Meeting of the Citizens Advisory Committee
Wednesday, August 14, 2019, 9:00 AM

I. Call to Order & Introductions

II. Public Comment - 3 minutes per speaker, please

III. Members' Interests

IV. Approval of Minutes – June 12, 2019

V. Action Items

A. CAC At-Large Nomination for Business Representative
   (Rich Clarendon, MPO Staff) 9:15

B. Letter of Comment on Tampa Bay Next Section 4-6
   Supplemental Environmental Impact Statement (SEIS)
   (Rich Clarendon, MPO Staff) 9:25

C. Transportation Improvement Program Roll Forward Amendments
   (Vishaka Shiva Raman, MPO Staff) 9:55

VI. Status Reports

A. TBARTA Regional Transit Development Plan
   (Bill Ball, TBARTA Rep) 10:05

B. 2045 Plan Needs Assessment for Investment Programs
   (Sarah McKinley, Allison Yeh and Johnny Wong, MPO Staff) 10:25

C. It's TIME Hillsborough Survey Results (Lisa Silva, MPO Staff) 10:55

VII. Old Business & New Business

A. Evening workshop for Q & A on 2045 Long Range Transportation Plan
   (September 24, 6:00 PM, First Floor Multi-Purpose Room County Center) 11:15

B. Tour of Tampa-Hills. Expressway Authority’s Traffic Management Center
   (preceding CAC meeting on November 13)

C. Next meeting: September 11

VIII. Adjournment

IX. Addendum

A. MPO Meeting Minutes & Standing Committee Reports

B. Flyer: Open House #3 on Traffic & Safety Impact of FDOT plans for I-275
   and I-4 in Downtown and Westshore

C. Flyer: Gulf Coast Safe Streets Summit

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

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I. CALL TO ORDER & INTRODUCTIONS

Chair Bill Roberts called the meeting to order at 9:01 am. The meeting was held in the Plan Hillsborough Room on the 18th floor of the County Center Building and member introductions were made.

Members present: Sky White, Rick Fernandez, Vance Arnett, David Bailey, Steven Hollenkamp, Nicole Rice, Cheryl Thole, Van Linkous, Artie Fryer, Bill Roberts, Edward Mierzejewski, Dayna Lazarus, Cliff Reiss, Terrance Trott, Rick Richmond, and Barbara Kennedy Gibson.

Members excused: Vivienne Handy and Amy Espinosa


II. PUBLIC COMMENT

- Ken Sides, Consultant with Sam Schwartz Engineering, provided an update on modern roundabouts. They have reduced fatalities by 100 percent in Pennsylvania with modern roundabouts. There was one inquiry about roundabouts from a member who stated where does the roundabout fit into the normal planning process. Most often new roundabouts are driven by government agencies and crash data.

- Camilo Soto, Esquire introduced himself as a candidate for the Hispanic At-Large committee member position. He is an attorney and urban planner in training and a citizen of Tampa and Hillsborough County. Mr. Arnett asked Mr. Soto why he would want to be on the CAC. Mr. Soto stated he is very passionate about resilient communities and would like to push the community in a more resilient area. Mr. Roberts thanked Mr. Soto for his interest and looks forward to seeing him at future meetings.

III. MEMBERS’ INTERESTS

Mr. Fernandez commented on the CSX project and where it is currently on the priority list of documents on TIP. He also wanted to know the process of moving it up on the priority list to talk about it in the future. He is hopeful that it will be within the next month or two before the next MPO meeting takes place. He has a question about line items 27 and 28 of the TIP and wants to know the process on how they were placed on the list. He also noticed we were on camera and wanted an explanation on the streaming process.

Mr. Rempfer responded that we are on camera, but we are not live streaming. The meeting is only being recorded internally. Mr. Clarendon stated that this is being done on the request of the CAC and it may assist Mr. Fernandez to have the meeting recording due to Mr. Fernandez concerns about the minutes and how we are keeping track of the CAC discussions. Mr. Fernandez stated the video will be very helpful and will be an easy way to go back to meetings to review the discussions. He stated in the future we need to discuss the live streaming to the constituents.
IV. APPROVAL OF MINUTES

Mr. Fernandez was concerned about the accuracy of the minutes from the last meeting as he read through them due to the fact he was chair of this meeting. He didn’t feel that every opinion was recorded and would like the record available for review. He stated it is more of a procedural concern. There was a second member that had the same concern and is unsure how to capture the passion of the speakers but did state the facts of the meeting were recorded adequately. Vance Arnett made a motion for approval of both sets of minutes from the May 6 and May 15, 2019. Van Linkous seconded the motion.

Motion carried 15-1. Mr. Fernandez opposing.

Following the motion there were still concerns. Mr. Clarendon suggested relying on the video recordings to review the meetings in detail. The video also can capture the emotion of the speakers. The video will be uploaded to the MPO’s YouTube channel. The minutes will be documented as a summary and the motions highlighted for easy review. This will shorten the length of the minutes from about 20 pages to 6 pages. A link to the audio recording will be appended to the minutes.

V. ACTION ITEMS

A. Appoint At-Large Hispanic Representative:

Mr. Fernandez made a motion for Mr. Soto’s application to be forwarded to the MPO Board for approval. Terrance Trott and Van Linkous seconded the motion. Motion carried unanimously.

B. It’s Time Hillsborough Survey for 2045 Long Range Transportation Plan

Rich Clarendon provided information on the online survey. He suggested taking the survey on their mobile device but also provided paper copies to any member that preferred this method. The purpose of this survey is to provide the public opportunity to voice their opinion specifically on Hillsborough transportation. These are major project needs and important enough to seek funding in the future. This is part of a long-range plan that goes out 20 years and must be updated on a five-year cycle. The MPO hopes to have an adoption in November of this year. About 10,000 citizens responded to the survey given over the summer of 2018. Some of the priorities that emerged from this survey were providing alternatives to driving, rail bus, bike spaces, reduce congestion, reinvest in established neighborhoods, minimize outward growth, take advantage of new technology and strengthen downtown. In the last survey 55 percent gave rapid bus transit corridors a high rating, 81 percent rated local rail service, and walk/bike along with the water ferry received high support.

The survey has 3 major questions:

1.) Bus Rapid Transit
2.) Major Investments
3.) Downtown Interchange

Mr. Clarendon said to complete the survey online you will go to the link https://planhillsborough.org/2045lrtp or you can fill out your responses on paper survey.

In the first section of the survey you are asked to rank up to five corridors from 1 to 5 being the most important. You simply drag and drop above the line which BRT you want. A few members of the CAC stated there is some confusion on dragging and dropping above the line on the online survey and which category the Fowler and Florida BRT would fall under. Mr. Clarendon clarified to tap the link to get a description of what each BRT covers and if there is not a corridor on the survey there is a comment
box for suggestions. Mr. Clarendon continued to explain the bus rapid transit typically includes pleasant stations, shorter wait times, modern vehicles smart technology and speedier trips.

The next section is color coded for each major investment. Online you can click each colored square for additional information. Thick black lines are already funded projects.

The projects are as follows:

1.) Greenway/Trail Corridors – Complete Upper Tampa Bay Trail and Connect the Downtown Riverwalk to Courtney Campbell
2.) Rapid Transit – Rapid bus or rail connecting Downtown, Midtown, Westshore and Airport
3.) Rightsizing Tampa Multilane Roads -Safety of Roads
4.) Reuse Freight Rail Tracks – Commuter Service on existing tracks
5.) USF/New Tampa/Temple Terrace – Widen Bearss, New Tampa Blvd and Fletcher to 6 lanes
6.) Elevated Express lanes on major roads, as was done on the Selmon Expressway
7.) Extend Downtown Streetcar – Modernize and upgrade Tampa’s historic streetcar system
8.) Road widening near rural area – Add 2 lanes on US 301 (Pasco to Thonotosassa), SR 60 (Polk County to Valrico); Dale Mabry (Van Dyke to Cheval); Lutz Lake Fern Road and Van Dyke(Suncoast to Dale Mabry); Van Dyke Road (Suncoast to Calusa Trace).
9.) Bloomingdale/Fishhawk – Extend Providence Lakes Blvd and add 2 lanes on Lumsden; Lithia-Pinecrest; Fishhawk Blvd
10.) Plant City New, Wider Roads – Support Plant City Northeast Master Plan and county line area
11.) Southshore Roads – Extend 19th Ave and add 2 lanes on US 41 (Apollo Beach to 19th Ave); Symmes Road (301 to 41); Gibsonton Dr (41 to 301).
12.) Airport North/Westchase Roads- Widen Wilsky Blvd to 4 lanes (Hanley to Linebaugh) and Linebaugh to 6 lanes (Sheldon to Veterans) and add 2 lanes on Anderson (Hillsborough to Linebaugh).
14.) New Water Transit Systems – Regular ferry services connecting downtown Tampa to St. Petersburg, MacDill AFB and South Hillsborough County.
15.) I-4/I-75 Interchange Area Roads – Extending Sligh Ave (Harney to Mango) and adding 2 lanes on Orient Road (Sligh to Broadway); US 301 (Sligh to Selmon); Mango Rd (MLK to Slight Extension).

A few members stated that the boxes are small and it’s hard to maneuver around and get the information that is needed. Also, the survey might be biased depending on where you live or work. Mr. Clarendon stated this is not a scientific study, but every community has the opportunity to complete it.
Mr. Fernandez requested information on how this survey was going to be used. Mr. Clarendon will come back to this question after the explanation of the survey is complete.

The last section is to rate the downtown interchange rating the four options with 1 star being the lowest rating and the 5 stars being the highest rating.

Option 1 is No Build – No further construction, existing lanes stay the same, severe crash hotspot, travel from the Airport to Ybor in 15-30 minutes and Airport MLK 10-30 min, impacts no homes or businesses and construction costs are zero.

Option 2 is Safety/Traffic Quick Fix – Fixes I-275 ramps to/from I-4, only adds ramp lanes, no added through lanes, reduces severe crashes, impacts 0 homes/busineses, construction cost less than $200 million.

Option 3 is Add Express Lane Flyover – No further construction, existing lanes stay the same, connects I-4 express lanes to Airport, reduces severe crashes, travel from Airport to Ybor in 11 minutes, Impacts about 75 homes/businesses, construction cost: approximately $700 million.

Option 4 is Full Rebuild with Express Lanes – Widens and adds more lanes, includes 4 east-west express lanes, creates east-west corridor for transit, reduces the most severe crashes, travel from Airport to the MLK exit on I-275 in 9 minutes, impacts about 220 homes or businesses, construction cost is more than $1000 million.

Mr. Fernandez is concerned about this section because the DOT has already told us this is not going to happen, and they can use this against us. Mr. Clarendon explained the survey is there to explain pros and cons for people to understand and this is just an indicator. Several members gave positive feedback on the survey.

Lastly, there is an incentive to see the Rays, Bucs, or Lightning play. The survey asks for your home and work zip code, employment status, race/ethnicity, household income, and email. The only required field is your email if you want to enter the chance to win the pro sports tickets. Members asked if the zip code could be a required field. Mr. Clarendon responded that the survey is accessible to all areas so the survey should touch all communities.

The results will be available in August 2019. The MPO is in recess in the month of July. The MPO will receive their results in the September meeting.

