Meeting of the Policy Committee  
Tuesday, August 27, 2019, 9:00 AM  
18th Floor, Plan Hillsborough Room

I. Call to Order

II. Public Comment – 3 minutes per speaker, please

III. Approval of Minutes – July 30, 2019

IV. Action Items

A. Transportation Improvement Program Roll Forward Amendment  
   (Vishaka Shiva Raman, MPO Staff)

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

V. Status Reports

A. Managed Lanes: Lessons Learned from Other Cities (Rick Gobeille,  
   Stantec)

B. Transportation Demand Management Plans (Sara Hendricks, USF)

C. 2045 Plan Update – Transit Analysis (Sarah McKinley, MPO Staff)

D. Plan Hillsborough Strategic Plan: Implementation Status Update (Melissa  
   Dickens, Planning Commission Staff)

VI. Old Business & New Business

- Next Policy Committee meeting: October 22, 9:00am

VII. Adjournment

VIII. Addendum

A. MPO Committee Reports

B. Gulf Coast Safe Streets Summit Flyer

C. Gulf Coast Safe Streets Summit Award Nomination Form
The full agenda packet is available on the MPO’s website, [www.planhillsborough.org](http://www.planhillsborough.org), or by calling (813) 272-5940.

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The Metropolitan Planning Organization (MPO) Policy Committee, Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, July 30, 2019, at 9:00 a.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Pat Kemp, Chairman
Guido Maniscalco
Mariella Smith
Robert Frey for Joseph Waggoner

The following member was absent:

Cindy Stuart

I. CALL TO ORDER

Chairman Kemp called the meeting to order at 9:01 a.m. and led in the pledge of allegiance to the flag.

II. PUBLIC COMMENT – None.

III. APPROVAL OF MINUTES – MAY 21, 2019

Chairman Kemp sought a motion to approve the minutes. Councilman Maniscalco so moved, seconded by Commissioner Smith, and carried four to zero. (Member Stuart was absent.)

IV. ACTION ITEMS

A. Memorandum of Regional Cooperation on Transportation Systems Management and Operations (TSMO)

Mr. Eric Hill, MetroPlan Orlando, spoke on background information. Commissioner Smith requested a copy of the presentation, and asked for an explanation regarding congestion/capacity issues. Chairman Kemp questioned the incident management implementation on Interstate (I) 4/connectors, MetroPlan TSMO implementation, and intersection improvement technologies. Ms. Beth Alden, MPO Executive Director, noted similarities to the traffic management/Smart Cities parts of the County’s priorities list. Commissioner Smith inquired about a work plan referenced but not included in the memorandum, TSMO strategies,
congestion pricing, and inclusion of counties not on the I-4 corridor. Ms. Alden asserted any final recommendations would require approval by the Board of County Commissioners (BOCC). Dialogue followed on County MPO’s considerations and specific work plans, including counties not on the I-4 corridor, coalitions obtaining federal/state funding, reconsideration to agreement revisions, I-4 corridor project examples, and the lack of a thorough analysis dealing with congestion/managed lanes/unknown tool fees.

B. General Planning Consultant Contract Amendment - Deferred.

C. University of South Florida Fellowship Contract Renewal

Ms. Meghan Betourney, Planning Commission, presented the item. Councilman Maniscalco moved the renewal, seconded by Commissioner Smith, and carried four to zero. (Member Stuart was absent.)

V. STATUS REPORTS

A. 2045 Long Range Transportation Plan Major Projects

Ms. Sarah McKinley, MPO, reviewed background material. Responding to Chairman Kemp, Mses. McKinley and Alden expounded on environmental justice issues, wildlife corridors, and mitigation strategies. Mr. Frey noted how TSMO strategies could assist with congestion. Chairman Kemp sought elaboration on the 2045 congestion analysis map and asked if induced demand was part of the analysis. Commissioner Smith pointed out the plan was 2045 growth with a 2024 network and inquired how existing transit was part of the analysis. Chairman Kemp appreciated HART/transit integration and mentioned how SunRail was considered in the MetroPlan Orlando presentation. Mr. Frey inquired if projects that were committed to build were part of the analysis.

Mr. Wally Blain, Tindale Oliver and Associates Incorporated, continued the presentation. After Commissioner Smith and Chairman Kemp requested copies of the presentation, Mr. Frey asked if rightsizing/ramp issues/mainline back-up were considered in the analysis and discussed differing THEA analysis related to the Lee Roy Selmon Expressway east of the river/U.S. Highway 301 compatibility with the downtown plan. Chairman Kemp stated a desire for all MPO maps to have the urban service area line, sought a presentation on congestion and management lanes, was surprised with the Courtney Campbell Causeway not being at capacity, and spoke on population projections/population shifts in the urban area, road widenings concerns, and delay reductions conflicting with pedestrian/cyclist
VI. OLD BUSINESS AND NEW BUSINESS

- Next Policy Committee Meeting: August 27, 2019, 9:00 a.m.

