Meeting of the Citizens Advisory Committee
Wednesday, October 16, 2019, 9:00 AM

I. Call to Order & Introductions
II. Public Comment - 3 minutes per speaker, please
III. Members’ Interests
9:05
IV. Approval of Minutes – September 11 & 24, 2019 9:10
V. Action Items
A. Draft 2045 Plan 9:15
   (Sarah McKinley, MPO Staff)
B. FDOT Tentative Work Program: Letter of Comment 10:15
   (FDOT Representative)
VI. Unfinished Business & New Business 10:45
A. Tour of Tampa-Hills. Expressway Authority’s Traffic Management
   Center (preceding CAC meeting on November 13)
B. Potential Future Meeting with Pasco County CAC
VII. Adjournment
VIII. New Member Orientation Following Adjournment
IX. Addendum
A. MPO Meeting Minutes & Standing Committee Reports
B. Project Fact Sheet I-4 Weigh Station Access Improvements
C. Articles of Interest:
   i. How a Bus Stop Can Anchor a Whole Neighborhood

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

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I. **CALL TO ORDER & INTRODUCTIONS**

Chair Bill Roberts called the meeting to order at 9:00 am. The meeting was held in the Plan Hillsborough Room on the 18th floor of the County Center Building. Member introductions were made.

**Members present:** Bill Roberts, Rick Fernandez, Vance Arnett, Sky White, Steven Hollenkamp, David Bailey, Dayna Lazarus, Edward Mierzejewski, Vivienne Handy, Cliff Reiss, Rick Richmond, Barbara Gibson, Dennis LeVine, Amy Espinosa and Camilo Soto.

**Members excused:** Nicole Rice, Cheryl Thole, Evangeline Linkous, and Terrance Trott

**Others present:** Rich Clarendon, Vishaka Shiva Raman, Sarah McKinley, Cheryl Wilkening – MPO Staff; Commissioner Pat Kemp.

II. **Recognition of outgoing member Vance Arnett**

Commissioner Pat Kemp recognized Vance Arnett. He has been her representative for two and half years and has been a voice and representative for the values she represents. He understands the direction we should be moving in and understands the place of transit and walkability. A certificate was presented to Mr. Arnett and then a picture was taken with the committee.

Bill Roberts, Chairman, stated he appreciated Mr. Arnett’s contribution to the committee. He was a valuable member and his presence will be missed. Mr. Arnett enjoyed working with everyone.

Commissioner Kemp presented the Ferry Project. The final Public Hearing for the county budget is being held tomorrow evening. She would like to keep this a county project for the next 2 years before handing over to HART. There is 21 million dollars set aside from the BP oil spill and would like to dedicate these funds to the Ferry Project. There are Commissioners that are opposing the use of this money.

Commissioner Kemp stated this is a low-cost system to move people throughout the region and the committee should send letters or attend the hearing in support of this project. Dayna posed questions about HART and the BP money. Vivienne Handy questioned the support of the project. Mr. Roberts asked for the total cost of the project.

III. **PUBLIC COMMENT**

Chris Vela commented on SEIS Letter of Comment. FDOT has made radical assumptions such as interstate widening project and predicated on speed. FDOT is hijacking Vision Zero to serve the Downtown interchange and surface roads suffer 30 times the amount of crashes. The assumption to maintain 45 mph or more through the downtown interchange is inclusive of 28 exits for I-275 and I-4 to work. FDOTs option of expanding the interchange to 24 lanes through Ybor City will only salvage one minute per vehicle and the air quality will be unacceptable. FDOT proposes sound walls with vegetation which would be inconsistent and destructive. FDOT has failed to demonstrate any concerns for the preservation of our City’s Historic Street Grid. He requested that the committee advise the MPO Board that FDOT’s responses are unacceptable.

IV. **MEMBERS’ INTERESTS**
Steven Hollencamp stated that Plant City has a position open in the planning department. He would like to talk more about induced demand. Rich Clarendon suggested putting this topic on an agenda in the upcoming months. There were no objections. Rick Fernandez requested the SEIS Comment Letter to be amended to include induced demand.

Dennis LeVine provided information on an event coming up that he is involved in called Connect & Propel. It is going to be held at the Tampa Convention Center on November 4th, 5th and 6th. They are looking for 100 sponsors to give $5,000 each to cover the cost of the summit.

Vivienne Handy suggested moving the CAC meeting time. She said we should become part of the solution instead of part of the problem of morning traffic congestion. Steven Hollenkamp suggested moving the meeting to different locations. Mr. Clarendon reminded the committee next month’s agenda is heavy so he suggested in two months we could revisit the idea of changing the time and/or location. There were no objections.

Dayna Lazarus requested a presentation of induced demand for other modes. Amy Espinosa has questions about pedestrian crosswalks for the blind and where can she get more information on audible crossing and scooters on sidewalks. Rich Clarendon responded the American Disability Act has specific guidelines for intersections and buildings. It is a federal requirement.

V. APPROVAL OF MINUTES

Mr. Clarendon pointed out that there was a correction on page 4 regarding the nomination of Mr. Prida. The Motion carried 10 in favor rather than 14 and there was a revised copy of the minutes provided.

Chairman sought a motion to approve the August 14, 2019 minutes as corrected. Cliff Reiss so moved, seconded by Ed Mierzejewski and motion carried unanimously.

VI. ACTION ITEMS

A. Transportation Improvement Program (TIP) Amendments for Planning Funds, E. Busch Blvd, Hillsborough Ave & Appendix C – Performance Measures

Vishaka Shiva Raman, MPO Staff, presented the four amendments to the Transportation Improvement Program. Amendment #6 rectifies the Hillsborough MPO’s planning funds to match the allocations shown in the MPO approved UPWP. Amendment #7 follows the East Busch Blvd Corridor Study, which identified 19th St as a possible location for a pedestrian crossing but FDOT found this location not feasible so Overlook Drive is the new location. Amendment #8 is a new amendment that adds a surface treatment project to Hillsborough Ave from W of Lagoon St to Sheldon Rd. The fourth amendment adds the Transportation Performance Measures Consensus Planning document to Appendix C.

Chairman stated there is request for a recommendation to approve the four Amendments. Chairman sought a motion to approve these amendments. Rick Richmond so moved and seconded by Dayna Lazarus. Motion Carried unanimously.

VII. Status Reports

A. Transportation Demand Management Plans

Sara Hendricks, USF/CUTR, delivered a presentation on Transportation Demand Management (TDM). TDM is a set of strategies, programs, services and pricing to include products and education to remove barriers from using public transit, carpooling, van pooling, walking and biking. The MPO has identified through a series of surveys the regional priorities which include reducing congestion, using technology to
improve transportation efficiency, transit-oriented development, bus and rapid transit. TDM can be applied to these regional priorities and done at a low cost. TDM is to emphasized in the regional commuter assistance plan. Mr. Arnett questioned on calculations on wait times and if someone is studying the behavioral choices. Mr. Soto inquired if there are any TDM approaches that they would create into a policy. Ms. Espinoza commented on Lewin’s equations that states behavior is a function of person interacting with their environment. She would like to see how this compares to the TDM approach. Ms. Lazarus commented TDM is an example of projects we should fund. Mr. Richmond inquired about Westshore Alliance or the Downtown partnership facilitating groups of people to vanpool or carpool. Ms. Handy stated this presentation was appropriate. Ms. Lazarus commented that funding is more sustainable with projects such as TDM.

**B. Draft 2045 Cost Feasible Plan**

Mr. Clarendon stated the draft plan will have a public hearing for adoption in November. The committee have three opportunities to comment on the plan which is today, the September 24th evening workshop and next month’s meeting.

Sarah McKinley, MPO Staff, presented the draft 2045 Cost Feasible Plan. It is set to be adopted November 5, 2019. The plan identifies $32.2 billion in available funds through 2045. The five funding programs are State of Good Repair and Resilience, Vision Zero, Smart Cities, Real Choices When not Driving and Major Investments for Economic Growth. Mr. Soto requested explanation of the cost feasibility on fixed guideway transit. Mr. Hollenkamp wanted to know timeframe of the Boulevard conversion and if the State of Good Repair and Resilience included repaving cost and if the full replacement cost of the road is included. He also inquired about who put the projects on the list and who would you contact if you disputed these projects. Mr. Clarendon said that they will present the plan to all jurisdictions that are available for their input. Mr. Arnett reiterated who initiates the road way projects. Mr. Bailey confirmed this is based on key economic spaces. Ms. Handy wanted clarification for major investments for economic growth.

