 at Hillsborough SB Off-Ramp</td>
<td>Interchange Improvements</td>
<td>FDOT</td>
<td>Request $550,000 for SB off-ram safety improvements</td>
<td>SU, HSIP</td>
</tr>
<tr>
<td><strong>24</strong></td>
<td></td>
<td></td>
<td>Minimize Traffic</td>
<td>Fiber Optic Ring between Jurisdictions</td>
<td>ATMS - Signalization</td>
<td>HART</td>
<td>$460,000</td>
<td>R-TIEs, FTA, SU</td>
</tr>
</tbody>
</table>

**Goals by 2040**

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

**Imagine 2040 Plan Funding Levels:**
- Status Quo: $14M Needed to Reach Goals: $53M

**Imagine 2040 Public Support for Funding Levels Above Status Quo:**
- 74%
### Hillsborough MPO List of Priority Projects  
**FY2019/2020-2023/2024 Transportation Improvement Program**  
**Table 2: CANDIDATES FOR NEW FUNDING**

<table>
<thead>
<tr>
<th>2018 Priority</th>
<th>FPN</th>
<th>2040 LRTP Reference</th>
<th>Project Limits</th>
<th>Project Description</th>
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<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>Real Choices</td>
<td>North-South MetroRapid</td>
<td>New Expanded Transit Service</td>
<td>HART</td>
<td>Funded $2.5M for PD&amp;E FY18, future phases to be determined</td>
<td>FTA, Small Starts</td>
<td>2040 Investment Level 1 - density rating 5</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Real Choices</td>
<td>I-275 Greenway Extension from Cypress to Himes (Dale Mabry Pedestrian Overpass)</td>
<td>Multi-Use Trail</td>
<td>Hillsborough MPO/FDOT (tent.)</td>
<td>MPO feasibility study of pedestrian overpass complete, request for inclusion in Supplemental EIS for I-275</td>
<td>SUNTrail</td>
<td>2040 Investment Level 1 - density rating 5</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Real Choices</td>
<td>Gandy Bridge Trail (Hillsborough County line to Westshore Blvd)</td>
<td>Multi-Use Trail</td>
<td>FDOT &amp; MPO</td>
<td>PD&amp;E study for Hillsborough Portion</td>
<td>State Funds</td>
<td>2040 Investment Level 1 - density rating 5</td>
<td></td>
</tr>
</tbody>
</table>
| 28 | Real Choices | GreenARTery Walk/Bike Loop | Multi-Use Trail | Tampa | * Segment D - Park Dr (22nd St Park to Sulphur Spring Park) $39,800 (Design added in FY19), request for $60,000 for construction  
* Segment E - E River Shore Dr (Sulphur Spring Park/Florida Ave to Sligh Ave/Lowry Park) $225,400 (Design added in FY19), request $250,000 for construction | TA | 2040 Investment Level 1 - density rating 4 |
| 29 | Real Choices | Tampa Bypass Canal Trail (34th St to Bruce B. Downs) | Multi-Use Trail | Hillsborough County/ Temple Terrace | Added $751k for PD&E In FY18, $379k for design in FY20, Segment/Phasing to come from PD&E, $23,409,600 requested for construction | TA, SUNTrail Connecting, SU | 2040 Investment Level 2 - density rating 3 |
| 30 | Real Choices | South County Greenway (Phases I and III-VI) | Multi-Use Trail | Hillsborough County | * Phases V, VI, & VII (Symms Rd to SR 60), request $770,000 for PD&E  
* Phase IV (Manatee Co. Line to SR 674), request $ 371,000 for PD&E | TA, SUNTrail | 2040 Investment Level 2 - density rating 3 |
| 31 | Real Choices | Shared-Use path to connect Temple Terrace to USF | Multi-Use Trail | Temple Terrace | Request inclusion of shared-use path in FDOT Fowler Ave Multimodal Study | To Be Determined | 2040 Investment Level 2 - density rating 2 |

**Goals by 2040**  
* Wide paved trails & sidepaths within walking distance of 1/4 of residents  
* Frequent bus service within walking distance of nearly half of people & jobs  
* Outside bus service area, Sunshine Line services grow with senior population growth

| Imagine 2040 Plan Funding Levels: Status Quo: $122M Needed to Reach Goals: $182M imagine 2040 Public support for Funding Levels above Status Quo: 66% Density rating base on Population Density |

Denotes new priority
## Hillsborough MPO List of Priority Projects
### FY2019/2020-2023/2024 Transportation Improvement Program

### Table 2: CANDIDATES FOR NEW FUNDING

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<tr>
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<tbody>
<tr>
<td>2040</td>
<td>LRTP</td>
<td>Project Limits</td>
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<td>Prioritization Criteria</td>
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<tr>
<td>2018</td>
<td>2040</td>
<td>Reference Project Limits</td>
<td>Project Description</td>
<td>Project Sponsor</td>
<td>Project Status / Request</td>
<td>Suggested Funding Type</td>
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</tr>
</tbody>
</table>

**Major Investments for Economic Growth**

<table>
<thead>
<tr>
<th>Priority</th>
<th>FPN</th>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Sponsor</th>
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<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>429004.2</td>
<td>Interstate Modernization Section 3: Howard Frankland Bridge Replacement and Trail Connections</td>
<td>Bridge Replacement</td>
<td>FDOT</td>
<td>Replacement of northbound span. Add 4 express toll lanes and barrier-separated shared use path. PD&amp;E approved in May 2018. Design-Build Construction funded in FY 2020.</td>
<td></td>
<td>2040 job density and forecasted traffic congestion volume/capacity ratio (V/C)</td>
</tr>
<tr>
<td>429004.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>431821.1</td>
<td>Interstate Modernization Section 7: I-275 from North of MLK to N of Busch Blvd</td>
<td>Capacity, Operational &amp; Safety Improvements</td>
<td>FDOT</td>
<td>To Be Determined by PD&amp;E Study. Environmental phase underway. Construction is unfunded.</td>
<td></td>
<td>1.13 V/C peak period</td>
</tr>
<tr>
<td>431821.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>412531.1</td>
<td>Interstate Modernization Section 8: I-275 from S of SR 60 to N of Lois Ave; SR 60/Memorial Hwy from E of Spruce St to I-275 (Westshore Interchange)</td>
<td>Capacity, Operational &amp; Safety Improvements</td>
<td>FDOT</td>
<td>To Be Determined by Tampa Interstate Study (TIS) Environmental Impact Statement (EIS), Supplemental Environmental Impact Statement (SEIS) underway, to be completed in 2019. Construction is unfunded.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>412531.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>434045.2</td>
<td>Interstate Modernization Section 5: I-275 from Lois Ave to Willow Ave</td>
<td>Capacity, Operational &amp; Safety Improvements</td>
<td>FDOT</td>
<td>To Be Determined by Tampa Interstate Study (TIS) Environmental Impact Statement (EIS), Supplemental Environmental Impact Statement (SEIS) underway, to be completed in 2019. Construction is unfunded.</td>
<td></td>
<td>SIS; prioritized by TMA</td>
</tr>
<tr>
<td>434045.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>32</td>
<td>n/a</td>
<td>Interstate Modernization Sections 9 &amp; 10: I-75 (B.B. Downs Blvd. to Manatee Co. Line)</td>
<td>Express toll lanes with Exp. Bus</td>
<td>FDOT</td>
<td></td>
<td></td>
<td>1.45 V/C peak period</td>
</tr>
<tr>
<td>431746.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>431746.3</td>
<td>Interstate Modernization Section 8: I-4 from Selmon Connector to E of Branch Forbes Rd</td>
<td>Capacity, Operational &amp; Safety Improvements</td>
<td>FDOT</td>
<td>To Be Determined by PD&amp;E Study. Environmental phase underway. Construction is unfunded. $33.3 million in right-of-way FY19</td>
<td></td>
<td>1.44 V/C peak period</td>
</tr>
<tr>
<td>433821.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>61</td>
<td>Modern Streetcar Extension (Regional Transit Catalyst Project)</td>
<td>Transit Connection</td>
<td>Tampa</td>
<td>Study on going, modernization estimate $70M, extension estimate $103M. City to submit a letter to FTA seeking approval</td>
<td>FTA Small Starts</td>
<td>Connection to regional transit hub for Downtown Tampa</td>
</tr>
<tr>
<td>34</td>
<td>Real</td>
<td>Choices Expansion of existing maintenance facility</td>
<td>Transit</td>
<td>HART</td>
<td>$30 million requested for improvements to existing facility</td>
<td>FTA, TIGER/BUILD</td>
<td>Listed based on HART’s priority setting</td>
</tr>
<tr>
<td>34</td>
<td>34</td>
<td></td>
<td></td>
<td></td>
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Denotes new priority
## Hillsborough MPO List of Priority Projects

**FY2019/2020-2023/2024 Transportation Improvement Program**

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</thead>
<tbody>
<tr>
<td>35</td>
<td>415348</td>
<td>1</td>
<td>Westshore Regional Intermodal Center (Regional Transit Catalyst Project)</td>
<td>Intermodal Center</td>
<td>FDOT</td>
<td>a. Central Avenue BRT, St. Petersburg downtown to beaches; b. Westshore Multimodal Center with fixed guideway connections to downtowns and airports; c. Further development of the Regional Transit Feasibility Plan; d. Regional Express Bus - opportunities include SR 60/Gulf-to-Bay Blvd, the Veterans Exwy/Suncoast Pkwy, the Gandy/Selmon Exwy corridor, the SR 54/56 corridor, and as a part of Tampa Bay Next; and expansion of regional farebox system to adjoining counties; e. Elevated transit in the SR 60 corridor – pilot project from downtown Clearwater to Clearwater Beach. Funding is requested for right-of-way preservation for development of potential commuter routes. Pending peer review of Regional Transit Feasibility Plan by Hillsborough County</td>
<td>SIS, FDOT transit programs; prioritized by TMA</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>437804</td>
<td>1</td>
<td>US 41 CSX Rail Corridor Joint Use</td>
<td>Commuter Transit</td>
<td>FDOT</td>
<td>County requested $47.8M for additional improvements, IOAR underway, County to update TRIP Application</td>
<td>SU, TRIP, SIS, prioritized by TMA</td>
<td>2040 Priority freeway needing CM impr - 1.58 V/C peak period</td>
</tr>
<tr>
<td>37</td>
<td>440749</td>
<td>1</td>
<td>Minimize Traffic Big Bend Rd at I-75</td>
<td>Interchange Major Construction</td>
<td>FDOT/Hillsborough County</td>
<td>County requested $47.8M for additional improvements, IOAR underway, County to update TRIP Application</td>
<td>SU, TRIP, SIS, prioritized by TMA</td>
<td>1.89 V/C peak period, 3.934 PTI, low TT reliability</td>
</tr>
<tr>
<td>38</td>
<td>438997</td>
<td>1</td>
<td>US 41 at 50th St CSX Grade Separated Interchange/Rail Overpass South of Causeway Blvd and at Causeway Blvd</td>
<td>Grade Separated Intersection/ Overpass</td>
<td>FDOT</td>
<td>Port Tampa Bay request* Added $1.5M for PD&amp;E FY18, $5.4M for design FY19 &amp; 20, $15M for ROW FY22, TENTATIVELY FUNDED CST $52.5M in FY26</td>
<td>Freight, Intermodal, SIS</td>
<td>2040 Priority Art needing CM impr - 1.70 V/C peak period, Delay reduction/mi = 1668</td>
</tr>
<tr>
<td>39</td>
<td>438998</td>
<td>1</td>
<td>US 92 (US 301/I-4 to CR 579 (MANGO RD)</td>
<td>Widen 2 lanes to 4 lanes divided</td>
<td>FDOT</td>
<td>PD&amp;E completed, ROW or PE needed</td>
<td>SIS, Other Arterials</td>
<td>Delay reduction/mi = 57; 2040 jobs/mi = 1760</td>
</tr>
<tr>
<td>40</td>
<td>438998</td>
<td>1</td>
<td>US 92 from Park Rd to Polk County</td>
<td>Widen to 4LD</td>
<td>FDOT; Plant City</td>
<td>PD&amp;E completed, ROW or PE needed</td>
<td>SIS, Other Arterials</td>
<td>Delay reduction/mi = 119; 2040 jobs/mi = 568</td>
</tr>
<tr>
<td>41</td>
<td>E+C map</td>
<td></td>
<td>W Sam Allen Rd (N Alexander St to SR 39)</td>
<td>Widen to 4LD</td>
<td>Plant City</td>
<td>$7.12M for Construction</td>
<td>SU</td>
<td>Closest segment Forbes to Alex delay reduction/mi = 31 2040 jobs/mi = 57</td>
</tr>
</tbody>
</table>