C. Temple Terrace Electric Vehicle Study

Wade Reynolds presented the Temple Terrace Low Speed Electrical Vehicle Study. It is also known as the Golf Cart Crossing Study. The Temple Terrace community is allowed to use golf carts by their own ordinance by way of their local roads. The city is bisected by 2 major streets (Fowler Ave and 56th Street). The study reviewed 7 major intersections for crossing locations. There are four on 56th street and three on Fowler Ave. There are over 600 golf cart owners in Temple Terrace that are currently registered. Temple Terrace is conducting their own survey on intersections the golf cart owners would like accessibility to cross, for example, at grocery stores.
Below is list of the various intersections for crossings:

1.) Temple Heights Road and 56th Street – there are some constraints. One is that the crosswalk goes into a private drive, but this intersection is on the low end of crashes.
2.) Mission Hills Drive and 56th Street- there are some utility conflicts but again on the low end of crashes and there is low side street traffic.
3.) Serena Drive and 56th Street- there are some challenges for example a bus stop and there are bike and pedestrian crashes.
4.) White Way Drive and 56th Street- this is the only intersection that meets the FDOT warrants. It has the most crashes and safety challenges.
5.) 62nd Street and Fowler Ave – 6 lane highway with high volume of traffic.
6.) Gillette and Fowler - 6 lane highway. It has narrow width issues and a record of rear-end crashes.
7.) Raintree and Fowler – Suggested to cross under the bridge over the Hillsborough River. There are no crashes and as an underpass avoids an at-grade crossing. This was suggested by FDOT.

Mr. Reynolds said there has never been approval for a golf cart crossing in the state of Florida over a 6-lane highway. One option to overcome this is that they could possibly widen the crosswalks and sidewalks for golf cart transportation.

The consultants and staff met with FDOT and asked them to look at the above demand data. The city would be responsible for the implementation costs and one criterion would be that golf carts would have to have a turn signal. Since some of the side roads are maintained by the County, if the County approves the ordinance for their community, it is road specific and not county-wide.

Mr. Arnett made a Motion to approve the study and forward to the MPO. The motion was seconded by Mr. Fryer. **Motion carried unanimously.**

**VI. OLD BUSINESS & NEW BUSINESS**

**A. Debriefing on Transportation Improvement Program Public Hearing**

Mr. Clarendon stated that the Board approved the TIP by a vote of 11-5 with the exclusion of line item 40, which was the extension of Big Bend Road. They approved the long-range plan amendment by a vote of 10-6. They asked staff to pursue landscaping along I-275 for its air quality benefits. They requested organization of a workshop with MPO Board, the HART Board and TBARTA, to advance a strategic transit plan. There were 70+ speakers and public comments ended around 11pm.

Chair Roberts concluded that the meeting was a success and said the CAC made a great impact.

Beth Alden, MPO Executive Director responded to a question asked by Mr. Fernandez regarding moving the CSX Line project up on the priority list. Ms. Alden stated the CSX corridors are currently listed towards the bottom of the list because they are under study with no request this year for funding. She said if we move the project further up the priority list it might be a fairly empty gesture if there is not an agency that is prepared to receive those dollars to do anything in particular. Is there an entity that would be likely to move forward to put a transit system on the CSX Corridor? This is in the long-range transportation plan. If we want to put passengers on the CSX Corridor there would have to be a major study. HART has completed these studies in the past. Therefore, HART is in the lead with the 45 percent of surtax dollars that are set aside for transit. The plan is to convene the MPO Board and the HART Board to get something going. Chair Bill Roberts confirmed that there needs to be a meeting with the HART Board.

Mr. Fernandez is requesting a motion to move the CSX up on the priority list. Beth Alden requested clarification of this motion.
Ms. Rice voiced a concern about the front row seats at the board meeting that were reserved for the chamber of commerce and the downtown partnership. Rich Clarendon and Beth Alden stated that the front row seats were reserved for the speakers that were up next. The seats were empty most of the meeting.

Mr. Arnett made a motion to endorse the idea of a joint board meeting with the MPO, HART and TBARTA and to take a look at what took place in Orlando. The motion was seconded by Cheryl Thole. **Motion carried unanimously.**

Mr. Fernandez made a motion to move the CSX project from line 74, bottom of the TIP priority list, to the top of the priority list section for projects with no funding request this year, line 66. The motion was seconded by Nicole Rice. There was additional discussion regarding the project that was on CSX. Dayna Lazarus thinks this is a priority but wants to clarify what we are asking. Mr. Clarendon stated asking to elevate the priority is requesting funding.

Cheryl Thole suggested to vote on this after HART and TBARTA have had their meeting. Mr. Fernandez did not accept this as a substitute motion. Following discussion, Chair Bill Roberts called for a show of hands; 6 were in favor of the motion and 9 opposed the Motion. **Motion failed.**

### B. On-Site Tours & Informal Evening Meetings

There are two options for a tour and evening meeting.

1. Traffic management center at the Expressway Authority headquarters
2. Tampa International Airport

There was a consensus to tour the traffic management center and to have a regular meeting following this tour. Mr. Clarendon will set up this meeting.

Mr. Clarendon also asked about scheduling another informal evening meeting. There was a consensus to schedule one in September when a draft of the 2045 Long Range Transportation Plan would be available.

Mr. Clarendon will provide more details to follow for both meetings.

### C. TBARTA CAC Report

Mr. Richmond reported that TBARTA’s Vision 2030 was heard and reported in the meeting last week. The meeting discussed the transportation technical report that summarizes the baseline conditions in Hillsborough County. It is based on ridership and commuting in Hillsborough County. A copy of the report will be provided.

### D. TBARTA Transmittal of MPO Research results

Mr. Clarendon pointed out that the CAC agenda had a link to an informational item on the study that TBARTA administered.

### E. Content Analysis of Comments Received for 6/12/18 TIP Public Hearing

At the request of Mr. Fernandez, Mr. Clarendon and Mr. Wong provided an overview of the item. A copy was provided to the members. It was included as Item VI. E of the revised agenda packet.

### F. New Business
Mr. Fernandez questioned staff regarding Section 7 of the interstate; line item 27 of the TIP. He requested an explanation of how we interpret a “To Be Determined” by the PD&E study that is incomplete and voted on last night. Beth Alden explained the Section 7 PD&E study has been ongoing throughout this year. There was an FDOT presentation to this committee about the recommendations last November or December, and she said we also had them back in the spring as the details got nailed down. We are in coordination with the DOT, and the CAC has a voice in the process. There was a public hearing in March and that is typically the close of a PD&E study. This is an MPO priority as it was adopted last summer.

G. Next meeting August 14, 2019

VIII. ADJOURNMENT

There being no further business, the meeting adjourned at 12:08 p.m.

The next meeting will be held August 14, 2019.

A full recording of this meeting is available upon request.
Board & Committee Agenda Item

**Agenda Item**
CAC At-Large Nomination for Business Representative

**Presenter**
Rich Clarendon, MPO staff

**Summary**
The CAC has a vacant at-large seat for a representative of the business community.

To be appointed to an at-large seat, a candidate must first be recommended by the CAC. The MPO board then makes the final appointment.

Attached for your consideration are two applications from recent candidates who wish to be considered:

- Luciano L. Prida, Jr.
- Joe Monaco

Both applicants have said they plan to attend the CAC meeting to introduce himself under public comment and express his desire to be appointed.

**Recommended Action**
Nominate a candidate to fill the vacant at-large seat for a representative of the business community.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
CAC Applications
Subject: FW: MPO Advisory Board / Committee membership submission

From: Luciano L Prida Jr
Sent: Tuesday, July 9, 2019 10:00 AM
To: Wanda West <WestW@plancom.org>
Cc: Rich Clarendon <clarendonr@plancom.org>
Subject: MPO Advisory Board / Committee membership submission

1. Which Board or Committee are you interested in? Citizens Advisory Committee (CAC)

2. My name is: Luciano L Prida Jr

3. My email address is

4. My current place of employment is Tampa Florida 33602

5. I reside at Tampa Florida 33602

6. I prefer to be contacted and receive documents at Work

7. Gender: Male

8. Race: Hispanic

9. Born: 04/21/1950 Tampa Florida

10. US Citizen: Yes

11. I have a disability: No

11. Felony or misdemeanor offense: I have never been convicted of a felony or misdemeanor offense.

13. Registered voter: Yes

14. Receive Medicaid, SSI or WIC benefits? No

15. Resident of Hillsborough County since: 04/21/1950

16. Education:
High School: Jesuit High school 1968

Secondary: University of Florida, BSBA, Magna Cum laude 1972

17. Professional license or certificate: Yes
Certified Public Accountant, 04/05/1974, State of Florida

18. Qualification: Member of the Downtown Development Authority in the early 80’s. Rehab my office at 1106 N Franklin Street in 1983/1984. Served as director of Internal Audit City of Tampa from 1983 to 1994. Developed condo project on North Franklin Street in 2005/2006, The Residences of Franklin Street, were I now reside. Currently serving as a member of the Tampa Sports Authority, board of directors of the Crisis Center of Tampa Bay, Board of Fellows University of Tampa.

19. Schedule conflicts: No,

20. Organizations I am a member of: Florida institute of CPAs, American Institute of CPAs,

21. Selling goods and services to Hillsborough County, Tampa, Temple Terrace or Plant City: No
From: Joe Monaco
Sent: Saturday, July 20, 2019 8:46 AM
To: Wanda West
Cc: Rich Clarendon
Subject: MPO Advisory Board / Committee membership submission

1. Which Board or Committee are you interested in? **Citizens Advisory Committee (CAC)**

2. My name is: **Joe Monaco**

3. My email address is

4. My current place of employment is **Amscot, Senior Vice President 600 N, West Shore Boulevard Suite 1200 Tampa FL 33609**

5. I reside at **Tampa FL 33609**

6. I prefer to be contacted and receive documents at **Home**

7. Gender: **Male**

8. Race: **White / non-Hispanic**

9. Born: **05/30/1955**

10. US Citizen: **Yes**

11. I have a disability: **No**

11. Felony or misdemeanor offense: I have never been convicted of a felony or misdemeanor offense.

13. Registered voter: **Yes**

14. Receive Medicaid, SSI or WIC benefits? **No**

15. Resident of Hillsborough County since: **07/01/2005**

16. Education:

   High School: **North Reading High School 1973**


17. Professional license or certificate: **Yes**

   Florida Real Estate Broker License (BL) #BK3218034, issued on 1/28/2009, State of Florida
18. Qualification: In my role as Senior Vice President of Real Estate and Branch Support for Amscot, I am involved with development and transportation on a daily basis. In addition to my role at Amscot I have been a member of the Westshore Alliance for over 10 years and currently hold the position of Vice President for the Alliance. I am very interested in assisting with the planning for the metropolitan region will ensure that Tampa Bay is a desirable location for employers and employees. We need to have Tampa Bay the number one location for employers to relocate to and a desirable location for employees, to work, live and play.

19. Schedule conflicts: No,

20. Organizations I am a member of: Westshore Alliance, I am the Vice President of the Westshore Alliance. I have been involved with the Westshore Alliance since 2004 to present.

21. Selling goods and services to Hillsborough County, Tampa, Temple Terrace or Plant City: No
**Board & Committee Agenda Item**

**Agenda Item**

Letter of Comment on Tampa Bay Next Section 4-6 Supplemental Environmental Impact Statement (SEIS)

**Presenter**

Rich Clarendon, MPO Staff

**Summary**

The Tampa Interstate Study (TIS) has a long history, going back to a master plan created in 1989. That plan envisioned non-tolled express lanes on I-275 and I-4. FDOT prepared an Environmental Impact Statement (EIS) for federal and state reviewing agencies. The Federal Highway Administration (FHWA) issued a Record of Decision, allowing FDOT to proceed with implementation.

Since then, however, FDOT decided to consider tolled express lanes, triggering a re-evaluation of the project and a Supplemental EIS (SEIS) for Sections 4, 5 and 6 of Tampa Bay Next. See the attached location map.

