Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, February 12, 2020, 5:30 p.m. – 7:30 p.m.
County Center, 18th Floor, Plan Hillsborough Room

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – January 15, 2020

IV. Action Items
   A. Garden Steps Action Plan (Michele Ogilvie, MPO)

V. Status Reports
   A. Induced Traffic (Alvaro Gabaldon, Planning Commission Intern)
   B. HART Arterial BRT Corridor Study (Justin Willits, HART)
   C. Tampa Streetcar Modernization and Extension (Milton Martinez, City of Tampa)
   D. Vision Zero Speed Management Study Update (Gena Torres, MPO)
   E. Update on Bicycle Friendly Businesses (Christine Acosta, Pedal Power Promotions)

VI. Old Business & New Business
   A. BPAC 2019 Attendance Review (Wade Reynolds, MPO)
   B. BPAC UPWP Motion

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Public Hearing Flyer – Tampa Interstate Study Supplemental Environmental Impact Statement
   C. Project Fact Sheet for I-275 from MLK and Bearss

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

Mr. Forbes called the meeting to order at 5:32 p.m. He announced the order of the agenda will be moved around to accommodate schedules.

Members present: Rachel Chase, Peter Davitt, Jonathan Forbes, Jiwuan Haley, Rafael Hernandez, Tim Horst, Richard Johnson, John Kubicki, John Marsh, Faye Miller, Brentin Mosher, Diana Ramirez, Richard Ranck, Jaime Rubscha, Jim Sapper, Jim Shirk, Holly Simmons, Sally Thompson, and Alain Watson

Others present: Michele Ogilvie and Johnny Wong (via phone) - Hillsborough MPO; Sharon Snyder - Planning Commission; Alex Henry – Florida Department of Transportation (FDOT); Monica Martin – Hillsborough County; Mike Lamarca; Karen Rogers

II. PUBLIC COMMENT

Mr. Lamarca spoke regarding the need for bicycle lane maintenance. He presented several examples, including Bayshore Blvd., where delineators were installed between the roadway and the bicycle lane; however, street sweepers can’t clean the bicycle lane now. Other examples showed landscaping overgrown into the bicycle lane and lane departure blocks. He would like for existing bicycle lanes to be maintained before new lanes are built and for bicycle lanes to be widened when a roadway is repaved.

Discussions followed regarding the County and City of Tampa’s online reporting tools which are good tracking tools and become public record, contacting his County Commissioner (he has emailed her several times); and which jurisdiction owns Bayshore Blvd. (Ranck – it is a County road, maintained by the City of Tampa). Mr. Forbes thanked Mr. Lamarca for speaking and understands his frustration.

III. APPROVAL OF MINUTES

Motion: Approval of the minutes of December 11, 2019 (Shirk - Ranck). The motion passed unanimously.

IV. ACTION ITEMS

A. Election of Officers (Michele Ogilvie, MPO)

Ms. Ogilvie presented the Election of Officers. Jonathan Forbes is the current Chair and Jim Shirk is Vice Chair. The Committee also needs a Member-at-Large to facilitate meetings, should the Chair and Vice Chair be absent.
Motion: Re-elect Jonathan Forbes as Chair (Thompson – Shirk). The motion passed unanimously.

Re-elect Shirk as Vice-Chair. He was re-elected unanimously.

Mr. Horst volunteered to serve as Member-at-Large. He was elected unanimously.

B. 2019 Attendance Review and Declaration of Vacant Seats (Michele Ogilvie, MPO)

The attendance sheet in the packet was incomplete. It will be revised and the item will be placed on the February agenda.

C. Environmentally Sensitive Noise Walls White Paper (Michele Ogilvie, MPO)

Ms. Ogilvie presented the Environmentally Sensitive Noise Walls White Paper. She provided the background and discussed the issues, the effects on public health, the mitigation, and other opportunities.

Discussions followed asking for clarification what the SEIS is (Environmental Impact Statement on I-275); if the walls are specific to I-275 (no, this is best practices for noise walls. FDOT asked for general research, not for specific roadways); if there is consistency in FDOT’s use of noise walls (no, depends on the District); confirmation this is a paper, not a policy (correct); regarding if surtax funds can be used for construction of noise walls (no, the surtax can’t be used); FDOT will use this white paper for examples of noise walls; if the walls are for high speed roads (yes); how Commissioner Kemp was involved with getting noise walls installed along Hillsborough Avenue, between Central and Florida; and the cost of constructing walls (estimated to be $1 million per mile).

Motion: Support and forward to the MPO Board for their recommendation to the FDOT SEIS Public Hearing (Marsh – Thompson). The motion passed unanimously.

D. 2020 Safety Performance Targets (Johnny Wong, MPO)

Dr. Wong presented the 2020 Safety Performance Targets. He discussed what has occurred since the 2019 safety target adoption, the performance management measures for the Highway Safety Improvement Program (HSIP) and the process and schedule for safety target setting.

Dr. Wong stated the MPO’s methodology for generating projected performance and targets has been nominated by the Federal Highway Administration (FHWA) to be a best practice and will be shared with other MPOs around the State to teach them how to collect data and do analysis for predictions. He presented how the MPO forecasted future performance for the Long-Range Transportation Plan (LRTP) and how to forecast a 35% reduction in crashes by 2045. The MPO is projecting a 0.93% reduction for CY20 because no surtax funding was invested in safety improvements in CY19.

After spotlighting two safety projects, Dr. Wong presented the seven targets for 2020.

Discussions ensued regarding if the 35% reduction is all crashes, fatalities or serious injuries (all crashes); clarification on what the motion is for (all safety performance target numbers); if the increase in fatal crashes could be due to vehicle design, as SUVs with higher bumpers make crashes more dangerous (there isn’t enough data to rationalize theories, but he hasn’t considered
vehicle design); and if the five-year rolling average safety performance target numbers for Number of Fatalities (204) and Number of Nonmotorized Fatalities and Serious Injuries (222) on the agenda handout are independent of each other, not inclusive (yes).

**Motion:** Recommend approval of 2020 Safety Performance Targets (Shirk – Horst). The motion passed – one member (Ranck) abstained.

