Meeting of the Livable Roadways Committee
Wednesday, May 22, 2019, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 18th Floor

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – April 17, 2019

IV. Action Items
   A. FY20-24 Transportation Improvement Program and Priorities (Sarah McKinley, MPO)

V. Status Reports
   A. 2045 Needs Assessment (Wally Blain, Tindale Oliver)
   B. THEA Connected Vehicle Pilot Phase III (Anna Quinones, THEA)

VI. Old Business & New Business
   A. LRC Next Meeting: June 19, 2019

VII. Adjourn

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Announcement – May 21 & 23 SEIS Public Workshops
   C. It’s TIME Tampa Bay Tri-County Vision Results Infographic

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

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I. CALL TO ORDER

Chair Green called the meeting to order at 9:02 a.m. and the Pledge of Allegiance took place. The meeting was held in the Plan Hillsborough Room on the 18th Floor of the County Center Building. A quorum was present at the start of the meeting.

Members Present: Christina Buchanan, Melissa Collazo, Trent Green, Cal Hardie, Sara Hendricks, Emily Hinsdale, Gus Ignas, Jason Jackman, Arizona Jenkins, Larry Josephson, Karen Kress, Matt Lewis, Melissa Lienhard, Michael Maurino, Kris Milster, Sandra Piccirilli, Neale Stralow,

Others Present: Beth Alden, Wade Reynolds, and Gena Torres – MPO; Sharon Snyder – Planning Commission; Alex Henry and Kirk Bogen – FDOT; Peter Syzonenko – HOR; Dennis Michael Apgar – USF Student; Ron Gregory – AECOM; Chaddy Hanwisai - USF

II. PUBLIC COMMENT

Dennis Michael Apgar, an Urban Planning student at USF, proposed an alternative to Josh Franks Boulevard concept for I-275, which he calls the Tampa Bay Big-Dig. Mr. Apgar feels a boulevard alone will make traffic worse than it is now. Under this plan, I-275 will be “cut and capped” from Bearrs Avenue to Himes Avenue and I-4 will be capped from US Highway 41 to Malfunction Junction. Malfunction Junction would be put into a tunnel, with a walkabout boulevard with light rail on top of the Interstate. This does include the express lanes and I-275 will only be widened by one lane from Busch Blvd. to the Junction, with two auxiliary lanes in each direction. I-4 will be widened to 16 lanes underground so there is no damage to the existing properties.

III. APPROVAL OF MINUTES

Approval of the March 20, 2019 minutes (Maurino - Kress). The motion passed unanimously.

IV. STATUS REPORTS

Mr. Bogen needed to leave early so he requested FDOT present first and Chair Green agreed.

A. Tampa Bay Next Update (Alex Henry and Kirk Bogen, FDOT)

Mr. Henry explained the update will be given in two stages. He provided the update on the Howard Franklin 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 overlooks 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 followed regarding if the aesthetic features will blend the vertical and horizontal sails together (consultant will decide at final concept); if there will be lighting along the trail (there is lighting along the bridge and FDOT has committed to providing the feature the consultant suggest); what is the separation between the trail and vehicle lanes (concrete barrier and raile; will the trail and overlook spots cause a distraction to drivers (similar outlook features on the Courtney Campbell Causeway and they don’t cause a distraction. This is a nationwide best practice.); the locations of the primary and secondary aesthetic features (Mr. Henry reviewed the slide showing the proposed location but the exact location will be decided with the final concept); will there be an expansion of the current footprint (Mr. Henry reviewed the first slide showing the location of the new bridge); and where the overlooks will be (on the water span of the bridge). Ms. Kress is very happy to know this project is happening.

Mr. Bogen presented a preview of the Workshop on the Tampa Interstate Study (TIS), Supplemental Environmental Impact Statement (SEIS) and Northwest (Veterans) Expressway Design Change Re-evaluation. He 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.

Mr. Bogen presented the SEIS limits, how FDOT got here and where they are going from here. He 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 improve accessibility. The alternatives being considered are (1) No further action; (2) 1996 TIS FEIS Long-Term Preferred Alternative (non-tolled); and (3) Rebuild Tolled Express Lanes (4) Viaducts of Tolled Express Lanes (North or South). 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. Mr. Bogen 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 Westshore Intercahnge at 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.

Mr. Bogen also explained the four options for the Downtown Tampa Interchange. Options A & B add two tolled express lanes in each direction, reconstructs 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, given there would not be a continuous transit envelope in the median. Estimated construction costs are between $710 – 740 million.
Mr. Bogen explained how FDOT will ultimately decide by following the process and balancing the issues. He presented the list of documents which will be available both at the workshop and online and a sample environmental matrix. Mr. Bogen explained the Section 106 Historic Resources process and the potential park impacts. He discussed the air and noise quality study tech memos from April and February 2019, respectively. Mr. Bogen 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. Mr. Bogen stated there currently isn’t funding for the Downtown Interchange. He 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 ensued regarding if emissions will be reduced through design, especially for the community north of I-275 (through the build process as pollution is higher when cars are idling rather than moving. Also, car emissions have been improved over the years. The MPO has information to share with the community on noise walls and landscaping that will help with emissions.). Chair Green asked how questions and comments are being collected so citizens are sure they are being heard. Ms. Kress feels it might be best if groups comment to FDOT. Ms. Silva stated now is the time to comment. Committee’s comments are shared with the MPO Board. Ms. Hendricks expressed concern about how citizens can ask questions and suggested an app like “idea scale”. Mr. Bogen stated individuals can leave comments on their website, which is [www.tampainterstatestudy.com](http://www.tampainterstatestudy.com). Ms. Alden stated FDOT does have a process for receiving comments about the SEIS and the Committee can send a letter of comment to the MPO Board. After the three workshops, the public hearing in June and the City of Tampa staff’s review of the traffic analysis of the connecting road network, the MPO Board will draft a letter of comments to FDOT in August 2019. Chair Green advised the Committee to be ready to send comments to the MPO Board. Mr. Stralow asked what is the most effective use of an organization’s input? Ms. Alden stated the Committees will have opportunity to make comments about the alternatives and which is the preferred alternative.

