Meeting of the Livable Roadways Committee
Wednesday, November 20, 2019, 9:00 a.m.
County Center, 15th Floor, Hillsborough Rooms A & B (Property Appraiser’s Office)

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – October 23, 2019

IV. Action Items
   A. Approve 2020 Calendar (Lisa Silva, MPO)

V. Status Reports
   A. Vision Zero Network Guest Speaker (Leah Shahum, founder and director)
   B. Vision Zero Speed Management Study Update (Paula Flores, GPI)
   C. Hillsborough County Public Works Performance-Based Landscape Maintenance Results (Allen Howell, Hillsborough County)

VI. Old Business & New Business
   Temporary relocation of Committee meetings: December 18, 2019 on County Center, 26th Floor, Conference Rooms A and B

VII. Adjournment

VIII. Addendum
   A. MPO October 2019 Board Meeting Minutes & Committee Reports
   B. Announcement: TBARTA RTDP MetroQuest Survey

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

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I. CALL TO ORDER

Chair Green called the meeting to order at 9:00 a.m. and the Pledge of Allegiance took place. The meeting was held in the Plan Hillsborough Room on the 18th Floor of the County Center Building. A quorum was present at the start of the meeting.

Members Present: Karen Cashon, Catherine Coyle, Trent Green, Cal Hardie, Sara Hendricks, David Hey, Emily Hinsdale, Gus Ignas, Jason Jackman, Larry Josephson, Karen Kress, Matt Lewis, Michael Maurino, Nicole McCleary, Roger Menendez, Sandra Piccirilli, Anna Quinones, Carlos Ramirez, Neale Stralow, and Peter Syzonenko

Others Present: Beth Alden, Sarah McKinley and Lisa Silva – MPO; Mariann Abrahamsen and Sharon Snyder – Planning Commission; Ed McKinney and Alex Henry - FDOT; Rolando Luis – Wood PLC; and Dave Aylesworth – CEVE

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Approval of the September 18, 2019 minutes (Maurino - Coyle). The motion passed unanimously.

IV. ACTION ITEMS

A. DRAFT 2045 Cost Feasible Plan (Sarah McKinley, MPO)

Sarah McKinley presented the Draft 2045 Long Range Transportation Plan (LRTP), now in the comment period until the Public Hearing on November 5th. The LRTP directs federal and state dollars towards transportation investments the community values and must be updated every 5 years. The 2045 Plan will be adopted in November 2019.

Ms. McKinley reviewed the steps in creating the plan and the flexibility for future decisions. She explained the MPO’s role in funding decisions and how the 2045 Cost Feasible Plan accounts for three major factors: Funding Forecast, the eligible use of each revenue source and the allocation of revenue to programs and major projects. She discussed the funding available to meet Hillsborough’s needs, with and without the surtax.

Ms. McKinley shared the priorities from the 2018 Tri-County Survey, the public engagement during Phase 2, called “It’s TIME Hillsborough”, and reviewed the survey results. She explained the proposed allocation for future funding for 2026-2045 and what’s in each category. She presented the future outcomes of the performance-based programs and specifically highlighted to the Committee the trend and cost-feasible with sales tax spending levels for Trails & Side paths, Vision Zero Program and transit. Lastly, she explained which entity is responsible for what after the Plan is adopted.
Ms. Hendricks asked if the LRTP addresses the reduction in greenhouse gases. Ms. McKinley stated reducing greenhouse gases was addressed in a technical memo, behind the plan.