**V. STATUS REPORTS**

A. FY21 & FY22 United Planning Work Program Call for Projects (Michele Ogilvie, MPO)

Ms. Ogilvie presented the FY21 & FY22 Unified Planning Work Program (UPWP) Call for Projects. This is the required biennial update and is effective July 1, 2020-June 30, 2022. The UPWP documents the federal and state funding for the MPO, FDOT, HART and the Commission for the Transportation Disadvantaged (CTD), outlines the major planning tasks and complies with federal and state rules. She reviewed the major planning tasks and reviewed some of the Committee, jurisdiction and agency requests for FY19-20 that have been completed. Ms. Ogilvie also discussed the UPWP Development Schedule.

Discussions followed seeking clarification on if the traffic count data will be completed by September 2020 (Ms. Ogilvie stated it is normally completed in the Spring, but will check with Ms. McKinley and will report back); the lack of bicycle lane maintenance is an issue (Bayshore is also a jurisdictional issue); the request to study over-capacity roads, road diets, etc.; adding safety features such as raised crosswalks along Bayshore; a petition is circulating on social media to fix the issues on Bayshore; replacing the “no trucks allowed” signs along Bayshore; suggesting making Bayshore the focus/poster child for Vision Zero; seeking suggestions for what else can be done to drive the point home; the issue is bigger than Bayshore; regarding human element can’t be engineered out of roadways; the opinion that Mayor Castor is uniquely equipped to deal with the issues along Bayshore (Ms. Ogilvie stated there have been several studies on high crash corridors); and the suggestion to ask the MPO to send a letter to Mayor Castor expressing their desire for immediate action on Bayshore Blvd. by reducing the speed limit to 25 mph, installing raised crosswalks, etc. It was also suggested to write the Mayor a letter requesting immediate action on all roadways, without specifying improvements.

Ms. Ogilvie stated a speed study presentation to the MPO Committees is scheduled for February or March.

Chair Forbes suggested adding Bayshore Blvd. as an agenda item in February.

Discussions continued regarding the request for a study on the frequency of bicycle lane maintenance; a request for a list of areawide studies; and a request to ask Stephen Benson if the City of Tampa has a road maintenance schedule. After several flat bicycle tires, Mr. Forbes learned the City has a contracted vendor and streets are cleaned approximately every 54 days. Mr. Johnson added street cleaners work best on curbed roadways and the majority of the bicycle lanes in Hillsborough County aren’t on curbed roadways.

**Motion:** Request a study be conducted on the maintenance plans, equipment and facilities (flexible delineators, rumble strips, etc.) and schedule for street cleaning for Hillsborough County (inclusive of municipalities), to include presentations from Hillsborough County and the City of Tampa street maintenance departments (Forbes – Marsh). The motion passed unanimously.
VI. OLD AND NEW BUSINESS

A. Announcement: Gasparilla Children’s Bike Rodeo – January 18th, 11 AM – 1PM.
If you would like to volunteer, please arrive by 10:00 a.m. at the intersection of Bayshore and Rome.

Chair Forbes shared that the League of Cycling Instructors and Pedal Power Promoters recently recognized the City of Tampa is the second in the Country with the number of bicycle friendly businesses. Fort Collins (CO) is first and the City of St. Petersburg is in the top five. Tampa International Airport has been recognized as a bicycle friendly business with 13,000 employees. Mr. Mosher discussed the criteria for being a bicycle friendly business and stated there are 59 bicycle friendly businesses in the City of Tampa.

Mr. Mosher distributed flyers for two events. The first is the Tampa Bay Bike Challenge on March 1 – 31. Register at lovetoride.net/tampabay. The second event is “iCan Bike” Camp on June 15 - 19 is for people with disabilities. There is a need for both riders and volunteers and this event is hosted at the University Area Community Center. He also announced that Thursday, February 27th, is USF Transportation Day and the new President will join the group for a bicycle ride. March 27th is the Temple Terrace Bike with the Mayor event. Please mark your calendar for these events.

The Hillsborough County Greenways Committee meeting is January 27th from 5:30 – 7:30 p.m. in the Multi-purpose Room on the 1st floor of the County Center. Ms. Thompson was elected Chair and is trying to increase membership. There are currently two vacancies.

Mr. Ranck asked Ms. Ogilvie what the process is to add a priority project to the agenda for the MPO Chairs Coordinating Committee (CCC). He would like to add the SouthCoast Greenway as a regional facility. Ms. Ogilvie stated the Greenways and Trails Master Group would need to communicate their request to BPAC and Mr. Reynolds will take it to the CCC meeting in February.

The Tri-County BPAC meeting is January 29th, at 6:00 p.m., and Mr. Reynolds will send out an agenda when he returns to work.

Ms. Miller asked what the Garden Steps project is? Ms. Ogilvie stated it is part of the Healthiest Cities and Counties Challenge. The Hillsborough MPO was a runner up. On January 28th, in the Multi-purpose room on the 1st floor of the County Center, she will be unveiling the three-year pilot project, which will include three new community gardens. An announcement is going out soon and more information can be found on the Plan Hillsborough website.

VII. ADJOURNMENT

There being no further business, the meeting was adjourned at 7:11 p.m.
Board & Committee Agenda Item

Agenda Item
Garden Steps Action Plan

Presenter
Michele Ogilvie, MPO Staff

Summary
The Aetna Foundation, the American Public Health Association (APHA) and the National Association of Counties (NACo) launched the Healthiest Cities & Counties Challenge (the Challenge) in 2016. The purpose of the Challenge is to support cities and counties to build multi-sectoral collaborations and develop evidence-based strategies promoting health, equity and social interaction. Garden Steps was selected as one (1) of 50 cities and counties from across the country to compete for a grand prize recognizing achievements in improving community health. In 2019, the Challenge named The Hillsborough Metropolitan Planning Organization's (MPO) was selected as a first runner up in the Healthiest Cities and Counties Challenge with an award of $50,000.

The MPO was supported greatly by the Coalition of Community Gardens, City of Tampa Economic Development Department, City of Tampa Transportation Department, City of Tampa Parks Department, Florida Department of Health, Hillsborough, Hillsborough Area Regional Transit (HART) and residents of city of Tampa.

Garden Steps created the Hillsborough Health Atlas, a web based public tool to help communities evaluate the interconnectivity of Health, Environment, Transportation, Food access and Emergency Preparedness. The Atlas shows high rates of Diabetes, Obesity, Asthma, lack of leisure time activity and poor physical and mental health in food deserts. The Atlas also provides transportation data such as sidewalk coverage, bus routes and crashes of bicyclists and pedestrians; neighborhood socioeconomic data can also be displayed and overlaid with information on heat indexes and other risk factors.

The Garden Steps Action Plan is based on the community values, data and Goals identified through the Healthiest Cities and Counties Challenge.

