Meeting of the Technical Advisory Committee
Monday, November 18, 2019, 1:30 PM
County Center, 15th Floor, Hillsborough Rooms A & B

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – October 21, 2019

IV. Action Items
   A. Amendment to Transportation Improvement Program and Unified Planning Work Program (Vishaka Shiva Raman, MPO Staff)
   B. Approve 2020 Meeting Calendar

V. Status Reports
   A. Vision Zero Speed Management Study Update (Gena Torres, MPO Staff)
   B. HART Flamingo Fare and One Bus Away Apps (Lynda Crescentini and Shannon Haney, HART)

VI. Old Business & New Business
   A. CAC & TAC Joint Meeting: NOTE DAY & LOCATION – Monday, December 16, 12:00 pm, 26th Floor, Conference Rooms A&B

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Minutes & Standing Committee Reports
   B. Announcements:
      - Survey for TBARTA Regional Transit Development Plan
      - US 41 CSX Overpass Public Workshop, November 19th
      - Survey for FDOT’s Florida Transportation Plan

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

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The Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, October 21, 2019, at 1:30 p.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Jeffrey Sims, Chairman
Rachel Chase
Vincenzo Corazza
Charles Andrews for Amber Dickerson
Johnathan Patrick for Leland Dicus (arrived at 1:44 p.m.)
Gina Evans
Robert Frey
Anthony Garcia
Mark Hudson for Julie Ham
Nicole McCleary
Brian Pessaro
Jonathan Scott
Michael Williams

The following members were absent:

Michael English
Danni Jorgenson

I. CALL TO ORDER

Chairman Sims called the meeting to order at 1:34 p.m.

II. PUBLIC COMMENT - None.


Chairman Sims asked for comments before the approval of the minutes. Mr. Corazza specified on page 2 of the September 16, 2019, minutes, the quote should state “grid-blocks” and not “road-blocks”. Chairman Sims sought a motion to approve both sets of minutes from the August and September meetings.
with the edit proposed by Mr. Corazza. ▶ Mr. Corazza moved to approve both meeting minutes, seconded by Ms. Chase, and carried twelve to zero. (Mr. Patrick had not arrived; Members English and Jorgenson were absent.)

IV. ACTION ITEMS

A. DRAFT 2045 Cost Feasible Plan

▶ Ms. Sarah McKinley, MPO, gave a presentation. ▶ Dialogue ensued following questions from MPO members on the topics of unexpected scenarios and their priority with the plan, similarities between Quick Fix Interstate (I) 275 and Tampa Bay Next, the Right Size Project on Fowler Avenue, and surtax funds plan involvement, which Ms. McKinley and Mr. Kenneth Smith, FDOT, addressed. ▶ Chairman Sims sought a motion for approval of the plan. Mr. Pessaro made the motion, seconded by Mr. Scott, and carried thirteen to zero. (Members English and Jorgenson were absent.)

B. Florida Department of Transportation (FDOT) Tentative Work Program: Letter of Comment and Open House

▶ Mr. Roger Roscoe, FDOT, delivered the presentation and supplied material. ▶ Chairman Sims made remarks. Mr. Williams inquired about the possible need to resurface the reconstruction/widening projects, which Mr. Smith answered. Discussion ensued on reduced crashes. ▶ Chairman Sims sought a motion to move forward with the amendments as proposed. Mr. Williams moved to approve the Transportation Improvement Plan for the work program request with the request that the State Road 60 project from Valrico to Dover be advanced in the nature, should funding become available, seconded by Mr. Corazza, and carried twelve to zero. (Ms. Evans was out of the room; Members English and Jorgenson were absent.)

V. STATUS REPORTS

A. Gandy Bridge PD and E.

▶ Mr. Roscoe gave an update on the project and clarified the concept of the project including trail connectivity and pedestrian facilities for Mr. Williams.

VI. OLD BUSINESS AND NEW BUSINESS

Temporary Relocation of Committee Meetings

A. November 16 TAC Meeting 15th Floor Hillsborough Rooms A and B
B. December 16 Joint Meeting with Citizen Advisory Committee 26th Floor Conference Rooms A and B

Chairman Sims provided a status update on electric school bus replacements. Mr. Corazza requested for an update on the calendar in regards to meeting dates.

VII. ADDENDUM

A. MPO Meeting Minutes and Standing Committee Reports

B. Project Fact Sheet I-4 Weigh Station Access Improvements

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 2:35 p.m.

READ AND APPROVED: ____________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ____________________________
Deputy Clerk

ms
Board & Committee Agenda Item

Agenda Item
Unified Planning Work Program (UPWP) and Transportation Improvement Program (TIP) Amendment

Presenter
Vishaka Raman, MPO Staff

Summary
1. Unified Planning Work Program (UPWP) Amendment
The MPO periodically amends the Unified Planning Work Program (UPWP) to account for tasks, funding and budget changes. The requested amendment will accomplish the following:

- Adjustments to the FY20 Budget to update the Federal Transit Administration (FTA) allocation, and to add the local funding for Vision Zero Safety projects.

