Meeting of the MPO Board & Public Hearing
Tuesday, November 5, 2019, 6:00 p.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 2nd Floor

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

Agenda - Revised 10/31/19

I. Call to Order, Pledge of Allegiance & Invocation

II. Approval of Minutes – October 1, 2019 and October 9, 2019 Workshop

III. [NEW:] Public Comment on Non-Hearing Items - 3 minutes per speaker.

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

V. Consent Agenda
   • Committee Appointments
   • Letter requested by BPAC regarding US 41 CSX Grade Separation

VI. Action Items
   • Letter of Comment on FDOT Tentative Work Program (Sarah McKinley, MPO staff)

VII. Public Hearing for Draft 2045 Long Range Transportation Plan
   • Summary of Comments Received During 30-Day Public Comment Period (Lisa Silva, MPO Staff)
   • Overview of 2045 Plan & Revisions to the Comment Period Draft (Todd Brauer, MPO Consultant)
   • Public Comments
   • Board Discussion and Action – Roll-call vote required

VIII. Executive Director’s Report
   • Gulf Coast Safe Streets Summit – November 14, 2-8pm
   • Temporary relocation of Plan Hillsborough Staff, starting November 18, to 700 E Twiggs St, 6th Floor, no change to phone numbers
   • Board officer elections at next meeting: December 3 @ 9am, 26th Floor

XI. Old & New Business

X. Adjournment
* There are many ways for citizens to participate in the Public Hearing:
  - Attend in person and sign up to speak 4:00 p.m. – 8:00 p.m.
  - Email comments in advance to mpo@plancom.org
  - Comment in advance at Facebook.com/Hillsborough MPO
  - Leave a voice message in advance at 813-273-3774 ext. 369

* Please note the following:
  - Facebook posts, emails and voicemails left before 5PM on November 4 will be distributed in full to the MPO Board Members.
  - All comments are public record.

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

IX. Addendum

A. Announcements
  - Gulf Coast Safe Streets Summit, November 14
  - US 41 (50th St) CSX Overpass Public Workshop, November 19
  - Survey for FDOT’s Florida Transportation Plan
  - Survey for TBARTA Regional Transit Development Plan

B. Project Fact Sheets & Updates
  - FDOT I-4 Weigh Station Access Improvements
  - FDOT I-75 Ramp Reconfiguration and Interchange Modification from south of M.L. King Jr. Blvd to I-4
  - Florida MPO Advisory Council Legislative News, 10/19/2019
  - Florida MPO Advisory Council Legislative News, 10/26/2019

C. Correspondence
  - To FDOT Secretary Gwynn re: Tampa Interstate Study, Supplemental Environmental Impact Statement
  - To Center for Urban Transportation (CUTR) re: C-TEDD grant match from Hillsborough MPO
  - To Center for Transportation, Equity, Decisions, and Dollars (C-TEDD) supporting CUTR proposal, “Protecting the Most Vulnerable in the Face of Disaster: Investigating Evacuation Dynamics & Its Implications for Planning
  - To South Atlantic Regional Research Competition supporting University of Florida’s Regional Sea Grant application
  - From FDOT Secretary Gwynn on Traffic Fatalities Sept. 9-22
From FDOT Secretary Gwynn on Traffic Fatalities Sept. 25 – Oct. 7

D. Articles Relating to MPO Work

- All for Transportation responds to Florida Supreme Court Appeal | Florida Politics | 10.10.19
- All for Transportation has big deadline | Spectrum Bay News 9 | 10.04.19
- Beth Alden on New Plan for Malfunction Junction | WFLA News Radio AM Tampa Bay | 10.04.19
- Tampa police target pedestrians, bicyclists in safety campaign | FOX 13 News | 10.01.19
- State picks new plan for Malfunction Junction: more lanes, no tolls | Tampa Bay Times | 10.01.19
- It’s TIME Tampa Bay survey reveals commuters want rapid transit, streetcar expansion | WFTS ABC Action News | 09.27.19
- Tampa seeks to expand front porches | Tampa Bay Times | 09.26.19
- Hillsborough’s transportation surtax committee sets dates to review projects | Tampa Bay Business Journal | 09.24.19
- Commuters score victory against traffic | Englewood Sun Florida | 09.22.19
- Commissioners Restore Transportation Tax | ABC Action News | 09.19.19
- Florida, Tampa Bay area top charts for amount of pedestrian deaths | WFTS ABC Action News | 09.19.19
- Hillsborough County restores funding allocations for All For Transportation tax | Florida Politics | 09.18.19
- Safety Features Flunk Test | Wall Street Journal | 10.3.19
- How a Humble Bus Stop Can Anchor a Whole Neighborhood | Project for Public Spaces

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

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

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
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.

The following member was absent: Mayor Mel Jurado

A quorum was met.

APPROVAL OF MINUTES – August 6, 2019

Chairman Miller sought a motion to approve the August 6, 2019 minutes. Commissioner Overman so moved; it was seconded by Councilman Maniscalco and 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 was asked how and why they calculated the spending percentages that they did in transit tax referendum. The answer he provided was that that is political speech protected by the 1st amendment, so the voters were not entitled to that information. But 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 draft Letter of Comment on the FDOT Tampa Bay Next Sections 4-6 SEIS. He is concerned about the burden of environmental impact reviews, and pointed out that the same level of review should be applied to transit projects. He would like to include a member of the affordable housing task force on the MPO board. [Commissioner Overman pointed out that she chairs that task force.] He said the Long Range Transportation Plan (LRTP) format keeps changing which makes it hard for citizens to see the difference between this plan and the last plan.

Topher Morrison spoke about the concept of expanding lanes. You cannot build yourself out of congestion. Additional lanes never solve the problem; what does is robust transit systems and affordable housing. Two percent less cars on the road can make a big difference, as shown on bank holidays. When you build more
roads you only create opportunity for more 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 there was discussion about the Letter of Comment. There were concerns about: the relocation of displaced residents; 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 property taxes that will be impacted by the proposed investments; right-of-way costs; assumptions of the air quality model; and the concept of induced demand. In the September meeting, the committee recognized 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 and is expected to be appointed by the board today, as a nominee 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 Amendments to the Transportation Improvement Program. The CAC heard presentations from Sara Hendricks with CUTR discussing 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. The CAC discussed induced demand and requested this to be a future topic of discussion. There was also a CAC workshop to discuss the 2045 LRTP.

Gena Torres, MPO Staff, gave a brief report on the action items of the other committees. CAC and TAC have both recommended approval of the Amendments to the TIP. There was extensive input from the committees on today’s action item, the Letter of Comment on Tampa Bay Next Sections 4-6 SEIS. The Draft 2045 LRTP was presented as a status report to the committees in September, and will be presented for action in their October meetings. The TMA Leadership Group meeting discussed needs and priorities for the upcoming legislative session with Senator Rouson. There was a resolution drafted supporting the I-275 State Road 60 Interchange. They also talked about options for clarifying roles and responsibilities with the MPO Chairs Coordinating Committee. Ms. Torres reported that there were no Facebook comments. There were a few emails. An article was shared, by Mauricio Rosas, from the Brookings Institution, and it highlights racism and the needs of the poor in designing roadways. Rick Fernandez requested a summary of the key differences between the 2040 and 2045 Plan. Caitlin Johnston 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. It was approved 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 of the Amendments. These include Amendment #6 for the Hillsborough MPO Unified Planning Work Program, Amendment #7 for the East Busch Blvd Crosswalks, and Amendment #8 for Hillsborough Ave Surface Treatments.

Commissioner Overman questioned if there was public comment on Amendment #7. Sarah McKinley replied there was an overall study of the corridor, and the proposed new crosswalk location is one that was part of the study.

Commissioner Kemp moved approval and was seconded by Mr. Mechanik. Upon roll-call vote, the motion was approved fifteen to zero.

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 (SEIS) for Sections 4, 5 and 6 of the Tampa Bay Next program. 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 a public hearing early next year. Today is the 9th formal presentation to the board and will provide a preview of FDOT’s draft recommendation. Mr. Gwynn shared 2 videos explaining the recommended option for the Downtown Interchange, noting 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 I-275 to I-4? Mr. Gwynn replied there will be a ramp to get off on 14th and 15th, and it will continue to 21st and 22nd. There will be two lanes from southbound I-275 to eastbound I-4 and also from westbound I-4 to northbound I-275, and an additional lane from westbound I-4 to southbound I-275. Another concern of Commissioner Miller is the Floribraska entrance on I-275 N. Mr. Gwynn stated you will still need to move over but the Floribraska traffic is fairly low compared to other ramps. Also, that lane will extend past Hillsborough.

Commissioner Overman had questions about the exit ramp to 14th and 15th; will there be right turn on red? She highly recommends no right on red because of the high speed traffic coming off the interstate. Mr. Gwynn responded they have not gotten to that point yet. There is going to be additional signage on southbound I-275, maybe at Sligh Ave, directing traffic to the proper lanes. She inquired about the property on the south side of I-4, in Ybor off of North Palm, and also the 10 properties on the north side, are they single family homes? Mr. Gwynn stated it is only six homes that need to be purchased, and they are in between properties FDOT already owns. They will work with the homeowners on the purchase.

Mr. Mechanik mentioned only seeing changes to the Downtown interchange. Mr. Gwynn said that is correct, the Westshore interchange and segments in between Downtown and Westshore have no changes from what has been presented to you in the past.
Commissioner Smith is glad to see responsiveness to the neighborhoods and communities, like keeping the Floribraska exit open. Are there concerns of bottlenecks at the toll express lane that dumps at Ashley? Mr. Gwynn stated their modeling shows it will work. Commissioner Smith stated the properties that you own maybe were acquired 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 that. Commissioner Smith wanted to know the timeline for community input and finalizing the SEIS. Mr. Gwynn said it will be finalized between now and February, then the formal public hearing is in February.

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

Rich Clarendon, MPO Staff, presented the Draft Letter of Comment on the SEIS. It focuses on two major interchanges. In 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 the MPO staff evaluated FDOT’s SEIS. There has been clear guidance from the MPO Board since 2016-17 in the form of motions, along with a series of briefings and open houses. The first MPO Board motion dealt with human impact, and there is a map showing parcels that have been acquired and ones needing to be acquired. The second motion deals with environmental impacts; FDOT’s analysis is available online. Another motion is about the justification for the toll lanes; FDOT prepared a traffic and revenue study with this information. Mr. Clarendon showed a slide regarding the difference in travel speeds predicted and delays with and without the express toll lanes. Another concern was equity impacts, as well as following up on the regional premium transit study which largely focused on the I-275 express bus system. We would like to see more focus on the CSX rail lines. Regarding property tax revenue lost due to right of way acquisition, we would like updated estimates based on the preferred alternative, when they can be provided by the department. There is a cost to the city for maintaining community impact mitigation measures over time; during the design phase we would like an estimate of these costs. Air quality is a concern, and Mr. Clarendon elaborated on public health impacts. Safety is also a concern so we would like to see a presentation on the reconfigured ramps and strategies to slow traffic down as it comes off the interstate into the downtown. We would like clarification of bicycle and pedestrian facilities and trails, and would like to be brought up to speed about how FDOT has addressed the concerns of the East Tampa Revitalization Partnership. We also request a timeline for the community enhancements proposed for Heights Mobility Study, which is close to the downtown interchange, as well as a more robust analysis of the induced traffic.

**Commissioner Miller requested a Motion to allow the MPO to move forward with the letter of comment, taking out the issues that have already been covered by FDOT today.**

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

Commissioner Kemp commented on the air pollution; the letter minimizes this issue, and it’s extreme.

Commissioner Overman noted that air quality is addressed 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 at the public hearing in June, the board directed staff 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. We have been talking to the District 7 about that, and how those strategies can be integrated into this project going forward. You should expect to see this on a future agenda.

Councilman Citro commented on the junk and trash at the interstate entrance and exit ramps, and would like this to be looked at also. Mr. Green had a question about the physical impact analysis.
Motion was made by Cindy Stewart and seconded by Councilman Joseph Citro. The motion was adopted unanimously.

B. Draft 2045 Cost Feasible Plan: Open Public Comment Period

Lisa Silva presented the 2045 Plan 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, and 89% of the participants live and 90% work in Hillsborough County.

The Draft Plan will be posted online at [www.planhillsborough.org/2045lrtp](http://www.planhillsborough.org/2045lrtp) by October 5th, 30 days prior to the Public Hearing for the plan adoption, which is scheduled on November 5th, 2019.

Todd Brauer, MPO Consultant, explained the Draft 2045 Cost Feasible Plan. Over the last 2 years staff has been engaged with 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. It all fits under a federal regulation that requires us to look at cost feasibility. There are four investment programs in the Draft Plan: state of good repair and resilience; vision zero; smart cities; and real choices when not driving. The Plan also includes major investments for economic growth. The number one priority of board members who responded to the board member survey is the state of good repair and resiliency, the second was major investments and then real choices. All of these investment programs are multimodal.

Sarah McKinley, MPO Staff, presented the Draft 2045 Cost Feasible Plan major investment projects. She explained the technical analysis. Fixed guideway transit was a top priority of the public so they looked at freight rail lines, a new rapid transit corridor from Downtown to Westshore, extending and modernizing the streetcar, and water transit. The map shows the lines with the highest ridership. For the major projects on expressways, projects include new express lanes on I-4 and I-75, the Westshore Interchange, widening of the Selmon, the CSX rail grade separation project on US 41, and the Downtown interchange quick fix project. They also looked at major investments on other state highways and county roads, through congestion analysis and potential for delay reduction. The plan shows performance-based outcomes for the projects. After we adopt this plan, HART will have discussions on CSX and other fixed guideway options, and MPO staff will continue to work with jurisdictional partners and the expressway authority about implementing projects.

Trent Green questioned how do multimodal transit and intermodal projects factor into this plan? Joe Waggoner commented on delay times and wanted to know if the delay reduction statistics cited are a reduction from current levels of delay or from future forecasts; Beth Alden stated it is the latter. Mayor Lott asked how the projects were ranked and if it maximizes FDOT’s ability to get federal funding. Secretary Gwynn stated that funding for Tampa Bay Next Section 7 could be affected if it is not shown correctly in the 2045 Plan. Beth Alden stated that Section 7 is included in the plan. Commissioner Overman inquired on the percentage of matching dollars. Joe Waggoner stated that we are in competition for State and Federal dollars. Commissioner Kemp has concerns and wants more discussion on these projects. Cindy Stewart is concerned about not staying at the top of the State’s priority list; she wants to know what FDOT needs from us. Mayor Lott stated 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.

Commissioner Miller offered an opportunity for public comment. Ronald Weaver admires the plan north of downtown on I-275 but he believes a quick fix will hold up another 2 ½ years and we should get 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 is the 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 in the 2045 Plan. Cindy Stewart responded we need to make sure our priorities are about funding. Secretary Gwynn agreed to meet this week to make changes.

Commissioner Kemp recapped that Commissioner Miller’s made a motion for FDOT and MPO to meet to discuss changes to the Draft 2045 Plan. It was seconded by Mayor Lott and Cindy Stewart. The motion carried unanimously.

Executive Director’s Report

Beth Alden described the legislative delegation resolution supporting funding of the I-275/ SR60 interchange, a top priority of this board. The FDOT Tentative Work Program will be discussed at MPO Policy Committee: Tuesday, October 22, 9:00am, 18th Floor. There will also be a joint board workshop with HART: Wednesday, October 9, 9:30am, 18th Floor. Next board meeting will be the Public Hearing on the 2045 Plan: Tuesday, November 5, 2019, 6:00pm, 2nd Floor.

