Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, May 8, 2019, 5:30 PM

I. Call to Order

II. Introductions

III. Public Comment - 3 minutes per speaker, please

IV. Approval of Minutes – April 10, 2019

V. Members’ Interests (2 Minutes Each)

VI. Action Items
   A. Committee Appointment and Discussion
   B. FY20-24 Transportation Improvement Program and Priorities (Sarah McKinley, MPO Staff)

VII. Status Reports
   A. 2045 Needs Assessment (Wally Blain, Tindale-Oliver)
   B. CUTR Sustainable Transportation Course (CUTR Representative)

VIII. Old Business & New Business

IX. Adjournment

X. Addendum
   A. MPO Meeting Minutes & Committee Report
   B. Cambridge Protected Bike Lanes article
   C. Michael R. Schwaid Bicyclist of the Year Award Call for Nominations
   D. Tampa Interstate Study SEIS Public Workshop

The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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CALL TO ORDER

Chair Forbes called the meeting to order at 5:33 p.m. in the Plan Hillsborough Room of the County Center Building. Introductions were made.

A quorum was not present, so Mr. Forbes asked Ms. Torres to begin with the Vision Zero Quarterly Update. A quorum was reached at 5:40 p.m.

INTRODUCTIONS


Others present: Wade Reynolds, and Gena Torres - Hillsborough MPO; Sharon Snyder and Katrina Corcoran - Planning Commission; Alex Henry, Ed McKinney, Alice Price – FDOT; Jeff Novotny – American Consulting; Chaddy Hanwisai and Rich Piccinini – USF FM; Lauren Brooks – AECOM; Jason Chilson – Hillsborough County; Brigitte Hofmeister; Victoria Klug

STATUS REPORTS

Vision Zero Quarterly Update (Gena Torres, MPO)

Ms. Torres provided an update on Vision Zero. The Action Plan was adopted in December 2017. She discussed what is occurring with the four action tracks of the action plan, which are (1) the Future is Not Like the Past, (2) Consistent & Fair, (3) Paint Saves Lives, and (4) One Message, Many Voices. Ms. Torres highlighted the severe crash corridors and the great progress being made.

The next quarterly meeting, tentatively scheduled for May 30th, will focus on growing the coalition.

Discussions followed regarding what the Mayoral candidates’ views are on Vision Zero (Jane Castor knows exactly what Vision Zero is, but David Stratz had a little difficulty answering questions, but it appears he feels it’s important).

PUBLIC COMMENT

There were no public comments.

APPROVAL OF MINUTES

Motion: Approval of the minutes of March 13, 2019 (Shirk - Thornton). The motion passed unanimously.
VI. **MEMBERS’ INTERESTS (2 minutes each)**

Tony Monk feels the MPO is “being pennywise and pound foolish” regarding Vision Zero. The costs are low, but they are not permanently effective. Enforcement is the least effective measure to improve safety and engineering is the most effective. Looking at the TIP, he feels too much money goes towards putting more automobiles in the system, which makes it less safe. He commends Ms. Torres and the MPO on the work they are doing, but it fails in comparison with what is being done with Tampa Bay Next.

Mr. Thornton stated the City has selected four providers for the motorized scooter program. They are presently in the permitting process. There will be 2,400 scooters in the 12 mile area between Dr. Martin Luther King Blvd. (to the north), 40th Street (to the east), and Armenia (to the west). He encourages drivers to be on the lookout for scooters.

VII. **ACTION ITEMS**

A. **Committee Appointments (Wade Reynolds, MPO)**

Mr. Forbes stated there is one vacancy and four applicants. He asked candidate Victoria Klug, to introduce herself and share why she would like to serve on the Committee. Ms. Klug is a special needs teacher at Ballast Point Elementary. Since she lives in Ballast Point, she bikes or walks to work most days. She has the time and interest to be involved.

The other three applicants weren’t present; however, Ms. Vinson submitted a statement which Mr. Reynolds read for the record.

Mr. Monk stated as he is getting busy at work and would like to pursue other avenues for advocacy, he will consider stepping down to allow others to serve. Mr. Reynolds stated the position will need to be advertised, but he will keep the applications of those not elected tonight on file to be considered at a future date.

Mr. Reynolds provided copies of the four applications which the members were given time to review during the meeting. The members voted by ballot, which were counted by Ms. Snyder (Administrative Specialist) during the meeting. Ms. Vinson had the most votes (11) with Ms. Klug in second place (6). Mr. Reynolds will notify Ms. Vinson of her appointment to the Committee.

**Motion:** Recommend Committee appointment of Wanda Vinson to the MPO Board (Shirk-Monk). The motion passed unanimously.

B. **BPAC Request to MPO for a letter to Tampa Police Department on motorists parking in bike lanes (Wade Reynolds, MPO)**

Mr. Reynolds discussed the BPAC’s request to the MPO to write a letter to the Tampa Police Department regarding motorists parking in bike lanes. The Facebook page “I park in bicycle lanes” has documented repeat offenders and motorists who park in the bike lanes for long periods of time, including overnight. Mr. Thornton and the City staff have been instrumental in getting markings placed in ambiguous locations. Mr. Reynolds has been asking the Tampa Police Department to have someone come to a meeting but has not had any success.
For the record, Mr. Reynolds read the letter written from MPO Executive Director, Beth Alden, to the Tampa Police Department requesting they provide an update on parking enforcement at a meeting in the near future.

A discussion followed suggesting including in the letter that bicyclists have the same rights as motorists and to cite the Florida Statute and City Ordinance. Mr. Reynolds will add the language to the letter. Mr. Thornton provided the Florida Statute number is 316.1945.

**Motion:** Request the MPO Board approve the amended letter be sent to the Tampa Police Department (Monk – Shirk). The motion passed unanimously.

**VIII. **STATUS REPORTS

A. **Vision Zero Quarterly Update (Gena Torres, MPO) – presented earlier in the meeting**

B. **Tampa Bay Next Update (Alex Henry and Alice Price, FDOT representatives)**

Mr. Henry explained the update will be given in two stages. He provided the update on the Howard Frankland Bridge update. FDOT is currently in the procurement for the design build contract, anticipating having a contractor on board by the end of the year. Construction is scheduled to be completed by the end of 2024 and will provide four general purpose lanes and two express lanes in each direction. The hardened envelope on the new bridge is designed to support future light rail and will connect the bike/pedestrian trail between Pinellas and Hillsborough Counties.

Mr. Henry presented the preliminary proposed concepts of the aesthetic features which will create a sense of arrival on both sides of the bridge and at the overlook locations along the trail. The concepts at the over looks will provide seating and bike racks. The contract will be awarded in late 2019 and the next phase of outreach engagement will begin in Spring 2020 and will include online and offline voting. The winning design concept will be announced in the Summer/Fall 2020.

Discussions ensued as to whether or not bicycle repair stations will be included along the bridge (additional features will be worked out in the design); how many miles of bike lanes can be built for the costs of the aesthetic features and if this money can be used for safety instead (Mr. Henry does not have the figures with him). There was a discussion about Mr. Monk’s perspective on the bridges. He feels the impressive thing about bridges is the actual structure of the bridge; the overlook spots are spots to rest and the sails will create shade for pedestrians and bicyclists; if there will be parking available for bicyclists coming from out of the area (Mr. Reynolds stated the MPO is working with FDOT on connection to the Cypress Point Park which has parking on the Tampa side. Ms. Miller stated there isn’t enough parking there now.); the importance of shade, water, emergency access, and bicycle repairs, rather than aesthetics; the opinion that the community may be embarrassed by the aesthetic features; if buses be able to use the light rail lanes (they will use the express lanes); and will the 10’ inside shoulder be used for BRT (for this project, transit will be in the express lanes). Mr. Horst personally worked on this project and stated the sails provide shelter and shade for pedestrians and bicyclists and will create a bridge the community can be proud of.

Stephen Benson, FDOT, stated these aesthetic features are a good faith attempt to make proposed changes to meet the MPO Board members’ requests. He asked if the Committee is requesting these features be removed, they will need to send the requests through the MPO Board.
Mr. Reynolds reminded the Committee that they had previously asked for shade structures to be added to the trail along the bridge. In addition, in the past, the Committee asked that about the possibility of the trail being lowered below the roadway to provide shade for bicyclists/pedestrians; however, FDOT stated this is not a possibility.

Ms. Price provided the update on the Tampa Interstate Study (TIS), Supplemental Environmental Impact Statement (SEIS) and Northwest (Veterans) Expressway Design Change Re-evaluation. She stated the next FDOT Open House is April 30th and it will focus on the natural environment (air and water quality). The third Open House is scheduled for June or July and will focus on traffic, bicycle/pedestrian safety, etc.