FDOT held two public workshops on the SEIS last May. In addition, the MPO and FDOT hosted three public open houses to inform committee and board members about potential impacts.

FDOT is working on a draft SEIS that will go to a public hearing early next year and the MPO has an opportunity to provide a letter of comment before it is finalized.

Staff has reviewed the available information and prepared the attached comments. The comments are largely based on motions made by the MPO related to Tampa Bay Next.

**Recommended Action**

Review and approve comments on the Tampa Bay Next Section 4-6 Supplemental Environmental Impact Statement (SEIS).

**Prepared By**

Rich Clarendon, AICP

**Attachments**

- SEIS Map
- DRAFT Letter of Comment
[DATE]

Mr. David Gwynn, P.E., Secretary
Florida Department of Transportation District Seven
11201 N. McKinley Drive
Tampa, FL 33607

Re: Tampa Interstate Study, Supplemental Environmental Impact Statement (SEIS)

Dear Secretary Gwynn:

Thank you for all the efforts you and your staff have exerted to provide information and obtain the community’s input on the SEIS. We particularly appreciate the three open houses arranged by the District for the benefit of the MPO and its advisory committee members, as well as numerous staff-to-staff coordination meetings and briefings.

In adopting the Transportation Improvement Programs over the past three years, the MPO passed motions asking that the District address impacts related to the Tampa Interstate Study, Tampa Bay Express and Tampa Bay Next. The attached comments are based on the requests made in these motions and other concerns articulated by the community as well as our review of available documents.

We look forward to continued coordination with you and other stakeholders as the Department works to finalize the SEIS over the coming months. We appreciate your regular updates to and discussion with the MPO board.

Sincerely,

Lesley “Les” Miller, Jr.
Chairman

Attachment: Comments on SEIS Sections 4-6
1. **Motion:** A finalized study and report on human impact, that would delineate the total number of all homes and multifamily dwelling complexes and business, displayed in a map and showing individual parcels, including impacts on affordable housing and how to pay for replacing them.

   - **Comment:** The attached Right-of-Way and Relocations table shows the impact in terms of parcels, and remaining business and residential relocations for TB Next Sections 4, 5 and 6. Maps showing parcels to be relocated based on the conceptual designs for four “Build” options A through D for the Downtown Interchange are available at [http://tampainterstatestudy.com/hillsborough-mpo-special-briefing-1/](http://tampainterstatestudy.com/hillsborough-mpo-special-briefing-1/)

   - **Comment:** Although the Economic and Fiscal Impact Analysis prepared for the SEIS discusses the fact that seven out of the City’s eight Community Redevelopment Areas (CRAs) are adjacent to the Interstate Highways, we have not found any documentation of the impacts to affordable housing supply and how to pay for the replacement of affordable housing units that may be removed.

2. **Motion:** Final neighborhood mitigation plan for displaced residents and businesses, including design elements

   - **Comment:** The Economic and Fiscal Impact Analysis also contains a detailed analysis of the existence of low-income populations along the corridor, stating that affordable housing and vacant apartment rentals are available.

   - **Comment:** The SEIS refers to the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 as amended. Relocation assistance is an entitlement program provided by FDOT that is designed to assist persons who are displaced from their homes by a transportation project. Provisions of the program include assistance finding a comparable dwelling, purchase price subsidies or multi-year rent subsidies to make the comparable replacement housing affordable, and reimbursement of moving expenses.

3. **Motion:** Completed environmental impact studies for each segment.

   - **Comment:** We appreciate that FDOT has completed draft reports documenting environmental impacts that are available online. These include:

     - TB Next Sections 4 & 5 (Howard Frankland Bridge to Rome Ave)
       - Alternate Stormwater Management
       - Contamination Screening Evaluation
       - Location Hydraulics
       - Natural Resources Evaluation
       - Water Quality Impact Evaluation

     - TB Next Section 6 (Downtown Interchange including I-275 from Rome Ave to MLK Jr. Blvd and I-4 from I-275 to 50th St)
       - Contamination Screening Evaluation
       - Pond Siting
       - Natural Resources Evaluation
       - Location Hydraulics

     - TIS SEIS All Segments
       - Economic and Fiscal Impact Analysis
       - Section 4(f) Parks and Recreational Resources Update
- Project Traffic Analysis
- Sociocultural Effects Evaluation
- Air Quality
- Cultural Resource Assessment Survey Update

- Comment: The Sociocultural Effects Evaluation acknowledges in an overall statement that there will be construction impacts from noise, dust, fumes, etc. and that these impacts will be minimized by applicable regulations. In FHWA’s original Tampa Interstate Study Record of Decision (1997), FDOT committed to construction impact mitigation measures such as: the use of static rollers for compaction; restricting pile driving to the hours of 7 AM to 9 PM; minimizing heavy equipment back-up alarms; and restrictions on lighting of construction areas.

- Comment: We encourage FDOT to utilize Smart Work Zones to minimize delays, increase safety and avoid undue disruption to traffic flow during construction.

- Comment: The documentation regarding noise impacts could be clarified. For example, a specific impact for the Carver City/Lincoln Gardens neighborhood is discussed in the Preliminary Engineering Report, stating that noise barriers are not financially feasible or will not be effective. However, an overall statement that noise barriers will be constructed to mitigate noise is included in the Sociocultural Effects Evaluation. We request that the SEIS clearly identify desired noise barrier locations for evaluation during the final design phase, and the criteria that will be used to determine whether the noise barriers are feasible.

4. Motion: Traffic and revenue studies providing justification for the toll lanes.

- Comment: The Tampa Bay Express Planning Level Traffic & Revenue Study Report addresses express toll lane utilization. It forecasts traffic using the toll lanes in the range of 14% to 27% of total volumes in the peak weekday direction (excluding I-275 north of Downtown Tampa, which has since been dropped as a potential toll lane location).

- Comment: The Traffic and Revenue Study states that toll rates will fluctuate to manage Express Lane demand, to ensure typical speeds of at least 45 MPH at all times, providing a higher level of travel-time reliability. FDOT predicts that average speeds in the express toll lanes in the AM and PM peak will range from 53 to 58 MPH, versus 35 to 52 MPH in the general-use lanes. The “No Further Action” option is predicted to result in average speeds in the range of 30 to 38 MPH during the AM and PM peak.

- Comment: FDOT predicts that the four “Build” options for the Downtown Interchange would reduce delay per vehicle mile in 2045. Compared to the “No Further Action” option, Options A and B (full rebuild) would reduce delay per vehicle mile in the 46 to 68% range, and Options C and D (express lane flyovers) would reduce delay per vehicle mile in the 22 to 39% range. In terms of the predicted minutes of delay in the AM and PM peaks, Options A and B result in 24 to 36 seconds of delay per vehicle mile, and Options C and D both result in 48 seconds, as compared to No Further Action, which is predicted to result in 90-114 seconds of delay per vehicle mile.

5. Motion: Follow-up report on the premium transit study, to include consideration of the CSX-owned rail corridors.

- Comment: The Regional Transit Feasibility Plan was presented to the MPO in May 2018. The study identified a “catalyst” project that would compete well for FTA funding. The two top-ranked corridors were:
I-275 between Wesley Chapel, Tampa, Gateway and St. Petersburg, and
the CSX-owned freight rail track between downtown Tampa and USF.
The study recommended BRT-style shoulder-running buses in the I-275 corridor; TBARTA is now conducting a follow up PD&E focused on that corridor.

- Comment: The SEIS “build” options A and B for the Downtown interchange reserve a median “envelope” for premium transit. Options C and D do not.

6. **Motion: Status report on Federal Civil Rights investigation**
   - Comment: In the attached letter dated July 8, 2018, the FHWA’s Office of Civil Rights dismissed a complaint filed by Matthew Suarez alleging that the MPO and FDOT violated Title VI of the Civil Rights Act of 1964.

7. **Motion: That FDOT report to the MPO Board on the cost of ad valorem tax revenue lost to the City of Tampa as a result of the TBX project, using FDOT’s most recent right-of-way acquisition map.**
   - Comment: The Economic and Fiscal Impact Analysis prepared by TBRPC for the SEIS estimates that the full reconstruction option results in a decrease in total assessed property values in Community Redevelopment Area districts of $424,146 from parcels removed from the tax rolls as a result of right-of-way acquisition. This does not include ROW purchased elsewhere in Tampa that “would require millions of dollars.” The analysis goes on to indicate that the loss in assessed property values in CRA districts will be offset later by economic growth, projecting a three percent (3%) annual growth rate after ROW has been purchased.
   - Comment: The Sociocultural Effects Evaluation reaches a similar conclusion, stating that the express lane alternative results in:
     ... potential conversion of residential and non-residential sites into public property for transportation purposes. This conversion would initially decrease property tax income for the City of Tampa. However, ... the impact could be positive as properties near the facility and throughout the TIS SEIS study area may experience an increase in value, with possible attendant increases in tax revenues if greater accessibility makes the properties more attractive for development. This would be particularly true for development opportunities on vacant land and non-residential uses near major interstate interchanges.
   - Comment: Neither report specifically quantifies the total ad valorem tax revenue impact to the City of Tampa as a result of the “build” options using FDOT’s most recent right-of-way acquisition map. The MPO requests that an estimate of the current value of ad valorem tax revenue lost to the City of Tampa for the SEIS final preferred alternative be provided to the MPO board at a future meeting.

8. **Motion: Cost to the City for operation and maintenance of any community impact mitigation**
   - Comment: FDOT anticipates providing this information following the SEIS public hearing next year. The MPO requests that FDOT update the MPO with cost estimates for any proposed landscaping or design features requiring local upkeep during the design phase, as these arrangements are worked out with the City of Tampa.

9. **Motion: The impact to air quality in Tampa**
   Comments:
• The draft Air Quality Technical Memorandum documents the results of air quality modeling for the SEIS for carbon monoxide (CO) and Mobile Source Air Toxic emissions (MSAT). MSAT includes nine different toxins such as ethyl benzene, formaldehyde, and diesel particulates.

• Regarding CO, future concentrations were predicted at five different interchanges for the No Further Action and the four “build” options. The model results were compared against the National Ambient Air Quality Standards (NAAQS) for CO set by the federal government. The model predicts that CO concentrations at none of the five interchanges will exceed the NAAQS under the No Further Action and the four “build” scenarios.

• Again, regarding CO, there were no significant differences between the four “build” options. However, compared to the No Further Action option, the model predicts that the “build” options will increase CO levels at the I-275/MLK Jr. Blvd and I-4/50th St interchanges.

• Regarding MSAT, the draft Air Quality Technical Memorandum states that emission levels decrease as travel speed increases. In addition, emissions would likely be lower in future years than present levels in the current year because national standards for new vehicles are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050. As a result, the 2045 No Further Action Alternative is forecast to result in an average decrease in all toxins combined by approximately 60 percent from 2018 Existing Conditions.

• Again, regarding MSAT, a comparison of the four “build” Options (A, B, C & D) to the 2045 No Further Action option forecasts that the “build” options would have lower MSAT emissions by an average of approximately 50 percent.

• At the macro (overall project) level, there was little difference between the “build” options, however, at the micro (segment) level, the model predicts that Options A and B result in lower MSAT emissions than Options C and D.

• The Air Quality Technical Memorandum further states that: Improvements proposed under the [“Build” Options] may have the effect of moving some traffic closer to nearby populated areas; therefore, under each alternative there may be localized areas where ambient concentrations of MSAT could be higher under certain Design Options than the No Further Action Alternative. However, the magnitude and the duration of these potential increases compared to the No-Further Action Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health effects.