Recommended Action
Support the Garden Steps Action Plan

Prepared By
Michele Ogilvie, MPO staff

Attachments
DRAFT Garden Steps Plan
GARDEN STEPS ACTION PLAN: 2020 - 2023

INTRODUCTION

The Aetna Foundation, the American Public Health Association (APHA) and the National Association of Counties (NACo) launched the Healthiest Cities & Counties Challenge (the Challenge) in 2016. The purpose of the Challenge is to support U.S. cities and counties in their efforts to build multi-sectoral collaborations and develop evidence-based strategies promoting health, equity and social interaction. Garden Steps was selected as one of 50 proposals from across the country to compete for a grand prize recognizing achievements in improving community health. In 2019, the Challenge named Garden Steps as a first runner up in the Healthiest Cities and Counties Challenge with an award of $50,000.

BACKGROUND

Garden Steps Initiative seeks to create community gardens with easy pedestrian and bicycle access in identified food deserts. The goal is to improve health equity and population health by increasing easy access to fresh fruits and vegetables. Garden Steps is accomplishing this goal:

- To encourage the sustainability and formation of Community Garden, the Garden Steps team sponsored the first annual Grow Community Gardens – Tampa Bay Conference with 120 attendees participating.
- Garden Steps installed 2 Pop up Gardens with the strong capacity of community volunteers.
- Working with the City of Tampa Transportation Department, a Pedestrian Wayfinding pilot project to a Community Garden was completed.
- Addressing population health, Garden Steps has hosted two Vegetable Cooking & Tasting Sessions for seniors who are learning to manage Diabetes. A new partnership with Senior Connections offered an opportunity to assist in the support of better outcomes in the health and wellness of older adults.
- Garden Steps has collected data on food deserts, chronic health conditions, transportation facilities and related indicators creating the Hillsborough County Health Atlas, a public tool which currently features over 65 health indicators.
- The Garden Steps Health Initiative proposed a model approach to improving health equity through presentations at events such as the Community Indicators Consortium 2017 Impact Summit, the Florida Brownfields Conference and the 2018 National Conference on Equitable Development.
• A Health in All Policies resolution demonstrating the relationship between the MPO’s regional, short- and long-term transportation plans with the Department of Health’s priorities in addressing health equity has been created.
• Garden Steps has used annual community events such as the Neighborhoods Conference and Clean Air Fair to encourage and educate on the benefits of community gardens.
• Partnering with our transit partner, Garden Steps created an education poster on the value of community gardening that is on display at all transfer stations and at stops along our bus transit way.
• Garden Steps has established a web page sharing information on how to begin a garden at: http://www.planhillsborough.org/gardens/.
• Attended 15 neighborhood and community group meetings to consult and collaborate.

PARTNERS

The MPO was supported greatly by the Coalition of Community Gardens, City of Tampa Economic Development Department, City of Tampa Transportation Department, City of Tampa Parks Department, Florida Department of Health, Hillsborough, Hillsborough Area Regional Transit (HART), residents of city of Tampa.

VALUES

The values that reflect the principles of Garden Steps are:

1. **Health Equity**: GARDEN STEPS is committed to the reduction of health disparities; particularly those populations who do not have safe and equal access to nutritional food; including all residents with all levels of ability, from all backgrounds.
2. **Sustainability**: GARDEN STEPS is committed to a lasting impact.
3. **Education**: GARDEN STEPS is committed to educating people on how they can support, encourage and engage in healthy behavior.
4. **Community Engagement**: GARDEN STEPS recognizes that community engagement is empowering and increases the likelihood of cooperation, ownership and success.
5. **Data Driven**: GARDEN STEPS is committed to using data collection and analysis to guide decision making and improve health outcomes.
DATA DRIVEN

A. Early on, the Steering Committee for Garden Steps asked that we understand what the health of our community is. This led to the creation of the Hillsborough Health Atlas, a web-based public tool to help communities evaluate the interconnectivity of Health, Environment, Transportation, Food Access, and Emergency Preparedness. We have learned that many residents in food deserts face high rates of Diabetes, Obesity, Asthma, lack of leisure time activity and poor physical and mental health. The Atlas also provides inclusive transportation data such as sidewalk coverage, bus routes and crashes of bicyclists and pedestrians; neighborhood socioeconomic data can also be displayed and overlaid with information on heat index and other risk factors.

B. Working with community partner Senior Connections, Garden Steps provided cooking demonstrations and taste-tests of fresh vegetables at 2 senior centers where 35 participants are learning Diabetes Self-Management. The Project Manager shared the participants comments- "Beets can be tasty prepared as we were shown. Cauliflower also." "Helpful to learn the manner that vegetables were prepared." We were encouraged by the Project Manager’s comment to us as well: “Continue to share your love of gardening and growing fresh vegetables in our community. You are making a difference!”

GOALS

Goal 1: Expand access to Community Gardens in an identified Food Desert
   • Design, build, and maintain new gardens
   • Build New Partnerships (Network to End Hunger, Office of Sustainability, IFAS, Hillsborough County)
   Responsible Partner(s): Coalition of Community Gardens, City of Tampa, MPO

Goal 2: Engage and Educate
   • Preparing and holding educational and outreach events to include veggie tasting and cooking opportunities
   • Develop and engage programming for seniors, teens and children
   Responsible Partner(s): Coalition of Community Gardens, City of Tampa and Middleton High School

Goal 3: Update Data
   • Continue to update the Health Atlas
   • Expand the Health Atlas to include all of Hillsborough County
Responsible Partner(s): Plan Hillsborough

Goal 4: Support People Focused Infrastructure
- Support the development of the Green ARtery trail system
- Continue to coordinate and partner with HART

Responsible Partner(s): MPO and City of Tampa

BUDGET FOR THREE YEAR PILOT PROJECT

<table>
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<tr>
<th>REVENUE</th>
<th>$50,000</th>
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<td>EXPENSES</td>
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Year 1

<table>
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<th>Task 1: Create 2 New Gardens for the intention of addressing food desert</th>
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<tr>
<td>Task 2: Create Community Education</td>
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<tr>
<td>Veggie tasting</td>
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<tr>
<td>Community Programming for children, teens and seniors</td>
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<td>Task 3: Create Front Yard Veggie Gardens for the intention of addressing food desert</td>
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<td>Task 4: Continue Health Atlas update</td>
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<td>Plan Hillsborough</td>
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<td>Task 5: Human transportation Infrastructure for the intention of safe access and healthy activity</td>
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<tr>
<td>Tampa</td>
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<td>Task 6: Create Record of accomplishments</td>
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TOTAL $15,000