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| Denotes new priority |

DRAFT: May 30, 2018

Page 7

Printed: 5/31/2018
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<tbody>
<tr>
<td>42</td>
<td>1038, 1040</td>
<td>N/A</td>
<td>Sam Allen Rd (Park Rd to Polk County)</td>
<td>New 4 Lane roadway</td>
<td>Plant City</td>
<td>MPO Alignment Study completed; $2.15M request for PD&amp;E</td>
<td>SU</td>
<td>Delay reduction/mi = 189 &amp; 20; 2040 jobs/mi = 240 &amp; 101</td>
</tr>
<tr>
<td>43</td>
<td>Minimize Traffic</td>
<td>US 41 at SR 60</td>
<td>US 41 at SR 60</td>
<td>Grade Separated Intersection</td>
<td>FDOT (tent.)</td>
<td>Port Tampa Bay request</td>
<td>Other Arterials</td>
<td>US41 from Causeway to CSX Intm delay reduction/mi = 1668 SR 60 from 50th to US301 PTI = 3.933</td>
</tr>
<tr>
<td>44</td>
<td>Minimize Traffic</td>
<td>US 41 at CSX 'A' Line to CSX 'S' Line</td>
<td>US 41 at CSX 'A' Line to CSX 'S' Line</td>
<td>Grade Separated Intersection</td>
<td>FDOT (tent.)</td>
<td>Port Tampa Bay request</td>
<td>Other Arterials</td>
<td>US41 from Causeway to CSX Intm delay/reduction/mi = 1668</td>
</tr>
<tr>
<td>45</td>
<td>Minimize Traffic</td>
<td>19th Ave NE from US 41 to US 301</td>
<td>19th Ave NE from US 41 to US 301</td>
<td>Roadway/New Interchange</td>
<td>Hillsborough County</td>
<td>$70M, Widen 19th Ave from 2 to 4 lanes and look at a new interchange at I-75. The current request is to conduct an Interchange Justification Study. County to update request for IJS and provide an SU application with funding by phase.</td>
<td>SU</td>
<td>Imagine 2040 LRTP Need V/C 0.7</td>
</tr>
<tr>
<td>46</td>
<td>Need beyond 2040</td>
<td>Rice Rd (Coronet Rd to Polk County)</td>
<td>New 2LU Rd</td>
<td>Plant City</td>
<td>MPO Alignment Study completed; $2.5M requested for PD&amp;E</td>
<td>SU</td>
<td>Longer range need .12 V/C in 2018 E+C</td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>Real Choices</td>
<td>New Satellite Maintenance Facility</td>
<td>New Satellite Maintenance Facility</td>
<td>Transit</td>
<td>HART</td>
<td>$60 million for new Satellite Maintenance Facility</td>
<td>FTA, TIGER/BUILD</td>
<td>Listed based on HART’s priority setting</td>
</tr>
<tr>
<td>48</td>
<td>Need beyond 2040</td>
<td>Causeway Blvd (US 41 to US 301)</td>
<td>Causeway Blvd (US 41 to US 301)</td>
<td>Operational Improvements</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>Longer Range Need</td>
<td></td>
<td></td>
</tr>
<tr>
<td>49</td>
<td>Minimize Traffic</td>
<td>Madison Ave (Falkenberg Rd to US 301)</td>
<td>Madison Ave (Falkenberg Rd to US 301)</td>
<td>Widen from 2 to 4 lanes</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>Longer Range Need</td>
<td></td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>Channel District Port Master Plan Projects on Port Property</td>
<td>Channel District Port Master Plan Projects on Port Property</td>
<td>Channel District Port Master Plan Projects on Port Property</td>
<td>Realignment/ new roadway</td>
<td>Port Authority</td>
<td>McKay Street (Channelside Drive to Ybor Channel), Realignment of roadway) $1.6M Channelside Lane (McKay St to York St, New 2 lane road) $3.1M Central Street (Cumberland Dr to Whiting St, New 4 Lane roadway) $1.1M York Street (Channelside Drive to Ybor Channel, Complete Street Enhancements) $1.3M</td>
<td>TIGER/BUILD</td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>Port Redwing Rail (on Port Property)</td>
<td>Port Redwing Rail (on Port Property)</td>
<td>Port Redwing Rail (on Port Property)</td>
<td>New rail line to Port Redwing</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>$2,000,000</td>
<td>FDOT Intermodal, SIS</td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>Minimize Traffic</td>
<td>Port Redwing Access Road (Port Redwing to US41, on Port Property)</td>
<td>Port Redwing Access Road (Port Redwing to US41, on Port Property)</td>
<td>New 2 lane access road</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>$2,000,000</td>
<td>FDOT Intermodal, SIS</td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>Minimize Traffic</td>
<td>Guy N. Verger flyover spanning CSX’s cargo artery north of GATX Dr (on Port Property)</td>
<td>Guy N. Verger flyover spanning CSX’s cargo artery north of GATX Dr (on Port Property)</td>
<td>Grade Separated Intersection</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>$18,000,000</td>
<td>FDOT Intermodal, SIS</td>
<td></td>
</tr>
<tr>
<td>54</td>
<td>Minimize Traffic</td>
<td>East Cargo Yard Access Road (US41 to Access Rd)</td>
<td>East Cargo Yard Access Road (US41 to Access Rd)</td>
<td>Widen from 2 to 4 lanes</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>$2,000,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Denotes new priority
## Priority Projects Pending Documentation for Funding

<table>
<thead>
<tr>
<th>Priority</th>
<th>FPN</th>
<th>2040 LRTP Reference</th>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>55</td>
<td></td>
<td></td>
<td>Tomlin Middle School</td>
<td>Walk/Bike Safety</td>
<td>Plant City</td>
<td>$254,560 requested for design &amp; construction, various locations, ROW and estimates needed (LAP Certification Issues)</td>
<td>TA, SR2S</td>
<td>To Be Determined</td>
</tr>
<tr>
<td>56</td>
<td></td>
<td></td>
<td>Bullard Pkwy/Temple Terrace Hwy from Glen Arven Ave to 78th St</td>
<td>Complete Street Enhancements</td>
<td>Temple Terrace</td>
<td>TA Application needed</td>
<td></td>
<td>Segment part of a 2040 Illustrative Safety Project; 43 total crashes, 0 bike/ped</td>
</tr>
<tr>
<td>57</td>
<td>442426 1</td>
<td></td>
<td>George Rd Complete Street</td>
<td>Safety Enhancements</td>
<td>Hillsborough MPO</td>
<td>Design: $367,000 (preliminary estimate) (Design funded FY23) Segment 1: $1.1M (Town 'n' Country Greenway to Clifton St) Segment 2: $2.1M (Clifton St to Memorial Hwy) Segment 3: $1M (Memorial Hwy to U-Path) Request for CST funding, TA Application Needed from County</td>
<td>SU, TA, HSIP</td>
<td>To Be Determined</td>
</tr>
<tr>
<td>58</td>
<td></td>
<td></td>
<td>Marshall Middle School</td>
<td>Walk/Bike Safety</td>
<td>Plant City</td>
<td>$494,600 requested for design &amp; construction, various locations, ROW and estimates needed (LAP Certification Issues)</td>
<td>TA, SR2S</td>
<td>11 total crashes, 1 bike/ped; Safe Routes to School</td>
</tr>
<tr>
<td>59</td>
<td></td>
<td></td>
<td>Columbus Dr/17th/18th/19th 2-way conversion</td>
<td>Complete Street Enhancements</td>
<td>Hillsborough MPO</td>
<td>2-way conversion, $1.6 million needed for signals, signing, and marking, TA Application needed</td>
<td>SU</td>
<td>6 total crashes, 1 bike/ped</td>
</tr>
<tr>
<td>60</td>
<td></td>
<td></td>
<td>Channelside Dr (Meridian to Adamo)</td>
<td>Complete Street Enhancements</td>
<td>Port Authority/ Channel District CRA</td>
<td>City conducting design study of Channelside Dr from Kennedy Blvd to Cumberland Dr, Need TA Application</td>
<td>To Be Determined</td>
<td>156 total crashes, 11 bike/ped (156 crashes/mile)</td>
</tr>
<tr>
<td>61</td>
<td>439413 1</td>
<td>9996</td>
<td>Davis Rd Ext (Harny Rd to Maislin Dr)</td>
<td>New 2LU Rd</td>
<td>Temple Terrace</td>
<td>$3.5M for Design and CST, need to work with the County on request</td>
<td>SU</td>
<td>Alleviates US 301/Harney Rd intersection</td>
</tr>
<tr>
<td>62</td>
<td></td>
<td></td>
<td>South Tampa Greenway (Manhattan Ave to Picnic Island Park)</td>
<td>Multi-Use Trail</td>
<td>Tampa</td>
<td>$500,000 requested for PD&amp;E ($1,800,000 total cost estimate), Need agreement with MacDill AFB for ROW use for 25 years post-construction</td>
<td>Prioritized by CCC; TA application needs additional info</td>
<td>2040 Investment Level 1 - density rating 5</td>
</tr>
<tr>
<td>63</td>
<td></td>
<td></td>
<td>West River Gwy (Bayshore Blvd to MLK Recreation Complex)</td>
<td>Multi-Use Trail</td>
<td>Tampa</td>
<td>$132,000 requested for Design ($982,000 total cost estimate); Waiting for verification of ownership of ROW</td>
<td>TA</td>
<td>2040 Investment Level 2 - density rating 3</td>
</tr>
<tr>
<td>64</td>
<td></td>
<td></td>
<td>UPPER TAMPA BAY TRAIL (UTBT) PHASE IV-A and IV-B</td>
<td>Multi-Use Trail</td>
<td>Hillsborough County</td>
<td>$2,582,000 to construct A $1,562,000 to construct B Alignment to be determined by County</td>
<td>Prioritized by CCC; Elig &amp; Feas for TA</td>
<td>2040 Investment Level 3 - density rating 1</td>
</tr>
<tr>
<td>65</td>
<td></td>
<td></td>
<td>Selmon Greenway Next Phases - SR 60 between 19th St &amp; Channelside Dr, extension to Nuccio Pkwy</td>
<td>Multi-Use Trail</td>
<td>THEA</td>
<td>Phase 2. $214,338 - Construct Connection to Nuccio Pkwy Phase 3. $138,614 - Safety &amp; Sec Signage</td>
<td>TA</td>
<td>2040 existing trail - density rating 1</td>
</tr>
<tr>
<td>66</td>
<td></td>
<td></td>
<td>Light Vehicle/footbridge over Hillsborough River at Whiteway Dr</td>
<td>Multi-Use Trail</td>
<td>Temple Terrace</td>
<td>TA Application needed</td>
<td>TA</td>
<td>2040 Investment Level 2 - density rating 2</td>
</tr>
<tr>
<td>67</td>
<td></td>
<td></td>
<td>East-West MetroRapid</td>
<td>New Expanded Transit Service</td>
<td>HART</td>
<td>Request $1.9M for PD&amp;E, Application needed</td>
<td>Small Starts, FTA</td>
<td>2040 Investment Level 1 - density rating 5</td>
</tr>
</tbody>
</table>
April 30, 2018

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

RE: 2018/2019 Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) Request

Dear Ms. Alden:

Over the last 4 years, the Board of County Commissioners (BOCC) have been working to find solutions for transportation issues in the County. As a result of these efforts, in 2016, the BOCC approved and committed to a 10 year transportation program focused on preservation, safety and congestion relief projects inclusive of all mobility options at an estimated cost of over $812 million. The program does not fund all needs and relies on a variety of sources of funding such as property tax growth, gas taxes, Impact and Mobility Fees, and Grants.

On April 18, 2018 the Board of County Commission approved the list of transportation projects, attached, for prioritization in the upcoming TIP request cycle, and the MPO’s UPWP. These projects augment the efforts to preserve and improve mobility for the residents of Hillsborough County.

**Preserve the System** - Historic preservation and rehabilitation of historic transportation facilities.

1. Platt Street Movable Bridge – Project Development & Environmental (PD&E) Update - $1 million
2. Columbus Drive Movable Bridge PD&E Update –$1 million

**Reduce Crashes and Vulnerability** - Safety and Resilience Projects

**Intersection Projects**
3. SR 60 at Lakewood Drive
4. SR 60 at Kings Avenue
5. SR 60 at Parsons Avenue
6. SR 60 at Mt. Carmel Road
7. SR 60 at St. Cloud Avenue

**Vision Zero Action Plan Projects**
8. 15th Street (Fowler Avenue to Fletcher Avenue)
9. 78th Street (Causeway Boulevard to Palm River Road)
10. Bruce B Downs Boulevard (Fowler Avenue to Bearss Avenue)
11. CR 579/Mango Road (MLK Blvd to US 92)
12. Fletcher Avenue (Armenia Avenue to 50th Street)
13. Lynn Turner Road (Gunn Highway to Ehrlich Road)
14. Sheldon Road (Hillsborough Avenue to Waters Avenue)
15. Gibsonton Drive (I-75 to Balm Riverview Road)
Manage Congestion for Drivers and Shippers – Projects including intersections, signalization, ITS, transit, multiuse trails, and road capacity projects.
   16. I-75/Big Bend Road Interchange, Phase-II improvements
   17. I-75/Gibson Drive interchange
   18. 19th Avenue NE from US 41 to US 301

Real Choices When Not Driving - Projects including multi-use trails.
   19. South Coast Greenway (Symmes Road to SR 60)
   20. South Coast Greenway (Manatee County Line to US 301/19th Avenue)
   21. South Coast Greenway Connector (SR 674/College Avenue to Shell Point Road)
   22. Tampa Bypass Canal (34th Street to Morris Bridge Road)

Planning Projects (to be added to the UPWP)
   23. Upper Tampa Bay Trail alignment study (Town and Country Greenway to the Upper Tampa Bay Trail)
   24. Traffic count data for County Roads
   25. Countywide Truck Route Study
   26. Lumsden Road Mobility Study (Kings Avenue to Lithia Pinecrest Road)
   27. Westshore to Brandon BRT Study

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

The applications required for specific funding opportunity will be sent to you soon, in time for transmitting to FDOT on May 11, 2018.