**C. US 41 at CSX Grade Separation Project Development & Environmental Study**

Lilliam Escalera, FDOT, presented the US 41/SR 45/South 50th Street at CSX Grade Separation PD&E Re-evaluation. The project limits are Austin Street and ends at S. 21st Avenue and begins at Rockport East Terminal entrance and ends at Causeway Center Drive. The purpose of this project is to improve operations and safety of all users by grade separating US 41/CSX railroad crossing and enhance connectivity for pedestrians and bicyclists. Mike Campo, Consultant for FDOT, presented the four alternative study concepts which include the flyover, quadrant, diverging diamond interchange and single point urban interchange. Safety features considered with this re-evaluation are wide walks, sidewalks, bicycle lanes, pedestrian refuge areas and islands and push-button activation crosswalks at the intersection.

There is a public workshop to be scheduled for on November 2019, Public Hearing in the Spring of 2020 and the PD&E Study re-evaluation completion in the Fall of 2020.

Mr. Bailey commented on alternative 3 and questioned if the train could be raised over the road. Mr. Reiss inquired about the percentage of the traffic traveling North versus South and addressing the issue on the causeway since the train yard is to the West. Mr. LeVine questioned if it was feasible to go underground. Mr. Arnett questioned the percentage of residential versus commercial and who does it impact the most. In the right-of-way cost associated with the four alternatives, Mr. Soto inquired about the impact of purchasing parcels that are currently taxed. Mr. Hollenkamp commented on the benefit versus the cost and how do you decide if this project is worth it.
Ms. Escalera said the public workshop date is not finalized but it will be on a Tuesday or Thursday evening. Mr. Roberts asked for them to provide these dates to the committee when available and if they could come back in a few months with an update and to give a number of parcels residential and commercial that are impacted in each of the four scenarios and assessed value of the properties. Ms. Escalera said they would like to come after the workshop to give an update. Ms. Lazarus stated she would like more information on the design for bike ped. Ms. Handy pointed out that alternative 2 impacts the wet-lands.

VIII. OLD BUSINESS & NEW BUSINESS

Mr. Roberts noted that the MPO did not meet last month due to the Hurricane Dorian so they were not able to take any actions on our recommendations. Mr. Clarendon responded to a question from the last meeting about the city’s pilot program of electric scooters and who assumes liability from crashes. This is a one-year pilot authorized by city council. There are contracts with four vendors and in the contracts the vendors indemnify the city for crashes. Mr. Arnett questioned who pays personal liability for the car if the car is damaged. Mr. Clarendon stated that under state law, the scooters are treated like a bicycle.

A. Revised Comments on Tampa Interstate Study SEIS

Mr. Clarendon stated the draft letter has not been heard by the MPO Board due to the cancelled meeting. He did include the marked-up version of the letter in the agenda packet so that the CAC could see the changes that were requested in the last meeting. He will add induced demand as requested by the committee.

Ms. Lazarus noted on September 18 there is a Board of County Commissioner public hearing meeting regarding the transportation sales surtax ordinance.

B. TBARTA Report – Rick Richmond

Mr. Richmond provided an update from the TBARTA CAC’s August 21st meeting. The first item was on the SunTrax facility which is a testing facility for toll intelligent transportation system and automated connected vehicles. Phase one has been implemented and they are starting phase two which is the interior. A second presentation was about the best practices for bus route transit that was developed by the Institute of Transportation. TBARTA is going to start a Metroquest survey online and they suggested getting with the MPO on this item. The next meeting will be in October.

C. Reminder: Evening Workshop for Q&A on 2045 Long Range Transportation Plan on September 24 at 6:00PM in the First Floor Multi-Purpose Room County Center. It is open to the public.

D. Next Monthly Meeting October 16

IX. ADJOURNMENT

There being no further business, the meeting adjourned at 11:54 a.m.

A full recording of this meeting is available upon request.
I. Call to Order and Introductions

Chairman Bill Roberts called the workshop to order at 6:03 PM in the multi-purpose meeting room on the first floor of the County Center. Members present introduced themselves, including Cliff Reiss, Rick Fernandez, Nicole Rice, Steven Hollenkamp, Rick Richmond, Ed Mierzejewski, and Bill Roberts. Others present included Lou Prida and Hoyt Prindle, both CAC appointees pending approval of the MPO Board, Beth Alden, MPO Executive Director and Rich Clarendon, Asst. Executive Director and staff liaison to the CAC.

The following members joined the workshop later: Sky White, David Bailey, Dennis LeVine, Camilo Soto, and Amy Espinosa.

II. Draft 2045 Long Range Transportation Plan

Mr. Clarendon presented the latest draft of the Plan, prefacing his remarks by indicating that the Plan had been presented for information at the CAC’s last meeting, would be coming to the CAC next month for a vote and recommendation to the MPO. It was slated to go to the MPO for a public hearing and adoption on November 5th.

He went through the public input MPO had received and tried to incorporate into the draft Plan. He went through the improvements that are funded by four investment programs: 1) State of Good Repair & Resiliency, 2) Vision Zero, 3) Smart Cities, and 4) Real Choices When Not Driving. He also went over projects to be funded under Major Investments for Economic Growth including projects on the State’s Strategic Intermodal System (SIS) and other major state and local roads. Mr. Clarendon went over the opportunities to fund different types of transit. He concluded by summarizing the Plan’s overall costs and revenues and who will be responsible for what after the Plan is adopted.

CAC members asked and commented about:

- How funding is allocated between the investment programs versus projects funded under Major Investments for Economic Growth, particularly fixed guideway transit?
- What does right-sizing Fowler Ave mean? It’s extremely dangerous for non-motorists.
- How representative the MPO’s public surveys were given that 5,000 people out of a total county-wide population of over a million?
- Will there be opportunities to change the plan as new information or priorities emerge?
- What must happen to actually start work on specific projects?
- What goes into projections of ridership on fixed guideway transit and does it account for growth rates?
- How has the funding allocation to Real Choices When Not Driving changed from the 2040 Plan to the draft 2045 Plan, and allocations to fixed guideway transit specifically?
• How does the draft 2045 Plan relate to the All for Transportation surtax, and oversight of that funding?
• Has the MPO ever studied the feasibility of fixed guideway transit?
• What opportunity does the CAC have to influence the MPO’s Plan, given that projects to be funded by the surtax will be decided by local governments?
• What funding pots does the MPO have some say in?
• What flexibility does the MPO have to shift funding from one mode or project to another?
• The Plan seems to be mostly about FDOT projects; how can the MPO push more money towards transit options?
• What can be done to ensure the safety and security of bus riders at bus stops that may be hazardous to get to and/or have gang activity?
• Is there a study of why people don’t use the bus more?
• To be consistent with its past actions on the TIP, the CAC should recommend removing projects it doesn’t want to see in the Plan, e.g., the downtown interchange and widening I-275 north of downtown and shift those dollars to other projects; however, because these are SIS dollars, it is likely that the funding would go elsewhere in the state and not to our transit projects, for example.
• Should the Plan be clarified by saying that I-275 north of downtown would be determined by the boulevard study?
• What does the “downtown operational improvements” mean? Should be clarified in the plan.
• Where do proposed projects come from; who proposes them?
• Should we turn down an FDOT project – and the funding that goes with it – without having a beneficial alternative?
• We need to start saying “no” to bad projects – and the “free money” that funds them – that we don’t want.
• Let’s not throw away funding that could go towards a project “to be determined” on I-275 north.
• How does the 2045 Plan factor transit ridership into future traffic projections? In other words, does it account for cars taken off the road?
• If we don’t make getting to bus stops safer, it won’t matter how much the bus system expands, e.g., safer crossings on Nebraska Ave.
• Southbound to eastbound movement from I-275 to I-4 is horrendous, largely because the last “fix” was done on the cheap due to a lack of funding.
• Identifying I-275 north of downtown for future improvement “to be determined by future study” is okay, but keep in mind that there’s a long way to go to prove that the boulevard concept works, e.g., intersection analysis.
• Also, if the boulevard concept proves feasible, it will take a lot of money to take down the Interstate, just to remove the fill and embankments; no harm in leaving the funding for that road in the Plan.
• MPO’s function is like the President’s: we can veto projects, but we can’t appropriate dollars to them.
• Studies rarely conclude that a project isn’t justified; need to consider who is sponsoring it and if there are any conditions that could predetermine the outcome.
Ms. Rice asked if it would be possible for the CAC to have a Facebook group for members to publicly discuss some of these issues? It might facilitate arriving at consensus at CAC meetings. Mr. Clarendon offered that if she put a proposal in writing, he would forward it to the MPO attorney to make sure it complies with the Sunshine Laws. A discussion about Sunshine Law requirements ensued.

III. Public Comment

No one from the public appeared to offer comments.

Mr. Fernandez asked when the CAC would be asked to make a recommendation on the 2045 Plan. Mr. Clarendon replied that the Plan would come to the CAC for a vote at its next meeting on October 16, 2019.

Mr. Hollenkamp announced that Chuck Marohn with Strong Towns was going to be a speaker at the FRA conference on October 17th in Tampa.