Discussions continuing regarding what is the definition of “No Further Action” (“No Further Action” is what is there today. It represents “No Build” everywhere, except for the Westshore Interchange, where the outer roadways were approved by FHWA in 1999); does “No Build” include transportation management strategies (All of those are considered and some of those strategies will be in each alternative. Ms. Silva stated she learned from Alice Price that No Further Action means FDOT’s hands are tied and they can’t request any funding for Segment 6; since there is a record of decision on the Westshore Interchange, they are able to fund those operational improvements. Mr. Bogen that FDOT would have to engage in another study to make the improvements to Segment 6.); an explanation of the conflict of the Westshore Interchange and what the status is of getting the interchange construction funded (The studies for the downtown and Westshore interchanges need to be completed as they are tied together through the SEIS. There are several issues being considered for the downtown area that have kept FDOT from being able to make a decision.); Mr. Maurino provided an explanation as to why the Westshore business owners and residents have been sending letters asking for the interchange to move forward; will there be further discussion and voting on the four alternatives (yes, Chair Green asked for this to be added to the next couple of agendas.); and what is the timeline for the City of Tampa traffic analysis (Mr. Hardie stated there currently isn’t a timeline).
B. Vision Zero Quarterly Report (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 and getting the citizens more active.

Discussions followed regarding what the schedule is for the speed management study (Ms. Torres is writing a letter for Ms. Alden to send to the stakeholders as the Coalition really wants stakeholders to have a say on how speed limits are set. The large kick off meeting should be scheduled within three weeks); and if there are other non-traditional elements that can be explored to separate bicyclists from vehicles (Not currently, but we need to be creative as the City is built out. Ms. Torres would love to see studies or conduct studies. Paula Flores, Project Manager on the Speed Management Study, will want to be very creative and is open to ideas. Chair Green stated most neighborhood roadways are too constrained to do a Complete Street or road diet project. Mr. Hardie stated there are things that have been crash rated and can be used, but the real problem is roadway width. In a lot of the communities where these separators would make sense, there’s not enough roadway width.); if FDOT is required to put in a bicycle lane when widening a roadway (Yes, they install a buffered bicycle lane. Mr. Henry stated FDOT looks for opportunities to install separated shared used trails, too); how paint factors into the projects (FDOT allows green painted lanes in conflict zones, such as Jackson Street. Mr. Hardie stated FHWA applied some of the paint on the roads for experimental use.). Chair Green stated people are asking why other parts of the country have painted crosswalks, bicycle lanes, etc., but Hillsborough County doesn’t. Mr. Henry stated FDOT adheres to the standards of the Uniform Traffic Studies manual, which has restrictions and guidance on decorative crosswalks, etc. Mr. Josephson agrees that restrictions are changing, and different ideas are being used. The green bike boxes, such as those along Jackson Street, are for bicyclists to get in front of the traffic. The County has to write a letter to the Federal Highway Administration seeking approval to add bike boxes. Mr. Lewis asked how much the green paint is. Mr. Hardie replied it is thermoplastic paint and extremely expensive. FHWA extensively studies these paints and thermoplastic mats. The City has studied the crosswalks with the high emphasis patterns embedded in them and found them to be effective. Ms. Torres asked if local roads are subject to the FHWA guidelines. Mr. Hardie believes they are, but crosswalks are a little different. Ms. Silva stated the painted crosswalks program are in the land development code and there are regulations that must be followed. Local roads can be a little more creative. Painting high emphasis areas only makes them more effective.

Ms. Silva announced Vision Zero has been selected to present at the Safe Street Summit in November.

V. OLD BUSINESS & NEW BUSINESS
A. The next LRC Meeting is Wednesday, May 22, 2019.

VII. ADJOURNMENT
There being no further business, the meeting adjourned at 10:41 a.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 that will be 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
### Metropolitan Transportation Planning

**Goals by 2040**
- *Resurface major roads every 14-17 years, local roads every 20-25 years*
- *Replace buses every 10-12 years*
- *Replace deficient bridges*

<table>
<thead>
<tr>
<th>Priority</th>
<th>FPN</th>
<th>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>1</td>
<td>439336 2</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>SU</td>
<td>Federal Metro 0.62 Funds</td>
</tr>
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</table>

### Preserve the System

**Goals by 2040**
- *Resurface major roads every 14-17 years, local roads every 20-25 years*
- *Replace buses every 10-12 years*
- *Replace deficient bridges*

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<th>Prioritization Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>414963 2</td>
<td>443852 1</td>
<td>Maintain Current Bus Service</td>
<td>Transit State of Good Repair</td>
<td>HART</td>
<td>Bus Replacements, $4 million added in FY24, $33M requested by HART, $4M recommended for FY25</td>
<td>SU, FTA</td>
<td>Added $4M in FY24</td>
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### Reduce Crashes & Vulnerability

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

<table>
<thead>
<tr>
<th>Priority</th>
<th>Reducing Crashes</th>
<th>Project Limits</th>
<th>Safety Enhancements</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
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<tbody>
<tr>
<td>3</td>
<td>Reduce Crashes</td>
<td>Fowler Ave (I-275 to I-75)</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>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.</td>
<td>TA, SU, HSIP</td>
<td>3,169 total crashes, 114 bike/ped (528 crashes/mile)</td>
</tr>
<tr>
<td>4</td>
<td>Reduce Crashes</td>
<td>56th/50th (SR60 to Busch Blvd)</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>N 56th St/50th Street Safety Corridor Study from SR 60/Adamo to Fowler Ave - $750k</td>
<td>HSIP, SU</td>
<td>1,976 total crashes, 68 bike/ped (341 crashes/mile)</td>
</tr>
<tr>
<td>5</td>
<td>Reduce Crashes</td>
<td>US41/40th St (SR60 to Hillsborough Ave)</td>
<td>Safety Enhancements</td>
<td>FDOT</td>
<td>US 41/N 40th Street from SR 60 to Hillsborough Ave - Roundabout &amp; Safety Corridor Study – Replacement of up to 5 signalized intersections with modern roundabouts. Only requesting PD&amp;E at this time. $500k.</td>
<td>HSIP, SU</td>
<td>866 total crashes, 47 bike/ped (309 crashes/mile)</td>
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Denotes new priority
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<tr>
<th>Project Limits</th>
<th>Project Sponsor</th>
<th>Project Status / Request</th>
<th>Suggested Funding Type</th>
<th>Prioritization Criteria</th>
</tr>
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<tbody>
<tr>
<td>Heights Mobility Plan: 1. N Tampa St &amp; N Florida Ave from Tyler to N Bird 2. N Tampa St &amp; N Florida Ave from Tyler to MLK 3. Florida Ave from MLK to Waters – Complete Street &amp; Safety Project (4405211-3, PD&amp;E/Corridor Study Underway, In-House Design FY 19, CST unfunded, $18M)</td>
<td>MPO/FDOT</td>
<td>Heights Mobility Plan</td>
<td>SU, TA, HSIP</td>
<td>2040 Illustrative Safety Project; 732 total crashes, 63 bike/ped (209 crashes/mile)</td>
</tr>
<tr>
<td>MLK Blvd from 40th St to I-4 – Urban Corridor Improvements, including sidewalk and bike lanes where feasible (435911-2, Design Underway, CST unfunded $6.2M, CST unfunded $3.6M)</td>
<td>FDOT</td>
<td>MLK Blvd from 40th St to I-4</td>
<td>SU, TA</td>
<td>474 total, 7 bike/ped (339 crashes/mi)</td>
</tr>
<tr>
<td>MLK Blvd from Dale Mabry to Armenia $700K unfunded</td>
<td>MPO/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>
</tr>
<tr>
<td>Woodlynne Ave to Brevard 1. Add turn lanes: Design $1.1M, CST $675K 2. Urban Corridor Improvements: Design $800K, CST $1.5M</td>
<td>Hillsborough MPO/FDOT</td>
<td>Woodlynne Ave to Brevard</td>
<td>SU, HSIP, Urban Corridor Improvement, RRR</td>
<td>2040 Illustrative Safety Project; 361 total crashes, 10 bike/ped</td>
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<tr>
<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>FDOT</td>
<td>Dale Mabry @ Spruce Street – Intersection reconstruction - Safety and Operational improvements – ADA sidewalk, ped upgrades, modify turn lanes – FPN &amp; estimate pending, requesting design $750K</td>
<td>HSIP, SU</td>
<td>131 total crashes, 3 bike/ped</td>
</tr>
<tr>
<td>* Phase 2a - Cass St (Howard to Willow) - $493,400  * Phase 3c - 15th St (13th Ave to 21st Ave) - $396,700</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>
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<td>Walk/Bike Improvements, PE funded $2M, ROW estimate $1.5M unfunded, Construction estimate $4.5M unfunded</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>
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<td>2019 Priority</td>
<td>FPN</td>
<td>2040 LRTP Reference</td>
<td>Project Limits</td>
<td>Project Description</td>
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<tr>
<td>14</td>
<td>254647 3</td>
<td>Reduce Crashes</td>
<td>Walk/Bike Safety Outreach and Education Programs</td>
<td>Outreach &amp; Education</td>
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</table>