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

Sincerely,

[Signature]

Lucas E. Garsys, AICP
Chief Development & Infrastructure Services Administrator

c: Board of County Commissioners
   Michael S. Merrill, County Administrator
   John W. Lyons, PE, PSM, Director, Public Works Department
<table>
<thead>
<tr>
<th>Map #</th>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Request</th>
<th>Suggested Funding Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Platt Street Movable Bridge</td>
<td>The Platt Street and Columbus Drive bridges are recognized as historical community assets to the County and City of Tampa. The estimated replacement costs of the bridges are $50 million and $32 million respectively. These bridges carry an estimated 17,700 to 21,000 daily trips and provide a vital vehicular, pedestrian and transit links between residential and office/commercial land uses across the Hillsborough River within central Tampa. In 2012/13, significant rehabilitation projects were completed on both bridges. Given the age of these historical structures, the County is requesting funding to perform detailed analysis along with options for the future of these bridges. This information will determine capital and operational needs.</td>
<td>PD&amp;E funding of $1 million</td>
<td>Potential Federal Funding</td>
</tr>
<tr>
<td>2</td>
<td>Columbus Drive Movable Bridge</td>
<td>PD&amp;E - Project Development and Environmental</td>
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<tr>
<td>3</td>
<td>SR 60 at Lakewood Drive (CIP 696550000)</td>
<td>A total of 51 intersection/signal projects were included in the County's transportation program. These projects will provide safety enhancements with the goal of reducing crashes, improved pedestrian/bicycle facilities, accommodation for transit were appropriate, and improve system operations.</td>
<td>Design, ROW, CST $22 million</td>
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<td>4</td>
<td>SR 60 at Kings Avenue (CIP 696550000)</td>
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<td>5</td>
<td>SR 60 at Parsons Avenue (CIP 696550000)</td>
<td>The County is requesting supplemental funding for 5 intersection projects that are both on the State Highway Strategic Intermodel System (SIS) and County Road systems. The County is initiating PD&amp;E on these projects in 2018 under CIP 696550000.</td>
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<td>6</td>
<td>SR 60 at Mt. Carmel Road (CIP 696550000)</td>
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<td>7</td>
<td>SR 60 at St. Cloud Avenue (CIP 696550000)</td>
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<tr>
<td>8</td>
<td>15th Street from Fowler Ave to Fletcher Ave</td>
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<td>9</td>
<td>78th Street from Causeway Blvd to Palm River Rd</td>
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<td></td>
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<tr>
<td>10</td>
<td>Bruce B Downs from Fowler Ave to Bearss Ave</td>
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<tr>
<td>11</td>
<td>CR 579/Mango Road from MLK Boulevard to US 92</td>
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<td>12</td>
<td>Fletcher Avenue from Armenia Avenue to 50th Street</td>
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<td>13</td>
<td>Lynn Turner Road from Gunn Highway to Ehrlich Rd</td>
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<td>14</td>
<td>Sheldon Rd from Hillsborough Ave to Waters Ave</td>
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<tr>
<td>15</td>
<td>Gibsonton Dr from I-75 to Balm Riverview Rd</td>
<td>The MPO through the work of the Vision Zero task force identified 20 Vision Zero Severe Crash Corridors in Hillsborough County. Of those, 8 corridors are on County roads in Unincorporated Hillsborough. This request is to further investigate and develop a mitigation strategy including needed improvements to eliminate crashes on these corridors.</td>
<td>$500,000</td>
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<tr>
<td><strong>16</strong></td>
<td>I-75 / Big Bend Road Interchange</td>
<td>Big Bend Rd is a Strategic Intermodal System (SIS) connector from US 41 to I-75. The entire corridor (US 41 to US 301) is identified in the LRTP as a 6 lane arterial. The interchange is a key component in the functionality of the South County mobility system. Currently, road widening &amp; a trail crossing are in the County's Capital Improvement Program (CIP). Both in the CIP &amp; the FDOT work program is Phase One of the interchange project that includes ramp terminus improvements. Phase Two will include major ramp construction/alignment that will provide operational improvements, congestion relief in the area, &amp; enhanced access to Port Tampa.</td>
<td></td>
<td>Phase II Improvements</td>
</tr>
<tr>
<td><strong>17</strong></td>
<td>I-75 / Gibsonton Drive Interchange</td>
<td>This interchange is within one of the Vision Zero Severe Crash Corridors. FDOT has programmed $723,000 for east to north bound approach improvements to reduce congestion on Gibsonton Drive. The County is requesting additional funding for investigation/study of traffic movements, specifically, eastbound to northbound, westbound to northbound and northbound ramp capacity to further reduce congestion &amp; improve traffic flow on Gibsonton Drive.</td>
<td></td>
<td>Study Estimate</td>
</tr>
<tr>
<td><strong>18</strong></td>
<td>19th Avenue NE from US 41 to US 301</td>
<td>Currently, this 2 lane roadway is identified in the LRTP as an arterial roadway improved to 4 lanes. This project is funded for PD&amp;E only in the County’s program (CIP 69640000). Additionally, this corridor may become a segment of the South County Greenway trail system connecting to the US 301 corridor.</td>
<td></td>
<td>Design and CST</td>
</tr>
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</table>

Potential State Funding
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Details</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>19 South Coast Greenway from Symmes Road to SR 60</td>
<td>The South Coast Greenway Trail is part of the Gulf Coast Trail system (a SUNTrail eligible facility) which, when completed, will provide connectivity across the County. For the segment from Symmes to SR 60, the MPO has initiated an Alignment Feasibility Study. For the portion from the County Line to 19th Ave, that segment along US 301 from SR 674 to 19th Ave is anticipated to be constructed as a side path as part of a planned widening by FDOT. Completion of these two segments of the South Coast Greenway will result in an uninterrupted portion of the Gulf Coast Trail within the County. Completion of the segment from SR 674 to Shell Point Road, along with the funded segment from Shell Point Road to 19th Avenue, will provide an important trail connector for residents, students, and employees in the region.</td>
<td>PD&amp;E, Design &amp; CST $12 million</td>
</tr>
<tr>
<td>20 South Coast Greenway from Manatee County Line to US 301/19th Avenue</td>
<td></td>
<td>PD&amp;E, Design &amp; CST $3 million</td>
</tr>
<tr>
<td>21 South Coast Greenway Connector from SR 674/College Avenue to Shell Point Road</td>
<td>PD&amp;E - Project Development &amp; Environmental CST - Construction</td>
<td>CST $486,800</td>
</tr>
<tr>
<td>22 Tampa Bypass Canal Trail from 34th Street to Morris Bridge Road</td>
<td>Funding for the PD&amp;E is in the FDOT's five year work program.</td>
<td>Design &amp; CST: $23.4 million</td>
</tr>
</tbody>
</table>

**Planning Projects - to be added to the UPWP**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Details</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>23 Upper Tampa Bay Trail Alignment from Town 'N' Country Greenway to Upper Tampa Bay Trail</td>
<td>Conduct an alignment study. Providing connectivity between these two trails will provide a continuous link in the SUNTrail system</td>
<td>TBD</td>
</tr>
<tr>
<td>24 Traffic Count Data for County Roads</td>
<td>Conduct 72 hour volume and classification counts. Level of Service Report for Unincorporated County will be prepared by Hillsborough County</td>
<td>MPO</td>
</tr>
<tr>
<td>25 Countywide Truck Route Study</td>
<td>Scope to be determined</td>
<td>MPO</td>
</tr>
<tr>
<td>26 Lumsden Road from Kings Avenue to Lithia Pinecrest Road</td>
<td>Using the information from the Brandon Phase I Study, analyze the mobility impacts of widening the Lumsden corridor.</td>
<td>MPO</td>
</tr>
<tr>
<td>27 Westshore to Brandon BRT</td>
<td>Using the initial findings from the Regional Transit Feasibility Plan, develop a detailed study that addresses the operations and costs associated with BRT between Westshore, downtown, and Brandon, including alternatives at street level north and south of I-75 between downtown and the airport.</td>
<td>MPO</td>
</tr>
</tbody>
</table>
March 15, 2018

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

Dear Ms. Alden:

SUBJECT: City of Tampa Transportation Improvement Program Priorities (FY2019/20 – 2023/24)

The City of Tampa respectfully submits the following list of prioritized projects in order for the Metropolitan Planning Organization (MPO) to update the FY 2019/20 – 2023/24 Transportation Improvement Program (TIP).

Programmatic Set-Aside (Surface Transportation Program)

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

Other Major Projects

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

Programmatic Set-Aside (Pedestrian / Bicycle Safety Program)

3) Green Spine Cycle Track (439476) (construction funding)  
   a. Phase 3a – Nuccio Parkway from Nebraska Avenue to 7th Avenue (439476-2)  
   b. Phase 3b – Nuccio Parkway from 7th Avenue to 13th Avenue  
   c. Phase 3c – 15th Street from 13th Avenue to 21st Avenue  
   d. Phase 2a – Cass Street from Howard Avenue to Willow Avenue  

4) 34th Street – from Columbus Drive to Hillsborough Avenue (437648-1)  
5) Columbus Drive – from Nebraska Avenue to 14th Street (436639-1)  
6) 46th Street – from Busch Boulevard to Fowler Avenue (437246-1)  
7) Floribraska Avenue – from Tampa Street to Nebraska Avenue (436640-1)  
8) Rome Avenue – from Kennedy Boulevard to Columbus Drive (437243-1)
9) Green ARTery Segment D – from Sulphur Springs Park to 22nd Street (441338-1)
10) Green ARTery Segment E – N. Boulevard from Sligh Avenue to E. Bird Street (441338-2)

Major Regional Trail Projects

11) West River Greenway – from Bayshore Boulevard to Kennedy Boulevard and from Blake High School to Columbus Drive
12) South Tampa Greenway – from Picnic Island Park to Manhattan Avenue

New Projects

13) Sulphur Springs Elementary - Safe Routes to School Project
14) El Prado Boulevard Sidewalks
   a. Phase 1 – from Omar Avenue to S. Lois Avenue
   b. Phase 2 – from S. Lois Avenue to Bayshore Boulevard
15) Doyle Carlton Drive at Laurel Street Intersection Improvement

Unified Planning Work Program

The City requests prioritization of the following planning-level studies under the Unified Planning Work Program:

1) New City-wide Traffic Counts and LOS Report for FY19 and FY20
2) Multi-Modal School Safety Reviews
   a. Chamberlain High School/Adams Middle School/Forest Hills Elementary School
   b. Middleton High School/Young Middle School/Ferrell Middle School
   c. Van Buren Middle School
3) Bicycle Counts on High Bicycle and Pedestrian Accident Corridors
4) Central Ave from Dr. Martin Luther King, Jr Boulevard to Sligh Avenue – Traffic Calming/Complete Streets Study
5) MacDill Avenue from Wallcraft Avenue to Barcelona Ave – Corridor Study

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

Sincerely,

Jean W. Duncan, P.E., Director

JWD/nm

cc: Brad Baird, Public Works and Utilities Administrator
    Paul Dial, Director, Parks and Recreation Department
    Milton Martinez, P.E., Chief Transportation Engineer
    Vik Bhude, Chief Traffic Engineer
    Calvin Hardie, P.E., Capital Projects Manager
    Calvin Thornton, City Bicycle and Pedestrian Engineer
    Nina Mabileau, Project Manager
    Karla Price, Landscape Architect, Parks and Recreation Department
    File (1670-18-JD.LET)
April 6, 2018

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

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

Dear Ms. Alden,

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

- Davis Road extension connecting Harney Road to Maislin Drive.
  - Temple Terrace Priority # 1; MPO Priority # 22
    The total estimated cost of this project is $3,500,000 for a 0.4 mile undivided two-lane extension of Davis Road. The extension would relieve congestion from the intersection of Harney Road and U.S. 301. Additionally, the connection would reduce emergency response time by up to 2 minutes and 30 seconds, which is significant in instances of fire rescue and medical emergencies.

- Multi-use trail along west side of Morris Bridge Road from Davis Road to Fletcher Avenue.
  - Temple Terrace Priority # 2; MPO Priority # 11
    This project is funded through FDOT.

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

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

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

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

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

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

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

Sincerely,

[Signature]

Charles W. Stephenson
City Manager
March 15, 2018

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

Re: Transportation Priorities of the City of Plant City for 2018

Dear Ms. Alden:

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

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

- **South Park Road/Coronet Road – Intersection Improvements.** The total estimated cost of the project is $2,000,000. Improvements to this intersection will aid traffic flow by widening the intersection, allowing for dedicated left turn lanes onto Park Road from Coronet Road and East Alsobrook Street. Other intersection improvements would include a relocated right turn lane onto Coronet Road from Park Road and a relocated right turn lane from East Alsobrook Street onto Park Road.
- **Sidewalk improvements around Tomlin Middle School** – The total estimated cost of this project is $254,560. Provide a series of sidewalk improvements near and around Bryan Elementary School and Tomlin Middle School. Due to the pending elimination of courtesy busing, an improved walking and biking environment is needed around the most impacted schools in Plant City. By addressing the identified missing links in the sidewalk network of the surrounding neighborhoods, it will provide for a safer walking and biking environment for students traveling to and from either Bryan Elementary School or Tomlin Middle School. This is a recommended improvement from the Plant City Walk-Bike Plan, June 2017.

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

- **Alexander Street/Jim Johnson Road** – Intersection Improvements. The total estimated cost of the project is $2,000,000. Improvements to this intersection will aid traffic flow by widening the intersection, allowing for a dual left turn lane onto Jim Johnson Road from Alexander Street. This intersection will require widening at the crossing of CSX Railroad.