IV. Adjournment

There being no further business, Chairman Roberts adjourned the workshop at 8:12 PM.
Board & Committee Agenda Item

**Agenda Item**
Draft 2045 Plan

**Presenters**
Sarah McKinley, MPO Staff

**Summary**
After two years of work, public surveys and coordination with local governments and state agencies, staff has prepared a draft Long Range Transportation Plan.

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

- **Good Repair & Resiliency** including pavement & bridge maintenance, transit asset maintenance, stormwater and resiliency projects;
- **Vision Zero** including safety projects for walking, biking, and driving;
- **Smart Cities** including advanced traffic management and intersection improvements;
- **Real Choices When Not Driving** including transit expansion and trails
- **Major Projects** including specific road capacity and fixed-guideway transit projects for economic growth. Road capacity is defined as additional through lanes, road extensions, and separated-grade interchanges. Fixed-guideway transit is defined as any bus or rail system running in its own right-of-way so that it does not get stuck in traffic. These projects are required to be itemized in the plan, unlike the types of projects listed above, which can be described by category.

To support the Plan’s recommended programs and projects, staff has also prepared the attached background reports and technical memoranda that go into detail about the investment programs, including their expected benefits and performance outcomes.

Elements of the draft Plan have reviewed by the MPO committees in September and the draft plan was presented to the MPO Board on October 1st. This opened 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**
Adoption of the draft 2045 Plan.

**Prepared By**
Sarah McKinley, MPO Staff
Attachments

Newspaper Notice for Long Range Transportation Plan Public Hearing
2045 Plan Summary Report – draft for 30-day public comment period
"It’s TIME Hillsborough" Survey – draft summary report
Background documents for 2045 Plan
It’s TIME Hillsborough 2045 Long Range Transportation Plan (LRTP)

At this Public Hearing, the MPO Board will consider adoption of the It’s TIME Hillsborough 2045 LRTP for Tampa, Temple Terrace, Plant City and Hillsborough County. To remain eligible to spend state and federal dollars on transportation projects, an updated plan must be approved. The MPO encouraged citizens to provide comments in two rounds of public surveys, with more than 15K participants and now seeks additional comments through November 4th. Citizens may review the plan at http://www.planhillsborough.org/2045lrtp/. Persons may wish to speak to the MPO Board before they adopt the Plan at the Public Hearing or comment in advance as described below. The 2045 Plan will allow us to:

- Repave roads before condition degrades beyond repair
- Install streetlights on unlit major roads
- Add a toll lane in each direction on I-275 from Howard Frankland Bridge to east of Himes Ave and SR 60 from Cypress Ave to north of Memorial Hwy
- Perform routine maintenance and rehabilitate old bridges
- Install safety treatments on 350 miles of high crash roads
- Reduce time spent in traffic by 40%
- Full-length sidewalks on at least one side of major roads
- Commuting times become 30% more reliable
- Install safety treatments on 350 miles of high crash roads
- Replace buses on time to avoid breakdowns
- Complete the bicycle & pedestrian trail network
- 1,000,000 people have access to frequent bus service
- 1,000,000 people have access to frequent bus service
- 1,000,000 people have access to frequent bus service

Some major transportation projects being considered for funding over the next twenty years include:

- Reconstruct Westshore Interchange: add 2 express lanes in each direction on I-275 from Howard Frankland Bridge to east of Himes Ave and SR 60 from Cypress Ave to north of Memorial Hwy
- Widen Ramps to/from I-275 & I-4 to improve safety & operation of Downtown Interchange and add a lane in each direction from north of MLK Jr Blvd to north of Hillsborough Ave using existing shoulders
- Add 1 general use lane in each direction and improve interchanges on I-275 from I-4 to Bearss Ave
- Add 2 express toll lanes in each direction & improve interchanges on I-275 from east of Himes Ave to east of Hillsborough River | I-4 from west of Selmon Connector to Polk Parkway, including new collector/distributor roads at I-75 Interchange | I-75 from Manatee County to south of US 301 & Bloomingdale Ave, including interchange modifications at Big Bend Rd & at Gibbsont Dr | I-75 from north of US 301 (Temple Terrace) to Pasco County
- Add a toll lane in each direction on Selmon Expressway East from I-4 Connector to US 301 | Selmon Expressway South from Gandy Blvd to Downtown Tampa, including new Whiting St Interchange
- New overpass on US 41 at Causeway Blvd & CSX RR Crossing
- Replace Gandy Bridge, operational improvements & multi-use trail from Westshore Blvd to Pinellas County
- Widen a lane in each direction on SR 60 from Valrico Rd to Polk County | US 41/South 50th St from Madison Ave to South of Causeway Blvd | North 62nd St from CSX intermodal entrance to north of E Columbus Dr | Causeway Blvd from 50th St to Falkenburg Rd | US 301 from Selmon Expressway to Sligh Ave | US 41 from Big Bend Rd to 19th Ave NE | Hillsborough Ave from 50th St to Orient Rd | US 92 from Garden Ln/Eureka Springs Rd to Mango Rd & from Maryland Ave to Polk County
- Rapid Transit in its own right-of-way starting with connections between USF, Downtown Tampa, Midtown, Westshore & TIA | Potential extensions to South Tampa, Brandon, Plant City, Southshore, Carrollwood, Westchase, Lutz, & Wesley Chapel
- Ferry to/from Southouthshore & MacDill AFB | Tampa & St. Petersburg

Let your opinion be known at the Public Hearing!

We want to hear from you! This public hearing will be broadcast live on HTV, and there are many ways for you to participate. Planning to speak in person at the November 5th Public Hearing? Sign up to speak on November 5th from 4pm until 8pm in the first-floor lobby of the County Center. If you intend to transfer your minutes to another speaker, you must sign up together, notifying staff to obtain consecutive speaker numbers, and the entire group must be present in the boardroom when your name/number is called. Spontaneous transfers will not be honored. The amount of time allotted to each speaker may be adjusted by the Chair to accommodate as many speakers as possible. If you are unable to attend in person, you can still participate:

- Email comments in advance to: mpo@plancom.org | Leave a voicemail message in advance at: 813.273.3774 x369
- Leave comments on Facebook in advance on the MPO’s Facebook Event Page at: Facebook.com/HillsboroughMPO

Please note: Email, voicemail, and Facebook Event posts received by November 4 will be distributed to the MPO Board for the public hearing. All comments received are public record.

The MPO is responsible for prioritizing federal and state funds allocated to transportation projects in Tampa, Temple Terrace, Plant City, and Hillsborough County. A complete copy of the 2045 Plan is available at: http://www.planhillsborough.org/2045lrtp/ and at the Planning Commission Library, 601 E Kennedy Blvd, 18th floor, in Downtown Tampa, Monday-Friday, 9am-4pm. 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 x211. 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, x370 con tres días antes, o wongj@plancom.org de correo electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al 813.273.3774 x211. The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, sex, age, disability, family or religious status. More about our commitment to nondiscrimination: planhillsborough.org/non-discrimination-commitment/
Board & Committee Agenda Item

**Agenda Item**
Florida Department of Transportation (FDOT) Tentative Work Program Letter of Comment

**Presenter**
FDOT Staff Representative

**Summary**
In preparation of the Fiscal Year (FY) 2021-2025 Transportation Improvement Program (TIP) development, FDOT staff will present the Tentative Work Program Highlights. The FDOT Work Program is the main component if the TIP and list all projects by phase and year funded. The highlights focus on what projects are proposed to be funded in the FDOT Work Program through FY2025.

Some of the project highlights include:

- Heights Mobility Plan construction projects added
- MLK Blvd from 40th St to I-4, safety improvements
- Busch Blvd from Dale Mabry Hwy to Nebraska Ave, safety improvements
- Busch Blvd multiple locations, construction, pedestrian improvements
- Green Spine & West final segments, construction added
- SR 60/Brandon Blvd, intersection improvements
- West River Greenway from Stewart Middle School to Willow Ave
- And various resurfacing, drainage, lighting, and bridge repair

MPO staff will draft a letter of comment regarding the proposed Work Program. This presentation is the first opportunity to provide comments towards preparation of the FY 2021-2025 TIP, which will be adopted at a public hearing in June of 2020.

**Recommended Action**
Motion to provide comments on the FY2021-2025 Tentative Work Program for inclusion in the MPO letter of comment.

