Meeting of the Livable Roadways Committee

Wednesday, August 21, 2019, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 18th Floor

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – June 19, 2019 (July in recess)

IV. Action Items
   A. Letter of Comment on Tampa Bay Next Section 4-6 Supplemental Environmental Impact Statement (SEIS) (Rich Clarendon, MPO Staff)

V. Status Reports
   A. Hillsborough County Trails Update (Monica Martin, Hillsborough County)
   B. 2045 Plan Needs Assessment for Investment Programs (MPO Staff)
   C. It’s Time Hillsborough Survey Results (Lisa Silva, MPO)

VI. Old Business & New Business
   A. LRC Next Meeting: September 18, 2019

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Open House #3 on Traffic & Safety Impact of FDOT plans for I-275 and I-4 in Downtown and Westshore
   C. Gulf Coast Safe Streets Summit and Safe Routes National Conference Flyer
   D. An Overview of the Senate EPW Reauthorization Bill

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

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I. **CALL TO ORDER**

Chair Green called the meeting to order at 9:00 a.m. and the Pledge of Allegiance took place. The meeting was held in the Plan Hillsborough Room on the 18th Floor of the County Center Building. A quorum was present at the start of the meeting.

**Members Present:** Melissa Collazo, Catherine Coyle, Trent Green, Sara Hendricks, David Hey, Emily Hinsdale, Mark Hudson, Gus Ignas, Jason Jackman, Arizona Jenkins, Larry Josephson, Matt Lewis, Kris Milster, Anna Quinones, Neale Stralow, and Justin Willits

**Others Present:** Jennifer Musselman – Kittelson; Gena Torres - MPO

II. **PUBLIC COMMENT**

There were no public comments.

III. **APPROVAL OF MINUTES**

Approval of the May 22, 2019 minutes (Stralow - Ignas). The motion passed unanimously.

IV. **ACTION ITEMS**

A. **It’s Time Hillsborough survey (Lisa Silva, MPO)**

Ms. Silva walked the members through completing the It’s Time Hillsborough County survey. The survey will be used to develop the 2045 Long Range Transportation Plan (LRTP). The LRTP directs federal and state dollars towards transportation investments we value in our community. It looks out at least 20 years and must be updated every five years. The Plan Adoption Public Hearing is November 5th.

B. **Temple Terrace Electric Vehicle Study (Wade Reynolds, MPO)**

Mr. Reynolds presented the Temple Terrace Low Speed Electric Vehicle study, a golf cart crossing study. The purpose of the study was to look at seven potential intersections for golf cart crossings on East Fowler Avenue and 56th Street. There are 579 registered golf carts during the years 2013-2019 and registrations are clustered at Whiteway Drive/Druid Hills Road & Gillette Avenue and Temple Terrace Golf Course. The City is following up with a survey asking where the golf cart users travel and where they would like to go.

Temple Terrace is bisected by two main roadways, East Fowler Avenue and 56th Street. Grocery stores are across 56th Street and the golf course is south of Fowler. Whiteway Drive at 56th Street is the only crossing that met all of criteria. Mr. Reynolds reviewed the discussed crossings’ opportunities and constraints and recapped the April FDOT meeting. The next steps are the origin/destination survey, prepare a proposal/concept for one crossing at 56th Street, coordinate with Hillsborough County on an ordinance change to allow golf cart crossings and coordinate with FDOT on additional required City funded facilities.
Discussions followed regarding if the study includes a golf cart crossing on the east bank of the Hillsborough River (the study only considered a crossing on the west bank of the river; however, there is proposal for a bicycle/pedestrian bridge that can accommodate golf carts further south in Temple Terrace to get to the east bank); are side roads better candidates if they have designated turns to meet warrant requirements (Yes, and the crossing could meet their warrant if the City of Temple Terrace wants to make or proposed improvements to the turn lanes at the crossing); to improve traffic safety around the schools, this presentation should be shared with the school board’s Community Traffic Safety Team (CTST); if the recommendation is to propose the crossing at Whiteway (yes); if crossings that don’t meet all of the warrants will be considered (They will consider roads that don’t meet a warrant. 56th street has similar characteristics to others they have issued variances to in the past. Based on the crash data, they will have a conversation as to whether Whiteway is the best choice, but it does meet all of the FDOT warrants so it’s an easy request at this time.); were any bicycle/pedestrian crossings warrants done (no, just golf cart related warrants); did the City of Temple Terrace request this study (yes); why did the City requests the study (The City feels the use of golf carts is important to the branding of Temple Terrace as a golf community historically and as a golf cart friendly community); if most of the golf carts are in neighborhoods south of Fowler and east of 56th Street, why are crossings needed (Mr. Reynolds stated the City feels there is demand to cross the main roads in a golf cart); is anything being learned from the patterns of golf cart usage, such as decreasing traffic, etc. (They are used for everyday activities in places such as the Villages (FL) as well as Nevada and California. Connecting the networks where they are separated by high volume roadways is very common in these places.); how do people get around in golf carts in Sun City Center (grade separation of roadways). Mr. Reynolds explained Kimberly Horn was chosen to conduct this study since they have done a lot of golf cart related work in Sun City Center and the Villages.