Ms. Hendricks feels the 2045 draft plan is much better than the 2040 plan and she applauds the MPO staff for their good faith efforts to find a way to do these projects on limited funds. She appreciates the recognition of investments in smart technology, transportation systems management and operations, investments in safety and Vision Zero, and investments in the public transportation infra-structure. She is also pleased to see the MPO has prioritized the five goals, as referenced in the October 2019 MPO Board meeting summary draft. She feels the plan is readable, accessible to the public and there are hopefully some bright spots in the future if the State’s Supreme Court will pass the surtax. However, she noted some problems she found with the 2045 LRTP, which she feels has the power to turn things around because it controls what the transportation system will look like by 2045. The planning timeframe is very critical due to climate change and what can be achieved in the next 25 years is very important to turn things around. Aside from hardening the infra-structure against sea level rising and flooding, she didn’t see anything about addressing the rising greenhouse gas levels. Things that stand out to her are there is a body of laws and restrictions to do the MPO planning process and, to her knowledge, it doesn’t require looking at greenhouse gas emissions. The performance measures set the bar low for what is required to be done. Ms. Hendricks stated the MPO needs take more of a leadership approach and not wait for the federal government or FHWA to tell them what to do and how much performance to achieve. The MPO needs to set targets and figure out how to do this themselves. Ms. Alden clarified the prioritization of goals listed in the meeting summary is actually an incomplete survey of the Board members (not all participated) and it is not a policy decision by the Board. Ms. Hendricks feels the MPO Board should look at prioritizing those goals and, if it were up to her, she would prioritize differently. For example, she would choose to spend more money on safety. Ms. Silva stated the funds have significantly shifted from past years, but the MPO only has so much control over some of the funding. Ms. Hendricks feels it definitely has shifted and she is very appreciative of that change. Ms. McKinley stated the Fixed Guideway Transit was added to the Major Investments for Economic Growth allocation. The MPO has no control over the FDOT Other arterials and SIS Project funds. The Available for Local Roads percentage is determined by Hillsborough County. This is showing the minimum that can be spent on Fixed Guideways from the surtax; if other jurisdictions or HART want to add to it, they can. Ms. Silva stated there are also limitations on State of Good Repair and Resiliency because the County is so far behind and they need to catch up.

Regarding economic development and funding for economic growth, Ms. Hendricks feels we can get there differently by changing the way they measure economic development. She feels other performance measures should be considered besides delay. She isn’t sure if this was done for passenger or vehicle delay. If it was based off passenger delay, the average number of vehicle occupants is so low, essentially, you’re looking at vehicle delay. Shifting road-share away from single occupant vehicles (SOV) can lower greenhouse gas emission reduction, improve safety, and improve/decrease vehicle delay. There are a lot of resources that can help improve vehicle delay.

Chair Green commented these are all good points but feels the MPO needs to rethink how they distribute information to the public; mainly how the information can be summarized for the average person to easily understand.

Chair Green also asked for clarification on what the I-4 Conversion study is. Ms. McKinley stated it is the I-275 Conversion study, formerly known as the Boulevard conversion of I-275.
Mr. Maurino asked Ms. Hendricks for future clarification on the LRTP revisions she is requesting. Is she asking for additional transit projects or for projects to be removed in exchange for other projects? He agrees with striving towards less pollution and reducing greenhouse gases, but how can the MPO make revisions to the LRTP in 2 ½ weeks? Ms. Hendricks agreed it is probably unrealistic to make the changes, but the point of this exercise is to give recommendations. She feels there could be some changes made to reflect the MPO is serious about addressing greenhouse emissions and create a different transportation system for the future of our County.

Ms. Hinsdale is interested in hearing what her specific recommendations are. Ms. Hendricks would like to come up with different performance measures for economic development and growth and how it is reflected in the plan, how to deal with vehicle delay, and the reduction of SOVs by transportation demand strategies and stepped up investment in public transit. Ms. Menendez feels Ms. Hendricks’ points are well taken but feels society is at a point where climate change and greenhouse gases are passed the teetering point. He feels it is too late to ask the MPO to revise the document and suggested planning to be more aggressive in the future. He can’t imagine the Plan being rewritten in two weeks when this subject has been argued for thirty years.

Ms. McKinley explained the proposed allocation of the future funding slide. Ms. Hendricks feels our hands are tied because funding can only be used for certain types of improvements.

In response to Mr. Hey’s question about when the next update is, Ms. McKinley answered in five years. Ms. Coyle feels the Committee has made incremental changes to the Plan and Chair Green feels the Committee needs to keep making recommendations during the annual updates.

Ms. McCleary stated HART is a large part of this Plan and what they are doing will greatly impact greenhouse gas initiatives. HART is greatly expanding their service routes and changing their fleet to electric buses to help with emissions.

Ms. Hendricks applauds HART and TBARTA’s efforts, but she feels the plans aren’t moving fast enough. She wants to encourage the MPO Board to move faster and accelerate this.

**Motion:** LRC recommends the MPO take a more aggressive approach and revise the LRTP to address reducing greenhouse gas emissions, reducing our use of fossil fuels, and using renewable energy (Hendricks – Ignas). Only six (6) of the (19) Committee members were in favor and the motion failed.