Ms. Price presented the SEIS limits, how FDOT got here and where they are going from here. She explained the purpose and needs of the SEIS, which are to improve regional connectivity, provide a multimodal corridor, meet future travel demands, relieve congestion, improve safety and accessibility. The alternatives being considered are (1) No further action; (2) 1996 TIS FEIS Long-Term Preferred Alternative (non-tolled); and (3) Tolled Express Lanes. No Further Action is being used in place of No Build because FDOT has already built numerous segments throughout the past 20 years. It represents No Build everywhere except for the Westshore Interchange, where the outer roadways were approved by the Federal Highway Administration (FHWA) in 1999 and No Further Action must remain viable throughout the study. Ms. Price explained the difference between the 1996 TIS and today is the addition of tolled lanes, along with the general use lanes; however, it is an outdated design that doesn’t meet the current standards and there wasn’t access to downtown or Westshore in the original design. The tolled express lanes option reconstructs I-275/SR 60, adds two tolled express lanes in each direction, connects express lanes on the Veterans and Howard Frankland, provides direct access to Tampa International Airport, creates new underpasses at Reo, Occident and Trask Streets, adds express lane access at Reo and Himes and provides a transit envelope on I-175. An additional 15 parcels are needed, and the total cost is estimated to be $1.6 billion. This is FDOT’s highest priority.

Ms. Price also explained the four options for the Downtown Tampa Interchange. Options A & B add two tolled express lanes in each direction, reconstruct I-275 and I-4, have the largest footprint of the four options (190-220 parcels), fix the existing geometric issues, provide opportunities to reconstruct the underpasses, provide opportunities for public realm improvements at Robles Park, Downtown Tampa and Julian B. Lane Park, and accommodate transit envelope in the median. Construction cost estimates are $1.1 – 1.3 billion. Options C & D do not reconstruct the existing structures. These options add two tolled express lanes in each direction with viaducts built alongside the existing interstate. These options also have the smallest footprints (64-75 parcels), fix the SB I-275 ramp to I-4, do not fix other existing geometric issues, and provide opportunities to retrofit underpasses. Fixed-guideway transit would be a challenge. Estimated construction costs are between $710 – 740 million.

Ms. Price explained how FDOT will ultimately decide by following the process and balancing the issues. She presented the list of documents which will be available both at the workshop and online and a sample environmental matrix. Ms. Price explained the Section 106 Historic Resources process and the potential Park impacts. She discussed the air and noise quality study tech memos from April and February 2019, respectively. Ms. Price also discussed right of way (ROW) and relocations and Environmental Justice (EJ)/Equity effects and benefits. Case studies do not suggest disproportionally high and adverse impacts to the minority and low-income communities as a result of tolling.
Original commitments from the original TIS were presented. Ms. Price stated there currently isn't funding for the Downtown Interchange. She presented the list of small group meetings that took place in 2018 and early 2019 and informed the Committee of the two Public Workshops on May 21st and May 23rd, as well as the Open House on April 30th.

Discussions followed regarding the number of households affected (it would depend on the Option selected but could be between 30 - 340); if the documents will be available before the May meetings (yes, FDOT is putting final touches on the air quality memo and the noise quality memo is available now. Ms. Price can send these reports to members); has FDOT looked at the impact on the tax base (yes, they conducted a full economic study with the Tampa Bay Regional Planning Council. She can send members the study.); is there bicycle modeling on the interstate and is it mainly recreational usage (yes, bicycle usage has been considered. They are considering bringing the Tampa Heights Greenway down to Waterworks and are working with the City to fill gaps.); how many of the options allowed for rail from Orlando to Tampa (Options A & B have median openings. Option C would be more difficult, and Option D would probably require additional ROW); does FDOT consider induced demand (tolls would help with the congestion management); how much more capacity would be added (Mr. McKinney, FDOT, stated the interstates are currently at 180K vehicles today and estimated to be 320K by 2045. He stated the preference is for regional trips be driven on interstates and local trips on the arterial roads; however, drivers are using arterial roads for regional trips. FDOT can’t build enough lanes to handle 320K additional cars. Mr. Monk agrees that you can’t build your way out of congestion, but he feels that isn’t a fair assessment of induced demand because it’s not just geographic, there is also a time component. Traffic doesn’t disappear, drivers just change their behaviors. Having more lanes doesn’t necessarily mean there will be more traffic in the local neighborhoods and Mr. Monk feels that sounds like a scare tactic. He also feels FDOT can develop other transportation means than only those for single occupant vehicles.); and it is FDOT’s position that hundreds of thousands of cars can be added to the system and safety will be improved (Ms. Price stated the plans just presented are focused on interstates, but that is only one piece of the transportation system. FDOT has made a commitment to focus on transit.. Mr. Monk’s comments have not fallen on deaf ears. Mr. Monk stated they can’t add thousands of more cars to the system and expect it to be safer. FDOT builds for cars and the cars end up in the neighborhoods making streets less safe and air quality worse. He feels decisions are being made based on the current system which is automobile focused. Mr. Monk will submit his questions formally to FDOT.)

IX. OLD BUSINESS & NEW BUSINESS

A. Traffic Safety Citizen Board Workshop 5/23

Mr. Reynolds will provide more information at the next meeting for the Traffic Safety Citizen Board Workshop being hosted by Councilman Maniscalco, tentatively scheduled for May 23rd. It was pointed out that is the same day as one of the FDOT Workshops.

B. Resignation of Tony Monk

Mr. Monk resigned and May 2019 will be his last meeting to allow for new members to join the Committee.

C. Boulevard option on I-275

Mr. Shirk stated a motion was passed at the Citizens Advisory Committee (CAC) meeting this morning asking the MPO to ask FDOT to consider the Boulevard option along I-275, from the
interchange to Bearss. The idea is to bring the segment back to grade, increasing the number of crossings, making it more bicycle/pedestrian/transit friendly. He motioned for the BPAC to write a letter to the MPO asking for the Boulevard evaluation in terms of its impact on bicycle and pedestrian facilities and safety. Mr. Reynolds clarified the Committee would ask for (1) the study first and (2) the impacts on bicycle and pedestrian infrastructure to support that. Mr. Thornon suggested the study had already been conducted; however, Mr. Monk said he is probably thinking of Josh Frank’s thesis while a grad student at USF. Mr. Reynolds stated the Boulevard option was included in the 2045 Outreach survey but has not been a formal planning study. This motion was withdrawn by Mr. Shirk.

**Motion:** Support the CAC’s initiative to the MPO to require FDOT conduct a study of the Boulevard option (**Shirk – Monk**). All were in favor, with the exception of one (**Ranck**).

**VIII. ADJOURNMENT**

There being no further business, the meeting was adjourned at 7:02 p.m.
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 2019/20 – 2023/24. The TIP document includes projects programmed by the Florida Department of Transportation (FDOT) based on priorities adopted by the MPO on June 11, 2019. These priorities were based on the adopted 2040 Long Range Transportation Plan.

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

Projects Funded in FY 2019/20 – 2023/24:

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

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

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

List of Priority Projects for Future Funding:

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

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

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

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

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

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

**Recommended Action**

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
- Link to Draft 2019/2020 Transportation Improvement Program
- Table 2: List of Priority Projects – Candidates for New Funding
- Jurisdiction Priority Letters
## Hillsborough MPO List of Priority Projects
### FY2020/2021-2024/2025 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>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metropolitan Transportation Planning</strong></td>
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<td></td>
</tr>
<tr>
<td>1</td>
<td>439336 2 439336 3</td>
<td>Figure 5-6</td>
<td>Metropolitan Transportation Planning</td>
<td>Systems &amp; Corridor Planning</td>
<td>MPO</td>
<td>Ongoing planning need: $600,000 per year for LRTP development, Planning Studies, FY25</td>
<td>Imagine 2040 Plan Funding Level ($m)</td>
<td>Federal Metro 0.62 Funds</td>
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</tr>
<tr>
<td>2</td>
<td>438747 1</td>
<td>Figure 5-6</td>
<td>Metropolitan Transportation Planning</td>
<td>Systems &amp; Corridor Planning</td>
<td>MPO/FDOT</td>
<td>$196,000 for Regional Travel Surveys</td>
<td>Imagine 2040 Plan Funding Level ($m)</td>
<td>SU</td>
</tr>
</tbody>
</table>

### Preserve the System

| | | | | | | | | |
| 3 | 414963 2 44852 1 | Preserve System | Maintain Current Bus Service | Transit State of Good Repair | HART | Bus Replacements, $4 million added in FY24, $33M requested by HART, $4M recommended for FY25 | Imagine 2040 Plan Funding Level ($m) | Status Quo: $56M Needed to Reach Goals: $98M |
| | | | | | | | | |
| | | | | | | | | |