• The MPO has adopted a Health in All Policies approach to transportation planning as well as compiling data in a Health Atlas. The Atlas demonstrates that chronic diseases such as asthma, high blood pressure and heart disease are prevalent along Interstate Highway corridors. These chronic diseases particularly affect communities of color, lower income individuals, older adults, persons with disabilities and children. Recent reports by the EPA (airnow.gov) identify moderate concentrations of regulated air pollutants in our community. Taking Particulate Matter as an example, sensitive populations are cautioned to watch for symptoms such as coughing or shortness of breath. Particle pollution is linked to several health problems, including coughing, wheezing, reduced lung function, asthma attacks, heart attacks and strokes.

• Positive health outcomes are a local community concern and an MPO priority. Therefore, the MPO requests that the design phase proactively address quality of life/health
outcomes including mitigation of air quality impacts. Mitigation should address both the short-term construction-related and long-term health impacts. These may include designs such as green noise walls, greater landscaping and other techniques.

10. **Other concerns**

- New, modified, and closed ramps, as well as new underpasses proposed in the “build” options will fundamentally change local traffic patterns in the Westshore and Downtown vicinity. Changes in traffic volumes and speeds could pose significant challenges to local plans to create more walk and bicycle-friendly communities. As a general comment, we are concerned about potential conflicts between bicyclists and walkers and high-speed traffic (40+ mph) exiting from these ramps. As we’re all aware through our partnership toward zero traffic deaths, the chance of death for a pedestrian hit at 40 mph is greater than 80%. The communities surrounding TB Next Sections 4-6 are some of the most walk/bike/transit focused in Florida and are becoming more so through redevelopment. **We request that the design phase proactively consider strategies such as signage, RRFBs and rumble strips to slow drivers down; high-visibility markings for all areas where pedestrians cross off-ramps today or in the future; and eschew wide turning radii and turns that do not require a full stop; particularly at the locations noted below.** We further request that regular updates concerning these steps be provided to the Bicycle/Pedestrian Advisory Committee.

- In the Westshore district:
  - New ramps are proposed at Reo and Trask Streets, and new express lane ramps will be added to the Himes Ave exit. The proposed diverging diamond underpass on Reo Street does not clearly show how bicycle and pedestrian connections will function in this location. Previous discussions have indicated that FDOT is proposing shared lane markings on Reo between I-275 and connections to the north (Cypress Point Park). Given the access this will provide to the nearby U Path/Courtney Campbell Causeway Trail and future Howard Frankland Bridge Trail, we are concerned about potential conflicts with the increased traffic volume on Reo St as a result of the new ramps and underpass to the south side of I-275. The volumes and speed will be too high to accommodate cyclists using shared lane markings, and proposed pedestrian facilities are unclear on renderings and plans. **We request that the design phase clarify the proposed facilities and connections.**
  - Lemon Street and East Frontage Road both currently use shared lane markings for cyclists. Based on the proposed plans, these roads will both have new configurations that may result in higher volumes and speeds, potentially making them unsafe for non-motorists. **We request that the design phase clarify the proposed walk/bike facilities on these roadways.**
  - We are also concerned with potential conflicts between vehicles and pedestrians in the vicinity of Westshore Mall. Redevelopment is planned in and around the mall and will likely attract walkers and cyclists attempting to cross SR 60 and W Kennedy Blvd. High speed traffic exiting I-275 potentially poses pedestrian risks at SR 60 at W Kennedy Blvd and at the ramp from the Howard Frankland Bridge at Hoover Blvd.

- In Downtown Tampa, the “build” Options propose new ramps at North Blvd and new or reconfigured ramps providing express lane access at Ashley, Tampa and Morgan Streets.
We understand that the City is considering a new hotel and student housing proposed between Ashley and Tampa Streets. Special attention is needed to mitigate the risks to walkers, cyclists and scooters trying to cross Ashley and Tampa Streets from traffic coming off and getting on the Interstate ramps.

While it may be a longer-term proposal, we have the same concern for conflicts between vehicles and non-motorized traffic at the North Blvd ramps and on Laurel St, especially because of the proximity to Julian B. Lane Park and the potential for younger cyclists and walkers in that vicinity.

- In the Ybor City area
  - The City plans to extend the Green Spine Cycle Track through Ybor on Nuccio Parkway and northward on 15th St. Cyclists are likely to face higher traffic volumes moving at fast speeds as they cross the new ramps and frontage roads.
  - The proposed closure of the ramps at Floribraska Ave provides an opportunity to remake it as a complete street, and we support the City’s plans for lane reductions and a cycle track on Floribraska. At the same time, the East Tampa Community Revitalization Partnership has gone on record to express concern over the ramp closure’s “potential to negatively and significantly impact the economic development in East Tampa without careful design considerations.” As outlined in the attached letter, these include improved signalization, crosswalks, sidewalks, landscaping, lighting along the Nebraska Ave, Floribraska and 21st Ave corridors, gateway treatments and other improvements to support the East Tampa Strategic Action Plan. FDOT’s response is also included as an attachment.

- Trail and Greenway Gaps
  - To complete the Florida SUNTrail system, several gaps in the existing trail system within the SEIS study area need to be closed. These include segments identified as the West Tampa and I-275 Greenways along the south side of I-275 between Westshore and Downtown Tampa, for example from Westshore to Trask and from Cypress to Himes, including the Dale Mabry overpass. An extension of the Tampa Heights Greenway to connect to the Florida SUNTrail corridor would also be beneficial in supporting positive health outcomes. **We request that the SEIS identify these gaps, and the criteria that will be used during the design phase to determine the feasibility of closing them.** As noted above, there are several locations in which greenways are proposed to intersect ramps where trail users are likely to encounter high speed traffic exiting from the Interstate. **Treatments to maximize the safety of cyclists and walkers should be identified as part of the design phase.**
MPO Request: “Report on the Human Impacts of the Project”

Right of Way (ROW) and Relocations

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<th>2A I-275 from east of Himes Ave. to east of Rome Ave.</th>
<th>2B I-275 from east of Rome Ave. to north of MLK Jr. Blvd. and I-4 from I-275 to east of 14th St.</th>
<th>3A I-4 from east of 14th St. to east 34th St.</th>
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Note: These are preliminary estimates based on the current design concept as of January 2019. Numbers may change as the design progresses. A Conceptual Stage Relocation Plan will be prepared in Summer 2019.

**Definitions:**
- **Number of Parcels Impacted** – Total number of parcels either partially or fully within the concept footprint.
- **Already Purchased** – Number of parcels within the footprint that FDOT already owns.
- **Remaining to Purchase** – Number of parcels within the footprint FDOT will need to purchase.
- **Business Relocations** – Number of individual businesses that may need to be relocated.
- **Residential Relocations** – Number of residences that may need to be relocated. Assumes one residence per dwelling unit.

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24
Matthew Suarez  
402 S. Armenia Ave, Unit 139A  
Tampa, FL 33609

Subject: Dismissal of Complaint DOT# 2016-0217

Dear Mr. Suarez:

This letter acknowledges that the Federal Highway Administration’s (FHWA) Office of Civil Rights is in receipt of your complaint, originally sent by email on October 15, 2015, alleging that the Hillsborough County Metropolitan Planning Organization (MPO) and the Florida Department of Transportation (FDOT) violated Title VI of the Civil Rights Act of 1964 (Title VI) and USDOT’s implementation regulations at 49 C.F.R. Part 21 and 23 C.F.R. Part 200. To be accepted for investigation, a complaint must meet the jurisdictional requirements described in FHWA’s Investigations Manual, which conforms to the U.S. Department of Justice’s procedures and standards for investigating complaints of discrimination. First, the complaint must be in writing. Second, it must describe an alleged discriminatory act that, if true, would violate FHWA’s nondiscrimination regulations (i.e., an alleged discriminatory act based on race, color, national origin, sex, age, or disability). Third, it must be filed within 180 calendar days of the alleged discriminatory act. Finally, complaints must be filed against a recipient of financial assistance from the FHWA. In your complaint, you allege the MPO and FDOT violated Title VI when the MPO voted to include the Tampa Bay Express (TBX) projects into the MPO’s Transportation Improvement Program (TIP) and did not adequately consult with the potentially affected community. In addition, you allege that minorities would disproportionately and adversely bear the effects of the TBX projects.

After careful consideration, the FHWA has concluded it will dismiss this complaint because (1) the alleged discriminatory effects related to Title VI do not bear a close enough causal connection to FDOT’s and the MPO’s actions to date and (2) the TBX projects are still in the early stages of the project development process. FHWA will continue to monitor and engage with the Florida Department of Transportation and the MPO closely to ensure compliance with Title VI and other federal laws. FHWA notes that nothing in this letter precludes you or another complainant from filing a Title VI complaint related to the TBX projects at a later date or for FHWA to initiate an investigation in the future based on new information it obtains.

Please note that you may file a private suit at any time pursuant to section 601 of Title VI. If you have any questions about this complaint with FHWA, please contact Kevin Resler at 202-985-8963 or kevin.resler@dot.gov.

Page 1 of 2
Sincerely,

Nichole McWhorter
Division Manager
Coordination and Compliance Division

Cc: Derrell E. Turner, Director of Field Services South, FHWA
   James Christian, Division Administrator, FHWA FL Division Office
   David Hawk, Chief Operating Officer, FHWA FL Division Office
   Carey Shepherd, Civil Rights Program Coordinator, FHWA FL Division Office
January 28, 2019

Secretary David Gwynn, P.E.
FDOT District 7
Planning and Environmental Management Office
11201 N. McKinley Drive
Tampa, FL  33612

Dear Secretary Gwynn,

I am contacting you today on behalf of the East Tampa Community Advisory Committee (CAC) and the East Tampa Community Revitalization Partnership (ETCRP). Our community organization and members have participated in several recent Tampa Bay Next Workshops hosted in East Tampa and have discussed the I-275 / I-4 options presented in depth.

Several members of the East Tampa Community do not support the closure of the Floribraska exit and the future development of properties adjacent to an expanded I-275 and I-4 Interchange based on past, historic experience during the closure of the 34th Street and 40th Street exits. Our community believes that this project has the potential to negatively and significantly impact economic development in East Tampa without careful design considerations. To mitigate this potential negative impact, the ETCRP / CAC would like to request that several key items be incorporated in the TB Next plan and implemented moving forward. Requests include:

- Pedestrian safety improvements inclusive of added / improved crosswalks and consistent sidewalks along the Nebraska Avenue corridor (From Hillsborough Avenue to I-4),
- Landscape improvements including landscaped medians and bulb-outs where appropriate along the Nebraska Avenue corridor,
- Improved, aesthetically pleasing street lighting along the Nebraska Avenue corridor and the Floribraska / 21st Avenue corridor,
- Funded “road diet” with associated landscaping for Floribraska / 21st Avenue,
- Funded signalization changes and improvements to modify both Columbus Drive and 17th Avenue to two-way streets,
- Funded landscape improvements adjacent to I-275 and I-4. This should include the incorporation of significant landscaping proven to effectively provide air filtration near transportation corridors. This may also include the incorporation of linear parks in the East Tampa community in coordination with the City of Tampa.
- Funded gateway improvements in support of the East Tampa Strategic Action Plan.

Many of these requested items were included in the original FDOT-funded Nebraska Avenue project (FPID 255853-1-52-01) in March 2007. However, these improvements were subsequently removed from the project to reduce cost and never implemented. These requests support the East Tampa Strategic Action Plan (Nov 12, 2009) and will help mitigate the significant negative impacts of interstate expansion and the closure of the Floribraska exit.

