Meeting of the Technical Advisory Committee
Monday, August 19, 2019, 1:30 PM
County Center, 18th Floor – Plan Hillsborough Committee Room

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – June 17 & July 29, 2019

IV. Action Items
   A. Letter of Comment on Tampa Bay Next Section 4-6 Supplemental Environmental Impact Statement (SEIS) (Rich Clarendon, MPO Staff)
   B. Transportation Improvement Program Roll-Forward Amendments (Vishaka Shiva Raman, MPO Staff)

V. Status Reports
   A. Smart Cities Update (Vik Bhide, City of Tampa)
   B. It’s TIME Hillsborough Survey Results (Lisa Silva, MPO Staff)
   C. 2045 Plan Needs Assessment for Programs (Sarah McKinley, Allison Yeh and Johnny Wong, MPO Staff)
   D. TBARTA Regional Transit Development Plan (Bill Ball, TBARTA)
   E. Round Robin Discussion of Health Related to Metrics (Michele Ogilvie, MPO Staff)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum
   A. MPO Committee Reports
   B. Open House #3 on Traffic & Safety Impact of FDOT plans for I-275 and I-4 in Downtown and Westshore Flyer
   C. Gulf Coast Safe Street Summit Flyer
   D. National Association of Regional Councils – Senate Bill Summary

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

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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, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

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

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
The Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, June 17, 2019, at 1:30 p.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Jeffrey Sims, Chairman
Rachel Chase
Amber Dickerson
Leland Dicus
Gina Evans (arrived at 1:38 p.m.)
Christina Kopp for Robert Frey
Anthony Garcia (arrived at 1:47 p.m.)
Mark Hudson for Julie Ham (arrived at 1:36 p.m.)
Melanie Calloway for Jonathan Scott
Michael Williams

The following members were absent:

Michael Case
Vincenzo Corazza
Michael English
Danni Jorgenson
Linda Walker

I. CALL TO ORDER

Chairman Sims called the meeting to order at 1:33 p.m.

II. PUBLIC COMMENT

Responding to Ms. Gena Torres, MPO, Mr. David Aylesworth introduced himself to the MPO TAC.
III. APPROVAL OF MINUTES – MAY 20, 2019

Regarding the minutes of the regular MPO TAC meeting from May 20, 2019, Mr. Dicus moved approval, seconded by Mr. Hudson, and carried ten to zero. (Members Case, Corraza, English, Jorgenson, and Walker were absent.)

IV. ACTION ITEMS

A. It’s TIME Hillsborough Survey

Ms. Torres presented the item. Chairman Sims sought information about an Interstate-275 limited stop, which Ms. Torres and Mr. Richard Clarendon, MPO, addressed. Mr. Hudson mentioned roadway improvements near the Strawberry Festival. Discussion ensued.

B. Temple Terrace Electric Vehicle Study

Mr. Wade Reynolds, MPO, supplied the presentation. Chairman Sims questioned the need for golf cart crossings, crossings at dangerous intersections, and the environmental impact of a potential crossing over the Hillsborough River at Fowler Avenue. Following talks, Mr. Hudson moved to recommend the MPO accept the Temple Terrace Electric Vehicle Study, seconded by Ms. Calloway, and carried ten to zero. (Members Case, Corraza, English, Jorgenson, and Walker were absent.)

V. STATUS REPORTS

A. East Fowler Avenue Land Use Study

Mr. Pedro Parra, PC, delivered the presentation. Ms. Torres remarked on a future Fowler Avenue presentation from the Florida Department of Transportation (FDOT), 15th Street safety issues, and railway possibilities. Chairman Sims talked about development growth in the area. Comments followed pertaining to growth/private initiatives.

B. THEA – Sketch Level Planning

Ms. Kopp gave a presentation. Ms. Torres inquired about elevated lanes’ effects on neighborhoods, pedestrian safety issues, and resurfacing schedules.