Discussions continued regarding if there are any policies or standards being created in regard to crossing a state road in a golf cart (FDOT has engineering design criteria that must be followed with any crossing and that is what the warrants are based on.); why pedestrian crossings can’t be used for golf cart crossings (there is an option for that and one possibility is at Gillette Drive. There is a provision in the State law that allows you to come off of the side street, before an intersection, and use a wider pathway and use a combined pedestrian and golf cart crossing that would be received by a trail on the north side, not a roadway, and would feed back into the roadway. There are a number of provisions and it was explored at the Gillette location. There are right of way issues at this location and FDOT is open to talking about it.); how would a golf cart crossing look different at this location (the crossings would probably be separated); would there be a separation (it would be similar to a multi-use trail); how the golf cart crossing is designed on Highway 301 in Sun City Center (It is currently being widened to 6 lanes and, if allowed to remain, will be the first 6 lane golf cart crossing in the state. It does violate many warrants and FDOT has mentioned they would not approve it if it weren’t already in place today. Mr. Reynolds has used this location as an example of what crossing a 6 lane highway would look like. FDOT will be evaluating this location for safety as the widening progresses and it may change the warrants entirely.); does this open the door for citizens to build an electric vehicle and drive it on the streets of Temple Terrace (the vehicle would have to meet the standards of Temple Terrace’s golf cart ordinances); there is concern for the safety of pedestrians, similar to the issues with scooters in the downtown area, and there is a need for grade separation (grade separated is always the ideal situation for these types of crossings); if crossings on 56th Street or Fowler Avenue will generate more golf cart traffic on the USF campus (a trail connection to USF for bicycle/pedestrians/golf carts is something the City is interested in long term. Mr. Reynolds isn’t sure if USF will allow golf carts on campus. Ms. Coyle asked if the City will need to allow them, too, as the carts would be crossing City property. Mr. Reynolds replied yes, but the limitation is 56th Street, which is still within the Temple Terrace city limits.).
Mr. Reynolds state that after a crossing is installed, there will be a one year safety study conducted to evaluate if there are safety issues.

**Motion:** Recommend approval to the MPO Board (Coyle – Hudson). The motion passed unanimously.

### V. STATUS REPORTS

**A. East Fowler Avenue Land Use Study (Pedro Parra, Planning Commission)**

Mr. Parra presented the East Fowler Avenue Land Use Study, which was requested by the Tampa Innovation Alliance (lp), to assist in planning for future land uses along the East Fowler Avenue Corridor, between I-275 and I-75, up to the Tampa Bypass Canal that would foster a desirable, robust mixed-use space resulting in a work, place and live environment for a network of innovative and creative companies and associate workforce. He explained the study boundaries which overlap in three jurisdictions: Tampa, Temple Terrace and unincorporated Hillsborough County.

The study looked at other innovation districts, corridors, and centers in the country and compared these to existing development conditions, zoning and future land uses along East Fowler Avenue. The process included discussion of existing development patterns and future land use options in the Cities of Temple Terrace and Tampa and unincorporated Hillsborough County. Future land use discussions included: mixed-use design, appropriate density, the range of uses, and incentives supporting the lp and jurisdictional objectives.

Mr. Parra met with the lp Executive Board members, USF Research and Development Park Representative and stakeholders.

The primary recommendations of the study are that the cities of Temple Terrace and Tampa, and Hillsborough County, recognize the portion of East Fowler Avenue from I-275, up to and including the intersection of North 56th Street, as “special study areas” in each of their adopted Comprehensive Plans to highlight the unique conditions of the area and describe the desired outcomes for the future. The study also recommended that future land use designation changes along the corridor be initiated to the City of Temple Terrace and Tampa, and unincorporated Hillsborough County Future Land Use maps to urban level mixed use categories that support the lp’s long-range vision and mission.