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
Draft Tentative Work Program FY 2021-2025 – Project Highlights:

- District 7 Projects
- Turnpike Projects

Notice of Online Public Hearing
<table>
<thead>
<tr>
<th>#</th>
<th>FPN</th>
<th>Phase</th>
<th>Description</th>
<th>Work Mix</th>
<th>Project Comments</th>
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<td>P</td>
<td>429251-1</td>
<td>CST</td>
<td>I-75 (SR 93A) FM 5 OF CSX/BROADWAY AVE TO EB/WB I-4 EXIT RAMP</td>
<td>INTERCHANGE - ADD LANES</td>
<td>Advance CST from 2022 to 2021; SIS, DDI</td>
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<td>441288-1</td>
<td>CST</td>
<td>SR 60/BRANDON BLVD AT VALRICO FROM 5 OF SR 60 TO N OF SR 60</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Deferred from 2021 to 2028 to let with 435750-1; CIGP</td>
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<td>CST</td>
<td>SR 60/BRANDON BLVD @ ST CLOUD DR</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Deferred from 2024 to 2028 to let with 435750-1; TRIP</td>
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<td>435750-1</td>
<td>ROW/CST</td>
<td>SR 60 FROM VALRICO RD TO E OF DOVER RD</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>Deferred ROW from 2022 and 2023 to 2026, CST from 2025 to 2028; SIS</td>
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<td>PE/ROW</td>
<td>I-4 (SR 400) FM W OF I-75 NB OFF RAMP TO E OF MANGO RD</td>
<td>INTERCHANGE - ADD LANES</td>
<td>Deferred PE from 2024 to 2026; ROW from 2026 to 2027; SIS</td>
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<tr>
<td>P</td>
<td>430337-1</td>
<td>ROW/CST</td>
<td>I-4/SR 400 WB FM W OF ORIENT RD TO WEST OF I-75 (SR 93A)</td>
<td>ADD AUXILIARY LANE(S)</td>
<td>Deferred ROW from 2024 to 2026, CST from 2026 to 2028; SIS</td>
</tr>
<tr>
<td>P</td>
<td>424513-3</td>
<td>DSB</td>
<td>BIG BEND ROAD/CR 672 @ I-75/SR93A FROM W OF COVINGTON TO E OF SIMMONS</td>
<td>INTERCHANGE - ADD LANES</td>
<td>Advanced CST from 2022 to 2021; LF, Payback $20M remains in 2024</td>
</tr>
<tr>
<td>P</td>
<td>439481-1</td>
<td>CST</td>
<td>SOUTH COAST COUNTY GREENWAY-PH 1A FROM E SHELL POINT RD TO 19TH AVE NE</td>
<td>BIKE PATH/TRAIL</td>
<td>Advanced CST from 2021 to 2020; LF, TA payback in 2021</td>
</tr>
<tr>
<td>1</td>
<td>439336-5</td>
<td>Planning</td>
<td>HILLSBOROUGH COUNTY FY 2024/2025-2025/2026 UPWP</td>
<td>TRANSPORTATION PLANNING</td>
<td>Added Planning to 2025; SU</td>
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<tr>
<td>2</td>
<td>414963-2</td>
<td>Transit</td>
<td>HART - FHWA SURFACE TRANSPORTATION PROGRAM</td>
<td>PURCHASE VEHICLES/EQUIPMENT</td>
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<td>443852-1</td>
<td>Transit</td>
<td>HART BUS STOP CAPITAL REPAIRS</td>
<td>PUBLIC TRANSPORTATION SHELTER</td>
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<td>3</td>
<td>445652-1</td>
<td>PE</td>
<td>SR 580/FOWLER AVE FROM I-275 TO I-75</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2025; SU</td>
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<td>4</td>
<td>445651-1</td>
<td>PE</td>
<td>US 41/SR 599/50TH ST/56TH ST FROM SR 60/ADAMO DR TO FLETCHER AVE</td>
<td>TRAFFIC ENGINEERING STUDY</td>
<td>Added PE to 2025; SU</td>
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<td>5</td>
<td>431492-3</td>
<td>PD&amp;E</td>
<td>SR 569/N 39TH/N 40TH ST FROM E SR 60/ADAMO DR TO HILLSBOROUGH AVE</td>
<td>PD&amp;E/EMO STUDY</td>
<td>Added PD&amp;E to 2025; SU</td>
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<tr>
<td>6</td>
<td>440511-3</td>
<td>CST</td>
<td>TAMPA ST/HIGHLAND AVE &amp; FLORIDA AVE FROM MLK BLVD TO S OF WATERS</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added CST to 2025; SU</td>
</tr>
<tr>
<td>6</td>
<td>440511-4</td>
<td>CST</td>
<td>N HIGHLAND AVE FROM WEST VIOLET STREET TO SR 574/HILLSBOROUGH AVENUE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added CST to 2025; SU</td>
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<td>6</td>
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<td>SR 685/USB 41/FLORIDA AVE AT IDLEWILD AND KNOLLWOOD ST</td>
<td>TRAFFIC SIGNALS</td>
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<td>7</td>
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<td>ROW</td>
<td>SR 574/W DR MLK JR BLVD FROM N 40TH ST TO I-4</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
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<td>8</td>
<td>435098-2</td>
<td>ROW</td>
<td>SR 580/W BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added Advanced Acquisition to 2025</td>
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<td>8</td>
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<td>CST</td>
<td>SR 580 / BUSCH BLVD MULTIPLE LOCATIONS 12ST,PWUNEE AVE, OVERLOOK DR</td>
<td>PEDESTRIAN SAFETY IMPROVEMENT</td>
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<td>CST</td>
<td>SR 580 / BUSCH BLVD FROM WEST OF N BROOKS ST TO EAST OF N BROOKS ST</td>
<td>PEDESTRIAN SAFETY IMPROVEMENT</td>
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<td>Work Mix</td>
<td>Project Comments</td>
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<td>10</td>
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<td>USB41/SR685/SR60/W KENNEDY FR W OF WOODLYNNE AVE TO W OF BREVARD AVE RESURFACING</td>
<td>Added PE to 2021, CST to 2023; includes complete street improvements (TA)</td>
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<td>12</td>
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<td>E/W GREEN SPINE CYCLE TRACK - PH 3C FROM 13TH AVE TO 21ST AVE BIKE PATH/TRAIL</td>
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<td>12</td>
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<td>CST</td>
<td>E/W GREEN SPINE CYCLE TRACK - PH 2A FROM HOWARD AVE TO WILLOW AVE BIKE PATH/TRAIL</td>
<td>Added CST to 2022; TA</td>
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<td>20</td>
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<td>SR 39/ALEXANDER ST AT J L REDMAN PKWY ADD RIGHT TURN LANE(S)</td>
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<td>PE</td>
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<td>Added PE in 2021; SunTrail</td>
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<tr>
<td>26</td>
<td>445662-1</td>
<td>CST</td>
<td>WEST RIVER GREENWAY FROM STEWART MIDDLE MAGNET SCHOOL TO WILLOW AVE BIKE PATH/TRAIL</td>
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<tr>
<td>30</td>
<td>437650-2</td>
<td>PE</td>
<td>I-75/SR 93A AT GIBSONTON DRIVE INTERCHANGE - ADD LANES</td>
<td>Added PE to 2025; Freight</td>
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<td>I-4/SR 400 FROM W OF COUNTY LINE ROAD TO COUNTY LINE ROAD ADD TURN LANE(S)</td>
<td>Added PE to 2025; Freight</td>
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<td>I-4 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD ADD AUXILIARY LANE(S)</td>
<td>Added PE to 2023, CST to 2025; Freight</td>
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<tr>
<td>430573-3</td>
<td>PE</td>
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<td>I75/I275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II) NEW ROAD CONSTRUCTION</td>
<td>Project goes with Pasco County Segment 3 PE Advanced from 2024 to 2023</td>
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<td>SR 600 FROM W END OF EB GANDY BRIDGE TO DALE MABRY HWY ITS COMMUNICATION SYSTEM</td>
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<td>SR 582/E FOWLER AVE FROM W OF TAMPA BYPASS CANAL TO US 301/SR 41 RESURFACING</td>
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<td>SR 573/S DALE MABRY FROM S OF PINEWOOD ST TO N OF BALLAST POINT BLVD RESURFACING</td>
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<td>446026-1</td>
<td>PE/CST</td>
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<td>US 41/SR 45/S 50TH ST FROM DENVER S TO N OF 27TH AVE S RESURFACING</td>
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<td>I-75/SR 93A FROM US 301 TO CSX R/R/BROADWAY AVE RIGID PAVEMENT REHABILITATION</td>
<td>Added PE to 2021, CST to 2023; SIS</td>
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<td>440630-2</td>
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<td>I-75/SR 93A FROM CSX R/R/BROADWAY AVE TO S OF SR 582/FOWLER AVE RIGID PAVEMENT REHABILITATION</td>
<td>Added PE to 2021, CST to 2023; SIS</td>
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<tr>
<td>445392-1</td>
<td>PE/CST</td>
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<td>US 301/SR 43 AT SYMMES ROAD RIGID PAVEMENT REHABILITATION</td>
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<td>445393-1</td>
<td>PE/CST</td>
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<td>SR 39 AT TRAPNELL ROAD RIGID PAVEMENT RECONSTRUCTION</td>
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<tr>
<td>445674-1</td>
<td>PE/CST</td>
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<td>US 92/SR 580/W HILLSBOROUGH AVE AT DANIELS ROAD DRAINAGE IMPROVEMENTS</td>
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<td>FPN</td>
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<tr>
<td>445676-1</td>
<td>PE</td>
<td>HILLSBOROUGH AVE DRAINAGE - S FR FISH CREEK BRIDGE TO HILLSBOROUGH AVE</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added PE to 2025</td>
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<tr>
<td>445677-1</td>
<td>PE/CST</td>
<td>US 92/SR 580/W HILLSBOROUGH AVE AT GEORGE RD</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added PE to 2023, CST to 2025</td>
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<td>445679-1</td>
<td>PE</td>
<td>US 92/SR 580/W HILLSBOROUGH AVE AT VETERANS EXPRESSWAY</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added PE to 2025</td>
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<tr>
<td>437249-1</td>
<td>CST</td>
<td>US 92/SR 600/DALE MABRY HWY FR NEPTUNE STREET TO HENDERSON BLVD</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Advanced CST from 2023 to 2022</td>
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<tr>
<td>423299-5</td>
<td>CST</td>
<td>HENRY CANAL FROM ANDERSON RD TO HESPERIDES ST</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added CST to 2025</td>
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<td>437646-2</td>
<td>CST</td>
<td>SR 573/DALE MABRY HWY FROM PINewood ST TO GANDY BLVD</td>
<td>LIGHTING</td>
<td>Added CST to 2021; Safety</td>
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<td>SR 582/FOWLER AVE FROM N NEBRASKA AVE TO MORRIS BRIDGE RD</td>
<td>LIGHTING</td>
<td>Added PE to 2022, CST to 2024; Safety</td>
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<tr>
<td>445552-1</td>
<td>PE</td>
<td>SR 582/FOWLER AVE FROM N NEBRASKA AVE TO MORRIS BRIDGE RD</td>
<td>LIGHTING</td>
<td>Added PE to 2023, CST to 2025; Safety</td>
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<tr>
<td>445554-1</td>
<td>CST</td>
<td>US 92 FROM 56TH STREET TO I-4 RAMPS</td>
<td>LIGHTING</td>
<td>Added CST to 2021; Safety</td>
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<td>445555-1</td>
<td>PE</td>
<td>SR 45/NEBRASKA AVE FROM FOWLER AVE TO FLORIDA AVE</td>
<td>LIGHTING</td>
<td>Added PE to 2022, CST to 2024; Safety</td>
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<tr>
<td>445559-1</td>
<td>PE</td>
<td>US 41 FROM GULF CITY RD TO 19 AVE NE</td>
<td>LIGHTING</td>
<td>Added PE to 2024; Safety</td>
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<td>445560-1</td>
<td>PE</td>
<td>SR 574 FROM SYDNEY DOVER RD TO TURKEY CREEK RD</td>
<td>LIGHTING</td>
<td>Added PE to 2024; Safety</td>
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<td>437819-1</td>
<td>CST</td>
<td>US 92/BAKER ST AT RAIL CROSSING 624409-E W OF N MICHIGAN AVE</td>
<td>RAILROAD CROSSING</td>
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<tr>
<td>437822-1</td>
<td>ROW/CST</td>
<td>SR 45/NEBRASKA AT RAIL CROSSING 626893-P S OF BUSCH BLVD</td>
<td>RAILROAD CROSSING</td>
<td>Added ROW to 2024, CST to 2025</td>
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<tr>
<td>416856-2</td>
<td>ROW/CST</td>
<td>SR 60/KENNEDY BLVD AT WILLOW AVE RR CROSSING 626304-X</td>
<td>RAILROAD CROSSING</td>
<td>Added ROW to 2022, CST to 2025</td>
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<tr>
<td>445828-1</td>
<td>PE/CST</td>
<td>I-75 OVER ALAFIA RIVER DECK PANEL REPLACEMENT/REHABILITATION</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2023, CST to 2024</td>
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<tr>
<td>445832-1</td>
<td>PE/CST</td>
<td>HILLSBOROUGH COUNTY SUBSTRUCTURE REPAIR VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2023, CST to 2024</td>
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<tr>
<td>445833-1</td>
<td>PE/CST</td>
<td>HILLSBOROUGH COUNTY BRIDGE PRESERVATION VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2023, CST to 2024</td>
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<tr>
<td>437607-1</td>
<td>PE/CST</td>
<td>I-75/SR99A OVER RIVERVIEW DRIVE BR 100356 AND 100357</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Deferred PE from 2022 to 2024, CST from 2023 to 2025, Deterioration slower than anticipated. Moved in higher priorities.</td>
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<tr>
<td>446873-1</td>
<td>PE</td>
<td>E 21ST AVENUE FROM US 41/N NEBRASKA AVE TO US 41/50TH STREET</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE in 2021 with Local Funds only to assist the City of Tampa with project production</td>
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<tr>
<td>446874-1</td>
<td>PE</td>
<td>N 22ND STREET FROM SR 580/E BUSCH BLVD TO SR 582/FOWLER AVE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE in 2021 with Local Funds only to assist the City of Tampa with project production</td>
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<tr>
<td>446875-1</td>
<td>PE</td>
<td>N 109TH AVE FROM US 41/N NEBRASKA AVE TO N 30TH ST</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE in 2021 with Local Funds only to assist the City of Tampa with project production</td>
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<tr>
<td>446876-1</td>
<td>PE</td>
<td>TAMPA PALMS BLVD FROM EBSenburg DR TO BRUCE B DOWNS BLVD</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE in 2021 with Local Funds only to assist the City of Tampa with project production</td>
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<tr>
<td>446877-1</td>
<td>PE</td>
<td>INTERBAY BLVD FROM MANHATTAN AVE TO BAYSHORE BLVD</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE in 2021 with Local Funds only to assist the City of Tampa with project production</td>
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<tr>
<td>439460-1</td>
<td>CST</td>
<td>SR 583 (56TH STREET) AT WHITeway DRIVE</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Advanced CST from 2023 to 2021</td>
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<td>#</td>
<td>FPN</td>
<td>Phase</td>
<td>Description</td>
<td>Work Mix</td>
<td>Project Comments</td>
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<tr>
<td>436244-1</td>
<td>CST</td>
<td>SR 582/FOWLER AVE AT RAINTREE BLVD, GILLETTE AVE, N RIVERHILLS DR</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Advanced CST from 2023 to 2021</td>
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<tr>
<td>430056-2</td>
<td>PE</td>
<td>US 41 FROM S OF PENDOLA POINT/MADISON AVE TO S OF CAUSEWAY BLVD</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>Advanced PE from 2023 to 2022</td>
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</table>
DISTRICT SEVEN PROJECT OVERVIEW

