Meeting of the Technical Advisory Committee
Monday, September 16, 2019, 1:30 PM
County Center, 18th Floor – Plan Hillsborough Committee Room

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – August 19, 2019

IV. Action Items

A. Transportation Improvement Program (TIP) Amendments for Planning Funds, E. Busch Blvd, Hillsborough Ave, and Appendix C – Performance Measures (Vishaka Shiva Raman, MPO Staff)

V. Status Reports

A. Draft 2045 Cost Feasible Plan (Sarah McKinley, MPO, Staff)
B. US 41 at CSX Grade Separation Project Development & Environmental Study (Lilliam E. Escalera, FDOT)
C. Tampa Bay Next Update (FDOT Representative)
D. Community Vulnerability Study (Taryn Sabia, USF)
E. Resilient Tampa Bay Transportation Pilot Project Update (Allison Yeh, MPO Staff)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum

A. MPO Meeting Minutes & Standing Committee Reports

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

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Learn more about our commitment to non-discrimination.

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.
Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de cerro electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to MPO Board members, MPO staff, or related committees or subcommittees the MPO supports. The MPO has no affiliation whatsoever with the originator of attached articles nor is the MPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond ‘fair use’ must first obtain permission from the copyright owner.

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
AUGUST 19, 2019 – METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE WORKSHOP

The Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, August 19, 2019, at 1:30 p.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Jeffrey Sims, Chairman
Rachel Chase
Amber Dickerson
Leland Dicus (arrived 2:15 p.m.)
Michael English
Gina Evans
Robert Frey (arrived at 1:53 p.m.)
Anthony Garcia
Mark Hudson for Julie Ham
Mellanie Calloway for Jonathan Scott
Charles White for Michael Williams

The following members were absent:

Michael Case
Vincenzo Corazza
Danni Jorgenson
Justin Willits

I. CALL TO ORDER

► Chairman Sims called the meeting to order at 1:36 p.m.

II. PUBLIC COMMENT – ► None.


► Regarding comments made on the June 17, 2019, MPO TAC minutes, Chairman Sims sought a motion to approve the minutes. ► Ms. Calloway moved approval, seconded by Mr. Dicus, and carried eleven to zero. (Members Case, Corazza, Jorgenson, and Willits were absent.) ► Chairman Sims requested a motion to approve the July 29, 2019, minutes. Ms. Calloway so moved, seconded by Mr.
Hudson, and carried eleven to zero. (Members Case, Corazza, Jorgenson, and Willits were absent.)

IV. ACTION ITEMS

A. Letter of Comment on Tampa Bay Next Section 4-6 Supplemental Environmental Impact

▶ Mr. Richard Clarendon, MPO, gave a presentation. ▶ Chairman Sims posed questions on construction impacts and oversight. Queries followed on the CRA estimate updates, a timeline on information delivery being requested, and the MPO having a favored design. ▶ Chairman Sims asked for a motion to move forward with the proposed edits from MPO. Ms. Calloway made the motion, seconded by Mr. Dicus, and carried eleven to zero. (Members Case, Corazza, Jorgenson, and Willits were absent.)

B. Transportation Improvement Program Roll-Forward Amendments

▶ Ms. Vishaka Shiva Raman, MPO, shared a presentation. ▶ Chairman Sims sought a motion to approve the roll forward amendments as proposed. Mr. Dicus so moved, seconded by Ms. Calloway, and carried eleven to zero. (Members Case, Corazza, Jorgenson, and Willits were absent.)

V. STATUS REPORTS

A. Smart Cities Update - Rescheduled.

B. It’s TIME Hillsborough Survey Results

▶ Ms. Lisa Silva, MPO, conveyed a presentation. ▶ Mr. Dicus commented on the project geography. Chairman Sims opined on the survey’s geographic location bias.

C. 2045 Plan Needs Assessment for Programs

▶ Ms. Sarah McKinley, MPO, gave a presentation.

D. TBARTA Regional Transit Development Plan

▶ Mr. Bill Ball, on behalf of TBARTA, presented the item.

E. Round Robin Discussion of Health Related to Metrics

▶ Ms. Michelle Ogilvie, MPO, delivered a presentation. ▶ Mr. Dicus inquired about Ms. Ogilvie needing MPO input on identifying health metrics. Ms. Chase
emphasized on the equity in the outreach. Mr. Frey asked what the MPO could do to help. Chairman Sims touched on the impact recognition and what could be done on a local level. Ms. Calloway spoke on the County’s lack of tree shade and need for sidewalks with additional landscaping. Chairman Sims added remarks.

VI. OLD BUSINESS AND NEW BUSINESS

Chairman Sims stated the next meeting would be on September 16, 2019.

VII. ADDENDUM

A. MPO Committee Reports
B. Open House 3 on Traffic and Safety Impact of Florida Department of Transportation plans for Interstate (I) 275 and I-4 in Downtown and Westshore Flyer
C. Gulf Coast Safe Street Summit Flyer
D. National Association of Regional Councils – Senate Bill Summary

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:21 p.m.

READ AND APPROVED: ________________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ________________________________
   Deputy Clerk

ms
Board & Committee Agenda Item

Agenda Item
Transportation Improvement Program (TIP) Amendments:

#6. Hillsborough MPO Unified Planning Work Program (UPWP) (439336 2 & 402255 1) – Funding Rectification

#7. East Busch Blvd Corridor Study (441098 1) – Pedestrian Crossing Change

#8. Hillsborough Ave Surface Treatments (445824 1) – Added Project

Appendix C Add Transportation Performance Measures Consensus Planning Document

Presenter
Vishaka Shiva Raman, MPO Staff

Summary
Amendment #6 rectifies the Hillsborough MPO’s planning funds to match the allocations shown in the MPO’s approved UPWP.

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.

Last, this set of amendment adds the Transportation Performance Measures Consensus Planning document to Appendix C – Hillsborough MPO 2019/20 System Performance Report. The Federal Highway Administration (FHWA) requested that the MPO include this information in the TIP.

Recommended Action
Recommend approval to the MPO Board.