Year 2

| Task 1: Continue to Maintain gardens |
| Task 2: Continue Community Education |
| Task 3: Continue Front Yard Veggie Gardens |
| Task 4: Continue Health Atlas update |
| Plan Hillsborough |
| Task 5: Human transportation Infrastructure for the intention of safe access and healthy activity |
| Tampa |
| Task 6: Record accomplishments |

TOTAL $10,000

Year 3

| Task 1: Continue to maintain gardens |
| Task 2: Continue Community Education |
| Task 3: Continue Front Yard Veggie Gardens |
| Task 4: Continue Health Atlas update |
| Plan Hillsborough |
| Task 5: Human transportation Infrastructure for the intention of safe access and healthy activity |
Task 6: Complete recording of accomplishments and report back to Aetna

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<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tr>
<td>TOTAL</td>
<td>$10,000</td>
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<tr>
<td>ONE TIME CONTRIBUTION TO COALITION OF COMMUNITY GARDENS</td>
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**KEY MESSAGE:**
The interconnectedness of transportation’s impact on economic development is huge. It is anticipated that the future successful economy is one that leverages active, safe transportation systems to attract and retain a skillful labor force. The Community Garden can connect generations, neighbors and families; reduce transportation costs for food; provide a space and tool for people to share work and build new social and economic capital.
Board & Committee Agenda Item

**Agenda Item**
Induced Demand Briefing

**Presenter**
Alvaro Gabaldon, USF MPO Fellow

**Summary**
Induced Demand is an economic term referring to the increase of demand for a good as a result of an increase of supply for that good. This term is popularly applied to transportation in discussions around the effects of widening roads or increasing road capacity. There are many challenges to empirically observe and isolate this phenomenon’s presence in transportation. The papers reviewed in this briefing are among the seminal studies on this topic and can provide context to a term that has become somewhat misappropriated in its application to transportation and discussions around congestion relief.

A key takeaway is that transportation can be thought of as a market where travelers predominantly make cost-based decisions. This requires an understanding of the total cost of traveling which implicates land use, housing, and employment, among other factors, that can drive demand for certain transportation within a certain area.

**Recommended Action**
None – informational briefing

**Prepared By**
Alvaro Gabaldon, USF MPO Fellow

**Attachments**
Presentation Slides
Board & Committee Agenda Item

**Agenda Item**
Tampa Arterial Bus Rapid Transit (BRT) Study

**Presenter**
HART Representative

**Summary**

In mid-2019, HART kicked off the Tampa Arterial BRT Study to look at opportunities to implement BRT between USF and Downtown, including revisiting previously proposed routes.

Two of HART’s busiest and most popular local bus routes are Route 1, located on Florida Avenue, and the MetroRapid on Nebraska Avenue. These routes, along with other local routes that connect Downtown Tampa and the USF Tampa Campus, are the focus of HART’s Tampa Arterial BRT Study.

The study’s primary goal is to identify a corridor, using some combination of Florida, Nebraska, and/or Fowler avenues, to connect Downtown Tampa to the USF Tampa Campus. This corridor will be able to provide a dedicated transit lane for a majority (at least 50%) of its length to ensure reliable bus travel times. The study focuses on how the proposed new bus service can best meet the needs of existing bus riders, as well as those who may not have chosen to use this form of transportation before.

**Recommended Action**
None; for information

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
Tampa Arterial BRT Study Factsheet
4-Minute Video of December Public Workshop
Tampa Arterial BRT Study

Two of HART’s busiest and most popular local bus routes are Route 1 located on Florida Avenue and the MetroRapid on Nebraska Avenue. These routes, along with other local routes in this area that connect Downtown Tampa and the USF Tampa Campus, are the focus of HART’s Tampa Arterial Bus Rapid Transit (BRT) Study.

The study’s primary goal is to identify a corridor, using some combination of Florida, Nebraska, and/or Fowler avenues, to connect Downtown Tampa to the USF Tampa Campus. This corridor will be able to provide a dedicated transit lane for a majority (at least 50%) of its length to ensure reliable bus travel times. The study will focus on how the proposed new bus service can best meet the needs of existing bus riders, as well as those who may not have chosen to use this form of transportation before.

This study has three main objectives:

1. Improve safety and transit operating conditions for bus routes on Florida, Nebraska and/or Fowler avenues between USF and Downtown Tampa.

2. Improve connectivity for east-west routes that cross the USF to Downtown Tampa corridor.

3. Improve local transit access on Florida, Nebraska and/or Florida avenues for communities between USF and Downtown Tampa, including bicycle and pedestrian connectivity and signalized crossing improvements, throughout the area for eventual connection to potential premium transit alignments.
Board & Committee Agenda Item

**Agenda Item**
Tampa Streetcar Modernization & Extension Study

**Presenter**
Milton Martinez, City of Tampa

**Summary**

The TECO Line Streetcar System was constructed in 2002 as a joint project of HART and the City of Tampa, to connect historic Ybor City with the Channel District and southern edge of Downtown Tampa. In 2010, the line was extended north along Franklin Street to its current terminus at Whiting Street, adjacent to the Fort Brooke Parking Garage. The system was originally designed and constructed as a heritage system, using replica vehicles based on the historic streetcar system of the early 20th century. The historic streetcar was seen by many as a tourist attraction rather than a viable public transit option. The City’s InVision Tampa Center City Plan (2010) recognized the need for better public transit options in the urban core and identified extending and expanding the streetcar operations as a potential solution to address this need.

In 2013, the Hillsborough MPO & Tampa Downtown Partnership examined that idea further with the [Transit Assets and Opportunities Study](#), and HART followed up in 2014 with the Tampa Historic Streetcar Extension Study. Both studies recommended moving forward to implement a project. In 2016, the City of Tampa, in partnership with HART and FDOT, began a more detailed feasibility assessment. Extension options considered providing new service to North Hyde Park, Tampa Heights, and completing a loop back into Ybor City. Potential ridership, environmental impacts and community and economic impacts were evaluated. Several alignments were evaluated based on cost, benefit, and feasibility. The study also provided recommendations for new technology by replacing the replica cars with modern streetcar vehicles.

In 2017, the feasibility assessment concluded that the preferred route for extension would be northward from the current terminus at Whiting Street, using the Florida Avenue/Tampa Street one-way couplet up to Palm Avenue in Tampa Heights. This extension would more directly serve the central business district and also establish new service in Tampa Heights, an area of the city with established residential development and significant redevelopment opportunity.