OLD & NEW BUSINESS

There was no old or new business.

ADJOURNMENT

The meeting adjourned at 11:57 a.m.
MPO AND HART JOINT BOARD WORKSHOP ON ADVANCING TRANSIT IN EXCLUSIVE RIGHT-OF-WAY

Wednesday, October 9, 2019

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE and INTRODUCTIONS

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:30 a.m., led the pledge of allegiance and gave the invocation. The workshop was held at the County Center Building on the 18th Floor, Plan Hillsborough Room.

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Mariella Smith, Councilman Guido Maniscalco, Councilman Joseph Citro, Councilman Luis Viera, Joe Lopano, David Mechanik, Bob Frey, Trent Green, Mayor Jane Castor, Melanie Williams

Others Present: Beth Alden (MPO), Ben Limmer and David Smith (HART), David Green (TBARTA), Ming Gao (FDOT), Jeff Boothe and Amanda Vandergrift (Infra Strategies, HART consultant)

Where is the MPO today in its planning process?

Beth Alden, MPO Director, noted every 5 years we update the Long Range Plan and the purpose of the Long Range Plan is to establish and document this community’s vision for where we want to go in the long range. We’ve heard loud and clear from our residents that transit needs to be a major part of that vision. Both MPO and HART have a role in bringing transit investments to fruition. The Long Range Transportation Plan is a communication tool from this community not only to our residents but also to the federal government, to the state government, to our legislators that speak on our behalf. It’s also a communication tool for private investors to see where we see this community going. We have the opportunity on the MPO to lay the groundwork for the projects and the investments that HART has an opportunity to move forward with in the next few years. It is essential that we are all working together. We want to show the HART board where we are and have an opportunity to have a conversation with HART to see where HART is and how we can support each other in our planning work.

Where is HART today in its planning process?

Ben Limmer, HART CEO, said we have been coordinating closely on preparing our short -and long -term transit and transportation plans in general. With the passage of the sales tax, HART has new-found resources, assuming the sales tax is upheld in court. Once it is upheld, we will be launching into a detailed programming exercise which the Infra-Strategies folks are going to cover somewhat today. Basically, we will know what our revenue will be annually over the next 30 years. Specifically, we will be doing community outreach to find out which projects residents want built in what order and those could include everything from more local bus service to new bus routes throughout Hillsborough County as well as high capacity transit investment projects. There are a few on the table already such as the expansion
of the streetcar, a bus rapid transit to USF, as well as activating the CSX rail lines, and other high capacity transit projects that have been studied in the past. We will need to identify which one of those projects should be built first because although the sales tax money is a very significant investment in transit it unfortunately will not be enough money to do everything we have on the table. We are looking forward to the conversation today about investing in transit in exclusive right of way.

**Where is TBARTA in its planning process?**

David Green, TBARTA, said when you think about TBARTA’s focus you get to the core difference between TBARTA and HART. Although they do target the same people, TBARTA’s focus is more on providing service that crosses county lines or connects major activity centers. We talk about service that is more commuter or express oriented, which means typically longer trips and fewer stops. When you stop and consider how a person going to or from a regional route also needs access to local service, then you begin to understand how HART and TBARTA complement one another as part of a larger regional transit network. There was a change in statute for TBARTA that switched them from being a regional transportation authority to a regional transit authority. In the same statute TBARTA was assigned a task of completing a regional transit development plan which will outline the strategic plan of investments needed to implement a regional network throughout our five-county area. We awarded a contract for that work in January and we just presented a performance evaluation and results of a peer analysis to TBARTA’s board at our most recent board meeting in September. We are going to follow that up with a workshop in November to talk more in detail about exactly what TBARTA’s roles and responsibilities will be moving forward, and we recently launched a Metroquest survey last week. This survey will help prioritize regional transit strategies and short-and-long term regional transit projects. The plan will be submitted to FDOT by September 2020, though we do anticipate completing that plan well before September. Once submitted to FDOT, TBARTA will follow up with the County and MPO Chairs Coordinating Committee to present that plan to them as well. One of the regionally significant projects that TBARTA is moving forward with now is regional rapid transit, also known as the PD&E for the regional BRT project that came from the regional transit feasibility plan about a year ago. They are finalizing the number of stations and station locations. The feedback will be presented to the TBARTA board on October 25th.

**II. Overview of Transit Markets & Technology Opportunities**

Sarah McKinley, MPO staff, presented the 2045 Transportation Plan and Transit Analysis. This plan is the community story and where we plan to go in the next 20 years. It shows where we would allocate federal and state dollars to the major investments within our community. We are slated to adopt this plan in November 2019. The funding forecast is $32.2 billion with the transportation sales surtax funds. MPO roles are to work with the jurisdictions and agencies of transportation, identify issues and strategies, prioritize funding for our partners and document priorities for federal grants. We started creating the plan in 2018 with public outreach, established goals and objectives, identified needs and revenue forecasts, followed up with a second public outreach campaign in 2019, which leads us to we were are today with the draft cost feasible plan now available for comments. The major investments 2019 survey showed the top priority results were the reuse of freight rail tracks; rapid transit downtown-airport; and extend the downtown streetcar. We did a transit analysis and focused on these projects and the water transit. The transit project with the highest ridership is the line from USF to Downtown to Westshore and the Airport. There is a big range of cost, and right of way questions that go along with each of these projects. The future for the HART and MPO board is to move forward with the priorities that have potential. After the November 5th Plan adoption hearing HART will be responsible for determining where fixed route systems will be, including guideway, and each of the jurisdictions will determine which of their roadways should be improved or expanded, and the MPO will amend the plan if needed and monitor and support.
Jeff Boothe, HART Consultant, presented the transit technology overview, looking at four major categories of transit projects which include light rail, streetcar, BRT and commuter rail. They have very similar features but we will show how they differ. Some of the principles are the frequency of stops, frequency of service, location of the station and the impact they have on land use. Mr. Boothe discussed the difference between light rail versus streetcar and streetcar/light rail versus bus rapid transit. He explained the difference between corridor, highway and fixed-guideway BRT. Cost per mile estimates are based on several cost categories that vary significantly by project. Corridors with the following features may be more costly, such as corridors that aren’t on existing roadways, corridors with significant sitework needs, difficult operating environments, significant right-of-way costs and support facilities needs, and projects in competitive regional construction markets. There is a lot of risk associated with using these estimates to make prioritization and program phasing decisions. Lastly, Mr. Boothe explained the different types of commuter rail and what is required in operating commuter rail.

### III. The funding picture & process for advancing major projects

Ming Gao, FDOT, presented the State New Starts Program. This program was started in 2005 under Senate Bill 360. The program is funded by document stamp revenue. We are pointing this out because it is the same funding source as for the Strategic Intermodal System (SIS) program. The New Starts Program takes 10 percent off the top of the revenues, for transit. Major transit capital projects don’t have to compete directly with the airport, major seaport and highway projects; there is this dedicated funding to help with major transit projects. Eligible recipients are local government and transit agencies in the metro area. The purpose is to support fixed guideway projects as well as BRT projects. Eligible costs are basically from design phase to right-of-way phase to construction. It does not apply to operating and maintenance. It is strictly for capital costs, up to 50 percent of the non-federal share. If you do not want to go through the federal process for your fixed guideway project, you can only receive up to twelve and a half percent of the project cost from State New Starts funds. Mr. Gao repeated typically your project is funded 25 percent from local funds, 25 percent State, and 50 percent federal; but if you don’t go after federal funds you will only receive twelve and a half percent. This is in the Florida Statute. By statute, when the State puts in more than five million dollars into a transit project, they need to get legislative approval. They do this through the FDOT Work Program process. Examples of projects that went through this program are the Streetcar; Central Avenue BRT; and TBARTA’s and HART’s BRT projects will qualify.

Mr. Lopano inquired if the Streetcar extension has been submitted to the FTA. Commissioner Overman asked if the FDOT approval affects how FTA looks at a project for consideration.

Jeff Boothe, HART Consultant, presented the Capital Investment Grant (CIG) program which is the principal and largest discretionary capital program in the federal government. It is divided into 3 parts which are New Starts, Core Capacity and Small Starts. Bob Frey asked about Core Capacity versus New Starts – is that to keep the new projects from competing against existing projects? Mr. Boothe said that has been the effect. He explained the CIG processes start with a project development phase. Small Starts does not have an engineering phase. Range of delivery dates depend upon the size, complexity, and the securing of local funding. Mr. Limmer asked for Mr. Boothe to explain, when do you ask for money? Small starts timeline is about 5-9 years whereas New Starts and Core Capacity is 7 to 12 years. Commissioner Miller inquired about the Senate bill. Ms. Alden asked Mr. Boothe could point out on that process chart where the Central Ave BRT and Streetcar are at this point. Commissioner Overman stated it is important to have this conversation now due to the timeframe. Mr. Boothe explained the numbers on Fixing America’s Surface Transportation (FAST) Act CIG Authorization and Allocations. Commissioner Overman provided a handout on multifamily affordable housing existing projects. Mr. Boothe noted how important it is to address this issue and establish your policy because the federal priorities give double points for disadvantaged riders. Trent Green said that made him think of the CSX corridor through East Tampa. Bob Frey commented on new technology and quiet trains. Trent Green asked about intermodal freight rail in Winter Haven.
Amanda Vandergrift, HART Consultant, presented the key funding opportunities. There are other potential federal grant and loan programs such as the Better Utilizing Investments to Leverage Development (BUILD) Grant formerly known as TIGER. There is state funding such as the New Starts Transit Program and local funding such as property and local fuel tax. Ms. Vandergrift stated there are project-specific and private sector opportunities such as tax-increment financing (TIF), naming rights or sponsorships.

IV. Next Steps for MPO, HART, and local government

Jeff Boothe explained HART will develop a 30-year financial plan and determine what falls within each of the three “buckets” of sales tax funds for transit, define “fixed-guideway”, review prior studies to narrow the corridors being studied, and run financial scenarios to assess impact. There are several projects that seek to be early priorities. These include the streetcar modernization and expansion; ferry to MacDill AFB; CSX right of way; BRT on Nebraska, Florida and Fowler Avenues; and TBARTA BRT connecting Pinellas, Hillsborough and Pasco Counties. The roles and responsibilities of Plan Hillsborough include developing the LRTP and the TIP, adopting the locally preferred alternative, and regional coordination. HART will develop the transit plan, will build, operate and maintain projects, will provide technical capacity, will be the designated federal grant recipient, and will provide legal responsibility and bonding authority. FDOT is a funding partner through the New Starts Transit Program and is the owner of the state highways.

Commissioner Overman stated there is a piece missing in the roles and responsibilities, regarding land use at the county level. Ben Limmer suggested we follow up and provide correspondence on exactly what the local jurisdictions’ roles are with all of the land use planning and policy. Commissioner Kemp requested future meetings like this should be broadcast on HTV. Trent Green followed up on Commissioner Overman’s statement on land use and asked if the MPO needs to adopt these policies first. David Mechanik pointed out that there needs to be a lot of coordination of HART and local governments. Commissioner Miller gave thanks to the presenters and asked Melissa Zornitta to make a comment. Ms. Zornitta welcomes the opportunity to continue working with everyone on what needs to be in the comprehensive plans for the city and county related to transit oriented development. We have a framework in place in both plans, but clearly this conversation illuminates the need to continue to refine the plans.

ADJOURNMENT

The meeting was adjourned at 11:00 am.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on October 16

Two citizens offered public comments, one speaking in favor of the boulevard study and promoting safer, walkable and bikeable communities, the other speaking in support of FDOT’s preferred alternative (the “quick fix”) for the downtown interchange.

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

- The DRAFT 2045 Plan by a vote of 8 to 6 with the following amendments:
  - By a vote of 9 to 7, recommending striking projects S-27, S-28 and S-29 (widening SR 60 from Dover Rd to Polk County) due to their potential to encourage sprawl; and
  - By a vote of 8 to 6, recommending striking project S-3 (adding toll lanes on I-275 between Himes Ave and the Hillsborough River) because the SEIS has not concluded and therefore the project has not been fully vetted.

The CAC also heard a report on the FDOT Tentative Work Program. Members asked several questions touching on crosswalks, signals, elevated lanes and the allocation of funding between transit and highway projects but did not pass a motion regarding their comments.

Lastly, on November 13, the CAC will have a tour of the Tampa Hillsborough Expressway Authority Traffic Management Center preceding their regular monthly meeting.

Meeting of the Technical Advisory Committee (TAC) on October 21

The TAC approved and forwarded to the MPO Board:

- DRAFT 2045 Cost Feasible Plan
- FDOT Tentative Work Program: Letter of Comment & Open House
  - The committee passed a motion to advance the deferred SR 60 projects west of Dover Road if the funding is to become available.

The TAC heard status reports on: Gandy Bridge PD & E
**Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on October 16**

The BPAC approved and forwarded to the MPO Board:

- DRAFT 2045 Cost Feasible Plan
- FDOT Tentative Work Program: Letter of Comment & Open House

The BPAC heard status reports on:

The CSX/US41 Grade Separation Study – The BPAC asked to send a letter to FDOT regarding preferred facilities and requested a side path with separation from the roadway as the Committee's preferred facility.

The committee also reviewed draft messaging for Vision Zero and provided comments to staff.

**Meeting of the Livable Roadways Advisory Committee (LRC) on October 23**

The LRC approved and forwarded to the MPO Board:

- The committee approved a motion: To approve the 2045 LRTP and by the next update, incorporate bold performance measures to commit to reducing vehicle delay, greenhouse gases and improve safety.
- FDOT Tentative Work Program: Letter of Comment & Open House

The LRC heard status reports on: Gandy Bridge PD&E

**Meeting of the Transportation Disadvantage Coordinating Board (TDCB) on October 25**

The Transportation Disadvantaged Coordinating Board offers the following motions to the MPO for their consideration:

For the Long-Range Transportation Plan (LRTP):

- MOTION: The Transportation Disadvantaged Coordinating Board fully endorses the LRTP’s focus on addressing the needs of Hillsborough County’s TD community including the planned increase in transit service, filling sidewalk gaps and complete street treatments. The Transportation Disadvantaged Coordinating Board recommends approval of the LRTP.

For the FDOT Tentative Work Program Letter of Comment: The Transportation Disadvantaged Coordinating Board requests the MPO include the following motions in its letter to FDOT:
• MOTION: The Transportation Disadvantaged Coordinating Board supports the FDOT’s specific focus and continued concentration on fulfilling the needs of the Hillsborough County’s TD community in the specific areas of funding transit capital and operations, bike ped improvements and complete street programming.

• MOTION: The Transportation Disadvantaged Coordinating Board requests that the FDOT standardizes addressing the needs of the visually impaired community at crosswalks in downtowns, shopping areas and other areas of activity.

**Meeting of the Intelligent Transportation Systems Committee (ITS) on October 10**

The ITS approved and forwarded to the MPO Board:

- DRAFT 2045 Cost Feasible Plan
- FDOT Tentative Work Program: Letter of Comment & Open House
- The committee passed a motion to convey to DOT that they would like greater consideration of ITS project in the Work Program

The ITS heard status reports on:

FDOT District 7 Traffic Systems Management and Operations (TSM&O) Strategic Plan

**Meeting of the Policy Committee on October 22**

The Policy Committee discussed two items and referred them to the MPO Board for discussion and action. The items were:

- FDOT Tentative Work Program: Letter of Comment – members requested maps of the different types of projects, asked what is included in Urban Corridor Improvement projects and Resurfacing projects, heard the comments from the other committees, and directed staff to schedule a short presentation about the proposed Letter of Comment at the November 5 MPO Board Meeting and Public Hearing.