### Reduce Crashes & Vulnerability

| | | | | | | | | |
| 4 | Reduce Crashes | Fowler Ave (I-275 to I-75) | Safety Enhancements | FDOT | Complete street, operational and safety improvements – pending outcome of University Area/Fowler Avenue Multimodal corridor study – Only PE requested at this time. FDOT estimates pending. | Imagine 2040 Plan Funding Level ($m) | TA, SU, HSIP 3,169 total crashes, 114 bike/ped (528 crashes/mile) |
| | | | | | | | | |
| 5 | Reduce Crashes | 56th/50th (SR60 to Busch Blvd) | Safety Enhancements | FDOT | N 56th St/50th Street Safety Corridor Study from SR 60/Adamo to SR 580/Busch Blvd - $750k | Imagine 2040 Plan Funding Level ($m) | HSIP, SU 1,976 total crashes, 68 bike/ped (341 crashes/mile) |
| | | | | | | | | |
| 6 | Reduce Crashes | US41/40th St (SR60 to Hillsborough Ave) | Safety Enhancements | FDOT | US 41/N 40th Street from SR 60 to Hillsborough Ave - Roundabout & Safety Corridor Study – Replacement of up to 5 signalized intersections with modern roundabouts. Only requesting PD&E at this time. $500k. | Imagine 2040 Plan Funding Level ($m) | HSIP, SU 866 total crashes, 47 bike/ped (309 crashes/mile) |

### Goals by 2040

#### Preserve the System

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

#### Reduce Crashes & Vulnerability

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

#### Imagine 2040 Public Support

- **Public Support for Funding Levels above Status Quo:** 84%
- **Public Support for Funding Levels above Status Quo:** 75%

### Imagine 2040 Plan Funding Levels

- **Status Quo:** $70M
- **Needed to Reach Goals:** $98M

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**ADOPTED: June 11, 2019**

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### Hillsborough MPO List of Priority Projects
#### FY2020/2021-2024/2025 Transportation Improvement Program

**Table 2: CANDIDATES FOR NEW FUNDING**

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<tr>
<td>7</td>
<td>440511 1</td>
<td>440511 2</td>
<td>440511 3</td>
<td>Reduce Crashes</td>
<td>Heights Mobility Plan</td>
<td>Safety Enhancements</td>
<td>MPO/FDOT</td>
<td>Heights Mobility Plan: 1. N Tampa St &amp; N Florida Ave from Tyler to N of Bird 2. N Tampa St &amp; N Florida Ave from Tyler to MLK 3. Florida Ave from MLK to Waters – Complete Street &amp; Safety Project (4405211-3, PD&amp;E/Corridor Study Underway, In-House Design FY 19, CST unfunded, $18M)</td>
</tr>
<tr>
<td>8</td>
<td>435911 2</td>
<td>Reduce Crashes</td>
<td>MLK Urban Corridor Improvements</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>MLK Blvd from 40th St to I-4 – Urban Corridor Improvements, including sidewalk and bike lanes where feasible (435911-2, Design Underway, unfunded ROW $6.2M, CST unfunded $3.6M)</td>
<td>SU, TA</td>
<td>474 total, 7 bike/ped (339 crashes/mi)</td>
</tr>
<tr>
<td>9</td>
<td>435908 2</td>
<td>Reduce Crashes</td>
<td>Busch Blvd (Dale Mabry to 56th)</td>
<td>Safety Enhancements</td>
<td>MPO/FDOT</td>
<td>1. Complete Street Reconstruction Project from Dale Mabry to Nebraska Ave *Lane-width reduction, raised medians, intersection reconstruction at Florida Ave, filling sidewalk gaps, ADA improvements. *ROW $6M unfunded *LRE $9.8M unfunded. 2. Intersection improvements at Dale Mabry - Unfunded; estimate pending.</td>
<td>SU, HSIP</td>
<td>2040 Illustrative Safety Project; 1,304 total crashes, 141 bike/ped (191.76 crashes/mile)</td>
</tr>
<tr>
<td>10</td>
<td>436419 2</td>
<td>Reduce Crashes</td>
<td>MLK Urban Corridor Improvements</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>MLK Blvd from Dale Mabry to 40th Street: A) Resurfacing &amp; Complete Street Dale Mabry to Armenia $700K unfunded  B) Corridor Study Dale Mabry to 40th $750K</td>
<td>SU, TA</td>
<td>A) 528 total, 26 bike/ped (123 crashes/mi) B) 1,524 total, 89 bike/ped (1,172 crashes/mi)</td>
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<tr>
<td>11</td>
<td>437645 1</td>
<td>437645 2</td>
<td>Reduce Crashes</td>
<td>Kennedy Blvd (Westshore to Brevard)</td>
<td>Walk/Bike Safety</td>
<td>Hillsborough MPO/FDOT</td>
<td>1. Add turn lanes: Design $1.1M, CST $675K 2. Urban Corridor Improvements: Design $800K, CST $1.5M</td>
<td>SU, HSIP, Urban Corridor Improvement, RRR</td>
</tr>
<tr>
<td>12</td>
<td>Reduce Crashes</td>
<td>Dale Mabry at Spruce</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>Dale Mabry @ Spruce Street – Intersection reconstruction - Safety and Operational improvements – ADA sidewalk, ped upgrades, modify turn lanes – FPN &amp; estimate pending, requesting design $750k</td>
<td>HSIP, SU</td>
<td>131 total crashes, 3 bike/ped</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>439476 X</td>
<td>Reduce Crashes</td>
<td>Green Spine: Phases: 2a, and 3c</td>
<td>Safety Enhancements</td>
<td>Tampa</td>
<td>* Phase 2a - Cass St (Howard to Willow) - $493,400 * Phase 3c - 15th St (13th Ave to 21st Ave) - $396,700</td>
<td>TA, SUNTrail</td>
<td>2040 Illustrative Safety Project; 115 total crashes; 1 bike/ped (34 crashes/mile)</td>
</tr>
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* Denotes new priority

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<th>2040 LRTP Reference</th>
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<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>14</td>
<td>440338</td>
<td>2</td>
<td>Reduce Crashes SR 39/Alexander St from W of SR 39 to I-4</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>Walk/Bike Improvements, PE funded $2M, ROW estimate $1.5M unfunded, Construction estimate $4.5M unfunded</td>
<td>TA</td>
<td>21 total, 0 bike/ped (10 crashes/mi)</td>
</tr>
<tr>
<td>15</td>
<td>254647</td>
<td>3</td>
<td>Reduce Crashes 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>

**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%

---

**Manage Congestion for Drivers & Shippers**

<table>
<thead>
<tr>
<th>16</th>
<th>430056</th>
<th>2</th>
<th>Minimize Traffic US41 (Pendola Point/Madison Ave to S of Causeway)</th>
<th>Intersection Improvements</th>
<th>Port Authority/ FDOT (tent.)</th>
<th>FDOT and Port Authority coordinating, design added in FY22 $1.5M, ROW $16.8M unfunded, CST $31.2M unfunded</th>
<th>SIS</th>
<th>3.934 Planning Time Index, low Travel Time reliability</th>
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<tbody>
<tr>
<td>17</td>
<td>430056</td>
<td>2</td>
<td>Minimize Traffic US301 at Riverview Dr</td>
<td>Intersection Improvements</td>
<td>Hillsborough County</td>
<td>CIGP Application completed, $279,440 requested for construction</td>
<td>CIGP</td>
<td>2040 Priority Intersection, 1.89 V/C</td>
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<tr>
<td>18</td>
<td>430056</td>
<td>2</td>
<td>Minimize Traffic US41/50th St at Palm River Rd</td>
<td>Intersection Improvements</td>
<td>Hillsborough County</td>
<td>CIGP Application completed, $1,476,450 requested for construction</td>
<td>CIGP</td>
<td>2040 Priority Intersection, 1.84 V/C</td>
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<tr>
<td>19</td>
<td>430056</td>
<td>2</td>
<td>Minimize Traffic US92 (I-4 to Polk County Line)</td>
<td>Intersection Improvements</td>
<td>FDOT</td>
<td>Request for $2,037,000 for design</td>
<td>SU, State Funds</td>
<td>2040 Priority Intersections, V/C 1.75</td>
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**Denotes new priority**

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<tr>
<td>21</td>
<td>440734</td>
<td>1</td>
<td>Minimize Traffic 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 prior to FY22</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>
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<tr>
<td>22</td>
<td>440734</td>
<td>1</td>
<td>Minimize Traffic I-275 at Hillsborough SB Off-Ramp</td>
<td>Interchange Improvements</td>
<td>FDOT</td>
<td>Request $550,000 for SB off-ramp safety improvements</td>
<td>SU, HSIP</td>
<td>Ramp V/C 0.61</td>
</tr>
<tr>
<td>23</td>
<td>440734</td>
<td>1</td>
<td>Minimize Traffic Fiber Optic Ring between Jurisdictions</td>
<td>ATMS - Signalization</td>
<td>HART</td>
<td>Request $368,000 for construction</td>
<td>R-TIEs, FTA, SU</td>
<td>Listed based on HART's priority setting</td>
</tr>
</tbody>
</table>
Table 2: CANDIDATES FOR NEW FUNDING