In 2018, the Federal Transit Administration approved the Streetcar Extension & Modernization Project to enter the Project Development phase of the Small Starts grant program, a part of FTA’s Capital Investment Grant (CIG) program. Since that time, the City of Tampa has been working towards finalizing the selection of a preferred route, completing the environmental impact review process, integrating the project into the
MPO Long Range Transportation Plan, and completing other activities to provide FTA sufficient information for its evaluation of the project.

The purpose of this presentation is to provide an update to the MPO Board on the status of the project. The project is an adopted priority of the MPO Board, part of the Transportation Improvement Program Candidates for New Funding.

**Recommended Action**
None; for information

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
[Project webpage](#)
Board & Committee Agenda Item

Agenda Item
Speed Management Study Update

Presenter
Gena Torres, MPO Staff or Paula Flores, GPI

Summary
With the concerning numbers of people hurt and killed on roadways in Hillsborough County, several approaches will be needed to see a reduction in injuries and deaths. 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. Stakeholder meetings have been held to help guide how to prioritize and treat roads where excessive speed was a factor in the crash history. An update will be given on the methodology used, the identification of corridors that would benefit from speed reduction, and recommended treatments to reduce a driver’s tendency to speed.

Recommended Action
None. For information only.

Prepared By
Gena Torres

Attachments
None.
Board & Committee Agenda Item

Agenda Item
Bike Friendly Business Update

Presenter
Christine Acosta, Pedal Power Promoters/ Walk Bike Tampa

Summary
Bike friendly businesses are defined by the facilities they provide for both customers and employees. In addition to having safe facilities for bike parking, facilities for employees who bike to work to shower can be necessary in some industries. Additionally, repair facilities and access to a safe bike network can be critical to encourage patrons and employees to consider bicycling to a business.

In 2015, the Tampa Downtown Partnership contracted with Pedal Power Promoters to create a Bicycle Friendly Business (BFB) program in Tampa. The program now ranks in the top 5 nationally and is spreading throughout the Tampa Bay region. The League of American Bicyclists created this opportunity for businesses as part of its mission to create a Bicycle Friendly America. Applicants must demonstrate and document support of bicycling as a mode of transportation for their employees, customers, and the community at large. Standard transportation E’s are used in the League’s more-than-100-question application: Education, Engineering, Encouragement, and Evaluation. Christine Acosta, Founder of Pedal Power Promoters, has been recognized nationally for her BFB and advocacy work.

Recommended Action
None, for information only.

Prepared By
Wade Reynolds, MPO Staff

Attachments
None.
Hillsborough MPO
Metropolitan Planning for Transportation

Board & Committee Agenda Item

**Agenda Item**
2019 BPAC Attendance Review & Declaration of Vacant Seats

**Presenter**
Michele Ogilvie, MPO staff

**Summary**

The MPO By-Laws require that “at a minimum, committee member attendance will be reviewed annually.” The MPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. Members who have exceeded three absences are contacted to determine their intentions regarding committee membership.

If a seat has been unoccupied for an extended period, then the committee may declare it vacant so that it will not be counted in determining a quorum. (However, if the appointing entity appoints someone to fill the vacancy in the future, then the seat will be considered filled and count towards a quorum.)

**Recommended Action**
As deemed appropriate by the committee.

**Prepared By**
Gena Torres

**Attachments**
2019 Attendance Report
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MPO Board Meeting of Tuesday, January 7, 2020

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 on the 26th Floor Conference Rooms A & B.

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Ken Hagan, Charles Klug, Councilman Citro, Councilman Viera, Councilman Guido Maniscalco, Mayor Mel Jurado, Michael Maurino, Commissioner Kimberly Overman, Janet Scherberger, Commissioner Mariella Smith, and Joe Waggoner.

The following members were absent: Cindy Stuart, Mayor Lott and David Mechanik.

A quorum was met.

APPROVAL OF MINUTES – December 3, 2019

Chairman Miller sought a motion to approve the December 3, 2019 minutes. Commissioner Kemp so moved; it was seconded by Commissioner Overman and adopted.

PUBLIC COMMENT

There were no public comments.

COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chair, presented an update for the CAC and TAC Joint meeting on December 16th. Under action items, both committees reviewed and forwarded to the MPO Board the Hillsborough Greenway and Trails Plan Update. Both committees heard status reports on the Agency Project Plans for 2020 for Transportation Surtax; Fletcher Avenue Complete Street; Government in the Sunshine and Public Records Refresher and Robert's Rules of Order.

Gena Torres, MPO Staff, gave a brief report on the action items of the other committees. The BPAC and LRC committees approved the changes to the Greenways and Trails Plan maps, for action on your agenda today. The Transportation Disadvantaged Coordinating Board elected its officers for 2020, re-electing Gloria Mills as Vice Chair and Craig Forsell as Officer At Large. Other presentations to committees included agency project plans for 2020 using the Transportation Surtax; Fletcher Avenue Complete Street Before and After; Government in the Sunshine and public records refresher; Robert’s Rules of Order; and Smart Cities Alliance. The Transportation Disadvantaged Legislative Awareness Day will be held on February 11 in Tallahassee, and the annual Legislative Message is included as an addendum in your packet. The
MPO Chairs Coordinating Committee approved and forwarded to the MPO Board the 2020 CCC Interlocal Agreement and Operating Procedures, which is on your agenda for action today, as well as the Regional Transportation Priorities Update, adding support for HART to negotiate with CSX. The CCC heard status reports on the Florida Transportation Plan, Regional Transit Development Plan and Tampa Bay TMA Leadership Group Update.

We received emails from Mike Lamarca who is concerned with the lack of maintenance in bicycle lanes, citing both Bayshore Blvd and US 41. Lena Young Green encourages our continued efforts in safe route connections between schools, after-school activities, and community gardens. She also requested regular presentations on Vision Zero to Dowdell Middle School in Palm River. Emails were exchanged with a teacher at Wharton H.S. and the County Public Works Department about a sidewalk in front of a school, that contractors had closed while working on Bruce B Downs. County staff were quick to respond and alert the contractors that the sidewalk needed to remain open during and after school. Peter Hsu from District 7 shared his appreciation of the ClearGuide data portal to include a crash prediction model. We received no Facebook posts.