- Process for Updating TIP Priorities – members asked staff to schedule a discussion at a future board meeting, and to prepare a letter to the local jurisdictions and agencies asking them to confirm that their legislative bodies approved their project priority requests or affirmatively delegated the submittal of requests to their staff. The committee also discussed creating a separate priority list for Major Investment Projects – separate from the “bucket” investment programs – to highlight the importance of the major projects.

The committee also was briefed on the implementation of the Plan Hillsborough Strategic Plan and had a conversation with Executive Director Melissa Zornitta about further steps to coordinate transportation and land use.
Hillsborough MPO
Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item
Committee Appointments

Presenter
None – Consent Agenda

Summary

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

- Representing Hillsborough County Sheriff: Paul Pramberger

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

Prepared By
Cheryl Wilkening

Attachments
None
Board & Committee Agenda Item

**Agenda Item**
Letter requested by BPAC regarding US 41/SR 45/ South 50th Street at CSX Grade Separation Project

**Presenter**
None; Consent Agenda Item

**Summary**
Members of the Bike/Ped Advisory Committee voted unanimously to recommend to FDOT that the preferred option for bicycle/pedestrian facilities is a side path, separated from traffic to the greatest extent possible, for the limits of the US 41 CSX Crossing project. The Committee also asks that the Department consider the design speed with respect to the context sensitive design guidelines.

**Recommended Action**
Approval of Letter to FDOT

**Prepared By**
Wade Reynolds, Hillsborough MPO

**Attachments**
Letter to FDOT Regarding CSX/US 41 Overpass Bicycle and Pedestrian Facilities
October 24, 2019

David Gwynn, Secretary
Florida Department of Transportation, District 7
11201 N. Malcolm McKinley Drive
Tampa, Florida 33612

RE: US 41/ SR 45/ South 50th Street at CSX Grade Separation Re-evaluation

Dear Secretary Gwynn,

Thank you for providing a briefing for the MPO’s Bicycle and Pedestrian Advisory Committee (BPAC) about the proposed CSX/US 41 Overpass.

Members of the Committee voted unanimously to recommend to FDOT that the preferred option for bicycle/pedestrian facilities is a side path, separated from traffic to the greatest extent possible, for the limits of the US 41 CSX Crossing project. The Committee also asks that the Department consider the design speed with respect to the context sensitive design guidelines.

Thank you for your attention to this matter. If there are any questions, or if I can be of further assistance, please call me or Wade Reynolds at 273-3774 x361.

Sincerely,

Beth Alden, AICP
Executive Director

Cc: Roger Roscoe; Alex Henry
November 5, 2019

David Gwynn, Secretary
Florida Department of Transportation, District 7
11201 N. Malcolm McKinley Drive
Tampa, Florida 33612

RE: US 41/ SR 45/ South 50th Street at CSX Grade Separation Re-evaluation

Dear Secretary Gwynn,

Thank you for providing a briefing for the MPO’s Bicycle and Pedestrian Advisory Committee (BPAC) about the proposed CSX/US 41 Overpass.

Members of the Committee voted unanimously to recommend to FDOT that the preferred option for bicycle/pedestrian facilities is a side path, separated from traffic to the greatest extent possible, for the limits of the US 41 CSX Crossing project. The Committee also asks that the Department consider the design speed with respect to the context sensitive design guidelines.

Thank you for your attention to this matter. If there are any questions, or if I can be of further assistance, please call me or Wade Reynolds at 273-3774 x361.

Sincerely,

Beth Alden, AICP
Executive Director

Cc: Roger Roscoe; Alex Henry
Board & Committee Agenda Item

Agenda Item
Letter of Comment on FDOT Tentative Work Program

Presenter
Sarah McKinley, MPO Staff

Summary
The Florida Department of Transportation (FDOT) presented the Tentative Work Program to the MPO committees in the month of October. A letter of comment was drafted based on the comments received from the MPO committees.

This presentation will highlight the comments that were received to be forwarded to FDOT in the attached Letter of Comment on the Tentative Work Program.

The Tentative Work Program is a highlight of project changes that are expected in the upcoming Transportation Improvement Program for Fiscal Years 2021-2025.

Recommended Action
Recommend approval of the draft Letter of Comment on the Tentative Work Program to be forwarded to FDOT

Prepared By
Sarah McKinley, MPO Staff

Attachments
Letter of Comment on the FY2021-2025 Tentative Work Program
Hillsborough – FDOT Map Book of Tentative work Program Projects
Dear David,

Re: FY2021-2025 Tentative Work Program

Thank you for you and your staff’s continued support in funding priority projects of the Hillsborough Metropolitan Planning Organization (MPO) and its jurisdictions. The Work Program has been presented to the MPO Committees and each was asked to provide comments, which are listed below.

- The Intelligent Transportation Systems (ITS) Committee made a motion to promote for more funding for ITS related projects.
- The Technical Advisory Committee (TAC) made a motion that if funding becomes available, to move the deferred SR 60 projects west of Dover Road back into the five-year work program.
- The Policy Committee asked that more information be provided on projects labeled as Urban Corridor Improvements and Resurfacing, and would like to be briefed on these projects when they reach the design phase.

In addition to these comments, we would like to thank you and your staff for the continued support of the MPO’s Priority Projects and funding several in this Work Program. These projects continue to support the MPO’s core programs including Vision Zero and Reducing Congestion. We would like to reiterate our continued support and prioritization for the road widening and intersection improvement projects along US 92 east of Mango Road to the Polk County line. Enhancements to US 92 would help relieve I-4 and it is an important east-west corridor in Hillsborough County.

We look forward to continuing to work with you and your staff to ensure funding for the priorities of Hillsborough County and the region.

Sincerely,

Beth Alden, AICP
Executive Director
FPN: 4314923
SR 569/N 39TH/N 40TH ST FROM E SR 60/ADAMO DR TO HILLSBOROUGH AVE
PDE FOR ROUNDABOUT
PDE:
2025

FPN: 4347362
SR 574/W REYNOLDS ST FROM E OF TURKEY CREEK RD TO N ALEXANDER ST
CONSTRUCT SIDEWALK ON NORTH AND SOUTH SIDE
ENV:
2022; CST:
2022

FPN: 4366401
FLORIBRASKA AVE FROM N TAMPA ST TO 9TH ST
CONVERT FROM 4 LANE TO 2 LANE DIVIDED, INSTALL BIKE LANES
CST:
2021

FPN: 4394763
E/W GREEN SPINE CYCLE TRACK - PH 3B FROM 7TH AVE TO 13TH AVE
CONSTRUCT 12’ BUFFERED CYCLE TRACK ON NUCCIO PARKWAY
CST:
2024

FPN: 4394764
E/W GREEN SPINE CYCLE TRACK - PH 3C FROM 13TH AVE TO 21ST AVE
CONSTRUCT 12’ BUFFERED CYCLE TRACK ON 15TH STREET
CST:
2022

FPN: 4394822
TAMPA BYPASS CANAL TRAIL FROM N 34TH ST TO SR 581 (BRUCE B DOWNS).
ADDITION OF 12’ MULTI USE TRAIL
PE:
2022

FPN: 4395321
MORRIS BRIDGE ROAD FROM FOWLER AVE TO FLETCHER AVE
BIKE PATH/TRAIL FROM FOWLER TO 127TH. GOES WITH SEG 2
CST:
2021; ENV:
2021

FPN: 4395322
MORRIS BRIDGE ROAD FROM DAVIS ROAD TO FOWLER AVENUE
SIDEWALK, GOES WITH SEG 1
CST:
2021

FPN: 4405115
OLA AVE BIKEWAY FROM W 7TH AVE TO USB 41/N FLORIDA AVE
CONSTRUCT ON-STREET BIKE FACILITY
PE:
2021; CST:
2023

FPN: 4405116
CENTRAL AVE BIKEWAY FROM W 7TH AVE TO USB 41/N FLORIDA AVE
CONSTRUCT ON-STREET BIKE FACILITY
PE:
2022; CST:
2024

FPN: 4433551
SOUTH COAST GREENWAY-BIG BEND FR W WATERSET BLVD TO COVINGTON GARDENS
PE:
2021

FPN: 4435161
EL PRADO SIDEWALK FROM S OMAR AVE TO S LOIS AVE
CONSTRUCT 5’ SIDEWALK
CST:
2023

FPN: 4435162
EL PRADO SIDEWALK FROM S LOIS AVE TO BAYSHORE BLVD
CONSTRUCT 5’ SIDEWALK
CST:
2024

FPN: 4435771
SR 60/CCC FROM E OF ROCKY PT DR TO E OF ROCKY POINT CREEK
COMPLETE SIDEWALK/GAP ON NORTH SIDE OF ROADWAY
PE:
2021; CST:
2022

FPN: 4435821
SULPHUR SPRINGS K-8 VARIOUS LOCATIONS - SAFE ROUTES TO SCHOOL
N 11TH, S FAIRBANKS, N 12TH, E SEWARD, S VARIOUS, N 13TH
CST:
2023

FPN: 4435822
WEST RIVER GREENWAY FROM STEWART MIDDLE MAGNET SCHOOL TO WILLOW AVE
CONSTRUCT 12’ MULTI-USE TRAIL ALONG HILLSBOROUGH RIVER/DOWNTOWN
CST:
2024

MAP AS OF OCTOBER 2019
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN
www.d7wpph.com

CONSTRUCTION
DESIGN-BUILD
ENVIRONMENTAL
PROJECT DEVELOPMENT & ENVIRONMENTAL
RIGHT-OF-WAY
RAILROAD & UTILITIES

(CST)
(DSB)(ENV)
(PDE)
(PE)
(ROW)
(RRU)

FPN: 2558934
SR 574 (MLK BLVD) FROM EAST OF KINGSWAY RD TO EAST OF MCINTOSH RD
2 TO 4 LANES
CST: 2023; RRU: 2023

FPN: 4209332
SR 597 (N DALE MABRY) FROM VAN DYKE RD TO COUNTY LINE RD
FRONTAGE ROADS NB & SB 0-2 LANES, RECONSTRUCT MAINLINE
ENV: 2021

FPN: 4245133
BIG BEND RD CR 72 (3-75) SR 84A FROM WEST OF COVINGTON TO EAST OF SIMMONS
DESIGN OF NEW NB ENTRY AND SB EXIT RAMPS
GS: 2021

FPN: 4305733
SR 60 FROM VALRICO RD TO EAST OF DOVER RD
3 LANE
BSM: 2023, 2023

FPN: 4407331
SR 60/COURTYARD CAMPBELL CAUSEWAY AT WEST OF BEN T DAVIS BEACH
CONSTRUCT醫 ense FOR ENVIRONMENTAL UPLIFT
ENV: 2021, 2023, 2035

FPN: 4407341
BIG BEND RD CR 72 (3-75) RD FROM SOUTH OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)
CONSTRUCT SB CD ROAD SYSTEM TO COMPLIMENT NB CD ROAD SYSTEM
PDE: 2023

FPN: 4433161
I-4/SR 400 FROM PARK RD TO EAST OF PARK RD
ADD SECOND LEFT TURN ON WB OFF RAMP
PE: 2022; CST: 2024

FPN: 4433171
I-4/SR 400 FROM WEST OF THONOTOSASSA RD TO EAST OF THONOTOSASSA RD
INSTALL TRAFFIC SIGNAL AT HM WB RAMP TERMINI INTERSECTION
PE: 2022; CST: 2024

FPN: 4433181
I-4/SR 400 FROM WEST OF BRANCH FORBES RD TO EAST OF BRANCH FORBES RD
INSTALL TRAFFIC SIGNAL AT BOTH I-4 EB & WB RAMP TERMINI INTERSECTION
PE: 2022; CST: 2024

FPN: 4433191
I-4 FROM EAST OF EB WEIGH STATION TO EAST OF MCINTOSH RD
4 LANE AND OFF-RAMP IMPROVEMENTS
PE: 2022; CST: 2024

FPN: 4433201
I-4/SR 400 FROM EAST OF MANGO RD TO WEST OF WB WEIGH STATION ON-RAMP
LENGTHEN ON-RAMP/MEASURE LANE TO WB WEIGH STATION
PE: 2021; CST: 2023

FPN: 4433211
I-4/SR 400 FROM WEST OF MANGO RD TO MANGO RD
ADD A LANE AT EB OFF-RAMP TO CREATE DUAL LEFT TURN LANES
PE: 2022; CST: 2024

FPN: 4433221
SR 60 BRANDON BLVD FROM LAKEWOOD DR TO MOUNT CARMEL AVENUE: TURN LANES AND ADD MEDIAN
CST: 2023

FPN: 4439691
SR 60/W BRANDON BLVD FROM LAKEWOOD DR TO MOUNT CARMEL
IMPROVE TURN LANES AND ADD MEDIANS
CST: 2022

FPN: 4444341
I-4/SR 400 FROM WEST OF COUNTY LINE RD TO COUNTY LINE RD
ADD TURN LANES FROM WB TO COUNTY LINE, INSTALL SIGNAL
PE: 2025

MAP AS OF OCTOBER 2019
DRAFT TENTATIVE FIVE-YEAR WORK PROGRAM FOR FY 2021 THROUGH FY 2025
JULY 1, 2020 THROUGH JUNE 30, 2025

HILLSBOROUGH COUNTY
Capacity Projects
FPN: 4348482
US 41 AT GIBSONTON DR/ALICE AVE
REBUILD EXISTING TRAFFIC SIGNAL WITH MAST ARM SIGNAL
CST: 2021; RRU: 2021

FPN: 4348491
SR 582/FOWLER AVE AT RAINTREE BLVD, GILLETTE AVE, W RIVERHILLS DR
REBUILD EXISTING TRAFFIC SIGNALS TO BOX MAST ARM SIGNAL
CST: 2021; RRU: 2022

FPN: 4348501
SR 582 (30TH ST) AT WHITEHALL DR
REBUILD EXISTING TRAFFIC SIGNAL WITH A MAST ARM SIGNAL
CST: 2017

FPN: 4348511
GIBSONTON DR AT FERN HILL DR
REBUILD EXISTING TRAFFIC SIGNALS INTERSECTION
CST: 2022

FPN: 4348521
SR 582/FOWLER AVE FROM N NEBRASKA AVE TO MORRIS BRIDGE RD
REBUILD CORRIDOR LIGHTING DRIVING/BEHIND LANE
PE: 2021; CST: 2024

FPN: 4348531
SR 582/FOWLER AVE FROM FOWLER AVE TO FLORIDA AVE
REBUILD CORRIDOR LIGHTING PE: 2022; CST: 2021

FPN: 4348543
56TH ST FROM SYDNEY DOVER RD TO TURKEY CREEK RD
REBUILD CORRIDOR LIGHTING PE: 2024

FPN: 4348551
SR 582/FOWLER AVE FROM I-275 TO I-75
SAFETY AND OPERATION IMPROVEMENTS PE: 2020

FPN: 4348561
N 22ND ST FROM SR 580/E BUSCH BLVD TO SR 582/FOWLER AVE
COMPLETE STREETS AND SAFETY PE: 2021

FPN: 4348571
N 109TH AVE FROM US 41 TO N 30TH ST
COMPLETE STREETS AND SAFETY PE: 2021

FPN: 4348581
TAMPA PALMS BLVD FROM EBERNBERG DR TO BRUCE B DOWNS BLVD
COMPLETE STREETS AND SAFETY PE: 2021

DRAFT TENTATIVE FIVE-YEAR WORK PROGRAM FOR FY 2021 THROUGH FY 2025
JULY 1, 2020 THROUGH JUNE 30, 2025
HILLSBOROUGH COUNTY
Traffic Operations and Safety