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

- **US 92** – Expand to four lanes from Park Road to South County Line. The estimated cost would be provided by FDOT. Significant industrial growth is expected in this area and further it would implement a recommended improvement from the Freight Logistics Zone Study, May 2016. In addition, this would reduce truck traffic on Interstate-4.

- **West Sam Allen Road** – Expand to a four lane facility from North Alexander Street to Paul Buchman Highway. The total estimated cost for this project is $7,120,000. Addresses a mismatch of lane configuration that currently exists for this link between North Alexander Street (4 Lanes) and the funded expansion (4
Plant City Transportation Priorities
Page 3 of 3
March 15, 2018

Lanes) of Sam Allen east of Paul Buchanan Highway. Also, significant population growth is expected in this area and further it implements a recommendation from the Northeast Plant City Area Master Plan, June 2008.

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

For those projects that are eligible for and receive federal and/or state funds that require Local Agency Program (LAP) certification, we would request they be sponsored and managed by either Hillsborough County or the Florida Department of Transportation, as appropriate. All of these proposed projects are consistent with the Imagine 2040: Plant City Comprehensive Plan. Also attached for your consideration are two transportation planning projects (Florida Strawberry Festival Special Use District Transportation Study & Canal Connector Trail Feasibility Plan) to be included in the MPO’s Unified Planning Work Program (UPWP). Thank you for your consideration and if you have any questions, please contact either Julie Ham our Planning and Zoning Division Manager or Michael Schenk, P.E. our City Engineer at (813) 659-4200.

Sincerely,

Bill McDaniel
City Manager
City of Plant City

CC: Plant City City Commission
February 20, 2018

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

RE: TRANSPORTATION IMPROVEMENT PROGRAM PRIORITIES FY 2024 - HART

Dear Beth:

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

<table>
<thead>
<tr>
<th>Priority</th>
<th>LRTP Performance Area</th>
<th>Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Replacements</td>
<td>Preserve the System</td>
<td>$33 million</td>
</tr>
<tr>
<td>CAD / AVL System Replacement</td>
<td>Preserve the System</td>
<td>$10.1 million</td>
</tr>
<tr>
<td>HM Building (expansion of existing or construction of new maintenance facility and stormwater improvements and pavement rehabilitation at HART administration and maintenance facility)</td>
<td>Preserve the System</td>
<td>$30 million</td>
</tr>
<tr>
<td>N/S MetroRapid Construction</td>
<td>Real Choices When Not Driving</td>
<td>$30 million</td>
</tr>
<tr>
<td>Regional Revenue Collection &amp; Inter-jurisdiction Mobility Fiber Optic Ring Between Jurisdictions</td>
<td>Real Choices When Not Driving</td>
<td>$460,000</td>
</tr>
<tr>
<td>Bus Stop Capital Improvements</td>
<td>Preserve the System</td>
<td>$5 million</td>
</tr>
<tr>
<td>Marion Transit Center Concrete</td>
<td>Preserve the System</td>
<td>$1 million</td>
</tr>
<tr>
<td>Trapeze Software - Bus Stop Manager and OPS Web</td>
<td>Preserve the System</td>
<td>$360,000</td>
</tr>
<tr>
<td>E/W MetroRapid Preliminary Engineering Update</td>
<td>Real Choices When Not Driving</td>
<td>$1.9 million</td>
</tr>
<tr>
<td>Satellite Maintenance Facility</td>
<td>Preserve the System</td>
<td>$60 million</td>
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<tr>
<td>CNG Compressor</td>
<td>Preserve the System</td>
<td>$575,000</td>
</tr>
<tr>
<td>E/W MetroRapid Construction</td>
<td>Real Choices When Not Driving</td>
<td>$30 million</td>
</tr>
<tr>
<td>Automated Vehicle Facilities/Infrastructure</td>
<td>Real Choices When Not Driving</td>
<td>$5 million</td>
</tr>
</tbody>
</table>
The projects support key 2040 MPO Long Range Transportation Plan Goals, including goals related to energy conservation and environmental protection, accessibility and mobility improvements, transit supportive development patterns, as well as transportation system preservation. If funding were to become available prior to FY 2024, HART requests funding consideration for the projects.

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

Sincerely,

[Signature]

Jeff Seward
Interim Chief Executive Officer
March 26, 2018

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

RE: Port Tampa Bay Capital Improvement Program and Project Priorities

Dear Ms. McKinley,

Thank you for the opportunity to participate in the development of the FY 2018/2019 Transportation Improvement Program (TIP). I have enclosed the Port’s Capital Improvement Program (CIP) containing priority seaport infrastructure projects supporting future economic growth of the region. Also enclosed are the transportation project priorities for inclusion in the TIP. There are several on-port priority transportation investments that are critical to port operations:

- Roadway infrastructure that will provide a grid street network supporting the mixed-use development and cruise terminal redevelopment plans at Channelside
- Guy Verger Boulevard flyover of the CSX freight rail line at the entrance to the container yard on Hooker’s Point
- An access road and rail spur providing access to cargo yards on Port Redwing

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

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

Sincerely,

Ram Kancharia  
Vice President of Planning and Development  
Port Tampa Bay
## Port Tampa Bay
### 2018 On-Port Priority Roadway/Rail Projects

<table>
<thead>
<tr>
<th>On Street</th>
<th>Limits</th>
<th>Improvement Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Channelside</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>York Street</td>
<td>Channelside Drive to Ybor Channel</td>
<td>Conversion to Pedestrian Promenade</td>
<td>$1,300,000</td>
</tr>
<tr>
<td>McKay Street</td>
<td>Channelside Drive to Ybor Channel</td>
<td>Realignment of roadway</td>
<td>$1,600,000</td>
</tr>
<tr>
<td>Channelside Lane</td>
<td>McKay Street to York Street</td>
<td>New 2 lane road</td>
<td>$3,100,000</td>
</tr>
<tr>
<td>Central Street</td>
<td>Cumberland to Whiting Street</td>
<td>New 4 lane road</td>
<td>$1,100,000</td>
</tr>
<tr>
<td>Channelside Intermodal</td>
<td></td>
<td>New Intermodal Center</td>
<td>$9,400,000</td>
</tr>
<tr>
<td><strong>Hooker’s Point</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guy Verger Blvd Grade Separation</td>
<td>Entrance to container yard on Guy Verger Blvd</td>
<td>Flyover CSX freight rail line</td>
<td>$18,000,000</td>
</tr>
<tr>
<td><strong>Port Redwing</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Redwing Rail Spur</td>
<td>Port Redwing</td>
<td>New rail line to Port Redwing</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>East Cargo Yard Access Road</td>
<td>US 41 to Access Road</td>
<td>Widen from 2 to 4 lanes</td>
<td>$2,000,000</td>
</tr>
</tbody>
</table>
## Port Tampa Bay
### 2018 Off-Port Priority Roadway Projects

<table>
<thead>
<tr>
<th>Roadway</th>
<th>From Street</th>
<th>To Street</th>
<th>Improvement Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Channelside Drive</td>
<td>Meridian Avenue</td>
<td>Adamo Drive</td>
<td>Re-design as Complete Street</td>
</tr>
<tr>
<td>Causeway Boulevard</td>
<td>US 41</td>
<td>US 301</td>
<td>Operational improvements</td>
</tr>
<tr>
<td>Madison Avenue</td>
<td>Falkenberg Road</td>
<td>US 301</td>
<td>Widen from 2 to 4 lanes</td>
</tr>
<tr>
<td>US 41</td>
<td>Madison Avenue</td>
<td>Denver Street</td>
<td>Widen for 4 to 6 lanes</td>
</tr>
<tr>
<td>I-4</td>
<td>East of 50th Street</td>
<td>Polk County Line</td>
<td>Managed lanes</td>
</tr>
</tbody>
</table>
Unfortunately we had 18 people lose their lives on the roads in District 7 during the latest two week period. Following our recent trends, 50% were vulnerable users including six pedestrians and three motorcyclists.

Jayden was 18 months old and like most 18 month olds was adventurous and full of energy. He ran out of his yard into oncoming traffic. His father bravely tried to stop him but both were hit by a car and Jayden died of his injuries. Remember that it only takes a second for something like this to happen, and don’t let distractions keep you from being able to respond to unexpected situations.

Kerry and Angelina were riding a motorcycle, wearing their helmets and following all safety precautions. An impaired driver ran into them, killing them both.
Peggy was a passenger in a car when a piece of roadway debris was kicked up by a vehicle and went through the windshield, striking and killing her. Please make sure to properly secure all loads and report any dangerous debris on the roadway so it can be removed before it causes an accident.

Please keep safety at the forefront of your work and drive safely and undistracted. Thanks for all that you do.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
**District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.**

April 22, 2018

Richard James Ruck, 39, Punta Gorda: Richard was traveling on 24th Street SE when, for unknown reasons, he drove off the roadway and struck the end cap of a guardrail. This caused his vehicle to become airborne and strike a cluster of trees. He was pronounced dead at the scene.

Jess Paez, 51, Tampa: Jess was struck by a hit-and-run vehicle and found dead the next morning by Tampa Police near the Selmon Expressway entrance Ramp at W Platt Street.

April 21, 2018

Dr. Kristin Carlin, 49, New Port Richey: Kristin was driving eastbound on SR 580 after her night shift at Mease Countryside Hospital. She was seen traveling at 100+ MPH and failed to negotiate a curve, veering off the road near Charles Avenue causing her car to flip multiple times. A co-worker said “She was a relentless patient advocate. Was tough as nails when it came to her patients and doing the right thing.”.

Thomas Michael Burdeshaw, 56, Dade City: For unknown reasons, Thomas was lying near the edge of Blanton Road when he was struck by a vehicle. He was pronounced dead at the scene.

Armando Christopher Hernandez III, 24, Tampa: Armando was driving on Memorial Highway at a high rate of speed when he lost control of the vehicle on a curve. The vehicle slid off its side and struck a guardrail. He enjoyed weightlifting, riding motorcycles, skateboarding, spending time with his family, friends, and his beloved dog, Bella. He was a week shy of his 25th birthday. He is survived by his girlfriend, soon to be born daughter, parents, brothers, grandparents, and many family and friends.

April 18, 2018

Seth Leathers, 16, Weeki Wachee: Seth was on his way to play basketball at his church when he was killed in a car crash on U.S. 19. A family friend recalls, “He always had a smile on his face. He wanted to play sports, graduate from high school, get a job and buy a nice car, and make everyone happy.”. He is survived by his parents, brothers, grandparents, and many friends and family.
Michael Lee Nevels, 42, Tampa: Michael was driving on N. 64th Street when he failed to yield for an oncoming vehicle, and collided with the vehicle. He was transported to Tampa General Hospital where he died from his injuries. He is survived by his wife, children, grandchildren, and many friends and family.

April 15, 2018

James Lucas Quick, 59, Spring Hill: James was traveling on State Road 52 when he attempted a left turn and struck an oncoming vehicle. He was transported to Regional Medical Center at Bayonet Point where he later died from his injuries.

Eliazar I. Andujo, 23, Corpus Christi TX: Eliazar was laying in the roadway on CR 488 when a westbound vehicle collided with him. He was pronounced dead at the scene.

April 14, 2018

Artemus “Art” Leon Holley, 52, Tampa: Art died in a hit-and-run crash. He was driving on North 26th Street when another driver ran a stop sign and hit his vehicle. He was a lifelong resident of Tampa and worked for Bank of America. He enjoyed playing and watching basketball.

Adele M. Maier, 78, Spring Hill: Adele was driving east on Spring Hill Drive when she was struck by a pickup truck attempting to turn on Spring Hill Drive. She was taken to Bayfront Health Spring Hill where she died of her injuries. She is survived by her partner and brother.

Kerry Jason Webb, 37, Riverview: Kerry was driving his motorcycle with his girlfriend, Angelina Torrey, on US 301 when they were struck by a drunk driver. They were both ejected from the motorcycle and landed in the road. They were both wearing helmets. Kerry was pronounced dead at the scene. He is survived by his daughter, and mother.

Angelina Elizabeth Torrey, 25, Valrico: Angelina was a passenger on Kerry Webb’s motorcycle that was driving on US 301 when they were struck by a drunk driver. They were both ejected from the motorcycle and landed in the road. They were both wearing helmets. Angelina was taken to Brandon Regional Hospital where she died from her injuries. She was an avid Gator fan and loved the beach. A former teacher said: “There were times where Angelina and I would talk about life and the dreams she had. It breaks my heart that it was taken from her so soon.”.

Margaret “Peggy” Musto, 65, Saint Petersburg: Margaret and her husband were driving northbound on the Howard Franklin Bridge when a piece of metal laying in the roadway was propelled toward their vehicle. The metal struck the hood of the car and then penetrated the windshield and struck Margaret. She died from the injuries she suffered from the April 4th crash. She built a reputation in the Tampa Bay Area as a talented interior decorator, real estate agent and home stager, and at the time of her passing was considered Pinellas County's #1 home stager. She was also a two-time cancer survivor and dedicated much of her free time to cancer awareness and support.
April 12, 2018

Savita Gupta, 48, India: Savita was a passenger in a car driving on U.S. 19. The car ran a red light and was struck by a semitrailer truck. She was not wearing a seatbelt. She was taken to Bayfront Health St. Petersburg but later died from her injuries.

April 11, 2018

Jamie Dawn Patterson, 46, Spring Hill: Jamie was crossing U.S. 19 when she was struck by an oncoming vehicle. The vehicle fled the scene and Jamie died from her injuries.