Prepared By
Vishaka Shiva Raman, MPO Staff

Attachments
Comparative Reports for amendments #6 through 8
Factsheet for Amendments 7 & 8
Transportation Performance Measures Consensus Planning
### FDOT 5 Year TIP

Hillsborough County, District 7

**FLP: TRANSIT**

- **Status:** Adopted
- **Adopted Date:** 06/11/2019
- **Item Number:** 402255 1

**Description:** HILLSBOROUGH CTY MPO TRANSIT PLANNING SECTION 5305

**Extra Description:** SECTION 5305 MPO TRANSPORTATION PLANNING

**Type of Work:** PTO STUDIES

**LRTP:** Goal IV

**Related Project:** PLANNING - MANAGED BY HILLSBOROUGH MPO

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>DU</td>
<td>$6,189,814</td>
<td>$320,869</td>
<td>$329,907</td>
<td>$339,804</td>
<td>$349,998</td>
<td>$373,295</td>
<td>$0</td>
<td>$7,903,687</td>
</tr>
<tr>
<td>LF</td>
<td>$746,550</td>
<td>$40,109</td>
<td>$41,238</td>
<td>$42,476</td>
<td>$43,750</td>
<td>$46,662</td>
<td>$0</td>
<td>$960,785</td>
</tr>
<tr>
<td>DDR</td>
<td>$562,588</td>
<td>$40,109</td>
<td>$41,238</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$643,935</td>
</tr>
<tr>
<td>DPTO</td>
<td>$184,355</td>
<td>$0</td>
<td>$0</td>
<td>$42,476</td>
<td>$43,750</td>
<td>$46,662</td>
<td>$0</td>
<td>$317,243</td>
</tr>
<tr>
<td>DS</td>
<td>$26,335</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$26,335</td>
</tr>
<tr>
<td><strong>Totals:</strong></td>
<td><strong>$7,709,642</strong></td>
<td><strong>$401,087</strong></td>
<td><strong>$412,383</strong></td>
<td><strong>$424,756</strong></td>
<td><strong>$437,498</strong></td>
<td><strong>$466,619</strong></td>
<td><strong>$0</strong></td>
<td><strong>$9,851,985</strong></td>
</tr>
<tr>
<td>Item 402255 1 Totals:</td>
<td>$7,709,642</td>
<td>$401,087</td>
<td>$412,383</td>
<td>$424,756</td>
<td>$437,498</td>
<td>$466,619</td>
<td>$0</td>
<td>$9,851,985</td>
</tr>
</tbody>
</table>
## FLP: TRANSIT

**Status:** Amended  
**Amendment Date:** 10/1/2019  
**Amendment Number:** 6A

<table>
<thead>
<tr>
<th>Item Number:</th>
<th>Description:</th>
<th>LRTP:</th>
<th>Type of Work:</th>
<th>Project Length:</th>
<th>Extra Description:</th>
</tr>
</thead>
<tbody>
<tr>
<td>402255 1</td>
<td>HILLSBOROUGH CTY MPO TRANSIT PLANNING SECTION 5305</td>
<td>Goal IV</td>
<td>PTO STUDIES</td>
<td>0</td>
<td>SECTION 5305 MPO TRANSPORTATION PLANNING</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modified</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DU</td>
<td>$6,189,814</td>
<td>$472,834</td>
<td>$329,907</td>
<td>$339,804</td>
<td>$349,998</td>
<td>$373,295</td>
<td>$0</td>
<td>$8,055,652</td>
</tr>
<tr>
<td>Modified</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LF</td>
<td>$746,550</td>
<td>$59,104</td>
<td>$41,238</td>
<td>$42,476</td>
<td>$43,750</td>
<td>$46,662</td>
<td>$0</td>
<td>$979,780</td>
</tr>
<tr>
<td>Modified</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DDR</td>
<td>$562,588</td>
<td>$59,104</td>
<td>$41,238</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$662,930</td>
</tr>
<tr>
<td>Modified</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPTO</td>
<td>$184,355</td>
<td>$0</td>
<td>$0</td>
<td>$42,476</td>
<td>$43,750</td>
<td>$46,662</td>
<td>$0</td>
<td>$317,243</td>
</tr>
<tr>
<td>Modified</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DS</td>
<td>$26,335</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$26,335</td>
</tr>
<tr>
<td>Totals:</td>
<td>$7,709,642</td>
<td>$591,042</td>
<td>$412,383</td>
<td>$424,756</td>
<td>$437,498</td>
<td>$466,619</td>
<td>$0</td>
<td>$10,041,940</td>
</tr>
</tbody>
</table>

**Item 402255 1 Totals:** $7,709,642 | $591,042 | $412,383 | $424,756 | $437,498 | $466,619 | $0 | $10,041,940
## TRANSPORTATION PLANNING

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

**Item Number:** 439336 2  
**Description:** HILLSBOROUGH COUNTY FY 2018/2019-2019/2020 UPWP  
**LRTP:** Pg. 179

**Related Project:**  
**Extra Description:**  
**Project Length:** 0

**Type of Work:** TRANSPORTATION PLANNING

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>PL</td>
<td>$1,347,585</td>
<td>$1,258,356</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$2,605,941</td>
</tr>
<tr>
<td>SU</td>
<td>$613,935</td>
<td>$403,288</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,017,223</td>
</tr>
<tr>
<td><strong>Totals:</strong></td>
<td>$1,961,520</td>
<td>$1,661,644</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$3,623,164</td>
</tr>
<tr>
<td>Item 439336 2 Totals</td>
<td>$1,961,520</td>
<td>$1,661,644</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$3,623,164</td>
</tr>
</tbody>
</table>

**Status:** Amended  
**Amendment Date:** 10/1/2019  
**Amendment Number:** 6

**Item Number:** 439336 2  
**Description:** HILLSBOROUGH COUNTY FY 2018/2019-2019/2020 UPWP  
**LRTP:** Pg. 179

**Related Project:**  
**Extra Description:**  
**Project Length:** 0

**Type of Work:** TRANSPORTATION PLANNING

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modified</td>
<td>$1,347,585</td>
<td>$1,275,437</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$2,623,022</td>
</tr>
<tr>
<td>SU</td>
<td>$613,935</td>
<td>$403,288</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,017,223</td>
</tr>
<tr>
<td><strong>Totals:</strong></td>
<td>$1,961,520</td>
<td>$1,678,725</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$3,640,245</td>
</tr>
<tr>
<td>Item 439336 2 Totals</td>
<td>$1,961,520</td>
<td>$1,678,725</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$3,640,245</td>
</tr>
</tbody>
</table>
### Status: Adopted
Adopted Date: 06/11/2019

<table>
<thead>
<tr>
<th>Item Number: 441098 1</th>
<th>Description: SR 580 / BUSCH BLVD MULTIPLE LOCATIONS 12ST, 19TH ST, PAWNEE AVE</th>
<th>Extra Description: CONSTRUCT 3 MID BLOCK CROSSWALKS W/ OVERHEAD ASSEMBLIES</th>
<th>LRTP: Reduce Crashes &amp; Vulnerability, Pg. 164</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Length: 2.632</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type of Work: PEDESTRIAN SAFETY IMPROVEMENT</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### HIGHWAYS

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONSTRUCTION - MANAGED BY FDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACSS</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$988,339</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Totals</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$988,339</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>PRELIMINARY ENGINEERING - MANAGED BY FDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACSS</td>
<td>$0</td>
<td>$391,414</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Totals</td>
<td>$0</td>
<td>$391,414</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Item 441098 1 Totals:</td>
<td>$0</td>
<td>$391,414</td>
<td>$0</td>
<td>$988,339</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