C. Smart Cities Update

Tabled to a subsequent meeting.
VI. OLD BUSINESS AND NEW BUSINESS
   A. TAC Workshop July 29, 2019
      ▶ Ms. Torres reviewed the item.
   B. MPO TAC liaison - Sarah McKinley
      ▶ Ms. Torres touched on the MPO reorganization and noted that Ms. McKinley would be the new staff liaison to the MPO TAC. ▶ Chairman Sims and Ms. Dickerson shared appreciative remarks.

VII. ADDENDUM
   A. MPO Meeting Summary and Committee Reports
   B. Correspondence from FDOT on Strategic Intermodal System Network
   C. Publication of Notice of Funding Advanced Transportation and Congestion Management Technologies Deployment
   D. Federal Transit Administration to hold June 18, 2019, Webinar – Integrating Mobility Innovation Program

VIII. ADJOURNMENT
   ▶ There being no further business, the meeting was adjourned at 2:58 p.m.

READ AND APPROVED: ____________________________
                     CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: __________________
    Deputy Clerk

lm
The Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Workshop, scheduled for Monday, July 29, 2019, at 1:30 p.m., in the Plan Hillsborough Committee Room, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Jeffrey Sims, Chairman
Rachel Chase
Charles Andrews for Amber Dickerson
Robert Frey (arrived at 1:47 p.m.)
Anthony Garcia
Mark Hudson for Julie Ham
Danni Jorgenson
Michael Williams

The following members were absent:

Michael Case
Vincenzo Corazza
Leland Dicus
Michael English
Gina Evans
Jonathan Scott
Linda Walker

I. CALL TO ORDER

Chairman Sims called the meeting to order at 1:30 p.m.

II. PUBLIC COMMENT - None.

III. APPROVAL OF MINUTES – JUNE 17, 2019 – Not addressed.

IV. SPECIAL WORKSHOP SESSION

A. 2045 Long Range Transportation Plan (LRTP) Major Projects

Ms. Sarah McKinley, MPO, supplied a presentation and referenced distributed materials. Chairman Sims inquired on results/changes affecting Hillsborough
Avenue. Mr. Frey referenced THEA analysis showing eight traffic lines would be needed. After Ms. Chase received presentation clarification, Mr. Frey asked about community plans working with the land development code/Comprehensive (Comp) Plan. Mr. Williams sought information on the U.S. Highway 60/U.S. Highway 301 road widening project exclusion. Mr. William Oliver, W.E. Oliver P.E. LLC, inquired about projects staying in the LRTP and transportation surtax revenue deliberations.

Dialogue ensued on the Fish Hawk area designation, transportation relief for the County Line Road industrial development, SouthShore concerns, delay increases, road restriping/reconditioning, roads with access ramps in future discussions, air pollution as an environmental impact factor, project evaluation criteria, and the agreed-upon changes. Mr. Williams posed how the project criteria would be determined, the list being presented to the MPO Policy Committee, and how to satisfy the criteria. Mr. Frey suggested highlighting the changes from 2040 plans, connecting arterials/roadways to limited access facilities, and impacts to the system. Mr. Williams noted a particular model improvement being specific to the corridor/good performer categorization, delay reduction considerations, and incorporating existing program models. Discussion continued on the countywide functionality of projects, environmental impacts, previous plans updates, railway analysis, equity analysis in job/population growth, survey results/demographics, one-way to two-way conversions, and potential job growth projections. Mr. Oliver pointed to sub-area community plans being influenced by transportation surtax funds. Mr. Frey wanted the community plan contacts, asked if anything discussed would coordinate with the Comp Plan, and requested MPO staff visit the jurisdictions to discuss truck transportation with the LRTP to ensure consistency. Chairman Sims contemplated future technological changes influencing the plan. Talks occurred.

V. OLD BUSINESS AND NEW BUSINESS

A. Next Meeting: August 19, 2019

Chairman Sims ruminated on the potential uses for the $166 million awarded to the state from the Volkswagen emission scandal.
VI. ADDENDUM

A. MPO Meeting Minutes

B. Event Open House 3 on Traffic and Safety Impact of Florida Department of Transportation plans for Interstate (I) 275 and I-4 in Downtown and Westshore

VII. ADJOURNMENT

There being no further business, the meeting was adjourned at 2:37 p.m.