Sincerely,

Natasha Goodley

Natasha Goodley, Chair
East Tampa Community Advisory Committee
East Tampa Community Revitalization Partnership

cc: Tampa City Council; Hillsborough County Commissioners; Metropolitan Planning Organization; Bob McDonough, Economic Development Administrator; Jean Duncan, Director of Transportation, Richard Moss, P.E., Ed McKinney
March 21, 2019

Ms. Natasha Goodley, Chair
East Tampa Community Advisory Committee
East Tampa Community Revitalization Partnership
3808 North 22nd Street
Tampa, Florida 33610

Dear Ms. Goodley,

I received your letter dated January 28, 2019 regarding your organization’s position on the proposed closure of the I-275 ramps at Floribraska Avenue (Ave.) and desired mitigation requests. As you know, the Florida Department of Transportation (FDOT) has spent a great deal of time in your community discussing future plans for the interstate and we appreciate you taking the time to understand the issues and provide thorough feedback.

As you know, the proposed closure of the I-275 entrance and exit ramps at Floribraska Ave. is being studied as a part of the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS), which will not be completed until late 2020. It is important to note that funding for improvements to the Downtown Tampa Interchange has not been identified and construction of a long-term solution will likely fall outside of the next ten years. FDOT will continue to coordinate with your community and local agency partners on long-term solutions; however, there are several projects in the pipeline that may address some of your concerns in the short-term.

- **Pedestrian safety improvements inclusive of added/improved crosswalks and consistent sidewalks along the Nebraska Avenue corridor (from Hillsborough Avenue to I-4)**

  *FDOT completed Phase 1 of the Heights Mobility Study, which identified short-term safety improvements along N. Tampa Street (St.)/Florida Avenue (Ave.), and N. Nebraska Ave. in the East Tampa area. As a result, FDOT has programmed a project on Nebraska Ave. from Kennedy Boulevard (Blvd.) to Busch Blvd. (FPN: 443492-1) that will add crosswalks, fill sidewalk gaps, improve medians, and other safety-related elements. Design is scheduled to begin in 2022 with construction in 2024.*

- **Landscape improvements including landscaped medians and bulb outs where appropriate along the Nebraska Avenue corridor**
Referring to our response to the previous concern, FDOT will review the corridor and identify landscaping opportunities, where appropriate, during the preliminary engineering phase in FPN: 443492-1. Coordination with the City of Tampa will be needed. In the next few months, we will reach out to East Tampa Community Revitalization Partnership (ETCRP) and the City of Tampa to discuss further.

- Improved, aesthetically pleasing street lighting along the Nebraska Ave. corridor and the Floribraska / 21st Ave. corridor

As a part of our traffic safety program, FDOT has completed or has planned, lighting enhancements within the East Tampa community. In partnership with the Tampa Electric Company (TECO) and the City of Tampa, FDOT upgraded to LED street lighting along Hillsborough Ave. from 15th St. to 40th St. FDOT also upgraded the lighting at the intersection at Hillsborough Ave./Nebraska Ave. to LED lighting.

FDOT identified additional corridors for lighting upgrades, including Nebraska Ave. from East Washington St. to Hillsborough Ave. and North 22nd St. from I-4 to East Cayuga St. We are actively seeking funding for both of these corridors.

LED lighting provides an overall higher visibility and uniformity compared to traditional lights, resulting in enhanced safety for bicycles, pedestrians, and motor vehicles, while reducing energy consumption and maintenance costs.

- Funded road diet with associated landscaping for Floribraska / 21st Ave.

Floribraska Ave./21st Ave. is owned and maintained by the City of Tampa. The City is designing improvements to Floribraska Ave. from Tampa St. to 9th St. (FPN: 436640-1). This project includes a road diet and improvements to sidewalks, bike lanes, crosswalks, and raised medians. Plans are nearly 60 percent complete and construction is scheduled for 2021.

The City is also considering an additional phase along 21st Ave. from Nebraska Ave. to 15th St. and potential future phases from 15th St. to Melbourne Blvd. The plans would include a combination of cycle track, trail, and bike lane connections.

- Funded signalization changes and improvements to modify both Columbus Drive and 17th Ave. to two-way streets.

Columbus Dr./17th Ave. is under the jurisdiction of Hillsborough County. The Hillsborough MPO studied two-way improvements to Columbus Dr. and 17th St., but the project has not progressed. This is MPO Priority #59, and the latest construction cost estimate is $1.6M. The County did agree to revisit the Columbus Dr./17th Ave. plans when funding becomes available.
• Funded landscape improvements adjacent to I-275 and I-4. This should include the incorporation of significant landscaping proven to effectively provide air filtration near transportation corridors. This may also include incorporation of linear parks in the East Tampa community in coordination with the City of Tampa.

Once a recommended alternative is identified in the TIS SEIS, FDOT will work with the community and the local maintaining agency (e.g. the City of Tampa) to identify additional landscape opportunity areas. It is anticipated that there will be landscape opportunities at potential pond sites and remainder parcels.

FDOT is also looking at a bicycle/pedestrian connection from Tampa Heights to the future Green Spine (14th/15th St.). This connection could be along Columbus Dr. or 14th Ave. Coordination with the City and County is underway.

• Funded Gateway improvements in support of the East Tampa Strategic Action Plan.

In review of the East Tampa Strategic Action Plan, it appears that there is one “major gateway” at I-4/50th St. and four “areas of interest” at I-275/Hillsborough Ave., I-275/Dr. Martin Luther King Jr. Blvd., I-275/Columbus Dr., and I-4/22nd St. In 2008, FDOT completed improvements to I-4, which included underpass improvements at 14th St./15th St., 21st St./22nd St., 26th St., 3rd St., 39th St., and 50th St. Special aesthetics were incorporated within the boundaries of Ybor City National Register Historic District, including the 21st St./22nd St. fountains.

As a part of the TIS SEIS, FDOT is looking at potential improvements to the underpasses along I-275, including at Dr. Martin Luther King Jr. Blvd. and Columbus Dr. FDOT is also looking at underpass improvements to I-275 from north of Dr. Martin Luther King Jr. Blvd. to Bearss Ave., including Hillsborough Ave. as a part of a separate study (FPN##431821-1). These improvements may include: wider sidewalks, enhanced lighting, painted bridge substructure, cut-back walls for improved bicycle/pedestrian experience, and public art and landscape opportunities. Our specific recommendations for these improvements will be determined at the end of the study and finalized in the design phase in coordination with the City of Tampa and ETCRP.

We would like to establish a chain of communication to follow up on these issues. While we recently participated in a bus tour of East Tampa, we could set-up a field visit specific to Nebraska Ave. to better understand your concerns. In addition, the City suggested that we may want to set-up a workshop with ETCRP to discuss these issues further.
Ms. Goodley  
March 21, 2019  
Page 4 of 4  

Please feel free to contact me or Ed McKinney, District Seven Planning and Environment Administrator, at: Edward.mckinney@dot.state.fl.us or 813-975-6437 if you have further questions.

Sincerely,

[Signature]

David Gwynn, P.E.  
District Seven Secretary

Cc: Jean Duncan, City of Tampa  
Bob McDonough, City of Tampa  
Paul Dial, City of Tampa  
Beth Alden, Hillsborough Metropolitan Planning Organization  
Richard Moss, Florida Department of Transportation  
Ed McKinney, Florida Department of Transportation
Board & Committee Agenda Item

Agenda Item
Transportation Improvement Program Roll Forward Amendments

Presenter
Vishaka Shiva Raman, MPO Staff

Summary
The annual roll-forward amendment to the adopted Transportation Improvement Program (TIP) reconciles differences between the TIP drafted in May 2019 and the fiscal year-end close-out of the Florida Department of Transportation's Work Program.

The recently adopted FY 2019/20 through 2023/24 TIP will take effect on October 1, 2019. Until then, the FY 2018/19 through 2022/23 TIP is used by FHWA and FTA for authorization of funds. This amendment is a routine, annual process to assist Hillsborough MPO in fully utilizing funds that were not committed as anticipated in the previous fiscal year and that should now be added to the first fiscal year of the new TIP.

The attached reports show the projects which were in the previous fiscal year and which were not authorized before the June 30th fiscal year end. They now must be incorporated into the new MPO TIP.

This amendment ensures that year one of the TIP, adopted by the Board on June 11, 2019, matches year one of the FDOT Work Program, with no funds left on the table.

Recommended Action
Adoption of the roll-forward amendment to the Transportation Improvement Program for FY 2019/20 through FY 2023/24.

Prepared By
Vishaka Shiva Raman, MPO Staff

Attachments
Roll-Forward Funding Summary FY 19/20
Comparative Report
## Roll-Forward Funding Summary

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**Total** | **$49,660,885** | **$49,582,235** | **$78,650** |

**TIP Roll Forward Amendment for FY20**

- **Adopted Work Program Total**: $1,769,101,981.00
- **Amended Work Program Funding**: $78,650.00
- **Roll-Forward Amendment Total**: $1,769,180,631.00
- **Percent Change**: 0.0044
Annual Roll-Forward Amendment

COMPARATIVE REPORT

Transportation Improvement Program (TIP)
FY2019/20 through 2023/24
## Item 424213 3

**Description:** CITY OF TAMPA DOWNTOWN TAMPA ATMS 176 SIGNALS - PHASE 2  
**Extra Description:** UPGRADE LEGACY TRAFFIC SIGNAL SYSTEMS

### Related Project:
PRELIMINARY ENGINEERING - MANAGED BY FDOT

### Type of Work:
ATMS - ARTERIAL TRAFFIC MGMT  
*NON-SIS*

### Status:
Adopted  
**Adopted Date:** 06/11/2019

### Project Length:
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### Fund:

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**Totals:** $0 $15,029,863 $0 $0 $0 $0 $0 $15,029,863

### Preliminary Engineering - Managed by FDOT

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**Item 424213 3 Totals:** $0 $15,510,515 $0 $0 $0 $0 $0 $15,510,515
**HIGHWAYS**

**Item Number:** 424213 3  
**Status:** Amended  
**Amendment Date:** 09/04/2019  
**Amendment Number:** 1  
**LRTP:** Minimize congestion, p. 163  
**Type of Work:** ATMS - ARTERIAL TRAFFIC MGMT

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**Item 424213 3 Totals:** $0 $15,511,515 $0 $0 $0 $0 $0 $15,511,515
### FDOT 5 Year TIP
#### Hillsborough County, District 7

**HIGHWAYS**

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<td>Description:</td>
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<td>LRTP:</td>
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**Item 437249 1 Totals:** $48,229 | $707,942 | $0   | $0   | $5,973,090 | $0   | $0   | $6,729,261
## HIGHWAYS

**Adopted FY 2019/2020 - 2023/2024 TIP**

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<td>Minimize congestion, p. 163</td>
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**Item 437249 1 Totals:** $49,203 | $708,942 | $0    | $0    | $5,973,090 | $0    | $0    | $6,731,235
### FDOT
#### 5 Year TIP
**Hillsborough County, District 7**

**HIGHWAYS**

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**Item 439829 2 Totals:**

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## Item 440249 1

**Description:** SR674/SUN CITY CTR FR E OF COLLEGE CHASE DR TO E OF COMMERCIAL CTR DR

*Extra Description:* 4 LANE

**Type of Work:** RESURFACING

**Project Length:** 2.776

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**Item 440249 1 Totals:** $3,186 | $1,141,709 | $0 | $6,789,269 | $0 | $0 | $0 | $7,934,164
## HIGHWAYS

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Amendment Date: 09/04/2019
Amendment Number: 4