HILLSBOROUGH COUNTY
PASCO
MANATEE
POLK
PRESIDENTS PARKWAY
53707

MAP AS OF OCTOBER 2019
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN

DRAFT TENTATIVE FIVE-YEAR WORK PROGRAM FOR FY 2021 THROUGH FY 2025
JULY 1, 2020 THROUGH JUNE 30, 2025

HILLSBOROUGH COUNTY
Capacity Projects
HILLSBOROUGH COUNTY
Traffic Operations and Safety

FPN: 4362451
US 92/SR 60 FROM GIBSON BLVD TO INTERBAY BLVD
REBUILD EXISTING BOX SPAN WIRE TO MAST ARM
ENV: 2023; CST: 2023

FPN: 4374543
SR 580/HILLSBOROUGH AVE FROM E MEMORIAL HWY/SHELDON RD TO WEST OF N CHURCH
CONVERT, RELOCATE, CLOSE MEDIAN OPENINGS, SAFETY IMPROVEMENTS
ENV: 2021

FPN: 4374542
SR 56 FROM WOODLYNNE AVE TO N BREVARD AVE.
INSTALL PEDESTRIAN CROSSINGS, LIGHTING
CST: 2023

FPN: 4420512
US 41/S R TAMPA ST & N FLORIDA AVE FROM E TYLER TO DR MLK JR BLVD
MULTIMODAL SAFETY IMPROVEMENTS
CST: 2024

FPN: 4455111
SR 56 FROM W VIOLET ST TO SR 60/HILLSBOROUGH AVE
RECONSTRUCT CURB LINE TO ADD SHARED USE PATH
ENV: 2022; CST: 2023

FPN: 4455121
SR 573/S DALE MABRY HWY FROM PINEWOOD ST TO GANDY BLVD
CORRIDOR LIGHTING
ENV: 2021

FPN: 4455131
SR 580/SR 45/NEBRASKA AVE FROM KENNEDY BLVD TO BUSCH BLVD
PEDESTRIAN CROSSINGS
CST: 2024

FPN: 4455141
SR 56/USB 41/SR 574/HILLSBOROUGH AVE FROM SOUTH OF BAYSHORE BLVD TO COTTON STREET
IMPROVE BARRIERS, SIGNALIZATION
ENV: 2023; CST: 2024

FPN: 4455151
SR 56/USB 41/SR 574/HILLSBOROUGH AVE FROM SOUTH OF BAYSHORE BLVD TO COTTON STREET
IMPROVE BARRIERS, SIGNALIZATION
ENV: 2023; CST: 2024

FPN: 4455161
SR 56/USB 41/SR 574/HILLSBOROUGH AVE FROM SOUTH OF BAYSHORE BLVD TO COTTON STREET
IMPROVE BARRIERS, SIGNALIZATION
ENV: 2023; CST: 2024

FPN: 4455171
SR 56/USB 41/SR 574/HILLSBOROUGH AVE FROM SOUTH OF BAYSHORE BLVD TO COTTON STREET
IMPROVE BARRIERS, SIGNALIZATION
ENV: 2023; CST: 2024

FPN: 4455181
SR 56/USB 41/SR 574/HILLSBOROUGH AVE FROM SOUTH OF BAYSHORE BLVD TO COTTON STREET
IMPROVE BARRIERS, SIGNALIZATION
ENV: 2023; CST: 2024

FPN: 4455191
SR 56/USB 41/SR 574/HILLSBOROUGH AVE FROM SOUTH OF BAYSHORE BLVD TO COTTON STREET
IMPROVE BARRIERS, SIGNALIZATION
ENV: 2023; CST: 2024

FPN: 4455201
SR 60/KENNEDY BLVD AT WESTSHORE
SIGNAL REBUILD
PE: 2022

FPN: 4455211
SR 60/KENNEDY BLVD AT WESTSHORE
SIGNAL REBUILD
PE: 2022

FPN: 4455221
SR 56/USB 41/SR 574/HILLSBOROUGH AVE FROM SOUTH OF BAYSHORE BLVD TO COTTON STREET
IMPROVE BARRIERS, SIGNALIZATION
ENV: 2023; CST: 2024

FPN: 4455231
SR 56/USB 41/SR 574/HILLSBOROUGH AVE FROM SOUTH OF BAYSHORE BLVD TO COTTON STREET
IMPROVE BARRIERS, SIGNALIZATION
ENV: 2023; CST: 2024
FPN: 4413201
SR 56/54 FROM GUNN HWY TO CR 581
ADDS: CAMERAS, BLUETOOTH READERS, FIBER OPTICS, SYSTEM DETECTION
PE: 2023; DSB: 2025

FPN: 4434442
USB 41/SR 68/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARSS AVE
INTEGRATED CORRIDOR MANAGEMENT
PE: 2024; DSB: 2024

FPN: 4434452
SR 60/KENNEDY BLVD FROM WEST OF MEMORIAL HWY TO EAST OF ASHLEY DR
INTEGRATED CORRIDOR MANAGEMENT
PE: 2021, 2022; DSB: 2022

FPN: 4434453
SR 600 FROM WEST END OF EB GANDY BRIDGE TO DALE MABRY HWY
ITS DEPLOYMENT ON GANDY
CST: 2025

FPN: 4456681
SR 60 FROM WEST END OF EB GANDY BRIDGE TO DALE MABRY HWY
ITS DEPLOYMENT ON GANDY
CST: 2025

MAP AS OF OCTOBER 2019

Intelligent Transportation Systems (ITS)
DRAFT TENTATIVE FIVE-YEAR WORK PROGRAM FOR FY 2021 THROUGH FY 2025
JULY 1, 2020 THROUGH JUNE 30, 2025
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Board & Committee Agenda Item

**Agenda Item**
Public Hearing for Draft 2045 Long Range Transportation Plan

**Presenters**
Todd Brauer and Lisa Silva

**Summary**
Last month, the MPO board reviewed the draft 2045 Long Range Transportation Plan and directed staff to meet with FDOT District 7 to make some adjustments in the draft before opening the required 30-day public review and comment period.

Today’s presentation will highlight those changes, as well as a handful of others that have been identified during the 30-day review period. Staff will also provide an overview of public comments received during this period.

The MPO’s advisory committees have reviewed and approved the draft 2045 Plan. The Citizens Advisory Committee voted to recommend the removal of two projects:

- Widening SR 60 in the rural area between Dover Road and the Polk County line;
- Adding express lanes in the I-275 median between Himes Ave and Ashley Dr.

**Background**
After two years of work, public surveys and coordination with local governments and state agencies, staff has prepared a draft 2045 Long Range Transportation Plan.

The draft 2045 Plan is required to be cost-feasible. To be considered “cost feasible,” the 2045 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 2045 Plan, unlike the types of projects listed above, which can be described by category.
To support the 2045 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.

**Recommended Action**

Approve the draft 2045 Plan

**Prepared By**

Sarah McKinley, MPO Staff

**Attachments**

Public Hearing Draft of November 5, 2019

Public Hearing Notice for 2045 Long Range Transportation Plan

City-County Planning Commission finding of CONSISTENCY with comprehensive plans of Temple Terrace, Plant City, Tampa and Hillsborough County

Background documents for draft 2045 Plan
PUBLIC HEARING NOTICE
Tuesday, November 5, 2019 6:00 P.M.
in the County Center Building | 2nd Floor
601 E Kennedy Boulevard | Tampa, FL

Hillsborough MPO Metropolitan Planning for Transportation

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 Plan 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 15,000 participants, and now seeks additional comments through November 4th. Citizens can review the plan at plan.hillsborough.org/2045lrtp. Citizens may speak to the MPO Board before they adopt the Plan at the Public Hearing or may comment in advance (see below), Implementation of the 2045 Plan will help our community:

- Make sidewalks continuous on at least one side of major roads
- Make commuting times 30% more reliable
- Install safety treatments on 300 miles of high crash roads
- Replace bus stops on time to avoid breakdowns
- Complete the project funding strategy & had network

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

- Rapid Transit in its own right-of-way; starting by connecting USF, Downtown Tampa, Westshore & Tampa International Airport; Potential future extensions to South Tampa, Brandon, Plant City, Southshore, Camelot, Westchase, Lutz, & Wesley Chapel | Please suggest rail where possible
- Ferry terminal in Southshore & MacDill AFB and to/from Tampa & St. Petersburg
- Modernize/Extend Suncoast to Downtown Tampa to Transit Center and Heights
- Full construction of I-275/SR 60 Westshore Interchange and add 2 express lanes in each direction on I-275 from Howard Frankland Bridge to near Downtown and on SR 60 from Cypress Ave to north of Memorial Hwy
- I-275/I-4 Downtown Interchange "Quick Fix" - adjust ramps to improve safety & traffic flow
- I-275 north of Downtown adds 1 general-use lane in each direction within existing right-of-way & improve interchanges from I-4 to Bearss Ave
- I-4 add new express toll lanes & improve interchanges, from Selmon Connector to Polk Pike, including I-4/I-75 interchange new ramps
- I-75 add new express toll lanes from US 301 (Temple Terrace to Pasco County) and from Manatee County to Bloomingdale Ave | Improve interchanges at Big Bend Rd at Gibsonton Dr
- Add lanes to Selmon Expressway from I-4 Connector to US 301 and from Gandy Blvd to Downtown Tampa, plus new Whiting St Interchange
- New overlaps on US 41 at Caution Bldv & CSX RR Crossing
- Replace Gandy Bridge, including operational improvements & multi-use trail from Westshore Blvd to Pinellas County
- Add two lanes on SR 60 from Varroz Rd to Polk County | Cautious Blvd from 50th St to US 301 | US 301 from Selmon Expressway to Sligh Ave | US 41 from Big Bend Rd to 19th Ave NE | Hlibroad Ave from 50th St to Orient Rd | US 301 from Garden Lagoon Springs Rd to Mango Rd | Mango Rd from 50th Ave or Florida Ave (Plant City) to Polk County
- County Roads - Add 2 lanes on: 19th Ave NE from US 41 to US 301 | Gibsonton Dr from I-75 to US 301 | Orient Rd from Sligh Ave to Columbus Dr | Lutz Laka Farm Rd from Suncoast Expressway to Dale Mabry Hwy | Plus: Extend Sligh Ave from US 301 to Williams Rd | Funds are set aside for additional projects to be determined in the future by Hillsborough County

Let your opinion be known at the Public Hearing!
We want to hear from you! This hearing will be broadcast live on HTV, and there are many ways for you to participate.
Planning to speak in person at the Hearing? Sign up to speak on November 5th from 4pm until 6pm 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 number is called.
Spontaneous speakers 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: siwal@plancom.org | Leave a voicemail message in advance at: 813.273.3774 x509 for Lisa Silva
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, 2019 will be submitted to the MPO Board at 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: plan.hillsborough.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 wongji@plancom.org, at least three business days in advance of the meeting. Si necesita servicios de traducción, al MPO ofrezca gratuitamente. Para registrarlos por estos servicios, favor llame a Johnny Wong directamente al 813.273.3774, x370 tres días antes, o por correo electrónico wongji@plancom.org. También, si solo se puede hablar en español, favor llame a Johnny Wong (x370) o a línea de ayuda en español al 813.773.5774, X511. 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 information about our commitment to nondiscrimination: plan.hillsborough.org/non-discrimination-commitment/
October 21, 2019

Commissioner Lesley “Les” Miller, Jr., Chair
Metropolitan Planning Organization Board
601 E. Kennedy Blvd
Tampa, Florida 33602

RE: 2045 Draft Long Range Transportation Plan

Dear Chair Miller:

The Hillsborough County City-County Planning Commission, at its October 14, 2019 Regular Meeting, approved the enclosed resolution finding the Metropolitan Planning Organization’s 2045 Draft Long Range Transportation Plan CONSISTENT with the Imagine 2040: Temple Terrace Comprehensive Plan, Imagine 2040: Plant City Comprehensive Plan, Imagine 2040: Tampa Comprehensive Plan, and Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County. This review was conducted in accordance with Chapter 97-351, Laws of Florida and Chapter 163, Florida Statutes.

If you have any questions, please do not hesitate to contact the Planning Commission.

Sincerely,

Melissa Zornitta, AICP
Executive Director

cc: Beth Alden, AICP, MPO Executive Director

Attachments: Planning Commission Resolution
WHEREAS, the Hillsborough County City-County Planning Commission is the Local Planning Agency (LPA) charged with reviewing long range plans and master plans for consistency with applicable local Comprehensive Plans per Chapter 163, Florida Statutes and Chapter 97-351, Laws of Florida; and

WHEREAS, the Hillsborough County Metropolitan Planning Organization (MPO) has completed the 2045 Draft Long Range Transportation Plan (LRTP); and

WHEREAS, the LRTP identifies and prioritizes needed improvements and transportation goals 20+ years into the future; and

WHEREAS, the LRTP, updated every 5 years based on regional population and economic growth projections, reflects ever-changing conditions and new community priorities; and

WHEREAS, Mobility Element of the Imagine 2040: Temple Terrace Comprehensive Plan (2016) provides guidance as follows:

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On motion of Commissioner Doughty Seconded by Commissioner Dicks
The following resolution was adopted:
MBY Objective 1.1: Ensure that roadway transportation infrastructure has sufficient capacity to serve development at the adopted level of service standard.

MBY Policy 1.1.3: Implement the multimodal transportation improvements as shown in the adopted Metropolitan Planning Organization Cost Affordable Long Range Transportation Plan.

WHEREAS, Mobility Element of the Imagine 2040: Plant City Comprehensive Plan (2016) provides guidance as follows:

MBY Objective 1.3: Improve the performance of the transportation system and mobility of its residents by constructing the projects identified in the Capital Improvements Element for the transportation facilities under the City’s jurisdiction.

MBY Policy 1.3.3: The Goals, Objectives and Policies in this Element shall implement the transportation system improvements as shown in the City’s Capital Improvement Program and in the adopted MPO Long Range Transportation Plan.

WHEREAS, Governance and Implementation Element of the Imagine 2040: Tampa Comprehensive Plan (2016) provides guidance as follows:

GOV Objective 1.5: The City of Tampa shall continue the integration of all forms of metropolitan transportation planning into the comprehensive planning process, including planning in other jurisdictions.

GOV Policy 1.5.3: The City of Tampa shall coordinate with the metropolitan transportation planning process, in the development of a multi-modal transportation system. Such coordination shall include:

- Consideration of all updated Transportation Improvement Program and the Long Range Transportation Plan by the Hillsborough County Metropolitan Planning Organization to cooperatively implement the Comprehensive Plan;
- Implementation of land development strategies which integrate urban design, neighborhood planning and density/intensity for rail transit stations; and
- Coordination of surface transportation access to the airport and port consistent with individual master plans and the MPO’s Long Range Transportation Plan.

WHEREAS, Transportation Element of the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County provides guidance as follows:

Policy 1.5.8: Coordinate the implementation of the Hillsborough County Transportation Element with the plans and programs of the Florida Department of Transportation, the Hillsborough County Metropolitan Planning Organization, the Tampa Bay Regional Planning Council, the Hillsborough Area Regional Transit Authority and the plans of adjacent jurisdictions.