**Amended Motion:** To approve the adoption of the LRTP 2045 and by the next year’s update, incorporate different bold performance measures that address reducing vehicle delay, to reduce greenhouse gas emissions greater than current performance measures and place a greater priority on safety (Hendricks - Kress). The motion passed 18 - 1.

**Motion:** Recommend to the MPO the adoption of the draft 2045 Plan (Stralow – Maurino). The motion passed unanimously.

B. **FDOT Tentative Work Program; Letter of Comment & Open House (Alex Henry, FDOT)**

Mr. Henry presented the Florida Department of Transportation’s Tentative Five-Year Work Program. The Tentative Work Program for FY21-FY25 covers project phases and activities scheduled from July 1, 2020 through June 30, 2025. Year 1 is included in the State’s proposed
budget, pending Legislative Session and Governor approval. Years 2 – 5 are commitments for production and financial planning purposes. The Work Program includes FDOT managed projects and locally managed projects with FDOT involvement. FDOT’s work program includes public transit, seaport, airport and rail projects and transportation planning, intelligent transportation, highway design, right of way acquisition and construction activities.

Mr. Henry explained the work program update and program development processes and reviewed the new Hillsborough County projects. He presented the funding breakdowns and the total funding over five years of $3,555.16 million. Mr. Henry explained the way the Department categorizes and keeps track of the projects results in double counting. An example he shared is the work on Jackson Street (curb extensions, crosswalk enhancements, bicycle track, etc.) was done as a resurfacing project and the costs are reflected under the resurfacing bucket, when they could have been in the Bike/Ped or Complete Streets bucket; therefore, the figures under Bike/Ped and Complete Streets are often standalone projects.

The online public hearing (www.D7wpph.com) is from October 28th – November 1st and the District’s Open House at District 7 Headquarters on McKinley Drive is October 30th from 9:00 a.m. – 6:00 p.m. Public comments are due by November 11th and MPO objections are due by November 18th. In January 2020, the Legislature and FTC will review the Work Program and Adoption is July 1, 2020.

Discussions followed regarding if FDOT is considering pedestrian improvements at Hwy 301 and I-75 as there is no pedestrian infra-structure in the area (*pedestrian features will be looked at*); the reasoning behind the proposed widening of SR60 (*the proposed widening is due to residential development further east from Valrico Road, headed east, where SR60 is currently four lanes. Mr. McKinney, FDOT, stated part of the reason is due to the large amount of industrial growth along County Line Road.*); a request for the description of FDOT’s long term strategy besides moving people and goods by car/truck (*Mr. McKinney stated FDOT aligns with the MPO and local governments strategies. SR60 is a vital corridor for freight movement and evacuations.*); clarification if their strategy is to defer to the other jurisdictions (*Mr. McKinney replied not necessarily. They partner with the local governments and partnerships on their transportation plans, if they are viable plans.*); if there are HART routes to Plant City planned (*Ms. McCleary replied not at this time but HART is in talks with Plant City to see what can be done.*); what are other strategies FDOT uses, besides widening (*Mr. McKinney stated innovative technologies, smart cities, etc. FDOT understands they can’t build enough roads to relieve congestion.*); if Florida has one of the largest strategic modeling system (*yes*); as technology is having an impact on freight, is FDOT looking further out and how does that factor into the LRTP (*Mr. McKinney replied that FDOT in Tallahassee has hired a consultant to look at these technologies. FDOT works off of models and right now there isn’t any data that proves transportation issues will be solved by technology.*). Mr. Henry added the Department is currently updating the Florida Transportation Plan (every five years) and one of their core focus area is technology. Mr. McKinney stated he is encouraged with transportation demand management (TDM) strategies that the Center for Urban Transportation Research (CUTR) is working on. Large companies, such as Amazon, are working on solutions such as staggered work schedules.

Further discussions ensued asking for clarification that the final design plans are spurred by Committees like the LRC (*yes*). Mr. McKinney stressed, along with widening SR60, the plan is to make it safer, friendly for pedestrians and more multi-modal. In addition to capacity, FDOT designs for safety. Mr. Hey asked which jurisdiction placed this project on the TIP. Mr. McKinney stated it is a State Intermodal Systems (SIS) project and the need was identified by the SIS models. Mr. Hey asked if the alternative strategy comes from the local jurisdictions but the State identified the widening of SR60 and placed it on the TIP list? To clarify, Mr. McKinney said transit
and multi-modal strategies are placed on the list by the local governments, but SIS projects are identified and protected by the State as high priority corridors, and inclusion on the list was initiated by FDOT, not the MPO. Mr. Hey asked what other strategies were looked at before deciding to widen SR60? Mr. McKinney replied there is no bus service to Plant City or other solutions to fulfill a need. If the need changes before funding can be obtained, FDOT can always change their plans.