**Manage Congestion for Drivers & Shippers**

**Goals by 2040**
- Traffic flow 17% better on non-freeways with ATMS and 640 intersections improved
- Traffic flow 10% better on freeways, Plus truck quick fixes & RR overpasses

| 15 | 430056 2 | Minimize Traffic | US41 (Pendola Point/Madison Ave to S of Causeway) | Intersection Improvements | Port Authority/ FDOT (tent.) | FDOT and Port Authority coordinating, design added in FY22 $1.5M, ROW $16.8M unfunded, CST $31.2M unfunded | SIS | 3.934 Planning Time Index, low Travel Time reliability |
| 16 | Minimize Traffic | US301 at Riverview Dr | Intersection Improvements | Hillsborough County | CIGP Application completed, $279,440 requested for construction | CIGP | 2040 Priority Intersection, 1.89 V/C |
| 17 | Minimize Traffic | US41/50th St at Palm River Rd | Intersection Improvements | Hillsborough County | CIGP Application completed, $1,476,450 requested for construction | CIGP | 2040 Priority Intersection, 1.84 V/C |
| 18 | Minimize Traffic | US92 (I-4 to Polk County Line) | Intersection Improvements | FDOT | Request for $2,037,000 for design | SU, State Funds | 2040 Priority Intersections, V/C 1.75 |
| 19 | 443445 4 443445 5 443444 3 | Minimize Traffic | Integrated Corridor Management Systems, various locations | Technology/ Operations | FDOT | 1. US 92/Hillsborough Ave from Veterans to I-275 ($3.3M) 2. SR 616/Spurce St/Boy Scout Blvd from Airport Service Rd to Dale Mabry Highway ($1.5M) 3. US 41/Nebraska Ave from Kennedy to Bearss Ave ($1M) Project 3 costs to be refined by FDOT | SU, State Funds | 1. Hillsborough Ave V/C 1.55 – 1.64 2. Spruce St/Boy Scout Blvd V/C 1.62 3. Nebraska Ave V/C 1.16 |
| 20 | 440734 1 440733 1 440736 1 | Minimize Traffic | 5 Park Rd at Coronet Rd Alexander St at SR 39 Alexander St at Jim Johnson Rd | Intersection Improvements | Plant City | 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. | SU | 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 |
| 21 | Minimize Traffic | -275 at Hillsborough SB Off-Ramp | Interchange Improvements | FDOT | Request $550,000 for SB off-ramp safety improvements | SU, HSIP | Ramp V/C 0.61 |
| 22 | Minimize Traffic | Fiber Optic Ring between Jurisdictions | ATMS - Signalization | HART | Request $368,000 for construction | R-TIEs, FTA, SU | Listed based on HART’s priority setting |

Denotes new priority

**ADOPTED: June 11, 2019**

**Printed: 5/16/2019**
### Hillsborough MPO List of Priority Projects
#### FY2020/2021-2024/2025 Transportation Improvement Program

**Table 2: CANDIDATES FOR NEW FUNDING**

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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-275 Greenway Extension from Westshore Blvd to Hillsborough River</td>
<td>Multi-Use Trail</td>
<td>Hillsborough MPO/FDOT (tent.)</td>
<td>Dale Mabry Overpass &amp; Neighborhood Greenway connections on remaining sections. MPO feasibility study of pedestrian overpass complete. Dale Mabry Overpass CST $8.2m requested for construction.</td>
<td>SUNTrail</td>
<td>2040 Investment Level 1 - pop. density rating high</td>
</tr>
<tr>
<td>23</td>
<td>44335 1</td>
<td></td>
<td>(Dale Mabry Pedestrian Overpass)</td>
<td></td>
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<td></td>
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<td></td>
<td>Tampa Bypass Canal Trail (34th St to Bruce B. Downs)</td>
<td>Multi-Use Trail</td>
<td>Hillsborough County/Temple Terrace</td>
<td>Added $751k for PD&amp;E in FY18, $379k for design in FY22, final design funding needed, Segment/Phasing to come from PD&amp;E</td>
<td>TA, SUNTrail Connecting, SU</td>
<td>2040 Investment Level 2 - pop. density rating medium</td>
</tr>
<tr>
<td>24</td>
<td>439482 1</td>
<td>439482 2</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>South County Greenway (Phases I and III-VI)</td>
<td>Multi-Use Trail</td>
<td>Hillsborough County</td>
<td>• Phases V, VI, &amp; VII (Symms Rd to SR 60), request $770,000 for PD&amp;E, TA Application Needed</td>
<td>TA, SUNTrail</td>
<td>2040 Investment Level 2 - pop. density rating medium</td>
</tr>
<tr>
<td>25</td>
<td>439481 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Phase IV (Manatee Co. Line to SR 674), request $371,000 for PD&amp;E, TA Application Provided</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td></td>
<td></td>
<td>West River Gwy (Stewart Connector)</td>
<td>Multi-Use Trail</td>
<td>Tampa</td>
<td>$595,239 requested for construction, TA Application Resubmitted</td>
<td>TA</td>
<td>2040 Investment Level 2 - density rating medium</td>
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</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*