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**FDOT**

**5 Year TIP**

Hillsborough County, District 7

**HIGHWAYS**

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*NON-SIS*

**Type of Work:** URBAN CORRIDOR IMPROVEMENTS

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PRELIMINARY ENGINEERING - MANAGED BY FDOT

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Item 440511 2 Totals: $163,454 | $495,916 | $0 | $0 | $18,963,794 | $0 | $19,623,164 |
### HIGHWAYS

**Item Number:** 440511 2  
**Description:** US 41B/N TAMPA ST & N FLORIDA AVE FROM E TYLER TO MLK  
**Extra Description:** MULTIMODAL SAFETY IMPROVEMENTS URBAN CORRIDOR IMPROVEMENTS OUTLINED IN VISION PLAN  
**Type of Work:** URBAN CORRIDOR IMPROVEMENTS

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| **PRELIMINARY ENGINEERING** - MANAGED BY FDOT |       |       |       |       |       |       |       |           |
| Modified SA        | $0    | $495,916 | $0 |       | $0    | $0    | $0    | $0    | $495,916 |
| Modified DIH       | $4,839 | $5,161 | $0    | $0    | $0    | $0    | $0    | $0    | $10,000  |
| Modified DS        | $5,898 | $1,000 | $0    | $0    | $0    | $0    | $0    | $0    | $6,898   |
| **Totals:**        | $10,737 | $502,077 | $0 | $0    | $0    | $0    | $0    | $0    | $512,814 |

Item 440511 2 Totals: $10,737 | $502,077 | $0 | $0 | $0 | $18,963,794 | $0 | $19,476,608
TBARTA Regional Transit Development Plan

Presenter
Bill Ball, TBARTA Rep

Summary

TBARTA is required by statute to develop a Regional Transit Development Plan (RTDP) providing a 10-year plan (2021 to 2030) for regional transit projects in the five-county area that meets the requirements set forth within the Chapter 14-73.001, Florida Administrative Code (F.A.C.) and other relevant state and federal requirements.

The plan, branded Envision 2030, kicked off in February 2019. The project consultant, Tindale-Oliver, will provide an overview of the purpose, key elements, schedule, and objectives as part of the effort.

More information about the program and technical documentation can be found at www.tbarta-envision2030.com.

Recommended Action
None; for information only.

Prepared By
Rich Clarendon, AICP

Attachments

- Fact Sheet
- Regional Transit Services Map
- Project Schedule
What is Envision 2030?
The Tampa Bay Area Regional Transit Authority (TBARTA) is preparing Tampa Bay’s first Regional Transit Development Plan. More than just a plan, Envision 2030 will:

- **Identify the best ways** for regional transit to connect people and places across Tampa Bay.
- **Develop a long-term strategy** for TBARTA and its partners to make regional transit improvements over the next ten years.
- Determine **what types of regional transit work best** for us—operationally and financially.
- Find ways TBARTA can **better serve people right away!**

**What**
All types of transit, including bus, premium bus, rail, passenger ferry service and future transit technologies.

**Where**
Regional transit in TBARTA’s five-county area: Hernando, Hillsborough, Manatee, Pasco and Pinellas counties.

**When**
The planning effort will be completed by August 2020. See the full schedule on TBARTA’s Envision 2030 webpage.

**TBARTA wants your input!**
Public input is critical to the success of Envision 2030. For up-to-date information and opportunities for input, please visit TBARTA’s Envision 2030 webpage at:
[tbarta-envision2030.com](http://tbarta-envision2030.com)
or send comments by email to:
Michael Case
michael.case@tbarta.com
¿Qué es Envision 2030?

La Autoridad de Tránsito Regional del Área de Tampa Bay (TBARTA) está preparando el primer Plan Regional de Desarrollo de Tránsito de Tampa Bay. Más que un simple plan, Envision 2030 ayudará a:

- **Identificar las mejores maneras** en que el transporte regional puede conectar a personas y lugares en Tampa Bay.

- **Desarrollar una estrategia a largo plazo** para TBARTA y sus socios para realizar mejoras regionales de tránsito en los próximos diez años.

- **Determinar que tipos de transporte regional funcionan mejor** para nosotros—operacionalmente y financieramente.

- ¡Encontrar formas en que TBARTA puede servir a las personas de manera inmediata!

¿Qué?

Todos los tipos de tránsito, incluyendo los autobuses, los autobuses premium, los ferrocarriles, el servicio de ferry de pasajeros y las futuras tecnologías de transito.

¿Dónde?

Tránsito regional en el área de los cinco condados de TBARTA: Hernando, Hillsborough, Manatee, Pasco y Pinellas.

¿Cuándo?

El esfuerzo de planificación se completará en Agosto del 2020. Consulte el calendario completo en la página web Envision 2030 de TBARTA.

TBARTA necesita tu ayuda!

Los comentarios del público son fundamentales para el éxito de Envision 2030. Para obtener información actualizada y oportunidades para proporcionar comentarios, visite la página web Envision 2030 de TBARTA:

\[tbarta-envision2030.com\]

o enviar comentarios por correo electrónico a:

Michael Case

\[michael.case@tbarta.com\]
Existing Regional Transit Services

Regional Connections
- Cross-Bay Ferry
- PSTA 100X
- HART 20X
- HART 275LX
- PSTA 300X
- HART 360LX
- PSTA 52LX
- HART 80LX
- PSTA OTC
- MCAT Skyway
- MCAT 99
- TheBus Purple
- PCPT 18
- PCPT 19
- PCPT 41
- Local Routes
- Regionally Significant Local Routes
- Major Roads
- Major Activity Centers

Sources: HART, MCAT, PCPT, PSTA, TheBus for transit routes; Major Activity Centers defined by the Regional Transit Feasibility Plan and Envision 2030 Project Team.
# Task Description

**Envision 2030 Regional Transit Development Plan**

**Tampa Bay Area Regional Transit Authority**

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**VALUE-ADDED SERVICES**

- Task Duration
- TDP Annual Due Date to FDOT
- Presentations
- Project Management Plan
- Regional TDP Report
- Public Information/Marketing Materials
- Technical Advisory Group (TAG)
- Draft Technical Memorandum
- Public Involvement Plan
- Outreach Events
- Final Technical Memorandum
- Executive Summary
- Identify Projects for Early Implementation
- Outreach Events
- Final Technical Memorandum
- Executive Summary

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**Envision 2030 Regional Transit Development Plan**

**Tampa Bay Area Regional Transit Authority**

48
Board & Committee Agenda Item

**Agenda Item**
2045 Plan Needs Assessment for Investment Programs

**Presenters**
Sarah McKinley, Allison Yeh and Johnny Wong (MPO Staff)

**Summary**
The 2045 Plan Needs Assessment is a technical analysis which assesses transportation system deficiencies and identifies projects necessary to maintain a desired level of performance in four program categories. The four program categories listed below were created in compliance with MAP-21 performance-based planning rules and reflect the needs of the community:

- **Good Repair & Resiliency** includes pavement & bridge maintenance, transit asset maintenance, stormwater and resiliency projects;
- **Vision Zero** includes safety projects for walking, biking, and driving;
- **Smart Cities** includes advanced traffic management and intersection improvements;
- **Real Choices When Not Driving** includes transit expansion and trails.

Current performance in each of the programs was assessed and reported in the 2018 State of the System report. The budget for future projects was identified based on current spending and the MPO 2045 revenue forecast. The findings of the 2045 Plan Needs Assessment and the anticipated level of future performance will be presented.

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

**Prepared By**
Johnny Wong, PhD

**Attachments**
2018 State of the System Report
Board & Committee Agenda Item

Agenda Item
It's TIME Hillsborough Survey Results

Presenter
Lisa K. Silva or Committee Liaison (MPO Staff)

Summary
During 2018, It’s TIME Tampa Bay was implemented as a collaboration of the Metropolitan Planning Organizations (MPO) of Hillsborough, Pasco, and Pinellas counties. Federal law requires MPOs to evaluate trends, project future growth, and identify fiscally constrained multimodal transportation investments for at the next 20 years as part of their Long-Range Transportation Plan (LRTP) update.

It’s TIME Tampa Bay represented the first tri-county planning initiative the three counties have undertaken as part of the LRTP planning process. Each MPO is utilizing the results of the tri-county public outreach (Phase 1) effort to help identify county-specific and inter-county projects that support and enhance regional mobility.

Based on the Phase 1 survey results staff designed a second outreach plan to seek more detailed input on specific projects and priorities in our county, as Phase 2: It’s TIME Hillsborough. During June and July 2019, the Hillsborough MPO conducted the second phase of its public engagement campaign, collecting input on specific types of projects Hillsborough citizens want to see in the 2045 Long Range Transportation Plan.

The entire outreach plan has been designed with a focus on increasing responses from our Communities of Concern. Given the record-breaking success of the Phase 1 outreach efforts using MetroQuest, an online survey platform, the same platform was used for It’s TIME Hillsborough. The survey provided the public the opportunity to weigh in on Bus Rapid Transit, Major Investments and the Downtown Interchange.

The results of this survey will help the MPO team identify the best ideas, projects, and policies to be adopted into the 2045 LRTP, due to be completed and presented at the November 5, 2019 Public Hearing.

Recommended Action
None

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

Attachments
None
ADDENDUM ITEMS
The Metropolitan Planning Organization (MPO), Hillsborough County, Florida, met in Regular Meeting and Public Hearing, scheduled for Tuesday, June 11, 2019, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Lesley Miller Jr., Chairman
Charles Klug for Paul Anderson
Joseph Citro
Theodore Trent Green
Sandra Murman for Ken Hagan
(Frank Chillura for Mel Jurado)
Pat Kemp (arrived at 6:03 p.m.)
Janet Scherberger for Joe Lopano
Rick Lott
Guido Maniscalco
David Mechanik
Kimberly Overman
Mariella Smith
Cindy Stuart (arrived at 8:27 p.m.)
Luis Viera (arrived at 6:06 p.m.)
Joseph Waggoner
Commissioner, Hillsborough County
Chief Executive Officer (CEO), Tampa Port Authority
Councilman, City of Tampa (Tampa)
City Council
Planning Commission
Commissioner, Hillsborough County
Mayor, City of Temple Terrace
Commissioner, Hillsborough County
CEO, Hillsborough County Aviation Authority
Mayor, City of Plant City
Councilman, Tampa City Council
HART
Commissioner, Hillsborough County
Commissioner, Hillsborough County
Hillsborough County School Board
Councilman, Tampa City Council
Tampa-Hillsborough Expressway Authority

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

Chairman Miller called the meeting to order at 6:00 p.m. and led in the pledge of allegiance to the flag and invocation.

II. APPROVAL OF MINUTES – MAY 8, 2019

Chairman Miller sought a motion to approve the May 8, 2019, minutes. Councilman Maniscalco so moved, seconded by Commissioner Overman, and carried twelve to zero. (Members Kemp, Murman, Stuart, and Viera had not arrived.) Chairman Miller acknowledged new MPO member Councilman Citro.
III. COMMITTEE REPORTS

Mr. William Roberts, MPO Citizen Advisory Committee, and Ms. Gena Torres, MPO, expounded on the reports.

IV. CONSENT AGENDA

Committee Appointments

Chairman Miller called for a motion to approve the Consent Agenda. Mr. Mechanik so moved, seconded by Commissioner Kemp, and carried fourteen to zero. (Members Murman and Stuart had not arrived.)

V. ROLL-CALL VOTE FOR TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT APPROVED BY COMMITTEES

TIP Amendment for Pedestrian Crosswalk on Florida Avenue at Idlewild Avenue

Chairman Miller introduced the item. Mr. Mechanik moved approval, seconded by Mayor Lott. Upon roll call vote, the motion carried fourteen to zero. (Members Murman and Stuart had not arrived.)