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

**ACTION ITEMS**

**A. Tampa-Hillsborough Greenways and Trails Plan Update**

Gena Torres presented the Greenways Master Plan Update, showing maps of the changes. There were proposed changes to Harney Road, Flatwoods Park, US 41 at Alafia River, US 301 at Manatee County Connection, SR 674 Addition, Van Dyke Road Addition, Memorial Highway, and the Gandy and Howard Frankland Bridges. Ms. Torres requested approval of the changes to the Tampa-Hillsborough Greenways and Trails Master Plan maps. Commissioner Overman questioned if there was a connection on the Memorial Highway map, and Ms. Torres clarified that there is.

Chairman Miller sought a motion to approve the changes to the Tampa-Hillsborough Greenways and Trails Master Plan Map. Commissioner Overman so moved; it was seconded by Commissioner Smith and adopted.

**B. Updates to the Interlocal Agreement for the MPO Chairs Coordinating Committee**

Beth Alden, MPO Director, reviewed the changes to the interlocal agreement for the MPO Chairs Coordinating Committee. This was presented last month. There was one minor correction since then, to delete reference to the Withlacoochee Regional Planning Council which no longer exists. With this correction, we are bringing the updated interlocal agreement to the board for approval. The scope of the changes reflect that TBARTA now serves a smaller geographic area and focuses specifically on transit. The role of the MPOs now is to take the lead in coordinating regional multimodal transportation planning and priorities. The changes to the agreement also establish the TMA Leadership Group as a sub committee of the Chairs Coordinating Committee, and document some of the operating procedures for the TMA Leadership Group such as electing an annual chair.

Chairman Miller sought a motion to approve the updates to the Interlocal Agreement for the MPO Chairs Coordinating Committee. Commissioner Overman so moved; it was seconded by Commissioner Kemp and adopted.
STATUS REPORT

A. Healthy Mobility Model

Michele Ogilvie, MPO Staff, gave context to the next presentation, stating that one year ago on January 8, 2019 the MPO Board adopted a Health in All Policies Resolution, supporting and acknowledging the power of complete streets. Since then, the MPO Board was recognized by the Healthiest City and County Challenge for the work done enhancing human health by creating a health atlas and supporting active transportation and healthy food connections in the Garden Steps project. Ms. Ogilvie introduced Curtis Ostrodka, to expand the possibilities and utility of data in a Health in All Policies approach.

Curtis Ostrodka with VHB presented research conducted over the past two years that would be supportive of Health in All Policies Resolution. Every good transportation project starts with a purpose and need statement. They developed a model which they hope to analyze land use, urban design and health and mobility factors all together to better understand the effects on community health. We can use this model to establish a baseline for measurement over time so this can be very useful for long range planning. Where health data is not available their model is good for forecasting outcomes, identifying and prioritizing improvements that can contribute to better community health, and can leverage big data and applied technology into a scalable model that is transferrable. The healthy mobility model inputs include the US Census Data, the Centers for Disease Control and Prevention 500 Cities Data, and planning data.

Keith Smith with VHB discussed two tiers of analysis. The first tier is risk assessment. The statistical testing allowed for the entire state to be analyzed. This process allows the Healthy Mobility Model to be used where health data is not available countywide. The Healthy Mobility model estimates the percent of population affected by each of the 6 health criteria and establishes an output Health Rise Score. The second tier is community health strategies. After risk is identified, there are recommended solutions to improve community health.

Commissioner Kemp commented about the difficulty to get data. Commissioner Overman pointed out we have a lot of data and inquired if they have access to this data.

B. Transit Major Projects: Next Steps

Sarah McKinley, MPO Staff, introduced the next steps for fixed guideway transit. There are three projects that have the potential to seek federal transit capital investment grants. The purpose of the presentation and discussion is to build the consensus of the board to what we would like to bring to the region for support. The Tampa Streetcar Extension could seek these grants at early as this year. The BRT and RRT could seek grants as early as 2021.

Milton Martinez, City of Tampa, introduced the Tampa Streetcar Modernization and Extension Study. He explained this study was made possible with a FDOT grant. The intent is to make the Streetcar system a more viable means of transportation for visitors, residents and employees of the area.

Steve Schukraft, Project Manager for HDR, who is the main consultant for the project, presented the streetcar project update. The project goals are to modernize and extend the existing system, improve access across the core of the City, connect cultural and entertainment destinations, educational institutions and urban neighborhoods, deliver first/last mile connectivity, and set the stage for future extensions. The project team consists of the City of Tampa, FDOT and HART. The FDOT grant has increased ridership. The first years they improved frequency, extended service hours and free fares. The project development is underway with completion scheduled for Spring 2020. Spring 2020, thirty percent of the design will be initiated, and FTA Small Starts program ratings will be submitted August 2020. There have been 5 large scale public workshops and extensive stakeholder outreach events. As part of the coordination, they have
worked closely with the related projects such as the Heights Mobility Study, North-South BRT, Regional Rapid Transit, Intermodal Center Study and Virgin/Brightline Tampa Extension. During project development they looked at how to deliver high quality and accessible service, maximize travel time reliability and minimize impacts. The modernization of the streetcar would be to introduce modern vehicles, reconstruct tight turns, improve stops for level boarding, expand the streetcar barn and upgrade traction power. The system extension would be north on Florida Avenue, turn west on Palm Avenue, south on Tampa Street and east on Whiting. The extension overview is a 1.3 mile extension in exclusive guideway except northern portions of Florida Avenue and the southern two blocks of Tampa Street, and also includes right side stops on islands and sidewalks. The evaluation of the modern streetcar showed it has larger capacity, ease of accessibility and longer service life of the vehicle. The typical stops would be on an island and three sidewalk stops require right-of-way. All platforms are on the right side of the vehicle to allow stops to be shared with buses. The project costs include $104,684 for modernization and $132,331 for the extension. The system operations and maintenance will be eight million a year. The preliminary funding plan is $100,000 from the FTA Capital Investment Grant (CIG) Small Starts program, $68,508 from the FDOT New Starts program, and $68,508 in local and other funding sources. The project development and design would start Spring 2020; Small Starts rating submittal and design and engineering continue Summer 2020; full funding grant agreement 2022-2023; construction and vehicle procurement 2022-24; and start of service 2024-25.

Commissioner Overman verified we would need $100 million from FTA in 2021. Commissioner Kemp inquired who would pay the 8 million a year to operate. Commissioner Kemp is concerned about the streetcar crossing the CSX tracks. Mr. Waggoner asked if the 8 million a year in operations includes system preservation.