READ AND APPROVED: ______________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________
Deputy Clerk

jh
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

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 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 submit the SEIS to FHWA, including a continuation of your regular reports to 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. It is not clear, however, what specific parcels have been or remain to be acquired, nor which of these are individual homes vs. multifamily residences that may need to be relocated. We respectfully request the latest parcel acquisition map and break-down by type.
   • 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 Interstates, we have not found any documentation of the impacts to affordable housing and how to pay for the replacement of affordable housing units that may be displaced.

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, however it does not provide a final neighborhood mitigation plan. We request that the SEIS include a more definitive commitment to replace any affordable housing that may be displaced.

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)
       o Alternate Stormwater Management
       o Contamination Screening Evaluation
       o Location Hydraulics
       o Natural Resources Evaluation
       o 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)
       o Contamination Screening Evaluation
       o Pond Siting
       o Natural Resources Evaluation
       o Location Hydraulics
     • TIS SEIS All Segments
       o Economic and Fiscal Impact Analysis
       o Section 4(f) Parks and Recreational Resources Update
       o Project Traffic Analysis
       o Sociocultural Effects Evaluation
       o Air Quality
       o Cultural Resource Assessment Survey Update
• Comment: The Sociocultural Effects Evaluation acknowledges in an overall statement that there will be construction impacts from noise, dust, fumes, etc. and that these impacts will be minimized by applicable regulations. We request that construction techniques to minimize these impacts be more clearly documented in the SEIS. Likewise, we encourage the Department to utilize Smart Work Zones during construction.

• Comment: We believe there may be inconsistencies in the documentation of environmental impacts. 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 would be constructed to mitigate noise is included in the Sociocultural Effects Evaluation. We request that the SEIS reconcile any inconsistencies and clearly commit to mitigation strategies that will be employed to minimize probable impacts.

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 N, which has since been eliminated from TB Next).
   • Comment: The Traffic and Revenue Study states that toll rates would fluctuate to manage Express Lane demand to ensure typical speeds of at least 45 MPH at all times, providing a higher level of reliability. FDOT predicts that average speeds in the express toll lanes in the AM and PM peak 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.
   • 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 minutes of delay per vehicle mile, Options A and B range from 0.4 to 0.6 and Options C and D are both 0.8, as compared to No Further Action, which is predicted to result in 1.5 to 1.9 minutes 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 1) I-275 between Wesley Chapel, Tampa, Gateway and St. Petersburg, and 2) CSX 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 an “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, 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 a report of the overall effect of the TB Next projects on the City’s ad valorem property tax revenue.

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 furnish cost estimates for any proposed landscaping or design features requiring local upkeep as part of the draft SEIS prior to the public hearing.

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.
   - Comment: Future CO 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.
   - 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.
   - The draft Air Quality Technical Memorandum states that MSAT 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 of USEPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050.

- MSAT emissions were also modeled for 2018, the No Further Action, and the four build options. The model predicts that the 2045 No Further Action Alternative results in lower levels compared to 2018 Existing Conditions by an average decrease in all toxins combined by approximately 60 percent.

- All four Build Options (A, B, C & D) showed an improvement over the 2045 No Further Action option by an average decrease of approximately 50 percent in MSAT emissions.

- 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 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 asks that the SEIS clearly address quality of life/health outcomes specifically including mitigation of air quality impacts. Mitigation should include in both the short-term construction-related and long-term health impacts. These may include designs such as green sound 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 exiting from these ramps. We request that the SEIS proactively address this concern with treatments such as signage, RRFBs and rumble strips to slow drivers down, particularly at the locations noted below.
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 and Howard Frankland Bridge trails, we are concerned with potential conflicts with the increased traffic volume on Reo St as a result of the new ramps and being carried through 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 SEIS 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 these facilities unsafe for non-motorists. **We request that the SEIS clarify the proposed 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 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 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 and cyclists 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 from there 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. At the same time, the East Tampa Community Revitalization Partnership has gone on record to express concern over the 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. We request that the FDOT consult the City and the Partnership and address these needs in the SEIS.