### Real Choices When Not Driving
- **High, Med or Low Population Density within walking distance of trail**
- **2040 Population & Job Density with 1/4 Mile of Frequent Bus Service**

### Major Investments for Economic Growth
- **2040 job density per Centerline Mile**
- **2040 Traffic Volume/Capacity (V/C) ratio**
- **2040 Delay Reduction per Centerline Mile**

| 27            | 431821 2| 1006    | I-275 from North of MLK to N of Bearss Ave                                    | Capacity, Operational & Safety Improvements | FDOT                      | Partial funding: $40M in FY23 for MLK to Hillsborough Ave. Additional funding requested for CST of whole segment with one general purpose lane each direction, noise walls, hardened shoulder, walk/bike, and lighting at under passes. | Tampa Bay Next, TMA Priority | 2040 Priority, 1.13 V/C peak period, jobs/mi = 28,461, delay reduction/mi = 179 |
### Table 2: CANDIDATES FOR NEW FUNDING

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</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>1005</td>
<td>I-275 to and from I-4 (Downtown Interchange Safety/Operational Improvements)</td>
<td>Capacity, Operational &amp; Safety Improvements</td>
<td>FDOT</td>
<td>• Addition of a second lane on the Southbound I-275 to I-4 “flyover” ramp that currently has only one lane. The approach to the ramp will also be widened to allow for two stacking lanes and reconstructed to correct the changes in profile around Columbus Drive (the roller-coaster effect). On the I-4 receiving side, a minor reconfiguration of the eastbound exit to Ybor City will be required in order to safely tie-in the additional lane from I-275. The eastbound off ramps at the 21st/22nd Street exit will be relocated to the west and will create a new access point at 14th/15th Avenues. Access to 21st/22nd will be maintained via the existing frontage road (13th Avenue). Both streams of traffic coming from I-275 SB and I-275 NB will have new slip lanes allowing access to the Ybor City exits via 14th/15th Streets. Only the EB I-4 off ramp will be modified; the I-4 EB on ramp, I-4 WB off ramp, and I-4 WB on ramp will remain unchanged.</td>
<td></td>
<td>Tampa Bay Next, TMA Priority</td>
<td>2040 Priority, 1.13 V/C peak period, jobs/mi = 28,461, delay reduction/mi = 179</td>
</tr>
<tr>
<td>29</td>
<td>1002, 1093</td>
<td>412531 1, 412531 2</td>
<td>I-275 from S of SR 60 to N of Lois Ave; SR 60/Memorial Hwy from E of Spruce St to I-275 (Westshore Interchange)</td>
<td>Capacity, Operational &amp; Safety Improvements</td>
<td>FDOT</td>
<td>Reconstruct Interchange, ROW $223M funded thru FY24, $1.5B requested for construction.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>437650 2</td>
<td>Minimize Traffic</td>
<td>gibsondon 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></td>
<td></td>
</tr>
</tbody>
</table>

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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<tbody>
<tr>
<td>31</td>
<td>61</td>
<td></td>
<td>Modern Streetcar Extension (Regional Transit Catalyst Project)</td>
<td>Transit Connection</td>
<td>Tampa</td>
<td>Study on going, modernization estimate $70M, extension estimate $103M. The Invision Tampa Streetcar extension project has been accepted into the Project Development phase of the Federal Transit Administration’s Small Starts program.</td>
<td>FTA Small Starts, FDOT New Starts</td>
<td>Connection to regional transit hub for Downtown Tampa</td>
</tr>
<tr>
<td>32</td>
<td></td>
<td></td>
<td>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>
</tr>
<tr>
<td>33</td>
<td>438998</td>
<td>1045</td>
<td>US 92 from Maryland Ave to Polk County</td>
<td>Widen to 4LD</td>
<td>FDOT; Plant City</td>
<td>PD&amp;E completed, $3.7MPE needed, CST $42M unfunded</td>
<td>SIS, Other Arterials</td>
<td>Delay reduction/mi = 119; 2040 jobs/mi = 568, V/C 1.75</td>
</tr>
<tr>
<td>34</td>
<td>438997</td>
<td>1043</td>
<td>US 92 (Garden Ln/Eureka Springs to CR 579 (MANGO RD))</td>
<td>Widen 2 lanes to 4 lanes divided</td>
<td>FDOT</td>
<td>PD&amp;E completed, $4.2M PE needed, CST $41M unfunded</td>
<td>SIS, Other Arterials</td>
<td>Delay reduction/mi = 57; 2040 jobs/mi = 1760, V/C 1.75</td>
</tr>
<tr>
<td>35</td>
<td>440749</td>
<td>1</td>
<td>US 41 at 50th St CSX Grade Separated Interchange/Rail Overpass South of Causeway Blvd and at Causeway Blvd</td>
<td>Grade Sep. Intersection/Overpass</td>
<td>FDOT</td>
<td>Port Tampa Bay request. Added $2.7M for PD&amp;E FY18, $5.4M for design FY19 &amp; 20, $15M for ROW FY22, TENTATIVELY FUNDED CST $72.7M in FY26</td>
<td>Freight, Intermodal, SIS</td>
<td>2040 Priority Art needing CM impr - 1.70 V/C peak period, Delay reduction/mi = 1668</td>
</tr>
<tr>
<td>36</td>
<td></td>
<td></td>
<td>Sam Allen Rd (Park Rd to Polk County)</td>
<td>New 4 Lane roadway</td>
<td>Plant City</td>
<td>MPO Alignment Study completed; $2.15M request for PD&amp;E</td>
<td>SU</td>
<td>Delay reduction/mi = 189 &amp; 20; 2040 jobs/mi = 240 &amp; 101</td>
</tr>
<tr>
<td>37</td>
<td></td>
<td></td>
<td>US 41 at SR 60</td>
<td>Grade Separated Intersection</td>
<td>FDOT (tent.)</td>
<td>Port Tampa Bay request</td>
<td>Freight, Other Arterials</td>
<td>US41 from Causeway to CSX Intm, delay reduction/mi = 1668, SR 60 from 50th to US301 PTI = 3.933</td>
</tr>
<tr>
<td>38</td>
<td></td>
<td></td>
<td>US 41 at CSX ‘A’ Line to CSX ‘S’ Line</td>
<td>Grade Separated Intersection</td>
<td>FDOT (tent.)</td>
<td>Port Tampa Bay request</td>
<td>Freight, Other Arterials</td>
<td>US41 from Causeway to CSX Intm delay reduction/mi = 1668</td>
</tr>
<tr>
<td>39</td>
<td></td>
<td></td>
<td>19th Ave NE from US 41 to US 301</td>
<td>Roadway/New Interchange</td>
<td>Hillsborough County</td>
<td>$70M, Widen 19th Ave from 2 to 4 lanes and look at a new interchange at I-75. The current request is to conduct an Interchange Justification Study. County to update request for US and provide an SU application with funding by phase.</td>
<td>SU</td>
<td>Imagine 2040 LRTP Need V/C 0.7</td>
</tr>
<tr>
<td>40</td>
<td></td>
<td></td>
<td>Big Bend Extension (Bogy 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, delay reduction/mi = 24</td>
</tr>
<tr>
<td>41</td>
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<td></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>
</tr>
<tr>
<td>43</td>
<td></td>
<td></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>
<td>Freight</td>
<td>Longer Range Need</td>
</tr>
<tr>
<td>42</td>
<td></td>
<td></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>
</tr>
</tbody>
</table>