VI. PUBLIC HEARING FOR LONG-RANGE PLAN AMENDMENT AND TIP ANNUAL UPDATE

Staff Presentation

Ms. Sarah McKinley, MPO, gave a presentation. Mr. Klug moved the MPO allow District Secretary David Gwynn, Florida Department of Transportation (FDOT), to make a brief presentation to explain the FDOT’s request, seconded by Mr. Waggoner, and carried fourteen to zero. (Members Murman and Stuart had not arrived.) Mr. Gwynn summarized the request.

Public Comments

The following individuals supported the FDOT’s request for Interstate (I) 275 additions: Ms. Karen Jaroch; Attorney Andrea Zelman, Tampa Downtown Partnership Incorporated; Ms. Sharon Calvert; and Messrs. Wilhelm Nunn; David Green, Tampa Bay Area Regional Transportation Authority (TBARTA); and Willis Chadwick Loar, PNC Financial Enterprises Incorporated.

Attorney Ricardo Fernandez requested the MPO strike the remnants of Tampa Bay Express (TBX) and Items 27, 28, 40, and 44 from the TIP and asked the MPO to replace the second part of the Long-Range Transportation Plan (LRTP)
amendment with the phrase “eliminate the express toll lanes that are currently stated in the plan.”

The subsequent speakers advocated for Items 27 and 28 remaining in the TIP:

► Attorney Andrew Mayts, Greater Tampa Chamber of Commerce Incorporated (Tampa Chamber); Messrs. Marlin Anderson and Brant Peterson, Emerging Leaders of Tampa Bay (Emerging Leaders); ► Attorney Ronald Weaver; Mr. Rick Bennett; Dr. James Davison; and ► Ms. Kimberlee DeBosier, Tampa Chamber.

► Mr. Timothy Keeports, Old Seminole Heights Neighborhood Association Incorporated, requested the removal of Items 27 and 28 from the TIP.

► Mr. Joshua Baumgartner, Tampa Chamber, supported I-275 operational improvements.

► Ms. Doreen and Dr. Douglas Jesseph, University of South Florida (USF) encouraged the MPO to remove Items 27 and 28 from the TIP.

► Mr. Eddie Burch, Tampa Innovation Partnership, wanted Items 27 and 28 to be included in the TIP.

► Mr. Shane Ragiel addressed plan confusion, health impacts of the freeway, and believed Items 27 and 28 should be struck from the TIP.

► Ms. Hope Allen, CEO, North Tampa Bay Chamber Incorporated; Mr. Wyatt Krapf, Emerging Leaders; Ms. Lindsey Eggware; and ► Mr. Eric Larson, Tampa Innovation Alliance Incorporated, favored I-275 operational improvements.

► Ms. Chantal Lester believed alternate forms of transportation should be prioritized over freeway expansion.

► Ms. Raechel Canipe, Emerging Leaders, implored the MPO to support the Imagine 2040 LRTP and TIP.


► Ms. Dayna Lazarus, Student Advocates for Progressive Planning (SAPP), spoke on transportation planning, the automobile lobby, multimodal transportation, and sought the removal of Items 27, 28, 40, and 44 from the TIP.
Mr. David Loos promoted a compromise regarding I-275 operational improvements.

Ms. Michelle Cookson showed a video, favored regional commuter rail, discouraged freeway expansion, and wanted Items 27, 28, 40, and 44 removed from the TIP.

Mr. Sam Becker, SAPP, backed the removal of Items 27 and 28 from the TIP.

Mr. Gerald Dycus encouraged transit innovation.

Ms. Holly Simmons, Dana Shores Civic Association Incorporated, distributed materials and shared safety concerns about the areas between the Veterans Expressway and Hillsborough Avenue, including Memorial Highway, Independence Parkway, George Road, and Dana Shores Drive.

Ms. Ann Kulig, The Westshore Alliance Incorporated, supported the TIP.

Mr. Mauricio Rosas spoke on pedestrian deaths and highway design, played a video, and submitted background material.

Ms. Jitske Bergman relayed experiences with bus stops.

Mr. William Hunter did not agree with expanding roadways.

Mr. Christopher Vela asked the MPO to remove Items 27 and 28 from the TIP and expounded on historical FDOT operational interstate improvements, the effects on Ybor City, health impacts of freeways, safety on State roads, and the I-275 Boulevard concept.

Ms. Nicole Perry and Mr. Christopher Gleason opposed Items 27 and 28 in the TIP.

Mr. Mit Patel was against TBX/Tampa Bay Next (TBN).

Ms. Nicole Rice addressed Items 27 and 28 as related to the LRTP and hoped for new I-275 solutions from FDOT.

Mr. Joshua Frank advocated for investment in mobility and recommended removing Items 27 and 28 from the TIP.

Ms. Susan McClung believed I-275 was not the solution to Tampa transportation problems.
Dr. Brenton Wiernk, USF, addressed noise pollution and was against proposed I-275 operational improvements.

Attorney Hoyt L. Prindle III wanted Items 27 and 28 struck from the TIP.

Dr. Haywood Brown, USF, and Florida House Representative Fentrice Driscoll supported I-275 improvements.

Florida House Representative Diane Hart encouraged the MPO to listen to their constituents.

Mses. Gwen Myers, Jennifer Leon, and Michele Coket-Kriz opposed Items 27 and 28 in the TIP.

Ms. Ashlie Dummeldinger urged the MPO to back mass transit.

Mr. Richard Fifer implored the MPO to consider the effects of the proposed I-275 operational improvements on local citizens.

Mr. Matthew Suarez spoke on the history of Mr. Robert Moses, opined on freeway expansion, preferred the establishment of commuter rail in the County, and requested the MPO take Items 27 and 28 out of the TIP.

Mr. Richard Homans, CEO, Tampa Bay Partnership Incorporated, clarified the scope of the proposed I-275 operational improvements and supported the proposal.

Ms. Lori Karpay discussed induced demand and did not favor adding lanes to I-275.

Mr. Luis Pabon and Ms. Lena Young Green advocated for striking Items 27 and 28 from the TIP.

Summary of Comments Submitted in Advance

Ms. Torres summarized background material.
Board Discussion and Action

a. Imagine 2040 LRTP Amendment for TBN Section Seven Project Development and Environment Study and Fixing America’s Surface Transportation Act Consistency

Chairman Miller introduced the item. Following a request from Commissioner Kemp to address the item with three separate motions, Ms. Beth Alden, MPO Executive Director, clarified procedure. Discussion ensued. Chairman Miller called for a motion to approve the Imagine 2040 LRTP. Mr. Mechanik so moved, seconded by Mr. Waggoner.

Commissioner Kemp moved an amendment to have an opportunity to pull out the express toll lanes and to take a separate vote on that amendment, seconded by Councilman Maniscalco. Responding to Mr. Waggoner, Commissioner Kemp explained the amendment was simply to remove the express toll lanes from I-275 north of the downtown interchange and to pull that out as a separate vote. The amendment carried sixteen to zero. Upon roll call vote, the amended motion carried ten to six; Chairman Miller and Members Citro, Kemp, Maniscalco, Overman, and Smith voted no.

Senior Assistant County Attorney Cameron Clark clarified the outcome of the amendment/motion. Following questions on the propriety of requesting a staff report on vegetation, trees, and shrubs along the noise walls, Councilman Viera moved for that, seconded by Commissioner Murman. Commissioner Overman noted Tampa’s landscaping responsibility along I-275.

The motion carried sixteen to zero.

b. TIP for October 1, 2019, through September 30, 2024

Commissioner Overman addressed Items 27 and 28 and the need for safety in road design, prioritizing transit systems, considered moving Item 28 to a study to see what could be done to improve the safety of the I-4 flyover bridge, and asked the MPO to entertain striking Items 27 and 28 from the TIP. Following inquiries from Commissioner Kemp, Commissioner Overman moved to remove 27, 28, 40, and 44, and to consider doing the safety study on the I-4 flyover bridge without lanes, seconded by Commissioner Kemp. (The motion was subsequently withdrawn.) Ms. Alden sought verification the motion removed funding from Item 27. Commissioner Overman withdrew her motion.
Responding to Commissioner Kemp, Mr. Gwynn spoke on TIP priority projects, studying the downtown interchange, and commuter rail projects. Commissioner Kemp opined on the downtown interchange, multimodal centers, commuter rail/intelligent transit system options, the Katy Freeway, and the health impacts of highways.

Councilman Viera emphasized public safety, inquired about adding vegetation to sound walls, and perceived a failure of dialogue between communities and federal agencies. Mr. Mechanik queried if the item could be voted on next month. Upon continuance questions, Commissioner Kemp moved to remove 27 and 28 from the TIP and any funding associated with that part, seconded by Councilman Maniscalco. (The motion was not voted on.)

Commissioner Overman wondered if it was possible to strike Item 27 and keep the funding in Item 28 to study the possibility of safety improvements to the downtown interchange. Discussion ensued. Following clarification on the item impact and procedural rules, Mayor Lott moved a substitute motion that the MPO approve the TIP amendment as presented that evening with no changes, seconded by Commissioner Murman.

After comments, Commissioner Smith moved to amend the substitute motion to remove 40 and 44 for consideration after, to approve the TIP without 40 and 44 and consider those after the fact, seconded by Commissioner Kemp. Commissioner Smith distributed materials and expounded on Items 40 and 44. The motion carried thirteen to three; Members Klug, Murman, and Stuart voted no.

Commissioner Kemp participated in dialogue about the future of Item 28 and how the funding would affect Items 27 and 28. Mr. Mechanik suggested future projects could be discussed earlier in the cycle prior to the public hearing. Commissioner Overman asked about funding sources and adding a possible concession on Item 27 indicating the MPO’s priority was improving safety over adding lanes. Dialogue continued. Upon roll call vote, the amended substitute motion carried eleven to five; Chairman Miller and Members Kemp, Maniscalco, Overman, and Smith voted no.

Mr. Chillura inquired about the removal of Items 40 and 44, which Ms. McKinley addressed. Referencing Baum Road, Ms. Stuart advised a new high school was being built with 3,000 expected students. Following comments,
Commissioner Murman moved to reconsider the approval of the TIP motion that the MPO made that excluded 40 and 44, seconded by Ms. Stuart. Chairman Miller and Attorney Clark clarified the motion and reconsideration procedure. The motion carried fifteen to one; Commissioner Smith voted no.

Chairman Miller called for a motion to reconsider the amendment. Commissioner Murman so moved, seconded by Ms. Stuart. Following clarification, the motion carried fourteen to two; Commissioners Kemp and Smith voted no.

Subsequent to discussing Items 40 and 44 on the TIP, Commissioner Smith moved an amendment to just remove 40, seconded by Commissioner Overman. Ms. Stuart described the new school site. The motion carried sixteen to zero.

Chairman Miller asked if Mayor Lott was still making his original substitute motion. Mayor Lott agreed, seconded by Commissioner Murman. Upon roll call vote, the amended substitute motion carried eleven to five; Chairman Miller and Members Kemp, Maniscalco, Overman, and Smith voted no.

VII. EXECUTIVE DIRECTOR’S REPORT

It’s Time Hillsborough to Tell Us Your Priorities for Major Transportation Projects for the Next LRTP; Survey Open through July 28, 2019

MPO Board to Recess in July; Next Board Meeting: Tuesday, August 6, 2019, at 9:00 a.m., 26th Floor; Next Policy Committee meeting: July 30, 2019, 9:00 a.m., 18th Floor; MPO Chairs’ Coordinating Committee: July 19, 2019, Florida Hospital Center Ice

Independent Oversight Committee First Meeting: July 16, 2019, at 11:30 a.m., Planning Commission Boardroom, County Center, 18th Floor

Ms. Beth Alden touched on the report.