In FY 2020, Florida’s Turnpike Enterprise contributed funding to construct a new interchange on the Suncoast Parkway / SR 589 at Ridge Road (FPN: 258958-1).

Florida’s Turnpike Enterprise continues to make project investments in District Seven. In FY 2021 through FY 2025, Turnpike projects total over $106 million within Pasco and Citrus Counties.

The following summarizes project phase information that is referenced in subsequent project tables:

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<thead>
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<th>Phase</th>
<th>Funding Code</th>
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<tr>
<td>PE</td>
<td>Preliminary Engineering</td>
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<tr>
<td>ROW</td>
<td>Right of Way</td>
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<tr>
<td>RRU</td>
<td>Railroad and Utilities</td>
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<tr>
<td>CST</td>
<td>Construction</td>
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</table>

Summary of Major Project Funding by Project Type

The table below summarizes the funding programmed for the major Turnpike projects in the Tentative Five-Year Work Program (FY 2021 through FY 2025) that are located in District Seven.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
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<tr>
<td></td>
<td>FY 2021</td>
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</tr>
<tr>
<td>Interchange Improvements</td>
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<td>New Interchange</td>
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<td>New Road Construction</td>
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<td>$20,830,000</td>
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</table>
Florida’s Turnpike Enterprise  
Tentative Five-Year Work Program - FY 2021 through FY 2025  
Summary of Projects  
FDOT District Seven  

Summary of Major Projects by County

Pasco County Projects

Interchange Improvements on the Suncoast Parkway / SR 589 at SR 54 (MP 19)  
FPN: 444486-1
The project improves ramp operations at the SR 54 interchange to address existing issues. The northbound exit ramp will be enhanced with the addition of one left turn lane, one right turn lane, and one deceleration lane. The southbound on-ramp will be enhanced by extending the existing taper style on-ramp into a parallel type entrance.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
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<tbody>
<tr>
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<tr>
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<tr>
<td>Total</td>
<td>$720,000</td>
<td>$3,705,000</td>
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New Interchange on the Suncoast Parkway / SR 589 at Ridge Road (MP 25)  
FPN: 258958-1
This is a partnership project between Florida’s Turnpike Enterprise and Pasco County that constructs a new interchange on the Suncoast Parkway / SR 589 at Ridge Road. Florida’s Turnpike Enterprise is a funding partner. A full interchange is being constructed, with access provided to/from the Suncoast Parkway / SR 589 in both the northbound and southbound directions. Construction began in FY 2020 and the FY 2021 funding reflects the remaining cost to complete the project.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
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Florida’s Turnpike Enterprise
Tentative Five-Year Work Program - FY 2021 through FY 2025
Summary of Projects
FDOT District Seven

Citrus County Projects

Construct Suncoast Parkway 2 / SR 589 – SR 44 to CR 486
FPN: 442764-1

The project constructs a section of Suncoast Parkway 2 / SR 589 between SR 44 and CR 486. Four toll lanes will be provided. The project includes optional design services for an extension of the facility to US 19. The project is subject to a test of economic feasibility according to Florida Statutes.