### Status: Amended
Amendment Date: 10/1/2019
Amendment Number: 7

<table>
<thead>
<tr>
<th>Item Number: 441098 1</th>
<th>Description: SR 580 / BUSCH BLVD MULTIPLE LOCATIONS 12ST, PAWNEE AVE, OVERLOOK DR.</th>
<th>Extra Description: CONSTRUCT 3 MID BLOCK CROSSWALKS W/ OVERHEAD ASSEMBLIES</th>
<th>LRTP: Reduce Crashes &amp; Vulnerability, Pg. 164</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Length: 2.783</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type of Work: PEDESTRIAN SAFETY IMPROVEMENT</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### HIGHWAYS

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONSTRUCTION - MANAGED BY FDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modified ACSS</td>
<td>$0</td>
<td>$1,517,164</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Totals</td>
<td>$0</td>
<td>$1,517,164</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Item 441098 1 Totals:</td>
<td>$0</td>
<td>$1,517,164</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>
### FDOT 5 Year TIP
#### Hillsborough County, District 7

**HIGHLANDS**

<table>
<thead>
<tr>
<th>Status:</th>
<th>Amended</th>
<th>Amendment Date: 10/1/2019</th>
<th>Amendment Number: 8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item Number:</td>
<td><strong>445824 1</strong></td>
<td>Description: US 92/SR 580/SR 600-HILLSBOROUGH AVE FROM W OF LAGOON ST TO SHELDON RD</td>
<td>LRTP: System Preservation, p. 161</td>
</tr>
<tr>
<td>Related Project:</td>
<td></td>
<td>Extra Description: SKID HAZARD OVERLAY</td>
<td><em>NON-SIS</em></td>
</tr>
<tr>
<td>Type of Work:</td>
<td>RESURFACING</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONSTRUCTION - MANAGED BY FDOT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Added</td>
<td>ACSS</td>
<td>$0</td>
<td>$447,996</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Totals:</td>
<td><strong>$0</strong></td>
<td><strong>$447,996</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$447,996</strong></td>
</tr>
<tr>
<td>Item 445824 1 Totals:</td>
<td><strong>$0</strong></td>
<td><strong>$447,996</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$447,996</strong></td>
</tr>
</tbody>
</table>
SR 580 (Busch Blvd) Pedestrian Safety Improvements 441098-1-52-01

Project Details

<table>
<thead>
<tr>
<th>Work Type</th>
<th>Pedestrian Safety Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase</td>
<td>Design</td>
</tr>
<tr>
<td>Limits</td>
<td>at the intersections of 12th St., Pawnee Ave., Overlook Dr.</td>
</tr>
<tr>
<td>City</td>
<td>Tampa</td>
</tr>
<tr>
<td>County</td>
<td>Hillsborough</td>
</tr>
<tr>
<td>Road</td>
<td>Busch Blvd SR 580</td>
</tr>
<tr>
<td>Design Cost</td>
<td>$193,000</td>
</tr>
</tbody>
</table>

About

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.

The project is currently being designed. Construction is anticipated to begin in 2020.

Contact Information

**Design Manager**
Jake Hemingway  
813-975-6057  
jake.hemingway@dot.state.fl.us

**Media Contact**
Kris Carson  
813-975-6060  
Kristen.carson@dot.state.fl.us
SR 580 (Hillsborough Ave) Repaving from Lagoon St. to Sheldon Rd 445824-1-52-01

Project Details

<table>
<thead>
<tr>
<th>Work Type</th>
<th>Repaving (High Friction Surface Treatment)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase</td>
<td>Design</td>
</tr>
<tr>
<td>Limits</td>
<td>from W. of Lagoon St. to Sheldon Road</td>
</tr>
<tr>
<td>Length</td>
<td>.2 miles</td>
</tr>
<tr>
<td>City</td>
<td>Town 'N' Country</td>
</tr>
<tr>
<td>County</td>
<td>Hillsborough</td>
</tr>
<tr>
<td>Road</td>
<td>Hillsborough Ave SR 580</td>
</tr>
<tr>
<td>Design Cost</td>
<td>$100,000</td>
</tr>
</tbody>
</table>

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
Transportation Performance Measures
Consensus Planning Document

Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida’s 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”

- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.
Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

   a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area. FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.

   b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.

   c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

   FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

---

1 When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.
2 If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.
sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

a) FDOT will select and establish a statewide target for each applicable federally required performance measure.

i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.

ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.

b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either:

i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT’s statewide targets for that performance measure.

ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

---

3 When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.
establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established.

c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).

i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT’s group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.

iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety...
performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

   a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes. FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.

      i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).

      ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state’s performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).

      iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.

   b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.

      i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures
and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).

iii. Each MPO will report target-related status information to FDOT upon request to support FDOT’s reporting requirements to FHWA.

c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA’s deadlines based upon the provider’s fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.

4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:

a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.

b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.

c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider’s service area, showing the progress made toward attainment of each target established by the provider.

5. Collection of data for the State asset management plans for the National Highway System (NHS):

a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

For more information, contact:

Mark Reichert, Administrator for Metropolitan Planning, Office of Policy Planning, Florida Department of Transportation, 850-414-4901, mark.reichert@dot.state.fl.us

Carl Mikyska, Executive Director, MPOAC, 850-414-4062, carl.mikyska@mpoac.org
Agenda Item
DRAFT 2045 Cost Feasible Plan

Presenter
Sarah McKinley, MPO Staff

Summary
The presentation will focus on the draft 2045 Cost Feasible Plan (CFP). The draft CFP includes the revised funding allocations for the four investment programs presented as part of the Needs Assessment and the major investments. To be considered “cost feasible,” the Plan must demonstrate that future costs can be funded with funding available through 2045. Therefore, the investment programs identify available funding allocated to:

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

The draft Plan will be reviewed by the MPO committees in September and then 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
None; for review and comment only.

Prepared By
Sarah McKinley, MPO Staff

Attachments
Draft 2045 Plan Summary Report
prepared in cooperation with

HART
www.goHART.org

FDOT

Plan Hillsborough

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

PORT TAMPA BAY

Hillsborough County Florida

2112

TEMPLE TERRACE

Hillsborough County
PUBLIC SCHOOLS
Preparing Students for Life

The preparation of this report has been financed in part through grant(s) from the FHWA and FTA, USDOT, under the State Planning and Research Program, Section 505 or Metropolitan Planning Program, Section 104(f) of Title 23, US Code. The contents of this report do not necessarily reflect the official views or policy of the USDOT.

