Meeting of the MPO Board
Tuesday, October 1, 2019, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

Watch the HTV live-stream. Send comments in advance on Facebook.*

I. Call to Order, Pledge of Allegiance & Invocation

II. Approval of Minutes – August 6, 2019

III. Public Comment - 3 minutes per speaker, 30 minutes total; as needed, additional time may be provided later in the agenda.

IV. Committee Reports & Online Comments (Bill Roberts, CAC Chair and Gena Torres, MPO Staff)

V. Consent Agenda
   A. Committee Appointments
   B. Bylaws Amendment for ITS Committee

VI. Roll-Call Vote for TIP Amendments Approved by Committees
   A. Transportation Improvement Program (TIP) Amendments

VII. Action Items
   A. Letter of Comment on Tampa Bay Next Sections 4-6 SEIS
      - Presentation of Draft Preferred Alternative (David Gwynn, FDOT)
      - MPO Comments: Draft Letter (Rich Clarendon, MPO Staff)
   B. Draft 2045 Cost Feasible Plan: Open Public Comment Period
      - “It’s TIME Hillsborough” Survey Results (Lisa Silva, MPO Staff)
      - 2045 Plan Major Investments (Todd Brauer, MPO Consultant and Sarah McKinley, MPO Staff)

VIII. Executive Director’s Report
   - Legislative delegation resolution supporting I-275/ SR60 interchange
   - FDOT Tentative Work Program to be discussed at MPO Policy Committee: Tuesday, October 22, 9:00am, 18th Fl
   - Joint board workshop with HART: Wednesday, October 9, 9:30am, 18th Fl
   - Next Board Meeting and Public Hearing on 2045 Plan: Tuesday, November 5, 2019, 6:00pm, 2nd Floor

IX. Old & New Business
X. Adjournment

*Public comments are welcome, and may be given in person at this meeting; or, until 3pm the day before the meeting, via e-mail to mpo@plancom.org or by visiting the event posted on the MPO Facebook page. Written comments will be provided in full to the board members.*

XI. Addendum

A. Upcoming Events
- Planning Commission Design Awards, October 29
- Gulf Coast Safe Streets Summit, November 14
- Gulf Coast Safe Streets Summit Award Nomination Form

B. Project Fact Sheets & Updates
- Hillsborough MPO Project Highlights, FDOT Draft Tentative Work Program for FY 21-25
- City of Tampa East-West Green Spine Cycle Track
- I-275 PD&E Study, Pinellas County
- FL MPO Advisory Council (MPOAC) Legislative News 9-20-19

C. Correspondence
- From Senator Darryl Rouson Hillsborough Delegation re: I275_SR60 Resolution 2019-1
- To USDOT Secretary Chao supporting Port Infrastructure Development Grant for Port Tampa Bay Project 214
- To FTA Administrator Williams supporting Integrated Mobility Innovation Grant for Nashville MTA and Partners
- From FDOT Secretary Gwynn on Traffic Fatalities July 15-28
- From FDOT Secretary Gwynn on Traffic Fatalities July 29 to Aug 11
- From FDOT Secretary Gwynn on Traffic Fatalities August 12 to August 25
- To Jean Duncan, Boy Frey, John Lyons, Michael Schenk, Troy Tinch re: Locally-Funded Road Capacity Projects in 2045 Plan
- From John Lyons re: Locally-Funded Road Capacity Projects in 2045 Plan

D. Articles Relating to MPO Work
- The future of mass transit in Tampa Bay area is running into road blocks and we are paying for it | WFTS ABC Action News | 09.17.19
- Hillsborough Commissioner: Traffic to get worse after housing development is approved | WFTS ABC Action News | 09.16.19
- Florida Supreme Court to settle Tampa-area transportation tax challenge | Land Line Media | 09.16.19
• New, high-intensity crosswalks slated for Busch Boulevard and Hillsborough Avenue | WFTS ABC Action News | 09.16.19
• Florida Senate joins opposition to Hillsborough’s All For Transportation sales tax | Tampa Bay Business Journal | 09.10.19
• Beth Alden - Future Of Hillsborough’s transportation tax | News Radio WFLA AM Tampa Bay | 09.09.19 | (scroll down for recorded interview)
• Hillsborough local governments are working together to manage growth. That’s good. | Editorial | Tampa Bay Times | 09.08.19
• Hillsborough County pushes transportation surtax percentages, allocations forward | Tampa Bay Business Journal | 09.05.09
• Hillsborough’s transportation tax has a new opponent: the Florida House | Tampa Bay Times | 09.04.19
• Best & Worst Cities to Drive In | wallerthub.com | 09.04.19
• Hillsborough, Tampa officials to make major decisions on transportation sales surtax allocations | Tampa Bay Business Journal | 09.03.19
• Atty. Sen Shaw elected to Chair Independent Oversight Transportation Committee | Sun Sentinel Bulletin | 08.30.19
• Hillsborough County officials pledge to tackle school safety, infrastructure needs together | Tampa Bay Times | 08.28.19
• The Committee overseeing Hillsborough’s transportation tax gets to work | WUSF Public Media | 08.27.19
• Hillsborough commissioners discuss 5-cent transportation gas tax | FOX 13 News | 08.21.19
• HART sends $253M spending plan to All For Transportation oversight committee | Florida Politics | 08.19.19
• New safety signage, beacons requested if Tampa Bay Next moves forward, report states | WFTS ABC Action News | 08.19.19
• GETTING THERE: Vision Zero works to stop deadly traffic crashes (video) | Bay News 9 | 08.14.19
• GETTING THERE: Temple Terrace golf carts study (video) | Bay News 9 | 08.07.19
• Hillsborough commissioner continues legal fight against transportation surtax | Tampa Bay Business Journal | 07.24.19

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

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MPO Board Meeting of Tuesday, August 6, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:02 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held at the County Center Building in the 26th Floor, rooms A & B.

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Paul Anderson, Councilman Guido Maniscalco, Councilman Joseph Citro, Trent Green, Commissioner Kimberly Overman, Joe Lopano, Commissioner Mariella Smith, and Joe Waggoner.

The following members were absent:

Commissioner Ken Hagan, Mayor Rick Lott, Mayor Mel Jurado, David Mechanik, Councilman Luis Viera and Cindy Stuart.

APPROVAL OF MINUTES – June 11, 2019

A motion was made by Councilman Maniscalco to approve the minutes of June 11, 2019. The motion was seconded by Commissioner Overman and carried unanimously.

RECOGNITION OF VISION ZERO HEROES

Ms. Torres spoke about teaching at summer camps at Tampa Heights Junior Civic Association and Dowdell Middle School in Palm River. Between the Planning Commission Staff and Teaching Urban Planning, Ms. Torres held classes on Vision Zero and bike safety and spent 24 days in June and July speaking to about 50 middle school aged children. She showed a video of the summer camp which highlighted what was learned. The Tampa police department bicycle and operation response unit generously accepted and hosted a bicycle rodeo. They fitted bicycle helmets and gave away over 25 bicycles. They also painted an intersection based on the designs created by the children at the summer camp. They hired an artist who interpreted the design and her fees were funded by two Tampa Bay Chapters which were the Women in Transportation and The Institute of Transportation Engineers. The Planning Commission paid for the paint and supplies. The following accepted the Vision Zero Hero Awards from the Tampa Police Department, Bicycle Operations & Response Unit was Officer Kevin Miller, from On Bikes, Julius Tobin, Co-Founder, Homa Fartash and Jennifer Musselman from Women from the Tampa Bay Chapter and Alex Bourne, RS&H and Craig Polifron, George F. Young, Inc. from Tampa Bay ITE and Kierra Zuwokema from the Planning Commission.

PUBLIC COMMENT

Josephine Amato founder and director for Safe Bus for Us who advocates for Safe Bus Routes for kids to school. She was there to speak about student transportation to school and congestion. She stated if you place a child in a car-seat they are 70 percent likely to survive the crash but when you place a child on a
school bus their chance of survival is 7000 percent more. The American school bus is a life saving intervention. We lose 4000 children during school travel hours every year. The number one of cause of children’s death in America is crashes. We lose 9 passengers on the American school bus annually and nationally. She is fully supportive of HART and public transportation. However, children should not be on public transportation. Our school bus drivers are highly-trained and it is a controlled environment. There is room in the budget to fund safe paths in the two-mile radius to school.

Chris Vela from Ybor City commented on the same topic of safety for our children. He stated that CDC statistic states that the number one killer of children is car crashes. His purpose of speaking today was on the State of the System Report that is noted on the agenda. He commented that Ybor is the lowest ranked on the report. He quoted a statement in the State of the System Report that says “while reliability on the majority of the interstate is meeting the statewide standard, the portions running through the urban core are moderately – to -severely unreliable, meaning that at certain times of day, travel time increase by 50 -100 percent through these segments. A 20 – minute travel time could turn into 30 minutes or more.” A solution to this is to expand lanes.

Thomas Mixson commented reducing traffic using cable cars, sky buckets and gondolas. Cable cars are very economical to run, reasonable to build and maintain and will reduce traffic on major roads and corridors. He believes cable cars is a great idea because it moves more people and is cost effective.

COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chairman, gave a brief report on the activity of the Citizens Advisory Committee. Under the public comment of the most recent meeting Mr. Camilo Soto introduced himself and expressed a strong interest in filling for the Hispanic member at large position of the CAC. He is a local professional engineer. Under action items the committee moved to recommend the appointment of Mr. Soto and unanimously approved the Temple Terrace Low Speed Electric Vehicle Study. Under new business the CAC voted to endorse the idea of the joint board meeting to MPO, HART and TBARTA to look at advancing utilization of the CSX. Upcoming items include having their November meeting at the THEA office and tour the Traffic Management System and CAC workshop on September 24 to discuss items coming up in the next couple months.

Gena Torres, MPO Staff, gave a brief report on the consent items from other committees. The Policy committee approved the USF Fellowship Contract Renewal. All committees approved and forwarded their updates. The Temple Terrace Low Speed Electric Vehicle Study was approved by all committees. In addition to participating in the It’s Time Hillsborough Survey, the BPAC held its annual retreat in July and identified future topics of discussion. The TAC held a workshop on the Technical analysis on the 2045 needs assessment and were briefed on congestion forecast for major roads and offered comments that you will hear at your next meeting. The ITS brainstormed ideas for updates of the ITS Master Plan. The Policy committee received an overview of how managed lanes in other cities are performing and clarifying the process of the updating TIP priority list with consideration of a nighttime workshop in advance of the TIP hearing. The Transportation Disadvantage Coordinating Board approved the Transportation Disadvantage service plan. A meeting was announced for August 28 hosted by DOT with TBARTA, Hillsborough, Pinellas and Pasco County transit agencies to discuss further partnership opportunities. The MPO chair’s coordinating committee held a public hearing and approved the annual update of priorities for the regionally significant multi use trails and the transportation regional center program projects. CCC also heard status reports on the DOT multi use corridors and regional economic significant initiative, Pasco county connective city project, and TBARTA regional development plan. They reviewed changes to the inter local agreement to distinguish their area at scope from TBARTA and reestablishing a separate entity and establish several sub committees. The changes were well received and will be referred to individual MPO’s before the next CCC meeting in December.
There were no Facebook posts. There were a few emails received one being from Ramond Chiaramonte to the BOCC encouraging support on the referendum approved by the voters. Mr. Mixson emailed us about his research and support on cable cars. Mike Lamarca was sharing his concerns that more bike, walk and vision zero attention were given to unincorporated Hillsborough county and he was encouraged to get more involved with various groups and presentations. There was an email correspondence regarding HTV and broadcasting meetings live on You Tube. We have actually been doing this since 2018.

There were no questions following the committee reports and online comments.

**CONSENT AGENDA**

A. Committee Appointments

B. USF Fellowship Contract Renewal

Commissioner Miller requested a motion to approve the consent agenda. At that time, Mr. Waggoner asked to pull the committee appointments out of the consent agenda because he has a late committee appointment suggestion. There were no objections. Mr. Miller pulled the Committee Appointments out of the consent agenda.

**Commissioner Miller requested a motion to approve the USF Fellowship Contract Renewal on the Consent Agenda. A motion was made by Commissioner Overman and was seconded by Councilman Citro and the motion was carried unanimously.**

Mr. Waggoner stated THEA’s appointee resigned from the CAC back in February. Lindsey Eggware is very interested in filling this vacant position. He nominates Ms. Eggware to serve on the CAC as THEA’s representative. Commissioner Miller asked if there were any objections and stated they would accept Mr. Waggoner’s recommendation. There were no objections.

**Commissioner Kemp made a motion to approve the Committee Appointments. The motion was seconded by Councilman Citro and carried unanimously.**

Commissioner Kemp brought up an issue about the You Tube broadcast at the last MPO evening meeting on June 11 and stated the first hour of the broadcast was missed. Her office received several complaints. Beth Alden stated they sat down with HTV and there was a glitch with You Tube’s streaming.

Commissioner Overman wanted to confirm it was filmed by HTV and it can be uploaded. Beth Alden stated it is in our video archive and will be posted on our website if it has not already.

**ACTION ITEMS**

A. General Planning Consultant Contract Amendment

Jeff Trim, Sam Schwartz Engineering, informed they have a General Planning Consultant Contract under the Renaissance Planning Group. Sam Schwartz Engineering is a sub consultant to the Renaissance Planning Group which has a contract with the MPO. This request is to add two job classifications to their contract rate sheet. The first one is a Chief Engineer II classification and that rate is meant to be added to the contract so they can have Sam Schwartz, President and founder of the company, be able to work on future MPO projects as needed. The second rate is an Engineering Internship and this is a new position. He asked for approval of the new contract rates.
Commissioner Smith requested Jeff Trim to describe his relationship with Renaissance Planning Group. Jeff Trim confirmed they have worked with them before on several projects including Vision Zero Action Plan. Paul Anderson inquired if the rates are raw rates. Jeff Trim replied they are the raw rates with a 2.66 multiplier.

A motion was made by Commissioner Kemp to approve the new contract rate. The motion was seconded by Commissioner Smith. The motion was carried unanimously.

B. Temple Terrace Low Speed Electric Vehicle Study

Mr. Wade Reynolds, MPO Staff, presented the Temple Terrace Low Speed Electric Vehicle study, a golf cart crossing study. The purpose of the study was to look at seven potential intersections for golf cart crossings on East Fowler Avenue and 56th Street. There are a total of almost 600 registered golf carts during the years 2013-2019. The City is following up with a survey asking where the golf cart users travel and where they would like to go.

Temple Terrace is bisected by two main roadways, East Fowler Avenue and 56th Street. The study reviewed 7 major intersections for crossing locations. There are four on 56th street and three on Fowler Avenue.

Below is list of the various intersections for crossings:

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

A recap of additional items that were looked at with FDOT is that they will be following with any application for all signage and marking requirements. FDOT is reviewing the signal timing plans and review and approve any crossing at those intersections. The next step is the origin of destination survey. They will preparing a proposal and concept for one crossing on 56th Street and followed by a one year safety study on that crossing. Depending on which crossing is chosen there could be a need if it uses Hillsborough County roads to amend Hillsborough County golf cart ordinance in those locations. They will coordinate with FDOT on any additional requirements. Mr. Reynolds asked if there were any questions and asked for acceptance of this study.

Commissioner Overman stated after looking at this preliminary data it appears those roads are FDOT roads and the safety design on those roads would change those numbers. Also, a comparison of these roads seems like speed would be a bigger factor. Mr. Reynolds stated the speed on Fowler in particular would be a big factor on speed. FDOT has a controlling factor on these speeds. Commissioner Overman stated we would need to negotiate with FDOT on these speeds.

Commissioner Kemp stated this a great project and people having other ways to get around. In Gainesville there were scooters everywhere and now everywhere in New York. She echoes
Commissioner Overman in terms of looking at this study. She asked the Secretary of FDOT to comment on this study.

Secretary David Gwynn commented that they two studies going on right now and one is on Fowler and the other is part of BRT study from USF to downtown. They are actively looking at treatments on Fowler for speed reductions. The challenge of the speed limits is a state statue. If they change the speed limit it doesn’t automatically slow people down so they are working on changing the behavior of the people to get them slowed down. Commissioner Kemp commented that a robust transit system on Fowler will be part of this study. Trent Green questioned if the crosswalks will be used by other means of mobility other than golf carts and will this lead to a safer crossing. Mr. Reynolds replied if we are making improvements to an intersection that we should be able to have the opportunity for improvements for all users. He does not know the cost of these improvements.

Beth Alden shared a comment from Mayor Jurado. Mayor Jurado apologized for missing the MPO meeting. She wanted to thank the chair and the director for this work undertaken to support the first golf cart community in the country. She supports this project and looks forward to keeping Temple Terrace connected.

A Motion was made by Trent Green to approve the Temple Terrace Low Speed Electric Vehicle Study. It was seconded by Commissioner Overman. The motion carried unanimously.

Commissioner Miller stated Mayor Jurado was not able to be with them at the meeting but wanted to keep her in prayer for the loss of her husband on June 28. Mr. Rod Jurado was very active in Hillsborough County so please keep him in prayer.

Commissioner Miller asked for a motion to move item X.-A. Potential Cross Appeal of Transportation Surtax Litigation from New Business to Action Items. A motion was made by Commissioner Kemp and seconded by Councilman Citro. The motion was carried unanimously.

Attorney Cameron Clark stated this is in regards to the Surtax Litigation. The item arose late last week and it was too late to present to the Policy Committee. It is time sensitive. The Transportation Sales Surtax approved by the voters in November 2018 as an amendment to the county charter, is being appealed by the plaintiff in the case. Other defendants in the case, including Hillsborough County, HART, Cities of Tampa and Plant City have already filed cross appeals to preserve their right in this appellate action, or have indicated their intent to do so. This item is to request the board to direct their legal counsel to file such a Cross Appeal for the MPO. This item is being added to today’s agenda because the filing deadline for the cross appeal is August 8. This cross appeal will preserve the MPO’s rights in the appeal regarding the Transportation Surtax.

Trent Green requested further information on what a cross appeal is. Rob Brazel, Chief Assistant County Attorney, stated that a cross appeal is filed after someone has already filed an appeal. The defendants in this case are preserving their rights to argue any item we want to argue in the appeal. The defendants may want to argue the judge struck through certain items and wish he had not.

Commissioner Miller requested a motion to approve the Cross Appeal for Validation of Transportation Sales Surtax Revenue Bonds. A motion was made by Commissioner Kemp and seconded by Trent Green. The motion was carried unanimously.
STATUS REPORTS

A. THEA Connected Vehicle Pilot Project Phase III

Bob Frey, THEA Planning Director, gave an update on the Connected Vehicle Pilot program. The reason THEA is involved in the Connected Vehicle program is that they are looking for safest most efficient way to provide transportation for the residents of Tampa Bay so they decided to start the pilot for the Connected Vehicle program. THEA was selected as one of the 3 pilot sites on the United States. They are using the Selmon Expressway to test data due mainly to the frequency and consistency of the data. THEA overview on what they are looking at on how connected vehicles can work with mobility, safety and also the environment. They have up to 1200 privately owned vehicles on the Selmon Expressway that are real commuters, 9 streetcars, 10 HART and 44 roadside units. The drivers use a mirror in their car for the pilot. The benefits for connectivity is the entry level for technology for smart cities and provide benefits to a full transportation system. They are looking to make a safer more efficient system. All the data is going to the US DOT. The program ends May 2020.

Commissioner Smith asked if these are only opted-in participants. Bob Frey confirmed they are only voluntary participants. Joe Wagggoner reiterated that the onboard unit is the mirror. Commissioner Kemp wanted to know how the road-side unit works. She also questioned if it picks up pedestrians. Bob Frey stated the pedestrians have to be in a crosswalk in order to be detected and the data is transmitted to the mirror.

Commissioner Overman stated that there is a challenge in funding for ITS and is there a competition for the funding. Bob Frey said there are complementary projects. This program is just beginning and if there is value they will pursue this project further. She wants to know where they are installing these units that are providing the measurements. Bob Frey said they are on lights, lanes, poles that exist in the locations needed. They are using fiber wherever possible. Joe Wagggoner stated you want to use an open architecture and maintain flexibility. The total project funding is 2.2 million.