<table>
<thead>
<tr>
<th>2018 Priority</th>
<th>FPN</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>24</td>
<td>44335 1</td>
<td>Real Choices</td>
<td>I-275 Greenway Extension from Westshore Blvd to Hillsborough River (Dale Mabry Pedestrian Overpass)</td>
<td>Multi-Use Trail</td>
<td>Hillsborough MPO/FDOT (tent.) Dale Mabry Overpass &amp; Neighborhood Greenway connections on remaining sections. MPO feasibility study of pedestrian overpass complete, request for inclusion in Supplemental EIS for I-275 Dale Mabry Overpass CST $8.2m requested for construction.</td>
<td>SUNTrail</td>
<td>2040 Investment Level 1 - pop. density rating 5</td>
</tr>
<tr>
<td>25</td>
<td>441250 3</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 PD&amp;E study for Hillsborough Portion, funded in FY20</td>
<td>State Funds</td>
<td>2040 Investment Level 1 - pop. density rating 5</td>
</tr>
<tr>
<td>26</td>
<td>439482 1</td>
<td>Real Choices</td>
<td>Tampa Bypass Canal Trail (34th St to Bruce B. Downs)</td>
<td>Multi-Use Trail</td>
<td>Hillsborough County/ Temple Terrace Added $751k for PD&amp;E In FY18, $379k for design in FY22, Segment/Phasing to come from PD&amp;E, $23,409,600 requested for construction</td>
<td>TA, SUNTrail Connecting, SU</td>
<td>2040 Investment Level 2 - pop. density rating 3</td>
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<tr>
<td>27</td>
<td>439481 1</td>
<td>Real Choices</td>
<td>South County Greenway (Phases I and III-VI)</td>
<td>Multi-Use Trail</td>
<td>Hillsborough County • Phases V, VI, &amp; VII (Symms Rd to SR 60), request $770,000 for PD&amp;E, TA Application Needed • Phase IV (Manatee Co. Line to SR 674), request $ 371,000 for PD&amp;E, TA Application Provided</td>
<td>TA, SUNTrail</td>
<td>2040 Investment Level 2 - pop. density rating 3</td>
</tr>
<tr>
<td>28</td>
<td></td>
<td>Real Choices</td>
<td>West River Gwy (Stuart Connection)</td>
<td>Multi-Use Trail</td>
<td>Tampa $595,239 requested for construction, TA Application Resubmitted</td>
<td>TA</td>
<td>2040 Investment Level 2 - pop. density rating 3</td>
</tr>
</tbody>
</table>

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%
### Hillsborough MPO List of Priority Projects
#### FY2020/2021-2024/2025 Transportation Improvement Program

Table 2: CANDIDATES FOR NEW FUNDING

<table>
<thead>
<tr>
<th>2018 Priority</th>
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</thead>
<tbody>
<tr>
<td>29</td>
<td>422904 2</td>
<td>422904 4</td>
<td>Interstate Modernization Section 3: Howard Frankland Bridge Replacement and Trail Connections</td>
<td>Bridge Replacement</td>
<td>FDOT</td>
<td></td>
<td></td>
<td>Prioritized based on 2040 job density and 2040 traffic congestion volume/capacity ratio (V/C)</td>
</tr>
<tr>
<td>1006</td>
<td>431821 1</td>
<td>431821 2</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></td>
<td></td>
<td>1.13 V/C peak period</td>
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<tr>
<td>412531 1</td>
<td>1002, 1093</td>
<td></td>
<td>Interstate Modernization Section 4: 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>Funded Priorities: *Howard Frankland Bridge Replacement *Gateway Expressway *I-75 Interchange at Overpass (Phase 1) *I-275 Express Lanes from I-375 to Gandy Blvd *I-75 Interchange at Big Bend Road Unfunded/Partially Funded Priorities: *I-275/SR 60/Westshore Interchange</td>
<td>SIS; prioritized by TMA</td>
<td>1.45 V/C peak period</td>
</tr>
<tr>
<td>434045 2</td>
<td>1003</td>
<td></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>*I-75 Interchange at Gibsonston *I-75 Interchange at Overpass (Phase II) *I-275 Operational Improvements North of Downtown Tampa</td>
<td></td>
<td>1.18 - 1.58 V/C peak period</td>
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<tr>
<td>431746 1</td>
<td>1008</td>
<td></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></td>
<td></td>
<td>1.44 V/C peak period</td>
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<tr>
<td>433821 2</td>
<td>1005</td>
<td></td>
<td>Interstate Modernization Section 6: I-275 from S of Willow to N of MLK; I-4 from I-275 to W of Selmon Connector (Downtown Interchange)</td>
<td>Capacity, Operational &amp; Safety Improvements</td>
<td>FDOT</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>30</td>
<td>61</td>
<td></td>
<td>Modern Streetcar Extension (Regional Transit Catalyst Project)</td>
<td>Transit Connection</td>
<td>Tampa</td>
<td>Study on going, modernization estimate $70M, extension estimate $103M. The Invision Tampa Streetcar extension project has been accepted into the Project Development phase of the Federal Transit Administration’s Small Starts program.</td>
<td>FTA Small Starts</td>
<td>Connection to regional transit hub for Downtown Tampa</td>
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<tr>
<td>31</td>
<td></td>
<td></td>
<td>Real Choices - Expansion of existing maintenance facility</td>
<td>Transit</td>
<td>HART</td>
<td>$30 million requested for improvements to existing facility to enter project development</td>
<td>FTA, TIGER/BUILD</td>
<td>Listed based on HART’s priority setting</td>
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</table>

ADOPTED: June 11, 2019

Page 5

Printed: 5/1/2019
## Table 2: CANDIDATES FOR NEW FUNDING

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<tr>
<th>Denotes new priority</th>
<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>Prioritization Criteria</th>
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<tbody>
<tr>
<td>32</td>
<td>438998 1</td>
<td>1045</td>
<td>US 92 from Maryland Ave to Polk County</td>
<td>Widen to 4LD</td>
<td>FDOT; Plant City</td>
<td>PD&amp;E completed, $3.7MPE needed, CST $42M unfunded</td>
<td>SIS, Other Arterials</td>
<td>Delay reduction/mi = 119; 2040 jobs/mi = 568, V/C 1.75</td>
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<tr>
<td>33</td>
<td>438997 1</td>
<td>1043</td>
<td>US 92 (Garden Ln/Eureka Springs to CR 579 (MANGO RD))</td>
<td>Widen 2 lanes to 4 lanes divided</td>
<td>FDOT</td>
<td>PD&amp;E completed, $4.2M PE needed, CST $41M unfunded</td>
<td>SIS, Other Arterials</td>
<td>Delay reduction/mi = 57; 2040 jobs/mi = 1760, V/C 1.75</td>
<td></td>
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<tr>
<td>34</td>
<td>440749 1</td>
<td>Minimize Traffic</td>
<td>US 41 at 50th St CSX Grade Separated</td>
<td>Interchange/Rail Overpass South of Causeway Blvd and at Causeway Blvd</td>
<td>Grade Sep. Intersection/Rail Overpass</td>
<td>FDOT</td>
<td>Port Tampa Bay request. Added $2.7M for PD&amp;E FY18, $5.4M for design FY19 &amp; 20, $15M for ROW FY22, TENTATIVELY FUNDED CST $72.7M in FY26</td>
<td>Freight, Intermodal, SIS</td>
<td>2040 Priority Art needing CM impr - 1.70 V/C peak period, Delay reduction/mi = 1668</td>
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<td>35</td>
<td>437650 2</td>
<td>Minimize Traffic</td>
<td>Gibsonton Dr at I-75</td>
<td>Interchange Improvements</td>
<td>FDOT/ Hillsborough County</td>
<td>Funding need for ultimate interchange modification. PE $4.5M unfunded, CST $32.4M unfunded</td>
<td>SU, SIS; prioritized by TMA</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>
<td></td>
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<tr>
<td>36</td>
<td>E+C map</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>
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<tr>
<td>37</td>
<td>1038, 1040</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>
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<td>38</td>
<td>Minimize Traffic</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>
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<td>39</td>
<td>Minimize Traffic</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>
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<tr>
<td>40</td>
<td>Minimize Traffic</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>
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<tr>
<td>2018 Priority</td>
<td>FPN</td>
<td>2040 LRTP Reference</td>
<td>Project Limits</td>
<td>Project Description</td>
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<td>Prioritization Criteria</td>
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<tr>
<td>41</td>
<td>Minimize Traffic</td>
<td>Big Bend Extension (Boggy Creek to Balm Boyette Rd)</td>
<td>Road Extension</td>
<td>Hillsborough County</td>
<td>Request $650,118 for PD&amp;E, CIGP Application to be Submitted</td>
<td>CIGP</td>
<td>Imagine 2040 LRTP Need</td>
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<tr>
<td>42</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>
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<tr>
<td>43</td>
<td>Real Choices</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>
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<td>44</td>
<td>Need beyond 2040</td>
<td>Causeway Blvd (US 41 to US 301)</td>
<td>Operational Improvements</td>
<td>Port Authority/ FDOT (tent.)</td>
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<td>Longer Range Need</td>
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<td>45</td>
<td>Minimize Traffic</td>
<td>Madison Ave (Falkenberg Rd to US 301)</td>
<td>Widen from 2 to 4 lanes</td>
<td>Port Authority/ FDOT (tent.)</td>
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<td>46</td>
<td>Minimize Traffic</td>
<td>Balm Rd (US301 to Clement Pride Rd)</td>
<td>Widen from 2 to 4 lanes</td>
<td>Hillsborough County</td>
<td>Widen from 2 to 4 lanes with a sidepath, Request $896,671 for PD&amp;E, SU Application to be Submitted</td>
<td>SU</td>
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<td>47</td>
<td>Minimize Traffic</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>
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<td>48</td>
<td>Minimize Traffic</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>
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<td>FDOT Intermodal, SIS</td>
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<tr>
<td>49</td>
<td>Minimize Traffic</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>
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<td>50</td>
<td>Minimize Traffic</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>
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</tr>
</tbody>
</table>