April 10, 2018

Jayden A. Joseph, 1, Holiday: Jayden left the front door of his house and ran into Moog Road. Jayden’s father ran after him trying to catch him when he and Jayden were both struck by a vehicle. Both Jayden and his father were taken to a local hospital where Jayden died from his injuries.

April 9, 2018

John Bryan Colon Garcia, 32, Tampa: John had been involved in a single vehicle crash and was walking westbound of the shoulder of I-75. He attempted to cross over to the median when he was hit by an oncoming vehicle. He was pronounced dead at the scene.
Attached is the latest bi-weekly fatality report for District 7 roadways. We lost 18 members of our community during this time. These included four pedestrian and three motorcycle crashes. Below are pictures of three of those we lost, all high or middle school students looking forward to their summer break.

One fatality that stands out involves a young man who was walking across railroad tracks with headphones on. Apparently he did not hear an approaching train and was struck and killed. Ron Chin noted to me that he often sees drivers and pedestrians wearing headphones. Please encourage others not to do that, in fact it is right in the drivers handbook:

<table>
<thead>
<tr>
<th>Equipment NOT Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red lights visible from front or blue lights. For emergency/law enforcement vehicles only.</td>
</tr>
<tr>
<td>A siren, bell, or whistle.</td>
</tr>
<tr>
<td>A very loud muffler (heard from more than 50 feet) or one that emits smoke.</td>
</tr>
<tr>
<td>Signs, posters, or stickers on the windshield or windows (except if required by law).</td>
</tr>
<tr>
<td>A television that the driver can see.</td>
</tr>
<tr>
<td>More than two spotlights, cowl or fender lights, fog lights, or other extra lights.</td>
</tr>
<tr>
<td>Headsets/headphones worn by driver while operating a vehicle.</td>
</tr>
</tbody>
</table>

Ron also noted - If we are walking on the road/shoulder where there is no sidewalk, we should always walk on the opposite side facing traffic so we can see what is oncoming. One fatality involved such a situation.
I was asked recently about what we can do to help influence driver and pedestrian/bicycle behavior. That is an important question. Although we do not want to blame victims, we do need to acknowledge that over 90% of crashes are caused by driver error. We can focus in our daily work on the 10% that are not driver behavior, and also look for ways to provide a more “forgiving” roadway and roadside environment that may help save lives. But we also can ensure that we set the example and encourage others to be less distracted when driving.

Thank you for what you do and keep safety at the forefront of your daily work.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
April 22, 2018

Phillip Meadows, 49, New Port Richey: Phillip was walking in the center of the westbound lane of Trinity Blvd when he was struck by an oncoming vehicle. Phillip died at the scene.

April 24, 2018

Lillia Morris, 17, Trinity: Lillia was traveling northbound on Duck Slough Blvd through the intersection of State Road 54 when an eastbound SUV ran a red light and collided with her car. She died at the scene. Lillia was a junior at Mitchell High School where she was involved in the school’s medical academy and student organization for future health professionals. She had told friends that she wanted to be a pediatric nurse and volunteered at local elementary schools conducting health screenings. “Lillia was full of life right up until the very end. She had a smile that could turn dullness into pure joy. She will be remembered for her inner beauty that radiated everyone she came in contact with.”

Bryson Jada Welton Williams, 18, St. Petersburg: Bryson was traveling westbound on 54th Avenue south and was making a lane change when he over-corrected, lost traction, and collided with a tree. He was pronounced dead at the scene. Bryson was a senior at Lakewood High School and was just weeks away from graduating. "He was funny. He was nice to everybody."

Ernesto Lopez Zaragoza, 66, Ruskin: Ernesto was a passenger in a pickup truck that was traveling southbound on US 41. The driver of the vehicle was attempting to turn left onto Spindle Shell when they were struck by a northbound vehicle. Ernesto was ejected from the pickup truck and was pronounced dead at the scene.

April 27, 2018

Steve Gordon, 53, Port Richey: Steve was traveling westbound on State Road 52 near Hicks Road when he struck the rear of a semi-trailer that was stopped and partially obstructing the outside travel lane. He died at the scene.
April 28, 2018

**Dustin Pierce, 28, Valrico:** Dustin was walking west on a sidewalk along the north side of State Road 60 near Valrico Station road when he was struck by a train. Dustin was wearing earphones and failed to observe the down arms at the railroad crossing.

April 29, 2018

**John Michael Mackey, 39, Valrico:** John was traveling southbound on Lithia Pinecrest Road when he failed to negotiate a curve and left the roadway. His vehicle struck a tree, he was ejected, and found dead at the scene.

**Jody Gordon, 64, Floral City:** Jody was backing her motorcycle out of a parking spot in a parking lot at the corner of US 19 and West River Glen Court when she lost control, was ejected and fell onto the pavement. Jody was airlifted to Bayonet Point Hospital where she later died from her injuries. She enjoyed riding horses and motorcycles. She is survived by her son.

May 2, 2018

**Cory Vircik, 24, Valrico:** Cory was riding his motorcycle southbound on Highland Avenue when an eastbound vehicle rolled through a stop sign and pulled into his path. Cory collided with the vehicle, was ejected from his motorcycle, and died at the scene. He loved to play guitar, surf, and ride his dirt bike. “His kind heart, his infectious smile, and his willingness to help anyone in need are all a true testament of Cory's character”

**Austin Aiken, 26, Safety Harbor:** Austin was riding westbound on Patterson Road when he lost control of his motorcycle while negotiating a curve. He traveled off road, was ejected from his motorcycle, and died at the scene.

May 3, 2018

**David Suarez Gonzalez, 74, Brandon:** David was traveling southbound on US 41 when a northbound vehicle crossed over the centerline and struck David’s vehicle head-on. He died at the scene.

**Daniel Allen Herberth, 45, Tampa:** Daniel was traveling westbound on Gandy Blvd approaching Church Ave when he suffered from a medical episode and lost control of his vehicle. His vehicle veered off the road and into a steel brick advertisement sign. He was transported to Tampa General Hospital where he later passed away. Friends remember Daniel for his love of baseball and his sense of humor “Dan would manage to say one thing every single day that would have the entire Finance group hysterically laughing.”
May 4, 2018

Kyle Frank, 21, Spring Hill: Kyle was traveling northbound on the Sun Coast Parkway when his tire blew out and he lost control of his vehicle. His vehicle subsequently traveled off road and overturned into the center grass median. Kyle was ejected from his vehicle and was transported to Trinity Hospital where he later died from his injuries. “Kyle was a bright shining star who brought smiles to all our faces. He was an important and integral part in the lives of his family and friends. He will be forever remembered as the warm, friendly, selfless, silly, hardworking young man that he had become.”

May 5, 2018

Paul Blevins, 41, Hernando: Paul was traveling eastbound on County Road 39 approaching N Natchez loop when for unknown reasons his vehicle left the roadway and struck a tree. He died at the scene.

Sarah Richards, 40, Hernando: Sarah was riding as a passenger with Paul Blevins when for unknown reasons, the vehicle left the roadway and struck a tree. She died at the scene. Sarah was an Environmental Services Assistant at Citrus Memorial Hospital. She is survived by her three daughters, her brother, her sisters and her grandmothers.

Amanda Bruce, 36, Hudson: Amanda was crossing State Road 60 near Grand Regency Boulevard when she was struck by a westbound vehicle. She was taken to Tampa General Hospital where she later died of her injuries.

Christopher Griffin, 36, Largo: Christopher attempted to turn left onto E Bay Drive when he entered the path of police cruiser who was responding to a nearby domestic disturbance. He was pronounced dead at the scene.

May 5, 2018

Jesus Navarro Lopez, 13, Dover: Jesus was walking along the shoulder of SR 574 when he was struck by a pickup truck that veered onto the shoulder. Jesus was a student at Turkey Creek Middle School and aspired to be a police officer one day. He enjoyed music and playing soccer. His teachers described him as a “goofy fun loving middle schooler”.
For the two weeks ending May 20th we had 13 people die on the roads in District 7. Although this is one of the lowest two week totals we have had this year, it obviously is more than what we would like. Eight of the thirteen fatalities were vulnerable road users including five pedestrians, two motorcyclists, and one bicyclist. Of the five pedestrians, three were senior citizens.

Although not on this list (but probably on the next report), we all have heard about the tragic deaths of a young mother and her toddler daughter on Bayshore Boulevard. Unfortunately it sometimes takes a high profile incident to get the attention of the public. But we know that these types of incidents happen daily throughout District 7. We need to make sure we consider the needs of all road users when we plan, design, construct and maintain our roadways. I know you all do consider these factors in your work, but we just have to keep being diligent and look for improvement opportunities.

Thank you for your work in improving safety in District 7.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
Safety in Seven

District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

May 7, 2018

Taylor Liebe, 20, Brandon: Tyler was a passenger on a motorcycle when he fell off and collided with guardrail on the Selmon Expressway. The driver continued on without stopping. He was a gifted athlete and a passionate sportsman. He was most comfortable enjoying life outdoors on a sports field surrounded by friends, family, and any piece of sporting equipment. A favorite teammate, he was known for his speed, raw talent, and size, as he excelled in football, high school basketball, soccer, baseball, bowling, or whatever you wanted to play next.

Jared Krohn, 40, St Pete Beach: Jared was walking north on 1st Avenue N when he ran decided to run across the road. The vehicle tried to slow and swerve right, but couldn’t do so in time.

May 9, 2018

Richard Benson, 28, New Port Richey: Around 10 p.m. Wednesday, May 9, Benson was driving his 2015 Chevrolet Sonic west on State Road 52 near Emmaus Cemetery Road in Pasco County when his car veered across the center line into the path of a 1999 Ford SUV. Benson’s car swiveled around when it struck the left front of the Ford and collided with a guardrail. Following high school he enlisted in the United States Army where he proudly served his nation as a combat medic for five years, including deployments to Afghanistan. He retired, a combat wounded veteran, in 2013. He is often spoken of as the bravest, kindest, and loyalist man those who knew him would ever know.

Andrew J. Milos, 53, Hudson: Mr. Milos was riding a bicycle northwest on Fivay when he was overtaken by a 2003 Buick SUV driven by Vera Sinton, 84, of Hudson. The SUV collided with the bike

May 10, 2018

Cameron Sowinski, 18, Dunedin: Cameron was a motorcyclist who was traveling west on Tarpon Ave when a bus failed to come to a complete stop on Huey Ave while crossing Tarpon Ave. He was an accomplished bagpiper who played countless hours in downtown Dunedin with the middle school, high school, and city band.
May 11, 2018

Gustavo Martinez-Meza, 37, Tampa: Troopers say Martinez-Meza, of Brandon, was driving a 1996 Toyota Avalon westbound on E Dr. Martin Luther King Jr. Boulevard around 3:42 a.m. when he drove through a guardrail and struck a utility pole. Gustavo was a cook and a member of House of Mercy Church in Tampa.

Ever Noe Chavez Romero, 21, Riverview: Troopers said Mr. Romero was driving northbound on I-75 at a high rate of speed when he lost control of the 2009 Mazda3 he was driving. The car rotated, left the roadway and hit a pole.

May 12, 2018

Marcelino Romero, 85, Tampa: Marcelino was leaning against the post of a handicapped parking sign at a Bravo Supermarket when a vehicle turned into the spot and took off. The vehicle went over the parking bumper, onto the sidewalk, and struck Marcelino and the handicapped pole.

Christopher Ryan, 29, New Port Richey: Christopher was walking along Bruin Drive during the night time hours. A driver was driving north on Bruin Drive when he failed to notice Christopher walking along the road and hit him.

May 13, 2018

Pamela Allen, 56, Homosassa: Pamela was a passenger in a Pontiac Vibe on into a westbound Toyota Camry and Pamela suffered fatal injuries at the crash scene. When the weather was right, you'd find Pam and her friends enjoying the country roads on their motorcycles. And let's not forget about those relaxing yet fun float trips down the river.

May 14, 2018

John William Costello, 76, Tampa: John was involved in an earlier crash with another car and got out of his car shortly after the crash occurred. While walking around his vehicle, another vehicle drove by the scene and hit John, who passed away at the scene.
Gerald Edouard Jr., 21, Auburndale: A wrong-way driver died late Monday night after crashing head-on into a semi-truck. Plant City police received a call about the crash at 11:50 p.m. near Calhoun and Alexander streets. The driver of the semi told officers a blue Volkswagen Passat was driving southbound in the northbound lanes of Alexander Street and hit the semi.

May 20, 2018

Jesus De La Torre-Morales, 70, Ruskin: Mr. Torre-Morales was walking northbound on 24th St north of 11th Ave during the night time hours, pushing a shopping cart. A northbound vehicle struck the pedestrian, who passed away at the scene.
Different Name, Similar Program: TIGER Morphs into BUILD

The US Department of Transportation has announced that the long-standing TIGER program, in which USDOT awards up to $25 million apiece to multimodal transportation projects across the country, has been renamed the BUILD program. The renaming of TIGER signals USDOT's intention to put the Trump administration's stamp on it.