B. 2045 Plan Needs Assessment for Investment Programs

Johnny Wong, MPO Staff, presented the 5 program areas for performance measurement. They allow MPO to prioritize each project based on how each is expected to improve performance in these categories. State of Good Repair & Resiliency maintains pavement, bridge, transit assets and resiliency to major storms. Vision Zero program focuses on roadway safety. Smart Cities focuses on reducing congestion using operational treatments. The Real Choices when not driving category focuses on enhancing multimodal transportation options. There is a fifth program called Major Projects which focuses on adding capacity to facilitate economic growth. This presentation only covers the first 4 programs because the 5th category is using a separate process and it will be brought forward to you at a later time. To assess how we are doing we considered a variety of metrics and they allow us to figure out how these projects will perform in the future. We begin by taking this information and assess our performance today and compare our performance could be in 2045 given the current level of funding. We take that number and compare to what the performance could be by 2045 with current funding levels plus a portion of the sales tax revenue. For the State of Good Repair & Resiliency we measure repair and replacement schedules for pavement, bridges, transit assets as well as the recovery time from a category 3 storm and the economic losses. For Vision Zero we measured total crashes, fatal crashes, injury crashes and bike crashes. Smart Cities, we measured reliability of travel time and hours of delay. For Real Choices when not driving we measured people and jobs served by the bus system and the walk bike facilities, as well as frequency of bus service. Beginning with the State of Good Repair & Resiliency program we are looking at what we could get with current funding trend holds through 2045 comparing that to what would happen if we had a current funding trend plus the sales tax. For pavement, the trend investment scenario falls short of meeting our standards of resurfacing our roads once every 17 years. With the amount of funding only 60 percent of our roads would be resurfaced on schedule which equates to resurfacing every 28 years. Alternatively, through the
"trend plus" scenario, all roads in the county would be resurfaced every 17 years on average thus meeting the guideline standards. Another element in this program is maintaining bridges and under the trend plus scenario we would get 3 major and 11 minor replacement projects completed. The third element is transit asset maintenance; these scenarios were based on HART’s current passenger fleet and utilized their ten year transit development program. Trend scenario results in a funding short fall that would prevent HART from replacing their buses every 12 years The trend plus scenario would allow HART to expand its fleet and the average bus age would be 7 years. The last element is resiliency to major storms and assessment was done for a tricounty area. Our current funding is 46 million dollars per year; plus an additional 22 million we could improve resilience on highly vulnerable and critical roads. With an additional 44 million we could invest in highly vulnerable, moderately vulnerable and critical roads. The treatments include: raise road profile, enhance sub-base, retention/detention ponds, depress medians and planting vegetation. Our next program is Vision Zero which focuses on safety. Under the trend scenario we could reduce all crashes by 15% on major roads, and under the trend plus scenario we could reduce crashes by 35%. Under the Trend plus scenario we could fund 500 miles of streetlights, 1400 miles of missing sidewalks and complete streets treatments on 350 miles of high crash roads. The next program is Smart Cities and this investment program is to reduce congestion. If no improvement by 2045 the hours of delay would increase more than 2.8x. The trend scenario, $48 million, funds more than 130 miles of major road improved and 40% reduction in total delay. The trend plus scenario improves 220 miles of major roads and 80% reduction in total delay. This scenario with the sales tax would enhance incident management, speed harmonization, ramp metering, smart messaging and advanced traffic management. The Real Choices when not driving trend scenario funding is $2 million a year, serving more than 600,000 people, with 50 new miles of trails and side paths, and 22 transit routes with increased service. The trend plus scenario, with sales tax, serves more than 1,000,000 people and includes 150 new miles of trails/sidepaths and 38 transit routes with increased service: 7 new BRT routes, 5 new local routes, 3 new express routes, new service in South County and Plant City, 3 new transit centers and new rail service. This is a status update so no action required.

Commissioner Overman inquired about the trails and sidepaths alternatives and how that relates to the improvements to help the children that need to walk 2 miles to school. Sarah McKinley noted that program did not look at specifically areas around schools. They utilized the Trail Prioritization Map for future trails and sidepaths. Commissioner Overman pointed out that safety and alternative mobility is part of what we are looking at for additional funding but there is a mandate for making sure children are actually walking to school. Sarah McKinley stated the Vision Zero program covers sidewalk improvement funds and the school improvements can be covered under that also.

Joe Lopano inquired about the new bus service and the pricing for the new routes. Johnny Wong stated they did not do the pricing for the buses. They relied on HART’s Transit Development Plan.

Commissioner Kemp raised a few points on induced demand and wanted to know if it was included in any calculations. Sarah McKinley stated that relates to the Major Projects category which we’ll be discussing further along. Commissioner Kemp inquired about ferry service and CSX in terms of emergencies and resiliency. Sarah McKinley responded we are looking at that through the transit analysis.

C. Bylaws Amendment for ITS Committee

Johnny Wong, MPO Staff, brought a status update requesting a change to the MPO Bylaws. At the July meeting of the Intelligent Transportation Systems Committee, the committee voted unanimously to add a seat for USF Center for Urban Transportation Research. The committee believes this seat adds valuable and academic perspectives to the committee’s work. Adding a seat to any committee requires an amendment to the bylaws and in the agenda packet we attached a strike-through version of the bylaws. There is no action required today. A change in the bylaws requires 2 readings with this being the first. We will bring this to you next month for action.
Commissioner Overman stated that we do a lot of work with CUTR, and wants to know if there is a conflict of interest. Cameron Clark responded they are just an advisory committee and do not take any final action. He does not believe there is an issue.

EXECUTIVE DIRECTOR'S REPORT

Ms. Alden followed up on the June 11 public hearing motions. The 6-hour video of the last meeting is on YouTube. There were a couple of motions at the end of meeting that we can provide status. First, there was a request for a Joint Board Workshop with HART and TBARTA. TBARTA is working through their regional transit development plan and their PD&E so they need more time. There is a tentative date for a Joint Board Workshop with HART on October 9 at 9:30AM. The topic is How to Advance Transit Jointly as discussed in our June meeting. Another action was a request to look at noise walls and how they can have the most positive impact on public health. We have asked consultants to do research and come back with ideas to consider. There were a number of board motions over the past years about the downtown interchange. District 7 has been working through these motions and analysis. We are getting to the end and next month you will see a draft letter of comment regarding these findings. There will be a public workshop on August 19 at the Saunders Library. Also, the first meeting for the oversight committee was postponed due to the delayed ruling of Judge Barbas. Despite the appeal the county attorney has stated, until there is another decision from the supreme court, Judge Barbas' ruling is the law of the land. The implementing agencies for the sales tax will develop project plans for use of the sales tax dollars in the coming calendar year and will provide those to the oversight committee by the end of September. We are planning a meeting of the oversight committee to review those project plans after October 1. Before that meeting, we are planning to hold an organizational meeting for the oversight committee so they can approve bylaws, elect officers and review their charge. Commissioner Smith inquired as to when they plan to meet. Beth Alden responded we are polling the members now for the best possible date. Commissioner Smith believes there should be more than one meeting possibly in August.

Commissioner Smith made a motion to have the board direct MPO staff to set an initial meeting in August for the IOC. Commissioner Kemp seconded the motion.

Cameron Clark responded the MPO staff is only the administrative support and transition development and assistance to the IOC. The MPO will not be submitting project plans to the IOC. He feels the board does not need to vote to have the IOC meet. IOC is required to meet according to the charter amendment. The deadline for this is September 30th. There is not a restriction to how or when they should meet. The postponement was due to the 30 day window for an appeal on Judge Barbas' ruling, so the first meeting should be after this 30-day window to make sure all rulings are set. Commissioner Smith said our charter is the law of the land and the MPO will assist the IOC. Commissioner Overman believes there is a big learning curve on any of these committees and since these members are not transportation professionals more meetings will help them serve more effectively. Commissioner Kemp is very supportive.

Commissioner Miller stated a motion was made by Commissioner Smith and seconded by Commissioner Kemp. The motion was carried unanimously.

Beth Alden wanted to update on the Civil Service Board dissolution. Plan Hillsborough has hired a Civil Service employee to help with the transition, and new SOPs will be discussed at the next Planning Commission meeting.

The next MPO meeting is September 4th on the 26th Floor and the next TMA Leadership meeting is on September the 6th on the 18th Floor in the Planning Commission Board Room.

Commissioner Overman requested to call in for the next meeting. Cameron Clark advised this is possible as long as there is a quorum physically present in the room.
OLD & NEW BUSINESS

There was no old or new business.

ADJOURNMENT

The meeting adjourned at 10:55 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on August 14

Under public comment, Mr. Lou Prida and Mr. Joe Monaco introduced themselves, as both had applied to fill the seat representing the business community on the CAC. Members of the CAC followed up by asking questions of each applicant about their background and perspectives.

Under Action items, the CAC approved and forwarded to the MPO Board:

✓ Appointing Luciano L. Prida, Jr. to fill the At-Large Business Representative seat on the CAC.
✓ Transportation Improvement Program Roll-Forward Amendments.
✓ The letter of comment on the Tampa Bay Next Supplemental Environmental Impact Statement, but noting additional concerns about:
  o The relocation of displaced residents and availability of affordable housing
  o Global warming and air quality
  o FDOT still not fully being compliant with the original MPO motions passed in 2016 and 2017
  o The validity of information on how tax impact will be made up by new investment
  o Right-of-way acquisition costs
  o Assumptions behind the air quality model; what is assumed about cleaner running vehicles, alternative fuels, electric and autonomous vehicles
  o Induced demand
✓ The roll-forward amendment to the FY 2020 Transportation Improvement Program

The CAC also received reports from
  • TBARTA on the Regional Transit Development Plan;
  • MPO staff on the 2045 Needs Assessment for Investment Programs.

Meeting of the Technical Advisory Committee (TAC) on August 19

The TAC approved and forwarded to the MPO Board:

✓ The letter of comment on Tampa Bay Next Section 4-6 Supplemental Environmental Impact Statement (SEIS)
  o There was committee support for early consideration of air quality impacts, noise mitigation, landscaping, and mitigating local impacts.
✓ The Transportation Improvement Program Roll-Forward Amendments.

The TAC heard status reports on It’s TIME Hillsborough Survey Results, 2045 Plan Needs Assessment for Programs, and TBARTA’s Transit Development Plan. It had a Round Robin Discussion on health-related metrics, reviewed the MPO’s Health in All Policies Resolution, and discussed the impacts of a transportation systems on the health of the community. The EPC noted that Hillsborough has the highest levels of ozone in the state, and the airport shared about its wellness focus. The City of Tampa representative commented on the importance of shade and trees to add comfort to walking and biking. The committee also commented that more specific goals and outcomes would be helpful.

Meeting of the Policy Committee on August 27

The committee approved and forwarded to the MPO Board:

✓ Transportation Improvement Program Roll-Forward Amendments.

✓ The letter of comment on the Tampa Bay Next Supplemental Environmental Impact Statement, but noting additional concerns about:
  o The need for a stronger response to the East Tampa CRA’s letter;
  o Confusion regarding which statements in the letter are MPO findings and which are FDOT’s;
  o The need for stronger statements of the health effects of living near interstate highways, including from particulates, brake dust and tire wear; examples include cardiovascular disease, cancer, dementia, asthma;
  o The potential for induced demand to lead to ongoing congestion even after investments;
  o The possibility that tolls at peak hour could be very high;
  o The need for stronger language about walk/bike safety in East Tampa and Ybor City;
  o Preference that there be no new ramps at North Blvd, and that if such are to move forward there should be further vetting and review;
  o Potential for the I-275/SR60 interchange area to be affected by sea level rise, which may be 4’-8’ in the latest forecast;
  o The relocation of displaced residents and availability of affordable housing;
  o Need for more robust consideration of the Regional Transit Feasibility Plan #2 catalyst project, commuter rail on the CSX-owned freight corridors.

The committee heard status reports, and asked for slides to be distributed, on:
  o Managed lanes: lessons learned from other cities;
  o Transportation Demand Management (TDM) plans.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), August 14

The BPAC heard status reports on It’s TIME Hillsborough Survey Results, 2045 Plan Needs Assessment for Programs, and updates on Trails in Hillsborough County and the Gulf Coast Corridor.

The BPAC heard public comment on the new vertical delineators installed to protect bike lanes on Fowler Ave. and asked FDOT representatives in attendance about this project and if other locations were considered.
Committee members commented on the new all-red phase at the intersection of Main St. and Rome Ave. This concept, also called a pedestrian scramble, allows pedestrians to cross in all directions while vehicular traffic is stopped.

USF Transportation day was announced tentatively for February 2020.

**Meeting of the Livable Roadways Advisory Committee (LRC) on August 21**

The LRC **approved and forwarded to the MPO Board:**

- The letter of comment on the Tampa Bay Next Supplemental Environmental Impact Statement, but suggested adding:
  - A request for a comprehensive land use and transportation (including transit) circulation study for all local roadways, neighborhoods/parks affected, especially Floribraska and Trask Aves, 14th/15th and 21st and 22nd Streets exits.
  - Add 13th Ave to the list of exit ramps for safety strategies, and add road geometric/design techniques to the list of safety strategies to be considered at new/modified exit ramps.
  - Review Transportation Demand Management (TDM) and Transportation Systems Management and Operations (TSMO) strategies for each option, and how they could be applied to each.

The LRC also heard status reports on:

- Hillsborough County Trails Update
- 2045 Plan Needs Assessment for Investment Programs

**Meeting of the Transportation Disadvantaged Coordinating Board on August 23**

The Board approved removal of the co-pay requirement out of the eligibility section of the Transportation Disadvantaged Service Plan, based on the recommendation and findings from the Hillsborough County’s Enterprise Solutions and Quality Assurance Department. Collection of the co-pay cost $24,039 more than is received.

The Board learned about a FDOT sponsored program in Broward County- *A Ride Away.* This is an advocate’s guide for riders with disabilities to plan, travel and stay safe when traveling.

The Board also received an update on the Health Department’s Community Health Assessment. Board members questioned why, for example, in asset rich zip code 33612, residents felt that they had limited access to health services and asked the Health Department staff to explore this mismatch further.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on September 11

The CAC said goodbye to Vance Arnett, who is stepping down from the CAC.

Under Action items, the CAC approved and forwarded to the MPO Board:

✓ The Transportation Improvement Program amendments to reconcile planning funds with amounts listed in the MPO’s Unified Planning Work Program; crosswalk improvements on E. Busch Blvd; resurfacing on Hillsborough Ave; and adding performance measure documentation to Appendix C.

The CAC also received reports from:

- Sarah Hendricks from CUTR, who presented Transportation Demand Management strategies for consideration in the MPO’s Plans.
- MPO staff gave a preview of the draft 2045 Long Range Transportation Plan.
- FDOT provided a report on alternatives being considered in the PD&E study of the US 41/CSX grade separation project.
- Follow-up on the MPO’s draft letter of comments on the Supplemental Environmental Impact Statement
  - The CAC expressed a great deal of interest in the impact on Induced Travel Demand, and requested this as a future agenda topic

Lastly, on September 24th, the CAC also held an informal evening workshop on the draft 2045 Plan.

Meeting of the Technical Advisory Committee (TAC) on September 16

The TAC approved and forwarded to the MPO Board:

✓ The Transportation Improvement Program amendments to reconcile planning funds with amounts listed in the MPO’s Unified Planning Work Program; crosswalk improvements on E. Busch Blvd; resurfacing on Hillsborough Ave; and adding performance measure documentation to Appendix C.

The TAC heard status reports on:

- Draft 2045 Cost Feasible Plan - Discussion centered around additional projects to be considered including Fletcher Ave from 56th St to I-75, the HART representative mentioned that safety should be considered when looking at the corridor.
• US 41 at CSX Grade Separation Project Development & Environmental Study - FDOT staff presented the proposed alternatives that are being considered. Comments were made to consider HART bus stop locations and including the wide-walks over bike-lanes.

• Tampa Bay Next Update

• Community Vulnerability Study - USF Staff presented an extensive look at the ongoing Community Vulnerability Study being conducted with Planning Commission and MPO Staff. The presentation focused on the history of the bay area and vulnerability potential.

• Resilient Tampa Bay Transportation Pilot Project Update - As a follow-up to the 2014 resiliency work, and through a FHWA grant opportunity, MPO staff is working to update the data and this time at the Tri-County level, including Pinellas and Pasco Counties. Staff gave a presentation of the highly vulnerable and critical links in our transportation network and what could be done to prepare for a major storm.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on September 11

The BPAC heard status reports on:

• The Draft 2045 Cost Feasible Plan – Discussion centered around funding for bicycle and pedestrian projects and what the funding scenario is without Surtax funding.

• US 41 at CSX Grade Separation PD&E Study – FDOT Presented the study and responded to questions regarding the proposed bicycle and pedestrian facilities proposed. Generally more separation from traffic is preferred.

• Columbus Drive Complete Street – City of Tampa staff presented the proposed project. BPAC members were supportive and appreciated Tampa’s response to public comment on the project.

Meeting of the Livable Roadways Advisory Committee (LRC) on September 18

The LRC heard status reports on:

• It’s TIME Hillsborough Survey Results

• Draft 2045 Cost Feasible Plan

• US41 at CSX Grade Separation Project Development and Environmental Study

• Transportation Demand Management Plans

• Columbus Drive Compete Street
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 9.6.19 meeting

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

Group members discussed needs and priorities for the upcoming legislative session

- State Senator Darryl Rouson was in attendance, as well as an aide to State Representative Jackie Toledo
  - Rouson thanked the group for its commitment to finding transportation solutions, although he noted that it may not be happening at the pace the public has appetite for
  - He expressed that he wanted to see novel ideas for improving Tampa Bay’s congestion
  - Rouson also stated that while he supported the TMA Leadership Group model over a merged MPO model, he felt the state legislature and public as a whole wanted to see real action and solutions as a result
- Many group members expressed the need for flexibility in state funding of transportation beyond widening roads
  - Specifically, members voiced frustration with the restrictions on Strategic Intermodal System funds, which cannot currently fund non-fixed guideway transit, parallel facilities, or most state-owned arterial roadways
  - Pasco County Commissioner Kathryn Starkey also spoke about the need to have flexibility in what types of modes (such as golf carts or scooters) can use multi-use trails along state roads, prompted by building a trail underneath U.S. 19
  - Hillsborough County Commissioner Pat Kemp voiced a series of concerns
    - These included the resiliency of current plans for the new span of the Howard Frankland Bridge to possible sea level rise, plans for expanding I-275 through downtown Tampa, and the MCORES task forces set to explore three toll roads through largely rural and undeveloped Florida land
    - Kemp and Pasco County Commissioner Jack Mariano stated they hoped looking into purchasing the CSX line from Wesley Chapel through downtown Tampa would be on the legislature’s radar
  - Pinellas County Commissioner Janet Long expressed hope that the Florida Senate would not sign on to the House’s amicus brief against Hillsborough’s All for Transportation tax, although the Senate has since done so
• Group members praised the value of having Sen. Rouson present and said they felt it would be helpful to invite legislative delegation members to every TMA meeting going forward

MPO staff outlined options for clarifying roles and responsibilities of the MPO Chairs Coordinating Committee and TBARTA in regional transportation planning
• The West Central Florida MPO CCC has existed since 1993 as a forum for regional decisionmaking and has three guiding documents:
  • Interlocal agreement between MPO members (Sarasota/Manatee, Polk, Forward Pinellas, Hillsborough, Pasco, and Hernando/Citrus)
  • Operating procedures outlining specific responsibilities
  • Staff services agreement with TBARTA, created initially in 2012
• With the effort to formalize the TMA Leadership Group as a subcommittee of the CCC, as well as TBARTA’s 2017 change to a transit-focused mission, the MPO staff directors began to look at a more active CCC role
  • The proposal would shift MPO responsibilities back under the CCC framework, with staff directors resuming administration and management activities that TBARTA currently does
    • Staff directors would present meeting agendas and proposed direction to the TBARTA board prior to CCC meetings
  • Doing so would clarify TBARTA as the forum for regional transit discussions and the CCC as the forum for regional multimodal transportation discussions
• In TBARTA’s governing statute, there is language stating that TBARTA provides administrative support to the CCC
  • The statute remains silent on what those services are, so the goal of the proposal is to meet the legislative intent with TBARTA housing agendas and meeting notices on its website and also providing meeting space
  • The proposal will be reviewed by legal counsel, and TBARTA will also provide feedback
• The proposed transition would fully occur in 2020, but with the staff services agreement with TBARTA ending this September, it is important to clarify roles now
  • The TMA would shift to quarterly meetings, with the CCC meeting on the same day as the TMA in the summer and fall
    • Leadership responsibility would rotate quarterly between MPOs
    • This schedule would allow better coordination between all of the CCC MPOs, not just those within the TMA Leadership Group tri-county areas
  • A decision would need to be made by this November on moving to the proposed schedule

MPO staff provided updates on regionally significant projects and development of the regional component of the 2045 Long Range Transportation Plan
• Based on the 2018 It’s TIME Tampa Bay regional survey, all three MPOs created a tri-county vision map with envisioned investment corridors for roads, rail and bus
• Hillsborough County has several options it is exploring for reducing congestion and delay:
  • New managed toll lanes on the interstates and Selmon Expressway
  • Elevated express lanes on major roads
  • Exploring CSX corridors, water transit routes, and a transit route in a dedicated right-of-way between downtown Tampa and Westshore/the airport
• Pinellas County is exploring several projects that move traffic without significantly widening roads:
On I-275, express lanes are under construction from Roosevelt Boulevard to the Howard Frankland Bridge, and additional express lanes are in the design phase further south to downtown St. Petersburg.

On U.S. 19, the interchange at Curlew Road is funded for construction in 2023, while interchanges at Tampa and Nebraska are not yet funded for construction.

In the Gandy Boulevard corridor, a PD&E is underway for overpasses continuing past the Derby Lane dog track and out to the bridge, which includes replacing the bridge and connections to the Selmon extension.

The Gateway Master Plan project is wrapping up, which is coordinated with FDOT identifying an intermodal center location in the area.

Pasco County is examining options for improving mobility and accommodating its growth:
- Exploring options for an east-west network with improvements to Ridge Road, possibly eventually going to I-75, as well as expansion on SR52.
- Additionally, a PD&E is underway for the US41-SR54 interchange.
- The county is also exploring options for transit and transit-oriented development.

The group discussed the possibility of connecting Kinnan Street and Mansfield Boulevard between Hillsborough and Pasco counties:
- Currently, only 30 feet of unpaved space separates the two roads.
  - Residents of Mansfield Boulevard in Pasco County had opposed connecting the road because of concerns about high speed and nearby schools as well as increasing congestion.
  - Residents of New Tampa in Hillsborough County have supported the connector for accessibility and emergency vehicle access.
- Pasco County has recently agreed to connect the roads for emergency vehicles and bicyclists/pedestrians, with options for further traffic connection to be discussed in the future.
- There may be funding set aside in Hillsborough County to build the connection, which the Hillsborough County Commission will look into.