Denotes new priority

**Priority Projects Pending Documentation for Funding**

| 51 | Preserve System | Maintain Current Bus Service | Transit State of Good Repair | HART | Request is for $3.5M for fareboxes replacements, HART upgrades, SU application needed | SU, FTA |
| 52 | Preserve System | Maintain Current Bus Service | Transit State of Good Repair | HART | HART Maintenance Facility Stormwater improvements and pavement rehabilitation, $3.5M, SU application needed | SU, FTA |
| 53 | Preserve System | Maintain Current Bus Service | Transit State of Good Repair | HART | Trapeze Software - Bus Stop Manager and OPS Web - $360,000, SU application needed | SU |
| 54 | Reduce Crashes | Tomlin Middle School | Walk/Bike Safety | Plant City | $254,560 requested for design & construction, various locations, ROW and estimates needed (LAP Certification Issues) | TA, SR2S |
| 55 | Reduce Crashes | Bullard Pkwy/ Temple Terrace Hwy from Glen Arven Ave to 78th St | Complete Street Enhancements | Temple Terrace | TA Application needed | To Be Determined |

ADOPTED: June 11, 2019
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Printed: 5/1/2019
## Table 2: CANDIDATES FOR NEW FUNDING

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<thead>
<tr>
<th>2018 Priority</th>
<th>FPN</th>
<th>2040 LRTP Reference</th>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>56</td>
<td>442426 1</td>
<td>Reduce Crashes</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>34 total crashes, 0 bike/ped (13 crashes/mile)</td>
</tr>
<tr>
<td>57</td>
<td></td>
<td>Reduce Crashes</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>58</td>
<td></td>
<td>Reduce Crashes</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>59</td>
<td></td>
<td>Reduce Crashes</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>60</td>
<td>439413 1</td>
<td>9996</td>
<td>Davis Rd Ext (Harney Rd to Maislin Dr)</td>
<td>New 2LU Rd</td>
<td>Temple Terrace</td>
<td>$3.5M for Design and CST, need to work with the County on request</td>
<td>SU</td>
<td>Alleviates US 301/Harney Rd intersection</td>
</tr>
<tr>
<td>61</td>
<td></td>
<td>Real Choices</td>
<td>South Tampa Greenway (Manhattan Ave to Picnic Island Park)</td>
<td>Multi-Use Trail</td>
<td>Tampa</td>
<td>$50,000 requested for PD&amp;E ($1,800,000 total cost estimate), Need agreement with MacDill AFB for ROW use for 25 years post-construction</td>
<td>Prioritized by CCC; TA application needs additional info</td>
<td>2040 Investment Level 1 - density rating 5</td>
</tr>
<tr>
<td>62</td>
<td></td>
<td>Real Choices</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>63</td>
<td></td>
<td>Real Choices</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>64</td>
<td></td>
<td>Real Choices</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>65</td>
<td></td>
<td>Real Choices</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>66</td>
<td></td>
<td>Need beyond 2040</td>
<td>US41 (Madison to Denver St)</td>
<td>Widen 4 to 6 lanes</td>
<td>Port Authority</td>
<td>This segment is considered to be policy constrained in the Hillsborough County Comprehensive Plan and would require an amendment to the plan.</td>
<td>SIS</td>
<td>1.89 V/C peak period, 3.934 PTI, low TT reliability</td>
</tr>
</tbody>
</table>

*Denotes new priority*
<table>
<thead>
<tr>
<th>Priority</th>
<th>FPN</th>
<th>LRTF 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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</thead>
<tbody>
<tr>
<td>67</td>
<td>443923 1</td>
<td>Preserve System</td>
<td>Platt Street Movable Bridge</td>
<td>Bridge Replacement</td>
<td>Hillsborough County</td>
<td>$250K for planning study, Funded FY24</td>
<td>SU</td>
<td></td>
</tr>
<tr>
<td>68</td>
<td>443924 1</td>
<td>Preserve System</td>
<td>Columbus Street Movable Bridge</td>
<td>Bridge Replacement</td>
<td>Hillsborough County</td>
<td>$250K for planning study, Funded FY24</td>
<td>SU</td>
<td></td>
</tr>
<tr>
<td>69</td>
<td>443925 1</td>
<td>Reduce Crashes</td>
<td>Vision Zero Corridors Study</td>
<td>Safety Enhancements</td>
<td>MPO/ Hillsborough County</td>
<td>Request for $500K to conduct a planning level study of the 8 corridors in Unincorporated Hillsborough County, Funded FY24 • 15th Street from Fowler Avenue to Fletcher Avenue • 78th Street from Causeway Boulevard to Palm River Road • Bruce B Downs from Fowler Avenue to Bearss Avenue • CR 579/Mango Road from MLK Boulevard to US 92 • Fletcher Avenue from Armenia Avenue to 50th Street • Lynn Turner Road from Gunn Highway to Ehrlich Road • Sheldon Road from Hillsborough Avenue to Waters Avenue • Gibsonton Drive from I-75 to Balm Riverview Road</td>
<td>TA, SU</td>
<td>All are Vision Zero &quot;Top 20&quot; Severe Crash Corridors</td>
</tr>
<tr>
<td>70</td>
<td>440742 1</td>
<td>Real Choices</td>
<td>East-West BRT</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 - pop. density rating 5</td>
</tr>
<tr>
<td>71</td>
<td>415348 1</td>
<td>Real Choices</td>
<td>Shared-Use path to connect Temple Terrace to USF</td>
<td>Multi-Use Trail</td>
<td>Temple Terrace</td>
<td>Request inclusion of shared-use path in FDOT Fowler Ave Multimodal Study (Priority #7)</td>
<td>To Be Determined</td>
<td>2040 Investment Level 2 - pop. density rating 2</td>
</tr>
<tr>
<td>72</td>
<td>415349 1</td>
<td>83</td>
<td>Westshore Regional Intermodal Center</td>
<td>Intermodal Center</td>
<td>FDOT</td>
<td>Regional Transit Catalyst Project</td>
<td>SIS, FDOT transit programs</td>
<td></td>
</tr>
<tr>
<td>73</td>
<td>417804 1</td>
<td>60</td>
<td>Connection to Airport People Mover</td>
<td>Transit Connection</td>
<td>FDOT/Aviation Auth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>74</td>
<td>417804 1</td>
<td>60</td>
<td>US 41 CSX Rail Corridor Joint Use</td>
<td>Commuter Transit</td>
<td>FDOT</td>
<td></td>
<td>SIS, FDOT transit programs</td>
<td></td>
</tr>
<tr>
<td>75</td>
<td>417804 1</td>
<td>60</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 (McKays 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>
</tbody>
</table>

Denotes new priority
April 8, 2019

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

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

Dear Ms. Alden:

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

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

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

*Intersection Projects*

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

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

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

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

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

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

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

Sincerely,

[Signature]