Discussions followed regarding what the comments are from the Fowler Avenue property owners (study has been positively accepted by the owners); what the next steps will be once this study is approved (The study has been transmitted to the local jurisdictions. All of the land uses were provided in a report, broken down by percentages of what is there and what is allowed); what changes are needed along Fowler (speed limits, lane changes); can this study help with FDOT’s study on context classification of the roadway (that is exactly what they are hoping happens); if there will be more studies conducted on this side of town (this study was limited to Fowler Avenue); if this study will tie into the TOD Florida/Tampa downtown study (the TOD study will look at a fixed guideway transit system, an activity center scale and is limited to approximately 30th Street/Fowler Avenue to Nebraska/I-275). Ms. Coyle stated the HART TOD grant is a full re-look at the policies and the framework in the comp plan. Looking at the fixed guideway requirement and the BRT studies is also part of it. Most of it will be encapsulated in the developing TOD land use categories and it will ultimately be a form based model for TOD codes. The COT received $800K and it will be from downtown to USF. It is blending transit,
land use and actual station area designs and zoning. Ms. Coyle stated it’s an implementation in addition to a study.

Discussions continued regarding the studies conducted in other cities and if the transportation situations were similar or did they just focus on the land use situation (they looked at any improvements along the roadways that were parallel to the conversion of certain type of use to an innovation district. The changes allow for wider sidewalks it the urban level for alternative modes of travel.).

VI. OLD BUSINESS & NEW BUSINESS

A. Next LRC Meeting: August 21, 2019 (July Recess)

B. LRC’s May request to add performance measures and establish ambitious targets was included in the TIP

   The performance measures and targets have been added to the TIP.

C. The “All for Transportation” tax discussion is going on now.

Mr. Ignas asked if the Committee will be given a chance to vote on the downtown scenarios. Ms. Silva responded members provided input today by completing the survey which will help the MPO with the results presentations to the Committees in August/September. The MPO Board will then write a letter of comment/selection to FDOT. The third FDOT Open House will be held in July.

VII. ADJOURNMENT

There being no further business, the meeting adjourned at 10:21 a.m.
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.
   - 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](http://tampainterstatestudy.com/hillsborough-mpo-special-briefing-1/). 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
• 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:
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

<table>
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<tr>
<th>Tampa Interstate Study (TIS) Section</th>
<th>1A I-275 from Howard Frankland Bridge to east of Himes Ave.</th>
<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>
<th>3B I-4 from east 34th St. to east of 50th St.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tampa Bay (TB) Next Section</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternative and Design Option</td>
<td>No Further Action (Includes outer roadway approved under 1997 &amp; 1999 RODs)</td>
<td>2018 Express Lane</td>
<td>No Further Action (No Build)</td>
<td>2018 Express Lane</td>
<td>No Further Action (No Build)</td>
</tr>
<tr>
<td></td>
<td>Business Relocations Remaining</td>
<td>21</td>
<td>21</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Residential Relocations Remaining</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

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.
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.
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

www.fdot.gov
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 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., 34th 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,

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**
Hillsborough County Trails Update

**Presenter**
Monica Martin, Trails Planner, Hillsborough County Strategic Infrastructure Planning

**Summary**
Hillsborough County has been working to move trail projects forward throughout the County including connecting the Upper Tampa Bay Trail, South Coast Greenway, and Bypass Canal Trail. This update will focus on the status of these projects and their connections to other facilities in the County.

**Recommended Action**
None, for information only.

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
None.
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 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**
It’s TIME Hillsborough Marketing Summary
The overall goal: Maximize our reach into the community to engage and involve as many people as possible in the long range transportation planning process. Every voice matters. Hearing what citizens want and how they view our future is critical to making the right transportation investments to better serve all members of our community.

**cast the widest net**

- **Choosing MetroQuest** as key public engagement tool that is easy and fun and can be used on any device, any place, and at any time at the convenience of the survey-taker
- **Supporting the online survey** with paper surveys available in both English and Spanish to provide full access
- **Focused community presentations**, bus ride-a-longs, and events inclusive of communities of concern
- **Incentivize participation** with prizes, resulting in...