TBARTA staff provided an update on planning activities:
- The Tampa Bay Transit Development Plan is due to FDOT in September 2020.
- TBARTA is currently conducting the Regional Rapid Transit PD&E for the shoulder-running buses on I-275.
  - Right now, the study is focused on station locations, reviewing the 21 identified locations with a working group and working with land use planners from each county on making the stations transit-oriented.
  - The PD&E will be completed in the fall of 2021.

The group’s next meeting is scheduled for Nov. 8 at PSTA Headquarters.
Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

None – Consent Agenda

Summary

The Technical Advisory Committee (TAC) shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs.

- Representing Planning Commission: Jay Collins and Mark Hudson as alternate

- Representing HART: Nicole McCleary and Justin Willits as alternate

- Representing School Board: Charles Andrews, as alternate

- Representing TBARTA: Brian Pessaro and Chris DeAnnuntis, as alternate

Bicycle/Pedestrian Advisory Committee (BPAC): The BPAC shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians.
• Representing Planning Commission: Katrina Corcoran and Jiwuan Haley, as alternate

• Representing Temple Terrace: Peter Davitt

The Citizens Advisory Committee (CAC) shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen’s perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the MPO Program. CAC members serve two-year terms, and the following current members have been nominated to renew their terms:

• Representing CAC as Commissioner Kemp’s appointee: Hoyt L. Prindle III

• Representing CAC At-Large appointee: Luciano L. Prida

The Livable Roadways Committee (LRC) shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service. The following individuals have been nominated by their respective organizations:

• Representing HART: Nicole McCleary as alternate

• Representing the Planning Commission: David Hey and Mariann Abrahamsen as alternate

Recommended Action
That the MPO confirm the above appointment(s)

Prepared By
Cheryl Wilkening

Attachments
None
Board & Committee Agenda Item

**Agenda Item**
MPO Bylaws Amendment for ITS – Second Reading

**Presenter**
Johnny Wong, MPO Staff

**Summary**
An amendment to the MPO bylaws is proposed which would change the membership structure of the Intelligent Transportation Systems (ITS) committee. The ITS committee has requested to add a seat for USF’s Center for Urban Transportation Research (CUTR).

The current structure of the ITS committee includes one representative each from Hillsborough County, HART, the Environmental Protection Commission, THEA, and the cities of Tampa, Temple Terrace and Plant City, as well as a non-voting advisor from the FDOT. The proposed change to the bylaws would add a valuable academic perspective to the committee’s already stellar work in the field of traffic management and operations.

**Recommended Action**
Approve the Bylaws Amendment to add a seat to the ITS Committee for CUTR.

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

**Attachments**
Proposed Bylaws Amendment. The relevant portions of the Committee Bylaws have been strikethrough edited (see pages 1 and 10).
1.0 PURPOSE: These By-laws are adopted by the Hillsborough County Metropolitan Planning Organization hereinafter called the “MPO” to govern the performance of the MPO’s duties as well as those of MPO committees and to inform the public of the nature of the MPO’s internal organization, operations and other related matters.

2.0 DEFINITIONS:

2.1 EMERGENCY: Any occurrence or threat thereof, whether accidental or natural, caused by man, in war or in peace, which necessitates immediate action because it results or may result in substantial injury or harm to the population or the MPO or substantial damage to or loss of property or public funds.

2.2 GOOD CAUSE: A substantial reason which is put forward in good faith.

2.3 INTERESTED PERSON: Any person who has or may have or who represents any group or entity which has or may have some concern, participation or relation to any matter which will or may be considered by the MPO.

2.4 MEMBER(S): The MPO consists of sixteen (16) official members, with FDOT designated as a non-voting advisor. Each member government or authority may also appoint an alternate member, who may vote at any MPO meeting in place of a regular member. MPO committee membership is as provided in these By-laws.

2.5 PUBLIC HEARING: A meeting of the MPO convened for the purpose of receiving public testimony regarding a specific subject and for the purpose of taking action on amendment to or adoption of a plan or program. A public hearing may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the public hearing to another time may be taken unless a quorum is present.

2.6 REGULAR MEETING: The regular scheduled meeting of the MPO at which all official business may be transacted.

2.7 SPECIAL MEETING: A meeting of the MPO held at a time other than the regularly scheduled meeting time. All official business may be transacted at a special meeting.

2.8 WORKSHOP: A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a
quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.

3.0 MPO OFFICERS: There shall be a Chair and a Vice-Chair. All officers shall be voting members of the MPO.

3.1 TENURE: All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members.

3.2 SELECTION: At the regular meeting in December, the members shall nominate one or more candidates to fill each office. Immediately following the close of nominations, the MPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected. New officers shall take office immediately upon the conclusion of the election of officers.

3.3 VACANCY IN OFFICE: A vacant office shall be filled by the MPO at its first regular meeting following the vacancy. The officer so elected shall serve the remainder of their predecessor’s term in office.

3.4 DUTIES: The officers shall have the following duties:

3.4.1 CHAIR: The Chair shall:

(a) Preside at all regular and special meetings, workshops and public hearings.
(b) Represent the MPO on the West Central Florida MPO Chairs Coordinating Committee (CCC) and the Florida MPO Advisory Council (MPOAC).
(c) Establish such ad hoc committees as the Chair may deem necessary and appoint their members and chairs.
(d) Call special meetings and workshops and public hearings.
(e) Sign all contracts, resolutions, and other official documents of the MPO, unless otherwise specified by the By-laws or Policies.
(f) Express the position of the MPO as determined by vote or consensus of the MPO.
(g) See that all actions of the MPO are taken in accordance with the By-laws, Policies and applicable laws.
(h) Perform such duties as are usually exercised by the Chair of a commission or board, and perform such other duties as may from time to time be assigned by the MPO.

3.4.2 Vice-Chair: The Vice-Chair shall, during the absence of the Chair or the Chair’s inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the MPO.

4.0 COMMITTEES:
4.1 AD HOC COMMITTEES:

4.1.1 Chair and Expiration: An ad hoc committee shall consist of a committee chair, who shall be a member of the MPO. All ad hoc committees shall have an expiration time identified by the Chair at the time of creation or shall dissolve at the expiration of the Chair’s term.

4.1.2 Purpose: The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by the Chair.

4.2 STANDING COMMITTEES:

4.2.1 Appointment of Committee Members: Members and alternate members of all committees shall be appointed by action of the MPO. Members representing an organization on a committee, as specified in the committee membership list, shall be nominated in writing by their organization. Members representing the citizens of Hillsborough County, and not representing any particular entity as specified in the committee membership list, shall be recommended for membership by action of the committee on which they would like to serve. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The MPO shall not appoint committee applicants who are affiliated with private MPO consultants or contractors. If such an affiliation occurs, an existing committee member shall be deemed to have resigned.

4.2.2 Termination of Committee Membership: Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee’s activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The MPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the MPO will warn the member in writing, and if applicable the member’s nominating organization, thirty days in advance of an action to rescind membership. The MPO Chair may immediately terminate the membership of any committee member for violations of standards of conduct, defined as conduct inconsistent with Florida Senate Administrative Policies and Procedures. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual’s membership may also be rescinded by the nominating organization, by letter to the Chair.
4.2.3 **Officers of Standing Committees:** The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the MPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.

4.2.4 **Conduct of Committee Meetings:** Sections 5 through 9, excluding Section 8.1, of these MPO By-laws shall be used for the conduct of all MPO committee meetings.

4.2.5 **Standing Committee Sub-Committees:** An MPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These MPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the MPO committees.

4.2.6 **MPO Technical Advisory Committee (TAC):** Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the
appropriate representatives of the Florida Department of Transportation.

TAC Membership: The TAC shall be composed of technically qualified representatives for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Metropolitan Planning Organization area boundary.

The membership shall be composed of: two (2) members from Hillsborough County, two (2) members from City of Tampa, two (2) members from the Hillsborough County City-County Planning Commission, one (1) member from the Tampa Hillsborough Expressway Authority, one (1) member from the Hillsborough Area Regional Transit Authority, one (1) member from Environmental Protection Commission, one (1) member from the Tampa Port Authority, one (1) member from City of Temple Terrace, one (1) member from the Tampa Bay Regional Planning Council, one (1) member from the Florida Department of Environmental Protection, one (1) member from City of Plant City, one (1) member from the Hillsborough County Aviation Authority, one (1) member from the Hillsborough County School Board, one (1) member from the Tampa Bay Area Regional Transportation Authority, one (1) member from the Tampa Historic Streetcar, Inc., one (1) member from the Department of Health-Hillsborough and one (1) member from the Florida Trucking Association.

Terms of Membership: Members shall serve terms of indefinite length at the pleasure of their respective nominating organizations and the MPO.

4.2.7 MPO Citizens Advisory Committee (CAC): The CAC shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen’s perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the MPO Program.

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-effective transportation system. Minorities, the elderly and persons with disabilities must be adequately represented on the CAC.

All members must be residents of Hillsborough County. Membership will be as follows: one (1) member nominated by each member of the Board of County Commissioners serving on the MPO, one (1) member nominated by each member from the City of Tampa serving
on the MPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6) at-large members nominated by local organizations representing the following constituencies or through application directly to the CAC as provided in Section 4.2.1. These shall comprise one (1) person of Hispanic ethnicity, one (1) person of African-American descent, one (1) person under the age of 30, one (1) woman, one (1) person to represent neighborhoods, and one (1) person to represent the business community.

Terms of appointment shall be for a two-year period with an opportunity for reappointment thereafter, unless the official who appointed the member leaves office or the MPO board during the term of the member’s appointment. In that case, the member shall be deemed to have resigned from the CAC and the new official shall have the right to appoint a new member or reappoint the same member. A member of the committee whose term has expired shall continue to serve until they are reappointed or replaced. The terms of appointment notwithstanding, CAC members shall serve at the pleasure of the MPO.

4.2.8 **MPO Policy Committee:** The MPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the MPO and for development of recommendations to the MPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the MPO’s responsibilities to manage a continuing, cooperative and comprehensive transportation planning process and the development of transportation plans and programs.

Membership: The Policy Committee shall be composed of at least five (5) members of the MPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the MPO meeting at which the Chair is elected and at any MPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those MPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual MPO member shall be so appointed by action of the MPO and shall serve terms that last until the next MPO meeting at which the Chair is elected.
4.2.9 **Transportation Disadvantaged Coordinating Board (TDCB):** The primary purpose of the TDCB is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following agencies or groups shall be represented on the TDCB as voting members:

- an elected official serving on the Hillsborough County MPO who has been appointed by the MPO to serve as TDCB Chairperson;
- a local representative of the Florida Department of Transportation;
- a local representative of the Florida Department of Children & Families;
- a local representative of the Public Education Community, which could include, but is not limited to, a representative of Hillsborough County Public Schools, School Board Transportation Office or Head Start Program;
- a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- a person recommended by the local Veterans Service Office representing the veterans in the county;
- a person who is recognized by the Florida Association for Community Action (President) as representing the economically disadvantaged in the county;
- a person over sixty years of age representing the elderly citizens in the county;
- a person with a disability representing the disabled citizens in the county;
- two citizen advocates in the county, one of whom must be a user of the transportation services of the coordinated transportation disadvantaged system as their primary means of transportation;
- a local representative for children at risk;
- the chairperson or designee of the local mass transit system's board except when they are also the CTC;
- a local representative of the Florida Department of Elder Affairs;
- a local representative of the local for-profit transportation industry;
- a local representative of the Florida Agency for Health Care Administration;
- a local representative of the Regional Workforce Development Board;
- a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term
care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;
• A local representative of the Agency for Persons with Disabilities

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the MPO.

TDCB Duties. The TDCB shall perform the following duties which include those specified in Chapter 41-2, Florida Administrative Code and Section 427.0157, Florida Statutes.
   a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the MPO Chairperson;
   b. Review and approve the CTC’s memorandum of agreement and the transportation disadvantaged service plan;
   c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the MPO with an evaluation of the CTC’s performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the MPO. Recommendations relative to performance and the renewal of the CTC’s memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;
   d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the MPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;
   e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area CTCs and consolidation of adjacent counties when it is appropriate and cost effective to do so;
   f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This
Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;
g. In coordination with the CTC, jointly develop applications for funds that may become available;
h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the MPO;
i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;
j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;
k. Assist the MPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);
l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;
m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

4.2.10 MPO Intelligent Transportation Systems (ITS) Committee: The ITS Committee is responsible for assisting in the development of Intelligent Transportation System (ITS) planning work programs, as well as reviewing ITS related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the MPO and/or other agencies. ITS Committee recommendations to the MPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs. The ITS Committee shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

ITS Committee Membership: The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the
Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit Authority, the USF Center for Urban Transportation Research, the City of Plant City and the City of Temple Terrace. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the MPO.

4.2.11 MPO Bicycle/Pedestrian Advisory Committee (BPAC): The BPAC shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians. The BPAC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

BPAC Membership: The BPAC shall be composed of up to twenty-five members. One member shall represent each of the following entities, except as noted: City of Tampa (three seats), City of Temple Terrace, City of Plant City, Hillsborough County (three seats), University of South Florida USF, the Environmental Protection Commission of Hillsborough County, the Hillsborough County City-County Planning Commission, HART, and the Florida Health Department. The remaining members shall be citizen representatives.

All members of this Committee shall serve for a two-year term, ending on June 30th of its respective year. Without restriction, each member can be appointed to serve an unlimited number of two-year terms.

4.2.12 MPO Livable Roadways Committee (LRC): The LRC shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service; providing information and assistance to the MPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among MPO member
agencies and public participation in the transportation planning process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

LRC Membership: The LRC shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the MPO. Members will represent the following: City of Plant City; City of Tampa Parks and Recreation Department, Public Works, Transportation Division, or Urban Development Department (up to two members); City of Temple Terrace; Hillsborough County Planning and Infrastructure (up to two members); Hillsborough Area Regional Transit; Hillsborough County MPO Board Member (appointed by the MPO to serve as chair of the committee); Hillsborough County City-County Planning Commission; Tampa Hillsborough Expressway Authority and five members from professional organizations whose mission is consistent with the principles of Livable Roadways (such as American Planning Association; American Society of Landscape Architects; Urban Land Institute; Institute of Transportation Engineers; Congress for New Urbanism and American Institute of Architects); University of South Florida; New North Transportation Alliance; Tampa Downtown Partnership; Westshore Alliance; Person with disabilities; Neighborhood representative; Transit user representative; Citizen advocate for livable communities and/or multimodal transportation.

5 MEETINGS:

5.1 SCHEDULE OF MPO MEETINGS:

5.1.1 Regular Meetings: Regular meetings shall take place on the first Tuesday of each month, unless otherwise decided by the MPO and shall be held in the Chamber of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.2 Special Meetings and Workshops: Special meetings and workshops shall be held at the call of the Chair or majority of officers. Special meetings and workshops shall convene at a time designated by the Chair and shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.3 Public Hearings: Public hearings of the MPO shall be held at a time designated by the Chair. A public hearing can be continued until a date and time certain, with due allowance of time for public notice of the continuation of the public hearing. Public hearings shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
5.2 **SCHEDULE OF STANDING COMMITTEE MEETINGS:** Each standing committee shall meet monthly, with the exception of the Intelligent Transportation Systems Committee and the Transportation Disadvantaged Coordinating Board which shall meet every two months, at a regular date and time designated by the Chair.

5.3 **SCHEDULE OF AD HOC COMMITTEE MEETINGS:** Each ad hoc committee shall meet at the call of the committee chair. Ad hoc committee meetings shall not be scheduled during the times reserved for MPO meetings. Ad hoc committee meetings shall be held at a suitable location designated by the committee chair.

5.4 **NOTICE OF MPO AND COMMITTEE MEETINGS:** The Executive Director of the MPO shall be responsible for providing written public notice of all MPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and the MPO’s Public Participation Plan.

5.5 **AGENDA OF MPO AND COMMITTEE MEETINGS:** The agenda for all MPO regular and special meetings, workshops and public hearings shall be established by the Chair with the assistance of the Executive Director. Members or the Executive Director may request that an item be placed on the agenda by communicating such request to the Executive Director at least ten (10) days prior to the meeting date. The Chair shall consider with the Executive Director on a month to month basis whether there shall be a consent agenda.

The agenda for each committee meeting shall be established by the committee chair and shall be prepared by the Executive Director or designated MPO support staff. Members of a committee or the Executive Director may request that an item be placed on a committee agenda by communicating such request to the MPO support staff assigned to the committee, or the Executive Director at least ten (10) days prior to the committee meeting date.

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the MPO Chair or the committee chair.

The agenda for any MPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an
emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

5.6 RULES OF ORDER: Except where they are inconsistent with the By-laws, Roberts Rule of Order shall be used for the conduct of all MPO and committee meetings.

5.7 QUORUM: A simple majority of the total non-vacant membership of the MPO or MPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

5.8 CONDUCT OF MEETINGS:

5.8.1 Chair Participation: The presiding MPO Chair, or committee chair, shall not be deprived of any rights and privileges by reason of being presiding Chair, but may move or second a motion only after the gavel has been passed to the Vice-Chair or another member.

5.8.2 Form of Address: Each member shall address only the presiding Chair for recognition; shall confine his/her remarks to the question under debate; and shall avoid personalities or indecorous language or behavior.

5.8.3 Public Participation: Any member of the public may address the MPO or MPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the MPO Staff for a specific item. When recognized by the Chair, a member of the public shall state their name, address, the person on whose behalf they are appearing and the subject of their testimony. Each member of the public shall limit his or her presentation to three (3) minutes unless otherwise authorized by the Chair.

5.8.4 Limitation of Testimony: The Chair may rule testimony out of order if it is redundant, irrelevant, indecorous or untimely.

5.8.5 Motions: The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.

5.8.6 Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests.
Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.

5.8.7 Reconsideration: A motion to reconsider an item on which vote has been taken may be made only by a member who voted with the prevailing side. The motion to reconsider must be made on the day the vote to be reconsidered was taken, or at the next succeeding meeting of the same type of meeting at which the vote to be reconsidered was taken (i.e., at the next succeeding regular meeting if the vote to be reconsidered was taken at a regular meeting). To be in order, the motion to reconsider must be made under the consideration of old business. Adoption of a motion to reconsider requires the approval of at least a simple majority of the votes cast. If a motion to reconsider is adopted, the members shall consider the need for additional notice to interested persons before a vote subject to the motion for reconsideration was taken at a special meeting or a public hearing for which no subsequently scheduled meeting will provide an opportunity for reconsideration of the item, then the motion to reconsider may be made at the next regular meeting in the manner provided.

5.9 ORDER OF BUSINESS AT MEETINGS: The order of business shall be determined by the Chair; however, the following is provided as a guide:

5.9.1 Regular MPO Meetings:
(a) Call to Order and Pledge of Allegiance
(b) Approval of minutes of prior meetings, workshops and public hearings.
(c) Public input on Agenda Items, MPO Committee Reports
(d) Presentation of the Chair’s Report
(e) Presentation of the Executive Director’s Report
(f) Consideration of Action Items
(g) Consideration of Status Reports
(h) Public input regarding general concerns
(i) Consideration of items under old business
(j) Consideration of items under new business
(k) Adjournment

5.9.2 Special Meetings or Workshops
(a) Call to Order
(b) Consideration of individual agenda items
(c) Adjournment

5.9.3 Public Hearings
(a) Call to Order
(b) Consideration of individual agenda items
   1. Presentation by staff
   2. Public comment
3. Board deliberation  

(c) Adjournment

5.9.4 Order of Consideration of Action Items: The order of consideration of any individual agenda item shall be as follows unless otherwise authorized by the Chair:

(a) Chair introduces the agenda item.  
(b) Staff presents the agenda item.  
(c) Other invited speaker(s) make presentations.  
(d) MPO or committee members ask questions.  
(e) Motion is made, seconded and debated.  
(f) Vote is taken.

The Chair may expand all time limitations established by this section.

5.9 OPEN MEETINGS: All MPO regular and special meetings, workshops and public hearings, MPO committee meetings, and all meetings of the committees are open to the public as provided by Florida’s Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

6.0 ATTENDANCE: Members are expected to attend all regular and special meetings, public hearings and workshops of the MPO and its committees.

6.1 EXCUSAL FROM MEETINGS: Each member who knows that his/her attendance at a regular or special meeting, public hearing or workshop will not be possible, shall notify the Executive Director, or committee support staff, of the anticipated absence and the reason thereof. The Executive Director, or committee support staff, shall communicate this information to the Chair who may excuse the absent member for good cause.

7.0 CODE OF ETHICS:

7.1 COMPLIANCE WITH LAWS: Members shall comply with the applicable provisions of the Code of Ethics for Public Officers and Employees, Part III, Chapter 112, Florida Statutes.

7.2 REQUESTS FOR INFORMATION: Members may request information readily available to the general public directly from the appropriate staff person. Requests for information not readily available to the general public, or information which would involve the expenditure of staff time in preparation or compilation, shall be made to the Executive Director, who may consult with the Chair for guidance.

7.3 LOBBYING ACTIVITIES: Members shall use their discretion in conducting private discussions with interested persons regarding MPO business, as long as all interested persons are treated equally. Any written material received by a member in connection with a private discussion with an interested person shall be given to the Executive Director for distribution to other members and as appropriate, to staff.
7.4 **GOVERNMENT IN THE SUNSHINE:** Members shall refrain from participating in any private communications regarding MPO business involving two or more members. For purposes of this section, a private discussion is one that is not conducted in accordance with the requirements of Florida’s Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

Any written material received by a member in connection with MPO Business shall be given to the Executive Director or the member’s committee support staff for distribution to other members and as appropriate, to staff.