In the final funding deal for FY2018, Congress provided $1.5 billion for TIGER, which is triple what has been available in recent years. TIGER's new name comes with a few new programmatic tweaks:

- BUILD will focus on projects with significant regional or local impact; the idea of focusing on local needs is new to the BUILD equation.
- BUILD will also emphasize rural areas, with at least 30 percent of the funding set aside for rural projects.
- Biking and walking projects continue to be eligible, though the emphasis is on larger transportation projects. Broadband is also newly eligible.
- The selection criteria continue to include safety, good repair, economic competitiveness, environmental protection, and quality of life. USDOT also added three new criteria: innovation, partnership (including with the private sector), and increasing non-federal funding for transportation (such as through gas tax increases or tolling). This approach is a nod to the President’s infrastructure proposal which emphasized bring in additional revenue from the private sector. Senators Collins (R-ME) and Reed (D-RI), who are the senior Senators on the transportation appropriations subcommittee, have objected to the new revenue criteria; but it is unclear whether USDOT will make any modifications.
Applicants can still request for up to 80 percent federal funding for the project, though the guidelines state that similar projects with more non-federal revenue will be more competitive.

In the past, TIGER helped support a number of large-scale biking, walking, and trail projects. However, there was a clear shift in the 2017 TIGER awards, which were the first ones selected under Secretary Chao. There was only one standalone trail project approved, but one-third of the projects approved included bicycle and pedestrian improvements as part of a road or bridge project, or were Complete Streets projects. One project in Frankfort, Kentucky focused on a road reconstruction project that added wider sidewalks, bike lanes, and intersection improvements to improve safe pedestrian access to a local elementary school.

Assuming BUILD projects are judged similarly to the 2017 TIGER projects, biking, walking and Safe Routes to School advocates should examine the program and consider whether there is a local project that improves transportation access—particularly if there is a substantial economic benefit or safety argument to make. TIGER has always been a very competitive program, but with three times as much money available, it’s likely that somewhere between 100 and 150 projects will be selected for funding.

The deadline for submissions is July 19, 2018. In May, USDOT will have several webinars to walk applicants through the program. More information on BUILD is on the USDOT website.

Also of note at the federal level is that the Trump Administration is seeking to use the rescissions process to ask Congress to slice $30 to $60 billion off of the already agreed upon FY2018 funding levels. In the next few weeks, the federal Office of Management and Budget (OMB) will submit to Congress a list of programs and amounts to cut from those programs. We don’t yet know whether OMB will include the TIGER/BUILD program, although we know that is one of the programs that the Administration has proposed to cut. Congress would need to pass these cuts, and there is already a lot of skepticism among members of Congress from both parties about this gambit. If a program is proposed for a rescission, it could put a hold on spending money for 45 days, further slowing agencies from getting grants awarded and programs implemented for this fiscal year.

Finally, we turn to the states. As you know, each quarter we take a look at how states are utilizing their Transportation Alternatives Program funds. Our most recent quarterly report shows that all states but two obligated a total of $120 million in TAP spending, meaning that Safe Routes to School, biking, and walking projects are moving forward. And just three states (MS, TX, and UT) transferred money away from TAP to other road and bridge projects.

Source: USDOT
May 25, 2018

Mr. James Christian, Division Administrator
Florida Division, Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

Dear Mr. Christian,

We are pleased to transmit the attached statement of our “Collaborative Process for Federal Performance Measures” pursuant to 23 CFR 450.314(h)(2). This document was prepared by the Florida Department of Transportation (FDOT) and Florida’s 27 Metropolitan Planning Organizations (MPOs) through the MPO Advisory Council (MPOAC). Each MPO is responsible for coordinating with its board and committees in the development and implementation of this document. This includes the providers of public transportation in MPO planning areas, through their participation on MPO boards and committees and in metropolitan planning activities as documented in agreements required of each MPO in Section 339.175(10), Florida Statutes.

This document is intended to assist with initial implementation of the Transportation Performance Management requirements. It is anticipated that this document will be revised over time as FDOT and the MPOAC work cooperatively to fully implement all applicable federal requirements.

Whether through annual Florida Metropolitan Planning Partnership meetings or the continuous efforts of so many to develop the state’s long-range transportation plan (the Florida Transportation Plan) and our coordinated and prioritized Work Program, Florida enjoys a strong history of effective collaboration in state and metropolitan transportation planning. FDOT and the MPOs have been coordinating regarding performance measures for several years in preparation for meeting federal requirements. A 2018 Transportation Research Board Annual Meeting session moderated by the Federal Highway Administration and the Federal Transit Administration highlighted the model performance partnership between FDOT and Florida’s MPOs. The attached process is the next step in that effort, documenting our cooperative approach to developing and reporting federal transportation performance measures and targets.

www.fdot.gov
May 25, 2018
Page 2 of 2

We look forward to our future work together in delivering Florida’s high performing transportation system.

Sincerely,

Mike Dew, Secretary
Florida Department of Transportation

Nick Maddox, Chair
MPOAC Governing Board

Cc: Tom Byron, Assistant Secretary for Strategic Development, FDOT
    Jim Wood, Chief Planner, FDOT
    Carl Mikyska, Executive Director, MPOAC
    Executive Directors of Florida’s 27 MPOs
Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida’s 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Part 450 of the Code of Federal Regulations (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”

- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.
Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

FDOT and the MPOAC agree that email communications shall be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning.

1. Transportation performance data:
   a) FDOT: FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.\(^1\)
   b) MPOs: Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.

2. Selection of performance targets:

   FDOT, the MPOs, and providers of public transportation will set their respective performance targets in coordination with one another. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication.

   a) FDOT: FDOT will establish a statewide target for each applicable federally required performance measure.
      i. FDOT will provide each MPO and relevant provider of public transportation, as applicable, an opportunity to provide comments on proposed statewide targets prior to FDOT’s establishment of statewide targets.
      ii. FDOT will provide written notice to the MPO when FDOT sets a target. This notice will provide the targets and the date FDOT set the target, which will begin the 180-day time-period during which the MPO must set performance targets.

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\(^1\) When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

\(^2\) If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.
b) MPOs: Each MPO will establish a target for each applicable federally required performance measure and provide the selected target to FDOT. To the extent possible, MPOs will establish their targets through existing processes including, but not limited to, the annual transportation improvement program update. For each performance measure, an MPO will have the option of establishing a target by either 3:

   i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the transportation improvement program) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT’s statewide target for that performance measure.

   ii. Choosing to set its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to set its own target, the MPO will develop the target in coordination with FDOT and, as applicable, providers of public transportation. The MPO will provide FDOT and, as applicable, providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the transportation improvement program) that includes the target and when the MPO sets its target.

   iii. Public transportation related targets: FDOT and the MPOAC recognize the role of providers of public transportation in MPO planning areas in meeting federal performance management requirements for transit asset management and transit safety (final rule pending). The transit asset management requirements are being implemented through the transit asset management plans being developed by Tier I providers of public transportation and by FDOT on behalf of participating Tier II providers. FDOT will notify MPOs and participating Tier II providers following establishment of transit-related targets in the Group Transit Asset Management Plan. Each MPO will provide to FDOT documentation of whether it agrees to support these targets, or choose to develop its own targets. Specific coordination processes between MPOs and providers of public transportation are defined in existing Intergovernmental Coordination and Review agreements or can be defined in funding agreements, as appropriate.

3. Reporting performance targets:

   a) FDOT: FDOT will provide its established performance targets to either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) as mandated by the federal requirements. FDOT will notify the MPOs when it reports final statewide targets.

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3 When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.
FDOT will include applicable information outlined in 23 CFR 450.216 (f) in any statewide long-range transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

ii. Reporting of targets and performance by FDOT will conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.

b) MPOs: Each MPO will report its respective performance targets as mandated by federal requirements to FDOT in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent possible, MPOs will report their targets through existing processes including, but not limited to, the annual transportation improvement program update.

i. MPOs will include applicable information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan long-range transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.

ii. Reporting of targets and performance by the MPOs will conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.

4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:

a) FDOT: FDOT will provide to FHWA or FTA as designated, and share with each MPO, the transportation performance data for the state showing the progress being made towards attainment of each target set by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.

b) MPOs: Each MPO will provide to FDOT on an annual basis transportation performance data for the MPO showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent possible, MPOs will report progress through existing processes including, but not limited to, the annual transportation improvement program update.

5. Collection of data for the State asset management plans for the National Highway System (NHS):

a) FDOT: FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.
Dear Bill,

Thank you again for bringing this to our attention. It’s our understanding that FDOT District 7 has been coordinating with the Westshore Alliance about this issue, and has a proposed strategy to address it. I’ve asked our BPAC Coordinator, Wade Reynolds, to arrange for a discussion of the issue and the proposed remedy at the upcoming Tri-County BPAC meeting on May 23. The Tri-County BPAC has addressed other matters of regional trail connections effectively in the past, such as recommending to the Hillsborough and Pinellas MPOs that a regional trail should be included in the Howard Frankland Bridge reconstruction. We look forward to their review and recommendation.

Please feel free to contact me or Wade’s supervisor, Michele Ogilvie (copied on this), if you have additional questions in the meantime. Michele’s extension is 317.

Sincerely,
Beth

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From: Bill Jonson <bill.jonson@verizon.net>
Sent: Thursday, May 3, 2018 12:35 PM
To: Mr. Raymond Chiararamonte <executivedirector@tbarta.com>; Sean Sullivan <Sean@tbrpc.org>; Ann Kulig <Kulig@westshorealliance.org>
Cc: Heather Young <heather@tbrpc.org>; 'Gregory, Ron (ron.gregory@urs.com)' <ron.gregory@aecom.com>; 'Karla Price' <pr07@ci.tampa.fl.us>; Jeff Coleman <Jeff@colemanlaw.com>; 'Speese, Christopher' <Christopher.Speese@dot.state.fl.us>; Blanton, Whit <wblanton@co.pinellas.fl.us>; Beth Alden <AldenB@plancom.org>
Subject: CSH Trail Gap Letter to Chairman Miller of the MPO

Attached is a copy of the letter and attachments sent by regular mail to Chairman Miller, Secretary Gwynn, Ms. Jean Duncan at the City of Tampa, and Ms. Beth Alden about the need for a project to close the trail gap in the Courtney Campbell Trail on the north side of SR 60.
Best wishes,

Bill Jonson, Chair
Courtney Campbell Scenic Highway CAC
2694 Redford Court W.
Clearwater, Florida 33761
727-786-3075, 727-403-6068 (cell)
May 3, 2018

The Honorable Les Miller, Chairman
Hillsborough Metropolitan Planning Organization
County Center, 18th Floor
601 E. Kennedy Blvd
Tampa FL 33602

Re: Closing Courtney Campbell Scenic Highway Trail Gap at Tidal Gate

Dear Chairman Miller,

The Courtney Campbell Scenic Highway Corridor Advisory Committee voted at its April 20, 2018 meeting to support the completion of the missing Courtney Campbell Scenic Highway Trail segment on the north side of SR 60/ Courtney Campbell Causeway between the Bay Harbor Drive overpass and the Westin Resort driveway.

The Committee reviewed the existing conditions along the north side of SR 60 and is requesting the MPO include project funding for the construction of the missing bridge crossing of the tidal gate, and construction of the trail from the tidal gate to the Westin Resort driveway in the appropriate transportation plan.

This portion of the Courtney Campbell Scenic Highway Trail was originally included in the FDOT 2012 resurfacing project completed in 2013 (FPN 424561-1-52-01, 424561-2-52-01, 424561-1-52-02). I have attached the FDOT Construction Fact Sheet showing the 2012 project’s Sidewalk/Multi-Use Trail elements.

This Trail Tidal Gate Gap has negative impacts on recreational use of the Courtney Campbell Scenic Highway Trail. The neighborhoods to the north of the Courtney Campbell Causeway including Dana Shores have requested this project be undertaken to enhance the accessibility of Rocky Point businesses and the existing trail along the north side.

A map showing the location of the proposed Trail Tidal Gate Gap project is attached to this letter.
The Honorable Les Miller  
Hillsborough MPO  
May 3, 2018

The local communities and the Westshore Alliance support this project and hope to be able to work with the MPO, Courtney Campbell Scenic Highway Corridor Advisory Committee, FDOT, and the City of Tampa to achieve the completion of the trail in this location.

Respectfully,

Bill Jonson  
Chair Courtney Campbell Scenic Highway CAC

CC: Beth Alden, Executive Director, Hillsborough MPO  
Raymond Chiaramonte, Executive Director, TBARTA  
Jean Duncan, Director, City of Tampa, Department of Transportation and Stormwater Services  
David Gwynn, FDOT D7 Secretary  
Sean Sullivan, Executive Director, Tampa Bay Regional Planning Council

Encl: 1. Aerial Map of the Courtney Campbell Trail Gap  
2. FDOT Construction Fact Sheet showing the 2012 project’s Sidewalk/Multi-Use Trail elements.  
3. Photos looking east of the existing condition at this trail gap
Repaving * Sidewalk/Multi-use trail * Signals * Guardrail

Project Description:

Roadway
- Repave Courtney Campbell Causeway (S.R. 60) between the Pinellas County Line and Rocky Point Drive.
  - Motorists should use caution as the pavement will be rough and the lanes may be uneven during paving activities.
- Repave the vehicle access road on the north side of SR 60 between the Pinellas County Line and Rocky Point Drive.
  - It will be closed for construction activities when necessary.

Sidewalk/Multi-Use Trail
- Build a five foot sidewalk on the north side of S.R. 60 between Bay Harbor Drive and the Westin Resort driveway.
- Build a 12 foot multi-use trail on the south side of the road between the west end of Ben T. Davis Beach and the Bayport Drive exit.

Traffic Signals
- Replace the current signals and poles with hurricane resistant ones at the boat ramp entrance and the Ben T. Davis Beach entrance.