Justin Willits, Senior Planner with HART, presented the Tampa Arterial Bus Rapid Transit (BRT) Study. The purpose is to identify a corridor, using a combination of Florida, Nebraska and/or Fowler Avenues, to connect Downtown Tampa to USF Tampa Campus. The goals of this project are to improve safety and transit operating conditions and connectivity for east-west routes. Also, to improve local transit access for communities between USF and downtown Tampa, including bicycle and pedestrian connectivity and signalized crossing improvements. They have identified transit needs which are: expand transit options for new and existing riders; better connectivity between USF and downtown Tampa; and premium transit service to support the City of Tampa’s plans for denser redevelopment and long-term economic growth. They held a preliminary public workshop in December and are getting ready for the “recommended alternative” public workshop in February. Phase 2 would begin in April 2020. They coordinated with the Heights Mobility Study, Tampa Streetcar Extension, Regional Rapid Transit, Fowler Avenue Multimodal Corridor Study, University Area Intermodal Center Study, Downtown Intermodal Center Study and US 41 improvements. The Heights Mobility Study is consistent with concepts that propose a Business Access Transit lane or mixed traffic north of Violet Street; lane reduction and transit lane south of Violet Street; and nonmotorized enhancements. There were seventeen alternatives identified, and then the study went through a two-phase screening process. The alternatives mainly looked at different roads the BRT route could use to get from Florida Ave to Nebraska Ave. The highest scoring potential routes were Palm Avenue, Waters Avenue and Linebaugh Avenue. They removed Palm Avenue due to the overlap with MetroRapid North/South. The CEO and staff reviewed and agreed that Linebaugh Avenue made the most sense for potential future land use and operations. The Linebaugh Avenue option resulted in a 66% dedicated guideway for the BRT, and the benefits are a higher opportunity for infill and redevelopment, higher existing transit and land use and greater potential for transit travel time savings. HART’s long-term preference is to remain on Florida Avenue to Fowler Avenue. Key issues to be addressed are land uses at the north end of Florida Avenue and at the intersection with Fowler Avenue, ability to provide a dedicated lane under I-275 and efficiency of connectivity with a potential University Area Intermodal Center. The next steps for the project include a public outreach survey, identify supporting transit and nonmotorized projects, develop project prioritization approach for supporting projects, develop recommended alternative and implementation plan, hold the next public workshop in late February 2020, HART Board decision in March/April 2020 and then begin Phase 2.
Councilman Viera will have his office reach out regarding support from the Forest Hills, USF and Copeland Park areas. Commissioner Overman confirmed the date for applying for Small Starts is 2022 and the goal is to bypass Palm Avenue due to the fact the streetcar is turning around there. Mayor Jurado would like citizen input from the Temple Terrace area. Commissioner Kemp questioned the Fowler Avenue schedule from FDOT. Ms. Scherberger wanted to clarification on how the BRT and Streetcar connect to the Regional Rapid Transit. Mr. Maurino questioned will they get new ridership.

Brian Pessaro who is the Principal Planner with TBARTA and is the staff project manager for the Regional Rapid Transit (RRT) study is here with Scott Pringle from WSP, who is the consultant for this project. They are there to present the Regional Rapid Transit Study. The Regional Rapid Transit was identified in the Regional Transit feasibility study and this plan was adopted in 2018. The primary purpose is to provide all-day modern mobility that provides quick, safe, reliable, frequent, and regional rapid service. The study began in Spring 2019 and hope to have it wrapped up in Summer 2021. The study has five major milestones. Milestone one involved the number of station areas and amount of dedicated lanes. Milestone 2 will begin in May working towards 10 percent design to define alignment and station types. During this milestone they will narrow down the alternatives to one recommended milestone and request entry into project development. Once FTA gives permission to enter into project development phase and then they will begin work on environmental analysis. At Milestone 3 Fall/Winter 2020, the environmental analysis will be mostly complete and then they can label the preferred local alternative. Milestone 4 in Spring 2021 will be the completion of the 30 percent design and request a decision from FTA on the environmental analysis. In the summer of 2021 they will be at Milestone 5 and then send the application to FTA for a project rating. This will determine if they will be a new start or small start project. If a new start, FTA will have to rate the project again. This study involves 13 station areas to move forward. Mr. Pessaro showed a map with the route overlay of RRT, HART BRT and the streetcar extension. He reviewed the BRT Terms Florida Bus-on-Shoulder, FTA Business Access and Transit Lane and FTA Freeway (Dedicated) BRT. The baseline and no build involve no investment and this is not eligible under the FTA Capital Investment Grant Program. The only difference between Alternative 1 and no build you do have station investment and is not eligible for new start but possible small starts if the project cost is less than $300 million and less than $100 million in CIG funds. Alternative 2 recommended by the Regional Transit feasibility plan and there are 60% dedicated bus lanes. Alternative 3 is the same as Alternative 2 except this includes freeway BRT lanes on 275 North of Bearss Avenue and 80% dedicated lanes. Alternative 4 is the same as Alternative 2 except 85% of the dedicated lanes includes the Howard Frankland Bridge. Alternative 5 is 100% dedicated.

Commissioner Overman inquired about Alternative 2 stopping in Seminole Heights and how will the FTA application in 2021 involve the identification of local match from what agencies? Ms. Scherberger followed up on her question about HART BRT Nebraska and Fowler and if there are opportunities to join forces for cost savings. Commissioner Kemp commented that there is no money to support this system and our sales tax will fund this system. The Public Hearing for the preferred alternative will be the end of February.

**Executive Director’s Report**

A Board Workshop on priorities for the Transportation Improvement Program will be on March 24th. We are celebrating an active year in 2019, with successes and highlights in the new wall calendar for 2020.

**OLD & NEW BUSINESS**

There was no old or new business.

**ADJOURNMENT**

The meeting adjourned at 10:47 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on January 15
The CAC held its annual election of officers. Bill Roberts and Rick Fernandez were re-elected as Chairman and Vice Chairman, respectively. Steven Hollenkamp was elected as Officer-at-Large. The CAC also reviewed attendance for 2019; no seats were declared vacant.

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

✓ 2020 Safety Performance Targets, with a request to also calculate the crash rates per capita.

✓ Environmentally Sensitive Noise Walls White Paper, with the following recommendations:
  o Consider mitigation of noise and speed at their origins (e.g., motorcycles and braking of large trucks) as a public health issue;
  o Adding a benefit and cost analysis of solar panels, and how they could help offset the cost of constructing and maintaining noise walls;
  o Consider impacts to the natural environment as well as the human environment.