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

JWL/RR/ml

c: Board of County Commissioners
   Michael S. Merrill, County Administrator
   Lucia E. Garsys, AICP, Chief Development & Infrastructure Services Administrator
   James E. Hudock, PE, Director, Public Works Department
<table>
<thead>
<tr>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Request</th>
<th>Suggested Funding Type</th>
<th>Steps Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 301 at Riverview Drive (CIP 69445131)</td>
<td>A total of 31 intersection/signal projects were included in the County's intersection operation and safety enhancement program. These projects will provide safety enhancements with the goal of reducing crashes, improved pedestrian/cyclist facilities, accommodation for transit were appropriate, and improve system operations. The County is requesting supplemental funding for 2 intersection projects that are both on the State Highway System and County Road systems. The County is initiating PD&amp;E on these projects in 2019 under CIP 69445600.</td>
<td>Request Construction Funding of $4,755,890 Total Cost $6 million</td>
<td>Potential State Funding (CIGP)</td>
<td>County submitted CIGP applications</td>
</tr>
<tr>
<td>50th St / US 41 at Palm River Road (CIP 69545105)</td>
<td>Manage Congestion for Drivers and Shoppers - including intersections, signalization, ITS, transit, multiuse paths and road capacity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Big Bend Road Extension: Boggy Creek to Balm Boyette Rd</td>
<td>Big Bend Rd is a Strategic Intermodal System (SIS) connector from US 41 to I-75. The corridor from US 41 to US 301 is identified in the LRTP as a 6 lane arterial. Hillsborough County is seeking grant funding in order to accelerate the implementation of extending Big Bend Road to Balm Boyette Rd as a 2 lane undivided road. Portions of the Big Bend extension are developer committed with the remaining segment (approx. 0.87 miles) to be designed and constructed by the County. The proposed cross section matches that which is currently being constructed by the developer. TRIP funding will provide an important additional funding source toward projects that will reduce delay and improve safety in an area of rapid development and growth</td>
<td>Request PD&amp;E funding at $605,118 Total Cost $6.6 million</td>
<td>Potential Federal Funding (TRIP)</td>
<td>County submitted TRIP application</td>
</tr>
<tr>
<td>Balm Road: US 301 to Clement Pride Rd</td>
<td>The proposed improvement to Balm Road will provide multi-modal capacity in an area of significant growth. The proposed cross section of the facility will include a 4-lane rural cross section to accommodate the vehicular demands of a new high school as well as 1.7 multi-use paths on both sides that will encourage non-vehicular trips between the proposed school and nearby residential developments. The proposed improvements will help to address specific needs related to population and employment growth in the area.</td>
<td>Request PD&amp;E funding at $896,671 Total Cost $9.1 million</td>
<td>Potential Federal Funding (SU)</td>
<td>County submitted SU application</td>
</tr>
<tr>
<td>South County Greenway from Manatee County Line to US 301/19th Avenue</td>
<td>Real Choices When Not Driving - including multiuse paths</td>
<td>Request PD&amp;E funding of $371,000 Total Cost $12 million</td>
<td>Potential State Funding (SunRail, TA)</td>
<td>County submitted TA application</td>
</tr>
</tbody>
</table>
1. US 301 at Riverview Drive (CIP 69645121)

2. 50th St / US 41 at Palm River Road (CIP 69645105)

3. Big Bend Road Extension: Boggy Creek to Balm Boyette Rd

4. Balm Road: US 301 to Clement Pride Rd

5. South County Greenway from Manatee County Line to US 301/19th Avenue
April 5, 2019

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

Dear Ms. Alden:

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

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

Programmatic Set-Aside (Surface Transportation Program)

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

Other Major Projects

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

Programmatic Set-Aside (Pedestrian / Bicycle Safety Program)

3) Green Spine Cycle Track (439476) (construction funding)
   a. Phase 3a – Nuccio Parkway from Nebraska Avenue to 7th Avenue (439476-2)
   b. Phase 3b – Nuccio Parkway from 7th Avenue to 13th Avenue (439476-3)
   c. Phase 3c – 15th Street from 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 9th Street (436640-1)
8) Sulphur Springs K-8 Various Locations - Safe Routes to School Project (443582-1)
9) El Prado Boulevard Sidewalks
   a. Phase 1 – from Omar Avenue to S. Lois Avenue (443516-1)
   b. Phase 2 – from S. Lois Avenue to Bayshore Boulevard (443516-2)
10) Fremont Avenue Safety Improvements
    a. Platt Street at Fremont Avenue Traffic Signals (443711-1)
    b. Cleveland Street at Rome Avenue Traffic Signals (443711-2)
11) Doyle Carlton Drive at Laurel Street Intersection Improvement (443968-1)

Major Regional Trail Projects

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

Unified Planning Work Program

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

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

Sincerely,

Jean W. Duncan, P.E., Director

JWD/mm

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

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

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

Dear Ms. Alden:

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

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

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

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

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

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

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

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

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

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

Sincerely,

Bill McDaniel
City Manager

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

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

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

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

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

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

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

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

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

**Agenda Item**
It's Time 2045 Long Range Transportation Plan Update – Needs Plan: Major Projects

**Presenter**
Wally Blain, Tindale Oliver and Associates

**Summary**
As part of the *It’s Time 2045 Long Range Transportation Plan (2045 LRTP)* Update, the MPO is tasked with developing a Needs Plan that includes proposed projects that are needed to accommodate future traffic demand. The Needs Plan is used to develop the Cost Affordable Plan, where project costs are balanced with forecasted revenues to show fiscal constraint. The Needs Plan was developed by working with the jurisdiction and partner agencies to identify proposed projects. These projects were tested and analyzed using the Tampa Bay Regional Planning Model, and the top performing projects will remain as a need. This presentation will focus on the Major Projects program in the LRTP.

The Major Projects program includes projects that are needed to relieve congestion by the year 2045. This includes new/extended roadways, road widenings, new/improved interchanges, and fixed guideway transit. The projects were proposed working with the jurisdictions and partner agencies. A final Needs Plan project list is determined by looking at the projected performance of each project and prioritizing those that perform best when looking at congestion relief and projected ridership. There will then be an additional round of public outreach to get feedback on the plan before developing the Cost Affordable Plan.

**Recommended Action**
No action, information only

**Prepared By**
Sarah McKinley

**Attachments**
2045 LRTP Needs Plan, DRAFT Analysis
Looking back at the 2040 Plan Update

- Grouped projects into categories of investments
- Focused on supporting economic growth
- Performance and outcome-based methods
- Estimating revenues
2040 brought in the “Buckets” of Projects

LRTP Needs Assessment = Investments That.....

- Preserve the System
- Reduce Crashes & Vulnerability
- Minimize Traffic for Drivers & Shippers
- Real Choices When Not Driving

Less prescriptive, based on most pressing need, outcomes integrated into decisions on priorities

For the first 4 buckets, the public weighed in on their desired performance outcome linked to funding levels,

For example....

- Preserve the System
  - Road resurfacing schedule
  - Bridge repair schedule
  - Vehicle replacement schedule

- Reduce Crashes & Vulnerability
  - Total crashes, fatal crashes, and walk/bike crashes
  - Economic impact of a major storm

- Minimize Traffic for Drivers & Shippers
  - Peak-hour travel time reliability
  - Affected truck trips

- Real Choices for Non-Drivers
  - People & jobs served by the bus system and trail/sidewalk network
Preserve the System – Road Resurfacing

Repave How Often?
Current funding allows for roads to be repaved every 50 years, on average countywide. Preferred goals are:

- **City of Tampa**: 14 years on average, all roads
- **FDOT highways**: 17 years
- **Hillsborough County**: Major roads 15-17 years, Local roads 25 yrs

<table>
<thead>
<tr>
<th>Investment Level</th>
<th>Annual Costs ($ in 2014)</th>
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<tr>
<td><strong>Scenario 1</strong></td>
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<tr>
<td><strong>Level 1</strong></td>
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<tr>
<td><strong>Scenario 8a</strong></td>
<td></td>
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<tr>
<td><strong>Level 2 1/2</strong></td>
<td>$54 million</td>
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</table>

Plant City: 20 yrs typical, 10 yrs on heavily travelled roads

Reduce Crashes & Vulnerability – Vulnerability Reduction

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<tr>
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<th>Benefits and Costs</th>
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<td><strong>Level 1</strong></td>
<td>Continue today’s stormwater drainage improvement programs</td>
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<tr>
<td></td>
<td>Category 3 storm impacts:</td>
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<tr>
<td></td>
<td>- 8 weeks major roads may be unusable</td>
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<tr>
<td></td>
<td>- $266 million economic loss</td>
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<tr>
<td><strong>Scenario 8b</strong></td>
<td>$39 Million per year</td>
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<tr>
<td><strong>Level 3</strong></td>
<td>Continue today’s stormwater drainage, plus:</td>
</tr>
<tr>
<td></td>
<td>- raise road profiles, enhance base, protect shorelines from wave damage</td>
</tr>
<tr>
<td></td>
<td>Category 3 storm impacts:</td>
</tr>
<tr>
<td></td>
<td>- 3 weeks major roads may be unusable</td>
</tr>
<tr>
<td></td>
<td>- $119 million economic loss (cut in half)</td>
</tr>
</tbody>
</table>

Economic losses cut in half

Wave attenuation device (left)
For the last bucket, Major Projects for Economic Growth, the public was shown:

- previously identified needs
- study recommendations
- over-capacity roads around key economic spaces

and asked if they supported those or not.

For example....

**Key Economic Spaces**

**Major Projects for Job Growth**

Use your remaining budget on some big-ticket items: widening major roads, building express toll lanes or rapid transit systems.

The map shows areas with the most businesses and jobs. Investing in these areas could promote economic growth.

Brandon West
Widen, Extend Roads: $302 M
Thousands of Jobs in 2040: 44-108

Invest here?

[Yes] [No]
Why does this matter? Because the TIP is based on Imagine 2040 Plan categories and performance.