Chairman Kemp raised concerns regarding the Independent Oversight Committee (IOC) meeting cancellation, a memorandum sent from the MPO directly to IOC members, and the lack of notification to MPO board members, which Ms. Alden and Attorney Clark addressed. Commissioner Smith inquired whether the MPO memorandum constituted a policy directive requiring MPO Board direction, proffered charter amendments should be followed regardless of pending litigation, noted start-up issues for the IOC, and was concerned with the appearance of County staff controlling a board that was set up by a charter.

Responding to Chairman Kemp, Attorney Clark clarified the roles of the MPO Board/MPO and the IOC. Chairman Kemp discussed the interlocal agreement approved by the MPO Board and requested a legal analysis regarding the MPO performing its duties pursuant to the interlocal agreement. Commissioner Smith spoke of allocations approved by the BOCC and highlighted MPO’s role was to facilitate, not direct, the IOC. Chairman Kemp wanted the MPO Board apprised of future IOC notifications.

Commissioner Smith sought an improved review process for projects presented at the final Transportation Improvement Program (TIP) hearing. Chairman Kemp recommended the MPO only accept TIP proposals approved by the BOCC. Commissioner Smith and Chairman Kemp recommended scheduling a MPO workshop before the TIP hearing.

VII. ADDENDUM

A. MPO Meeting Minutes and Committee Reports
TUESDAY, JULY 30, 2019

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:54 a.m.

READ AND APPROVED: __________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: __________________________
Deputy Clerk

lm
Board & Committee Agenda Item

**Agenda Item**
TIP Roll-Forward Amendment

**Presenter**
Vishaka Shiva Raman, MPO Staff

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

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

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

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

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

**Prepared By**
Vishaka Shiva Raman, MPO Staff

**Attachments**
Roll-Forward Funding Summary FY 19/20
Comparative Report
## Transportation Improvement Program (TIP) for FY 2019/20 through 2023/24

### Roll-Forward Funding Summary

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<th>FPN</th>
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<th>Work Description</th>
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### Roll Forward Amendment for FY20

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

COMPARATIVE REPORT

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

**Description:** CITY OF TAMPA DOWNTOWN TAMPA ATMS 176 SIGNALS - PHASE 2

**Extra Description:** UPGRADE LEGACY TRAFFIC SIGNAL SYSTEMS

**Related Project:** DESIGN BUILD - MANAGED BY FDOT

**Type of Work:** ATMS - ARTERIAL TRAFFIC MGMT

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

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# HIGHWAYS

**Item Number:** 424213 3  
**Description:** CITY OF TAMPA DOWNTOWN TAMPA ATMS 176 SIGNALS - PHASE 2  
**LRTP:** Minimize congestion, p. 163  
**Extra Description:** UPGRADE LEGACY TRAFFIC SIGNAL SYSTEMS  
**Type of Work:** ATMS - ARTERIAL TRAFFIC MGMT

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**Item 424213 3 Totals:** $0 | $15,511,515 | $0 | $0 | $0 | $0 | $0 | $15,511,515
**FDOT**

**5 Year TIP**

**Hillsborough County, District 7**

**HIGHWAYS**

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| DDR                                       | $0    | $706,942 | $0   | $0   | $0   | $0   | $0   | $706,942 |
| DIH                                       | $0    | $2,000  | $0   | $0   | $0   | $0   | $0   | $2,000   |
| Modified DS                               | $49,203 | $0  | $0   | $0   | $0   | $0   | $0   | $49,203   |
| Totals:                                   | $49,203 | $708,942 | $0   | $0   | $0   | $0   | $0   | $758,145 |

| Item 437249 1 Totals:                     | $49,203 | $708,942 | $0   | $0   | $5,973,090 | $0   | $0   | $6,731,235 |
### FDOT 5 Year TIP
Hillsborough County, District 7

**HIGHLWAYS**

**Item Number:** 439829 2  
**Description:** INTERSECTION LIGHTING - VARIOUS LOCATIONS IN HILLSBOROUGH COUNTY  
**LRTP:** System Preservation, p. 161

**Type of Work:** LIGHTING

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### Item 440511 2

**Description:** US 41B/N TAMPA ST & N FLORIDA AVE FROM E TYLER TO MLK

**Extra Description:** MULTIMODAL SAFETY IMPROVEMENTS URBAN CORRIDOR IMPROVEMENTS OUTLINED IN VISION PLAN

**Type of Work:** URBAN CORRIDOR IMPROVEMENTS

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**Amendment Date:** 09/04/2019  
**Amendment Number:** 5

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**Description:** REDUCE CRASHES & VULNERABILITY  
**LRTP:** Reduce Crashes & Vulnerability, Pg. 164

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| Item 440511 2 Totals: | $10,737 | $502,077 | $0   | $0   | $0   | $18,963,794 | $0     | $19,476,608 |
Letter of Comment on Tampa Bay Next Sections 4-6 Supplemental Environmental Impact Statement (SEIS)

Rich Clarendon, MPO Staff

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.