7.5 **STATEMENTS BY MEMBERS:** Members will from time to time be asked to give their opinions regarding matters which have been or will be considered by the MPO or one of its committees. No member shall be prohibited from stating his/her individual opinion on any matter; however, in doing so, each member shall take care to make clear that the opinion expressed is his/her own, and does not constitute the official position of the MPO or one of its committees.

8.0 **ADMINISTRATION:** The administration of MPO activities shall be accomplished through official actions of the MPO in accordance with the following guidelines:

8.1 **POLICIES:** The MPO shall adopt, by a vote of a majority of the total membership, Policies to guide the administration of the MPO. The Policies shall be published in conjunction with the By-laws. The Policies may be amended from time to time by a vote of a majority of the total voting membership of the MPO.

8.2 **STATUTES:** The MPO shall abide by legislation authorizing and specifying its duties and functions and all other requirements of Florida law.

8.3 **STAFF:** The staff of the MPO shall consist of the Executive Director and such additional employees as provided by the Hillsborough County City-County Planning Commission. The staff shall be directed by the Executive Director of the MPO.

9.0 **RULES OF CONSTRUCTION:** The following rules apply to the text of this document.

9.1 The particular controls the general.

9.2 The word “shall” is mandatory and not discretionary. The word “may” is permissive.

9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.

9.4 Words not defined shall have the meaning commonly ascribed to them.
10.0 **AMENDMENT:** The *By-laws* may be amended by two-thirds majority vote of the total voting membership of the MPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.
Board & Committee Agenda Item

Agenda Item
Transportation Improvement Program (TIP) Amendments

Presenter
Vishaka Shiva Raman, MPO Staff

Summary
Today’s amendments include the annual roll-forward amendments plus three additional amendments described below.

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

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 TIP adopted in June for FY 2019/20 through 2023/24 TIP will take effect on October 1, 2019. Until then, the previous TIP is used by FHWA and FTA for authorization of funds.

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.

The three additional TIP Amendments are as follows:

Amendment #6 rectifies the Hillsborough MPO’s planning funds to match the allocations shown in the MPO’s approved Unified Planning Work Program.

Amendment #7 follows the East Busch Blvd Corridor Study, which identified 19th St as a possible location for a pedestrian crossing. FDOT found this location not feasible and therefore identified Overlook Dr as a new location for a pedestrian crossing.

Amendment #8 adds a surface treatment project to Hillsborough Ave from W of Lagoon St to Sheldon Rd. The total project cost for construction is $447,996.

Recommended Action
Recommend approval of the FY 2020 Roll-forward amendments and Amendments 6, 7, and 8.

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

Roll-Forward Funding Summary FY 19/20

Comparative Report for TIP roll-forward amendment

Comparative Reports for amendments #6 through 8

Factsheet for Amendments 7 & 8
## Transportation Improvement Program (TIP) for FY 2019/20 through 2023/24

### Roll-Forward Funding Summary

| FPN   | Amendment Number | Work Description          | Description                                                                 | Amended Funding 2020 | Amended Funding 2021 | Amended Funding 2022 | Amended Funding 2023 | Amended Funding 2024 | Amended 5 Year Total | Adopted FY20 | Amendment Cost Change |
|-------|------------------|---------------------------|-------------------------------------------------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------|---------------------|
| 424213 | 3                | ATMS - ARTERIAL TRAFFIC MGMT | CITY OF TAMPA DOWNTOWN TAMPA ATMS 176 SIGNALS - PHASE 2                      | $15,511,515           | $0                    | $0                    | $0                    | $0                    | $15,511,515       | $15,510,515       | $1,000            |
| 437249 | 1                | DRAINAGE IMPROVEMENTS      | US 92/SR 600/S DALE MABRY HWY FR NEPTUNE STREET TO HENDERSON BLVD             | $708,942              | $0                    | $0                    | $5,973,090            | $0                    | $6,682,032        | $6,681,032        | $1,000            |
| 439829 | 2                | LIGHTING (Newly added)     | INTERSECTION LIGHTING - VARIOUS LOCATIONS IN HILLSBOROUGH COUNTY              | $69,489               | $0                    | $0                    | $0                    | $0                    | $69,489           | 0                   | 0                   |
| 440249 | 1                | RESURFACING                | SR674/SUN CITY CTR FR E OF COLLEGE CHASE DR TO E OF COMMERCIAL CTR DR        | $1,142,709            | $0                    | $6,789,269            | $0                    | $0                    | $7,931,978        | $7,930,978        | $1,000            |
| 440511 | 2                | URBAN CORRIDOR IMPROVEMENTS | US 41B/N TAMPA ST & N FLORIDA AVE FROM E TYLER TO MLK                        | $502,077              | $0                    | $0                    | $0                    | $18,963,794          | $19,465,871       | $19,459,710       | $6,161             |

**Total** $49,660,885  
**Amended Work Program Funding** $78,650.00  
**Percent Change** 0.0044
Annual Roll-Forward Amendment

COMPARATIVE REPORT

Transportation Improvement Program (TIP)
FY2019/20 through 2023/24
## FDOT 5 Year TIP
### Hillsborough County, District 7

**HIGHWAYS**

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**LRTP:** Minimize congestion, p. 163

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**PRELIMINARY ENGINEERING - MANAGED BY FDOT**

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

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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**

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#### PRELIMINARY ENGINEERING - MANAGED BY FDOT

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**Item 437249 1 Totals:**

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| Item  437249 1 Totals: | $48,229 | $707,942 | $0 | $0 | $5,973,090 | $0 | $0 | $6,729,261 |
### HIGHWAYS

**Status:** Amended  
**Amendment Date:** 09/04/2019  
**Amendment Number:** 2

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<td>Extra Description: CONSTRUCT BOX CULVERT</td>
<td>Minimize congestion, p. 163</td>
<td>DRAINAGE IMPROVEMENTS</td>
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**Item 437249 1 Totals:** $49,203 | $708,942 | $0 | $0 | $5,973,090 | $0 | $0 | $6,731,235 |
5 Year TIP
Hillsborough County, District 7

HIGHWAYS

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*SIS*
### Item 440249 1

**Description:** SR674/SUN CITY CTR FR E OF COLLEGE CHASE DR TO E OF COMMERCIAL CTR DR  
**Extra Description:** 4 LANES  
**Type of Work:** RESURFACING

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

**Related Project:** CONSTRUCTION - MANAGED BY FDOT

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**Preliminary Engineering - Managed by FDOT**

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### HIGHWAYS

**Item Number:** 4405112  
**Description:** US 41B/N TAMPA ST & N FLORIDA AVE FROM E TYLER TO MLK  
**Related Project:**  
**Extra Description:** MULTIMODAL SAFETY IMPROVEMENTS URBAN CORRIDOR IMPROVEMENTS OUTLINED IN VISION PLAN  
**Type of Work:** URBAN CORRIDOR IMPROVEMENTS

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**Item 4405112 Totals:**  
**All Years:** $19,476,608
Comparative Reports for Amendments 6, 7, 8

Transportation Improvement Program (TIP)
FY2019/20 through 2023/24
### FDOT 5 Year TIP
Hillsborough County, District 7

**FLP: TRANSIT**

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| Item 402255 1 Totals: | $7,709,642 | $401,087 | $412,383 | $424,756 | $437,498 | $466,619 | $0       | $9,851,985 |
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**Type of Work:** PTO STUDIES

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**FDOT**

**5 Year TIP**

**Hillsborough County, District 7**

**HIGHWAYS**

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

#### HIGHWAYS

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SR 580 (Busch Blvd) Pedestrian Safety Improvements 441098-1-52-01

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<tr>
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<tr>
<td><strong>Design Manager</strong></td>
</tr>
<tr>
<td>Jake Hemingway</td>
</tr>
<tr>
<td>813-975-6057</td>
</tr>
<tr>
<td><a href="mailto:jake.hemingway@dot.state.fl.us">jake.hemingway@dot.state.fl.us</a></td>
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<tr>
<td><strong>Media Contact</strong></td>
</tr>
<tr>
<td>Kris Carson</td>
</tr>
<tr>
<td>813-975-6060</td>
</tr>
<tr>
<td><a href="mailto:Kristen.carson@dot.state.fl.us">Kristen.carson@dot.state.fl.us</a></td>
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<tr>
<td>This project will add new high intensity pedestrian activated signalized crosswalks on SR 580 (Busch Blvd) at the intersections of 12th St, Pawnee Ave, and Overlook Dr.</td>
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<td>The project is currently being designed. Construction is anticipated to begin in 2020.</td>
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SR 580 (Hillsborough Ave) Repaving from Lagoon St. to Sheldon Rd 445824-1-52-01

Project Details

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About

This project involves removing the existing top layer of asphalt and replacing it with a high friction surface treatment on the eastbound lanes of Hillsborough Avenue to correct rutting. Crosswalks will also be added to the intersections of Lagoon St. and Sheldon Road.

The project is currently in the design phase with construction anticipated to begin in 2020.

Contact Information

**Design Manager**
Charlie Xie, P.E.
813-975-6287
Charlie.xie@dot.state.fl.us

**Media Contact**
Kris Carson
813-975-6060
Kris.carson@dot.state.fl.us
Letter of Comment on Tampa Bay Next Sections 4-6 Supplemental Environmental Impact Statement (SEIS)

Presenter
David Gwynn, FDOT District 7 Secretary, and Rich Clarendon, MPO Assistant Executive Director

Summary

- Presentation of Draft Preferred Alternative

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. Today’s presentation will provide a preview of FDOT’s draft recommendation.

- MPO Comments: Draft Letter

The MPO has an opportunity to provide a letter of comment on the SEIS before it is finalized. Sending the letter this fall will allow the Federal Highway Administration to take the MPO’s comments into consideration while it conducts its own review of the draft SEIS.

Staff has reviewed the available documents from FDOT and prepared the attached comments. The comments are largely based on motions made
by the MPO related to Tampa Bay Next, such as at public hearings in June of 2016 and 2017.

The MPO’s advisory committees reviewed the draft letter during August and September. The attached draft reflects their input.

**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
- [Background documents from FDOT](#)
[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. **MPO 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. A final neighborhood mitigation plan for displaced residents and businesses, including design elements.

**Summary of documentation provided by FDOT:**

- 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/).
- The Economic and Fiscal Impact Analysis also contains a detailed analysis of the existence of low-income populations along the corridor, stating that affordable housing and vacant apartment rentals are available.
- The SEIS refers to the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 as amended. Relocation assistance is an entitlement program provided by FDOT that is designed to assist persons who are displaced from their homes by a transportation project. Provisions of the program include assistance finding a comparable dwelling, purchase price subsidies or multi-year rent subsidies to make the comparable replacement housing affordable, and reimbursement of moving expenses.
- 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, MPO staff has 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.

**MPO response:**

The removal of Presbyterian Village had a significant impact on the lives of many people who have limited resources. Even relocation assistance does not necessarily compensate for the disruption of social networks which may provide access to child care or health care, or for the reduced access to public transit that can result from being relocated away from the center of the city. The removal of Mobley Park would further extend these impacts. To better understand the potential impacts, we would like to see where residents displaced by the Interstate expansion have been relocated so far, and what support has been provided to them. We reiterate our request to document the removal of affordable housing units.

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

**Summary of documentation provided by FDOT (available online):**

- TB Next Sections 4 & 5 (Howard Frankland Bridge to Rome Ave)
  - Alternate Stormwater Management
• 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

• 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.

  **MPO Response:**

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

  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. Where they are feasible, we further request that the construction of noise barriers occur first to mitigate construction impacts.**

  The latest forecast from the Tampa Bay Climate Science Advisory Panel identifies the potential for up to 8.5 feet of sea level rise by 2100. We request consideration of the sea level rise forecast during the design phase, especially as it affects Section 4. **Because this is an essential route for people and goods, we request consideration of hardening the I-275/SR 60 interchange and its connection to the east end of the Howard Frankland Bridge, making it less vulnerable to inundation and/or less likely to be damaged when inundated.**
3. Motion: Traffic and revenue studies providing justification for the toll lanes.

Summary of documentation provided by FDOT

- 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 9% to 31% of total volumes in the PM peak period (excluding I-275 north of Downtown Tampa, which has since been dropped as a potential toll lane location).
- 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.
- 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.
- The Sociocultural Effects Evaluation prepared by FDOT cites several case studies of the equity impacts of toll lanes, stating:

    Evaluations of the variably priced 91 express lanes in California report that low-income drivers use the express lanes and are as likely to approve of the lanes as drivers with higher incomes. In the study, over half of commuters with household incomes under $25,000 a year approved of providing toll lanes. In a 2006 survey of users of the I-394 high occupancy toll (HOT) lanes in Minnesota, usage was reported across all income levels, including by 79 percent of higher income respondents, 70 percent of middle-income respondents, and 55 percent of lower-income respondents. Support for the managed lanes was also found to be high across income levels with 71 percent of higher income respondents, 61 percent of middle-income respondents, and 64 percent of lower-income respondents.

- However, the Evaluation indicates that lower-income populations may not have financial resources such as credit cards and bank accounts to establish electronic tolling accounts. It references mitigation measures such as one-time setup fee waivers, options for rate discounts and payment methods (e.g., pay-by-mail), toll waivers for transit vehicles and registered carpools/van-pools, and reinvestment of excess toll revenues back into the community, particularly for low-income populations who rely on transit.
MPO Response:
The experience of other cities with variable toll rates has been surprising to consumers in some cases, with rates sometimes becoming quite high at peak hour. We request consideration of the mitigation measures and policies identified above to ensure equitable implementation of express toll lanes, and request to be informed during the design phase of the proposed toll rate policy, even if it is preliminary.

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

Summary of documentation provided by FDOT:
- 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.
- The SEIS “build” options A and B for the Downtown interchange reserve a median “envelope” for premium transit. Options C and D do not.

MPO response:
- The MPO has raised concerns about and has not approved the project currently being studied by TBARTA, which uses I-275 through the center of Tampa. The MPO requests more robust consideration of the other top-ranked transit “catalyst” project identified in the Regional Transit Feasibility Plan, reusing the CSX-owned freight rail track. We have continued to include this project in our Long Range Transportation Plan and are working with HART to advance it.

5. **Motion: Status report on Federal Civil Rights investigation**

Summary of documentation provided by FDOT:
- 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.

6. **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.**

Summary of documentation provided by FDOT:
- Right-of-way cost estimates compiled by FDOT range from $25 million for Option C to $131 million for Option A. FDOT estimates a loss to the City of $491,422 in ad valorem revenue,
and a loss of $1,347,018 to Hillsborough County; most of the parcels needed are in the Westshore District and have already by purchased by FDOT.

- The Economic and Fiscal Impact Analysis prepared by TBRPC for the SEIS indicates that the loss in assessed property values in CRA districts will be offset later by a construction stimulus and economic growth, projecting annual net TIF losses of $14,000 due to ROW purchases and construction impacts in the first four years, followed by annual net gains of $348,000 climbing to $788,000 over the next four years.
- 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.

**MPO Response:**

- The MPO requests that an estimate of the current value of ad valorem tax revenue lost to the City of Tampa, CRA and the County for the SEIS final preferred alternative be provided to the MPO board during the design phase.

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

**Summary of documentation provided by FDOT:**

- FDOT anticipates providing this information following the SEIS public hearing next year.

**MPO Response:**

- 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.

8. *Motion: The impact to air quality in Tampa*

**Summary of documentation provided by FDOT:**

- 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.

MPO Response:

- The predicted air quality outcomes depend greatly on assumptions and parameters embedded in the MOVES model. These relate to vehicle technology, alternative fuels, and emissions standards assumed to be enforced by the federal government. We request that these be more clearly identified and tested with sensitivity analyses.

- We also suggest that Transportation Demand Management and Transportation Systems Management and Operations strategies be considered in all options to reduce vehicular travel and delay.

- 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.

- A recent analysis by the USF College of Public Health (see September 11, 2019 WUSF News article) finds that people of color are more exposed to air pollutants from traffic on heavily travelled roads in Hillsborough County. Looking at where they live, exposure rates for Low Income Individuals, African Americans, and Hispanics were up to 8 times higher than average. The highest emissions in Hillsborough County were observed along the major freeway corridors including I-75, I-275, and I-4, with elevated emissions also observed along the Veterans Expressway and the road network near Brandon and Town ‘N’ Country.

- Studies and peer-reviewed articles suggest causal links between exposure to traffic-related air pollution and chronic diseases including cancer, asthma, dementia, and cardiovascular disease. Two examples are found at:
  - [https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3855107/](https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3855107/)

- 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.

9. 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 new and reconfigured ramps be presented so that the MPO board has an opportunity to review and comment on them.**

- We suggest that a comprehensive land use and transportation (including transit) circulation study be conducted for all local roadways, neighborhoods/parks affected, especially in the vicinity of the Floribraska and Trask Aves, 14th/15th and 21st and 22nd Streets exits. Such a study should also address how the acreage under the Interstate structures could be used for recreational and neighborhood enhancements.

- **Further, we request that the design phase proactively consider strategies such as road geometric/design techniques, 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. We request that the design phase address traffic impacts and clarify the proposed walk/bike facilities on these roadways.
  - We are also gravely concerned about conflicts between vehicles and non-motorized traffic at the proposed 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. We would prefer to see no new interstate highway ramps at North Blvd. If they are to be built, we request for our committees and board to be fully engaged during the design process.
• In the Ybor City area
  - The closure of ramps on Floribraska Ave and 21st/22nd Streets and opening of new ramps at 14th/15th Street will fundamentally alter traffic circulation and specifically cause traffic volumes to double on 14th and 15th Streets, reinforcing the need for a comprehensive land use and circulation study in this vicinity.
  - The City plans to extend the Green Spine Cycle Track through Ybor on Nuccio Parkway and northward on 15th St to Cuscaden Park. Cyclists will face higher traffic volumes moving at fast speeds as they cross the new ramps and frontage roads.
  - Likewise, 13th Ave is proposed to become a frontage road between 14th/15th and 21st/22nd Streets and should be considered for safety strategies. **We request that the design phase clarify the proposed walk/bike facilities on these roadways.**

• In the East Tampa area
  - The proposed closure of the Floribraska Ave ramps 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.
  - We understand that FDOT has met with the Partnership, and therefore **request that the Department brief the MPO on subsequent discussions, particularly to resolve issues pertaining to removal of several of the above improvements from the scope of the original Nebraska Avenue project (FPID 255853-1-52-01) due to cost reductions.**

• In the Tampa Heights area
  - **We would like to see the timeline for all community enhancements proposed in the Heights Mobility Study for Tampa St/Florida Avenue and Nebraska Avenue.**

• 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.

- Induced Demand

In discussing indirect effects on Environmental Justice, the Sociocultural Effects Evaluation states that “Secondary land use development could induce growth and travel within EJ communities. This could put a strain on community facilities within those neighborhoods.”

Numerous studies have found that building additional highway capacity does little to alleviate congestion over time. See for example:

- [http://www.daclarke.org/AltTrans/analysis.html#f1](http://www.daclarke.org/AltTrans/analysis.html#f1)

We request a more robust analysis of induced traffic, expanded to consider growth and traffic originating beyond the SEIS study area, and taking into consideration the effect of express toll lanes on regional land use patterns.
MPO Request: “Report on the Human Impacts of the Project”

Right of Way (ROW) and Relocations

<table>
<thead>
<tr>
<th>Tampa Interstate Study (TIS) Section</th>
<th>1A I-275 from Howard Frankland Bridge to east of Himes Ave.</th>
<th>2A I-275 from east of Himes Ave. to east of Rome Ave.</th>
<th>2B I-275 from east of Rome Ave. to north of MLK Jr. Blvd. and I-4 from I-275 to east of 14th St.</th>
<th>3A I-4 from east of 14th St. to east 34th St.</th>
<th>3B I-4 from east 34th St. to east of 50th St.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tampa Bay (TB) Next Section</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>No Further Action (No Build)</td>
<td>No Further Action (No Build)</td>
</tr>
</tbody>
</table>

**Alternative and Design Option**
- No Further Action (Includes outer roadway approved under 1997 & 1999 RODs)
- 2018 Express Lane
- No Further Action (No Build)
- 2018 Express Lane

**2018 Express Lane**
- A: Reconstructed Interchange with Express Lane Connection to the North
- B: Reconstructed Interchange without Express Lane Connection to the North
- C: Existing Interchange with Elevated Express Lanes (South/East Side of I-275)
- D: Existing Interchange with Elevated Express Lanes (North/West Side of I-275)
- No Further Action (No Build)
- 2018 Express Lane

**ROW Impacts**
- Number of Parcel Impacted/Already Purchased/Remaining to Purchase: 41/26/15
- 2018 Express Lane: 321/321/0
- 2018 Express Lane: 165/165/0
- 2018 Express Lane: 369/160/209
- 2018 Express Lane: 338/156/182
- 2018 Express Lane: 162/106/56
- 2018 Express Lane: 200/133/67
- 2018 Express Lane: 270/270/0
- 2018 Express Lane: 270/270/0
- 2018 Express Lane: 108/108/0
- 2018 Express Lane: 116/108/8

**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.

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.
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
East Tampa Community Revitalization Partnership
(ETCRP)
3808 N. 22nd Street
Tampa, FL 33610

January 28, 2019

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

Dear Secretary Gwynn,

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

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

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

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

Sincerely,

Natasha Goodley

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

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

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

Dear Ms. Goodley,

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

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

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

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

- **Landscape improvements including landscaped medians and bulb outs where appropriate along the Nebraska Avenue corridor**

www.fdot.gov
Referring to our response to the previous concern, FDOT will review the corridor and identify landscaping opportunities, where appropriate, during the preliminary engineering phase in FPN: 443492-I. Coordination with the City of Tampa will be needed. In the next few months, we will reach out to East Tampa Community Revitalization Partnership (ETCRP) and the City of Tampa to discuss further.