Update Task 2 (Congestion Management, Crash Mitigation Planning and Intelligent Transportation Systems (ITS) section end products to reflect a $500,000 allocation from the Board of County Commissioners to conduct safety retrofit feasibility studies in the following eight high-crash corridors:

1) 15th Street (Fowler Ave. to Fletcher Ave.)
2) 78th Street (Causeway Blvd. to Palm River Rd.)
3) Bruce B Downs Boulevard (Fowler Ave. to Bearss Ave.)
4) CR 579/Mango Road (MLK Blvd to US 92)
5) Fletcher Avenue (Armenia Ave. to Nebraska Ave.)
6) Lynn Turner Road (Gunn Hwy to Ehrlich Rd.)
7) Sheldon Road (Hillsborough Ave. to Waters Ave.)
8) Gibsonton Drive (I-75 to Balm Riverview Rd.)

- Update FTA contract documentation
As background, the MPO’s transportation planning functions are supported primarily by federal and state grants. These functions must be identified in advance for two fiscal years. Please note that the MPO’s fiscal year runs from July 1st to June 30th the following year. The UPWP also documents the use of federal funds for metropolitan transportation planning conducted by other agencies, including FDOT and HART. The currently adopted FY19 & FY20 UPWP and draft document is available on the MPO website at: http://www.planhillsborough.org/unified-planning-work-program/.

2. TIP Amendment for Hillsborough MPO Unified Planning Work Program (UPWP) 402255 1
Amendment #10 rectifies the Hillsborough MPO’s planning funds and updates the TIP to match the FTA allocations for FY 2020 shown in the MPO’s approved UPWP.
**Recommended Action**
Approve FY 2020 UPWP amendment and FY 2019-2020 TIP amendment.

**Prepared By**
Vishaka Raman

**Attachments**
- FY 19 & FY 20 Budget Tables: Grants used by MPO (Table 1b) and Coordination in the MPO Area (Tables 2b)
- Updated Task 2 Congestion Management, Crash Mitigation Planning, and ITS section
- Comparative Reports for TIP amendment #10.
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

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<th>Month</th>
<th>MPO 9:00 AM</th>
<th>CAC 9:00 AM</th>
<th>TAC 1:30 PM</th>
<th>POLICY 9:00 AM</th>
<th>BPAC 5:30 PM</th>
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### Meeting Location

- **(a)** BOCC Chambers, County Center, 601 East Kennedy Blvd., 2nd Floor
- **(b)** Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd., 18th Floor
- **(c)** 26th Floor, Rooms A&B, County Center Building, 601 E Kennedy Blvd.
- **(d)** Call (813) 282-8200 or [www.tbarta.com](http://www.tbarta.com) for meeting location - TBARTA Office, 4350 W. Cypress St. #700, Tampa
- **(e)** Planning Commission Boardroom, County Center, 601 East Kennedy Blvd., 18th Floor

### 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

### Meeting Locations

- **(b)** Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd., 18th Floor
- **(c)** 26th Floor, Rooms A&B, County Center Building, 601 E Kennedy Blvd.
- **(d)** Call (813) 282-8200 or [www.tbarta.com](http://www.tbarta.com) for meeting location - TBARTA Office, 4350 W. Cypress St. #700, Tampa
- **(e)** Planning Commission Boardroom, County Center, 601 East Kennedy Blvd., 18th Floor
Board & Committee Agenda Item

Agenda Item
Vision zero Speed Management Study Update

Presenter
Gena Torres, MPO Staff

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**
HART Flamingo Fare and One Bus Away Apps

**Presenter**
Lynda Crescentini and Shannon Haney, HART Staff

**Summary**
HART Staff will provide an overview of the Flamingo and One Bus Away Apps.

Flamingo is part of the upcoming regional farebox system and will provide a new method for cashless fares. The app is currently being tested and will be available in 2020.

One Bus Away is an app that provides real-time arrival information for HART buses.

**Recommended Action**
Information only.

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
None
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. Gywnn 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 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.