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

Rich Clarendon, AICP

- SEIS Map
- DRAFT Letter of Comment
[DATE]

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

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

Dear Secretary Gwynn:

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

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

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

Sincerely,

Lesley “Les” Miller, Jr.

Chairman

Attachment: Comments on SEIS Sections 4-6
1. **Motion:** A finalized study and report on human impact, that would delineate the total number of all homes and multifamily dwelling complexes and business, displayed in a map and showing individual parcels, including impacts on affordable housing and how to pay for replacing them.
   - **Comment:** The attached Right-of-Way and Relocations table shows the impact in terms of parcels, and remaining business and residential relocations for TB Next Sections 4, 5 and 6. Maps showing parcels to be relocated based on the conceptual designs for four “Build” options A through D for the Downtown Interchange are available at [http://tampainterstatestudy.com/hillsborough-mpo-special-briefing-1/](http://tampainterstatestudy.com/hillsborough-mpo-special-briefing-1/)
   - **Comment:** Although the Economic and Fiscal Impact Analysis prepared for the SEIS discusses the fact that seven out of the City’s eight Community Redevelopment Areas (CRAs) are adjacent to the Interstate Highways, we have not found any documentation of the impacts to affordable housing supply and how to pay for the replacement of affordable housing units that may be removed.

2. **Motion:** Final neighborhood mitigation plan for displaced residents and businesses, including design elements
   - **Comment:** The Economic and Fiscal Impact Analysis also contains a detailed analysis of the existence of low-income populations along the corridor, stating that affordable housing and vacant apartment rentals are available.
   - **Comment:** The SEIS refers to the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 as amended. Relocation assistance is an entitlement program provided by FDOT that is designed to assist persons who are displaced from their homes by a transportation project. Provisions of the program include assistance finding a comparable dwelling, purchase price subsidies or multi-year rent subsidies to make the comparable replacement housing affordable, and reimbursement of moving expenses.

3. **Motion:** Completed environmental impact studies for each segment.
   - **Comment:** We appreciate that FDOT has completed draft reports documenting environmental impacts that are available online. These include:
     - TB Next Sections 4 & 5 (Howard Frankland Bridge to Rome Ave)
       - Alternate Stormwater Management
       - Contamination Screening Evaluation
       - Location Hydraulics
       - Natural Resources Evaluation
       - Water Quality Impact Evaluation
     - TB Next Section 6 (Downtown Interchange including I-275 from Rome Ave to MLK Jr. Blvd and I-4 from I-275 to 50th St)
       - Contamination Screening Evaluation
       - Pond Siting
       - Natural Resources Evaluation
       - Location Hydraulics
     - TIS SEIS All Segments
       - Economic and Fiscal Impact Analysis
       - Section 4(f) Parks and Recreational Resources Update
• Comment: The Sociocultural Effects Evaluation acknowledges in an overall statement that there will be construction impacts from noise, dust, fumes, etc. and that these impacts will be minimized by applicable regulations. In FHWA’s original Tampa Interstate Study Record of Decision (1997), FDOT committed to construction impact mitigation measures such as: the use of static rollers for compaction; restricting pile driving to the hours of 7 AM to 9 PM; minimizing heavy equipment back-up alarms; and restrictions on lighting of construction areas.

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

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

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

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

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

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

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

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

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

6. Motion: Status report on Federal Civil Rights investigation

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

7. Motion: That FDOT report to the MPO Board on the cost of ad valorem tax revenue lost to the City of Tampa as a result of the TBX project, using FDOT’s most recent right-of-way acquisition map.

Comment: The Economic and Fiscal Impact Analysis prepared by TBRPC for the SEIS estimates that the full reconstruction option results in a decrease in total assessed property values in Community Redevelopment Area districts of $424,146 from parcels removed from the tax rolls as a result of right-of-way acquisition. This does not include ROW purchased elsewhere in Tampa that “would require millions of dollars.” The analysis goes on to indicate that the loss in assessed property values in CRA districts will be offset later by economic growth, projecting a three percent (3%) annual growth rate after ROW has been purchased.

Comment: The Sociocultural Effects Evaluation reaches a similar conclusion, stating that the express lane alternative results in:

... potential conversion of residential and non-residential sites into public property for transportation purposes. This conversion would initially decrease property tax income for the City of Tampa. However, ... the impact could be positive as properties near the facility and throughout the TIS SEIS study area may experience an increase in value, with possible attendant increases in tax revenues if greater accessibility makes the properties more attractive for development. This would be particularly true for development opportunities on vacant land and non-residential uses near major interstate interchanges.