Denotes new priority

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<tr>
<td>44</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>
<td></td>
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</tr>
<tr>
<td>45</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>Freight, FDOT Intermodal, SIS</td>
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</tr>
<tr>
<td>46</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>
<td></td>
<td>Freight, FDOT Intermodal, SIS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>Minimize Traffic</td>
<td>Guy N. Verger flyover spanning CSX’s cargo artery north of GATX Dr (on Port Property)</td>
<td>Grade Separated Intersection</td>
<td>Port Authority/ FDOT (tent.)</td>
<td>$18,000,000</td>
<td>Freight, FDOT Intermodal, SIS</td>
<td></td>
<td></td>
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<tr>
<td>48</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>
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</tr>
</tbody>
</table>

### Priority Projects Pending Documentation for Funding

| 49 | 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 |                     |
| 50 | 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 |                     |
| 51 | 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 |                     |
| 52 | 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 | To Be Determined | Segment part of a 2040 Illustrative Safety Project; 43 total crashes, 0 bike/ped |
| 53 | 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 |                     |
| 54 | Reduce Crashes | George Rd Complete Street | Safety Enhancements | Hillsborough MPO | 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 | SU, TA, HSIP | 34 total crashes, 0 bike/ped (13 crashes/mile) |
| 55 | Reduce Crashes | Marshall Middle School | Walk/Bike Safety | Plant City | $494,600 requested for design & construction, various locations, ROW and estimates needed (LAP Certification Issues) | TA, SR2S | 11 total crashes, 1 bike/ped; Safe Routes to School |
| 56 | Reduce Crashes | Columbus Dr/17th/18th/19th 2-way conversion | Complete Street Enhancements | Hillsborough MPO | 2-way conversion, $1.6 million needed for signals, signing, and marking, TA Application needed | SU | 6 total crashes, 1 bike/ped |
| 57 | Reduce Crashes | Channelside Dr (Meridian to Adamo) | Complete Street Enhancements | Port Authority/ Channel District CRA | City conducting design study of Channelside Dr from Kennedy Blvd to Cumberland Dr, Need TA Application | To Be Determined | 156 total crashes, 11 bike/ped (156 crashes/mile) |

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## Hillsborough MPO List of Priority Projects

**FY2020/2021-2024/2025 Transportation Improvement Program**

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<tr>
<td>58</td>
<td>43943 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>59</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>
<td></td>
</tr>
<tr>
<td>60</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>
<td></td>
</tr>
<tr>
<td>61</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>
<td></td>
</tr>
<tr>
<td>62</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>
<td></td>
</tr>
<tr>
<td>63</td>
<td>Real Choices</td>
<td>Light Vehicle/footbridge over Hillsborough River at Whitaway 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>
<td></td>
</tr>
<tr>
<td>64</td>
<td>Need beyond 2040</td>
<td>US41 (Madison to Denver S)</td>
<td>Widens 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>
<td></td>
</tr>
<tr>
<td>65</td>
<td>Minimize Traffic</td>
<td>Madison Ave (Falkenberg Rd to US 301)</td>
<td>Widens from 2 to 4 lanes</td>
<td>Port Authority/TBD</td>
<td>Port request on County road, SU application needed</td>
<td>SU</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Priority Projects being Studied, No Funding Request at this Time

| 66       | Preserve System | Platt Street Movable Bridge | Bridge Replacement | Hillsborough County | $250K for planning study, Funded FY24 | SU | |
| 67       | Preserve System | Columbus Street Movable Bridge | Bridge Replacement | Hillsborough County | $250K for planning study, Funded FY24 | SU | |
| 68       | Reduce Crashes | Vision Zero Corridors Study | Safety Enhancements | MPO/ Hillsborough County |Received $500K to conduct a planning level study of the 8 corridors in Unincorporated Hillsborough County, Funded FY24 • 15th Street from Fowler Avenue to Fletcher Avenue • 78th Street from Causeway Boulevard to Palm River Road • Bruce B Downs from Fowler Avenue to Bearss Avenue • CR 579/Mango Road from MLK Boulevard to US 92 • Fletcher Avenue from Armenia Avenue to 50th Street • Lynn Turner Road from Gunn Highway to Ehrlich Road • Sheldon Road from Hillsborough Avenue to Waters Avenue • Gibsonton Drive from I-75 to Balm Riverview Road | TA, SU | All are Vision Zero "Top 20" Severe Crash Corridors |
| 69       | Real Choices | East-West BRT | New Expanded Transit Service | HART | Funded $2.5M for PD&E FY18, future phases to be determined | FTA, Small Starts | 2040 Investment Level 1 - pop. density rating 5 |
| 70       | Real Choices | Shared-Use path to connect Temple Terrace to USF | Multi-Use Trail | Temple Terrace | Request inclusion of shared-use path in FDOT Fowler Ave Multimodal Study (Priority #7) | To Be Determined | 2040 Investment Level 2 - pop. density rating 2 |

ADOPTED: June 11, 2019

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Printed: 5/16/2019
### Table 2: CANDIDATES FOR NEW FUNDING