NOW, THEREFORE, BE IT RESOLVED, that the Hillsborough County City-County Planning Commission finds the 2045 Draft Long Range Transportation Plan (LRTP) CONSISTENT with the Comprehensive Plans of the Cities of Temple Terrace, Plant City and Tampa and Unincorporated Hillsborough County.
The 2nd annual Gulf Coast Safe Streets Summit is being held immediately following and in conjunction with the 2019 Safe Routes to School National Conference being held November 12 - 14 at the Hilton Tampa Downtown. The Hillsborough MPO is honored to be the local host of both events.

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

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

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

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

2:00p - 2:30p  |  Welcome & Introductions
2:30p - 4:00p  |  Session 1 moderated by Jeff Speck
Human-centered Mobility Bill of Rights
4:00p - 5:15p  |  Session 2
Outside the Box Funding
5:15p - 5:30p  |  Session Wrap Up
5:30p - 8:00p  |  Reception & Awards Program

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

From the Summit, to the Streets...

SAFE STREETS NOW
VISION ZERO
ONE TRAFFIC DEATH IS TOO MANY
WALK OF SILENCE • 11.15.19 • 7:30AM
meet up at Hilton Tampa Downtown to honor lives of loved ones lost this year
Help carry the Safe Streets message through Tampa’s Downtown during rush hour!
DEAR PROPERTY OWNER OR INTERESTED CITIZEN:

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in the US 41/SR 45/South 50th Street at CSX Grade Separation Alternatives Public Workshop. This public workshop is being conducted to give interested persons an opportunity to express their views concerning the conceptual design, and social, economic, and environmental effects of the proposed improvements along this segment of US 41, which begins just south of the CSX railroad crossing and extends to the north of Causeway Boulevard in Hillsborough County, a distance of approximately 1.5 miles.

This project is a design change re-evaluation of a Project Development and Environmental (PD&E) study originally approved in 1994. The proposed re-evaluation involves reassessing the environmental and engineering impacts of a grade separation of US 41 at the CSX crossing including operational improvements to reduce vehicle delays caused by CSX trains, and safety improvements for vehicles, pedestrians, and bicyclists. This letter is being sent to all property owners (pursuant to F.S. 339.155) with parcels situated within at least 300 feet of the edge of right-of-way of the proposed project, as well as to public officials, regulatory agencies, organizations and individuals interested in the project. However, this does not mean that all properties will be directly affected. If you are receiving this newsletter for the first time, it may be due to the limits of our improvements expanding with the current alternatives. Please review the project website for any previously released materials.

The alternatives public workshop will be held from 5:30 p.m. to 7:30 p.m. on Tuesday, November 19, 2019, at the Port Tampa Bay, Terminal 6, 1101 Channelside Drive, Tampa, FL 33602.

The workshop will consist of an informal, open house format and there will be a short presentation discussing general project details which will run continuously throughout the workshop. You can attend anytime during the two-hour meeting to review project information and talk one-on-one with project team members. Written comments may be submitted at any time during the workshop, or mailed up to 10 days after the workshop (by November 29, 2019) to the address located on the back of the comment form. Comments may also be submitted by visiting the project website (http://active.fdotd7studies.com/us41/csx-to-sr676).

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

If you have any questions about the project or scheduled workshop, please contact: Lilliam Escalera, Environmental Management Office Project Manager (813) 975-6445 or lilliam.escalera@dot.state.fl.us or visit the project website.

Sincerely,

Kirk Bogen, P.E.
Environmental Management Engineer

FDOT
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612

DEPARTMENT OF TRANSPORTATION

Visit the PROJECT WEBSITE for project information and updates http://active.fdotd7studies.com/us41/csx-to-sr676

Study Schedule
Based on further analysis of the alternatives and consideration of your comments at the workshop, following the workshop the project team will begin developing a preferred alternative to present at a formal public hearing (anticipated for Spring 2020). Design activities are expected to begin when a preferred alternative has been selected.

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For more information/para más información:
Lilliam E. Escalera
Project Manager
Phone: (813) 975-6445
 Toll Free (800) 226,7220
lilliam.escalera@dot.state.fl.us

For media inquiries:
Kris Carson
Public Information Officer
Phone: (813) 975-6000
 Toll Free (800) 226,7220
kristen.carson@dot.state.fl.us

US 41/SR 45/South 50th Street at CSX Grade Separation
Design Change Re-evaluation
From South of Causeway Boulevard to North of Causeway Boulevard

Alternatives Public Workshop
November 19, 2019

Hillsborough County, Florida
WPI Segment Number 440749-1

ALTERNATIVES PUBLIC WORKSHOP

Date: Tuesday, November 19, 2019
Place: Port Tampa Bay, Terminal 6
1101 Channelside Drive
Tampa, FL 33602
Time: 5:30 PM - 7:30 PM

Para Preguntas En Español
Si usted tiene preguntas o si desea hacer algún comentario sobre este proyecto o simplemente desea más información en español, favor de contactar a la señora Lilliam Escalera al teléfono: (813) 975-6445. Puede usar tambien el correo electrónico: lilliam.escalera@dot.state.fl.us.

Parking Information
Enter the port at Tampa at the primary entrance at the intersection of Kennedy Boulevard and Channelside Drive and make a right turn around the main Port Tampa Bay building. Signs will be posted to guide you to the workshop entrance. (The meeting location is also a short walk from the TECO Streetcar Stop #5 which services every 15 minutes free of charge.)
Purpose and Need
US 41 and Causeway Boulevard are vital arterial highways which serve the City of Tampa located in Hillsborough County. The proposed improvements have been identified in the Hillsborough County Metropolitan Planning Organization (MPO) 2040 Adopted Long Range Transportation Plan under the Hillsborough County Freight Hot Spots. US 41 has also been identified as a Goods Movement Roadway Corridor from I-4 to the Manatee County Line and is a priority project for the National Highway Freight Program. A previous PD&E study was conducted and a Finding of No Significant Impact (FONSI) was approved by the Federal Highway Administration in May 1994.

The purpose of this project is to reduce traffic delays associated with the CSX railroad crossing, adequately support the safe movement of truck traffic and freight, and enhance safety and connectivity for bicyclists and pedestrians. The US 41 and Causeway Boulevard intersection experiences traffic delays during the AM and PM peak periods with heavy truck traffic (10%-15% of the daily volume) traversing through the intersection. The presence of CSX railroad crossings to the south and east of the intersection also further contribute to these traffic delays. The CSX railroad crossing located to the south of the intersection causes traffic delays particularly during the AM peak period. This project will address traffic delays associated with the CSX railroad crossing to the south of the US 41 and Causeway Boulevard intersection and will facilitate the safe movement of truck traffic through the project corridor. In addition, this project will also address multimodal connectivity within the area.

1994 EA/FONSI Preferred Alternative

The FONSI documented the construction of a six-lane Causeway Boulevard to replace the existing two- to four-lane roadway beginning at SR 60 and extending approximately seven miles east to US 301. The project included a new interchange at US 41 Causeway Boulevard intersection for which the approved concept was a "compressed diamond" interchange with US 41 elevated over Causeway Boulevard. This interchange can also be referred to as a Single Point Urban Interchange (SPUI) or a Tight Urban Diamond Interchange (TUDI). The US 41 grade separation over CSX Railroad south of Causeway Boulevard was also included.

Alternatives

Due to changes in land use, traffic volumes, and other factors since the approved 1994 study, four alternatives were developed for further consideration by the current study. Descriptions for each alternative are included in this handout. A refined version of the approved, preferred alternative from the FONSI is considered as Alternative 4 (SPUI).

All four alternatives include a grade separation (separation of US 41 mainline over the CSX Railroad tracks) south of Causeway Boulevard and includes frontage roads that cross the CSX Railroad at-grade to provide local traffic access.

Project Funding

The items below are currently funded in FDOT’s Adopted Five-Year Work Program, for Fiscal Years 2018/2019 to 2023/2024.

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*Tentatively included in the Strategic Intermodal System (SIS) Approved Second Five-Year Plan (under District Seven) in 2026.

Safety Features

A key element of this project is evaluation of safety to improve the experience for users of all modes, including bicyclists and pedestrians. The following are safety elements which are being considered as part of this project:

- **Pedestrian Facilities:** Wide walks, sidewalks, and bicycle accommodations
- **Grade Separation at CSX:** Enhance safety for vehicles and trucks by separating them from trains
- **Intersection Improvements:** Improvements to operations will decrease the anticipated number of rear-end and other crash types
- **Access Management:** The driveways and streets will be access controlled by limiting conflict points along both US 41 and Causeway Boulevard. This reduction in conflict points will improve safety by reducing the potential for crashes.

Right-of-Way Acquisition Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures. These brochures and other education material will be available at the public workshop along with representatives from the FDOT’s Right-of-Way acquisition and relocations departments. Copies of the brochures may also be found on our website at: www.dot.state.fl.us/rightofway/documents.shtml.

We are interested in hearing your concerns and answering your questions. Please feel free to speak with the FDOT’s Project Manager or a Right-of-Way Representative at your convenience either at the workshop or by phone at (813) 975-6495.
Alternative 1 (Flyover) - A grade separated flyover for northbound US 41 to westbound Causeway Boulevard originating south of the CSX Railroad is proposed, as well as a grade separated flyover for northbound US 41 over Causeway Boulevard.

Alternative 2 (Quadrant) - The southwest quadrant roadway will grade separate the northbound US 41 to westbound Causeway Boulevard and eastbound Causeway Boulevard to southbound US 41 originating south of the CSX Railroad. A new signalized intersection on Causeway Boulevard is proposed.
Alternative 3 (Diverging Diamond Interchange) - US 41 mainline is grade separated over Causeway Boulevard. Causeway Boulevard traffic approaching the interchange will cross over to the left side, travel through the interchange on the left side, and then cross back to the right side after the interchange.

Alternative 4 (Single Point Urban Interchange) - US 41 mainline is grade separated over Causeway Boulevard. Opposing left-turns can both turn at the same time in the signalized intersection.
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We want your input:

For more information/para más información: Lilliam E. Escalera, Project Manager Phone: (813) 975-6445 Toll Free (800) 226-7220 lilliam.escalera@dot.state.fl.us

For media inquiries: Kris Carson Public Information Officer Phone: (813) 975-5900 Toll Free (800) 226-7220 kristen.carson@dot.state.fl.us

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GET INVOLVED!

WHAT IS IT?

The Florida Transportation Plan (FTP) is the state’s long-range plan guiding Florida’s transportation future. The FTP is a plan for all of Florida—and affects every resident, business, and visitor. The FTP goals impact our quality of life and economic prosperity.

The Florida Department of Transportation (FDOT) and its partners are updating the FTP. Share your thoughts with us so we can ensure the FTP reflects the needs of Florida’s communities.

GOALS

- SAFETY and SECURITY for residents, visitors, and businesses
- AGILE, RESILIENT, and QUALITY Transportation INFRASTRUCTURE
- CONNECTED, EFFICIENT, and RELIABLE MOBILITY for people and freight
- TRANSPORTATION CHOICES that improve accessibility and equity

Transportation solutions that
- STRENGTHEN FLORIDA’S ECONOMY
- ENHANCE FLORIDA’S COMMUNITIES
- ENHANCE FLORIDA’S ENVIRONMENT

CROSS-CUTTING TOPICS

TECHNOLOGY
Will technology change how and when we travel?

RESILIENCE
How do we prepare our transportation system for, and recover from, weather, environmental, economic, and operational disruptions?

STATE/INTERREGIONAL
How do we improve the state’s most strategic transportation systems?

REGIONAL/LOCAL
What regional or local needs should we consider?
YOUR NEIGHBORS ARE SHARING THEIR TRANSPORTATION STORIES

Every weekday I take the bus to school. It’s important for me to have access to technology that provides real-time bus schedules so I can make it to class on time.

As I age, I care about living where I choose to stay independent. I need more transportation choices so I can easily get to doctor appointments, community events and my friends. I like feeling in control.

I own a small business. I depend on timely freight deliveries and a safe and accessible storefront to ensure customer satisfaction and my profitability.

Tell us your vision for transportation in Florida. Help FDOT and its partners update the Florida Transportation Plan. Go to:

http://www.floridatransportationplan.com/

- Take the 10-MINUTE Values and Preference SURVEY
- SIGN UP for Mailing Lists
- JOIN a SUBCOMMITTEE
- LEARN MORE by listening to PODCASTS, watching WEBINARS, or READING
- Provide YOUR IDEAS online
- REQUEST a PRESENTATION to your organization or group
- Be on the lookout for REGIONAL WORKSHOPS COMING IN 2020

Office of Policy Planning
planning@dot.state.fl.us
850-414-4800

@FLDOT
@MyFDOT
@My_FDOT
What is Envision 2030?

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

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

**What**

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

**Where**

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

**When**

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

**TBARTA wants your input!**


or send comments by email to:

Chris DeAnnuntis, Senior Planner
chris.deannuntis@tbarta.com

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

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

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

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

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

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

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

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

TBARTA necesita tu ayuda!
Los comentarios del público son fundamentales para el éxito de Envision 2030. Para obtener información actualizada y oportunidades para proporcionar comentarios, visite la página web Envision 2030 de TBARTA:


o enviar comentarios por correo electrónico a:
Chris DeAnnuntis, Senior Planner
chris.deannuntis@tbarta.com

¡Síguenos!
I-4 Weigh station access improvements (Eastbound) 441084-1-52-01

<table>
<thead>
<tr>
<th>Project Details</th>
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<tr>
<td><strong>Work Type</strong></td>
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<td><strong>Limits</strong></td>
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<tr>
<th>Contact Information</th>
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<tr>
<td><strong>Design Manager</strong></td>
</tr>
<tr>
<td>Manuel Flores</td>
</tr>
<tr>
<td>813-9754248</td>
</tr>
<tr>
<td><a href="mailto:Manuel.flores@dot.state.fl.us">Manuel.flores@dot.state.fl.us</a></td>
</tr>
<tr>
<td><strong>Media Contact</strong></td>
</tr>
<tr>
<td>Kris Carson</td>
</tr>
<tr>
<td>813-975-6060</td>
</tr>
<tr>
<td><a href="mailto:Kristen.carson@dot.state.fl.us">Kristen.carson@dot.state.fl.us</a></td>
</tr>
</tbody>
</table>

**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.
I-75 Ramp Reconfiguration and Interchange Modification from south of MLK (exit 260) to I-4

**Project Details**

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<tr>
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<th>Interchange modification</th>
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<tr>
<td>City</td>
<td>Tampa</td>
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<tr>
<td>County</td>
<td>Hillsborough</td>
</tr>
<tr>
<td>Road</td>
<td>I-4, I-75</td>
</tr>
<tr>
<td>Design Cost</td>
<td>$4.7 million</td>
</tr>
</tbody>
</table>

**Contact Information**

**Design Manager**
Manuel Flores  
813-975-4248  
Manuel.Flores@dot.state.fl.us

**Media Contact**
Kris Carson  
813-975-6060  
Kristen.Carson@dot.state.fl.us

**About**

This project will build a barrier separating northbound I-75 mainline traffic and traffic exiting and entering the interstate for the MLK and I-4 exits. A two lane northbound collector-distributor (CD) roadway will be built east of the current northbound travel lanes within the existing right of way. Traffic exiting or entering NB I-75 at MLK or I-4 will use the new CD roadway.