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Learn more about our commitment to non-discrimination by visiting: www.planhillsborough.org/non-discrimination-commitment

Hillsborough MPO
Metropolitan Planning for Transportation

Hillsborough County Metropolitan Planning Organization
601 E. Kennedy Boulevard, 18th Floor
Tampa, FL 33602
(813) 272-5940
www.planhillsborough.org
MPO Board

Commissioner Lesley “Les” J. Miller, Jr., Chair
Hillsborough County

Commissioner Pat Kemp, Vice Chair
Hillsborough County

Beth Alden, Executive Director, Non-Voting Advisor
Hillsborough MPO

CEO Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Cameron Clark, Esq., Non-Voting General Counsel
Hillsborough MPO Attorney

Commissioner Trent Green
Planning Commission

Secretary David Gwynn, Non-Voting Advisor
Florida Department of Transportation District 7

Commissioner Ken Hagan
Hillsborough County

Mayor Mel Jurado
City of Temple Terrace

CEO Joe Lopano
Tampa Aviation Authority

Mayor Rick A. Lott
City of Plant City

Councilman Guido Maniscalco
City of Tampa

Mr. David Mechanik, Esq.
HART Board of Directors

Commissioner Kimberly Overman
Hillsborough County

Commissioner Mariella Smith
Hillsborough County

Chairwoman Cindy Stuart
Hillsborough County School Board

Councilman Luis Viera
City of Tampa

CEO Joseph Waggoner
Tampa-Hillsborough Expressway Authority
On behalf of the Hillsborough Metropolitan Planning Organization (MPO), I would like to introduce you to our investment plan for funding local transportation options here in Hillsborough County – It’s TIME Hillsborough 2045.

Our communities continue to grow. Hillsborough County is a leading destination for many new arrivals to Florida, and this growth incentivizes us to fund a world-class transportation system for those living and traveling in our communities. The challenges of meeting the needs of our shared transportation system require bold solutions.

The Hillsborough MPO serves as a forum for building consensus and facilitating discussions on how to best prioritize transportation dollars in our communities.

We have collaborated with our partners in Pinellas and Pasco counties to create the first regional transportation vision that seeks to address mobility needs for over 2.9 million people.

It’s TIME Hillsborough 2045 is our objective-driven approach to funding local transportation investments that promotes our shared vision for a transportation system while balancing the need to accommodate growth, multimodal needs of all travelers, and fund sustainable options to preserve our system.

We invite you to join the Hillsborough MPO as we strive to be resilient and innovative in how we choose to fund our strategic priorities over the next 25 years.
Our team is excited to share our investment strategy for funding flexible transportation options, delivering innovative solutions, and promoting mobility in our region.

This long-range transportation plan for Hillsborough County presents an investment approach that details transportation priorities and associated funding for the next 25 years.

It’s TIME Hillsborough 2045 is organized around our five mission directives for the county and surrounding region: maintaining a state of good repair and promoting resiliency; reducing crashes through the Vision Zero initiative; alleviating congestion for commuters and visitors; providing multimodal transportation options; and stimulating economic development.

This plan is a culmination of the voices in our community and the hard work our staff has done to create funding scenarios that reflect your needs while balancing our constraints. As we strive towards our objectives, we will continue collaborating with our neighbors and regional partners to prioritize and fund transportation options in Hillsborough County that benefit the millions of residents and visitors who live, work, and play in the Tampa Bay area.

We are excited to present It’s TIME Hillsborough 2045 as our response to the challenges that uniquely face a region poised for continued growth in West Central Florida.

Beth Alden, AICP
### list of acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEBR</td>
<td>Bureau of Economic and Business Research</td>
</tr>
<tr>
<td>BPAC</td>
<td>Bicycle/Pedestrian Advisory Committee</td>
</tr>
<tr>
<td>CAC</td>
<td>Citizens Advisory Committee</td>
</tr>
<tr>
<td>COC</td>
<td>Communities of Concern</td>
</tr>
<tr>
<td>EJ</td>
<td>Environmental Justice</td>
</tr>
<tr>
<td>FAST</td>
<td>Fixing America’s Surface Transportation</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>FDOT</td>
<td>Florida Department of Transportation</td>
</tr>
<tr>
<td>HART</td>
<td>Hillsborough Area Regional Transit</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation System</td>
</tr>
<tr>
<td>LRC</td>
<td>Livable Roadways Committee</td>
</tr>
<tr>
<td>LRTP</td>
<td>Long Range Transportation Plan</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>ROW</td>
<td>Right of Way</td>
</tr>
<tr>
<td>SR</td>
<td>State Road</td>
</tr>
<tr>
<td>SIS</td>
<td>Strategic Intermodal Systems</td>
</tr>
<tr>
<td>STWG</td>
<td>MPO School Transportation Working Group</td>
</tr>
<tr>
<td>TAC</td>
<td>Technical Advisory Committee</td>
</tr>
<tr>
<td>TDCB</td>
<td>Transportation Disadvantaged Coordinating Board</td>
</tr>
<tr>
<td>TDP</td>
<td>Transit Development Plan</td>
</tr>
<tr>
<td>THEA</td>
<td>Tampa Hillsborough Expressway Authority</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>USDOT</td>
<td>United States Department of Transportation</td>
</tr>
<tr>
<td>YOE</td>
<td>Year of Expenditure</td>
</tr>
</tbody>
</table>
Communities of Concern (COC)
Transportation disadvantaged and historically marginalized communities. Indicators for COC include zero-vehicle households, limited English proficiency, single-parent households, disability, and age (i.e., youth and elderly).

Environmental Justice (EJ)
The equitable distribution of costs and benefits associated with any Federal investment on all members of the community. An environmental justice policy and analysis seeks to ensure that low-income persons and people of color, in particular, benefit from Federal investments and do not experience disproportionate adverse environmental and health impacts (E.O. 12898).

Fixed-Guideway
A mass transportation facility that uses and occupies a separate right-of-way (ROW) or rail for the exclusive use of mass transportation and other high occupancy vehicles.

FAST Act (Fixing America’s Surface Transportation)
Federal legislation that provides funding for surface transportation programs for fiscal years 2016 through 2020.

Key Economic Spaces
Clusters of at least 5,000 jobs representative of existing employment patterns and areas of future growth potential.

MPO (Metropolitan Planning Organization)
An agency created under federal and state law to provide a forum for cooperative decision-making in regard to regional transportation issues. Membership includes elected and appointed officials representing local jurisdictions and transportation agencies.

Note: A complete transportation glossary is available at: www.planhillsborough.org/mpo_glossary

Regionally Significant Project
A project that serves regional transportation needs (such as to and from the area outside the region or major activity centers within the region), including, at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel (23 CFR. §45.204). These types of projects also include any project which requires ROW acquisition.

SIS (Strategic Intermodal System)
A statewide network of high-priority transportation facilities, including the state’s largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways.