<table>
<thead>
<tr>
<th>2019 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>71</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</td>
<td>PD&amp;E study for Hillsborough Portion is funded in FY20</td>
<td>State Funds</td>
<td>2040 Investment Level 1 - pop. density rating high</td>
</tr>
<tr>
<td>72</td>
<td>415348 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>437804 1</td>
<td>62</td>
<td>Connection to Airport People Mover</td>
<td>Transit Connection</td>
<td>FDOT/Aviation Auth</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>74</td>
<td>437804 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>E+C map</td>
<td></td>
<td>W Sam Allen Rd (N Alexander St to SR 39)</td>
<td>Widen to 4LD</td>
<td>Plant City</td>
<td>$7.12M for Construction</td>
<td>SU</td>
<td>Closest segment Forbes to Alex. delay reduction/ mi = 31 2040 jobs/ mi = 57</td>
</tr>
<tr>
<td>76</td>
<td></td>
<td></td>
<td>Channel District Port Master Plan Projects on Port Property</td>
<td>Realignment/new roadway</td>
<td>Port Authority</td>
<td>McKay Street (Channelside Drive to Ybor Channel, Realignment of roadway) $1.6M Channelside Lane (McKay St to York St, New 2 lane road) $3.1M Central Street (Cumberland Dr to Whiting St, New 4 Lane roadway) $1.1M York Street (Channelside Drive to Ybor Channel, Complete Street Enhancements) $1.3M</td>
<td>TIGER/BUILD</td>
<td></td>
</tr>
</tbody>
</table>

**Legend:**

- CIGP: County Incentive Grant Program
- FTA: Federal Transit Administration
- HSIP: Highway Safety Improvement Program
- RTR: Resurfacing, Restoration, Rehabilitation
- R-TIES: Regional Transit Information Exchange
- SU: Surface Transportation Program (STP), Urban Area's >200K Population
- SIS: Strategic Intermodal System
- SR2S: Safe Routes to School
- SUNtrail: Shared-Use Non-motorized Trail Network
- TIGER/BUILD: Better Utilizing Investments to Leverage Development

ADOPTED: June 11, 2019
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/mdl

c: Board of County Commissioners
   Michael S. Merrill, County Administrator
   Lucia E. Garsys, AICP, Chief Development & Infrastructure Services Administrator
   James E. Hudock, PE, Director, Public Works Department
<table>
<thead>
<tr>
<th>Project Limits</th>
<th>Project Description</th>
<th>Project Request</th>
<th>Suggested Funding Type</th>
<th>Steps Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Reduce Crashes and Vulnerability - Safety &amp; Resiliency projects</strong></td>
<td></td>
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<tr>
<td><strong>US 301 at Riverview Drive (CIP 69645131)</strong></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 69645600.</td>
<td>Request Construction Funding at $4,755,890 Total Cost $6 million</td>
<td>Potential State Funding (CIGP)</td>
<td>County submitted CIGP applications</td>
</tr>
<tr>
<td><strong>50th St / US 41 at Palm River Road (CIP 69545105)</strong></td>
<td>Manage Congestion for Drivers and Shippers - including intersections, signalization, ITS, transit, multiuse paths and road capacity</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Big Bend Road Extension: Boggy Creek to Balm Boyette Rd</strong></td>
<td>Big Bend Rd is a Strategic Intermodal System (SIS) connector from US 41 to I-75. The corridor from US 41 to US 301 is identified in the LRTP as a 5 lane arterial. Hillsborough County is seeking grant funding in order to accelerate the implementation of extending Big Bend Road to Balm Boyette Rd in a 2 lane undivided road. Portions of the Big Bend extension are developer committed with the remaining segment (approx. 0.67 miles) to be designed and constructed by the County. The proposed cross section matches that which is currently being constructed by the developer. TRIP funding will provide an important additional funding source toward projects that will reduce delay and improve safety in an area of rapid growth and change</td>
<td>Request PD&amp;E funding at $605,118 Total Cost $6.6 million</td>
<td>Potential Federal Funding (TRIP)</td>
<td>County submitted TRIP application</td>
</tr>
<tr>
<td><strong>Balm Road: US 301 to Clement Pride Rd</strong></td>
<td>The proposed improvement to Balm Road will provide multi-modal capacity in an area of significant growth, including the proposed construction of a new high school. The proposed cross section of the facility will include a 41 rural cross section to accommodate the vehicular demands of a new high school as well as 1.7 multi-use paths on both sides that will encourage non-vehicular trips between the proposed school and nearby residential developments. The proposed improvements will help to address specific needs related to population and employment growth in the area.</td>
<td>Request PD&amp;E funding at $896,673 Total Cost $9.1 million</td>
<td>Potential Federal Funding (SU)</td>
<td>County submitted SU application</td>
</tr>
<tr>
<td><strong>South County Greenway from Manatee County Line to US 301/19th Avenue</strong></td>
<td></td>
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<tr>
<td>The South County Greenway Trail is part of the Gulf Coast Trail system (a SunTrails eligible facility) which, when completed, will provide connectivity across the County. For the segment from Symmes to SR 60, the MPO has initiated an Alignment Feasibility Study. For the portion from the County Line to 19th Ave, that segment along US 301 from SR 674 to 19th Ave is anticipated to be constructed as a side path as part of a planned widening by FDOT. Completion of these two segments of the South Coast Greenway will result in an uninterrupted portion of the Gulf Coast Trail within the County.</td>
<td>Request PD&amp;E funding at $5,771,000 Total Cost $12 million</td>
<td>Potential State Funding (SunTrails, TA)</td>
<td>County submitted TA application</td>
<td></td>
</tr>
</tbody>
</table>
1. US 301 at Riverview Drive (CIP 69645121)
2. 50th St / US 41 at Palm River Road (CIP 69545105)
3. Big Bend Road Extension: Boggy Creek to Balm Boyette Rd
4. Balm Road: US 301 to Clement Pride Rd
5. South County Greenway from Manatee County Line to US 301/19th Avenue
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 Mabileau, Project Manager
    Karla Price, Landscape Architect, Parks and Recreation Department
    File (___-19-JD.LET)
March 14, 2019

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

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

Dear Ms. Alden:

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

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

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

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

• **Sidewalk improvements around Marshall Middle School** – The total estimated cost of this project is $493,600. 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.
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**
2045 Plan - Needs Assessment for Major Projects

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

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

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

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

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

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

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

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

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

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

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

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

**Recommended Action**
For information and discussion

**Prepared By**
Sarah McKinley

**Attachments**

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

**Agenda Item**
THEA Connected Vehicle Pilot, Phase 3

**Presenter**
Anna Quiñones, THEA

**Summary**
THEA’s Connected Vehicle (CV) Pilot project is one of the first projects in the nation to deploy CV technology on real streets. The pilot has now instrumented over 1000 vehicles with onboard units capable of transmitting information from Vehicle-to-Vehicle (V2V) and from Vehicle-to-Infrastructure (V2I).

The pilot is now in its third and final phase, which involves monitoring the behavior and performance of CVs in downtown Tampa. Anna Quiñones will be sharing a portion of the data collected and will be presenting the preliminary findings of the pilot.