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

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

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

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

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

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

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

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

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

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

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

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

In review of the East Tampa Strategic Action Plan, it appears that there is one “major gateway” at I-4/ 50th St. and four “areas of interest” at I-275/Hillsborough Ave., I-275/Dr. Martin Luther King Jr. Blvd., I-275/Columbus Dr., and I-4/22nd St. In 2008, FDOT completed improvements to I-4, which included underpass improvements at 14th St./15th St., 21st St./22nd St., 26th St., 34th St., 39th St., and 50th St. Special aesthetics were incorporated within the boundaries of Ybor City National Register Historic District, including the 21st St./22nd St. fountains.

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

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

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

Sincerely,

[Signature]

David Gwynn, P.E.  
District Seven Secretary

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

Agenda Item
Draft 2045 Cost-Feasible Plan: Open Public Comment Period

Presenters
Lisa Silva and Sarah McKinley, MPO Staff, and Todd Brauer, MPO Consultant

Summary

• “It’s TIME Hillsborough” Survey Results

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 effort to help identify county-specific and inter-county projects that support and enhance regional mobility.

Based on the tri-county survey success, staff designed a second outreach effort to seek more detailed input on specific projects and priorities in our county: It’s TIME Hillsborough. During June and July 2019, the Hillsborough MPO conducted its public engagement campaign, collecting input on specific types of projects Hillsborough citizens want to see in the 2045 Plan.

The entire outreach plan has been designed with a focus on increasing responses from our Communities of Concern. 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 Plan, due to be completed and presented at the November 5, 2019 Public Hearing.
• 2045 Plan Major Investments

The second presentation will focus on the draft 2045 Plan, which is required to be cost-feasible. To be considered “cost feasible,” the Plan must demonstrate that project costs in future years can be funded with funding available through 2045. Therefore, the investment programs identify available funding allocated to:

* Good Repair & Resiliency* including pavement & bridge maintenance, transit asset maintenance, stormwater and resiliency projects;

* Vision Zero* including safety projects for walking, biking, and driving;

* Smart Cities* including advanced traffic management and intersection improvements;

* Real Choices When Not Driving* including transit expansion and trails;

* Major Projects* including specific road capacity and fixed-guideway transit projects for economic growth. Road capacity is defined as additional through lanes, road extensions, and separated-grade interchanges. Fixed-guideway transit is defined as any bus or rail system running in its own right-of-way so that it does not get stuck in traffic. These projects are required to be itemized in the plan, unlike the types of projects listed above, which can be described by category.

The draft Plan was reviewed by the MPO committees in September and will be presented to the MPO Board in October. This will open a 30-day public comment period on the draft Plan. The final 2045 Plan is slated to be adopted by the MPO at a public hearing the evening of November 5th.

**Recommended Action**

Open the public comment period for the draft 2045 Plan.

**Prepared By**

Lisa K. Silva, AICP, PLA, MPO Staff  
Sarah McKinley, MPO Staff

**Attachments**

“*It’s TIME Hillsborough*” Survey – marketing summary  
“*It’s TIME Hillsborough*” Survey Results – presentation slides  
"It’s TIME Hillsborough” Survey – draft summary report  
2045 Plan Summary Report – draft for 30-day public comment period  
Background documents for 2045 Plan
The overall goal: Maximize our reach into the community to engage and involve as many people as possible in the long range transportation planning process. Every voice matters. Hearing what citizens want and how they view our future is critical to making the right transportation investments to better serve all members of our community.

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

**take advantage of social media**
- **Facebook advertising campaign** (conducted by consultant)
- **Hillsborough MPO twitter** account has more than 6500 followers

**It’s TIME to get people talking**
- **Big kick off event** – June 10 – News Radio WFLA AM Tampa Bay Live remote broadcast with Jack Harris and Aaron Jacobson at Fred’s Market Restaurant from 5 am – 9 am with MPO Board member transportation agency guest speakers, preceded by one week of on-air promotion
- **Radio cross promotions** on both iHeartRadio (promotion through July 15) and Beasley Media Group (July promotion) with negotiated partnerships with bonus media beyond minimal radio buys and provision of prize incentives
- **Kids Day 2019** – A Beasley Media Group event and our biggest event during the survey period, with an amazing 15K diverse people attending at Raymond James Stadium, generating hundreds of surveys taken in one day and setting us for a strong finish in our final week!
- **Tie in radio marketing with a digital schedule** across iHeartRadio & Beasley Media station streaming and on click-thru banners linked to the survey on station web sites and key station emails
Please TAKE & SHARE the #ItsTIMEHillsborough survey NOW thru 7/28. Leave your email to quality for drawings for 10 great prizes! Tell us where you’d like to see major project investments; bus rapid transit; and what you’d do with the Downtown Interchange. shar.es/a0cXi3 pic.twitter.com/ouYgAPe80i

What are you doing Monday morning? Join us 5AM-9AM at Fred’s Market Restaurant for a @WFLANews live radio remote with @whackyjack on #AMTampaBay! We’ll have transportation conversation, #ItsTIMEHillsborough survey, and just $5 for a blue plate breakfast with drink at Fred’s! pic.twitter.com/WlUcigoUmc
news media highlights across tv, online, print, and radio

4.6M+ total audience reached
$550K+ total publicity / earned media value

some newsy highlights

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

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

David Gwynn - Tampa Bay Next
Full Article
Date Collected Jun 10, 2019 8:55 AM EDT Source 970 Wfla
Hillsborough leaders seeking public input on transportation plan


Time Jun 11, 2019 08:10 AM EDT Source News Channel 8 Market Tampa, FL

Hillsborough County looking for input on long range transportation plan


Posted: 4:04 PM, Jun 21, 2019

It’s TIME Hillsborough on “The Current” with Roxanne Wilder

https://myq105.com/2019/07/01/its-time-hillsborough/

Aired June 27 and June 28, 2019

Tampa Bay’s Morning Blend

Direct Link

Time Jul 17, 2019 10:32 AM EDT , Length 4:24
Call Sign WFTS (ABC)
Over 5,200 responses!
Public Transit continues to be a high priority

Survey Snapshot
What’s a Long-Range Transportation Plan?

- The LRTP directs federal and state dollars towards transportation investments we value in our community.
- It looks out at least 20 years and must be updated every 5 years.
- The LRTP will be adopted in November 2019.
Creating the 2045 Plan

CREATE GROWTH SCENARIOS
Why IT'S TIME! Tampa Bay is growing up. We feel it every day as traffic congestion worsens and commutes get longer. Add another one million people to the region over the next 20 years, and it's easy to see why IT'S TIME to address our mobility needs.

Spring 2019

Summer 2019

Establish Goals and Objectives
You spoke, we listened. With input received from nearly 10,000 citizens in the IT'S TIME Tampa Bay survey, the MPO developed goals and objectives for how we want our region to grow.

Spring 2019

Identify Needed Improvements
What is IT'S TIME? The Hillsborough MPO is soliciting input on specific projects people in Hillsborough County want.

Summer 2019

Engagement on Future Projects
How can I share my input? Take the online survey at planhillborough.org/2045Stop! Share the link with your friends and family.

Book an IT'S TIME Hillsborough presentation. We are scheduling presentations for community groups in June and July. 5.17. We have space for you!

Fall 2019

We Are HERE!

Plan Adoption
November 5, 2019 at 6:00 pm
Public Hearing of the Hillsborough MPO Board
Hillsborough County Center
601 E. Kennedy Blvd., 2nd Floor

What Regional Priorities Emerged

Provide alternatives to driving
Rail, bus, & walk/bike spaces

Reduce congestion
Reinvest in established neighborhoods

Minimize outward growth

Use new technologies
Improve transportation efficiency

Nearly 10,000 citizens responded to the 2018 regional survey!
Phase 1 results to Phase 2 questions

Screen 2: Where would you like to see bus corridors?

Screen 3: What major investments should be prioritized for study?

Screen 4: What would you like to see done with the Downtown Interchange?

55% highly rated express bus rapid transit
81% highly rated local & regional rail
73% highly rated walk/bike
52% highly rated water ferry
55% highly rated new/expanded interchange ramps

2045 Investment Programs

Good Repair & Resiliency  Vision Zero  Smart Cities  Real Choices When Not Driving  Major Investments

Survey’s focus

In addition to transit and roadway projects (Major Investments), the LRTP will include many other kinds of projects LRTP include maintenance, safety, innovative transportation mgmt. systems, walk/bike and bus projects. These projects do not have to be shown on maps; funding can be set aside for them, and locations of highest need determined later.

We heard you—it’s already in the Plan.
Engagement

Multimedia news
TV | Radio | Online | Print

$550K+
total publicity / earned media value

4.6 M+
total audience reached

Tune in Monday morning, June 3, at 8:20!

Melissa & Beth will be talking transportation and growth in Hillsborough County.

Learn more: planhillsborough.org/2045LRTP

Melissa Zaccaro, ACP
Running Commissioner

Beth Under, ACP
Hillsborough County

Turn the survey on: planhillsborough.org/2045LRTP
Radio partnerships

Kick off event-June 10
News Radio WFLA AM Tampa Bay
Live remote broadcast

Kids Day-July 21, 2019
15K diverse people at Raymond James
Hundreds of surveys on one day
Incentives –ticket, tickets, tickets!

Thank you to our marketing partners!

Social Media Advertising

Website 55% direct
Email, LinkedIn, Instagram, Twitter, Newsletters, Partner promotion
44% referrals from Facebook

65% of participants left emails
2596 NEW survey-taker emails added to MPO mailing list
Outreach

43 events (vs. 84)
20 groups spread the word
9 bus ride-alongs (new COC routes)
676 surveys completed through outreach events
1,200 attendees

Survey Results
More voices...
Better results

MetroQuest engagement tool
- Intended to cast a wider net
- Allow more people to weigh in at their convenience without having to come to a meeting

Checked for a representative dataset
- Demographic comparisons
- Geographic coverage
- Valid responses

The Basics

5,219 PARTICIPANTS
89% HILLSBOROUGH COUNTY RESIDENTS
90% HILLSBOROUGH COUNTY WORKERS
93,000+ DATA POINTS
3,000+ COMMENTS
County-wide Representation

Resident Representation

Worker Representation

Demographics
Race/Ethnicity

![Bar Chart

Survey vs County Census]

Bus Rapid Transit
Order the top 5 BRT Priorities

BRT - Results

Transit as an alternative to driving
Bus Rapid Transit (BRT) provides fast, high-quality bus service. BRT typically includes pleasant stations, shorter wait times, modern vehicles, smart technology, and speedier trips. Tell us what roads you want BRT on.
Major Investments

Respond Yes or No for each project
Major Investments - Overall Results

Reuse freight rail tracks
Rapid transit DowntownAirport
Extend Downtown Streetcar
GreenwayTrail corridors
Rightsizing Tampa multilane roads
Elevated Exp Lanes major roads
New water transit system
I4 I75 Interchange area roads
USF New Tampa Temple Terrace
InterstateExpressway toll lanes
Bloomingdale Fishhawk roads
Airport North Westchase roads
SouthShore roads
Road widenings near rural area
Plant City new wider roads

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

Percent Positive
Percent Abstain
Percent Negative

Note: Zip codes with less than 5 responses removed

Major Investments - Reuse Freight Rail Track

Results by Home Zip Code

Mostly Positive
Mostly Negative

Pasco County
Pinellas County

Note: Zip codes with less than 5 responses removed
Major Investments - Plant City
New Wider Roads

Results by Home Zip Code

Pasco County
Pinellas County

Note: Zip codes with less than 5 responses removed

Comments: Major Investments

Widening/Adding New Roads

- **Supporters** cited congestion relief, esp. if they include bicycle/ped improvements. Some supported adding new roads but did not widening.
- **Non supporters** believed funding would be better spent on improving transit, bicycle, and pedestrian infrastructure. Safety for pedestrians and cyclists common concern. A few suggested restricting development until infrastructure is improved, especially rural roads.

Express Lanes

- **Proponents** commented on the revenue that can be generated and invested. Others cited reducing congestion, being able to move faster, and adding BRT lines as their reasons.
- **Opponents** cited equity as a major reason. Others said that express lanes are underutilized.
Comments: Multi-Modal Projects

• Proponents of Rightsizing Tampa streets cited safety and dedicated transit lanes. Opponents cited concerns about adding congestion or suggested rerouting to smaller parallel streets.

• Reusing freight rail tracks is a very popular by majority. A few commenters suggested putting a BRT line along ROW, citing concerns over low ridership.

• The Greenway and Trail Corridor extensions are also popular for improved quality of life and serving many uses, including commuting, tourism, and recreation. Many suggest improving connectivity between the trails and mass transit as well. Opponents mostly state that other projects should be prioritized first, and concerns about the trails being underutilized.

Comments: Multi-Modal Projects

• Water transit Supporters were excited about the prospect of a new commute option that could reduce congestion on the bridges. Dissenters cited concerns about operational costs and pricing, connectivity to/from the ports and city and arguing water transit is a tourist service.

• Extending the streetcar had 85% support as a priority. Opponents stated that the streetcar is outdated, or that it’s too expensive.

• Rapid transit connecting Downtown Tampa to the airport is popular. Most supported rail over buses. Opponents cited concerns over the mode and low ridership.
Downtown Interchange

Rate each scenario

No Build
- No further construction
- Existing lanes stay the same
- Severe crash hotspot
- Airport ↔ Ybor in 15-30 minutes
- Airport ↔ MLK in 10-30 minutes
- Impacts 0 homes/businesses
- Construction cost: $0
Downtown Interchange - Overall Results (1=lowest, 5=highest)

Number of Responses

<table>
<thead>
<tr>
<th>Option</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Build</td>
<td>2,380</td>
</tr>
<tr>
<td>Safety Traffic Quick Fix</td>
<td>551</td>
</tr>
<tr>
<td>Add Express Lane Flyover</td>
<td>1,210</td>
</tr>
<tr>
<td>Full Rebuild w Exp Lanes</td>
<td>1,257</td>
</tr>
</tbody>
</table>

All 4 approx. = 3,819 responses

Star Ranking

- 1: 4.3X greater
- 5: 1 and 5 almost equal

Downtown Interchange - Results by Home Zip Code

No-Build Score

- High Star Rating
- Safety and Traffic Quick Fix

Express Lane Score

- Low Star Rating
- Full Rebuild Score

Note: Zip codes with less than 5 responses removed
Downtown Interchange – Results by Home Zip Code

No-Build Score

Note: Zip codes with less than 5 responses removed

High Star Rating

Low Star Rating

Downtown Interchange – Results by Home Zip Code

Safety and Traffic Quick Fix Score

Note: Zip codes with less than 5 responses removed

High Star Rating

Low Star Rating
### Outreach Summary & Comparison

#### Phase 1
- 10 weeks
- 4,021 surveys
- 3,330 emails
- 84 events
- 33 days over 100
- Hispanic and Black/African Amer. doubled over *Imagine 2040*

#### Phase 2
- 8 weeks
- 5,219 surveys
- 3,280 emails
- 34 events, (plus 9 Bus ride-alongs)
- 19 Over 100
- Black/African American increased again

*Less time and opportunity (TRIM, HomeShow, School Bash), 1/2 events but...More surveys, and better representation!*

---

### What’s happens next?

#### Draft Plan for review
- Posted online on or before October 5, 2019
- [planhillsborough.org/2045lrtp](http://planhillsborough.org/2045lrtp)

#### Plan adoption
- November 5, 2019 at 6:00 pm
- MPO Public Hearing
- County Center
- 601 E. Kennedy Blvd., 2nd Floor
Major Investments - USF-New Tampa-Temple Terrace

Results by Home Zip Code

Mostly Positive

Mostly Negative

Note: Zip codes with less than 5 responses removed

Major Investments - SouthShore

Results by Home Zip Code

Mostly Positive

Mostly Negative

Note: Zip codes with less than 5 responses removed
Major Investments - Airport North Westchase Roads

Results by Home Zip Code

Major Investments - 1-4/1-75 Interchange Area Roads

Results by Home Zip Code
Major Investments - Elevated Express Lanes Major Roads

Note: Zip codes with less than 5 responses removed

Major Investments - Interstate Expressway Toll Lanes

Note: Zip codes with less than 5 responses removed
Major Investments - Greenway and Trail Corridors

Mostly Positive

Mostly Negative

Note: Zip codes with less than 5 responses removed

Results by Home Zip Code

Major Investments - Right-sizing Tampa Multilane Roads

Mostly Positive

Mostly Negative

Note: Zip codes with less than 5 responses removed

Results by Home Zip Code
Major Investments - Road widenings near rural area

Results by Home Zip Code

Mostly Positive

Mostly Negative

Note: Zip codes with less than 5 responses removed.

Major Investments - Bloomingdale Fishhawk roads

Results by Home Zip Code

Mostly Positive

Mostly Negative

Note: Zip codes with less than 5 responses removed.
Major Investments - Rapid Transit from Downtown to Airport

Results by Home Zip Code

Mostly Positive

Mostly Negative

Note: Zip codes with less than 5 responses removed

Major Investments - New Water Transit System

Results by Home Zip Code

Mostly Positive

Mostly Negative

Note: Zip codes with less than 5 responses removed
Major Investments - Extend Downtown Streetcar

Results by Home Zip Code

Mostly Positive

Mostly Negative

Note: Zip codes with less than 5 responses removed

MPO twitter
6500+ followers

580K+
reach on MPO #ItsTIMEHillsborough tweets
top tweet:

Please TAKE & SHARE the #ItsTIMEHillsborough survey NOW thru 7/28. Leave your email to quality for drawings for 10 great prizes! Tell us where you’d like to see major project investments, bus rapid transit, and what you’d do with the Downtown Interchange. bit.ly/2CkXJ10 Twitter: @HillsboroughMPO

Every voice matters. Let’s do better, together.
Help shape the right transportation investments for Hillsborough County. Take and share the survey from June 3 – July 28. And you could win these, too! Visit planthillsborough.org/2049tp
<table>
<thead>
<tr>
<th>Downtown Interchange - Overall Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>• No-Build Score</td>
</tr>
<tr>
<td>⭐⭐⭐⭐⭐ (2)</td>
</tr>
<tr>
<td>3,819 total responses</td>
</tr>
<tr>
<td>• Express Lane Score</td>
</tr>
<tr>
<td>⭐⭐⭐⭐⭐ (3.2)</td>
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<tr>
<td>3,873 total responses</td>
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<tr>
<td>• Safety and Traffic Quick Fix Score</td>
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<tr>
<td>⭐⭐⭐⭐⭐ (3.3)</td>
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<tr>
<td>3,848 total responses</td>
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<tr>
<td>• Full Rebuild Score</td>
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<tr>
<td>⭐⭐⭐⭐⭐ (3)</td>
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<tr>
<td>3,862 total responses</td>
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</tbody>
</table>
Plan to join us
for a celebration of excellence in planning & design in Hillsborough County

Tuesday | October 29, 2019

Networking Reception (cash bar) | 6:15 p.m.
Dinner & Presentation of Awards | 7:15 p.m.

hosted by Brendan McLaughlin

at

Pepin’s Hospitality Centre

in a local celebration of

Early Bird Entries | $125 fee | All Entries | $195 fee

Due by Thursday | August 1, 2019 | 5:00 p.m. | Due by Monday | August 26, 2019 | 5:00 p.m.

| CALL for ENTRIES | Criteria & Submission Information |
| Sponsorship Opportunities |
| Registration & Ticket Sales (starting September 1) |
| Recent Winners & more info at: tinyurl.com/2019pada
The Gulf Coast MPOs invite you to join us for our annual safety summit!