**take advantage of social media**

- **Facebook advertising campaign** (conducted by consultant)
- **Hillsborough MPO twitter** account has more than 6500 followers

**It’s TIME to get people talking**

- **Big kick off event** – June 10 – News Radio WFLA AM Tampa Bay Live remote broadcast with Jack Harris and Aaron Jacobson at Fred’s Market Restaurant from 5 am – 9 am with MPO Board member transportation agency guest speakers, preceded by one week of on-air promotion

- **Radio cross promotions** on both iHeartRadio (promotion through July 15) and Beasley Media Group (July promotion) with negotiated partnerships with bonus media beyond minimal radio buys and provision of prize incentives

- **Kids Day 2019** – A Beasley Media Group event and our biggest event during the survey period, with an amazing 15K diverse people attending at Raymond James Stadium, generating hundreds of surveys taken in one day and setting us for a strong finish in our final week!

- **Tie in radio marketing with a digital schedule** across iHeartRadio & Beasley Media station streaming and on click-thru banners linked to the survey on station web sites and key station emails
hillsborough mpo tweet highlights

Top tweet overall earned... 298K impressions

Please TAKE & SHARE the #ItsTIMEHillsborough survey NOW thru 7/28. Leave your email to quality for drawings for 10 great prizes! Tell us where you’d like to see major project investments; bus rapid transit; and what you’d do with the Downtown Interchange. shar.es/a0cXl3 pic.twitter.com/ouYgAPe80i

June top media tweet earned 117K impressions

What are you doing Monday morning? Join us 5AM-9AM at Fred’s Market Restaurant for a @WFLANews live radio remote with @whackyjack on #AMTampaBay! We’ll have transportation conversation, #ItsTIMEHillsborough survey, and just $5 for a blue plate breakfast with drink at Fred's!

pic.twitter.com/WlUcigoUmc

HUNGRY FOR BETTER TRANSPORTATION?
Join us Monday morning, June 10th, 5 AM - 9 AM for an AM Tampa Bay live remote radio broadcast with Jack Harris on NEWSRADIO WFLA

HUNGRY FOR A GREAT BREAKFAST?
Excellent! Because we'll be at Fred's Market Restaurant at 6501 US 301 in Riverview
Fred's will be serving a $5 breakfast that can't be beat.
And, we'll be serving up transportation conversation & a survey for you to weigh in on...

reach on MPO #ItsTIMEHillsborough tweets

580K+
news media highlights across tv, online, print, and radio

some newsy highlights

It's TIME Hillsborough Survey
https://wflanews.iheart.com/content/2019-06-03-its-time-hillsborough-survey/

Joe Lopano - New Flights To Amsterdam & TPA All Access Program
Full Article
Date Collected Jun 10, 2019 9:48 AM EDT Source 970 Wfla

David Gwynn - Tampa Bay Next
Full Article
Date Collected Jun 10, 2019 8:55 AM EDT Source 970 Wfla
Ben Limmer - Bus Rapid Transit
Full Article
Date Collected Jun 10, 2019 8:55 AM EDT Source 970 Wfla

Beth Alden - Long Range Transportation Plan
Full Article
Date Collected Jun 10, 2019 9:18 AM EDT
Source 970 Wfla

Melissa Zornitta - It's TIME Hillsborough survey
Full Article
Date Collected Jun 10, 2019 8:15 AM EDT
Source 970 Wfla
Hillsborough leaders seeking public input on transportation plan
Time Jun 11, 2019 08:10 AM EDT Source News Channel 8 Market Tampa, FL

Hillsborough County looking for input on long range transportation plan
Posted: 4:04 PM, Jun 21, 2019

It’s TIME Hillsborough on “The Current” with Roxanne Wilder
https://myq105.com/2019/07/01/its-time-hillsborough/
Aired June 27 and June 28, 2019

Tampa Bay's Morning Blend
Direct Link
Time Jul 17, 2019 10:32 AM EDT , Length 4:24
Call Sign WFTS (ABC)
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
Commissioner, Hillsborough County
Charles Klug for Paul Anderson
Chief Executive Officer (CEO), Tampa Port Authority
Joseph Citro
Councilman, City of Tampa (Tampa)
City Council
Theodore Trent Green
Planning Commission
Sandra Murman for Ken Hagan
Commissioner, Hillsborough County
(arrived at 8:10 p.m.)
Frank Chillura for Mel Jurado
Mayor, City of Temple Terrace
Pat Kemp (arrived at 6:03 p.m.)
Commissioner, Hillsborough County
Janet Scherberger for Joe Lopano
CEO, Hillsborough County Aviation Authority
Rick Lott
Mayor, City of Plant City
Guido Maniscalco
Councilman, Tampa City Council
David Mechanik
HART
Kimberly Overman
Commissioner, Hillsborough County
Mariella Smith
Commissioner, Hillsborough County
Cindy Stuart (arrived at 8:27 p.m.)
Hillsborough County School Board
Councilman, Tampa City Council
Luis Viera (arrived at 6:06 p.m.)
Tampa-Hillsborough Expressway Authority
Joseph Waggoner