Surtax for Transportation Improvements (Surtax)
The surtax funds transportation improvements throughout Hillsborough County, including road and bridge improvements; the expansion of public transit options; fixing potholes; enhancing bus service; relieving rush-hour bottlenecks; improving intersections; and making walking and biking safer. The proceeds of the surtax are distributed and disbursed in compliance with F.S. 212.055 (1) and in accordance with the provisions of Article 11 of the Hillsborough County Home Rule Charter.

Title VI
The section of the Civil Rights Act of 1964 that prohibits discrimination on the basis of race, color or national origin in programs that receive federal financial assistance, including transportation projects (42. U.S. Code §200d).

YOE (Year of Expenditure)
All amounts in the LRTP are expressed in “year of expenditure” dollars, which is the dollars inflated to the year spent.
Our County is part of the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area (MSA) which stretches into Hernando, Pasco, and Pinellas Counties, and is adjacent to the Lakeland-Winter Haven MSA and Sarasota-Bradenton MSA. Its cities include Temple Terrace, Plant City, and Tampa, which also serves as the county seat. During the 25-year horizon of this plan (FY 2020-2045), the Hillsborough MPO has the discretion to program federal funds for infrastructure projects.

In developing this plan, we searched for opportunities to explore alternative futures. According to the most recent federal requirements and guidance, planning for this Plan incorporated a number of new elements that brought more information to the decision-making process. For example, the MPO enhanced its performance-based planning practice and expanded its use of contemporary planning tools, such as scenario planning to inform policy and other types of decisions.

Generally, the development of the 2045 Plan consisted of examining:

1. Current and Changing Conditions
2. Various Scenarios for Future Growth & Transportation
3. Perspectives of the Public and Our Partners
4. The Transportation System’s Performance and Related Needs
5. Available Funding and Funding Eligibility Requirements
Snapshot of Hillsborough

**TODAY**

1,440,800 current population (BEBR est.)

Population share remains stable
50% of the tri-county area total

- Pinellas County ↓
- Pasco County ↑

Service sector industries
(office, professional, retail)
Majority of employment

830,900 people currently employed

No. 1 Single family residential development is the predominant land use within the Urban Service Area.

Agricultural, industrial, and institutional land uses make up most land outside the Urban Service Area.

**TOMORROW**

Population expected to grow to 2 million people by 2045

- 18 to 34 largest age cohort.
  Expected to decrease by 2045.

- 65+ expected to increase.

Residential development in the Central Business District (CBD) growing at a faster rate than the rest of the country.
Imagining the Region Tomorrow

We used an alternative transportation and land use scenario analysis to give us an opportunity to envision potential futures that may address our current uncertainties related to outcomes, policy decisions, and infrastructure investments. Under the guidance of the MPO and Planning Commission along with the MPOs in Pasco and Pinellas Counties, the following alternative scenarios were developed and rated by the public:

**scenario a:** trend + technology
- RAPID BUS ON SHOULDERS
- DRIVERLESS CARS

**scenario b:** belt + boulevard
- I-275 CONVERTED TO BOULEVARD
- TOLLED EXPRESS LANES

**scenario c:** transit oriented development
- REGIONAL & STATEWIDE RAIL
- RAPID BUS
- WATER FERRY

**Hillsborough County Growth Capacity**

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Population</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>1,477,500</td>
<td>671,800</td>
</tr>
<tr>
<td>b</td>
<td>1,325,200</td>
<td>838,400</td>
</tr>
<tr>
<td>c</td>
<td>1,317,700</td>
<td>736,500</td>
</tr>
</tbody>
</table>

**hybrid scenario**

Builds on the Transit Oriented Development Scenario while including the best elements from the Trend and Belt and Boulevard Scenarios; Provides capacity for 2,026,000 people at buildout (2045 projection is 2,007,000 people); Expands Hillsborough County’s urban service area by 5,400 acres to allow for 66,000 more people and to offset reduced intensity along corridors where rail would be eliminated (e.g., Linebaugh Avenue)

<table>
<thead>
<tr>
<th>Population Capacity</th>
<th>Employment Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,354,800</td>
<td>838,400</td>
</tr>
</tbody>
</table>
Knowing that no single transportation solution would solve our current and future transportation issues, we shared our scenarios with the public through our It’s Time Tampa Bay public outreach campaign in 2018. The regional outreach effort was designed to establish preliminary guidance for the 2045 Plan and it included a public survey, social media campaign, presentations to advisory bodies, and public hearings.

What priorities emerged?

- Provide alternatives to driving (Rail, bus & walk/bike spaces)
- Use new technologies
  Improve transportation efficiency
- Minimize outward growth
- Reinvest in established neighborhoods
- Reduce congestion
- Strengthen downtowns
  Create spaces like them

10,000 respondents
4,000 originated from Hillsborough County
What Hillsborough Will Need

**problem**
Increasing traffic volumes, aging infrastructure, and limited budgets increase the rate of deterioration of our roadways, bridges and transit fleets. This threatens our ability to travel within our county and to surrounding areas.

**problem**
Hillsborough has frequently ranked among some of the nation’s most dangerous counties for road users.

**problem**
The traveling public and our economy depends on having reliable travel times, clean air, and reduced congestion by using intersection treatments and technology to help limit crashes, anticipating weather, special events, and construction.

**problem**
People need access to work, school, health services and healthy food when they cannot drive or do not own a car.

**problem**
Hillsborough County is expected to increase in population by 40% by 2045. Investments in major projects are critical to supporting a growing economy. Safe, reliable, and efficient transportation infrastructure is needed to efficiently move people and goods.

**current status**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centerline miles of road</td>
<td>5,318</td>
<td></td>
</tr>
<tr>
<td>Bridges</td>
<td>757</td>
<td></td>
</tr>
<tr>
<td>Transit vehicle (HART)</td>
<td>201</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>226</td>
<td>Fatalities (up 15% from 2015)</td>
</tr>
<tr>
<td>2016</td>
<td>169</td>
<td>Fatalities in 2016</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Miscellaneous</th>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-interstate highways</td>
<td>Large proportion of roads</td>
<td></td>
</tr>
<tr>
<td>Adult asthma rate</td>
<td>Highest in state</td>
<td></td>
</tr>
<tr>
<td>Live near a reliable pedestrian facility</td>
<td>14%</td>
<td></td>
</tr>
<tr>
<td>Over capacity</td>
<td>43%</td>
<td></td>
</tr>
</tbody>
</table>

**needs**

- Meet roadway pavement standards
- Meet bridge safety standards
- Maintain an appropriate number of vehicles for service
- Maintain average age of transit fleet
- Reduce crash rates
- Reduce fatal crash rates
- Complete streets safety enhancements
- Complete streets improvements to traditional intersections
- Technology enhancements for congestion relief
- Travel time reliability
- Access to reliable bus services
- Access to bicyclist and pedestrian networks
- Access to transportation disadvantaged services
- Road widenings
- Intersection improvements
- Fixed-Guideway investment
Funding That is Available to Our Partners to Meet Our Needs

**Without Surtax (2026-2045)**

- Federal & State (for SIS only): 34%  $7.48 billion
- Federal & State (for non-SIS): 33%  $7.33 billion
- Local Roads & Transit: 33%  $7.39 billion

**Total** $22.20 billion

**With Surtax (2026-2045)**

- Federal & State (for SIS only): 23%  $7.39 billion
- Federal & State (for non-SIS): 23%  $7.33 billion
- Local Roads & Transit: 54%  $17.47 billion

**Total** $32.19 billion

**Without surtax,** 55% of all funds must go towards Strategic Intermodal System (SIS) & State Highway System (SHS)

**With surtax,** we have more funds to achieve our vision:

- 36% transit funds
- 54% safe and reliable roadway funds
Transportation projects can be funded through a variety of investment allocations that use federal, state, local, or a combination of money. To ensure that public dollars are being used appropriately, these allocations are categorized by intended purpose or funding source and have their own set of strict eligibility requirements.