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 - 4:00p | Session 1 moderated by Jeff Speck
Human-centered Mobility Bill of Rights

4:00p - 5:15p | Session 2
Outside the Box Funding

5:15p - 5:30p | Session Wrap Up

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

More info: planhillsborough.org/gulf-coast-safe-streets-summit/
<table>
<thead>
<tr>
<th>#</th>
<th>FPN</th>
<th>Phase</th>
<th>Description</th>
<th>Work Mix</th>
<th>Project Comments</th>
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<tbody>
<tr>
<td>1</td>
<td>439336-5</td>
<td>Planning</td>
<td>HILLSBOROUGH COUNTY FY 2024/2025-2025/2026 UPWP</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Deferred from 2021 to 2025 to let with 435750-1; CIGP</td>
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<td>2</td>
<td>414963-2</td>
<td>Transit</td>
<td>HART - FHWA SURFACE TRANSPORTATION PROGRAM</td>
<td>PURCHASE VEHICLES/EQUIPMENT</td>
<td>Added Planning to 2025; SU</td>
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<tr>
<td>4</td>
<td>414963-2</td>
<td>Transit</td>
<td>HART BUS STOP CAPITAL REPAIRS</td>
<td>PUBLIC TRANSPORTATION SHELTER</td>
<td>Added $1M to 2025; SU</td>
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<tr>
<td>3</td>
<td>443852-1</td>
<td>Transit</td>
<td>SR 580/FOWLER AVE FROM I-275 TO I-75</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2025; SU</td>
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<tr>
<td>4</td>
<td>443852-1</td>
<td>Transit</td>
<td>US 41/SR 599/50TH ST/56TH ST FROM SR 60/ADAMO DR TO FLETCHER AVE</td>
<td>TRAFFIC ENGINEERING STUDY</td>
<td>Added PE to 2025; SU</td>
</tr>
<tr>
<td>5</td>
<td>431492-3</td>
<td>PD&amp;E</td>
<td>SR 569/N 39TH/N 40TH ST FROM E SR 60/ADAMO DR TO HILLSBOROUGH AVE</td>
<td>PD&amp;E/EMO STUDY</td>
<td>Added PD&amp;E to 2025; SU</td>
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<tr>
<td>6</td>
<td>440511-3</td>
<td>CST</td>
<td>TAMPA ST/HIGHLAND AVE &amp; FLORIDA AVE FROM MLK BLVD TO S OF WATERS</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added CST to 2025; SU</td>
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<tr>
<td>6</td>
<td>440511-4</td>
<td>CST</td>
<td>N HIGHLAND AVE FROM WEST VIOLET STREET TO SR 574/HILLSBOROUGH AVENUE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added CST to 2025; SU</td>
</tr>
<tr>
<td>6</td>
<td>440511-4</td>
<td>CST</td>
<td>SR 685/USB 41/FLORIDA AVE AT IDLEWILD AND KNOLLWOOD ST</td>
<td>TRAFFIC SIGNALS</td>
<td>Added Cost to 2022; TA</td>
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<tr>
<td>7</td>
<td>436911-2</td>
<td>ROW</td>
<td>SR 574/W DR MLK JR BLVD FROM N 40TH ST TO I-4</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added ROW to to fully fund in 2025</td>
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<tr>
<td>8</td>
<td>441098-1</td>
<td>CST</td>
<td>SR 580 / BUSCH BLVD MULTIPLE LOCATIONS 12ST,PAWNEE AVE, OVERLOOK DR</td>
<td>PEDESTRIAN SAFETY IMPROVEMENT</td>
<td>Advanced CST from 2022 to 2020; Safety</td>
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<tr>
<td>8</td>
<td>441098-2</td>
<td>CST</td>
<td>SR 580 / BUSCH BLVD FROM WEST OF N BROOKS ST TO EAST OF N BROOKS ST</td>
<td>PEDESTRIAN SAFETY IMPROVEMENT</td>
<td>Advanced CST from 2022 to 2020; Safety</td>
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<td>9</td>
<td>436489-1</td>
<td>PE/CST</td>
<td>USB41/SR685/SR60/WKENNEDY FR W OF WOODLYNNE AVE TO W OF BREVARD AVE</td>
<td>INTERCHANGE - ADD LANES</td>
<td>Advanced CST from 2022 to 2023; Safety</td>
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<tr>
<td>12</td>
<td>439476-4</td>
<td>CST</td>
<td>E/W GREEN SPINE CYCLE TRACK - PH 3C FROM 13TH AVE TO 21ST AVE</td>
<td>BIKE PATH/TRAIL</td>
<td>Added CST to 2022; TA</td>
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<tr>
<td>12</td>
<td>439476-5</td>
<td>CST</td>
<td>E/W GREEN SPINE CYCLE TRACK - PH 2A FROM HOWARD AVE TO WILLOW AVE</td>
<td>BIKE PATH/TRAIL</td>
<td>Added CST to 2022; TA</td>
</tr>
<tr>
<td>20</td>
<td>440733-1</td>
<td>PE/ROW/CST</td>
<td>SR 39/ALEXANDER ST AT JL REDMAN PKWY</td>
<td>ADD RIGHT TURN LANE(S)</td>
<td>Inhouse PE advanced from 2022 to 2021, added ROW to 2021 and CST to 2023; SU. Goes with resurfacing 445598-1</td>
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<td>FPN</td>
<td>Phase</td>
<td>Description</td>
<td>Work Mix</td>
<td>Project Comments</td>
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<tr>
<td>26</td>
<td>445662-1</td>
<td>CST</td>
<td>WEST RIVER GREENWAY FROM STEWART MIDDLE MAGNET SCHOOL TO WILLOW AVE</td>
<td>BIKE PATH/TRAIL</td>
<td>Added CST to 2024; TA</td>
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<tr>
<td>30</td>
<td>437650-2</td>
<td>PE</td>
<td>I-75/SR 93A AT GIBSONTON DRIVE</td>
<td>INTERCHANGE - ADD LANES</td>
<td>Added PE to 2021; Freight</td>
</tr>
<tr>
<td></td>
<td>427454-3</td>
<td>CST</td>
<td>I-75 NB ON RAMP FROM NB US 301 TO I-75 NB</td>
<td>INTERCHANGE - ADD LANES</td>
<td>Advanced CST from 2025 to 2021; SIS Quick Fix</td>
</tr>
<tr>
<td></td>
<td>444434-1</td>
<td>PE</td>
<td>I-4/SR 400 FROM W OF COUNTY LINE ROAD TO COUNTY LINE ROAD</td>
<td>ADD TURN LANE(S)</td>
<td>Added PE to 2025; Freight</td>
</tr>
<tr>
<td></td>
<td>446131-1</td>
<td>PE/CST</td>
<td>I-4 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD</td>
<td>ADD AUXILIARY LANE(S)</td>
<td>Added PE to 2023, CST to 2025; Freight</td>
</tr>
<tr>
<td></td>
<td>445668-2</td>
<td>CST</td>
<td>SR 600 FROM W END OF EB GANDY BRIDGE TO DALE MABRY HWY</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>Added CST 2025; ITS</td>
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<td></td>
<td>441660-1</td>
<td>PE/CST</td>
<td>SR 582/E FOWLER AVE FROM W OF TAMPA BYPASS CANAL TO US 301/SR 41</td>
<td>RESURFACING</td>
<td>Added PE to 2021, CST to 2023</td>
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<td>441661-1</td>
<td>PE/CST</td>
<td>SR 60 FROM E OF CLARENCE GORDON JR RD TO POLK COUNTY LINE</td>
<td>RESURFACING</td>
<td>Added PE to 2021, CST to 2023</td>
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<td></td>
<td>443347-1</td>
<td>PE/CST</td>
<td>SR 573/S DALE MABRY FROM S OF PINewood ST TO N OF BALLAST POINT BLVD</td>
<td>RESURFACING</td>
<td>Added PE to 2021, CST to 2023</td>
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<td></td>
<td>445380-1</td>
<td>PE/CST</td>
<td>I-4/SR 400 FROM E OF MCINTOSH RD TO COUNTY LINE RD</td>
<td>RESURFACING</td>
<td>Added PE to 2021, CST to 2023; SIS</td>
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<tr>
<td></td>
<td>445494-1</td>
<td>PE/CST</td>
<td>I-275/SR 93 FROM S OF BEARS AVE TO S OF NEBRASKA AVE</td>
<td>RESURFACING</td>
<td>Added PE to 2021, CST to 2023; SIS</td>
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<td>446026-1</td>
<td>PE/CST</td>
<td>US 41/SR 45/S 30TH ST FROM DENVER S TO N OF 27TH AVE S</td>
<td>RESURFACING</td>
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<td>PE/CST</td>
<td>SR 60 FROM W OF TURKEY CREEK RD TO W OF JAMES L REDMAN PKWY</td>
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<td>Added PE to 2023, CST to 2025</td>
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<td></td>
<td>445598-1</td>
<td>PE/CST</td>
<td>SR 39/I L REDMAN PKY FROM CHARLIE GRIFFIN RD TO ALEXANDER ST</td>
<td>RESURFACING</td>
<td>Added PE to 2021, CST to 2023 include intersection improvement project 440733-1</td>
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<td>443630-1</td>
<td>PE/CST</td>
<td>I-75/SR 93A FROM US 301 TO CSX R/R /BROADWAY AVE</td>
<td>RIGID PAVEMENT REHABILITATION</td>
<td>Added PE to 2021, CST to 2023; SIS</td>
</tr>
<tr>
<td></td>
<td>440630-2</td>
<td>PE/CST</td>
<td>I-75/SR 93 A FROM CSX R/R /BROADWAY AVE TO S OF SR 582/FOWLER AVE</td>
<td>RIGID PAVEMENT REHABILITATION</td>
<td>Added PE to 2021, CST to 2023; SIS</td>
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<td></td>
<td>445392-1</td>
<td>PE/CST</td>
<td>US 301/SR 43 AT SYMMES ROAD</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
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<td></td>
<td>445393-1</td>
<td>PE/CST</td>
<td>SR 39 AT TRAPNELL ROAD</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
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<td>445674-1</td>
<td>PE/CST</td>
<td>US 92/SR 580/W HILLSBOROUGH AVE AT DANIELS ROAD</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added PE to 2023, CST to 2025</td>
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<td></td>
<td>445676-1</td>
<td>PE</td>
<td>HILLSBOROUGH AVE DRAINAGE - S FR FISH CREEK BRIDGE TO HILLSBOROUGH AVE</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added PE to 2025</td>
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<td>PE/CST</td>
<td>US 92/SR 580/W HILLSBOROUGH AVE AT GEORGE RD</td>
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<td>445679-1</td>
<td>PE</td>
<td>US 92/SR 580/W HILLSBOROUGH AVE AT VETERANS EXPRESSWAY</td>
<td>DRAINAGE IMPROVEMENTS</td>
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<td>437249-1</td>
<td>CST</td>
<td>US 92/SR 600/S DALE MABRY HWY FR NEPTUNE STREET TO HENDERSON BLVD</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Advanced CST from 2023 to 2022</td>
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<tr>
<td></td>
<td>422929-5</td>
<td>CST</td>
<td>HENRY CANAL FROM ANDERSON RD TO HESPERIDES ST</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added CSt to 2025</td>
</tr>
<tr>
<td></td>
<td>437646-2</td>
<td>CST</td>
<td>SR 573/S DALE MABRY HWY FROM PINewood ST TO GANDY BLVD</td>
<td>LIGHTING</td>
<td>Added CSt to 2021; Safety</td>
</tr>
<tr>
<td></td>
<td>445551-1</td>
<td>PE</td>
<td>SR 582/FOWLER AVE FROM N NEBRASKA AVE TO MORRIS BRIDGE RD</td>
<td>LIGHTING</td>
<td>Added PE to 2022; Safety</td>
</tr>
<tr>
<td>#</td>
<td>FPN</td>
<td>Phase</td>
<td>Description</td>
<td>Work Mix</td>
<td>Project Comments</td>
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<tr>
<td>445552-1</td>
<td>PE</td>
<td>S DALE MABRY FROM SR 90/W KENNEDY BLVD TO HILLSBOROUGH AVE</td>
<td>LIGHTING</td>
<td>Added PE to 2023; Safety</td>
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<tr>
<td>445554-1</td>
<td>CST</td>
<td>US 92 FROM 56TH STREET TO I-4 RAMPS</td>
<td>LIGHTING</td>
<td>Added CST to 2021; Safety</td>
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<tr>
<td>445555-1</td>
<td>PE</td>
<td>SR 45/NEBRASKA AVE FROM FOWLER AVE TO FLORIDA AVE</td>
<td>LIGHTING</td>
<td>Added PE to 2022; Safety</td>
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<tr>
<td>437819-1</td>
<td>CST</td>
<td>US 92/BAKER ST AT RAIL CROSSING 624409-E W OF N MICHIGAN AVE</td>
<td>RAILROAD CROSSING</td>
<td>Added CST to 2025</td>
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<tr>
<td>437822-1</td>
<td>ROW/CST</td>
<td>SR 45/NEBRASKA AT RAILROAD CROSSING 626893-P S OF BUSCH BLVD</td>
<td>RAILROAD CROSSING</td>
<td>Added ROW to 2024, CST to 2025</td>
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<tr>
<td>416856-2</td>
<td>ROW/CST</td>
<td>SR 60/KENNEDY BLVD AT WILLOW AVE RR CROSSING 626304-X</td>
<td>RAILROAD CROSSING</td>
<td>Added ROW to 2022, CST to 2025</td>
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<tr>
<td>445828-1</td>
<td>PE/CST</td>
<td>I-75 OVER ALAFIA RIVER DECK PANEL REPLACEMENT/REHABILITATION</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2023, CST to 2024</td>
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<tr>
<td>445832-1</td>
<td>PE/CST</td>
<td>HILLSBOROUGH COUNTY SUBSTRUCTURE REPAIR VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2023, CST to 2024</td>
<td></td>
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<tr>
<td>445833-1</td>
<td>PE/CST</td>
<td>HILLSBOROUGH COUNTY BRIDGE PRESERVATION VARIOUS LOCATIONS</td>
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<tr>
<td>437607-1</td>
<td>PE/CST</td>
<td>I-75/SR93A OVER RIVERVIEW DRIVE BR# 100356 AND 100357</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Deferred PE from 2022 to 2024, CST from 2023 to 2025. Deterioration slower than anticipated. Moved in higher priorities.</td>
<td></td>
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</tbody>
</table>
September 13, 2019

SUBJECT: GREEN SPINE CYCLE TRACK DESIGN PROJECT / CIP NO.: 1000254

Dear Residents, Property and Business Owners, and Interested Individuals:

The City of Tampa Transportation and Stormwater Services Department will conduct a public meeting for the presentation of the final design plans for the Green Spine Cycle Track project. The project consists of an urban cycle track along the south side of Cass Street, and the east sides of Nuccio Parkway and 15th Street, connecting North Hyde Park, Ybor City, and their surrounding neighborhoods and communities to the Hillsborough River. The project was conceptualized as part of the InVision Tampa Center City Plan to provide pedestrian and bicycle access between North Hyde Park, Downtown, and Ybor City, focusing on a safe connection to Tampa’s Riverwalk.

There will be a formal presentation and City staff will be available to answer project-related questions and concerns. Project boards and other materials will also be available.

The meeting details are as follows:

Location: Children’s Board of Hillsborough County
Address: 1002 E. Palm Avenue, Tampa, FL 33605
Day/Date: Tuesday / October 1, 2019
Time: 5:30-7:30 pm

In accordance with the Americans with Disabilities Act (“ADA”) and Section 286.26, Florida Statutes, persons with disabilities needing a reasonable accommodation to participate in this public hearing or meeting should contact the City of Tampa’s ADA Coordinator at least forty-eight (48) hours prior to the proceeding. The ADA Coordinator may be contacted via phone at 813-274-3964, e-mail at TampaADA@tampagov.net, or by submitting an ADA – Accommodations Request form available online at tampagov.net/ADAResquest. Should you have any questions regarding the Green Spine Cycle Track Design project, please contact Nira Mabileau, E.I., Project Manager, by email at Nina.Mabileau@tampagov.net.

Sincerely,

Calvin Hardie, P.E., Capital Projects Manager
City of Tampa Transportation & Stormwater Services Department

Enclosure – Project Fact Sheet

Cc: Mayor Jane Castor; Marley Wilkes-Director of Strategic Initiatives; Tampa City Council Members; John Bennett, Chief of Staff; Brad L. Baird, P.E., Public Works and Utility Services Administrator; Jean Duncan, P.E., Transportation and Stormwater Services Department Director; Miray Holmes Manager-Community Partnerships and Neighborhood Engagement; Nina Mabileau, E.I., Project Management Engineer; File (___LET)
13 de Septiembre de 2019

RE: PROYECTO DE DISEÑO DE LA PISTA DEL CURSO GREEN SPINE/ NUMERO CIP.: 1000254

Estimados Residentes, Dueños de Propiedades y Negocios, y Personas Interesadas:

El Departamento de Transporte y Servicios de Aguas Pluviales de la Ciudad de Tampa llevará a cabo una reunión pública para presentar los planes de diseño finales para el proyecto de la Pista del Curso Green Spine. El proyecto consiste en una pista urbana para bicicletas a lo largo del lado sur de la Calle Cass y los lados este de Nuccio Parkway y la Calle 15, conectando North Hyde Park, la Cuidad de Ybor y sus vecindarios y comunidades circundantes al Río Hillsborough. El proyecto fue conceptualizado como parte del plan InVision del Centro de la Ciudad de Tampa para proporcionar acceso peatonal y de bicicletas entre North Hyde Park, el Downtown y la Ciudad de Ybor, centrándose en una conexión segura al Riverwalk de Tampa.

Habrá una presentación formal y el personal de la Ciudad estará disponible para responder preguntas y preocupaciones relacionadas al proyecto. Tableros del proyecto y otros materiales también estarán disponibles.

Los detalles de la reunión son los siguientes:

Lugar: La Junta de Niños del Condado de Hillsborough
Dirección: 1002 E. Palm Avenue, Tampa, FL 33605
Día/Fecha: martes / 1 de octubre de 2019
Hora: 5:30-7:30 pm

De acuerdo con la Ley de Americanos con Discapacidades ("ADA") y la Sección 286.26 de los Estatutos de la Florida, las personas con discapacidades que necesiten acomodaciones especiales para participar en esta audiencia o reunión pública deben ponerse en contacto con el Coordinador de ADA de la Ciudad de Tampa al menos cuarenta y ocho (48) horas antes del procedimiento. Se puede contactar al Coordinador de ADA por teléfono al 813-274-3964, por correo electrónico a www.TampaADA@tampagov.net, o enviando un formulario de Solicitud de Adaptación de ADA disponible en línea en el sitio tampagov.net/ADAREquest. Si tiene alguna pregunta acerca del proyecto de Diseño de la Pista del Curso Green Spine, por favor comuníquese con Nina Mabileau, E.I., Directora del Proyecto, por correo electrónico a Nina.Mabileau@tampagov.net.

Sinceramente,

[Autógrafo]

Calvin Hardie, P.E., Gerente de Proyectos Capitales
Departamento de Transporte y Servicios de Aguas Pluviales de la Cuidad de Tampa

Anexo – Hoja informativa del Proyecto

Cc: Alcalde Jane Castor; Marley Wilkes-Directora de Iniciativas Estratégicas; Miembros del Consejo de la Ciudad de Tampa; John Bennett, Jefe de Personal; Brad L. Baird, P.E., Administrador de Servicios Públicos y Obras Públicas; Ashley Bauman - Directora de Marketing y Comuniciones; Jean Duncan, P.E., Directora del Departamento de Transporte y Servicios de Aguas Pluviales; Miray Holmes, Gerente de Alianzas Comunitarias y el Compromiso de la Vecindad; Nina Mabileau, E.I., Ingeniera de Gestión del Proyecto; Archivo (___LET)
The East-West Green Spine Cycle Track Design, Phase 2 and 3 extensions project, consists of an urban cycle track along the south side of Cass Street, and the east sides of Nuccio Parkway and 15th Street, connecting North Hyde Park, Ybor City, and their surrounding neighborhoods and communities to the Hillsborough River. The project was conceptualized as part of the InVision Tampa Center City Plan to provide pedestrian and bicycle access between North Hyde Park, Downtown, and Ybor City, focusing on a safe connection to Tampa’s Riverwalk.

The Phase 2 section of the cycle track begins at Howard Avenue and Cass Street near the Armory | Jewish Community Center (JCC). It then follows Cass Street into Downtown Tampa, meeting the western terminus of the existing cycle track constructed as part of the Downtown Phase I East Cass Street and East Tyler Street Two-Way Conversion project. The segment of the cycle track from Rome Avenue to North Boulevard will be constructed under a separate project as part of the Cypress Street Outfall Regional Stormwater Improvements Design-Build project. Modifications to the Cass Street Bridge include improvements for the cycle track, thereby exempting the bridge limits from this project.

The Phase 3 extension of the cycle track begins at the existing eastern terminus of the Downtown Phase 1 segment of the project at Nebraska Avenue. It then follows Nuccio Parkway into Ybor City, traversing 15th Street to Cuscaden Park at 21st Avenue.

Excepting the 0.8-mile segment constructed as part of the East Cass Street and East Tyler Street Two-Way Conversion project, the net length of the project is 2.6 miles. The total length of the cycle track after completion of Phases 2 and 3 will be approximately 3.4 miles.
**East-West Green Spine Cycle Track**  
(from Howard Avenue to 21st Avenue)  
LAP Bike Path/Trail Project | City Project No: 1000254; FPN: 439476-2, -3

### Summary of Project Costs and Schedules

<table>
<thead>
<tr>
<th>PHASE</th>
<th>FIRM</th>
<th>COST</th>
<th>FUNDING SOURCE</th>
<th>SCHEDULE</th>
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<tr>
<td>Conceptual Design</td>
<td>ICON</td>
<td>$59,985</td>
<td>City</td>
<td>Jul 2015 - Feb 2016</td>
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<td>Design</td>
<td>KCA</td>
<td>$636,325</td>
<td>City</td>
<td>Feb 2018 - Nov 2019</td>
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<td>Segment 3A Construction</td>
<td>TBD</td>
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<td>FDOT &amp; City</td>
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<td>Segment 3B Construction</td>
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<td>~$528,800</td>
<td>FDOT</td>
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<td>TBD</td>
<td>~$803,000</td>
<td>TBD</td>
<td>TBD - TBD</td>
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<td>Segment 2A Construction</td>
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<td>~$558,200</td>
<td>City</td>
<td>TBD - TBD</td>
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<td>Segment 2B Construction</td>
<td>TBD</td>
<td>~$515,000</td>
<td>City</td>
<td>TBD - TBD</td>
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<tr>
<td><strong>Total Construction (est.)</strong></td>
<td></td>
<td><strong>$3,626,000</strong></td>
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</table>
Public Involvement

The Design Change Re-evaluation process provides opportunities for you to view information about the project and to comment on the proposed improvements. Public involvement activities will continue throughout the duration of the project. Call, write or email us to get involved!