<table>
<thead>
<tr>
<th>Phase</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
<th>FY 2024</th>
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Summary of Minor Project Funding by Project Type

Minor projects may include bridge paintings, intelligent transportation systems (ITS), guardrail/safety improvements, landscaping, signing/pavement markings, and other miscellaneous types. The table below summarizes the funding programmed for minor projects for Turnpike facilities throughout the District.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
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<td>$5,871,000</td>
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<td>Dynamic Message Signs</td>
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Summary of All Project Funding

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Florida’s Turnpike Enterprise
Tentative Five-Year Work Program - FY 2021 through FY 2025
Summary of Projects
FDOT District Seven

Summary of Projects
FDOT District Seven

4 – As of September 26, 2019
FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT SEVEN

TENTATIVE FIVE-YEAR WORK PROGRAM

ONLINE PUBLIC HEARING

VISIT D7WPPH.COM BEGINNING OCTOBER 28, 2019

FISCAL YEAR 2021 TO FISCAL YEAR 2025
VISIT D7WPPH.COM BEGINNING OCTOBER 28, 2019
PUBLIC COMMENTS DUE BY NOVEMBER 11, 2019

OR

ATTEND THE OPEN HOUSE ON OCTOBER 30, 2019
9:00 AM TO 6:00 PM
FDOT DISTRICT 7 OFFICE,
11201 N MCKINLEY DR, TAMPA, FL 33612

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Alex Henry, at (813) 975-6405, (800) 226-7220 or email: D7wpph@dot.state.fl.us.

Si usted tiene preguntas o comentarios o si simplemente desea mas información sobre este proyecto, favor de ponerse en contacto con la señora Lilliam Escalera, al teléfono (813) 975-6445 o correo electrónico lilliam.escalera@dot.state.fl.us.
ADDENDUM ITEMS
DRAFT OF MINUTES

MPO Board Meeting of Tuesday, October 1, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:00 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 Conference Rooms A & B.

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Ken Hagan, Paul Anderson, Councilman Guido Maniscalco, Mayor Rick Lott, Councilman Joseph Citro, David Mechanik, Councilman Luis Viera, Trent Green, Commissioner Kimberly Overman, Janet Scherberger, Commissioner Mariella Smith, Cindy Stuart and Joe Waggoner, Cameron Clark and Beth Alden.

The following member was absent: Mayor Mel Jurado

APPROVAL OF MINUTES – August 6, 2019

Chairman Miller sought a motion to approve the August 6, 2019 minutes. Commissioner Overman so moved, seconded by Councilman Maniscalco and motion adopted.

PUBLIC COMMENT

Sharon Calvert introduced herself and stated that she lives in Tierra Verde, Pinellas County. She is concerned if this a transportation or political committee. On April 1, in the deposition of the Chair for All for Transportation Tyler Hudson, he was asked how and why they calculated the spending percentages that they did in transit tax referendum. The answer that was provided was a political speech protected by the 1st amendment so the voters were not entitled to that information. Last year in August, Ms. Alden presented the All for Transportation political speech representing the MPO insinuating the MPO supports the tax. In addition, Ms. Calvert commented on the 2045 Phase 2 Survey. She stated it is a push pull survey. This is a marketing technique commonly employed during political campaigns in which an individual or organization manipulates voter’s views in an opinion poll.

Jim Davison commented on the Letter of Comment on the FDOT Tampa Bay Next and the concern of the burden on the environmental impact. He urged to apply to transit and fixed guideways. He would like to include a member of the affordable housing task force on their board. He pointed out that the Long Range Transportation Plan format keeps changing which makes it hard for the people to examine it.

Tophem Morrison, a resident of Tampa, Hillsborough County. He wanted speak specially about the concept of expanding lanes. You cannot build yourself out of congestion. Additional lanes never solves the problem and if it does it is because they have robust transit systems and affordable housing. Two percent less cars on the road reducing congestion. When you build more roads you only create opportunity for congestion. We need to focus our energy on mass transit systems.
COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chairman, gave a brief report on the activity of the Citizens Advisory Committee. In the CAC August meeting had a discussion about the Letter of Comment. Their were concerns about the relocation of displaced residents and affordable housing, global warming and air quality, FDOT being in full compliance with the original MPO motions passed in 2016 and 2017, validity of the information and calculations of poverty taxes will be impacted by the proposed investments, right away costs, assumptions of the air quality model, and concept of induced demand. In the September meeting, the committee recognized an outgoing member Vance Arnett who served for a number of years. The committee welcomed Mr. Lou Prida representing the Business community. Mr. Hoyt Prindle was in attendance is expected to be appointed by the board as an appointee of Commissioner Pat Kemp. Commissioner Pat Kemp expressed her strong support of the ferry between South Shore and MacDill Air Force Base. Under Action Items the CAC approved the following and forwarded to the MPO Board for action. The CAC approved the Amendments to the Transportation Improvement Program. CAC heard presentations from Sara Hendricks with CUTR discussing the Transportation Demand Management strategies for consideration. MPO Staff gave a preview of the draft 2045 Long Range Transportation Plan, the FDOT provided a report on alternatives being considered in the PD&E Study at US41 CSX Grade Separation Project Development & Environmental Study and MPO gave a report on the Tampa Interstate Study SEIS. CAC discussed induced demand and requested this to be a future topic of discussion. There was CAC workshop to discuss the 2045 LRTP.

Gena Torres, MPO Staff, gave a brief report on the consent items from other committees. CAC and TAC have recommended approval of the Amendments to the TIP. There was extensive input from committees on action item Letter of Comment on Tampa Bay Next SEIS. The Draft 2045 Cost Feasible Plan was presented as a status report to the committees in September and up for Action in their October meetings. TMA leadership meeting discussed needs and priorities for the upcoming legislative session with Senator Rouson. There was a resolution drafted supporting the I275 and State Road 60 Interchange. They also talked about options clarifying roles and responsibilities with the MPO Chairs Coordinating Committee. There were no Facebook comments. There were a few emails. An article was shared by Mauricio Rosas called the Brookings Institution and it highlights racism and the poor in designing roadways. Rick Fernandez requested a summary of the key differences between the 2040 and 2045 Plan. Caitlin Johnson with Tampa Bay times requested crash data around schools. Willie Hassle requested information regarding a non-emergency medical transport business. Sky White requested transit ridership numbers. Lastly, FHWA sent a thank you for the Emergency Response & Evacuation planning discussion.

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

CONSENT AGENDA

A. Committee Appointments

B. Bylaws Amendment for ITS Committee

Commissioner Miller requested a motion to approve the consent agenda.

A motion was made by Councilman Guido Maniscalco and was seconded by Commissioner Kimberly Overman and motion was carried unanimously.
Roll-Call Vote for TIP Amendments Approved by Committees

Commissioner Miller introduced the item to approve the TIP amendments. There were no Motions.

Sarah McKinley, MPO Staff, presented a summary on the Amendments. These include #6 Hillsborough MPO Unified Planning Work Program (UPWP), #7 East Busch Blvd Corridor Study, and #8 Hillsborough Ave Surface Treatments. Also, Appendix C to add Transportation Performance Consensus Planning Document.

Commissioner Kemp moved approval and was seconded by Mr. Mechanik. Upon Roll Call vote, Motion was carried fifteen to zero.

Commissioner Overman questioned if there was public comment on Amendment #7. Sarah McKinley replied there was an overall study done for possible locations of the crosswalks.

ACTION ITEMS

A. Letter of Comment on Tampa Bay Next Sections 4-6 SEIS

David Gwynn, FDOT, introduced the SEIS and explained the study started in 2017 when they decided to consider tolled express lanes, triggering a re-evaluation of the project and a Supplemental Environmental Impact Statement for Sections 4, 5 and 6 of the Tampa Bay Next. FDOT held 2 public workshops on the SEIS last May. In addition, the MPO and FDOT hosted 3 public open houses to inform committee and board members about potential impacts. FDOT is working on a draft SEIS that will go to the public hearing early next year. Today is the 9th formal presentation to the board and will provide a preview of FDOT’s draft recommendation. He shared 2 videos explaining the recommended draft. The first video is more technical and the second video is prepared for the public and more watchable.