The MPO manages only available (unprogrammed) federal dollars to plan transportation investments and can work with FDOT to prioritize preprogrammed projects such as those funded through the SIS, Other Arterials Construction & ROW, and Surtax. After assessing available funds, eligibility requirements, funding scenarios with and without surtax, and the region’s transportation needs, the Hillsborough MPO determined the cost feasibility of prospective projects (i.e., what we can afford and when) and matched it to our goals for the region.
Hillsborough County deserves a coordinated transportation system that provides access to key economic spaces and addresses the shared mobility needs for the Tampa Bay Area.

As a forum for consensus building, we believe in working with our local and regional partners to fund a transportation system that balances the need to accommodate growth, the multimodal needs of all travelers, and fund sustainable options to preserve our system.

Our vision for addressing mobility needs is twofold. We seek to promote opportunities that increase regional connectivity and move people.

We will invest in viable and dependable transportation options for a major transit system and important non-interstate roadways.

It's TIME Hillsborough 2045 presents a high-level system approach to funding transportation investments that prioritize innovation, technology, and mobility for everyone.
Our Vision for Hillsborough and How We Got Here

After establishing our tri-county, regional vision and transportation priorities with the public outreach campaign in 2018, we identified Hillsborough’s needs to help facilitate the implementation of the regional vision. In summer 2019, we set out to engage the community again to gain their input on local future projects.

The LRTP will include many kinds of projects including maintenance, safety, innovative transportation management 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.

5,219 PARTICIPANTS

89% county residents

90% county workers

93,000+ data points

3,000+ comments

TWO MAJOR THEMES EMERGED

1 mass transit

- Bus Rapid Transit
- Streetcar Expansion
- Light Rail
- Passenger Rail

2 multimodal projects

- Greenways
- Trails
- Right-sizing roads
- Downtown Interchange

Legend:
- New Interchange
- Alternate Routes
- High-By-Pass Routes
- Safety/Relocation
- Major Roadway
- Other"
NEW ERA OF TRANSIT
Free. Fun. Frequent. Totally Tampa!

STREETCAR TECO SYSTEM
Our Vision for a Major Transit System

Our vision for a major transit system considers what can be achieved through coordination and investment with our partners to develop a long-term sustainable system. This vision promotes safe and reliable transportation options by funding vehicle replacement and providing recommendations on where new technology options could contribute to a world-class transportation system.

Hillsborough County can lead the charge in the Tampa Bay Area as an incubator for new technologies like fixed-guideway transit.

When considering new investments that best promote our vision for connectivity, resilience, and efficiency in our region, the following metrics become key in the decision-making process:

- **Capital Cost per Mile**
- **Capital Cost per Station**
- **Connections between Communities of Concern and Key Economic Spaces**
- **Annual Operating Cost**
- **Population Density**

### Potential Investments

<table>
<thead>
<tr>
<th>Potential Investment</th>
<th>Range of Capital Cost Millions/Mile</th>
<th>Range of Capital Cost Millions/Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Rapid Transit</td>
<td>$2.57 - $9.46</td>
<td>$2.43 - $6.09</td>
</tr>
<tr>
<td>Streetcar Expansion</td>
<td>$38.88 - $67.28</td>
<td>$12.64 - $15.45</td>
</tr>
<tr>
<td>Light Rail</td>
<td>$113.79 - $244.58</td>
<td>$113.60 - $149.46</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>$5.63 - $38.60</td>
<td>$68.68 - $114.93</td>
</tr>
</tbody>
</table>
Promoting livability and sustainability through our roadway network is a key priority in the long-term vision of Hillsborough County. We have heard the public’s concerns and have identified 148 roadways for potential improvement. Projects, like road widening and increasing access from our local roads to our highways, address major factors that would have an impact on our area, such as:

- Making roads safer for all users
- Improving Access to Jobs
- Linking People to Destinations
- Connecting to Key Economic Spaces
- Increasing Connectivity for Communities of Concern
- Alleviating Congestion
- Creating Environmentally Sustainable Infrastructure
- Promoting the Development of Underutilized Existing Urban Spaces

Our Vision for Important Non-Interstate Roadways

Working Together

We advise our partners from a funding position on where key economic spaces could benefit from investment in available funding sources, and organize momentum in the pursuit of discretionary grant opportunities.

For facilities owned, operated, and maintained by FDOT and THEA, we serve as an informed partner and assist local implementers in public engagement on regional priorities.
what our plan will build over the next 25 years

- good repair and resilience
- vision zero
- smart cities
- real choices when not driving
- major investments for economic development
Our plan identifies $32.2 billion in available funds through FY 2026-2045. We’ve collaborated with our state and local partners to seek consensus on how to fund transportation options for Hillsborough County. These partnerships led to the development of a cost feasible plan that allocates available federal, state, and local funds across five funding programs:

**State of Good Repair and Resilience**
- pavement, bridge, stormwater, transit maintenance

**Vision Zero**
- “complete streets” treatments and other safety enhancements

**Smart Cities**
- intersection operation fixes and advanced traffic management systems

**Real choices when not driving**
- expansion of bus services and trails(paths) separated from roadways

**Major investments for economic development**
- rapid transit in a dedicated ROW, interchanges and additional through lanes on major roadways

### Who Administers Funds (In Millions)

<table>
<thead>
<tr>
<th></th>
<th>Administered</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>$13,760</td>
<td>43%</td>
</tr>
<tr>
<td>Hillsborough County</td>
<td>$9,030</td>
<td>28%</td>
</tr>
<tr>
<td>HART</td>
<td>$7,208</td>
<td>22%</td>
</tr>
<tr>
<td>Local (i.e., cities)</td>
<td>$1,682</td>
<td>5%</td>
</tr>
<tr>
<td>MPO</td>
<td>$506</td>
<td>2%</td>
</tr>
<tr>
<td><strong>TOTAL FUNDS</strong></td>
<td><strong>$32,186</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