FDOT staff are available for meetings with public officials and local civic organizations. These meetings will provide information on the project status, design concepts, and other study considerations. They also will provide an opportunity for those who have a stake or an interest in the proposed project to comment on the study’s findings.

Design Change Re-evaluation Public Hearing

FDOT will hold a Public Hearing on September 24, 2019 to present conclusions reached about improvement options and potential effects of the project. Project statements made at the hearing are recorded in a public hearing transcript, which FDOT will review before approval of the study findings is granted.

The public hearing will be held at First Baptist Church of St. Petersburg, Heritage Hall, 1900 Gandy Boulevard N, St. Petersburg, FL 33702 from 5:30 to 7:30 p.m. Beginning at 5:30 p.m., FDOT representatives will be available to answer questions and discuss the project. Exhibits and other project-related materials showing the proposed improvements will be available. A PowerPoint presentation will run continuously during the open house. At 6:30 p.m., FDOT representatives will hold the formal portion of the hearing, which will be an opportunity to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 p.m. You can attend anytime during the two-hour meeting to review project information and talk with project team members.

A court reporter will be available to receive comments in a one-on-one setting before or after the formal portion of the hearing. You may mail your written comments to the address pre-printed on the back of the comment form provided at the hearing or enter them on the Comments page on this web site. All comments must be postmarked or emailed by Friday, October 4, 2019 to become part of the official public hearing record.

Draft study documents and other pertinent information depicting the project’s recommendation will be available for review from Wednesday, September 4, 2019, to Friday, October 4, 2019, at the following locations:
Past Public Involvement Efforts

A Public Hearing was held on September 29, 2015. Draft project documents were available for public review from September 8, 2015 to October 9, 2015.

Newsletters were prepared and distributed to property owners and other interested parties throughout the study process.

What’s New?

The Florida Department of Transportation (FDOT) is conducting a Design Change Re-evaluation of the Project Development & Environment (PD&E) Study for I-275 (SR 93) from south of 54th Avenue South to north of 4th Street North in Pinellas County. A Public Hearing for the Design Change Re-evaluation is scheduled for September 24, 2019.

Send us your Comments

Your comments are very important. You may send us your comments via the Comments page on this web site...
The original PD&E Study evaluated operational improvements to provide two continuous lanes in each direction on I-275 in Segments A and B, and provide express lanes in each direction in Segment C. Following a Public Hearing held on September 29, 2015, Federal Highway Administration (FHWA) approved the Type II Categorical Exclusion (Type II CE) on July 15, 2016 for these improvements.

Subsequent to FHWA approval of the Type II CE, a Design Change Re-evaluation was undertaken in 2017 to evaluate re-purposing the approved express lane configuration within Segment C from south of Dr. Martin Luther King, Jr. Street North to 1.0 mile south of the Howard Frankland Bridge. The re-purposing of one of the two approved express lanes was needed to accommodate three general use lanes, one auxiliary lane, and one express lane in each direction. This re-evaluation was approved by FDOT Office of Environmental Management (OEM) on April 26, 2017. The acceptance of the Type II CE and the 2017 Re-evaluation constituted approval for the Design-Build construction that is currently underway as part of the I-275 Design Build Project (424501-2-52-01) within Segment C from south of Gandy Boulevard to north of 4th Street North, which is part of the Gateway Expressway Design Build Project (433880-1-52-01).

The current Design Change Re-evaluation (WPI No. 424501-1) is evaluating the impacts of further changes to the approved PD&E. The current re-evaluation is evaluating the addition of two express lanes on I-275 in Segment B from north of I-375 to south of Gandy Boulevard and the addition of a second express lane in Segment C from Gandy Boulevard to north of 4th Street North. These proposed improvements would tie-in with planned improvements to the Howard Frankland Bridge.

The current re-evaluation also analyzes replacing the I-275 ramp bridges on 4th Street North over Big Island Gap, providing trail connections from the Howard Frankland Bridge to 4th Street North and Ulmerton Road, and ramp connection modifications at the Gandy Boulevard and Gateway Expressway interchange areas. To meet drainage and stormwater requirements, pond sites will be needed to accommodate new impervious surface due to widening to accommodate express lanes. Several of these new pond site locations may be outside of the existing right of way.

Typical Sections
To best describe the types of improvements proposed, the study corridor is divided into three segments. The current re-evaluation is considering typical section design changes for Segments B and C. No changes are proposed for Segment A (south of 54th Avenue South to I-375).

**Figure 1** shows the Previously Approved Alternative and the Current Preferred Build Alternative typical sections for Segment B (I-375 to Gandy Boulevard). **Figure 2** shows the Previously Approved Alternative and the Current Preferred Alternative typical sections for Segment C (Gandy Boulevard to north of 4th Street North).
The Florida Department of Transportation (FDOT) is conducting a Design Change Re-evaluation of the Project Development & Environment (PD&E) Study for I-275 (SR 93) from south of 54th Avenue South to north of 4th Street North.
Greetings and welcome to the first MPOAC legislative update of the 2020 Florida legislative session. It is great to be back with you and I hope you look forward to your Saturday mornings a little more now that you will be seeing your MPOAC Legislature Newsletter each week the legislature meets. You are receiving this update a bit early rather than the usual Saturday morning edition. This is due to a vacation that starts on Saturday and MPOAC can’t go on vacation without first delivering your newsletter, that would not be the MPOAC way.

While the session officially begins January 14, 2020, the capitol was busy this week with pre-session committee meetings. The first week of committee meetings prior to the official 60-day legislative session are usually pretty relaxed. During last year’s pre-session the first week was spent explaining the role of the committees, their purview and areas of the budget controlled for appropriations subcommittees. This year we began the first week of pre-session with budget request presentations from state agencies. Of course, we are interested in what the Florida Department of Transportation has for a budget request and here is an overview of that presentation for you. Assistant Secretary for Finance and Administration Stacie Miller presented to the Transportation and Tourism Appropriations Subcommittee and her presentation was well received. She did an excellent job and for those of you who know Ms. Miller you knew that was going to be the outcome before she even showed up at the Capitol. The overall FDOT budget request for next fiscal year is $9.9 Billion which is down from about $10.8 Billion this year. The budget is about 88% construction and maintenance which works out to about $8.7B and for every $1 B spent on construction/maintenance 28,000 jobs are created or preserved. The department has a Return on Investment ratio (ROI) of 4.4 to 1, or in other words for every dollar spent on transportation projects there is a $4.40 benefit to Florida. A few other details about the Department of Transportation were shared with the committee. Here are some of those factoids for you. The department is planning for 6200 full time employees in the coming year. The department is responsible for about 12,000 miles of highway and 7,000 structures (read bridges). Ms. Miller also covered the overall mission of the department and it’s goals: Safety, preservation of the system, relieve congestion and leverage technology. Again, the presentation and information shared with the committee were well received and generally the legislature has seemed pleased with the department over the past several sessions that I have watched.

Also this week we heard from Representative Sprowls (District 65 – Pinellas) who outlined his vision for the next two sessions of the legislature. Representative Sprowls is presumed to be the next Speaker of the House. He was designated this week by his fellow Republicans to lead next year. Representative Sprowls impressed all by indicating his desire to work with everyone in the House, both Republicans and Democrats when he said “I’m not here today to tell you what our agenda will be. That is something we’ll figure out together. But I am here today to say this: What we do together needs to matter.” After he was formally elected Representative Sprowls spoke to the need to increase cash reserves and to create a new fund for disaster recovery. He stated that the legislature has a spending problem which points the idea that he will be very conservative with the
budget. He may have reason to be concerned though, nationally there are uncertainties about the economy related to tariffs and the unknown that they create looking forward. This was gleaned from a presentation given to the Senate Appropriations Committee this week by Amy Baker, coordinator of the Legislature’s Office of Economic and Demographic Research. She presented the Long Range Financial Outlook for Florida and of course you cannot look at Florida’s economy without looking at the national picture. Here in Florida we have positive news. Florida has recovered from the great depression and 2016 was marked as the point of full recovery. Interestingly, our recovery has been carried by big growth in tourism while residential construction has lagged. Ms. Baker does not forecast a recession for Florida in the next three years, just a normal ebb and flow to the economy which may create some small fluctuations in state revenues. She did note that nationally economists are split about 50/50 on what the economy will do over the next three years and if a national recession is coming.

As of writing, there are no transportation bills filed and only four bills to name transportation facilities for persons. A few transportation safety bills have been filed and there is a Micro Business bill that references transportation but is focused on advancing small businesses. We can expect to see some issues outside of transportation which will get a lot of attention. How much momentum those issues carry into the middle and end of session is tough to say. Keep in mind that determining today what are going to be the hot issues the last week of session is a bit like looking into a crystal ball at this point. The legislature is a dynamic environment and issues that can’t, or won’t, get traction quickly move aside for new issues.

We do need to compliment a few of our legislators who consistently have brought forward transportation safety bills. You will note a pattern over the past three years or so, Senator Keith Perry (Gainesville) and Representative Emily Slosberg (Boca Raton) have regularly introduced bills benefiting our system safety. This year is no different and we thank them for their efforts to bring safety to our mobility in Florida. Please take a minute to look at SB 158 and HB 179 in the last section of this newsletter.

The schedule of pre-session committee weeks is shown below along with key dates for the 2020 Florida Legislative Session. After this initial newsletter, all updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news. A few bills have been filed, many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills and changes to existing bills. It’s new legislative session, here we go!!

Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.

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**Important Dates for the 2020 Legislative Session**

- August 01, 2019 – Deadline for filing claim bills.
- November 22, 2019 - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.
- January 10, 2020 - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.
- January 14, 2020 - Regular Session convenes, deadline for filing bills for introduction.
- February 29, 2020 - All bills are immediately certified, motion to reconsider made and considered the same day.
- March 03, 2020 – 50th day of Session. Last day for regularly scheduled committee meetings.
- March 13, 2020 – 60th day - Last day of Regular Session.
Committee Meeting schedule prior to the official Legislative Session beginning on January 14th

September 2019 - Week of the 9th – Legislative Budget Committee Meets
September 2019 - Week of the 16th
October 2019 - Week of the 14th
October 2019 - Week of the 21st
November 2019 - Week of the 4th
November 2019 – Week of the 12th
December 2019 - Week of the 9th

Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of September 19, 2019. More bills will be filed during the 2020 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any particular bill you are tracking.

HB 37: School Bus Safety – (Zika; Co-Introducers: DiDeglie; Grieco) – Identical Bill SB 290 by Hooper. Revises civil penalties for certain violations relating to stopping for a school bus. Filed in the House.

SB 76: Transportation Disadvantaged – (Book) – Requiring community transportation coordinators, in cooperation with the coordinating board, to plan for and use any available and cost-effective regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged; requiring each coordinating board to evaluate multicounty or regional transportation opportunities to include any available regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 133: Towing and Immobilizing Vehicles and Vessels – (McClain) – Authorizes local governments to enact rates to tow vessels on private property & remove & store vessels; prohibits counties or municipalities from enacting ordinances that impose costs or penalties on owners, persons in control, or lienholders of vehicles or vessels or that require wrecker operators or towing businesses to accept specified form of payment; authorizes persons to place liens on vehicles or vessels to recover fees or charges; removes requirement regarding notices & signs concerning towing or removal of vehicles & vessels & liability for attorney fees; authorizes court to award damages, attorney fees, & court costs in certain cases. Filed in the House.

SB 158: Child Restraint Requirements – (Perry) – Identical to HB 6011 by Rommel. Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Infrastructure and Security; Rules.
**SB 178: Public Financing of Construction Projects – (Rodriguez)** - Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study; requiring the Department of Environmental Protection to develop by rule a standard for such studies; requiring the department to enforce certain requirements and to adopt rules, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations.

**HB 179: Safety Belt Usage – (Slosberg)** – Requires each passenger in a motor vehicle or autocycle to be restrained by a safety belt or child restraint device. Filed in the House.

**SB 216: Assistance for Micro Businesses – (Rodriguez)** – Authorizing certain local governments to set aside up to a specified percentage of funds for procuring personal property and services for the purpose of entering into contracts with micro businesses; providing eligibility for micro businesses under the Microfinance Loan Program; providing eligibility for micro businesses under the Department of Transportation’s highway project business development program, etc. Referred to Innovation, Industry, and Technology; Infrastructure and Security; Appropriations.

**SB 290: School Bus Safety – (Zika; Co-Introducers: DiDeglie; Grieco)** – Identical Bill HB 37 by Zika. Revises civil penalties for certain violations relating to stopping for a school bus. Filed in the Senate.

**SB 308: Traffic Offenses – (Baxley)** – Citing this act as the "Vulnerable Road User Act"; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person who commits the moving violation pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Filed in the Senate.
August 22, 2019

Secretary David Gwynn
FDOT District Seven Secretary of Transportation
Florida Department of Transportation, District Seven
11201 McKinley Drive
Tampa, Florida 33612

Dear Secretary Gwynn,

On behalf of the constituents of Senate District 19 who traverse through one of Tampa’s main transportation arteries, I am writing to express strong support for the reconstruction of the I-275/SR-60 interchange in the Westshore area. I would also ask that you prioritize this critical roadway infrastructure project in order to alleviate the traffic congestion that increases in this area on an annual basis.

Tampa’s Westshore Interchange is a vital transportation artery that serves a growing regional population of over 2.5 million residents. This interchange operates as a lynchpin for those traveling to Tampa International Airport, Hillsborough Community College, Raymond James Stadium, the Veteran’s Expressway to north Hillsborough, and serving as one of the entry points to downtown Tampa via Kennedy Boulevard (SR 60).

Improving this interchange is not just a city or county issue, it is a regional issue that will impact economic development and stability. The timeline for this project needs to be advanced with the goal of its completion coinciding with the expansion and improvements being made to the Howard Franklin Bridge. The Gateway Express Project on I-275 is currently under construction and will ultimately impact the traffic flow onto the Howard Franklin Bridge and into the Westshore Business District. It cannot be overstated the importance of making the Westshore Interchange a priority.

Thank you for your continued leadership and service to District Seven and for your consideration of this request.

Sincerely,

Darryl E. Rouson
Senate District 19
August 16, 2019

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Port Infrastructure Development Grant – Port Tampa Bay Project 214

Dear Secretary Chao,

The Hillsborough Metropolitan Planning Organization (MPO) fully supports Port Tampa Bay’s application for the Port Infrastructure Development Program grant for Project 214 – a new container berth and terminal development on Hooker’s Point at Port Tampa Bay.

The project is a stand-out investment because it will enhance the port’s container capacity and bring to life unused waterfront on a deepwater channel. The port is now served by three of the top global shipping lines and is poised for continued growth. These shipping lines chose Port Tampa Bay to better serve Florida’s Interstate-4 corridor region’s residents and visitors.

This investment will support and enhance economic growth along the rapidly expanding Interstate-4 corridor. With the largest concentration of distribution centers in the State of Florida along I-4 between Tampa and Orlando, this project will enhance Port Tampa Bay’s container capacity to help address consumption and production distribution needs in our mega-region and beyond. It will give regional exporters and importers greater choice, create supply chain efficiencies, and spur growth in global and regional services.

Project 214 supports and is supported by the MPO’s Freight Logistics Zone (FLZ), a grouping of freight-related economic activity and transportation infrastructure served by an Intermodal Logistics Center (ILC). The Hillsborough + Polk FLZ Strategic Plan defines the Zone generally along the I-4 corridor from Port Tampa Bay to the Intermodal Logistics Center in Polk County. The MPO and FDOT have worked together to prioritize funding for key infrastructure investments in this zone, including interchange operational improvements and a rail overpass. The strategic needs identified in the Plan represent the FLZ’s high priority freight infrastructure improvements crucial to the future mobility and reliability of goods movement in the region.

The benefits of Project 214 will be augmented by its location, adjacent land availability, nearby large workforce and training institutions, and business friendly development
environment in Hillsborough County. Further, the project location a short bus ride from economically challenged communities will also bring opportunity and access to jobs.

As we continue to invest in complementary infrastructure to provide quality access to freight generators such as this, which are critical to the continued economic prosperity of the region and the State as a whole, we urge your support in helping complete this innovative and important project at Port Tampa Bay.

With warm regards,

Beth Alden, AICP
Executive Director
July 31, 2019

K Jane Williams
Acting Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: IMI Grant for Nashville MTA and partners

Dear Ms. Williams:

I am writing to express the support of the Hillsborough MPO for the Nashville Metropolitan Transit Authority (MTA) grant application for the integrated Mobility Innovation Program (IMI).

The proposed project is a collaboration of several innovative agencies, including Hillsborough Area Regional Transit and Pinellas Suncoast Transit Authority in Tampa Bay, The Bus (Honolulu), RIPTA, the Cities of Tampa and Nashville, and technology providers such as Transit, INIT, Biki, Lyft, & Uber.

The project will enable a seamless multimodal experience where customers can plan, book, track, and pay for trips within one application, while ensuring that integrated payment is accessible to customers without access to credit or debit cards.

By focusing on the integration of advanced technologies and public transit resources, this program offers the City of Tampa and Hillsborough County an opportunity to become a model for growing cities making the most of limited transit options.

We look forward to working with Nashville MTA and its partners on this exciting opportunity. Thank you for your consideration of MTA's grant application.

Sincerely,

Beth Alden, AICP
Executive Director
This past two weeks there were a total of 13 crashes resulting in 14 fatalities. Of these, 7 crashes involved vulnerable road users (4 pedestrians, 2 motorcyclists, and 1 bicyclist).

We believe Secretary Thibault's message last week said it best as we approach this coming Monday with many schools to open and with August being Child Safety Awareness Month to boot:

As summer comes to a close and parents start checking off back-to-school lists, it's important for us all to keep back to school and child passenger safety at the forefront of our minds.

While August is Child Safety Awareness Month, this is also a time of year that is exciting for children as they embark on a new chapter. It is up to each one of us to commit to keeping them safe. It is also our job to protect and educate the most vulnerable among us, and it is the Department’s goal to raise awareness and promote safety tips to create better decision making a habit for all drivers— which in the end saves lives.
Watch for children on their way to school. Please check for car seat recalls. You can also visit a Florida Highway Patrol station to ask a trooper that is certified in car seat installation to help you inspect your seat.

It’s always better to be safe than sorry. Florida’s future relies on us being diligent and aware.
July 15, 2019

Mark Logan Rust, 23, Lakeland: Mark was traveling southbound on Wiggins Rd., at a high rate of speed, when he lost control of his vehicle and departed the roadway, ultimately crashing into a tree. Mark later died due to injuries sustained during the crash. Mark loved ping pong; hiking the mountains of Colorado, his second home; and the Indian River where he boated, fished, and swim with dolphins. Mark was an aspiring electrician but also helped at the family printing business. Mark was a proud owner of a pug named Zelda. Mark is survived by his parents, brothers, sister, family, and friends.

Philexis J. Robinson, 26, St. Petersburg: Philexis was stopped near the intersection of 34th Avenue South and Martin Luther King Jr. St. North, investigating car trouble she was experiencing, when she was struck by a driver speeding in a stolen car. Philexis was pronounced dead at the scene. Following the collision, the driver and their passenger fled the scene. Philexis is survived by her daughter, parents, grandmother, siblings, family, and friends.

July 16, 2019

Harold A. Climaco, 36, Chelsea, MA; Jocelyn Rosemary Hernandez, 37, Brandon: Harold and Jocelyn were driving east on Brandon Parkway and entered the intersection of Town Center Boulevard, when they collided with a northbound vehicle. Harold was transported to Brandon Regional Medical Center where he later died due to injuries sustained during the crash. Jocelyn was pronounced dead at the scene of the crash. Harold was not wearing a seatbelt at the time of the crash. Harold is survived by his parents, brothers, family, and friends. Jocelyn is survived by her husband, children, siblings, family, and friends.

July 17, 2019

Name Withheld: "Due to Florida Statue 316.066 (2)(d)": A motorist was traveling on a moped westbound in the bike lane on Waters Avenue West when a flatbed truck traveling in the eastbound lane made a left turn onto Camden Street. The truck collided with the moped, causing the motorist to be ejected from the vehicle. The motorist was pronounced dead at the scene of the crash. The motorist is survived by their family and friends.
July 18, 2019

**Jee-Esta Shurock, 30, Pinellas Park:** A driver of a vehicle was fleeing from the police after an attempted traffic stop when he sped off and ultimately ran a red light, crashing into a vehicle in the intersection and spinning out. Jee-Esta was crossing the intersection of 5th Ave. N and 20th St. N, when the spinning vehicle crashed into her. Jee-Esta was transported to a local hospital where she later died due to injuries sustained during the crash. Jee-Esta is survived by her children, family, and friends.

**Anmar Said Al-Urri, 47, Valrico:** Anmar was driving west on SR 60 when he collided with the back of a semi-tractor-trailer that was stopped at a red light at the intersection of SR 60 and Mount Carmel Rd. Anmar was transported to Tampa General Hospital, where he later died due to injuries sustained during the crash. Anmar is survived by his family and friends.

**Rafael Angel Crescente Jr., 48, East Brunswick NJ:** Rafael was walking south across the westbound lanes of US 92 just east of the intersection of US 92 and Walton Way, when he was struck by a vehicle entering the Suncoast Credit Union. Rafael was transported to Tampa General Hospital, where he later died due to injuries sustained during the crash. Rafael was a good man, funny and opinionated. He loved basketball and videogames. Rafael is survived by his three children, siblings, friends and family.