In addition to the improvements on I-75, the SR 574 (Dr. Martin Luther King Blvd) interchange will be converted to a diverging diamond interchange.

These changes will improve the efficiency and safety of the interstate in this area.

The project is currently being designed. Construction is anticipated to begin in 2022.
Greetings and good morning readers! For those of you in the northern part of the state, I wish you well as Tropical Storm Nestor makes a path across the panhandle today. At the Capitol, this has been a quiet couple of weeks for transportation, other issues have occupied the headlines and it is not always a bad thing to let others be the center of attention. We do have a couple of announcements to make that will be of interest to the readership though. Please keep reading.

Senate Bill 126 was introduced by Senator Gruters and while this bill was filed back in August, your MPOAC Legislative Newsletter did not cover this bill in the first edition of the 2020 legislative session newsletter. The bill relates to sales tax for online purchases. Why would a transportation newsletter cover this you ask? This bill, if passed, will generate additional income which will allow the state and local units of government to fund infrastructure needs (including transportation) with that limited resource we call money. While monies generated from this bill could go directly to transportation needs in Florida, it would also take financial pressure off of local governments to meet local needs that are not transportation related. Either way, if additional monies are generated then our needs in Florida, including transportation, are easier to meet. Given that this is a bill which will be of great importance to our elected officials in Florida’s Cities and Counties, your newsletter will begin tracking this bill. Of special note, Section 4 of the bill makes retailers collect and remit local option surtaxes. Thank you Senator Gruters for including our local units of government in your bill.

On Wednesday of this week, Representative Andrade (South Escambia and Santa Rosa Counties) joined us at our weekly luncheon. Representative Andrade had been a Gubernatorial Fellow during his college career and spent time as a Fellow at the Florida DOT. He is very much in tune with the transportation needs of Florida and nationally. I had the opportunity to ask him about transportation funding for local units of government, after all why wouldn’t I, right? He demonstrated his mastery of transportation issues by first pointing out that the gas tax is not sustainable long-term and then asked if anyone had driven in other states. Yes, our transportation in Florida is in much better shape than other states he and took us right to that point. He pointed to a bill in the last session that would have created a study to look at long-term transportation funding viability (unfortunately it did not pass) and we discussed how transportation is important to Florida overall and is a quality of life issue for citizens. This sounds exactly like what I say when I visit one of our MPOs here in Florida and I was pleased to hear that our leaders in Florida and MPOAC are on the same page. Last year Representative Andrade sponsored the overall transportation bill in the House and has done so again this year (see HB 395 later in this newsletter). Readers must remember that the long-standing champion of transportation in our legislature, Senator Brandes, is term-limited and this is his last session. We need a champion for transportation, and frankly while it would be great to have 160 transportation champions in the legislature but that is not realistic. Having several would be good and we need to look to Representative Andrade because he gets transportation. I met with him in his office last session and walked away impressed, I was once again impressed by him at our
Wednesday luncheon. We are fortunate to have Representative Andrade pushing to advance transportation in our legislature.

The last bit I want to share with you before you look at the updates to transportation related bills in the later section of this newsletter is the election of Senator Wilton Simpson as the next Senate President. Current Senate President Galvano still has the gavel for the 2020 legislative session but starting in 2021 it will be an egg farmer and environmental remediation business owner who will lead the Florida Senate, provided that Republicans retain control after the 2020 elections. I will remind you that it was Senator Simpson who sponsored the texting while driving bill in the Senate last session and during one of the bill’s committee stops he stated that really wanted a hands-free bill. Look for a bill during his time as Senate President to alter the current texting while driving bill into a hands off the phone while driving bill. He will also be busy during his time as Senate President with redistricting due to a new decennial census. That is not an easy task, but he is certainly up to it.

The schedule of pre-session committee weeks is shown below along with key dates for the 2020 Florida Legislative Session. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news. A few bills have been filed, many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills and changes to existing bills.

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### Important Dates for the 2020 Legislative Session

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This is a summary of transportation related bills filed and published on the legislature’s website as of October 18, 2019. More bills will be filed during the 2020 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any particular bill you are tracking. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news.

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

**SB 126: Sales and Use Tax – (Gruters; Co-Introducers: Hooper; Gainer; Baxley; Perry; Harrell; Albriton)** – Similar to HB159 by Clemons. Revising the definition of the term “retail sale”; renaming the term “mail order sale” to “remote sale” and revising the definition; revising conditions under which certain dealers are subject to sales tax levies and collection; providing that certain marketplace providers are subject to registration, collection, and remittance requirements for sales taxes, etc. This bill will require a sales tax to be collected on online purchases that are delivered to a Florida address and the bill requires that both a state sales tax and the local option surtaxes to be collected by online retailers. Referred to Commerce and Tourism; Finance and Tax; Appropriations. Favorable by Commerce and Tourism; YEAS 5 NAYS 0. Now in Finance and Tax.

**HB 133: Towing and Immobilizing Vehicles and Vessels – (McClain)** – Authorizes local governments to enact rates to tow vessels on private property & remove & store vessels; prohibits counties or municipalities from enacting ordinances that impose costs or penalties on owners, persons in control, or lienholders of vehicles or vessels or that require wrecker operators or towing businesses to accept specified form of payment; authorizes persons to place liens on vehicles or vessels to recover fees or charges; removes requirement regarding notices & signs concerning towing or removal of vehicles & vessels & liability for attorney fees; authorizes court to award damages, attorney fees, & court costs in certain cases. Filed in the House. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 10/23/19, 9:00 am, 12 HOB.
SB 158: Child Restraint Requirements – (Perry) – Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Infrastructure and Security; Rules. Favorable by Children, Families, and Elder Affairs; YEAS 6, NAYS 0. Now in Infrastructure and Security.

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HB 179: Safety Belt Usage – (Slosberg) – Requires each passenger in a motor vehicle or autocycle to be restrained by a safety belt or child restraint device. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

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HB 249: Use of Wireless Communications Devices While Driving – (Slosberg) – Revises short title & legislative intent; prohibits operation of motor vehicle while holding or touching wireless communications device; provides exceptions; revises circumstances under which certain information may be admissible as evidence in proceeding to determine whether violation has been committed; revises procedures for collection & reporting by DHSMV of information recorded on citation; conforms provisions relating to use of wireless communications devices in school & work zones. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.
HB 279: Local Government Public Construction Works – (Smith, D.; Co-Introducers: Sabatini) - Similar to SB 504 by Perry. Requires local governing board to consider estimated costs of certain projects when making specified determination; requires local government that performs project using its own services, employees, & equipment to disclose costs of project after completion to Auditor General; requires Auditor General to review such disclosures as part of routine audits of local governments. Referred to Oversight, Transparency and Public Management Subcommittee; Business and Professions Subcommittee; State Affairs Committee.

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HB 395: Transportation – (Andrade) - Revises requirements for determining salaries of secretary of DOT & assistant secretaries; revises time period during which sealed bids, proposals, or replies received by DOT are exempt from public records requirements; authorizes certain vehicles to show or display certain lights; requires certain contractors to be certified by DOT as qualified; revises financial statements required to accompany an application for certification; specifies conditions under which limitation on liability of DOT for personal injury, property damage, or death applies; authorizes Governor to suspend payment of tolls when necessary to assist emergency evacuation & override automatic reinstatement of tolls. Filed in the House.

SB 452: Electric Vehicle Charging Stations – (Rodriguez) - Requiring the Department of Transportation, in coordination with the Office of Energy within the Department of Agriculture and Consumer Services and the Florida Clean Cities Coalitions, or other appropriate entities, to develop and adopt by a specified date a master plan for electric vehicle charging stations on the state highway system, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations’
SB 504: Local Government Public Construction Works – (Perry) – Similar to HB 279 by Smith. Requiring the governing board of a local government to consider estimated costs of certain projects using generally accepted cost-accounting principles that account for specified costs when the board is making a specified determination; prohibiting a local government from performing a project using its own services, employees, and equipment if the project requires an increase in the number of government employees or an increase in certain capital expenditures, etc. Filed in the Senate.
Greetings and good morning readers! There has been plenty in our Capitol building happening this week, however transportation has not been one of those happening topics. The only transportation committee that met this week was the House Transportation & Infrastructure Subcommittee. The House T & I Subcommittee had one topic on the agenda, a presentation by Florida DOT on Express Lanes. Assistant Secretary for Finance and Administration, Stacy Miller, presented this topic. You may be familiar with her name, she presented the department’s budget request at a previous committee meeting and I shared with you that she is very good at presenting as well as explaining transportation issues and concepts. This week she continued her stellar reputation and provided quite a bit of insight to tolled express lanes and their effect on an overall corridor.

Ms. Miller shared that the concept of tolled express lanes was first implemented in California and later Florida followed the example and inked an agreement back in 2006 which started us into the business of tolled express lanes. Originally Florida had implemented High Occupancy Vehicle (HOV) lanes that offered faster travel for those carpooling. The HOV lanes never consumed all of the capacity of the dedicated lanes and the department recognized the opportunity for non-HOV users to use this excess capacity for a fee, which we call a toll. This idea of selling unused excess capacity is not intended to produce a profit, the primary purpose is use these lanes as a congestion management tool. Of interest to readers is the fact that the express lanes in both Broward and Miami-Dade counties carry express bus service which serve 100,000 transit passengers per month and that transit service usage is continuing to grow. Just so you an idea of how many express lanes are in Florida, currently Florida has 74 miles of express lanes in service, 95 additional miles under construction and 450 miles of express lanes in the planning or design stages.

Again, transportation had a quiet week and so there isn’t much to share with you related to transportation. If you were following the Florida news, whether that be a newspaper, online or listening to NPR, you certainly heard about the Senate hearing and ultimately a vote related to former Broward County Sheriff Israel. It is this and other items that held the attention of our legislators and observers of the legislative process. Transportation just wasn’t a topic of interest this week – that is not always a bad thing.

The schedule of pre-session committee weeks is shown on the following page along with key dates for the 2020 Florida Legislative Session. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news. A few new bills have been filed, many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills and changes to existing bills.

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Legislation of interest to the membership

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**HB 377: Motor Vehicle Rentals – (Latvala)** - Identical to SB 478 by Perry. Motor Vehicle Rentals; Requires specified surcharges to be imposed upon lease or rental of certain motor vehicle if facilitated by car-sharing service, motor vehicle rental company, or peer-to-peer vehicle-sharing program under certain circumstances; provides financial responsibility & insurance requirements; requires notification of implications of lien; provides recordkeeping requirements; provides responsibility for equipment; provides requirements relating to automobile safety recalls; provides driver license verification and retention requirements. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; State Affairs Committee.

**SB 378: Motor Vehicle Insurance – (Lee)** - Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising garage liability insurance requirements for motor vehicle dealer applicants; revising minimum liability coverage requirements for motor vehicle owners or operators, etc.

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**HB 395: Transportation – (Andrade)** - Revises requirements for determining salaries of secretary of DOT & assistant secretaries; revises time period during which sealed bids, proposals, or replies received by DOT are exempt from public records requirements; authorizes certain vehicles to show or display certain lights; requires certain contractors to be certified by DOT as qualified; revises financial statements required to accompany an application for certification; specifies conditions under which limitation on liability of DOT for personal injury, property damage, or death applies; authorizes Governor to suspend payment of tolls when necessary to assist emergency evacuation & override automatic reinstatement of tolls. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

**SB 452: Electric Vehicle Charging Stations – (Rodriguez)** - Requiring the Department of Transportation, in coordination with the Office of Energy within the Department of Agriculture and Consumer Services and the Florida Clean Cities Coalitions, or other appropriate entities, to develop and adopt by a specified date a master plan for electric vehicle charging stations on the state highway system, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations’

**HB 455: Traffic Offenses – (McClain)** - Similar to SB 308 by Baxley. Provides criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requires person to pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requires court to revoke the person’s driver license for a minimum specified period; defines “vulnerable road user.” Filed in the House.

**HB 465: High-Speed Passenger Rail Safety – (Sirois)** - Identical to SB 676 by Mayfield. Provides for regulation of railroad companies; requires training for local emergency services under certain circumstances; provides requirements for railroad company reporting & DOT website publication; provides minimum safety standards for high-speed passenger rail; designates responsibility for maintenance of certain safety improvements; provides safety inspection requirements; requires certain fencing; provides liability for failure to construct or maintain fencing; provides for enforcement. Filed in the House.
SB 478: Motor Vehicle Rentals – (Perry) - Identical to HB 377 by Latvala. Motor Vehicle Rentals; Requires specified surcharges to be imposed upon lease or rental of certain motor vehicle if facilitated by car-sharing service, motor vehicle rental company, or peer-to-peer vehicle-sharing program under certain circumstances; provides financial responsibility & insurance requirements; requires notification of implications of lien; provides recordkeeping requirements; provides responsibility for equipment; provides requirements relating to automobile safety recalls; provides driver license verification and retention requirements. Filed in the Senate.

SB 504: Local Government Public Construction Works – (Perry) – Similar to HB 279 by Smith. Requiring the governing board of a local government to consider estimated costs of certain projects using generally accepted cost-accounting principles that account for specified costs when the board is making a specified determination; prohibiting a local government from performing a project using its own services, employees, and equipment if the project requires an increase in the number of government employees or an increase in certain capital expenditures, etc. Filed in the Senate.

SB 676: High-Speed Passenger Rail Safety – (Mayfield) – Identical to HB 465 by Sirois. Provides for regulation of railroad companies; requires training for local emergency services under certain circumstances; provides requirements for railroad company reporting & DOT website publication; provides minimum safety standards for high-speed passenger rail; designates responsibility for maintenance of certain safety improvements; provides safety inspection requirements; requires certain fencing; provides liability for failure to construct or maintain fencing; provides for enforcement. Filed in the Senate.
October 2, 2019

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

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

Dear Secretary Gwynn:

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

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

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

Sincerely,

Lesley “Les” Miller, Jr.
Chairman

Attachment: Comments on SEIS Sections 4-6

Cc: Teresa Parker, FHWA
1. **MPO Motion:** A finalized study and report on human impact, that would delineate the total number of all homes and multifamily dwelling complexes and business, displayed in a map and showing individual parcels, including impacts on affordable housing and how to pay for replacing them. A final neighborhood mitigation plan for displaced residents and businesses, including design elements.

**Summary of documentation provided by FDOT:**

- The attached Right-of-Way and Relocations table shows the impact in terms of parcels, and remaining business and residential relocations for TB Next Sections 4, 5 and 6. Maps showing parcels to be relocated based on the conceptual designs for four “Build” options A through D for the Downtown Interchange are available at [http://tampainterstatestudy.com/hillsborough-mpo-special-briefing-1/](http://tampainterstatestudy.com/hillsborough-mpo-special-briefing-1/)
- The Economic and Fiscal Impact Analysis also contains a detailed analysis of the existence of low-income populations along the corridor, stating that affordable housing and vacant apartment rentals are available.
- The SEIS refers to the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 as amended. Relocation assistance is an entitlement program provided by FDOT that is designed to assist persons who are displaced from their homes by a transportation project. Provisions of the program include assistance finding a comparable dwelling, purchase price subsidies or multi-year rent subsidies to make the comparable replacement housing affordable, and reimbursement of moving expenses.
- Although the Economic and Fiscal Impact Analysis prepared for the SEIS discusses the fact that seven out of the City’s eight Community Redevelopment Areas (CRAs) are adjacent to the Interstate Highways, MPO staff has not found any documentation of the impacts to affordable housing supply and how to pay for the replacement of affordable housing units that may be removed.