*Distribution of surtax revenue is pursuant to statutory formula in F.S. § 218.62 and Sections 11.07 and 11.08 of the Hillsborough County Charter.*
### Available Revenues vs. Anticipated Costs (In Millions)

<table>
<thead>
<tr>
<th>Anticipated Revenue</th>
<th>2026 - 2030</th>
<th>2031 - 2035</th>
<th>2036 - 2045</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal/State</td>
<td>$3,219</td>
<td>$5,158</td>
<td>$6,338</td>
<td>$14,716</td>
</tr>
<tr>
<td>Local</td>
<td>$1,507</td>
<td>$1,670</td>
<td>$4,305</td>
<td>$7,483</td>
</tr>
<tr>
<td>Transportation Surtax</td>
<td>$1,881</td>
<td>$2,243</td>
<td>$5,863</td>
<td>$9,988</td>
</tr>
<tr>
<td><strong>Total Anticipated Revenue</strong></td>
<td><strong>$6,608</strong></td>
<td><strong>$9,072</strong></td>
<td><strong>$16,507</strong></td>
<td><strong>$32,186</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cost Feasible Plan</th>
<th>2026 - 2030</th>
<th>2031 - 2035</th>
<th>2036 - 2045</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Needs-Based Costs</em></td>
<td>$3,704</td>
<td>$4,357</td>
<td>$11,194</td>
<td>$19,255</td>
</tr>
<tr>
<td><strong>Total Anticipated Revenue</strong></td>
<td><strong>$6,608</strong></td>
<td><strong>$9,072</strong></td>
<td><strong>$16,507</strong></td>
<td><strong>$32,186</strong></td>
</tr>
<tr>
<td>Remaining Balance</td>
<td>$2,904</td>
<td>$4,715</td>
<td>$5,313</td>
<td>$12,931</td>
</tr>
</tbody>
</table>

*See supporting technical memoranda for details.

### Allocation of Available Funding by Program (In Millions)

- **Good repair and resilience**: 26% ($7,826)
- **Vision Zero**: 7% ($2,107)
- **Smart Cities**: 11% ($3,481)
- **Real choices when not driving**: 23% ($7,152)
- **Major investments for economic growth**: 33% ($9,895)

$30,461 allocated in millions, YOE

*$1,725 million or 5% of available funding is unassigned surtax revenue for transit and local road improvements.
The **State of Good Repair and Resilience** program addresses the condition of our roadways, bridges, and transit fleets. Each of these assets must be maintained to meet the existing and future demand of the traveling public.

State of Good Repair and Resilience performance targets were established to improve pavement condition, increase bridge safety, maintain the number of vehicles needed for service, and decrease or maintain average age of fleet.

A typical HART bus travels an average of 320,000 miles within the first seven years of operation.
This includes $3.3 billion in vulnerability reduction, averaging $164 million per year.
### Target Funding Allocation

<table>
<thead>
<tr>
<th>Category</th>
<th>FY 26-30</th>
<th>FY 31-35</th>
<th>FY 36-45</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Maintenance</td>
<td>$204.8M</td>
<td>$53.3M</td>
<td>$530.1M</td>
</tr>
<tr>
<td>Road Maintenance</td>
<td>$682.8M</td>
<td>$227.7M</td>
<td>$1,379M</td>
</tr>
<tr>
<td>Transit Maintenance</td>
<td>$759.0M</td>
<td>$59.2M</td>
<td>$1,767M</td>
</tr>
<tr>
<td>Vulnerability Reduction</td>
<td>$696.2M</td>
<td>$773.8M</td>
<td>$1,801.5M</td>
</tr>
</tbody>
</table>

### Funding Amounts
- **Bridge Maintenance**: $963 million
- **Road Maintenance**: $3.2 billion
- **Transit Maintenance**: $250 million
- **Vulnerability Reduction**: $3.3 billion

### Total Funding
- **$204.8 million (FY 26-30)**
- **$53.3 million (FY 31-35)**
- **$1,767 million (FY 36-45)**
**Vision Zero** addresses traffic safety for drivers, pedestrians, and cyclists. It’s a movement to end road deaths and serious injuries by taking a data-driven approach to identify areas of concern and top factors in severe crashes.

Vision Zero performance targets were established to reduce fatalities, serious injuries, and non-motorized fatalities and serious injuries.

Hillsborough County frequently ranks amongst the **most dangerous counties in the nation for road users.**
intent of vision zero

Reduce fatal & injury crashes

Fund safety enhancements $  

Improve Quality of Life

We’ve allocated $2.1 billion toward implementing Vision Zero, averaging $105 million per year.

For more information on how we plan to improve the safety of our streets, please visit: www.planhillsborough.org/vision-zero.
Vision Zero

$2.1 billion

target funding allocation

dollars (in millions, YOE)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Funding Allocations</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 26-30</td>
<td>$417.1</td>
</tr>
<tr>
<td>FY 31-35</td>
<td>$479.6</td>
</tr>
<tr>
<td>FY 36-45</td>
<td>$1,210.0</td>
</tr>
</tbody>
</table>
The Hillsborough MPO’s **Smart Cities** program develops strategies to alleviate congestion and improve safety at key intersections. This is done by implementing the appropriate design treatments at intersections and incorporating current and emerging technology enhancements.

Performance targets will measure travel time reliability on interstates and non-interstate roads, and improvement in air quality.

**Travel Time reliability improves decision making and minimizes aggravation experienced when a 30-minute commute turns into two hours due to game day traffic clogging up the network.**
We’ve identified $3.5 billion for Smart Cities solutions, averaging $174 million per year.

Reduce traffic delays
Lessen impact of high vehicle emissions
Fund congestion management strategies
Increase travel time reliability
Improve air quality

intent of smart cities
target funding allocation

Smart Cities

$3.5 billion

dollars (in millions, YOE)

$2000

$1800

$1600

$1400

$1200

$1000

$800

$600

$400

$200

$0

FY 26-30

$723.6

FY 31-35

$807.8

FY 36-45

$1,949.1
Real choices when not driving helps to make sure the traveling public has access to other reliable transportation options, such as transit services, pedestrian networks, and transportation disadvantaged services.

Performance targets were developed to monitor transit service availability, access to walking/biking facilities, transit on-time performance, access to jobs, and access to health-related destinations.

7.1% of county residents do not have a car, but still require access to jobs, schools, health services and healthy food.

37% of total employment opportunities are within .25 miles of good transit facilities.
intent of real choices when not driving

Address connectivity

Improve mobility for all

Invest in public transportation and multi-use trails

Increase access to jobs and destinations

Connect communities of concern to key destinations

Nearly 80% of $6.5 billion in available funds will be allocated to support HART in providing safe and reliable transportation options for our communities.
Major projects are a key component to growing our economy. Targeted investments for good transportation infrastructure promote economic growth by connecting people to key economic spaces, including our communities of concern.