- Agencies submit projects that meet the intent of those buckets, and that help improve the bucket’s performance in the long run

- Agencies take action on MPO study recommendations that may qualify for funding in the buckets (it is up to an implementer to submit a project for funding)

For example....
TIP 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 FY21
- Florida/Tampa St from Tyler St to MLK Blvd, added PE FY19

We sought the TAC’s input for Major Projects to model

- FDOT Strategic Intermodal System (SIS) Needs Assessment
- Community Transportation Plan
- Fixed-Guideway Transit Guidance
- Tri-County Vision
- WHAT’S MISSING???
Previous HART Transit Development Plan: 6 additional MetroRapid Routes

STEP 3 EVALUATION: FIVE ALTERNATIVES

- I-275 Rubber Tire
- I-275 Urban Rail
- CSX Rubber Tire
- CSX Urban Rail
- CSX Commuter Rail

2017 LAND USE
- Employment
- Population density

2017 MOBILITY AND CONGESTION
- New riders
- Annual ridership

2017 ENVIRONMENTAL BENEFITS

2017 COST EFFECTIVENESS
Modern trams can run on the existing TECOline Historic Streetcar track, and could navigate into the I-275 median for a quick ride to a Westshore Intermodal Center.

2014 estimates:
Modern Tram Capital Costs = $320m to $420m
Modern Tram Annual O&M = $5.7m
Laurel Street Bridge = $20m to $25m

Freight Track Reuse Concept (2014)

Putting railroad-safe passenger cars on existing rail track would reduce the price of rail by 50% or more from the previous Light Rail proposal, which required new track, new ROW, and expensive crash barriers.

If CSX is not amenable, modern tram on-street is an alternative.

DMU Capital Costs = $175m to $228m
DMU Annual O&M = $5.4m
Modern Tram Capital Costs = $280 to $360m
Modern Tram Annual O&M = $4.0m

DMU (Diesel Multiple Unit) crashworthy self-propelled vehicle operating in Dallas Ft Worth area
**Tri-County Vision**

- Encourage in local comprehensive plans
- Consider options for incorporating rail
- Continue to explore elevated express lane projects
- Focus on bottlenecks, walk/bike modes, technology advances

**2045 LRTP Update at a glance**

- Public outreach on scenarios
- Goals, Objectives, Policies
- Finalizing datasets
- Draft Needs Assessment
- Public outreach on priorities
- Plan adoption
Board & Committee Agenda Item

**Agenda Item**
CUTR Sustainable Transportation Course Final Projects

**Presenter**
CUTR Representative

**Summary**
The University of South Florida’s Center for Urban Transportation Research (CUTR) offers a Sustainable Transportation Course. In Spring 2019, the students evaluated segments of Henderson Blvd., S. MacDill Ave., and Sligh Ave. The highlights of the proposals will be presented.

**Recommended Action**
None. For information only.

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
None.
MPO Board Meeting of Tuesday, March 11, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:02 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held at the County Center in the 26th Floor Conference Room.

The following members were present:


The following members were absent:

Mayor Rick Lott, Councilman Harry Cohen, Mayor Mel Jurado, and Trent Green.

APPROVAL OF MINUTES – February 5, 2019

A motion was made by Commissioner Pat Kemp to approve the minutes of February 5, 2019. The motion was seconded by Commissioner Kimberly Overman and carried unanimously.

PUBLIC COMMENT

Mr. Doug Jesseph, representing the Old Seminole Heights Neighborhood Association, commented on the Tampa Bay Next agenda item and its recommended build alternative.

Mr. Rick Fernandez, Chair of the Tampa Heights Transportation Committee and Vice Chair of the CAC, agreed with Mr. Jesseph’s comments, and he commented on the Tampa Bay Next update as well.

Mr. Mauricio Rosas, representing Old Seminole Heights Neighborhood Association, as well as the Heights Transit Traffic Awareness Campaign, requested safety enhancements.

Following public comments Commissioners Kemp and Overman spoke in support of Mr. Rosas’ comments.

Chairman Miller congratulated Councilman Maniscalco and Councilman Viera for being re-elected.

COMMITTEE REPORTS, ONLINE COMMENTS

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

All of the committees recommended approval of the Transportation Improvement Program amendment to fund a PD&E for the US 41/CSX grade separation project proposed by FDOT.
The committees received information on the following action items:

- The Tampa Bay Next Section 7.
- Shared Mobility Design and Policy discussing what Uber and Lyft will mean for traditional transit.
- The City of Tampa’s Harbour Island Complete Streets project.

The TAC received an update on the 2045 LRTP process and opportunities for the committee to weigh-in. A joint workshop with the Planning Commission is scheduled for May 13 to discuss unique projects in the Needs Assessment and how they each affect land use goals.

The BPAC heard a Demographic Analysis on how pedestrian crashes correlated to race, age, and income as well as proximity to various destinations. They also discussed the 2019 Dangerous by Design report, which places the Tampa Bay area at number nine nationally for pedestrian and cycling danger.

The Transportation Disadvantaged Coordinating Board heard abbreviated results of the annual evaluation of the Community Transportation Coordinator. In addition, they received information on the Advantage Ride pilot project sponsored by the Florida Legislature and Commission for Transportation Disadvantaged. The pilot provides free trips for persons with disabilities in Hillsborough, Pinellas and Manatee.

The Tampa Bay Transportation Management Area (TMA) Leadership Group discussed approaches to regional coordination and the future structure of the group. The group received a brief update on the Regional Long Range Transportation Plan development and heard staff recommendations for the annual priority project list. Staff recommended five top regional priorities to advance immediately:

- SR60/I-275 interchange in Hillsborough County
- I-75 at Overpass Road in Pasco County
- I-75 at Gibsonton in Hillsborough County
- I-275 operational improvements from north of downtown Tampa to the I-275/I-75 apex
- Central Avenue Bus Rapid Transit in Pinellas County

The priority list will be brought back to the group in April for final approval.

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

- Michelle Cookson and Dayna Lazarus wrote in support of the "No Build" option for Tampa Bay Next and the interstate segments and suggested an amendment to the 2040 LRTP that removes two tolled express lanes and instead accelerate and prioritize Transit.

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

- Michelle Cookson responded to an email from Mauricio Rosas outlining neighborhood driven actions to move several initiatives forward such as: painted street murals, traffic calming, projects planned in the community, and Vision Zero sign waving events.
- Dale Tindell wrote two emails about congestion on the I-275, the Howard Frankland Bridge, and the I-4 interchange.
- Dave Finnigan emailed regarding Transit X – solar powered flying pods.
- Susan Boda wrote thanking Beth Alden for presenting on a transportation panel.
Steve Henley wrote about SkyTran to commercialize aerial transit as a traffic solution in Tampa Bay.

There were no questions following the committee reports and online comments.

CONSENT AGENDA

A. Committee Appointments

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

SPECIAL PRESENTATION: HEALTHIEST CITIES & COUNTIES CHALLENGE GRANT AWARD

Ms. Michele Ogilvie, MPO Staff, congratulated the MPO Board on being recognized as a winner of the Healthiest Cities and Counties Challenge and thanked partners and community members.

Aetna representatives, Ms. Sandra Lozada, Director of Client Management and Wellness, along with Brook Flaherty Tiner, Senior Director, Government Relations presented an award of $50,000 to the Hillsborough MPO.

ACTION ITEMS

A. TIP Amendment for US 41 – CSX Rail Crossing PD & E Study

Ms. Sarah McKinley, MPO Staff, presented a Transportation Improvement amendment for the CSX grade separation project. The amendment would add $1.45 million in funds for Project Development & Environment (PD&E) Study for the grade separation project at US 41 and the CSX tracks near Causeway Blvd.

Following the presentation, members provided brief comments on the project.

A motion was made by Commissioner Smith to approve the TIP Amendment for the US 41/CSX Grade Separation Project Development & Environment Study. The motion was seconded by Councilman Maniscalco and Commissioner Kemp and carried with a roll call vote of 12-0.

STATUS REPORTS

A. School Transportation Working Group Recognition, Annual Report & Transition Steps

Ms. Lisa Silva, MPO Staff, provided a status report on the School Transportation Working Group's recognition, annual report and transition steps.

Following the presentation, Commissioner Kemp expressed concerns about the structure of the work going away since the original working group is no longer needed. Mrs. Cindy Stuart stated that there is still a lot of work to be done and the issues that the group worked on will continue to be addressed by School District staff.

(Commissioner Hagan left at 9:57 a.m.)
(Mr. Waggoner left at 10:10 a.m.)
B. Tampa Bay Next Quarterly Update

Secretary David Gwynn provided the Tampa Bay Next Quarterly Update. FDOT is working on addressing speed management concerns, still in negotiation stages with Brightline, and continue ongoing public involvement meetings. There is an I-275 North Corridor Public Hearing scheduled on Tuesday, March 26 from 5:30 p.m. to 7:30 p.m. at the Seminole Heights United Methodist Church located at 6111 North Central Avenue in Tampa.

Following the presentation, there was brief discussion. Where possible, Commissioner Overman would like to see sloped wall plans removed from all urban core underpasses due to safety concerns. She would also like to see additional signage in the transition areas of I-4 and north of Martin Luther King Junior Boulevard.