- Trail and Greenway Gaps
  - Several gaps in the existing trail system within the SEIS study area need to be closed to make a complete and coherent system. These include segments identified as the West Tampa and I-275 Greenways along the south side of I-275 between Westshore and downtown Tampa, as well as connections cross streets such as Reo, Westshore, Trask, Lois, and Cypress. It also includes extensions of the Tampa Heights Greenway. We request that the SEIS address how these gaps will be closed (e.g., off-road trail, side-path or on-road facility) and specifically commit to funding 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. Design treatments to maximize the safety of cyclists and walkers should be identified as part of the SEIS.
**MPO Request: “Report on the Human Impacts of the Project”**

**Right of Way (ROW) and Relocations**

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<th>2B</th>
<th>3A</th>
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<td>2018 Express Lane</td>
<td>No Further Action (No Build)</td>
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<td>I-275 from east of Rome Ave. to north of MLK Jr. Blvd. and I-4 from I-275 to east of 14th St.</td>
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<td>I-4 from east of 14th St. to east 34th St.</td>
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<td>I-4 from east 34th St. to east of 50th St.</td>
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| Tampa Bay (TB) Next Section | 4 | 5 | 6 |

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<th>Alternative and Design Option</th>
<th>2018 Express Lane</th>
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<th>ROW Impacts</th>
<th>Number of Parcel Impacted/Already Purchased/Remaining to Purchase</th>
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<td>Business Relocations Remaining</td>
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<td>Residential Relocations Remaining</td>
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<td>336</td>
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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.

FDOT

www.tampainterstatestudy.com
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
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
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

<table>
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<tr>
<th>FPN</th>
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<th>Description</th>
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**Total** $49,660,885 $49,582,235 $78,650

### TIP Roll Forward Amendment for FY20

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Annual Roll-Forward Amendment

COMPARATIVE REPORT

Transportation Improvement Program (TIP)
FY2019/20 through 2023/24
### Adopted FY 2019/2020 - 2023/2024 TIP

**FDOT 5 Year TIP**  
Hillsborough County, District 7

**HIGHWAYS**

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**PRELIMINARY ENGINEERING - MANAGED BY FDOT**

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

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

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Adopted FY 2019/2020 - 2023/2024 TIP

FDOT

5 Year TIP
Hillsborough County, District 7

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| DIH              | $0          | $1,000 | $0       | $0    | $0      | $0       | $0   | $0    | $1,000    |
| DS               | $48,229     | $0     | $0       | $0    | $0      | $0       | $0   | $0    | $48,229   |
| **Totals:**      | $48,229     | $707,942 | $0     | $0    | $0      | $0       | $0   | $0    | $756,171  |

| Item 437249 1 Totals: | $48,229 | $707,942 | $0 | $0 | $5,973,090 | $0 | $0 | $6,729,261 |
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**CONSTRUCTION - MANAGED BY FDOT**

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| Modified | $49,203 | $708,942 | $0 | $0 | $0 | $0 | $0 | $758,145 |
| **Item 437249 1 Totals:** | $49,203 | $708,942 | $0 | $0 | $0 | $0 | $0 | $6,731,235 |
**FDOT 5 Year TIP**  
**Hillsborough County, District 7**

**HIGHWAYS**

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**Description:** INTERSECTION LIGHTING - VARIOUS LOCATIONS IN HILLSBOROUGH COUNTY  
**Extra Description:**

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<td><strong>CONSTRUCTION - MANAGED BY FDOT</strong></td>
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<td><strong>$69,489</strong></td>
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<td><strong>$0</strong></td>
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| **PRELIMINARY ENGINEERING - MANAGED BY FDOT** |       |      |      |      |      |      |       |           |
| Added DIH                  | $9,149 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $9,149 |
| Added DS                   | $7,988 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $7,988 |
| **Totals:**                | **$17,137** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$17,137** |

| **Item 439829 2 Totals:** |       |      |      |      |      |      |       |           |
| Added                      | $2,463,674 | $69,489 | $0 | $0 | $0 | $0 | $0 | $0 | $2,533,163 |
### 5 Year TIP
**Hillsborough County, District 7**