MPO Meeting of October 1, 2019 – Page 4
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](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 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.
Committee Reports

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

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

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

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

The CAC also received reports from:

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

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

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

The TAC approved and forwarded to the MPO Board:

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

The TAC heard status reports on:

- Draft 2045 Cost Feasible Plan - Discussion centered around additional projects to be considered including Fletcher Ave from 56th St to I-75, the HART representative mentioned that safety should be considered when looking at the corridor.
- US 41 at CSX Grade Separation Project Development & Environmental Study - FDOT staff presented the proposed alternatives that are being considered. Comments were made to consider HART bus stop locations and including the wide-walks over bike-lanes.
- Tampa Bay Next Update
- Community Vulnerability Study - USF Staff presented an extensive look at the ongoing Community Vulnerability Study being conducted with Planning Commission and MPO Staff. The presentation focused on the history of the bay area and vulnerability potential.
- Resilient Tampa Bay Transportation Pilot Project Update - As a follow-up to the 2014 resiliency work, and through a FHWA grant opportunity, MPO staff is working to update the data and this time at the Tri-County level, including Pinellas and Pasco Counties. Staff gave a presentation of the highly vulnerable and critical links in our transportation network and what could be done to prepare for a major storm.

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

The BPAC heard status reports on:
- The Draft 2045 Cost Feasible Plan – Discussion centered around funding for bicycle and pedestrian projects and what the funding scenario is without Surtax funding.
- US 41 at CSX Grade Separation PD&E Study – FDOT Presented the study and responded to questions regarding the proposed bicycle and pedestrian facilities proposed. Generally more separation from traffic is preferred.
- Columbus Drive Complete Street – City of Tampa staff presented the proposed project. BPAC members were supportive and appreciated Tampa’s response to public comment on the project.

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

The LRC heard status reports on:
- It’s TIME Hillsborough Survey Results
- Draft 2045 Cost Feasible Plan
- US41 at CSX Grade Separation Project Development and Environmental Study
- Transportation Demand Management Plans
- Columbus Drive Compete Street
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 9.6.19 meeting

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

Group members discussed needs and priorities for the upcoming legislative session

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

**MPO staff outlined options for clarifying roles and responsibilities of the MPO Chairs Coordinating Committee and TBARTA in regional transportation planning**

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

**MPO staff provided updates on regionally significant projects and development of the regional component of the 2045 Long Range Transportation Plan**

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

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

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

The group’s next meeting is scheduled for Nov. 8 at PSTA Headquarters.
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
chris.deannuntis@tbarta.com

¡Síguenos!
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 Environment (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.fdot7studies.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

Non-Discrimination
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need assistance in speaking, hearing, or reading should contact: Alex Henry, Public Involvement Coordinator, at (813) 975-6405 or (800) 226,7220, or via email at alex.henry@dot.state.fl.us at least seven (7) days in advance of the workshop.

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

We want your input:

<table>
<thead>
<tr>
<th>Event</th>
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<tbody>
<tr>
<td>Re-evaluation Began</td>
<td>May 2018</td>
</tr>
<tr>
<td>Alternatives Public Workshop</td>
<td>November 2019</td>
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<tr>
<td>Public Hearing</td>
<td>Spring 2020</td>
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<tr>
<td>Begin Design Activities</td>
<td>Spring 2020</td>
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<tr>
<td>Finalize Re-evaluation Documents</td>
<td>Summer 2020</td>
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<td>Re-evaluation Complete</td>
<td>Fall 2020</td>
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For media inquiries:
Kris Carson
Public Information Officer
Phone: (813) 975-6060
Toll Free (800) 226-7220
kristen.carson@dot.state.fl.us

Visit the PROJECT WEBSITE for project information and updates
http://active.fdot7studies.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.
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 and 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.

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.

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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<thead>
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<th>Phase</th>
<th>Fiscal Year</th>
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<td>Design</td>
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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 improved safety by reducing the potential for crashes

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

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

Rights-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 and other education material will be available at the public workshop along with representatives from the FDOT’s Right-Of-Way acquisition and relocation brochures. 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.

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 improved safety by reducing the potential for crashes
Dear Property Owner or Interested Citizen:

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in the 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 Environment (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.fdot7studies.com/us41/csx-to-sr676).

Re-evaluation Began: May 2018
Alternatives Public Workshop: November 2019
Public Hearing: Spring 2020
Design Change Re-evaluation: November 19, 2019
Finalize Re-evaluation Documents: Summer 2020
Design Change Re-evaluation Complete: Fall 2020

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) 975-6069
Toll Free (800) 226-7220
kristen.carson@dot.state.fl.us

Visit the PROJECT WEBSITE for project information and updates
http://active.fdot7studies.com/us41/csx-to-sr676

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require translation services (free of charge) should contact: Alex Henry, Public Involvement Coordinator, at (813) 975-6405 or (800) 226-7220, or via email at alex.henry@dot.state.fl.us at least seven (7) days in advance of the workshop.

Non-Discrimination
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require translation services (free of charge) should contact: Alex Henry, Public Involvement Coordinator, at (813) 975-6405 or (800) 226-7220, or via email at alex.henry@dot.state.fl.us at least seven (7) days in advance of the workshop.

Sincerely,
Kirk Bogen, P.E.
Environmental Management Engineer

Florida Department of Transportation

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Florida Department of Transportation
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.

Share your thoughts today!

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

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