Comment: Neither report specifically quantifies the total ad valorem tax revenue impact to the City of Tampa as a result of the “build” options using FDOT’s most recent right-of-way acquisition map. The MPO requests that an estimate of the current value of ad valorem tax revenue lost to the City of Tampa for the SEIS final preferred alternative be provided to the MPO board at a future meeting.

8. Motion: Cost to the City for operation and maintenance of any community impact mitigation

Comment: FDOT anticipates providing this information following the SEIS public hearing next year. The MPO requests that FDOT update the MPO with cost estimates for any proposed landscaping or design features requiring local upkeep during the design phase, as these arrangements are worked out with the City of Tampa.

9. Motion: The impact to air quality in Tampa

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

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

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

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

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

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

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

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

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

10. Other concerns

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

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

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

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

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

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

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<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>
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**Note:** These are preliminary estimates based on the current design concept as of January 2019. Numbers may change as the design progresses. A Conceptual Stage Relocation Plan will be prepared in Summer 2019.

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

[Signature]

David Gwynn, P.E.  
District Seven Secretary

Cc: Jean Duncan, City of Tampa  
Bob McDonough, City of Tampa  
Paul Dial, City of Tampa  
Beth Alden, Hillsborough Metropolitan Planning Organization  
Richard Moss, Florida Department of Transportation  
Ed McKinney, Florida Department of Transportation
Managed Lanes: Lessons Learned from Other Cities

Rick Gobeille, Stantec, Consultant to Tampa-Hillsborough Expressway Authority

This presentation is scheduled at the request of the Policy Committee, to provide an in-depth look at how managed-lane projects in other cities are performing.

More background on managed lanes in general – what they are, how they operate, why communities are turning to them, and how communities are addressing issues such as equity, transit, and technology – is provided in the FHWA publication below.

None; for information only

Beth Alden

Managed Lanes: A Primer
Board & Committee Agenda Item

Agenda Item
Transportation Demand Management Plans

Presenter
Sara Hendricks, USF/CUTR

Summary
Transportation Demand Management (TDM) is any action or set of actions intended to influence the intensity, timing and spatial distribution of vehicle demand for the purpose of reducing the impact of traffic, managing parking needs, reducing greenhouse gases, enhancing mobility options.

TDM is a program of information, encouragement and incentives provided by local or regional organizations to help people know about and use all their transportation options to optimize all modes in the system – and to counterbalance the incentives to drive that are so prevalent in subsidies of parking and roads. These are both traditional and innovative technology-based services to help people use transit, ridesharing, walking, biking, and telework.

Recommended Action
None; for information only

Prepared By
Michele Ogilvie, MPO staff

Attachments
None.
Board & Committee Agenda Item

**Agenda Item**
2045 Plan Update – Transit Analysis

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
As part of the 2045 Plan update, staff has worked to conduct technical analyses for the project programs. In July a comprehensive congestion analysis was reviewed as part of the Major Projects Program that focused on the highway and roadway projects. This presentation will focus on the Major Projects transit analysis, looking at the reuse of the CSX tracks, the extension of the streetcar, and water transit. The analysis included testing two different service frequencies (10/20 minutes and 30/60 minutes peak and off-peak). The presentation will review the station activity and ridership potential of proposed premium transit. The analysis also assumed a robust local bus network to connect to the premium transit.

**Recommended Action**
Information Only

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
None
Board & Committee Agenda Item

Agenda Item
Plan Hillsborough Strategic Plan: Implementation Status Update

Presenter
Melissa Dickens, AICP (Planning Commission Staff)

Summary
Staff will provide a status update on implementation efforts for the first year of the 2018-2023 Plan Hillsborough Strategic Plan (Strategic Plan). This is the first Strategic Plan developed jointly by the three boards that are supported by the Plan Hillsborough staff: the Hillsborough MPO, the City-County Planning Commission, and the Hillsborough River Interlocal Planning Board. Adopted in August 2018, the Strategic Plan provides direction and guidance for the agency’s priorities as a whole.

This presentation serves as an annual update and will focus on achievements and accomplishments from the twelve months following Strategic Plan adoption, including highlights from each of the seven Strategic Priorities. Staff will also provide an overview of the collaborative process developed to prioritize implementation timing.

Detailed written reporting on Strategic Plan items will be included as part of the agency’s Annual Performance Measures Report.

Recommended Action
None. For information only.

Prepared By
Cheryl Wilkening

Attachments
None
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.**
The Gulf Coast MPOs invite you to join us for our annual safety summit!

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

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

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

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

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

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

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

From the Summit, to the Streets...

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!