#### HIGHWAYS

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<tr>
<th>Item Number: 440249 1</th>
<th>Description: SR674/SUN CITY CTR FR E OF COLLEGE CHASE DR TO E OF COMMERCIAL CTR DR</th>
<th>LRTP: System preservation, p. 161</th>
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<tbody>
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#### Status: Adopted  
Adopted Date: 06/11/2019

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## HIGHWAYS

**Status:** Amended  
**Amendment Date:** 09/04/2019  
**Amendment Number:** 4

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

**Type of Work:** RESURFACING

**Project Length:** 2.776

### Funding

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**PRELIMINARY ENGINEERING - MANAGED BY FDOT**

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| Modified | DIH | $0 | $1,000 | $0 | $0 | $0 | $0 | $0 | $1,000 |
| Modified | DS | $2,891 | $0 | $0 | $0 | $0 | $0 | $0 | $2,891 |
| Totals: | $2,891 | $1,142,709 | $0 | $0 | $0 | $0 | $0 | $1,145,600 |

| Item 440249 1 Totals: | $2,891 | $1,142,709 | $0 | $6,789,269 | $0 | $0 | $0 | $7,934,869 |

*NON-SIS*
### 5 Year TIP
#### Hillsborough County, District 7
#### HIGHWAYS

**Status:** Adopted  
**Adopted Date:** 06/11/2019  
**Item Number:** 440511 2  
**Description:** US 41B/N TAMPA ST & N FLORIDA AVE FROM E TYLER TO MLK  
**Extra Description:** MULTIMODAL SAFETY IMPROVEMENTS URBAN CORRIDOR IMPROVEMENTS OUTLINED IN VISION PLAN  
**Type of Work:** URBAN CORRIDOR IMPROVEMENTS  
**Related Project:** CONSTRUCTION - MANAGED BY FDOT  
**Project Length:** 6.374

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**PRELIMINARY ENGINEERING - MANAGED BY FDOT**

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

*LRTP: Reduce Crashes & Vulnerability, Pg. 164*  
*NON-SIS*
### HIGHWAYS

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

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#### PRELIMINARY ENGINEERING - MANAGED BY FDOT

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

| Item 440511 2 Totals: | $10,737 | $502,077 | $0 | $0 | $0 | $18,963,794 | $0 | $19,476,608 |

**LRTP:** Reduce Crashes & Vulnerability, Pg. 164
Board & Committee Agenda Item

**Agenda Item**
Smart Cities Initiatives: Tampa

**Presenter**
Vik Bhide, City of Tampa

**Summary**
In 2018, the City of Tampa was recognized as one of the “21 Smart Cities to Watch,” by the technology-oriented news site, statescoop. Over the past year, the City has proactively initiated a number of transportation technologies and pilot projects to solve problems ranging from flooding and parking to congestion and safety. Vik Bhide will present a high-level overview of the City of Tampa’s Smart Cities Initiatives.

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

**Prepared By**
Johnny Wong, PhD, MPO Staff

**Attachments**
None.
Board & Committee Agenda Item

Agenda Item
It's TIME Hillsborough Survey Results

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

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

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

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

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

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

Recommended Action
None

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

Attachments
None
Board & Committee Agenda Item

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

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

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

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

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

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

**Prepared By**
Johnny Wong, PhD

**Attachments**
[2018 State of the System Report]
TBARTA Regional Transit Development Plan

Bill Ball, Tindale-Oliver

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

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

More information about the program and technical documentation can be found at [www.tbarta-envision2030.com](http://www.tbarta-envision2030.com).

None; for information only.

Rich Clarendon, AICP

- Fact Sheet
- Regional Transit Services Map
- Project Schedule
What is Envision 2030?

The Tampa Bay Area Regional Transit Authority (TBARTA) is preparing Tampa Bay’s first Regional Transit Development Plan. More than just a plan, Envision 2030 will:

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

**What**

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

**Where**

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

**When**

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

TBARTA wants your input!