Mr. Maurino asked Ms. Silva if the recommended action is to provide comments and will one letter be sent to FDOT from all MPO Committees? Ms. Silva said yes, and if this Committee makes a motion, it will be added to the letter. Ms. McKinley is gathering all of the Committees’ motions and stated this is the first opportunity to make comments. If there are specific comments you want in the letter, a motion is needed. Mr. Maurino asked what some of the other Committees’ comments are. Ms. McKinley stated Committees have requested more money towards the ITS program and the projects be moved back into the program sooner if funding becomes available for the projects west of Dover on SR60.

As the MPO’s freight planner, Ms. Silva asked why SR60 is on the TIP when Hwy 41 isn’t and it’s closer to the Port of Tampa? Mr. McKinney stated because of SR60’s connection to the County Line Road distribution centers. There is a large amount of freight and employment opportunities there. Ms. Piccirilli stated SR60 is also a connection to the Florida Turnpike from the South. Chair Green added SR60 is a very diverse road and changes the entire way across the State. It is also an evacuation route.

Ms. Silva reminded the Committee of the FDOT Open House. If your agency has specific comments, they can do so at the Open House.

Mr. Ignas inquired about the intelligent solutions for Gandy in 2025. Mr. Henry explained the solutions are to help actively managed traffic, such as CCTV cameras, adaptive signal systems and retrofitting existing technologies. Mr. Ignas asked if these solutions are in conjunction with what the City and County already have planned for Gandy and Mr. Henry replied yes.

Mr. Lewis asked if the community plan context is considered in addition to the design context classification, when doing capacity improvements? Mr. Henry explained the existing context classification is use for projects such as resurfacing and other immediate term projects. With the larger PD&E and longer-term projects, that is all taken into consideration to develop a future context classification which helps make informed decisions. Ms. Silva stated FDOT does not consider the Future Land Use unless it is adopted, but if there is an adopted zoning overlay, they consider it. Mr. McKinney stated if the community has a specific want or need, FDOT will incorporate it in the design. Mr. Henry commented FDOT engages the public on resurfacing projects and public involvement is a large part of FDOT’s plans. Mr. Lewis has additional concerns regarding public involvement.

Ms. Coyle asked if the locations for the pedestrian crossing on Florida Avenue are set. Mr. Henry replied the design has not begun so he can relay suggestions back to the design team. She suggested looking at Lambright and Henry very closely as they both have sidewalk facilities and Idlewild doesn’t. Lambright and Henry are more central between the arterials and connect to sidewalks to public parks. There have been at least two fatalities on Henry in the last 15 years. Ms. Silva reminded the Committee this is the five-year work program.

Ms. McKinley reminded the Committee if there are no comments, it is okay not to motion.

**Motion:** A motion was not made.
V. STATUS REPORT

A. Gandy Bridge PD&E Study (Alex Henry, FDOT)

Mr. Henry presented the Gandy Bridge PD&E. He provided the project limits (4th Street in Pinellas County to Westshore in Hillsborough County) and the objectives, which are trail connectivity, bridge replacement/widening and manage lanes and connectivity. The consultant selection is ongoing, and the project is scheduled to begin on January 31, 2020. The PD&E activities are scheduled to begin in the Spring or Summer 2020.

VI. OLD BUSINESS & NEW BUSINESS

Ms. Silva reminded the Committee the November meeting will be on the 15th Floor in the Property Appraiser’s office and the December meeting will be on the 26th Floor in Conference Rooms A & B. Reminders will be sent out and the locations will be included on the agendas.

Ms. Silva reminded the members to register for the Safe Routes to School Conference and the Gulf Coast Safe Street Summit in November at the Hilton Downtown Tampa.

Ms. Hinsdale stated the National Walk/Bike Day was very successful. Sidewalk Stompers had seven participating schools and the Mayor and School Board members attended some of the events. Several hundred students participated, and she looks forward to the continued participation from the MPO Staff and Committee.