(Mr. Mechanik left at 10:33 a.m.)

Commissioner Kemp would like to see better signage at I-275 and Hillsborough Avenue.

C. 2045 Long Range Transportation Plan Revenue Estimates

Ms. Sarah McKinley, MPO Staff, introduced the agenda item and Mr. Robert Peskin, AECOM Representative and MPO Consultant, provided the revenue forecasts.

(Commissioner Miller left at 10:44 a.m.)

Commissioner Kemp chaired the meeting since Commissioner Miller had to leave.

Following the presentation, there was brief discussion.

(Mr. Klug left at 10:57 a.m.)

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden provided updates on House Bill 385, regional coordination, the County Charter Amendment, and review of the Tampa Bay Next Supplemental Environmental Impact Statement for the Downtown Interchange. There will be a special public workshop on April 30 from 5 – 7 p.m. at the Robert W. Saunders, Sr. Public Library, located at 1505 North Nebraska Avenue in Tampa.

The next MPO Board meeting will be held on Tuesday, April 2 and the TMA Leadership Group meeting will be held Friday, April 5 at 9:30 a.m. at the PSTA Headquarters located at 3201 Scherer Drive in Pinellas County.

OLD & NEW BUSINESS

Mr. Cameron Clark reiterated information on House Bill 385. Per discussion at the Policy Committee the form for the Executive Director’s Evaluation is being modified. Mr. Clark will be sending the evaluation out to MPO Board members, and he will present the information at the April board meeting.

Mrs. Cindy Stuart encouraged members to keep an eye on House Bill 675 that has been filed by Representative Beltran regarding hazardous walking conditions.

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 11:12 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on March 13

The committee approved and forwarded to the MPO Board:

✓ The 2018 State of the System Report, which prompted a wide-ranging discussion of how it addresses Vision Zero, transit service, especially to disadvantaged communities, and traffic congestion, especially in the Southshore area.

The CAC also heard reports on:

- Tampa’s Smart City initiative from Vik Bhide; several CAC members want it to expand to unincorporated areas such as Brandon
- The I-275 Boulevard conversion concept presented by Joshua Frank at the CAC’s request; members asked how freeway conversion projects have been accomplished in other cities and pointed out how much lane capacities differ between freeways and arterial roadways.

Meeting of the Technical Advisory Committee on March 18

The committee approved and forwarded to the MPO Board:


The TAC also participated in an activity:

- 2045 LRTP Needs Assessment Major Projects. The committee weighed in on ideas for major projects (road widenings, extensions, lane reductions, and fixed guideway transit) to include in the regional model for testing the effect on congestion. Jurisdictional and agency staff confirmed that previously discussed suggestions would be included, and suggested changes and additions where needed. A first draft of congestion and ridership forecast results will be available in a few weeks.

Meeting of the Policy Committee on March 26

The committee approved and forwarded to the MPO Board:

✓ Interlocal Agreement Regarding Transportation Sales Surtax

They also heard reports on the process for creating the 2045 LRTP Needs Assessment – including major projects and multi-use trail projects – and the process for public engagement and outreach this summer.

The committee discussed a legislative update, and requested the board send a letter to the legislative delegation similar to a Forward Pinellas letter.
Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on March 13

The committee **approved and forwarded to the MPO Board:**

- ✓ Appointment of William Sapper as a Citizen-at-Large member of the committee
- ✓ 2018 State of the System Report

The BPAC also heard reports on:

- o Tampa Bay Next I-275 Section 7 – Members expressed that it is an unsustainable project and other alternatives should be considered.
- o 2045 Trails Needs Assessment – This was a preliminary look at the need for trails including total mileage, cost estimates of recent trails, and an initial look at the funds potentially available for projects.

Members also expressed frustration with the Tampa Police Department’s enforcement of parking in bicycle lanes. Staff will reach out to the Department for comment before the next meeting.

Meeting of the Livable Roadways Committee (LRC) on March 20

The LRC heard public comment on the safety performance of modern roundabouts, and **approved and forwarded to the MPO Board:**

- ✓ 2018 State of the System Report

The LRC also was briefed on the Tampa Bay Next I-275 Section 7 PD&E.

Meeting of the MPO Chairs Coordinating Committee (CCC) Staff Directors on March 22

The MPO directors met at the TBARTA office and were briefed on TBARTA’s next steps to develop its Regional Transit Development Plan. The MPOs – most of which are preparing their long-range transportation plans – and TBARTA will collaborate on public outreach and ridership forecasting.

The next meeting of the MPO Chairs will be July 19 in Pasco County. Topics will include regional priorities, revisions to the CCC Interlocal Agreement to streamline the regional process, and an overview of the Pasco Connected City project.
Cambridge's New Bike Lane Law is ‘Bikelash’-Proof

LAURA BLISS  APR 11, 2019

The Boston suburb now mandates the addition of protected bike lanes on all streets due for planned
There’s been a strategic breakthrough on the front lines of the American bike wars: This week, the Boston suburb of Cambridge mandated that protected cycling lanes be installed on all streets that are slated for reconstruction under existing city plans.

Passed by the city council on April 8, the ordinance appears to be the first of its kind in the U.S., and allows Cambridge—a dense university town that already has an unusually high share of bike commuters—to ascend into the ranks of the most progressive bicycling cities in the country. Local law now requires the city to erect vertical barriers between cyclists and cars on any roadway that’s rebuilt, expanded, or reconfigured if it’s part of the proposed 20-mile network of separated lanes known as the Cambridge Bicycle Plan. Only in “rare circumstances” where the city manager must cite physical or financial restraints will there be exceptions.

This doesn’t mean that pylons and planters will erupt in the streets around Harvard overnight. Permanent, protected lanes will only appear as the city advances those planned upgrades, which could mean that progress moves slowly. As Cambridge Day reported, last year the city only built one mile of new protected bike lanes.

But advocates intend to keep pushing to city to implement infrastructure plans more quickly, said Sam Feigenbaum, a volunteer with Cambridge Bicycle Safety. The activist group had been working with the city council and the city manager since 2017 to build support for the new ordinance.

“Increased bicycle use is most appropriate in our city, which is the fourth-densest city in the country,” said city councillor Dennis Carlone in a statement. “This emerging way of travel promotes personal health, a cleaner environment, and even greater retail sales.”
By passing a law that mandates bike protections, rather than administering a policy that merely calls for them, the city has created politically strategic armor to shield its transportation objectives from detractors. Before, when a street slated for cycling protections came up for reconstruction, “a noisy minority of folks would complain, and the city would slide back on its commitment to putting in that lane,” said Feigenbaum. (Yes, “bikelash” exists even in arch-progressive college towns.)

The ordinance gives teeth to the city’s existing bike plan. First, it protects it from the whims of future elected leaders who might not share its vision. And, when business owners and residents try to hold back new cycling infrastructure, officials can override them by pointing to the law and save themselves political capital that they’d otherwise risk. Similar logic applies to California’s SB 50, a proposed law that would preempt exclusionary local zoning codes in certain parts of communities, in order to allow for more housing development. It, too, is designed in part to insulate local leaders from the political pressure that “Not In My Backyard” groups are good at creating.

So far, in Cambridge, there hasn’t been much protest against the new ordinance. According to the results of Cambridge’s biannual survey, some 60 percent of residents say they want more protected bike lanes. But the ordinance may be replicable even in cities without the same level of existing enthusiasm for cycling, Feigenbaum said: “It’s tied to street construction, which is something cities need to do whether or not they’re putting in bike lanes. And the cost is basically sunk.”
But cycling protections can yield major safety benefits that draw more commuters to the saddle, research has demonstrated. And—despite the often ferocious objections from business owners—they also seem to be good for business on the whole. Cambridge’s political investment may be small, but it could yield big rewards.

Laura Bliss is CityLab’s west coast bureau chief, covering transportation and technology. She also authors MapLab, a biweekly newsletter about maps (subscribe here). Her work has appeared in the New York Times, The Atlantic, Los Angeles magazine, and beyond.
You’re Invited:

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

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Alex Henry, Public Involvement Coordinator, at (813) 975-6405 or by email at: Alex.Henry@dot.state.fl.us at least seven (7) days in advance of the workshop date.

You may provide written comments by completing the enclosed comment form and mailing it to the address on the back of the form or you can drop it in the comment boxes at the Alternatives Public Workshop. You may also provide your comments on the “Send Us Your Comments” page on the study website below. Written comments will be accepted throughout the project. To become part of the official public workshop record, comments should be submitted or post-marked by June 6, 2019.

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

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

For more information on this study, please visit the project website at: www.tampainterstatestudy.com

Sincerely,

Kirk Bogen, P.E.
Environmental Management Engineer

April 2019
Contact Information

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

Kris Carson, Public Information Officer, at (800) 226-7220 or by email at: kristen.carson@dot.state.fl.us.

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

Right-of-Way Acquisition Procedure

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

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

TIS SEIS PD&E Study Schedule

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

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