Commissioner Miller asked if they are closing 21st Street and will there be two lanes exiting 275 to I4. Mr. Gwynn replied there will be a parallel ramp to get off on 14th and 15th and 21st and 22nd and there will be two lanes form SB 275 to EB I4 and from WB I4 to NB 275 and additional lane from WB I4 to SB 275. Another concern of Commissioner Miller is the Floribraska entrance on I275 N. Mr. Gwynn stated you will still need to move over but the Floribraska traffic is fairly low compared to other ramps and the lane will extend past Hillsborough.

Commissioner Overman had questions about the exit ramp to 14th and 15th and will they be right turn on red and she highly recommends no right on red because they are coming onto an interstate. Mr. Gwynn responded they have not gotten to that point yet. Additionally, is there going to be additional signage on SB 275 maybe at Slight Ave directing traffic to the proper lanes. Mr. Gwynn advised there will be more signage. She inquired about the property on the Southside in Ybor off of North Palm and 10 on the Northside and are they single family homes. Mr. Gwynn stated it is only six homes and in between properties they already own. They will work with the homeowners on the purchase and believes its only seven homes.

Mr. Mechanik mentioned only seeing changes to the downtown interchange. Mr. Gwynn said that is correct the Westshore interchange and segments in between have no changes.

Commissioner Smith is glad to see responses to the neighborhoods and communities like keeping Floribraska open. Are there concerns of bottle necks at the toll expressway that dumps at Ashley? Mr. Gwynn stated their modeling shows it will work. Commissioner Smith stated the properties that you own
maybe were inquired in anticipation of a much larger footprint. Any idea what the plan would be for those long term since you no longer need them? Mr. Gwynn responded they will have to look further into. Commissioner Smith wanted to know the timeline for community input and finalizing? Mr. Gwynn said between now and February then the formal public hearing is in February.

Commissioner Kemp stated she is very pleased the North Boulevard is no longer considered an option. She commented on that the fact that she is opposed to the widening of Section 7.

Rich Clarendon, MPO Staff, presented MPO comments on the Draft Letter of Comment on the SEIS. It focuses on two major interchanges or improvements. The Westshore area there were only two options to build or no further action. The downtown interchange had options A-D but they are off the table now. No further action is an option but the preferred alternative is the quick fix. Mr. Clarendon explained the different options and how they evaluated SEIS. They had clear guidance from the MPO Board since 2016-17 in a form of Motions, series of briefings and open houses. The first Motion dealt with human impact and there is map showing parcels that have been acquired and ones needing to be acquired. The second part of the Motion deals with environmental impacts and all available online. They are concerned with mitigation impacts that results from the construction itself. Another part of the Motion is the justification of the toll lanes and there is a traffic and revenue study with this information. Mr. Clarendon showed a slide regarding the difference in travel speeds predicted and delays. A concern is equity impacts. A part of the motion is to follow up on premium transit which is largely focused on the 275 express bus system. We would like to see more of the CSX lines. Property tax revenue loss due to right of way acquisition based on the full build option. They would like updated estimates based on the preferred alternative when they can be provided by the department. There is a cost for the city for maintaining community impact mitigation and during the design phase they would like an estimate of the costs. Air Quality is a concern in all models and Mr. Clarendon elaborated on all impacts. Safety is also a concern so they would like to see a presentation on the reconfigured ramps and strategies to slow traffic down. They would like clarification of bicycle and pedestrian travel and trails. East Tampa revitalization Partnership would like to be brought up to speed. A timeline for the community enhancements proposed for Heights Mobility Study which is close to the downtown interchange. Lastly, a more robust analysis of the induced traffic.

**Commissioner Miller requested a Motion to allow MPO to take out what has already been covered.**

**Motion was made by Cindy Stewart and seconded by Councilman Joseph Citro.**

Commissioner Kemp commented on the air pollution and letter minimizes this issue and its extreme.

Commissioner Overman addressed the air quality in item 7 and 8. She would like FDOT to address the air quality and environmental impact and take care of it.

Beth Alden noted that Commissioner Overman address at the public hearing in June to look into options for how noise walls can have as much benefit as possible for community health and reducing the spread of emissions. We are planning to come back to you with some best practices and case studies. They have been talking to the District Seven 7 about that and how those strategies can be integrated into this project going forward. They should expect to see this on a future agenda.

Councilman Citro commented on the junk and trash from entrance and exit ramp and would like this to looked at also. Mr. Green had a questioned about the physical impact analysis.

**Motion was made by Cindy Stewart and seconded by Councilman Joseph Citro. The motion was unanimous and adopted.**
B. Draft 2045 Cost Feasible Plan: Open Public Comment Period

Lisa Silva presented the 2045 LRTP Outreach Phase 2 Survey Results. The MPO received over 5,200 responses and public transit continues to be a high priority. More than 3,000 comments were received, 89% of the participants live and 90% work in Hillsborough County.

The Draft Plan will be online at www.planhillsborough.org/2045lrtp. Comments on the Draft Plan need to be posted online on or before October 5th, 30 days prior to the Public Hearing for the plan adoption on November 5th, 2019.

Todd Brauer, MPO Consultant, explained the Draft 2045 Cost Feasible Plan. Over the last 2 years staff has been engaged in the public and planning partners. They looked at needs, funding, understanding community impressions of the needs and projects. The plan is a statement of what you are going to build, services you are going to provide and when are you going to do it by. All fits into a federal regulation that requires us to look at cost feasibility. There are four programming investments state of good repair and resiliency, vision zero, smart cities, real choices when not driving and major investments for economic development. The number one priority is the state of good repair and resiliency, second is major investments and then real choices. All of these are multimodal.

Sarah McKinley, MPO Staff, presented the Draft 2045 Cost Feasible Plan projects. She explained the technical analysis. Fixed guideway was a top priority so they looked at freight rail, rapid transit, street car and water transit ferry. As part of the major economic projects on roadways, they looked at the strategic intermodal system, new express lanes I4, I275, Westshore Interchange, widening of the Selmon, CSX grade separation project and the downtown interchange. They looked at other major investments through congestion analysis and delay reduction. The plan shows performance-based outcomes for the four projects. After we adopt this plan, HART will have discussions on CSX, fixed guideway, and work with jurisdictional partners and the expressway authority which roads should be included.

Trent Green questioned how does multimodal transits and intermodal projects factor into this plan. Joe Waggoner commented on delay times and wanted to know if it was present time. Mayor Lott asked how the projects were ranked and if it maximizes FDOT ability to get federal funding. Beth Alden commented that Section 7 is included in the plan. Commissioner Overman inquired on the percentage of matching dollars. Joe Waggoner stated that they are in competition for the State and Federal dollars. Commissioner Kemp has concerns and wants more discussion on these projects. Cindy Stewart concerned if we don’t get prioritized by the state then we won’t have the money to stay at the top of the priority list and wants to know what we FDOT needs from them. Mayor Lott made a final statement that the roads mentioned are important to us but if they are ranked low on the list of the 2045 plan they will not be built.

Public comment: Ronald Weaver admires the plan North of downtown and I 275 but he believes a quick fix will hold up another 2 ½ years getting on with our future. Jim Davison states if you deny what you have now you will not get it later. Sharon Calvert stated the interstate is a regional asset and it is a major evacuation route. There have been more conversations over I 275 and malfunction junction and now there is time for action.

Commissioner Miller spent 14 years in Tallahassee. He watched Orlando and Miami get the money for transportation and now Jacksonville gets part of the money. We need to work with FDOT to get the money for Tampa.

**Commissioner Miller made a motion for Secretary Gwynn’s Staff and MPO Staff to sit down together to work it out. The motion was seconded by Mayor Rick Lott and Cindy Stewart.**
Beth Alden stated it is clear we need to change the description of I-275. Cindy Stewart responded we need to make sure our priorities are about funding. Secretary Gwynn agreed to meet this week to make the change and this can be done quickly.

Commissioner Kemp recapped that Commissioner Miller’s made a motion for FDOT and MPO to meet to discuss changes. It was seconded by Mayor Lott and Cindy Stewart. The motion carried unanimously.

**Executive Director's Report**

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

**OLD & NEW BUSINESS**

There was no old or new business.