VI. ADJOURNMENT

There being no further business, the meeting adjourned at 10:45 a.m.
Board & Committee Agenda Item

Agenda Item
2020 MPO Board and Committee Calendar

Presenter
Committee Staff

Summary
Staff has prepared a calendar of meetings for 2020. We ask that each MPO advisory committee review and approve its meeting dates. Upon approval by the MPO board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

Recommended Action
Review and approve the 2020 MPO and Committee Meeting Calendar

Prepared By
Wade Reynolds, MPO Staff

Attachments
MPO Meeting Calendar
# 2020 Schedule of Monthly Meetings

<table>
<thead>
<tr>
<th>Meeting Location</th>
<th>Meeting Locations</th>
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<tbody>
<tr>
<td>MPO 9:00 AM</td>
<td>BOCC Chambers, County Center, 601 East Kennedy Blvd., 2nd Floor</td>
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<tr>
<td>CAC 9:00 AM</td>
<td>Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd., 18th Floor</td>
</tr>
<tr>
<td>TAC 1:30 PM</td>
<td>26th Floor, Rooms A&amp;B, County Center Building, 601 E. Kennedy Blvd.</td>
</tr>
<tr>
<td>POLICY 9:00 AM</td>
<td>Call (813) 282-8200 or <a href="http://www.tbarta.com">www.tbarta.com</a> for meeting location - TBARTA Office, 4350 W. Cypress St. #700, Tampa</td>
</tr>
<tr>
<td>BPAC 5:30 PM</td>
<td>Planning Commission Boardroom, County Center, 601 East Kennedy Blvd., 18th Floor</td>
</tr>
<tr>
<td>LRC 9:00 AM 1:30 PM</td>
<td>(c) Traffic Field Office, 601 E. Kennedy Blvd.</td>
</tr>
<tr>
<td>ITS 9:30 AM 1:30 PM</td>
<td>(d) Call (813) 282-8200 or <a href="http://www.tbarta.com">www.tbarta.com</a> for meeting location - TBARTA Office, 4350 W. Cypress St. #700, Tampa</td>
</tr>
<tr>
<td>TDCB 9:30 AM 1:30 PM</td>
<td>(e) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd., 18th Floor</td>
</tr>
<tr>
<td>TMA 9:30 AM 11 AM</td>
<td>TBD - Pasco</td>
</tr>
<tr>
<td>CCC 11 AM 1:30 PM</td>
<td>TBD - Polk</td>
</tr>
<tr>
<td>CCC DIRECTORS 1:30 PM</td>
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## January
- **Meeting Dates:** 7, 15, 27, 28, 15, 15, 9 (TBD - Location)

## February
- **Meeting Dates:** 4, 12

## March
- **Meeting Dates:** 3, 11, 16, 24, 11, 25

## April
- **Meeting Dates:** 7, 8, 20, 8, 15, 9, 24

## May
- **Meeting Dates:** 5, 13, 11, 26, 13, 20

## June
- **Meeting Dates:** 9 @ 6PM, Public Hearing, 10, 29, 10, 17, 26
- **Meeting Location:** TBD - Pinellas

## July
- **Meeting Dates:** Recess, Recess, Recess, 21, 8 Workshop, Recess
- **Meeting Location:** TBD - Polk

## August
- **Meeting Dates:** 4, 12, 17, 12, 19, 21

## September
- **Meeting Dates:** 1, 9, 28, 22, 9, 16
- **Meeting Location:** TBD - Pinellas

## October
- **Meeting Dates:** 6, 14, 19, 14, 21, 8, 23

## November
- **Meeting Dates:** 10, 18 @ 1:30PM, 23, 18, 18

## December
- **Meeting Dates:** 1, Joint Mtg. 16 @ 12 PM, 8, 9, 16, 11, 4 (e), 4 (c)

## Meeting Location Acronyms
- **BPAC:** Bicycle - Pedestrian Advisory Committee of the MPO Board
- **CAC:** Citizens Advisory Committee of the MPO Board
- **CCC:** TBARTA MPO Chairs Coordinating Committee
- **ITS:** Intelligent Transportation Systems Committee of the MPO Board
- **MPO:** Metropolitan Planning Organization Board
- **POLICY:** Policy Committee of the MPO Board
- **TAC:** Technical Advisory Committee of the MPO Board
- **TDCB:** Transportation Disadvantaged Coordinating Board
- **LRC:** Livable Roadways Committee of the MPO Board
- **TMA:** Tampa Bay Transportation Management Area Leadership Group
- **STWG:** School Transportation Working Group
Board & Committee Agenda Item