Public input is critical to the success of Envision 2030. For up-to-date information and opportunities for input, please visit TBARTA’s Envision 2030 webpage at: tbarta-envision2030.com or send comments by email to: Michael Case, michael.case@tbarta.com

Follow us!
¿Qué es Envision 2030?

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

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

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

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

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

¿Qué?

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

¿Dónde?

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

¿Cuándo?

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

TBARTA necesita tu ayuda!

Los comentarios del público son fundamentales para el éxito de Envision 2030. Para obtener información actualizada y oportunidades para proporcionar comentarios, visite la página web **Envision 2030 de TBARTA**: tbarta-envision2030.com

o enviar comentarios por correo electrónico a: Michael Case michael.case@tbarta.com
Agenda Item
Round Robin Discussion of Health Related Metrics

Presenter
Michele Ogilvie, MPO Staff

Summary
Health in All Policies (HiAP) Resolution has been adopted by the MPO Board. HiAP is an approach to planning whereby decision-makers consider how plans and policies will impact human health. Health in All Policies is a collaborative way to connect and integrate health considerations in policies or system practice. Our understanding of how planning can affect health outcomes has grown to include health impacts such as obesity, asthma, cardiovascular disease and cancer.

Good health begins in the places where we live, learn, work and play. Although medical care is critically important, things like the quality of our schools, affordability and stability of our housing, access to good jobs with fair pay, and the safety of our neighborhoods can keep us healthy in the first place. (Robert Woods Johnson Foundation, 2015).

Transportation does more than just move us around. Transportation is a critical factor that influences people’s health and the health of a community. Investment in sidewalks, bike lanes, trails, public transit, and other infrastructure that supports physical activity can result in improvements to individuals’ health and decreased health care costs.

The purpose of this agenda item is to continue dialogue progress on how to connect and integrate health considerations in policies or system practice.

Recommended Action
Discussion and action as needed

Prepared By
Michele Ogilvie, MPO Staff

Attachment
Health in All Policies Transportation and Health Matrix
## Transportation and Health Indicators Matrix