**ADJOURNMENT**

A quorum was met, and the meeting adjourned at 11:57 a.m.
Meeting of the Citizens Advisory Committee (CAC) on September 11

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

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

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

The CAC also received reports from:

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

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

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

The TAC approved and forwarded to the MPO Board:

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

The TAC heard status reports on:

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

• Tampa Bay Next Update

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

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

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

The BPAC heard status reports on:

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

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

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

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

The LRC heard status reports on:

• It’s TIME Hillsborough Survey Results

• Draft 2045 Cost Feasible Plan

• US41 at CSX Grade Separation Project Development and Environmental Study

• Transportation Demand Management Plans

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

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 9.6.19 meeting

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

Group members discussed needs and priorities for the upcoming legislative session

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

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

MPO staff provided updates on regionally significant projects and development of the regional component of the 2045 Long Range Transportation Plan
• Based on the 2018 It’s TIME Tampa Bay regional survey, all three MPOs created a tri-county vision map with envisioned investment corridors for roads, rail and bus
• Hillsborough County has several options it is exploring for reducing congestion and delay:
  • New managed toll lanes on the interstates and Selmon Expressway
  • Elevated express lanes on major roads
  • Exploring CSX corridors, water transit routes, and a transit route in a dedicated right-of-way between downtown Tampa and Westshore/the airport
• Pinellas County is exploring several projects that move traffic without significantly widening roads:
- On I-275, express lanes are under construction from Roosevelt Boulevard to the Howard Frankland Bridge, and additional express lanes are in the design phase further south to downtown St. Petersburg.
- On U.S. 19, the interchange at Curlew Road is funded for construction in 2023, while interchanges at Tampa and Nebraska are not yet funded for construction.
- In the Gandy Boulevard corridor, a PD&E is underway for overpasses continuing past the Derby Lane dog track and out to the bridge, which includes replacing the bridge and connections to the Selmon extension.
- The Gateway Master Plan project is wrapping up, which is coordinated with FDOT identifying an intermodal center location in the area.
- Pasco County is examining options for improving mobility and accommodating its growth:
  - Exploring options for an east-west network with improvements to Ridge Road, possibly eventually going to I-75, as well as expansion on SR52.
  - Additionally, a PD&E is underway for the US41-SR54 interchange.
  - The county is also exploring options for transit and transit-oriented development.

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

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

The group’s next meeting is scheduled for Nov. 8 at PSTA Headquarters.
## Project Details

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<thead>
<tr>
<th>Work Type</th>
<th>Weigh station access improvements</th>
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<tbody>
<tr>
<td>Phase</td>
<td>Design</td>
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<tr>
<td>Limits</td>
<td>From the Eastbound weigh station to McIntosh Rd exit</td>
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<tr>
<td>City</td>
<td>Dover Mango Thonotosassa</td>
</tr>
<tr>
<td>County</td>
<td>Hillsborough</td>
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<tr>
<td>Road</td>
<td>I-4</td>
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### About

This project will extend the eastbound merge lane from the I-4 weigh-in-motion station and extend the eastbound McIntosh off ramp by 300 ft. This project is located in eastern Hillsborough County.

Construction is anticipated to begin in late 2020.

### Contact Information

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How a Humble Bus Stop can Anchor a Whole Neighborhood

What would it take for our bus stops to go from barely adequate to something extraordinary? What if we treated our bus stops as nodes to cluster convenient goods and services? What if we recognized them as part of our social infrastructure, rather than simply as part of our mobility infrastructure? What if we made decisions about locating stops based on neighborhood assets as well as transit service?

Las Ramblas in Barcelona, Spain provide an international benchmark for how public space and public transit can support one another. | Pablo Miranda, Flickr

Project for Public Spaces is excited to announce the launch of its Portals to Places initiative that focuses on creating transit facilities and a public realm that support riders, with a special emphasis on buses. With this concerted effort, we hope to support the global momentum around creating better public transit for all people, prioritizing those with fewer means and higher dependency on these systems. By rethinking stops and stations as hubs for community activity, we believe that transit can reclaim its place as the backbone of mobility in our ever-expanding cities.

At a time when funding for public transportation development and operations is shrinking around the country, the importance of such systems to move people efficiently and in larger numbers is more widely recognized than almost any moment in the past half-century. Trains are often looked at as the most attractive public alternative to private automobiles, however, new subway and rail construction usually comes with a price tag that the majority of cities at least in the United States can’t seem to afford.
Buses, on the other hand, are often forgotten as part of a great public transit system both by decision-makers and ultimately by the public at large as evidenced in the percentage of public dollars allocated for bus systems in the United States and declining ridership around the United States (with a few notable exceptions). Private investment and innovative technological solutions have made it much easier to spot the next arriving bus or to hitch a ride to the nearest stop, but it is clear that improving service and infrastructure is largely controlled by elected officials who hold the purse strings. The increasing number of better-bus coalitions around the country is a fantastic development and we are here to support it because buses are still the best.

One of my first experiences with an American public transit system occurred at this bus stop in Houston, TX. My able-bodied, non-driver self was greeted by nothing but a pole in the ground with no amenities to improve my 15-minute wait time in the heat. Compounded by the lack of safe connectivity to adjacent businesses, it made for an unpleasant experience—but a “normal” one in most American cities. (Google Street View)

But one important and often overlooked feature of a great bus system is a built environment that treats that system as its lifeblood. A bus system’s stops and stations can and should serve a multitude of functions themselves and be surrounded by everyday destinations beyond just transportation infrastructure. Even Transit-Oriented Development strategies, which match busy transit stops with high-density, mixed-use zoning, don’t always capitalize on the many Lighter, Quicker, Cheaper opportunities to add new uses and amenities nearby without new construction while also building community. Neighborhoods that open up to their stops and stations and cluster everyday uses around them—in ways big and small, formal and informal—are much more livable for those using the humble bus to get around.

That is where Project for Public Spaces and Portals to Places comes in: to help you transform the places where you depart from, wait, or arrive at, into great community destinations.

Public spaces play a crucial role in the overall wellbeing of people, especially those who live in cities and have greater spatial and mobility constraints. When created in close collaboration with the community, these spaces become shared resources for all people to occupy, to interact with their neighbors, to gather and celebrate their community, or to simply walk through. UN-Habitat estimates that cities around the world will be home to three-quarters of the world’s population by 2050, putting several competing demands on the space available to them. In this context, it will be important for public spaces to align as closely as possible with other public infrastructure, including public transit, to make our cities work. While these conditions differ between the Global North and South, the same rings true in North America where inequality often falls along lines of geography and mobility, and where an accelerating climate crisis is likely to invite increasing
numbers of domestic and international refugees to our city streets. From ferry landings to train stations to bus stops, our transit nodes have historically been focal points of our communities as well. There has never been a more important time for us to revive this proud history of portals as places.

The rise of Bus Rapid Transit systems, like TransMilenio in Bogota Columbia, not only demonstrate the potential of buses as a viable alternative to rail, but also the importance of stations and amenities in addressing the full rider experience. | WRI Brasil, Flickr

Project for Public Spaces has been at the forefront of this cross-agency and multidisciplinary advocacy for over two decades, beginning with our 1997 publication on the role of transit in livability for the Transit Cooperative Research Program. With the launch of this new initiative, we plan to build on this history by helping transit providers, planners, and advocates create stops and stations that are well-integrated into the communities they serve at the local level; meeting the needs of passengers through useful amenities; and serving as accessible, active, sociable and comfortable public spaces. All-purpose riders of most transit systems in the United States and many other places tend to be low-income and to reside in historically marginalized communities. Improving the transit experience and overall quality of life for these underappreciated, overachieving riders will be our primary goal.

Whether you are directly in charge of planning and designing a transit stop, or you are a land-use planner whose work intersects with transit planning, or you are a local advocate putting your energy toward influencing transit service and access in your community or neighborhood, this initiative is for you. In the next several months, Project for Public Spaces will release tools and resources to encourage communities around the world to look at their humble bus stop in a different light:

- **Transit-Oriented Development (TOD) Lite:** We will create tools to support transit and land-use agencies and advocates to jointly reimagine stops and stations as not only transit portals, but neighborhood focal points that cater to people’s day-to-day needs within a short walking and bicycling distance.

- **Place-based system redesign:** When cities and towns undertake a transit system design or redesign process to improve service, they often overlook the need to ensure proximity to existing and future destinations. We will create a series of engagement techniques to enable transit riders and others to share that information with transit agencies, thereby informing crucial decisions such as stop location or consolidation.

- **Placemaking at Transit Stops:** A stop can be a destination in itself, with multiple things to do for a variety of user groups, and with a strong sense a
How a Humble Bus Stop can Anchor a Whole Neighborhood

Imagine if we could meet all of our basic needs and participate in community life within a five-minute walk of our everyday bus stops. Read the full one-pager on the Portals to Places homepage.

Head over to the Portals to Places homepage to learn more and find the latest updates from this evolving initiative. We also want you to be a part of this journey, and to share your challenges, successes, and stories with us and your peers. We’re ready to help you and your passenger communities design transit stops and bus stations that will benefit the full rider experience and the community as a whole.

Want to bring Project for Public Spaces to your community? Reach out to our Portals to Places team at transportation@pps.org.