**MPO response:**

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

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

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

- TB Next Sections 4 & 5 (Howard Frankland Bridge to Rome Ave)
  - Alternate Stormwater Management
- Contamination Screening Evaluation
- Location Hydraulics
- Natural Resources Evaluation
- Water Quality Impact Evaluation

• TB Next Section 6 (Downtown Interchange including I-275 from Rome Ave to MLK Jr. Blvd and I-4 from I-275 to 50th St)
  - Contamination Screening Evaluation
  - Pond Siting
  - Natural Resources Evaluation
  - Location Hydraulics

• TIS SEIS All Segments
  - Economic and Fiscal Impact Analysis
  - Section 4(f) Parks and Recreational Resources Update
  - Project Traffic Analysis
  - Sociocultural Effects Evaluation
  - Air Quality
  - Cultural Resource Assessment Survey Update

• The Sociocultural Effects Evaluation acknowledges in an overall statement that there will be construction impacts from noise, dust, fumes, etc. and that these impacts will be minimized by applicable regulations. In FHWA’s original Tampa Interstate Study Record of Decision (1997), FDOT committed to construction impact mitigation measures such as: the use of static rollers for compaction; restricting pile driving to the hours of 7 AM to 9 PM; minimizing heavy equipment back-up alarms; and restrictions on lighting of construction areas.

**MPO Response:**

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

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

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

**Summary of documentation provided by FDOT**

- The *Tampa Bay Express Planning Level Traffic & Revenue Study Report* addresses express toll lane utilization. It forecasts traffic using the toll lanes in the range of 9% to 31% of total volumes in the PM peak period (excluding I-275 north of Downtown Tampa, which has since been dropped as a potential toll lane location).
- The Traffic and Revenue Study states that toll rates will fluctuate to manage Express Lane demand, to ensure typical speeds of at least 45 MPH at all times, providing a higher level of travel-time reliability. FDOT predicts that average speeds in the express toll lanes in the AM and PM peak will range from 53 to 58 MPH, versus 35 to 52 MPH in the general-use lanes. The “No Further Action” option is predicted to result in average speeds in the range of 30 to 38 MPH during the AM and PM peak.
- FDOT predicts that the four “Build” options for the Downtown Interchange would reduce delay per vehicle mile in 2045. Compared to the “No Further Action” option, Options A and B (full rebuild) would reduce delay per vehicle mile in the 46 to 68% range, and Options C and D (express lane flyovers) would reduce delay per vehicle mile in the 22 to 39% range. In terms of the predicted minutes of delay in the AM and PM peaks, Options A and B result in 24 to 36 seconds of delay per vehicle mile, and Options C and D both result in 48 seconds, as compared to No Further Action, which is predicted to result in 90-114 seconds of delay per vehicle mile.
- The Sociocultural Effects Evaluation prepared by FDOT cites several case studies of the equity impacts of toll lanes, stating:

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

- However, the Evaluation indicates that lower-income populations may not have financial resources such as credit cards and bank accounts to establish electronic tolling accounts. It references mitigation measures such as one-time setup fee waivers, options for rate discounts and payment methods (e.g., pay-by-mail), toll waivers for transit vehicles and registered carpools/van-pools, and reinvestment of excess toll revenues back into the community, particularly for low-income populations who rely on transit.

**MPO Response:**
The experience of other cities with variable toll rates has been surprising to consumers in some cases, with rates sometimes becoming quite high at peak hour. We request consideration of the mitigation measures and policies identified above to ensure equitable implementation of express toll lanes, and request to be informed during the design phase of the proposed toll rate policy, even if it is preliminary.

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

Summary of documentation provided by FDOT:

- The Regional Transit Feasibility Plan was presented to the MPO in May 2018. The study identified a “catalyst” project that would compete well for FTA funding. The two top-ranked corridors were:
  - I-275 between Wesley Chapel, Tampa, Gateway and St. Petersburg, and
  - the CSX-owned freight rail track between downtown Tampa and USF.
  The study recommended BRT-style shoulder-running buses in the I-275 corridor; TBARTA is now conducting a follow up PD&E focused on that corridor.
- The SEIS “build” options A and B for the Downtown interchange reserve a median “envelope” for premium transit. Options C and D do not.

**MPO response:**

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

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

Summary of documentation provided by FDOT:

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

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

Summary of documentation provided by FDOT:

- Right-of-way cost estimates compiled by FDOT range from $25 million for Option C to $131 million for Option A. FDOT estimates a loss to the City of $491,422 in ad valorem revenue, and a loss of $1,347,018 to Hillsborough County; most of the parcels needed are in the Westshore District and have already by purchased by FDOT.
• The Economic and Fiscal Impact Analysis prepared by TBRPC for the SEIS indicates that the loss in assessed property values in CRA districts will be offset later by a construction stimulus and economic growth, projecting annual net TIF losses of $14,000 due to ROW purchases and construction impacts in the first four years, followed by annual net gains of $348,000 climbing to $788,000 over the next four years.

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

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

MPO Response:

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

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

Summary of documentation provided by FDOT:

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

MPO Response:

• The MPO requests that FDOT update the MPO with cost estimates for any proposed landscaping or design features requiring local upkeep during the design phase, as these arrangements are worked out with the City of Tampa.

8. Motion: The impact to air quality in Tampa

Summary of documentation provided by FDOT:

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

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

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

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

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

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

- The Air Quality Technical Memorandum further states that:

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

**MPO Response:**

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

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

- The MPO has adopted a Health in All Policies approach to transportation planning as well as compiling data in a Health Atlas. The Atlas demonstrates that chronic diseases such as asthma, high blood pressure and heart disease are prevalent along Interstate Highway corridors. These chronic diseases particularly affect communities of color, lower income individuals, older adults, persons with disabilities and children.

- Recent reports by the EPA (airnow.gov) identify moderate concentrations of regulated air pollutants in our community. Taking Particulate Matter as an example, sensitive populations are cautioned to watch for symptoms such as coughing or shortness of breath. Particle
pollution is linked to several health problems, including coughing, wheezing, reduced lung function, asthma attacks, heart attacks and strokes.

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

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

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

9. Other concerns

- New, modified, and closed ramps, as well as new underpasses proposed in the “build” options will fundamentally change local traffic patterns in the Westshore and Downtown vicinity. Changes in traffic volumes and speeds could pose significant challenges to local plans to create more walk and bicycle-friendly communities. As a general comment, we are concerned about potential conflicts between bicyclists and walkers and high-speed traffic (40+ mph) exiting from these ramps. As we’re all aware through our partnership toward zero traffic deaths, the chance of death for a pedestrian hit at 40 mph is greater than 80%. The communities surrounding TB Next Sections 4-6 are some of the most walk/bike/transit focused in Florida and are becoming more so through redevelopment. We request that the new and reconfigured ramps be presented so that the MPO board has an opportunity to review and comment on them.

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

- Further, we request that the design phase proactively consider strategies such as road geometric/design techniques, signage, RRFBs and rumble strips to slow drivers down; high-visibility markings for all areas where pedestrians cross off-ramps today or in the future;
and eschew wide turning radii and turns that do not require a full stop; particularly at the locations noted below. We further request that regular updates concerning these steps be provided to the Bicycle/Pedestrian Advisory Committee.

- In the Westshore district:
  - New ramps are proposed at Reo and Trask Streets, and new express lane ramps will be added to the Himes Ave exit. The proposed diverging diamond underpass on Reo Street does not clearly show how bicycle and pedestrian connections will function in this location. Previous discussions have indicated that FDOT is proposing shared lane markings on Reo between I-275 and connections to the north (Cypress Point Park). Given the access this will provide to the nearby U Path/Courtenay Campbell Causeway Trail and future Howard Frankland Bridge Trail, we are concerned about potential conflicts with the increased traffic volume on Reo St as a result of the new ramps and underpass to the south side of I-275. The volumes and speed will be too high to accommodate cyclists using shared lane markings, and proposed pedestrian facilities are unclear on renderings and plans. **We request that the design phase clarify the proposed facilities and connections.**

  - Lemon Street and East Frontage Road both currently use shared lane markings for cyclists. Based on the proposed plans, these roads will both have new configurations that may result in higher volumes and speeds, potentially making them unsafe for non-motorists. **We request that the design phase clarify the proposed walk/bike facilities on these roadways.**

  - We are also concerned with potential conflicts between vehicles and pedestrians in the vicinity of Westshore Mall. Redevelopment is planned in and around the mall and will likely attract walkers and cyclists attempting to cross SR 60 and W Kennedy Blvd. High speed traffic exiting I-275 potentially poses pedestrian risks at SR 60 at W Kennedy Blvd and at the ramp from the Howard Frankland Bridge at Hoover Blvd.

- In Downtown Tampa, the “build” Options propose new or reconfigured ramps providing express lane access at Ashley, Tampa and Morgan Streets.

  - We understand that the City is considering a new hotel and student housing proposed between Ashley and Tampa Streets. Special attention is needed to mitigate the risks to walkers, cyclists and scooters trying to cross Ashley and Tampa Streets from traffic coming off and getting on the Interstate ramps. **We request that the design phase address traffic impacts and clarify the proposed walk/bike facilities on these roadways.**

- In the Ybor City area

  - The closure of ramps on 21st/22nd Streets and opening of new ramps at 14th/15th Street will fundamentally alter traffic circulation and specifically cause traffic volumes to double on 14th and 15th Streets, reinforcing the need for a comprehensive land use and circulation study in this vicinity.
The City plans to extend the Green Spine Cycle Track through Ybor on Nuccio Parkway and northward on 15th St to Cuscaden Park. Cyclists will face higher traffic volumes moving at fast speeds as they cross the new ramps and frontage roads.

Likewise, 13th Ave is proposed to become a frontage road between 14th/15th and 21st/22nd Streets and should be considered for safety strategies. We request that the design phase clarify the proposed walk/bike facilities on these roadways.

In the East Tampa area

The East Tampa Community Revitalization Partnership has gone on record to express concern over the Floribraska Ave ramp closure’s “potential to negatively and significantly impact the economic development in East Tampa without careful design considerations.” We understand that this closure is no longer being considered but as outlined in the attached letter, the Partnership requests improved signalization, crosswalks, sidewalks, landscaping, lighting along the Nebraska Ave, Floribraska and 21st Ave corridors, gateway treatments and other improvements to support the East Tampa Strategic Action Plan. FDOT’s response is also included as an attachment.

We understand that FDOT has met with the Partnership, and therefore request that the Department brief the MPO on subsequent discussions, particularly to resolve issues pertaining to removal of several of the above improvements from the scope of the original Nebraska Avenue project (FPID 255853-1-52-01) due to cost reductions.

In the Tampa Heights area

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

Trail and Greenway Gaps

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

Induced Demand

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

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

- http://www.daclarke.org/AltTrans/analysis.html#f1

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

## Right of Way (ROW) and Relocations

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<td>I-275 from east of Himes Ave. to east of Rome Ave.</td>
<td>I-275 from east of Himes Ave. to north of MLK Jr. Blvd. and I-4 from I-275 to east of 14th St.</td>
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**Note:** These are preliminary estimates based on the current design concept as of January 2010. Numbers may change as the design progresses. A Conceptual Stage Relocation Plan will be prepared in Summer 2010.

**Definitions:**
- **Number of Parcels Impacted:** Total number of parcels either partially or fully within the concept footprint.
- **Already Purchased:** Number of parcels within the footprint FDOT already owns.
- **Remaining to Purchase:** Number of parcels within the footprint FDOT will need to purchase.
- **Business Relocations:** Number of individual businesses that may need to be relocated.
- **Residential Relocations:** Number of residences that may need to be relocated. Assumes one residence per dwelling unit.
Matthew Suarez  
402 S. Armenia Ave, Unit 139A  
Tampa, FL 33609  

Subject: Dismissal of Complaint DOT# 2016-0217  

Dear Mr. Suarez:

This letter acknowledges that the Federal Highway Administration’s (FHWA) Office of Civil Rights is in receipt of your complaint, originally sent by email on October 15, 2015, alleging that the Hillsborough County Metropolitan Planning Organization (MPO) and the Florida Department of Transportation (FDOT) violated Title VI of the Civil Rights Act of 1964 (Title VI) and USDOT’s implementation regulations at 49 C.F.R. Part 21 and 23 C.F.R. Part 200. To be accepted for investigation, a complaint must meet the jurisdictional requirements described in FHWA’s Investigations Manual, which conforms to the U.S. Department of Justice’s procedures and standards for investigating complaints of discrimination. First, the complaint must be in writing. Second, it must describe an alleged discriminatory act that, if true, would violate FHWA’s nondiscrimination regulations (i.e., an alleged discriminatory act based on race, color, national origin, sex, age, or disability). Third, it must be filed within 180 calendar days of the alleged discriminatory act. Finally, complaints must be filed against a recipient of financial assistance from the FHWA. In your complaint, you allege the MPO and FDOT violated Title VI when the MPO voted to include the Tampa Bay Express (TBX) projects into the MPO’s Transportation Improvement Program (TIP) and did not adequately consult with the potentially affected community. In addition, you allege that minorities would disproportionately and adversely bear the effects of the TBX projects.

After careful consideration, the FHWA has concluded it will dismiss this complaint because (1) the alleged discriminatory effects related to Title VI do not bear a close enough causal connection to FDOT’s and the MPO’s actions to date and (2) the TBX projects are still in the early stages of the project development process. FHWA will continue to monitor and engage with the Florida Department of Transportation and the MPO closely to ensure compliance with Title VI and other federal laws. FHWA notes that nothing in this letter precludes you or another complainant from filing a Title VI complaint related to the TBX projects at a later date or for FHWA to initiate an investigation in the future based on new information it obtains.

Please note that you may file a private suit at any time pursuant to section 601 of Title VI. If you have any questions about this complaint with FHWA, please contact Kevin Resler at 202-985-8963 or kevin.resler@dot.gov.
Sincerely,

Nichole McWhorter  
Division Manager  
Coordination and Compliance Division

Cc: Derrell E. Turner, Director of Field Services South, FHWA  
James Christian, Division Administrator, FHWA FL Division Office  
David Hawk, Chief Operating Officer, FHWA FL Division Office  
Carey Shepherd, Civil Rights Program Coordinator, FHWA FL Division Office
January 28, 2019

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

Dear Secretary Gwynn,

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

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

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

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

Sincerely,

Natasha Goodley

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

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

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

Dear Ms. Goodley,

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

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

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

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

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

www.fdot.gov
Referring to our response to the previous concern, FDOT will review the corridor and identify landscaping opportunities, where appropriate, during the preliminary engineering phase in FPN: 443492-1. Coordination with the City of Tampa will be needed. In the next few months, we will reach out to East Tampa Community Revitalization Partnership (ETCRP) and the City of Tampa to discuss further.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

David Gwynn, P.E.
District Seven Secretary

Cc:  Jean Duncan, City of Tampa
     Bob McDonough, City of Tampa
     Paul Dial, City of Tampa
     Beth Alden, Hillsborough Metropolitan Planning Organization
     Richard Moss, Florida Department of Transportation
     Ed McKinney, Florida Department of Transportation
October 17, 2019

Kristine Williams, AICP
Center for Urban Transportation Research
University of South Florida
4202 E. Fowler Ave., CUT 100
Tampa, FL 33620

RE: C-TEDD match from Hillsborough MPO

Dear Ms. Williams:

This letter is to confirm our support for the Center for Urban Transportation Research (CUTR) at the University of South Florida (USF) for the proposed study, Transportation Equity Needs Assessment Toolkit, to be submitted to the Center for Transportation, Equity, Decision and Dollars (C-TEDD).