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)
TUESDAY, JUNE 11, 2019

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
TUESDAY, JUNE 11, 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”
TUESDAY, JUNE 11, 2019

- 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:

- East Fowler Avenue Land Use Study
- 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:

- The Tampa-Hillsborough Expressway Authority’s analysis of the Selmon Expressway indicates it should be widened to 8 lanes rather than 6.
- Consistency with comprehensive and community plans could be resolved with changes to the plans.
- Air quality should also be considered in environmental impacts.
- 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 Board:
✓ 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 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/

Learn more at: tampabaynext.com
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/

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

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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/

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From the Summit, to the Streets...

SAFE STREETS NOW
VISIONZERO
ONE TRAFFIC DEATH IS TOO MANY

WALK OF SILENCE • 11.15.19 • 7:30AM
meet up at hilton tampa downtown to honor lives of loved ones lost this year
Help carry the Safe Streets message through Tampa’s Downtown during rush hour!
An Overview of the Senate EPW Reauthorization Bill

The U.S. Senate Environment and Public Works (EPW) Committee transportation reauthorization proposal – the “America’s Transportation Infrastructure Act of 2019” (S.2302) – is a five-year bill (fiscal years 2021 to 2025) with $287B in contract authority ($259B of which would be distributed by formula) for fiscal years 2021 to 2025. The bill passed out of committee on a unanimous 21-0 vote earlier this week and marks an important first step toward reauthorizing the current FAST Act authorization, which expires on September 30, 2020. The ATIA is only the highway title, so everything discussed below is relative only to that portion of the bill. Rail, transit, and other portions of the overall reauthorization are the jurisdiction of other Senate committees which have not yet acted. It is anticipated that when the full bill comes together, it will total approximately $500B over five years. Raising the funds to cover that price tag will be left to the Finance Committee, which has probably the toughest job of all.

The EPW bill largely maintains the existing structure of the overall federal transportation program. The three core apportioned programs (National Highway Performance Program (Nhpp), Surface Transportation Block Grant Program (STBGP), and Highway Safety Improvement Program (HSIP)) remain in the same form and function and funding is divided between them in the same ratio as in the past. Where the bill really stands apart is in two primary areas, which are covered more below: a new and first-ever climate title and a slew of new programs to deal with a range of issues.

Some thoughts and observations about specific elements of the EPW highway reauthorization bill:

STBGP: The suballocated portion of STBGP is not increased under the Senate bill and would
remain at 55%. The program’s structure also remains largely unchanged. The bill adds eligibilities for projects to reduce wildlife-vehicle collisions and natural infrastructure projects.

Funding for STBGP increases by about 6% in the first year of the bill (by contrast, NHPP increases by 12%) and totals a little over $62B over five years. (note: I am noting first year increases for all programs because that’s where the biggest jump in funding occurs. After that, most programs grow by 2% annually). There are two grant programs (discussed below) that create incentives for the preparation of specific documents that would allow for spending of some funds on STBGP-eligible projects. If enacted, these provisions could help increase the overall level of STBGP funding an MPO (and state) receives under ATIA.

**Transportation Alternatives Program (TAP):** The EPW bill makes several significant (and positive) changes to TAP:

1. Increases funding to $1.2B in the first year (from $850M, a 41% increase)
2. Provides obligation authority with the contract authority
3. Increases the suballocated portion of the program to 57.5% (from 50% currently)
4. Makes MPOs in urbanized areas under 200,000 population eligible to compete for TAP funding

Taken together, these changes would ensure more TAP funds going to more MPOs that is easier to spend. Other changes to the program would allow a state to allocate 100% of its TAP funds locally if it chooses and creates flexibility in how match is calculated.