43% of interstates and 24% of other roads are currently over capacity. We serve as a forum for discussing how to best fund our interstates, expressways, and explore options for new technologies like fixed-guideway transit.
We’ve worked with our partners to identify $9.9 billion to fund major projects, averaging approximately $370 million for our interstates and expressways, $79 million for new fixed-guideway transit, and $46 million for our non-interstate major roads per year.
<table>
<thead>
<tr>
<th></th>
<th>FY 26-30</th>
<th>FY 31-35</th>
<th>FY 36-45</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Guideway Transit</td>
<td>$1,525.1</td>
<td>$2,919.4</td>
<td>$2,945.8</td>
</tr>
<tr>
<td>Non-SIS Major Roadway</td>
<td>$327.9</td>
<td>$627.7</td>
<td>$633.4</td>
</tr>
<tr>
<td>FDOT SIS Projects</td>
<td>$189.0</td>
<td>$361.8</td>
<td>$365.1</td>
</tr>
</tbody>
</table>

*For more information on detailed costs and project location, please view FDOT’s 2029-2045 Long Range Cost Feasible Plan: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis_2029-2045_cfp_pdcf1a5a88b598246e1a055e616028df8ad.pdf?sfvrsn=5e27eeec7_2
Board & Committee Agenda Item

Agenda Item
US 41 at CSX Grade Separation Project Development & Environmental Study

Presenter
Lilliam E. Escalera, FDOT District 7

Summary

FDOT District 7 is undertaking a re-evaluation to study grade separation improvements on US 41, from just south of the CSX Railroad Crossing to the north of Causeway Boulevard, a distance of approximately 1.5 miles. This re-evaluation will consider a full range of alternatives for improving mobility and safety along US 41, including a grade separation of US 41 and the CSX railroad crossing south of the intersection.

The proposed improvements are identified in the MPO's Imagine 2040 Long Range Transportation Plan under the Hillsborough County Freight Hot Spots and a Goods Movement Corridor from I-4 to Manatee County Line and is a priority project for the National Highway Freight Program.

Recommended Action
None. For information only.

Prepared By
Gena Torres, MPO staff

Attachments
None.
Board & Committee Agenda Item

**Agenda Item**
Tampa Bay Next Quarterly Update

**Presenter**
FDOT Representative

**Summary**
Tampa Bay Next is a program to modernize Tampa Bay’s transportation infrastructure and prepare for the future. FDOT will provide an update on recent activities.

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

**Prepared By**
Rich Clarendon, MPO Staff

**Attachments**
None.
Hillsborough County contracted with the University of South Florida to assess storm and climate change hazards and risks to the County and develop techniques and policies to mitigate these hazards. This study will be the basis for updating the Comprehensive Plan as required by state law to comply with the Peril of Flood Act and will also be used as the basis to update the Local Mitigation Strategy document, also required by law. This presentation will provide an overview of the project.

The Community Vulnerability Study will aid Hillsborough County with meeting local, state and federal planning requirements for the continuous threat of flooding and sea level rise with a focus on understanding the consequences, impacts, strategies and implementation plans needed to not only meet regulatory requirements but to bolster preparations to save life and property in future times of crisis. Multi-disciplinary consultant services for this project are provided by the University of South Florida’s (USF) Florida Center for Community Design and Research and the USF College of Public Health.

The objectives for this project include:

- Meet essential planning and policy requirements for all Florida coastal communities from the Perils of Flood Act (Florida Senate Bill 1094).
- Meet planning requirements for Florida Administrative Code 27P-22:004. Local Mitigation Strategy reporting annual changes that address at a minimum, changes to the hazard assessment, project priority list, critical facilities lists, repetitive-loss list, and flood mitigation county maps.
- Leverage mix of faculty and student resources to maximize innovative service delivery with optimal quality of deliverables for public officials.
- Develop robust new set of emergency and disaster management risk mitigation plans to mitigate the risk of loss of life and property in the event of varying levels of flooding and storm water intrusion.
- Account for population health and wellbeing for the county’s most vulnerable populations to include: elderly, disabled, homeless, socioeconomically disadvantaged, disabled veterans, children, and refugees.
- Engage other Hillsborough County stakeholders in the planning process.
• Consider potential impacts to Hurricane Evacuation Levels A through E and Inland Flooding Areas (areas that fall within the 100-year floodplain but outside the Coastal Planning Area).

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

**Prepared By**
Allison Yeh, AICP

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item**
Resilient Tampa Bay Transportation Pilot Project Update

**Presenters**
Allison Yeh, MPO Staff

**Summary**
MPO staff continues to work with Forward Pinellas, Pasco MPO, the Tampa Bay Regional Planning Council and FDOT District 7 on the Resilient Tampa Bay Project. The Tampa Bay region is one of the most vulnerable areas in the country, experiencing frequent storm events and persistent flooding. The three MPO are currently updating their 2045 Transportation Plan (LRTP) and utilizing data from this project to meet the new federal requirements that Long Range future LRTP updates must work on “improving the resiliency and reliability of the transportation system and reducing or mitigating the stormwater impacts of surface transportation …”

The project began August 2018 and is currently in the final analysis phase. Staff will solicit feedback on the project findings, including mitigation strategies and cost.

Project information can be found at [http://www.planhillsborough.org/resilient-tampa-bay-transportation/](http://www.planhillsborough.org/resilient-tampa-bay-transportation/).

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

**Prepared By**
Allison Yeh, AICP, LEED GA

**Attachments**
None
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 Zuokemefa 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 YouTube. 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 YouTube 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 YouTube’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 the 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 roadside 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 tri-county 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.
Meeting of the Citizens Advisory Committee (CAC) on June 12

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

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

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

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

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

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

✓ The Temple Terrace Electric Vehicle Study.

The committee heard status reports on:

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

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

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

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

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

- USF Fellowship Contract Renewal

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

- 2045 Plan Needs Assessment for Major Road Projects.

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

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

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

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

- The Temple Terrace Low-Speed Electric Vehicle Study.

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

- East Fowler Ave Land Use Study.

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

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

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

- Temple Terrace Low Speed Electric Vehicle study

The LRC also heard a status report on:

- East Fowler Avenue Land Use Study

Meeting of the Transportation Disadvantaged Coordinating Board on June 28

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

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

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

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

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

The committee also heard status reports on:

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

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

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

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

They heard status reports on:

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

They also reviewed changes to the interlocal agreement creating the CCC, to distinguish the CCC’s area and scope from TBARTA’s, reestablish a separate identity for the CCC, and establish several subcommittees of the CCC including the Tampa Bay TMA Leadership Group. **The changes were well received and will be referred to the individual MPOs for consideration prior to the next meeting of the CCC in December.**