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

**Prepared By**
Johnny Wong, PhD, 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 February 13

The CAC met on February 13th and recommended for MPO approval:

✓ An amendment to the Transportation Improvement Program (TIP) to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation project proposed by FDOT.

The CAC was also briefed on:

- The Tampa Bay Next Section 7 PD&E study recommendation to add two general purpose lanes to I-275 north of downtown Tampa to Bearss Ave. Members asked how this project would affect the Boulevard conversion proposal for I-275, the southbound to eastbound fly-over, how to improve bicycle and pedestrian safety around the interchanges, and the express bus lanes proposed by TBARTA.

- The Shared Mobility Design and Policy Studio project being conducted by the FSU Dept. of Urban and Regional Planning and the Planning Commission. Members were impressed by the level of knowledge presented by the urban planning graduate students and had lots of questions about what shared ride mobility like Uber and Lyft will mean for traditional transit, how users can navigate through the system, drop off and pick up zones around venues such as Amalie Arena, and how citizens can get involved.

Meeting of the Technical Advisory Committee on February 25

The committee approved and forwarded to the MPO Board:

✓ An amendment to the TIP to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation. Members acknowledged this as one of the highest priority congested intersections and are interested in hearing more about the design alternatives as the project moves forward.

The TAC also heard reports on:

- 2045 LRTP update and ways for the TAC to weigh-in. The members were interested in moving the date of their May or June regularly-scheduled meetings to coincide with a joint workshop with the Planning Commission to further explore ways to coordinate and influence the 2045 LRTP update.
Tampa Bay Next Section 7 PD&E study. There were questions on the design – suggestion extra care given to marking crosswalks at the Hillsborough Avenue on and off ramps; the appreciation for noise walls; and for the other TBN Sections, the timeline for completing the SEIS and receiving an update on ROW acquisitions.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 13

The committee approved and forwarded to the MPO Board:

✓ An amendment to the TIP to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation.

The BPAC also heard reports on:

o The Application of Demographic Analysis to Pedestrian Safety by Dr. Pei-Sung Lin of CUTR. The presentation focused on the demographics of pedestrian victims of traffic crashes, and how those are correlated to race, age, and income as well as proximity to destinations such as bars, schools or stores.

o The City of Tampa’s Harbour Island Complete Streets project, which will reduce speed limits and add safety features for pedestrians and cyclists.

o A Shared Mobility Project underway by FSU Master’s of Urban and Regional Planning students focusing on transit, ridesharing, and other types of shared mobility.

The BPAC also discussed the 2019 Dangerous by Design report, which placed the Tampa Bay area at number 9 nationally for pedestrian and cycling danger. The committee also heard public comment in favor of a road diet on Bay to Bay Blvd. in Tampa.

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

The committee approved and forwarded to the MPO Board:

✓ Whii Remer as alternate Advocate for Livable Communities;
✓ TIP Amendment to fund a PD&E study for the US41 CSX Grade Separation.

The LRC also heard reports on:

o The City of Tampa’s Harbour Island Complete Streets.

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on February 22

The committee approved:

✓ The abbreviated results of the annual evaluation of the Community Transportation Coordinator. Clients reported 99 percent satisfaction for the Sunshine Lines’ service.
✓ The Legislative Message for the 2019 Transportation Disadvantaged Legislature Day scheduled for March 20th in Tallahassee.
The TDCB also heard reports 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. There are no limitations on the trip type or destination.

- The Tampa Bay Next Workforce Development program piloted by the Florida Department of Transportation. The purpose of the program is to:
  1. To build productive, sustainable relationships with regional and local stakeholders and community members;
  2. To provide direct economic benefits to communities where FDOT is constructing infrastructure projects, specifically targeting low-income, and high-unemployment areas; and
  3. To help address the construction labor shortage by recruiting and building a pipeline of workers for infrastructure projects in the Tampa Bay region and increasing the likelihood of FDOT projects staying on time and within budget.
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary
Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

*Summary for 2.8.19 meeting*

*Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full agenda online. A video of the meeting can be viewed on YouTube.*

The vast majority of the meeting discussion was devoted to approaches to regional coordination and the future structure of the TMA Leadership Group

- Hillsborough MPO Executive Director Beth Alden presented a number of options for how regional coordination could proceed in future
  - The staff recommendation was to continue the current TMA meeting schedule this year, and in 2020 use the TBARTA MPO Chairs Coordinating Committee (CCC) as a base group for regional coordination and restart quarterly CCC meetings
    - The CCC has a voting structure and existing processes for dispute resolution, joint approval of plans, sharing of financial resources among MPOs to create regional documents, and public participation, as well as an existing interlocal agreement
    - In addition, it includes Hernando/Citrus MPO, Polk County TPO, and Sarasota/Manatee MPO as members
  - Staff recommended that after the Tri-County LRTP approval in late 2019, the TMA could move to annual meetings, with supplemental joint board meetings among at least two MPO boards as needed
    - In 2020, the regional plan could also be expanded to the larger CCC area
- The consensus among the group was that members found value in continued regular meetings as a core three-county region, with the TMA potentially structured as a named subcommittee of the CCC to eliminate redundancies and unnecessary bureaucracy
  - Using the CCC structure could streamline the number of interlocal agreements needed, manage the overall number of regional groups, and allow the TMA to use existing CCC processes
    - It would eliminate the need for new interlocal agreements
    - A formal interlocal agreement for regional planning coordination is federally required not only among the TMA MPOs but also between the Pasco and Hernando/Citrus MPOs and between Hillsborough MPO and both Polk TPO and (soon) Sarasota/Manatee MPO
    - The existing CCC Interlocal Agreement satisfies the federal requirements
    - To streamline the number of regional meetings, the TMA could in 2020 meet on the same days as the CCC, immediately before or after the CCC, adding focus to the core area of this mini-super-region
There was discussion of the CCC’s relationship with TBARTA, which has evolved over time

- The CCC pre-dates TBARTA, but CCC members agreed to merge with TBARTA when the two groups’ missions and geographic areas were nearly identical
- In 2017, the legislature revised TBARTA’s mission and area to be narrower than the CCC’s
- There were differing opinions about whether TBARTA or the MPOs — through the CCC — should lead regional multimodal planning

There was significant discussion of the need to speak with one voice as a tri-county region to successfully pursue funding for the federally recognized urbanized area of Hillsborough/Pasco/Pinellas

- There was also some discussion of how to balance local needs vs. regional needs, and of whether regional coordination was necessary to advance the needs of local communities
- The Central Avenue BRT was cited as a local project that is on a path to success in its quest for federal funding because it was supported by the region as a whole