<table>
<thead>
<tr>
<th>MPO PRIORITY AREA</th>
<th>INDICATORS</th>
<th>HEALTH PRIORITY AREA*</th>
<th>MPO PROGRAM APPLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Crash &amp; Vulnerability Reduction/Investment for Economic Growth</td>
<td>Recovery time for critical transportation links after a Category 3 storm</td>
<td>All</td>
<td>Regional Scenario</td>
</tr>
<tr>
<td>2. Crash &amp; Vulnerability Reduction</td>
<td>Total crashes reduced, fatal crashes reduced, bicycle/pedestrian crashes reduced</td>
<td>HE, LHL, AC, CD</td>
<td>TIP, LRTP</td>
</tr>
<tr>
<td>3. Crash &amp; Vulnerability Reduction</td>
<td>Number street lights installed in high crash corridors</td>
<td>All</td>
<td>TIP</td>
</tr>
<tr>
<td>4. Crash &amp; Vulnerability Reduction</td>
<td>Number of miles of sidewalk present in high pedestrian crash areas/ complete network</td>
<td>All</td>
<td>LRTP</td>
</tr>
<tr>
<td>5. Crash &amp; Vulnerability Reduction</td>
<td>Pedestrian intersection improvements (example-high visibility crosswalks, ADA compliant sidewalks, median pedestrian refuge and bulb-outs) 1/4 mile from transit stops</td>
<td>HE, LHL, AC, CD</td>
<td>TIP</td>
</tr>
<tr>
<td>6. Minimize Congestion</td>
<td>Pedestrian friendly intersections for Communities of Concern</td>
<td>HE, LHL, AC, CD</td>
<td>TIP</td>
</tr>
<tr>
<td>7. Minimize Congestion</td>
<td>Air Quality: Population or households adjacent (500 feet) to congested or high-volume roads (30,000 ADT or a volume to capacity ratio of 1.0 or greater)</td>
<td>CD, HE, LHL</td>
<td>Regional Scenario</td>
</tr>
<tr>
<td>8. System Preservation/Investment for Economic Growth</td>
<td>Span and frequency of transit service</td>
<td>HE, LHL, AC, CD</td>
<td>TIP; LRTP</td>
</tr>
<tr>
<td>9. System Preservation/Investment for Economic Growth</td>
<td>Highway centerline miles within 1/2 miles of major healthcare (hospitals), recreation (regional parks, entertainment venues), education (universities and colleges)</td>
<td>BH, CD, HE</td>
<td>Regional Scenario; LRTP</td>
</tr>
<tr>
<td>10. Investment for Economic Growth/Real Choices</td>
<td>Transit and sidewalk coverage to areas of Essential Destinations (map attached)</td>
<td>All</td>
<td>TIP; LRTP</td>
</tr>
<tr>
<td>11. Investment for Economic Growth/Real Choices</td>
<td>Ratio of sidewalk and/or bicycle lanes to roadway miles in the Urban Service Area</td>
<td>HE, LHL, AC, CD</td>
<td>LRTP</td>
</tr>
<tr>
<td>12. Investment for Economic Growth/Real Choices</td>
<td>Transit and sidewalk coverage to behavioral health and chronic disease services</td>
<td>All</td>
<td>LRTP</td>
</tr>
<tr>
<td>13. Real Choices when Not Driving</td>
<td>Miles of sidewalk and trails present within 1/4 mile of populations identified with high rates of behavioral health and chronic disease conditions</td>
<td>AC, IM, BH, CD</td>
<td>TIP</td>
</tr>
<tr>
<td>14. Real Choices when Not Driving</td>
<td>Sidewalk coverage (both side of street) within 1/4 mile of transit stops</td>
<td>LHL, HE</td>
<td>LRTP; TIP</td>
</tr>
<tr>
<td>15. Real Choices when Not Driving</td>
<td>Sidewalk coverage (both side of street) for block groups within 1/4 mile of restorative and social activities, e.g. parks, recreation, and community centers</td>
<td>LHL, CD, BH, HE</td>
<td>Regional Scenario; TIP; LRTP</td>
</tr>
<tr>
<td>16. Real Choices when Not Driving</td>
<td>Transit service route miles within 1/4 miles of high proportion of elderly population (over 500 per square mile)</td>
<td>HE, LHL, AC, CD</td>
<td>LRTP; LRTP</td>
</tr>
<tr>
<td>17. Real Choices when Not Driving</td>
<td>Percent of Environmental Justice population living within 1/4 mile of a trail/side path</td>
<td>All</td>
<td>Regional Scenario</td>
</tr>
<tr>
<td>18. Real Choices when Not Driving</td>
<td>Transit and sidewalk coverage within designated USDA Food Deserts</td>
<td>All</td>
<td>TIP</td>
</tr>
<tr>
<td>19. Real Choices when Not Driving</td>
<td>Percent of Community of Concern population living within 1/4 mile of transit service (map attached)</td>
<td>HE, LHL, AC, CD</td>
<td>TIP; LRTP</td>
</tr>
</tbody>
</table>

*AC- Access to Care; BH- Behavioral Health; CD- Chronic Disease; HE- Health Equity; LHL- Long Healthy Life; IM- Infant Death
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 is on traffic/safety issues to help FDOT in the selection of a preferred alternative and identify key issues to be addressed in the conceptual design plan.

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

Monday | 08.19.19
5 p.m. - 7 p.m. at Robert B. Saunders, Sr. Public Library
1505 N Nebraska Avenue, Tampa

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

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

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

More about our commitment to nondiscrimination: planhillsborough.org/non-discrimination-commitment/

Learn more at: tampabaynext.com
The Gulf Coast MPOs invite you to join us for our annual safety summit!

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

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

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

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

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

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

2:00p - 2:30p | Welcome & Introductions

2:30p - 3:45p | Session 1
Human-centered Mobility Bill of Rights

3:45p - 5:00p | Session 2
Outside the Box Funding

5:00p - 5:30p | Session Wrap Up

5:30p - 8:00p | Reception & Awards Program

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