**Metropolitan Planning (PL) Funds:** PL funding increases by about 7% in the first year of the bill and would receive just over $2B over the five years. The bill does not change the distribution formula for PL funds, so it would remain pegged to 2009 levels under the EPW bill.

**New Programs:** As mentioned, the bill creates many new programs to contend with a variety of issues, including climate change, resilience, congestion, bridges, and more. Some of the most relevant:

- **Bridge Investment Program:** Provides $6.53B over five years (half from HTF, half from General Fund) for a new competitive bridge program. MPOs with population over 200,000 are eligible to receive grants under the new program
- **Safety Incentive Programs:** This new program has both a formula and a competitive element. The formula funds are required to be suballocated at 65%, with a share going to MPOs over 200,000 population. Takes into account rates of serious injury and fatalities of “vulnerable road users” (ie. nonmotorists) and MPOs and states with higher than average rates must use funds on projects to benefit those users. Otherwise, the funds can be used generally on safety projects. Additionally, incentivizes the creation of a “vulnerable road user assessment;” states that have prepared one (and MPOs in those states) can use 50% of the formula funding on any project (safety or not) that is eligible under STBGP at 100% federal share. The formula program would receive $500M per year. The competitive program would reward states and MPOs that reduce
fatalities and serious injuries or experience a slower growth in the rate of injuries and fatalities. The grant program would receive $100M per year.

- **Wildlife Crossing Safety**: MPOs and RTPOs are eligible to receive grants ($5M-$30M at 100% federal share) to reduce wildlife-vehicle collisions. Funded at an average of $50M per year.

- **Accessibility Data Pilot Program**: MPOs and RTPOs are eligible to participate in this pilot program regarding accessibility data.

- **Prioritization Process Pilot Program**: MPOs and RTPOs are eligible for grants under this pilot program to implement project scoring to help prioritize projects in their planning documents. Funded at $10M per year.

- **Charging and Fueling Infrastructure Grants**: MPOs are eligible to receive funding for grants to support acquisition and installation of electric vehicle charging and alternative fueling infrastructure. Funded at an average of $200M per year.

- **Carbon Reduction Incentive Programs**: Structured similarly to the “safety incentive programs” explained above. Would have a formula component, and states that prepare a carbon reduction plan (and their MPOs) could spend 50% of the formula funding on STBGP-eligible projects. The funding can be spent on a variety of project types, including most CMAQ eligible projects. The formula funding is suballocated at 65%, with a share of that going to MPOs over 200,000 population. The formula program is funded at $600M per year. The competitive part of the program rewards states and MPOs that slow the rate of growth of or reduce carbon emissions. This portion is funded at $100M per year.

- **Congestion Relief Program**: Discretionary grants for MPOs over 1M population or for states to spend in smaller urbanized areas to be spent on eligible projects that would reduce congestion. Funded at $40M per year.

- **PROTECT Grants**: Contains a formula and a competitive element. Formula funds require a 2% set-aside for planning activities and MPOs are eligible to receive resilience planning grants, for developing a resilience plan or other resilience planning activities. Creates three grant programs: resilience improvement grants, at-risk coastal infrastructure grants, and community resilience and evacuate route grants. The program also incentivizes the creation of a resilience plan by increasing federal share by 7% for MPOs that have one; and incentivizes incorporating this plan into the MTP by increasing federal share by another 3% for MPOs that do so. Formula program is funded at $786M per year; grants at $200M per year.

- **Disaster Relief Mobilization Pilot Program**: MPOs and RTPOs are eligible recipients for grants to conduct disaster preparedness plans and response plans that include the use of bicycles. Funded at $1M per year.

- **Community Connectivity Pilot Program**: MPOs are eligible for grants to study and, if appropriate, carry out the removal or rebuilding of a transportation facility that creates a barrier to community activity. Planning grants are funded at an average of $10M per year; capital grants funded at $14M per year.

What’s Next?: As one Senator commented during the markup for the bill, this is the end of the beginning, even for the Senate bill. There is a long way to go. Policy still has to be written regarding public transportation, safety, rail, and more. Then there is paying for the bill, finding floor time in a crowded legislative calendar, and contending with the crowding out of policy
concerns as we draw closer to the 2020 Presidential election. And that’s not even counting what must occur in the House.

Resources:

- NARC’s complete section-by-section analysis of the bill (contains much more detail about many of the programs mentioned above)

- Some applicable red lines of changes the bill makes to STBGP and the planning section

- The current version of the bill as passed by the EPW Committee

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