- There was also recurring discussion of the merits of the Regional Transit Feasibility catalyst project, which has not thus far received consensus of support among the group, but that was ultimately tabled to a future meeting after concerns were raised about Tampa core neighborhoods
- The project will be studied further by TBARTA in an upcoming PD&E study, and can be considered by the TMA as a potential priority when it has been better defined

Hillsborough MPO Executive Planner Allison Yeh presented on the Regional Vulnerability Assessment

- The pilot program is a joint project between Hillsborough MPO, Forward Pinellas, Pasco County MPO, Tampa Bay Regional Planning Council and FDOT District 7.
  - It is funded by a Federal Highway Administration Resilience and Durability to Extreme Weather Grant, one of 11 awarded throughout the country
- The program addresses FAST Act requirements for long-range planning, including improving the resilience and reliability of the transportation system
  - The program’s findings will be incorporated into the 2045 LRTP, with a final report being issued later this year
  - 29% of the region’s lane miles are affected by a Category 3 storm and sea level rise
- Each county picked two representative corridors to analyze for vulnerability because a region-wide analysis is daunting
  - Hillsborough: Big Bend Rd from US-41 to I-76; Gandy Blvd from 4th St to Dale Mabry Hwy
  - Pasco: US 19 from SR 54 to SR 52; SR 54 from US 19 to Suncoast Pkwy
  - Pinellas: Gulf Blvd. from Bath Club Cir. to 125 Ave. & Tom Stuart Cswy Bridge; Roosevelt Blvd/SR 686 from Ulmer Rd/SR 688 to Gandy Blvd.
  - 11 factors went into the selection of those critical projects, including evacuation route, projected traffic volume, proximity to activity centers, projected population density, and more
- The project is currently in the adaptation strategies phase, which examines how the region can adapt its physical assets, natural landscapes, and water management to mitigate sea level rise and land loss
  - Next steps include econometric modeling, another round of stakeholder engagement, and incorporating the findings into the LRTP
- Members thanked Yeh for her presentation and emphasized the importance of the project
The group heard staff recommendations for the annual priority project list

- Previous priorities have been inconsistently defined in the past, and often were not specific projects that could be advanced
- 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-75 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 group received a brief update on the Regional Long Range Transportation Plan development

- Next steps for the plan development include regional modeling for travel demand and project selection, cost/revenue estimates, cost feasibility for projects, and local outreach by each MPO this summer

For future agenda items, group members requested a presentation on the mechanics of how transportation/transit funding occurs at the state level, and that the group revisit a voting structure as members had not come to a
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, 1001 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 centerline of the proposed project. However, this does not mean that all properties will be directly affected.

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. All materials displayed at the workshops will be placed on the project website following the meetings.

Sincerely,

Kirk Bogen, P.E.
Environmental Management Engineer

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

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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<thead>
<tr>
<th>Event</th>
<th>Dates</th>
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<tbody>
<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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<tr>
<td>Public Hearing</td>
<td>February 2020</td>
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<tr>
<td>Finalize SEIS and ROD Documents</td>
<td>May 2020</td>
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<tr>
<td>NEPA Complete</td>
<td>Fall 2020</td>
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</table>

The Cuban Club Parking on May 21, 2019

These arrows show different ways to get to the parking garage.
Creating the 2045 Plan

The Tri-County Vision for 2045, developed with public input by the residents of Hillsborough, Pinellas and Pasco, establishes preliminary guidance for future transportation and land use. The vision map integrates the best and most supported public priorities for growth, land use, and transportation, with an emphasis on expanding bus and rail services. Potential transportation investments consistent with this direction are highlighted. Additional public input will help the MPOs refine local priorities.

Why It's TIME!

Tampa Bay is growing up. Already among the top 20 most populated regions in the country, the Tampa Bay area is also one of the fastest growing. Visit any part of the region and you’ll experience growth firsthand. Construction is booming in Downtown Tampa, St. Petersburg, Wesley Chapel, and numerous other areas. We feel it every day as traffic congestion worsens and commutes get longer. Add another one million people to the area over the next 20 years, and it’s easy to see why It’s TIME to address our mobility needs by creating a sustainable plan to address future land use, growth and transportation.

Over the summer of 2018, the metropolitan planning organizations (MPOs) of Hillsborough, Pinellas and Pasco County asked citizens of the three counties to identify priorities for land use and transportation and consider three very different scenarios for future growth. Nearly 10,000 citizens responded to the online survey, setting a national record for participation in an online survey. This document summarizes results of the regional survey, providing public input into the development of local 2045 Long Range Transportation Plans that will be adopted in Fall 2019.

Next Steps

- Public outreach on local priorities
  Summer, 2019
- Local plan adoption
  Fall, 2019

For additional information contact:

Hillsborough County MPO
Lisa Silva
Principal Planner
(813) 273-3774 ext. 329
silval@plancom.org

Pinellas County MPO
Hilary Lehman
Title VI/Nondiscrimination Coordinator
(727) 464-8355
hlehman@forwardpinellas.org

Pasco County MPO
Tania Gorman
Title VI Planner
(727) 847-8140
tgorman@pascocountyfl.net

Public outreach on local priorities
Summer, 2019

Local plan adoption
Fall, 2019

For a detailed summary of the scenarios and survey results visit: itstimetampabay.org

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. The MPOs do not discriminate in any of their programs or services. Public participation is solicited by the MPOs without regard to race, color, national origin, sex, age, disability, family or religious status.
No Single Solution Will Solve Our Traffic Problems

Survey participants were presented with three growth and transportation scenarios, enabling them to visualize long-term implications of decisions made now. Citizens overwhelmingly supported expanding local, regional and statewide rail and bus transit services (Scenario C).

Survey Highlights:
Overall, survey respondents said their highest priorities were:

- Reducing traffic jams 75%
- Investing in alternatives to driving, including bus, rail and streetcar options. Priorities were largely consistent across the three counties 74%

Priorities for Growth and Land Use:

- Reinvest in neighborhoods 75%
- Strengthen downtowns and similar spaces 73%
- Minimize outward growth 65%

Priorities for Transportation:

- Support statewide rail service 82%
- Invest in regional rail and bus transit expansion 81%
- Focus on walk/bike modes 73%
- Interchanges: expanded/new ramps 55%

“[Create]…options to driving everywhere, which can open up job markets that were previously out of reach.”

“Want to see less vehicles and roads, not more.”

“Multimodal! This is our future.”

Tri-County Long Range Vision

Establishes the guiding principles for future transportation and land use decisions. This vision was developed by combining the best and most supported elements from the three scenarios, with an emphasis on expanding transit alternatives. The map highlights potential transportation investments consistent with the key planning themes.