Guardrail
- Replace the guardrail throughout the project.

Lane Closures and Access Road Closures
- This project will require lane closures which may occur between 8:00 pm and 6:30 am.

FPN: 424561-1-52-01
424561-2-52-01
424561-1-52-02

Contract start date:
April 22, 2012

Contract days:
460 contract days

Anticipated Completion:
Summer 2013

Project Length:
5.3 miles

Contractor:
Ajax Paving Industries of Florida

Project Cost:
$8,441,427

Questions?
Email roadwork@dot.state.fl.us

Greg Falcone
FDOT Project Administrator
727-725-7950
May 11, 2018

The Honorable Secretary Elaine L. Chao
United States Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Dear Secretary Chao,

Please accept this letter of support for the 2018 Advanced Transportation Congestion Management Technology Deployment (ATCMTD) grant application submitted by the Florida Department of Transportation (FDOT) for the I-4 Florida’s Regional Advance Mobility Elements (FRAME) project.

The Hillsborough MPO is directly impacted by both daily congestion and incident-related congestion on I-4. When incidents occur on I-4 blocking lanes or closing one direction of travel, arterial roadways managed by our local governments are flooded with cars and trucks trying to find a way around the delay. This by-passing traffic causes congestion, delay, safety and environmental problems within Hillsborough County and the City of Tampa.

The Hillsborough MPO supports the goals and technology applications envisioned for the I-4 FRAME project. We are prepared to cooperate with FDOT in development and implementation of advanced technology for the mutual benefit of travelers on arterials and on I-4. Through our Intelligent Transportation Systems Committee, the Hillsborough MPO is prepared to collaborate with the FDOT District Seven Regional Traffic Management Center (RTMC) and local governments to improve management and operations of the arterial components of the project once they are implemented. Finally, the Hillsborough MPO is prepared to collaborate with FDOT and offer our support in research and analysis.

Thank you for your consideration of this ATCMTD grant request from FDOT. If you have additional questions, please feel free to contact me at (813) 273-3774 x318.

Sincerely,

Beth Alden, AICP
Executive Director

Cc: Ron Chin, District Seven Traffic Operations Engineer
Julie Scanlon, District Seven Traffic Operations
May 22, 2018

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Tampa — NOFO Number 693JJ318NF00010, USDOT Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative

Dear Secretary Chao:

The Hillsborough MPO fully supports the City of Tampa’s Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative application.

On February 2, 2016, by unanimous vote, the MPO Board endorsed the City of Tampa’s Smart City Challenge Grant Application. With today’s letter, the MPO continues to support the City’s efforts to integrate emerging transportation data, technologies, and applications with existing infrastructure. The MPO recognizes that these efforts represent a major step forward to address the community’s transportation needs.

The City of Tampa has worked collaboratively with many of the MPO member agencies and planning partners to draft a proposal that will take our existing infrastructure technologies to the next level. For this round of ATCMTD funding, both the City and District Seven of the Florida Department of Transportation are submitting applications. As a result of previously established interagency partnerships, these projects can be implemented either as standalone projects or can seamlessly operate in conjunction with one another.

Tampa is a leader in technology that makes our infrastructure safer and more accessible to all, including the One Bus Away application developed by the University of South Florida's Center for Urban Transportation Research; Tampa-Hillsborough Expressway Authority's automated vehicle demonstrations; and, Hillsborough Area Regional Transit Authority's public-private partnership to provide on-demand first-mile/last-mile connection service. Tampa’s ATCMTD project will build on these and other technologies, including the City’s recent commitment to installing advanced traffic management systems throughout the city, and the Connected Vehicle Pilot Program project. We look forward to working with the City to implement this exciting program and offer our support in research and analysis.

Sincerely,

Beth Alden, AICP
Executive Director

Cc: Vik Bhide, Chief Traffic Management Engineer
Advance Notification Review Confirmation

#14344 Maydell Drive Bridge Replacement

District: District 7
County: Hillsborough
Planning Organization: FDOT District 7
Plan ID: Not Available

Federal Involvement: FHWA Funding Other Federal Permit USCG Bridge Permit
LAP Agency: Hillsborough County (Already PD&E LAP Certified)
Agency Completing NEPA Document: Local Agency (with FDOT oversight)

Financial Management No.: 439412-1-22-01

Contact Information: Nicole Christine Selly (813) 975-6455 Nicole.Selly@dot.state.fl.us
Snapshot Data From: Current Draft Data

Overview
Agency: Hillsborough County MPO
Reviewer: Allison Yeh

Advance Notification Package Review
Comments:
This project is consistent with the Tampa Hillsborough Greenways and Trails Master Plan.
Overview

US Coast Guard Bridge Permits

No water crossings have been identified for this project.

No further involvement from the USCG is required unless the proposed project changes to include additional, unassessed bridges or the project scope changes.

Purpose & Need Review

Selection: Understood
Project Effects Review Confirmation

#14344 Maydell Drive Bridge Replacement

District: District 7
County: Hillsborough
Planning Organization: FDOT District 7
Plan ID: Not Available
Federal Involvement: FHWA Funding Other Federal Permit USCG Bridge Permit
LAP Agency: Hillsborough County (Already PD&E LAP Certified)
Agency Completing NEPA Document: Local Agency (with FDOT oversight)
Contact Information: Nicole Christine Selly (813) 975-6455 Nicole.Selly@dot.state.fl.us
Snapshot Data From: Current Draft Data

Overview

Reviews Submitted: 6
Alternatives: 1
Issues: Aesthetic Effects, Economic, Land Use Changes, Mobility, Relocation Potential, Social
Degree of Effect: Enhanced
Future Coordination and Documentation: To Be Determined: Further Coordination Required
Additional Comments:

This project is directly related to the MPO's multi-modal planning efforts in particular the Tampa Hillsborough Greenways and Trails Master Plan Update. Please note that the Hillsborough County Public works is indicating that construction on Maydell Bridge will start December 2019 (FY2020). This is generally consistent with the documentation provided in the AN package, but additional coordination may be needed as the project progresses.

Direct Effects

Resources and Level of Importance:

This project is consistent with the MPO's multi-modal planning efforts, in particular, the Tampa Hillsborough Greenways and Trails Master Plan Update and is not anticipated to add lanes or traffic capacity to the exiting roadways. However it will reopen traffic to Maydell Bridge and a 10 foot trail on the west side and a 5 foot sidewalk on the east side. This will enhance the operational and multi-modal options in this area.

Comment on Effects to Resources:

The MPO’s Livable Roadways Committee was presented with the project at their May 16, 2018 meeting was generally supportive of the project.

Recommended avoidance, minimization, and mitigation opportunities:

Indirect Effects

Resources and Level of Importance:
Comment on Effects to Resources:

Recommended avoidance, minimization, and mitigation opportunities:

Dispute Status
Dispute Type:
N/A
Dispute Justification:
N/A
Dispute Citation:
N/A
Dispute Recommended Actions:
N/A
VETERANS EXPRESS LANES FROM GUNN HIGHWAY TO DALE MABRY HIGHWAY SCHEDULED TO OPEN MAY 23, 2018

(TAMPA) – On May 23, 2018, the next section of express lanes on the Veterans Expressway from Gunn Highway to Dale Mabry Highway are scheduled to open. Customers can travel in the new lanes paying only the general toll amount and must have an active and properly mounted SunPass or other interoperable transponder. Cash or TOLL-BY-PLATE is not accepted in the express lanes and only two-axle vehicles are permitted.

Northbound Express Lanes Entrance Locations:
• North of Hillsborough Avenue
• North of Wilsky Boulevard

Northbound Express Lanes Exit Locations:
• North of Wilsky Boulevard
• North of Hutchison Road

Southbound Express Lanes Entrance Locations:
• South of Dale Mabry Highway
• South Gunn Highway

Southbound Express Lanes Exit Locations:
• South of Gunn Highway
• South of Hillsborough Avenue

To learn more about the benefit of being a SunPass customer, please visit www.sunpass.com. To learn more about express lanes in Florida, please visit www.floridaexpresslanes.com
Customers can travel in the new lanes paying only the general toll, but they must have an active and properly mounted SunPass, as no cash or TOLL-BY-PLATE is accepted.

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For more information, please visit our website:
FloridaExpressLanes.com
US 92, US 41, SR 580, SR 583, SR 582 Highway Lighting Upgrades in Hillsborough County

| Project Details |
|-----------------|--------------------------------------------------|
| **Work Type**   | Highway lighting upgrades                        |
| **Phase**       | Design                                            |
| **Limits**      | US 92 - 9 intersections, US 41 - 8 intersections, SR 580 - 16 intersections, SR 583 - 8 intersections, SR 582 - 8 intersections |
| **City**        | Tampa, Temple Terrace                            |
| **County**      | Hillsborough                                    |
| **Road**        | 50th St, 56th St, Fowler Ave, Gandy Blvd, Hillsborough Ave, US 41, US 92 |

<table>
<thead>
<tr>
<th>Contact Information</th>
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<tbody>
<tr>
<td><strong>Design Manager</strong></td>
</tr>
<tr>
<td>Mary Lou Godfrey, PE</td>
</tr>
<tr>
<td>813-975-6621</td>
</tr>
<tr>
<td><a href="mailto:Marylou.godfrey@dot.state.f.us">Marylou.godfrey@dot.state.f.us</a></td>
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<tr>
<td><strong>Media Contact</strong></td>
</tr>
<tr>
<td>Kris Carson</td>
</tr>
<tr>
<td>813-975-6060</td>
</tr>
<tr>
<td><a href="mailto:Kristen.carson@dot.state.fl.us">Kristen.carson@dot.state.fl.us</a></td>
</tr>
</tbody>
</table>

**About**

This project will upgrade the highway lighting at numerous locations in Hillsborough County:

- US 92/Gandy Blvd - 3 intersections between West Shore Blvd and Lois Ave in Tampa
- US 92/Hillsborough Ave - 6 intersections between Habana and Florida avenues in Tampa
- US 41/50th St. - 8 intersections between the Selmon Expressway and Melbourne Blvd in Tampa
- SR 580/Busch Blvd - 2 intersections at the ramps to I-275 in Tampa
- SR 580/ Hillsborough Ave - 14 intersections between Race Track Rd and Veterans Expressway
- SR 583/56th St. - 8 intersections between River Hills Dr. and Whiteway Dr. in Temple Terrace
- SR 582/Fowler Ave - 8 intersections between McKinley Drive and Morris Bridge Rd

The project is currently in design. Construction is anticipated to begin in 2019.
SR 600 (US 92) Hillsborough Avenue Improvements

Dear Commissioner or Councilperson,

The Florida Department of Transportation is designing three (3) roadway improvement projects for SR 600 (US 92) Hillsborough Avenue. All three (3) projects are going to be combined into one (1) construction project that will be let on February 27, 2019. They include:

1) FPID 432584-1-52-01: Milling and repaving from east of North Central Avenue to west of SR 583/North 56th Street

2) FPID 432584-2-52-01: Drainage Improvements from SR 45 (US 41) Nebraska Avenue to North 13th Street

3) FPID 432584-3-52-01: Traffic Signal Updates at the intersections of SR 600 (US 92) Hillsborough Avenue and SR 45 (US 41) Nebraska Avenue and North 34th Street

We have attached the Fact Sheet for each of these projects for your use.

These proposed improvements are within the Hillsborough County and City of Tampa boundaries. They also fall within your area jurisdiction. Phase III plans (90%) will be forwarded to John Lyons, P.E. for review and comment on behalf of Hillsborough County and Jean Duncan, P.E. for review and comment on behalf of the City of Tampa.

We are providing these plans because we desire input on the proposed design of our transportation projects from our local partners. Please ensure that all comments are brought to our attention so that concerns can be addressed in a timely manner.

All comments and concerns should be addressed to Eyra Cash, P.E., FDOT Project Manager at 813-975-6164, or Eyra.Cash@dot.state.fl.us.

Thank you for your continued participation in improving Florida’s transportation system.

Respectfully,

Kristen Carson
District Seven Public Information Officer
FPID: 432584-1-52-01

SR 600 (US 92) Hillsborough Avenue
from east of North Central Avenue to west of SR 583/North 56th Street
Hillsborough County, Florida

Project Description:

The purpose of this project is to preserve and extend the life of the existing pavement through milling and resurfacing, and concrete rehabilitation. Additional improvements include; bringing sidewalks and pedestrian ramps into conformance with current American Disabilities Act (ADA) standards, replacing signing and pavement markings, and upgrading signals. SR 600 (US 92) Hillsborough Avenue is a major road on the State Highway System. This project is within the Hillsborough County urban area boundary.

Project Location:

The project is located on SR 600 (US 92) Hillsborough Avenue from east of North Central Avenue to west of SR 583/North 56th Street in Hillsborough County.

Schedule:

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<th>Item</th>
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Project Costs:

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<td>Construction</td>
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*Please note that cost estimates may change as the project progresses.

FDOT Project Manager
Eyra Cash, P.E.
11201 North McKinley Drive, MS 7-600
Tampa, FL 33612
Phone: (813) 975-6164
Email: Eyra.Cash@dot.state.fl.us

Public Information Specialist
Kristen Carson
11201 North McKinley Drive, MS 7-600
Tampa, FL 33612
Phone: (813)975-6060
Email: Kristen.Carson@dot.state.fl.us
**Project Description:**

The project consists of analyzing the existing drainage conditions, identifying possible causes of flooding and providing drainage improvements to address the flooding on SR 600 (US 92) Hillsborough Avenue between SR 45 (US 41) Nebraska Avenue and North 13th Street. SR 600 (US 92) Hillsborough Avenue is a major road on the State Highway System. This project is within the Hillsborough County urban area boundary.