VIII. OLD AND NEW BUSINESS

Noting a need to clarify the MPO’s role in the transportation surtax allocations, Mr. Green suggested holding a workshop between the MPO, HART Board, and TBARTA to try and get a handle on a strategic direction. Chairman Miller invited Mr. Green to make that motion. Mr. Green made that motion, seconded by Commissioner Overman. Commissioner Kemp spoke on the CSX tracks.
Mr. Mechanik noted HART would not receive surtax money until January 1, 2020, and all funds would go toward transit. Following discussion, the motion carried sixteen to zero.

IX. ADDENDUM

Upcoming Events

- Back to School Supplies Drive
- It’s Time Hillsborough Outreach Flyer
- Vision Zero Coalition Quarterly Meeting: June 13, 2019, 6:00 p.m., Lee Davis Neighborhood Service Center, 3402 North 22nd Street, Tampa
- Bike/Walk Tampa Bay Summer Summit: June 21, 2019, 10:00 a.m. to 3:00 p.m., University Area Community Development Center

Correspondence

- From Tampa Police Department regarding MPO Letter on Parking in Bike Lanes
- From FDOT on Strategic Intermodal System Network
- From TBARTA on MPO Regional Coordination Research Study
- From Civil Service Board on Board Dissolution
- From FDOT Secretary Gwynn on Traffic Fatalities April 8-21, 2019
- From FDOT Secretary Gwynn on Traffic Fatalities April 22 – May 5, 2019
- From FDOT Secretary Gwynn on Traffic Fatalities May 6-19, 2019
Project Fact Sheets

- MPO Advisory Council Freight Priorities Program: 2019 Project List

Articles Relating to MPO Work

- “Transportation Leaders will Study Idea to Tear Down and Replace Portion of I-275” – ABC Action News
- “Hillsborough Officials will Study Whether or not we should Tear Down I-275” – Creative Loafing
- “Hillsborough will Study ‘Boulevard Tampa’ and Vote on Ferry to MacDill Air Force Base” – WMNF
- “Sidewalk Stompers take Strides for Pedestrian Safety” – 83 Degrees
- “FDOT Holding Two Meetings on Proposed Changes to Two Big Interchanges in Tampa” – ABC Action News
- “All for Transportation Oversight Committee is Complete, Meetings to Start This Summer” – FLAPOL
- “Be Prepared this Hurricane Season!” – HART blogspot
- “Here’s What You Can – and Can’t – Do With Your Phone While Driving Beginning July 1, 2019” – FLAPOL
- “Temple Terrace Residents Paint an Eye-Popping Design on Neighborhood Streets” – Tampa Bay Times
- “All for Transportation Lawsuit Could be Decided in Two Weeks” – FLAPOL
- “It’s Time Hillsborough Survey” – Newsradio WFLA

Miscellaneous

- Article: “The One Way to Reduce Traffic”
- Article: “Has Seattle Found the Solution?”
- Article: “Roads Suffer when States Focus on Expansion over Repair”
- Article: “The High Cost of Transportation in the United States”

X. ADJOURNMENT

There being no further business, the meeting was adjourned at 12:01 a.m.

READ AND APPROVED: ______________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _____________________________

Deputy Clerk

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Meeting of the Citizens Advisory Committee (CAC) on June 12

Under public comment, Mr. Camilo Soto introduced himself and expressed a strong interest in filling the Hispanic At-Large seat on the CAC, and a local professional engineer briefed the CAC on the safety benefits of modern roundabouts.

The CAC participated in the “It’s Time Hillsborough” Survey for the 2045 Plan, and approved and forwarded to the MPO Board:

✓ Appointment of Mr. Soto to the Hispanic At-Large seat on the CAC.
✓ The Temple Terrace Low-speed Electric Vehicle Study.

Under new business, the CAC voted to endorse the idea of a joint board meeting with the MPO, HART and TBARTA and to look at what took place in Orlando in terms of advancing a plan to utilize the CSX corridors for transit.

Meetings of the Technical Advisory Committee (TAC) on June 17 & July 29

The committee participated in the “It’s Time Hillsborough” Survey for the 2045 Plan, and approved and forwarded to the MPO Board:

✓ The Temple Terrace Electric Vehicle Study.

The committee heard status reports on:

  o East Fowler Avenue Land Use Study
  o THEA’s Sketch Level Planning – members were appreciative of the information shared. One concern brought up was to consider safe crossings for pedestrian on Meridian.

It was announced the MPO staff liaison to the TAC will now be Sarah McKinley.

The committee requested to hold a workshop on the 2045 Plan Needs Assessment technical analysis. The workshop was held July 29 in place of a summer recess. Members were briefed on congestion forecasts for major roads, commenting:

  o The Tampa-Hillsborough Expressway Authority’s analysis of the Selmon Expressway indicates it should be widened to 8 lanes rather than 6.
  o Consistency with comprehensive and community plans could be resolved with changes to the plans.
  o Air quality should also be considered in environmental impacts.
  o Equity should also be considered when prioritizing projects.
Meeting of the Policy Committee on July 30

The committee approved and forwarded to the MPO Board:

✓ USF Fellowship Contract Renewal

The committee also received a request to approve, but did not take action on, a Memorandum of Regional Cooperation on Transportation Systems Management and Operations proposed by MetroPlan Orlando. The committee was briefed on:

- 2045 Plan Needs Assessment for Major Road Projects.

Major transit projects in the 2045 Plan Needs Assessment will be discussed next month. Members also asked for future agenda items to address:

- An overview of how managed lanes in other cities are performing;
- Clarifying the process of updating the TIP priority list, with consideration of a nighttime workshop in advance of the TIP hearing, and requiring action by a local agency’s legislative body as a prerequisite for prioritization.

Meetings of the Bicycle/Pedestrian Advisory Committee (BPAC), June 12 & July 10

The committee elected Jim Shirk as Vice Chair, participated in the “It’s Time Hillsborough” Survey for the 2045 Plan, and approved & forwarded to the MPO:

✓ The Temple Terrace Low-Speed Electric Vehicle Study.

The BPAC also discussed the response received from the Tampa Police Department on the enforcement of parking in bicycle lanes and on sidewalks, and heard status reports on:

- East Fowler Ave Land Use Study.

The committee held its annual retreat on July 10th at the Skypoint Condominiums. Items discussed included: reasons for membership; future topics of discussion and action; issues influencing members’ ability to walk or bike in the community; and hopes for future efforts to improve service.

Meeting of the Livable Roadways Advisory Committee (LRC) on June 19

The LRC participated in the “It’s Time Hillsborough” Survey for the 2045 Plan, and approved and forwarded to the MPO:

✓ Temple Terrace Low Speed Electric Vehicle study

The LRC also heard a status report on:

- East Fowler Avenue Land Use Study

Meeting of the Transportation Disadvantaged Coordinating Board on June 28

The Board approved the annual update of the Transportation Disadvantaged Service Plan (TDSP). Included in this year’s update are two new maps that show Transportation Disadvantaged destinations as well as a map displaying high crash hot spots overlaid with the Transportation Disadvantaged destinations.

The Board reviewed an update of the Tri-County Regional Pilot Project for transportation disadvantaged persons to travel door to door between Pasco, Pinellas and Hillsborough. There will be a meeting, hosted by FDOT, with TBARTA,
Hillsborough, Pinellas and Pasco Counties’ transit agencies on August 28, 2019 to discuss further partnership opportunities.

Meeting of the Intelligent Transportation Systems Committee (ITS) on July 11

The committee participated in the “It’s Time Hillsborough” Survey for the 2045 Plan, and approved and forwarded to the MPO Board:

✓ Amending the committee membership in the MPO bylaws, adding a seat for USF’s Center for Urban Transportation Research (CUTR)

The committee also heard status reports on:

- Intelligent Mobility & Mobility Benchmark Report
- THEA’s Sketch Level Planning
- Brainstorming ITS Master Plan Elements – members are excited about the forthcoming update to the ITS Master Plan!

Meeting of the MPO Chairs’ Coordinating Committee (CCC) on July 19

The MPO Chairs held a public hearing and approved an annual update of:

✓ Priorities for regionally significant multi-use trail projects; several Hillsborough projects remain on the candidate list for funding through the Florida SUNTrail or FDOT District-level Transportation Alternatives program;
✓ Priorities for the Transportation Regional Incentive Program, a 50/50 state/local matching grant; recently funded projects in Hillsborough include advanced traffic management systems for Dale Mabry, Bruce B Downs, and Downtown Tampa, as well as HART’s regional farebox project.

They heard status reports on:

- FDOT’s Multi-use Corridors of Regional Economic Significance (M-CORES) initiative;
- Pasco County Connected City Project;
- TBARTA Regional Transit Development Plan.

They also reviewed changes to the interlocal agreement creating the CCC, to distinguish the CCC’s area and scope from TBARTA’s, reestablish a separate identity for the CCC, and establish several subcommittees of the CCC including the Tampa Bay TMA Leadership Group. The changes were well received and will be referred to the individual MPOs for consideration prior to the next meeting of the CCC in December.
Please join us for Open House #3 on TRAFFIC & SAFETY IMPACT of FDOT plans for I-275 and I-4 in Downtown and Westshore

Join the Hillsborough MPO Board and its committees to learn more about FDOT's interstate modernization plans. This is the third in a series of three open houses and briefings on the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS). It will focus is on traffic/safety issues to help FDOT in the selection of a preferred alternative and identify key issues to be addressed in the conceptual design plan.

The informal format is an opportunity to talk with experts and view a series of displays, including: TIS | SEIS | Traffic and Crash Analysis | Downtown Tampa Interchange (DTI) long-term improvements | SEIS alternatives | DTI short-term operational improvements and transition to Hillsborough Ave | MPO It's TIME Hillsborough survey results

Monday | 08.19.19 5 p.m. - 7 p.m. at Robert B. Saunders, Sr. Public Library

1505 N Nebraska Avenue, Tampa

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong at 813.273.3774 x370 or wongj@plancom.org at least three business days in advance of the meeting.

También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al 813.273.3774 x211.

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

More about our commitment to nondiscrimination: planhillsborough.org/non-discrimination-commitment/
The Gulf Coast MPOs invite you to join us for our annual safety summit!

THURSDAY, NOVEMBER 14 | 2PM - 8PM
HILTON TAMPA DOWNTOWN | 211 N TAMPA ST | TAMPA

The 2nd annual Gulf Coast Safe Streets Summit is being held immediately following and in conjunction with the 2019 Safe Routes to School National Conference being held November 12 - 14 at the Hilton Tampa Downtown. The Hillsborough MPO is honored to be the local host of both events.

View the full 3-day national conference schedule:
http://azbvtb.attendify.io/

Tickets for the Gulf Coast Safe Streets Summit are just $50.

Register for either or both events:
http://saferoutesconference.org/

2ND ANNUAL GULF COAST SAFE STREETS SUMMIT
SCHEDULE AT-A-GLANCE:

2:00p - 2:30p | Welcome & Introductions
2:30p - 3:45p | Session 1
Human-centered Mobility Bill of Rights
3:45p - 5:00p | Session 2
Outside the Box Funding
5:00p - 5:30p | Session Wrap Up
5:30p - 8:00p | Reception & Awards Program

More info: planhillsborough.org/gulf-coast-safe-streets-summit/