**Cynthia Cavanaugh, 59, Riverview:** Cynthia was a passenger in a vehicle heading southbound on Martin Luther King Jr. Street when the driver turned left onto 110th Avenue and collided with a northbound vehicle. Following the crash, Cynthia’s vehicle spun into a drainage ditch, flipped over, and became partially submerged. Cynthia was transported to a local hospital, where she later died due to injuries sustained during the crash. Cynthia was a kind, gentle soul who cared for her family and was always willing to help those in need. She enjoyed reading, sewing, traveling, and collecting antiques. Cynthia is survived by her husband, son, parents, brother, stepchildren, family, and friends.

July 19, 2019

**David E. Cavaletto, 49, St. Petersburg:** David was riding his motor scooter southbound on 28th Street when he was struck by a vehicle turning into the southbound lane from 18th Avenue South. David was not wearing a helmet. David was pronounced dead at the scene. David is survived by his mother, siblings, family, and friends.
July 21, 2019

Daniel Vincent Schaffer, 21, Bradenton: Daniel was standing behind and to the side of a tow truck with the driver of the tow truck in the painted gore of the I-75 exit ramp when a vehicle traveling north on I-75 lost control and struck both the tow truck and Daniel, pushing the tow truck into the driver. Following impact, all three vehicles burst into flames. Daniel was pronounced dead at the scene. Daniel had a fun-loving personality and often brightened the room wherever he went with his infectious smile and laughter. He played many sports, including hockey, soccer, and lacrosse. When he wasn’t spending time with his family, one would most often find Daniel fishing. Daniel is survived by his girlfriend, siblings, family, and friends.

July 23, 2019

Alan Leroy Bahr, 72, Brandon: Alan was turning left onto Parsons Avenue off SR 60, when a vehicle traveling east on SR 60 ran a red light and collided with him. Alan was pronounced dead at the scene. A Vietnam Veteran, Alan spent much of his time refereeing military intramural and high school soccer and football. He also loved both watching and attending sports events with his son. Alan was kind, loving, witty, and unforgettable. Alan is survived by his wife, son, brother, sister, family, and friends.

July 24, 2019

Anthony Antoine Boyd, 37, St. Petersburg: Anthony was headed southbound in the median lane, when he lost control of his vehicle, which slid off the road and into a tree. Anthony was pronounced dead at the scene. Anthony is survived by his family and friends.

July 28, 2019

Reginald Eugene Knight, 57, Tampa: Reginald was traveling north on 26th Street in the intersection of Columbus Drive, when he was struck by an eastbound vehicle traveling on Columbus Drive. Reginald was transported to a local hospital, where he later died due to injuries sustained during the crash. Reginald is survived by his family and friends.
For this two-week period, we had 12 crashes resulting with 13 fatalities of which eight were vulnerable road users (2 bicyclists, 2 pedestrians, and 4 motorcyclists).

Several of these crashes involved vehicles departing the roadway or had drivers losing control of their vehicles for unknown reasons. Unfortunately, some involve motorists driving at high rates of speed or inattention to the road. We are reminded to keep focus on the road and to be aware of our surroundings at all times. Road users (motorists, motorcyclists, bicyclists, pedestrians) need to follow our laws put in place for a safer Tampa Bay.

Here is a great “tip card” reminder of speed versus survival risk:

Please be aware and also share with friends and family that August 14th to September 2nd will be National Impaired Driving Enforcement Wave campaign – “Drive Sober or Get Pulled Over”.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn't Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven's Innovation Share Point Site.

July 30, 2019

Karl David Burkey, 63, Gibsonton: Karl was riding eastbound on US 41 on his bicycle, when he rode into the path of a pickup truck heading south. Karl was transported to Tampa General Hospital, where he later died from his injuries. Karl is survived by his friends and family.

August 2, 2019

Jayne Elaine Hamlet, 39, Brooksville: Jayne was riding her mini-bike from a private driveway onto Weeping Willow Street, when she rode into the path of a vehicle heading north. Jayne was transported to Oak Hill Hospital, where she later died from her injuries. Jayne was a loving mother and cared for her family deeply. She was also known to love the beach and sunshine. Jayne is survived by her husband, daughters, son, father, siblings, family, and friends.

Franklin Rowland, 54, Clearwater: Franklin was crossing South Missouri Avenue in his wheelchair, just south of Lakeview Drive, outside of a crosswalk, when a vehicle struck him. Franklin was transported to Bayfront Health St. Petersburg, where he later died from his injuries. Franklin is survived by his family and friends.

August 3, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorist was traveling westbound on Sydney Road from Turkey Creek Road at a high rate of speed, when they lost control of their vehicle, left the roadway, and hit a tree. The motorist died at the scene of the crash. The motorist is survived by their family and friends.

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorcyclist was driving south on Armenia Avenue at a high rate of speed, when they struck another vehicle. The motorcyclist was ejected from their motorcycle and died at the scene of the crash. The motorcyclist is survived by their family and friends.

Angel G. Rodriguez FIALLOS, 26, Wesley Chapel: Angel was driving through the intersection of Bruce B. Downs Boulevard and SR 54 when a vehicle heading east ran a red light and struck him, knocking him off his motorcycle. Angel was transported to Advent Health, where he later died from his injuries. Angel was a loving person. Angel is survived by his mother, family and friends.
August 5, 2019

**David Ross Garcia, 46, Inverness; Asher King Gaspard, 2 months, Tampa:** David and Asher’s family were driving south on I-75, slowing for traffic ahead, when a dump truck struck the vehicle that Asher’s family was riding in. The dump truck then overturned onto the van David was driving. The dump truck continued to move forward and struck an additional 6 vehicles before coming to a stop. David was pronounced dead at the scene. Asher was transported to Tampa General Hospital, where he later died from his injuries. Asher is survived by his parents, sisters, grandparents, family, and friends. David was an avid soccer fan, loved music, but his family was his passion. David is survived by his wife, daughter, sons, parents, sisters, family, and friends.

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorist was traveling northbound on Seffner Valrico Road near the intersection of Hollowtree Drive at a high rate of speed when they lost control of their vehicle, left the roadway and collided with a tree. The motorist was transported to a local hospital, where they later died from their injuries. The motorist is survived by their family and friends.

August 8, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorist was traveling north on Memorial Highway at a high rate of speed when they failed to negotiate a curve, causing the vehicle to overturn. The motorist was pronounced dead at the scene. The motorist is survived by their family and friends.

August 9, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A pedestrian was walking south on the east side of Forbes Road, near the intersection of US 92, when a vehicle struck and killed the pedestrian. FHP is still searching for the hit and run driver. The pedestrian is survived by family and friends.

August 11, 2019

**Nathaniel Eli Hansen, 24, Zephyrhills:** Nathaniel was driving south on US 301 towards the intersection of Bailey Hill at a high rate of speed when he struck the utility trailer being towed by a pickup truck traveling east on Bailey Hill and was ejected from his vehicle. Nathaniel was transported to Tampa General Hospital where he later died due to his injuries. Nathaniel is survived by his family and friends.

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A bicyclist was traveling south from a parking lot crossing Kennedy Boulevard when the bicyclist was struck by a vehicle heading west on Kennedy Boulevard. The bicyclist was transported to a local hospital where they later died from their injuries. The bicyclist is survived by family and friends.
From: Gwynn, David <David.Gwynn@dot.state.fl.us>
Sent: Friday, September 6, 2019 3:51 PM
To: D7-outlook users <D7-outlookusers@dot.state.fl.us>
Cc: Hollingsworth, Lora <Lora.Hollingsworth@dot.state.fl.us>; Beth Alden <aldenb@plancom.org>
Subject: Bi-weekly Fatal Crash Report

For this two week period, we had 11 crashes resulting in 14 fatalities of which, seven were vulnerable road users (4 pedestrians and 3 motorcyclists).

Several of these crashes involved vehicles departing the roadway from drivers losing control of their vehicles – driving at high rates of speed for unknown reasons. In addition, there was a wrong way driver that claimed two lives on 15th Street also driving at high rate of speed. It bears repeating that all road users (motorists, motorcyclists, bicyclists, pedestrians) need to keep focus on the road and follow our laws put in place for a safer Tampa Bay.

September 15th – 21st is Child Passenger Safety Week and September 21st is National Seat Check Saturday – Please share with family and friends.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
Safety in Seven

District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

August 14, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorist was traveling northbound on Manhattan Ave. when, for unknown reasons, they veered off the roadway and struck a fence before overturning. The motorist was pronounced dead at the scene. The motorist is survived by their family and friends.

August 16, 2019

Names Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorist was traveling north on CR 579 when, for unknown reasons, they veered off the roadway and struck a tree. The motorist and their passenger were pronounced dead at the scene. The motorist is survived by their family and friends.

August 17, 2019

Malek Sultan Gajani, 79, New Port Richey: Malek was a passenger in a vehicle heading northbound, on US 41 near E. 121st Ave., when a driver turned left into the path of the vehicle she was traveling in. Malek, who was not wearing a seatbelt, was transported to Advent Health Tampa, where she later died from her injuries. Malek is survived by her family and friends.

August 21, 2019

Ronnie Heath, 58, Brooksville: Ronnie was crossing US 19 near Woodland Waters Boulevard when he was struck by a vehicle traveling northbound. Ronnie was pronounced dead at the scene of the crash. Ronnie was described as a, “hard worker who took care of everybody.” Ronnie fished avidly in his free time and volunteered in the Panhandle to aid with cleanup efforts after Hurricane Michael. Ronnie is survived by his sons, daughters, brother, sister, eleven grandchildren, family, and friends.

August 22, 2019

Savannah Lindsey Merrell, 23, Clearwater: Savannah was walking eastbound in the outside lane of Adamo Drive, near the intersection of Orient Road, when she was struck by a vehicle traveling eastbound in the same lane. Savannah was pronounced dead at the scene of the crash. Savannah is survived by her two small children, family, and friends.
Safety in Seven

**Svjetlana Vojnovic**, 67, St. Pete: Svjetlana was walking westbound across 4th Street N. in the 7600 block without a crossing signal, when she was struck by a vehicle traveling northbound. Svjetlana was transported to Bayfront Health St. Petersburg, where she later died from her injuries. Svjetlana is survived by her family and friends.

**August 23, 2019**

**Roberto Ramirez Diaz**, 47, Tampa; **Alejandro Ocampo**, 62, Tampa: Roberto and his passenger Alejandro were driving the wrong way on N. 15th Street near the intersection of 21st Avenue at a high speed. Roberto hit several vehicles ultimately causing his vehicle to roll over. Roberto and Alejandro were pronounced dead at the scene. Both Roberto and Alejandro are survived by their family and friends.

**Name Withheld: *Due to Florida Statue 316.066 (2)(d)***: A pedestrian was crossing Frontage Road, near the intersection of East Bay Drive, when he was struck by a vehicle turning onto US 19. The pedestrian was taken to a local hospital, where he later died from his injuries. The pedestrian is survived by his family and friends.

**August 24, 2019**

**Kevin Bradley Bohl**, 48, Hudson: Kevin was driving south on US 19 near the intersection of Hudson Avenue when he lost control of his motorcycle, hit a curb, and overturned. Kevin, who was not wearing a helmet was transported to Regional Medical Center at Bayonet Point, where he later died from his injuries. Kevin is survived by his family and friends.

**Abram Hanna**, 74, Palm Harbor: Abram was a passenger in a vehicle traveling westbound on SR 54 when his vehicle turned into the path of an eastbound vehicle. The two vehicles collided and Abram's vehicle spun out onto Trinity Boulevard and struck another vehicle stopped for a red light. Abram was transported to Regional Medical Center at Bayonet Point, where he later died from his injuries. Abram is survived by his family and friends.

**August 25, 2019**

**Christopher Benjamin Williams**, 28, Tampa; **Nicolle Suzette Butler**, 27, Oviedo: Christopher and Nicolle were traveling southbound on Gunn Highway when they failed to negotiate a curve, hit a road sign, and were thrown from the motorcycle. Christopher and Nicolle were pronounced dead at the scene. Christopher was a graduate of Alonso High School and USF, he loved skeet shooting and body building. Christopher is survived by his parents, aunts, uncles, family, and friends. Nicolle is survived by her family and friends.
For this two week period we had 12 crashes resulting in 12 fatalities of which, six were vulnerable road users (4 pedestrians and 2 motorcyclists).

Several of these crashes appear to be preventable if drivers follow our laws put in place for their safety and guidance. Unfortunately, we still see many instances of drivers traveling at excessive speeds; motorists driving under the influence; vehicles departing the roadway from drivers losing control of their vehicles; pedestrians crossing outside of protected areas, and vehicles not yielding or waiting for motorcyclists. We remain very empathetic of consequences and sympathetic for families and friends - just want to remind everyone to focus on the road and follow traffic laws put in place to keep all users safe on our roadways.

September 22-28 is Rail Safety Week. See below for announcement and share with family and friends.

2019 Rail Safety Week Overview

- Rail Safety Week (RSW) is Operation Lifesaver, Inc. (OLI)'s largest communications and marketing effort each year.
- RSW is a week-long focused national campaign highlighting the importance of rail safety with the general public.
- The 2019 observance is the third annual U.S. event and second joint observance with Operation Lifesaver Canada.
- The Sept. 24 Operation Clear Track enforcement effort, part of RSW, is led by Amtrak.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
Safety in Seven

District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

August 26, 2019

Christopher Morgan Sims, 40, Tampa: Christopher was traveling near the intersection of N. Marks Street and E. Kirby Street when for unknown reasons, Christopher departed the roadway and struck a fence. Christopher was taken to Tampa General Hospital, where he later died from his injuries. Christopher is survived by his parents, daughter, family and friends.

Timothy Shayne Johns, 58, Spring Hill: Timothy was traveling east on SR 54 when he suffered a medical episode. Timothy’s vehicle drove onto the median, began heading west while hitting several vehicles, before it proceeded to run off the road hitting a utility pole and coming to rest in a field. Timothy was taken to Medical Center of Trinity, where he later died from his injuries. Timothy enjoyed spending time with his family and friends. Timothy is survived by his wife, daughter, son, brother, family, and friends.

August 27, 2019

George Stewart McCoy, Jr., 54, Brandon: George was retrieving his paper when a vehicle that was traveling northbound on Wheeler Road struck him. George died at the scene of the crash. George was beloved by everyone because of his pure heart. It took little to make George happy, he loved “Reese’s Cups”, steak dinners, bowling, and traveling to Atlanta to watch football and baseball games. George is survived by his sister, niece, uncle, and his extended family that cared for him at various group homes.

August 28, 2019

Zenaida Edith Lucena, 29, Plant City: Zenaida attempted to cross I-4 near milepost 13 when she was struck by a vehicle traveling eastbound on I-4. Zenaida died at the scene of the crash. Zenaida is survived by family and friends.

Hiran Reis Vaz, 53, Tampa: Hiran was traveling southbound on the Howard Frankland Bridge/I-275 at a high rate of speed. While maneuvering between lanes attempting to pass another vehicle, the other vehicle collided with Hiran’s vehicle, causing his vehicle to overturn multiple times before going over the barrier wall and into the water. Hiran died at the scene of the crash. Hiran is survived by his family and friends.
August 31, 2019

**Jordan Trey Wisecup, 33, Palm Harbor:** Jordan was traveling north on Westlake Blvd. near the intersection of Nebraska Ave. in Pinellas County, when for unknown reasons Jordan lost control of his vehicle, went off the road, collided with a tree before the vehicle overturned and caught fire. Jordan died at the scene of the crash. Jordan was a thoughtful person that “went out of his way” for family, friends, coworkers, and strangers. Jordan is survived by his father, mother, stepfather, brother, aunts, uncles, family, and friends.

September 2, 2019

**James Paul Stewart, 32, Clearwater:** James was traveling east on Park Blvd. near 73rd St. N. at a high rate of speed when a vehicle traveling westbound on Park Blvd. turned in front of him. James laid his motorcycle down, sliding along the roadway before being ejected. James died at the scene of the crash. James enjoyed being outdoors, fishing, woodworking, and cooking. James was known for his unwavering love and loyalty to family and friends. James is survived by his mother, daughter, sister, brother, family, and friends.

**Keysean Jeremiah Williams, 18, Wesley Chapel:** Keysean was traveling westbound on SR 54 near Boyette Rd. when a vehicle attempted to change lanes and collided with Keysean, causing him to run off the road. Keysean died at the scene of the crash. Keysean loved sports, playing both football and baseball. Keysean enjoyed riding his motorcycle, was always willing to go the extra mile for people, and he enjoyed spending time with family and friends. Keysean is survived by his parents, brothers, grandparents, family and friends.

September 4, 2019

**Gabrielle Alyssa Marie Jenkins, 20, Pinellas Park:** Gabrielle was walking north in the southbound lane of US 301 when she was struck by a semi-truck that was unable to avoid her. Gabrielle was taken to Tampa General Hospital, where she later died from her injuries. Gabrielle attended Osceola High School, loved music, played basketball, volleyball, and soccer. Gabrielle is survived by her sisters, brother, grandparents, great grandmother, family, and friends.

September 5, 2019

**David Lawrence Hachem, 64, Port Richey:** David was walking across US 19 at the intersection of Johnson Road when he was struck by a vehicle heading northbound. David died at the scene of the crash. David is survived by family and friends.
Safety in Seven

September 8, 2019

Samantha Lynn Martinez, 22, Crystal River: Samantha was heading north on CR 491 near the intersection of CR 480 when an alleged drunk driver ran a stop sign and struck the front of her vehicle. The impact forced both vehicles off the roadway. Samantha was taken to Bayonet Point Regional Medical Center, where she later died from her injuries. Samantha loved fashion, buying shoes, and being with her friends and family. Her personality and smile lit up every room she entered. Samantha is survived by her parents, brothers, sisters, family, and friends.

Derrick Winton Allen Beers, 23, Zephyrhills: Derrick was a passenger in a vehicle traveling northbound along US 301 just south of SR 56, when for unknown reasons the driver lost control of the vehicle. The driver overcorrected multiple times, causing the vehicle to leave the roadway and collide with trees on the shoulder. Derrick was taken to St. Joseph’s Hospital, where he later died from his injuries. Derrick enjoyed off road mudding, playing video games, skateboarding, however, Derrick’s greats joy was spending time with his son. Derrick is survived by his parents, son, life partner, brothers, family, and friends.
Memorandum
August 30, 2019

TO:
Jean Duncan, City of Tampa
Bob Frey, Tampa Hillsborough Expressway Authority (THEA)
John Lyons, Hillsborough County
Michael Schenk, City of Plant City
Troy Tinch, City of Temple Terrace

FROM:
Beth Alden, Hillsborough MPO

RE:
Locally-Funded Road Capacity Projects in 2045 Cost-Feasible Plan

I would like to thank you and your staff for your continued coordination with MPO staff in the update of the Long Range Transportation Plan to the new horizon year of 2045. We appreciate the time your staff takes to meet with us and go over details of your organization’s transportation needs today and in the future.

One of the purposes of the Long Range Transportation Plan is to describe, for public consumption, our countywide community’s vision for how we will grow and will fund high-priority investments during the next few decades.

Some of the transportation funding sources available to address the community’s needs are allocated at the local government or local agency level. Examples include local gas tax, local sales tax, and tolls collected by THEA.

If your organization would like specific road capacity projects to be shown in the Long Range Transportation Plan as high-priority to be funded using your local revenues, we kindly request that you notify us in writing no later than September 20, 2019.

You need not identify road projects that are non-capacity (federal definition); only the addition of through lanes, extension of major roads, and major interchange projects need to be itemized in the Long Range Transportation Plan. All other types of road improvements will be addressed in our Plan as part of performance-based investment programs, in categories such as Good Repair & Resilience, Vision Zero, or Smart Cities. These categories will be described with typical kinds of projects, aggregated investment levels, and countywide forecasts of performance outcomes in 2045.

Please contact either Sarah McKinley, mckinleys@plancom.org, or myself if you have any questions.
MEMORANDUM

DATE: September 20, 2019

TO: Beth Alden, AICP, Executive Director, Hillsborough MPO

FROM: John W. Lyons, PE, PSM, Assistant County Administrator – Public Works

SUBJECT: Locally-Funded Road Capacity Projects in 2045 Cost-Feasible Plan

The County is in receipt of the memorandum dated August 30, 2019 requesting specific roadway capacity candidates from Hillsborough County to be included in the 2045 Long Range Transportation Plan (LRTP) as locally funded projects.

The County has developed and adopted the FY20-FY25 Transportation Capital Improvement Program, approved the 2020 Surtax Transportation Plan, and will continue to develop mid-range master plans in all areas of mobility, safety and resiliency, focusing on the next 10 years. Those plans and programs include a limited number of road capacity projects in Unincorporated Hillsborough County.

The County is not requesting additional capacity projects to be included in the 2045 LRTP now. However, with future growth, road capacity deficiencies and congestion will most likely be an ongoing issue.

We recognize that the MPO has been working to finalize the 2045 LRTP. Those efforts include updating population and job growth projections, system performance measures, traffic modeling, and receiving community input. This information and analysis is foundational to the mobility needs of the county. As a result, it would be beneficial for the MPO to identify those county corridors that will need additional capacity in 2045 to incorporate into the County’s planning efforts.

We look forward to working with your team on these important projects.

cc: Lucia E. Garsys, AICP, Deputy County Administrator, Development & Infrastructure
Joshua A. Bellotti, Director, Engineering & Operations, Public Works
John Patrick, Division Director, Strategic Infrastructure Planning, Development & Infrastructure

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