**Project Location:**

The project is located on SR 600 (US 92) Hillsborough Avenue from SR 45 (US 41) Nebraska Avenue to North 13th Street in Hillsborough County, Florida.

**Schedule:**

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**Project Costs:**

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<td>Construction</td>
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*Please note that costs may fluctuate as the project progresses.*

**FDOT Project Manager**

Eyra Cash, P.E.

11201 North McKinley Drive, MS 7-600

Tampa, FL 33612

Phone: (813) 975-6164

Email: Eyra.Cash@dot.state.fl.us

**Public Information Specialist**

Kristen Carson

11201 North McKinley Drive, MS 7-600

Tampa, FL 33612

Phone: (813)975-6060

Email: Kristen.Carson@dot.state.fl.us
FPID: 432584-3-52-01

SR 600 (US 92) Hillsborough Avenue at SR 45 (US 41) Nebraska Avenue and at North 34th Street
Hillsborough County, Florida

Project Description:

The purpose of this project is to rebuild existing signals with new mast arm signals at the intersections of SR 600 (US 92) Hillsborough Avenue and SR 45 (US 41) Nebraska Avenue and North 34th Street. SR 600 (US 92) Hillsborough Avenue is a major road on the State Highway System. This project is within the Hillsborough County urban area boundary.

Project Location:

The project is located on SR 600 (US 92) Hillsborough Avenue at SR 45 (US 41) Nebraska Avenue and at North 34th Street in Hillsborough County.

Schedule:

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Project Costs:

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

FDOT Project Manager
Eyra Cash, P.E.
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Phone: (813)975-6060
Email: Kristen.Carson@dot.state.fl.us
2018 Freight Priorities Program

Program Overview

The Metropolitan Planning Organization Advisory Council (MPOAC) Freight Committee developed the Freight Prioritization Program (FPP) to identify and promote high priority freight projects within the planning boundaries of Florida’s Metropolitan Planning Organizations\(^1\) for consideration in FDOT’s 5-Year Work Program and other potential funding sources. The FPP’s objective is to foster collaboration among MPOAC members and to develop a comprehensive list of projects that represents the unified input of the MPOAC. The MPOAC will update and endorse the FPP’s project list on an annual basis.

Project Selection Overview

The 2018 FPP Project List contains all project submissions that passed the agreed upon vetting process. The vetting process reviewed each project submission for program eligibility by verifying project information and whether each project was ready for construction funding. Key activities included:

1. The 2018 Call for Projects was distributed via email to each MPO on March 12\(^{th}\). The request included a program fact sheet, instructions, and a check list template.
2. Training webinars were scheduled and conducted on March 16\(^{th}\) and March 19\(^{th}\) to provide technical assistance to MPO staff. One-on-one phone calls were also conducted to answer specific questions.
3. MPOs were asked to complete and submit check lists for up-to-3 eligible projects. Project check lists were reviewed for completeness. Requests for additional information were submitted to each MPO.
4. Final checklists were reviewed and used to develop the 2018 Freight Priorities Program Project List.

Summary of 2018 FPP Project List

Highlights for the 2018 project list include:

- 16 of Florida’s 27 MPOs participated by submitting a total of 37 projects.
- Projects were provided by MPOs for all 7 FDOT Districts.
- 100% of projects submitted have a PD&E completed, underway, or planned.
- 33 of 37 projects are on designated SIS roadways, 10 are on the NHFN, and 24 are on regionally significant roadways.
- 19 of 37 projects are in a regional freight plan, all were in LRTPs, 30 in TIPs, and 31 in FDOT’s Work Program.
- 19 projects increase capacity and 10 improve operations.
- All projects support at least 2 FTP goals with the majority supporting 3 or more.

---

\(^{1}\) “Metropolitan Planning Organizations” is not an exclusive term. It also encompasses Transportation Planning Organizations (TPO) and Transportation Planning Agencies (TPA).
## 2018 Freight Priorities Program Projects List

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Name</th>
<th>From</th>
<th>To</th>
<th>Project Type</th>
<th>Description</th>
<th>Project Number</th>
<th>Year Requested</th>
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<td>Gulf to Bay Highway</td>
<td>SR 30 (US 98)</td>
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Public meeting set on roadway connection study

May 23, 2018 By Kathy Steele Leave a Comment

The city of Tampa, Hillsborough County and Pasco County remain at odds over whether Kinnan Street in New Tampa should connect to Mansfield Boulevard in Wesley Chapel.

A 450-page draft report, known as the Wesley Chapel Roadway Connection Study, looks at that road project, as well as two other potential intra-county road connections in the Wesley Chapel and State Road 56 area.

The study says that Pasco County will face substantial costs to address traffic increases — with or without potential roadway connections.

Estimates for intersection improvements in the area, with no road connections, would be about $13.8 million. With road connections, the cost would be about $15.4 million.

A public meeting to discuss the study, and get public input, will be held on May 29 at the Pasco-Hernando State College’s Porter Campus at Wiregrass Ranch, at 2727 Mansfield Blvd.

This is part of a multiphase process taking place over several months.

The focus of the meeting is to get comments on the study, not to get a consensus on what should or shouldn’t be connected, said Pasco County Commissioner Mike Moore.

“We want to hear from people if something is missing and should be added,” Moore said, noting the study is quite detailed.

A power-point presentation will be made at the meeting. Afterward, people will be able to look at maps, and ask questions one-on-one with consultants and county staff members.

Residents can go online now to peruse all 450 pages, and make comments through June 15. An online survey will be posted in the future to get a consensus on which road projects residents want to see completed.

No decision on recommendations is anticipated from the Pasco County Metropolitan Planning Organization until September. A final decision would be left to Pasco County commissioners, who also will need to identify funding sources for future projects.

The issue of establishing a connection between Kinnan and Mansfield resurfaced recently when developers of K-Bar ranch filed an application with Tampa to build more than 700 new homes, south of Mansfield.

The Tampa City Council postponed a vote on the project until June in hopes that an agreement could be reached regarding connecting Kinnan and Mansfield.

Hillsborough and Pasco have been at odds over the connection for more than a decade.

In 2017, the Hillsborough County Commission approved $250,000 to pay for the project.

The study presents four alternatives, including a no-build choice.

Potential road projects include linking Kinnan Street and Mansfield Boulevard, and building extensions of Meadow Pointe and Wyndfields boulevards from Pasco County into Hillsborough.
County.

If Pasco and Hillsborough elected officials are divided on where to link up their roads, so are area residents.

Nearly 140 people attended a public meeting in April 2017 to discuss opening roads that divide the counties.

Oral and written comments gathered through the meeting showed Pasco residents split on joining Kinnan and Mansfield, with 36 people against it, and 37 in favor.

However, Hillsborough residents overwhelmingly supported the connection by a count of 63 for and two against.

Pasco looked with more favor on extending Meadow Pointe by a count of 40 to 6, and Wyndfields by 28 to 4. Hillsborough residents favored Meadow Pointe by 67 to 8, and Wyndfields by 50 to 18.

The study also took note of an agreement between the K-Bar ranch developers and the city of Tampa that says Wyndfields can't be extended until Pasco allows Kinnan and Mansfield to be linked.

For information, and to view the study, visit PascoMPO.net.

What: Meeting to discuss the Wesley Chapel Roadway Connection Study
Where: May 29, 6 p.m. to 8 p.m.
When: Pasco-Hernando State College's Porter Campus at Wiregrass Ranch, 2727 Mansfield Blvd., in Wesley Chapel
Cost: Free
Info: Visit PascoMPO.net.

Published May 23, 2018

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Pedestrians walk past the Deland Opera House in downtown Deland, Fla. Between 2009 and 2016, pedestrian deaths in Florida rose by 40 percent, to 652 from 466.

Phelan M. Ebenhack via AP

In August 2017, Alexis Dale moved from San Diego to South Florida to attend Florida International University, trading one coastal paradise for another.
Two months later, while crossing an eight-lane road near campus at 3 a.m., she was struck by a car and thrown to the side of the road. Paramedics pronounced her dead at the scene.

Friends and family knew Dale as one of a kind — an ambitious young woman who was eager to pursue a degree in information technology and who loved her dog, Bella. But Dale was one of hundreds of pedestrians who died in Florida that year.

The number of pedestrians killed on U.S. roadways is up — by a lot. Nearly 6,000 pedestrians were killed in 2016, up from 4,100 in 2009 and the highest toll since 1990, according to the Governors Highway Safety Administration. The number of deaths held steady between 2016 and 2017 — but that was cold comfort.

“It leveled off at a 25-year high,” said GHSA’s executive director, Jonathan Adkins. “It’s nothing to celebrate.”
The problem is increasingly concentrated in certain states — and Florida is one of them. Between 2009 and 2016, pedestrian deaths in the state rose by 40 percent, to 652 from 466. To stem the tide, Florida officials increasingly are placing their faith in engineers.

In analyzing trouble spots, the state transportation department now uses mapping software that can identify risk factors such as construction sites, which can divert pedestrian traffic to unsafe routes; land-use patterns, which can then dictate the location of signaled crosswalks; and lighting, which affects pedestrian visibility.

Last month, several of these factors tracked by the agency played a role in a pedestrian fatality in Putnam County. Around 9:30 p.m., a pickup truck struck a man crossing State Road 20 at an
intersection with no crosswalk. The state road has minimal lighting, and the Florida Highway Patrol noted visibility was low at the time of the crash. The nearest crosswalk on the high-speed state road was about a mile away.

“Engineering is a proven way to improve safety outcomes,” said Richard Retting, general manager of the firm Sam Schwartz Engineering and author of the pedestrian fatality report released by the Governors Highway Safety Administration. “Florida has some of the best professional planners and engineers working on solving these pedestrian safety problems.”

Safety Through Engineering?

There is no single cause of the national spike in fatalities, but there are clear patterns.

For example, alcohol consumption by drivers and pedestrians has contributed to about half of pedestrian deaths in recent years, according to federal data.

Another factor is distraction. In 2016, an estimated 562 pedestrians and bicyclists were killed in “distraction-affected” traffic accidents, according to the National Highway Traffic Safety Administration. “Distracted walking” injuries resulting from cellphone use by pedestrians increased by more than a third between 2010 and 2014.

To help address its rising pedestrian fatality rate, Florida is relying on the engineers who design and build roadways and walkways.

“We just have to make sure we identify the right problem for them to solve,” said DeWayne Carver, manager of the state Department of Transportation’s Complete Streets program.

For many years, the department instructed engineers to design roads to handle as much traffic as possible, according to Carver. In recent years, however, it has directed them to prioritize pedestrian safety.

Some of the changes have been subtle, such as changing the standard lane-width on state roads, which had long been 12 feet. Florida narrowed its standard lane width to 11 feet, and to 10 feet in some urban areas.

“Research has shown that narrower roads are more effective for traffic management and safety,” Carver said.

Roads with narrower lanes had lower fatality rates, despite many cities assuming wider lanes are safer, according to an analysis of roadways in cities around the world by the World Resources Institute.
In Florida, Carver said, “If you need a wider lane, you can still ask for it — but you need to show why you need it.”

“Flip-flop” parking, on-street parking that alternates from one side of the road to the other on different blocks, can also improve safety by keeping drivers alert, Carver said. He cites Centre Street in Fernandina Beach, a coastal town near the Georgia border, as a successful example. On Centre Street, stretches of parking spaces alternate from one side to both sides of the street, punctuated by red brick crosswalks.

“It does a great job of using parking to create a chicane effect and keep traffic speeds low,” Carver said.

Engineers are also encouraged to employ “terminated vistas,” in which a large structure is located at the end of a roadway within view of the driver, to “send a message to the driver that they need to be driving slower.”

**FIU Pedestrian Bridge**

The year before Alexis Dale died, construction had started on a nearby pedestrian bridge spanning the busy roadway near Florida International University.

Nine months from its completion, the 950-ton bridge collapsed, and the concrete rubble crushed drivers and workers, killing six.

The scope of the project was ambitious: Connecting the FIU campus with the nearby town of Sweetwater, the bridge was designed to serve as a floating public space, with benches, tables, viewing platforms and Wi-Fi.

The bridge was a multifaceted effort: Tallahassee-based FIGG Bridge Engineers designed the bridge, Miami-based Munilla Construction Management was responsible for construction, and the state Department of Transportation provided oversight.

The project reflected the state’s “progressive” engineering strategy, said Retting, the author of the highway safety report.

But the project was not the first of its kind. The engineers behind the pedestrian bridge at FIU used a method called “accelerated bridge construction.” The ABC method is intended to minimize construction time and traffic delays by completing much of the construction off-site and assembling the prefabricated bridge components in a shorter time span.

The ABC method has been implemented in states across the country — one member of the American Society of Civil Engineers estimates that 5 to 10 percent of U.S. bridges are now built us-
ing the ABC method. In 2011, Massachusetts replaced 14 bridges in just 10 weeks using the ABC method.

But Retting does not believe the collapse of the FIU pedestrian bridge will dissuade engineers in Florida — or around the country — from pursuing these kinds of ambitious and innovative projects to solve pedestrian safety issues.

"There can be setbacks with progressive infrastructure" projects, Retting said. "But I think setbacks like this are specific to individual projects. This was a one-off."

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