**Agenda Item**
Vision Zero Network Guest Speaker

**Presenter**
Leah Shahum, Vision Zero Network founder and director

**Summary**
November 1, 2019 City of Tampa Mayor Castor formally announced her support for Vision Zero, as a citywide priority. City staff are already taking steps to become a member City. They are drafting a job description for a City Vision Zero champion and are scoping the initial effort to better understand our highest fatality/serious injury crash locations based on Vision Zero guidelines. Mayor’s transportation plan [here](#).

Following the November 12-14 Safe Routes and Safe Streets Summit, presenter Leah Shahum agreed to extend her stay and share her time and expertise with the Livable Roadways Committee as a guest speaker. She was particularly interested in our invitation since the Speed Management Study is also being presented.

Leah is the founder and director of the Vision Zero Network, a national campaign supporting cities working toward Vision Zero — zero traffic fatalities and severe injuries. The Network helps communities develop and share best practices for safe mobility for all road users.

As a German Marshall Fund Fellow, Leah researched Vision Zero strategies in Sweden, Germany and the Netherlands. Prior to that, she was the Executive Director of the 10,000-member [San Francisco Bicycle Coalition](#), which promotes bicycling for everyday transportation. Leah formerly served on the Boards of Directors of the Golden Gate Bridge, Highway & Transportation District and the San Francisco Municipal Transportation Agency.

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

**Prepared By**
Lisa K. Silva, AICP, PLA, MPO Staff

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item**
Vision Zero Speed Management Study Update

**Presenter**
Gena Torres, MPO Staff or Paula Flores, GPI

**Summary**
With the concerning numbers of people hurt and killed on the roadways in Hillsborough County, several approaches will be needed to see a reduction in these numbers. Through Vision Zero, there is an acknowledgement that speed plays a significant role in avoiding a crash altogether or at least surviving one. One of the strategies outlined in the MPO’s Vision Zero Action Plan specifically calls for looking at setting target speeds suitable to the surrounding context of land uses.

The MPO Board agreed to sponsor a study of speed management and safety, focusing on severe crash corridors in Hillsborough County. There have been two stakeholder meetings resulting in helpful input in how to prioritize and treat roads where excessive speed was a factor in the crash history.

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

**Prepared By**
Gena Torres

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

**Agenda Item**
HC Public Works Performance-Based Landscape Maintenance Results

**Presenter**
Allen Howell, PLA, ISA, Hillsborough County Public Works staff

**Summary**
The Hillsborough County Public Works Department initiated a comprehensive, performance-based landscape maintenance contract on a portion of Bruce B. Downs Boulevard in 2018. This pilot project was to determine the effectiveness of combining the various roadside and median maintenance tasks into one contract. Over a year later, the results are positive.

In addition to the maintenance contract, two new planting initiatives have been implemented. Four existing stormwater ponds have been identified for enhancement with native tree planting. This is also a pilot project to determine the impact on maintenance with the addition of trees, where prior to the plantings only turf mowing was needed to maintain the ponds. Another project for Fiscal Year 2020 is to select a number of identified Scenic Roadways to plant trees in the medians. This will be an extensive effort to increase the aesthetics and scenic aspect of the selected roads. Funds for both initiatives are being provided by the Environmental Restoration Fund.

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

**Prepared By**
Lisa K. Silva, AICP, PLA, MPO Staff

**Attachments**
None
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.
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 and 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 Stuart 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.

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Motion was made by Cindy Stuart 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 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 Stuart 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 Stuart.

Beth Alden stated it is clear we need to change the description of I-275 in the 2045 Plan. Cindy Stuart 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 Stuart. 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.
What is Envision 2030?

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

- **Identify the best ways** for regional transit to connect people and places across Tampa Bay.

- **Develop a long-term strategy** for TBARTA and its partners to make regional transit improvements over the next ten years.

- Determine **what types of regional transit work best** for us—operationally and financially.

- Find ways TBARTA can **better serve people right away!**

What

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

Where

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

When

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

TBARTA wants your input!

Public input is critical to the success of Envision 2030. For up-to-date information and opportunities for input, please visit TBARTA’s Envision 2030 webpage at:


or send comments by email to:

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

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