This effort a follow-up to the Transportation Equity Score Card project and is consistent with the MPO’s adopted FY 2019-2020 work program. Our organization will provide matching funds for this project in the amount of $10,000 in-kind staff support and $10,000 in cash pending the availability of local funding in FY 2020.

We are confident that the Principal Investigator, Kristine Williams, can perform quality work and complete the proposed research study.

We understand that before your C-TEDD project begins (assuming it is selected for funding), we will need to execute an agreement to formalize our commitment.

Sincerely,

Beth Alden, AICP
Executive Director
Hillsborough MPO
October 17, 2019

Dr. Shima Hamidi, Director
Center for Transportation, Equity, Decisions and Dollars
The University of Texas at Arlington
Arlington, TX 76019-0108

RE: Proposal Title “Protecting the Most Vulnerable in the Face of Disaster: Investigating Evacuation Dynamics & Its Implications for Planning”

Dear Dr. Hamidi:

The Hillsborough MPO is pleased to support the proposal titled “Protecting the Most Vulnerable in the Face of Disaster: Investigating Evacuation Dynamics & Its Implications for Planning” being submitted to the Center for Transportation, Equity, Decision and Dollars (CTEDD) by the University of South Florida. We look forward to collaborating with Dr. Menon, Dr. Bertini, and Dr. Marshall on this effort.

The main goal of this research project is to investigate the mass evacuation dynamics for vulnerable populations by investigating the conditions that prevailed during two recent mass evacuation events – Hurricane Irma (2017), and Hurricane Michael (2018). Results from this effort will greatly support decisions and policies at the local, regional and state level. We believe that this research is timely as natural disasters have unfortunately become commonplace in recent years with serious economic impacts particularly for residents without reliable transportation. This research supports the MPO’s continued resiliency planning efforts and will also yield information helpful to the development of the MPO’s Transportation Disadvantaged Service Plan. We intend to share this information with our Transportation Disadvantaged Coordinating Board and the County Emergency Management staff to assist with planning and operations for transportation disadvantaged residents during major storm events.

Please contact Allison Yeh of my staff at 813-272-5940 x351 or ye@plancom.org if you have any questions.

Sincerely,

Beth Alden, AICP
Executive Director

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602
RE: Letter of Support – South Atlantic Regional Research Competition

Oct. 14, 2019

To Whom It May Concern:

The Hillsborough Metropolitan Planning Organization (MPO) is pleased to support the University of Florida’s Regional Sea Grant application. Our agency represents over 1.3 million people with a land area of over 1000 square miles.

Hillsborough County’s location in the southeast U.S. and along the coast of the Gulf of Mexico and Tampa Bay makes our infrastructure susceptible to extreme weather stressors including storm surge, sea level rise, inland flooding, and heat. Recognizing these vulnerabilities, the Hillsborough MPO, in coordination with Forward Pinellas, Pasco MPO, Tampa Bay Regional Planning Council, and FDOT District 7, is conducting a regional vulnerability assessment as a part of FHWA’s Pilot Program for Resilience & Durability to Extreme Weather. We support the University of Florida on this grant to build on our existing resiliency work. We are particularly interested in the economic analysis methodology that helps to quantify the economic impacts of the loss of accessibility and the cost-effectiveness of different adaptation measures. The economic analysis methodology would help us to better evaluate and prioritize the adaptation measures like the capital improvement projects. This is a potential extension to our current FHWA Pilot Program, which will be completed by the end of this year. We will work diligently with our community and regional planning partners to help disseminate findings to local jurisdictions where applicable.

Thank you for your consideration. We look forward to working with the Dr. Peng’s team, and our local and regional planning partners on this effort. Please contact Allison Yeh of my staff at 813-272-5940 x351 or yeaha@plancom.org if you have any questions.

Sincerely,

Beth Alden, AICP
Executive Director
Hillsborough Metropolitan Organization
For this two week period we had 13 crashes resulting in 14 fatalities, of which 9 were vulnerable road users (1 bicyclist, 3 pedestrians, 4 motorcyclists, 1 golf cart).

Tragically, there were several very young lives lost over the last two weeks including an infant, a teenage girl and a teenage boy - all with their lives truncated so suddenly and devastatingly for loved ones. Drivers need to continue to focus on the road; watch for students going to and from school on buses; obey traffic laws; and watch for motorcyclists, bicyclists and pedestrians. Remember to give 3 feet shy distance to our bicyclists on the road, it is the law! Also, the leading cause of motorcycle crashes is attributed to opposing vehicular traffic making left-turns. Motorcycles have a small footprint and tend to travel faster than perceived by many vehicular drivers, especially at night. If you can’t judge, don’t budge – just wait a few seconds until the motorcyclist passes through.

October 20 – 26: National Teen Driver Safety Week – We Arrive Alive!

October 22: Florida Teen Arrive Alive Day

October 21- 25: National School Bus Safety Week
**School Bus Safety**

- **Two Lane**: Vehicles traveling in both directions MUST stop.
- **Multi-Lane Paved Across**: Vehicles traveling in both directions MUST stop.
- **Divided Highway**: Vehicles behind bus MUST stop. Vehicles traveling in the opposite direction must proceed with caution.

**Penalties for passing stopped school bus include:**
- Moving violation subject to citation;
- Requirement to complete a basic Driver Improvement Course upon conviction;
- Four points on your driver license; and
- Minimum fine of $165. If you pass on the side where children enter and exit, you will receive a minimum fine of $265.

On July 1, 2017, the Cameron Mayhew Act took effect in Florida, which increases the minimum penalty for drivers who illegally pass a stopped school bus, resulting in the injury or death of another person. Cameron Mayhew was killed by a motorist that failed to stop as he was walking to his stopped school bus in 2016.

**Penalties for passing a stopped school bus that causes or results in the serious bodily injury or the death of another person include:**
- Serving 120 community service hours in a trauma center or hospital;
- Participating in a victim’s impact panel session if such a panel does not exist, attending a DHSMV approved driver improvement course;
- Six points on your driver license;
- Suspension of license for a minimum of one year; and
- $1,500 fine.

**October 31**: Halloween – Drive Sober or Get Pulled Over

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

September 13, 2019

Trevor Bowen, 16, Brooksville: Trevor was walking to school along California Street when a vehicle struck him. Trevor died at the scene of the crash. Trevor attended Hernando High School and was a member of the JV football and weight lifting teams. Trevor was an “amazing student leader,” he had a great smile, and he “was a beautiful person inside and out.” Trevor is survived by his parents, step-sisters, family, and friends.

Name Withheld: “Due to Florida Statue 316.066 (2)(d)”: A motorist was traveling along US 301 near Christian Road when, for unknown reasons, he lost control of the vehicle and it overturned. A passenger in the vehicle was ejected from the vehicle when it overturned. The passenger was airlifted to a local hospital, where he later died from his injuries. The passenger is survived by family and friends.

Clara Garcia, 5 months, Pasco: Clara was buckled in her carseat traveling in a vehicle with her parents on Van Dyke Road when a vehicle ran a stop sign at Brown Street and struck their vehicle, causing a multicar collision. Clara and her parents were taken to St. Joseph’s Hospital Tampa. Clara died two days after the crash on September 15th due to her injuries. Clara had a “great smile and was just coming in to her wonderful personality.” Clara is survived by her parents, family and friends.

September 14, 2019

Stephanie Aryn Carroll, 18, Lakeland: Stephanie was a passenger in a vehicle traveling east on I-4 near I-75, when, for unknown reasons, the driver lost control of the vehicle. The vehicle hit the center guardrail, overturned and landed on the opposite side of I-4. Stephanie was taken to Tampa General Hospital, where she later died from her injuries. Stephanie was a graduate from Lake Gibson High School and was ready to go to college. She was smart, funny, and loyal. Stephanie is survived by her parents, sister, brother, grandparents, great grandparents, family and friends.

Barry Myers, 87, Sun City: Barry was traveling through the intersection of El Rancho Drive and SR 674, when a motorist ran a red light and struck his golf cart, causing it to overturn, ultimately ejecting him. Barry was taken to Tampa General Hospital, where he later died from his injuries. Barry proudly served in the United States Navy, was a member of the Masons, Scottish Rite, Shriner’s of Madison Wisconsin, Egypt Shriner’s in Tampa, and the Sun City Shrine Club. Barry is survived by four grandsons, a great grandson, his sister, family, and friends.
September 16, 2019

Chad Taylor Cagley, 23, Riverview: Chad was traveling south on I-75, just north of Gibsonton Drive, when he was hit from behind by a suspected drunk driver. Chad was ejected from his motorcycle, which burst into flames. Chad died at the scene of the crash. Chad is survived by family and friends.

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorcyclist was traveling north along US 301 in Dade City when a vehicle turned in front of them. The motorcyclist attempted to avoid the vehicle and ended up colliding with another vehicle. The motorcyclist was taken to a local hospital where they later died from their injuries. The motorcyclist is survived by family and friends.

September 19, 2019

Angela Faye Moore, 59, Wesley Chapel: Angela was traveling westbound on Knights Griffin Road when she collided nearly head on with another vehicle. Angela was taken to a local hospital, where she later died from her injuries. Angela was a member of Life Church in Wesley Chapel and volunteered there for Sunday School. Angela loved gardening, riding her motorcycle and will be remembered for her laugh. Angela is survived by her son, six grandchildren, brothers, sisters, significant other, family and friends. The vehicle that Angela collided nearly head on with burst into flames and the motorist passed away at the scene. The motorist’s identity has not been released. The motorist is survived by family and friends.

Ilida Alonso, 82, Tampa: Ilida was walking across the southbound lanes of 50th Street near 15th Street when she was struck by a tow truck. Ilida died at the scene of the crash. Ilida is survived by family and friends.

Anne McLaughlin, 25, St. Petersburg: Anne was riding her bicycle in a marked crosswalk, when she was struck by a vehicle. Anne died at the scene of the crash. Anne is survived by family and friends.

September 20, 2019

Frank Sablinskas, 31, Homosassa: Frank was traveling north on CR 491 near Beverly Hills Blvd. when, for unknown reasons, he struck the back of the Mack truck that was traveling in front of him. Frank was taken to Bayfront Health Seven Rivers, where he later died from his injuries. Frank is survived by family and friends.

Olga Reyes-Villeda, 58, Tampa: Olga was crossing SR 574 west of Clewis Ave., near Sabal Park, when she walked in front of a westbound vehicle and was struck. Olga was transported to a local hospital where she later died from her injuries. Olga is survived by family and friends.
Seth Monroe Majors, 31, Port Richey: Seth was traveling south on US 19 near the intersection of Houston Ave. when a vehicle turned into his path, causing Seth to be ejected from his motorcycle. Seth was taken to Regional Medical Center at Bayonet Point where he later died from his injuries. Seth is survived by his son, mother, three brothers, family, and friends.
For the two weeks ending on October 7th there were 13 fatalities on our roads. Of these, 8 were vulnerable road users to include four motorcyclists, two pedestrians, one ATV operator and one person crossing the road in a wheelchair. One of the motorcyclists ran into a farm animal, while several vehicles and motorcycles left the roadway for unknown reasons.

What this reminds us is that we have to always be completely attentive to our driving duties and not let distractions cause us to lose sight of our surroundings. Many unusual circumstances can arise as we drive. Our job as a driver is to be as ready and alert as possible to react and hopefully avoid these situations.

Thank you for all you do to make our roads safer.

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

September 23, 2019

Scott Allan Powers, 53, Tarpon Springs: Scott was traveling northbound on I-75, north of SR 56 when he suddenly lost control of his vehicle and veered off the roadway. Scott’s vehicle entered the grassy shoulder and struck several trees before striking a concrete post wire fence. Scott died at the scene. Scott is survived by his family and friends.

September 24, 2019

Armando Gonzalez, 66, Tampa: Armando was traveling westbound on Waters Avenue when he entered the path of a vehicle traveling southbound on Dale Mabry Highway. Armando was transported to St. Joseph’s Hospital, where he later died from his injuries. Armando is survived by his family and friends.

September 25, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A pedestrian was traveling westbound, crossing 66th Street North just south of 41st Ave. North when the pedestrian was struck by a vehicle traveling northbound on 66th Street North. The pedestrian was transported to a local hospital, where they later died from their injuries. The pedestrian is survived by their family and friends.

September 26, 2019

Daniel Wesley Morgan J, 38, New Port Richey: Daniel was traveling north, the wrong way, on Moon Lake Road, in the southbound lane when he collided head-on with a vehicle traveling southbound. Daniel died at the scene. Daniel is survived by his family and friends.

September 27, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorist was traveling north on US 41 when the motorist attempted to make a left turn onto Preservation Drive and entered the path of a second vehicle. The two vehicles collided and spun into a brick wall. The motorist died at the scene. The motorist is survived by family and friends.
Jeremiah James Johnson, 40, Spring Hill: Jeremiah was traveling north on Shoal Line Blvd. at a high rate of speed and doing wheelies when he lost control of his vehicle. Jeremiah swerved into the southbound lane, sideswiped the guardrail, and was ejected from his vehicle. Jeremiah was transported to Regional Medical Center Bayonet Point, where he later died from his injuries. Jeremiah is survived by his family and friends.

September 28, 2019

Willis Calvin Dean, 52, Citrus Springs: Willis was driving westbound on North Shorewood Drive just east of North Sail Point when he failed to negotiate a left turn and overturned the ATV. Willis was transported to Ocala Regional Medical Center, where he later died from his injuries. Willis is survived by his family and friends.

September 29, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorist was traveling southbound on 66th Street when the motorist turned left into path of another vehicle, causing the second vehicle to collide with the left side of the motorist’s vehicle. The motorist died at the scene. The motorist is survived by family and friends.

October 2, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorist was traveling northbound on Park Street North when the motorist stopped in the median for a southbound ambulance. The motorcycle locked the brake, causing the vehicle to flip onto its left side and eject the motorist. The motorist was transported to a local hospital, where the motorist later died from their injuries. The motorist is survived by family and friends.

David Jeffrey Olson, 41, Seffner: David was traveling in the eastbound lane of SR 574 (Martin Luther King Jr. Blvd) east of Bethlehem Road when he was struck by a vehicle traveling eastbound. David died at the scene. David is survived by his family and friends.

October 4, 2019

Scott J. Johnson, 50, Tampa: Scott was traveling north on the Suncoast Parkway (SR 589) at the toll plaza near milepost 23 when, for unknown reasons, he lost control of his vehicle and departed the roadway. Scott entered the grassy shoulder before colliding with a large steel post. Scott died at the scene. Scott is survived by his family and friends.
Safety in Seven

October 5, 2019

Name Withheld: "Due to Florida Statue 316.066 (2)(d)"; A motorist was traveling southbound on Dover Rd. North, approaching Sydney Dover Trails, when the vehicle collided with a horse that was loose and entered the roadway. The motorist was transported to a local hospital, where the motorist later died from their injuries. The motorist is survived by family and friends.

October 7, 2019

Shawn Michelle Bodden, 37, Seminole: Shawn was traveling westbound on 102nd Ave. North approaching the intersection with 97th Street North, when, for unknown reasons, she lost control of her vehicle. The vehicle departed the roadway and collided with a guardrail and concrete barrier wall. Shawn died at the scene. Shawn is survived by her family and friends.