The CAC heard a status report on the FY 21 & 22 Unified Planning Work Program Call for Projects, and will revisit this topic next month.

Meeting of the Technical Advisory Committee (TAC) on January 27
Jeff Sims, Chair, and Mike Williams, Vice Chair were reelected to serve in 2020. Tony Garcia was elected as Officer-at-Large.

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

✓ Environmentally Friendly Noise Walls – White Paper
✓ 2020 Safety Performance Targets

The TAC heard a status report on the FY 21 & 22 Unified Planning Work Program Call for Projects.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on January 15:
Johnathan Forbes, Chair, and Jim Shirk, Vice Chair, were reelected to serve in 2020.

Under Action items, BPAC approved and forwarded to the MPO Board:
✓ Environmentally Sensitive Noise Walls White Paper

BPAC heard a status report on the FY 21 & 22 Unified Planning Work Program Call for Projects.
Meeting of the Livable Roadways Advisory Committee (LRC) on January 22

David Hey, Vice Chair and Cathy Coyle, Officer-at-Large were reelected to serve in 2020.

The LRC approved and forwarded to the MPO Board:

- 2020 Safety Performance Targets
- Environmentally Sensitive Noise Walls White Paper – the Committee strongly encouraged the formation of the proposed Noise Wall Working Group, and agreed to volunteer participation with the working group.

The LRC heard status reports on Robert’s Rules of Order and on the FY 21 & 22 Unified Planning Work Program Call for Projects, and will revisit that topic next month.

Meeting of the Intelligent Transportation Systems Committee (ITS) on January 9

Brandon Campbell, City of Tampa, was elected as Chair; Brian Gentry, Hillsborough County, as Vice-Chair; and Jeff Sims, Environmental Protection Commission, as Officer at Large. HART is seeking a replacement for Shannon Haney, who previously served as the primary appointee to the ITS Committee. Until a replacement is found, Chris Cochran will serve as primary and Justin Willits will serve as alternate.

Under status reports, the ITS committee:

- Dedicated its meeting to host a workshop discussing the recently launched ClearGuide data and analytics platform;
- Committee members discussed data governance principles, identified additional datasets to add, analytical capabilities, and next steps.
Non-Discrimination

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Alex Henry, Public Involvement Coordinator, at (813) 975-6405 or alex.henry@dot.state.fl.us at least seven (7) days in advance of each hearing session date.

En Español

Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este proyecto, póngase en contacto con el señor Manuel Flores al teléfono (813) 975-4248 o correo electrónicomanuel.flores@dot.state.fl.us

We Want Your Input!

A successful project depends on the public’s participation. Comments can be submitted: verbally during the formal portion of the hearing or to a court reporter before and after the formal portion of the hearing, as well as in written format during the hearing, by mail to the address pre-printed on the back of the enclosed comment form, or on the project website. All comments must be postmarked or emailed by Tuesday, March 12, 2020 to become part of the official public hearing record. To ask questions about the project, contact Alice Price, AICP, or Kristen Carson (Media Contact) at (813) 975-6482 or kristen.carson@dot.state.fl.us

For more information on this study, please visit the project website at: www.tampainterstatestudy.com

February 2020

Dear Property Owner and/or Interested Citizen:

You are invited to attend and participate in the Florida Department of Transportation (FDOT) District Seven public hearing regarding the Project Development and Environment (PD&E) Study for I-275 (SR 93) from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard (SR 574) and i-4 (SR 460) from I-275 (SR 93) to east of 60th Street (US 41) in Hillsborough County, Florida. This project is known as the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and involves improvements to the Westshore Area Interchange (i-275/ SR 60), the downtown Tampa interchange (i-275/i-4), as well as the i-275 corridor that connects these two areas. On January 27, 2020, the Federal Highway Administration approved the Draft TIS SEIS.

This hearing allows those interested in the study the opportunity to provide comments and express views concerning the location; conceptual design; and economic, cultural, and environmental effects of the proposed project. The hearing will cover TIS Segments 1A, 2A, 2B, 3A, and 3B (also referred to as Tampa Bay Next Segments 4, 5, and 6) as displayed on the map below. The FDOT is holding this public hearing on two separate dates and locations to allow for maximum participation. The format of each hearing session and the information presented will be identical. This letter serves as notice to property owners (pursuant to Florida Statute 339.155) that all or a portion of their property is within at least 300 feet on either side of the proposed project. However, this does not mean that all properties will be directly affected.

The Study is anticipated to be completed by Fall 2020.

Tampa Interstate Study Supplemental Environmental Impact Statement Schedule

The Study is anticipated to be completed by Fall 2020.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Anticipated Completion</th>
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</thead>
<tbody>
<tr>
<td>Project Kick Off/Notice of Intent to Prepare SEIS</td>
<td>January 2017</td>
</tr>
<tr>
<td>Concept Development</td>
<td>Spring/Summer 2017</td>
</tr>
<tr>
<td>1st Public Workshop</td>
<td>October 2017</td>
</tr>
<tr>
<td>Concept Refinement</td>
<td>Winter 2017/2018</td>
</tr>
<tr>
<td>2nd Public Workshop</td>
<td>May 2019</td>
</tr>
<tr>
<td>FHWA Approves Draft SEIS/Notice of Public Availability</td>
<td>January 27, 2020</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>February 25 &amp; 27, 2020</td>
</tr>
<tr>
<td>Finalize SEIS Documents</td>
<td>Spring/Summer 2020</td>
</tr>
<tr>
<td>NEPA Complete (Final SEIS/Record of Decision)</td>
<td>Fall 2020</td>
</tr>
</tbody>
</table>

Beginning at 5:00 p.m., FDOT representatives will be available to answer questions and discuss the project. Project materials and exhibits showing the proposed improvements will be available. A PowerPoint presentation will run continuously during the open house. The formal portion of the public hearing will begin at 6:00 p.m. and will provide the opportunity for oral public comments.

A court reporter will be available to receive comments in a one-on-one setting before and after the formal portion of the hearing. You may submit written comments at the hearing, mail your written comments to the address pre-printed on the back of the enclosed comment form (also provided at the hearing), or enter them on the project website at www.tampainterstatestudy.com. All comments must be postmarked or emailed by Tuesday, March 12, 2020 to become part of the official public hearing record.

FDOT welcomes and appreciates everyone’s participation. If you have questions about the project or the hearing, please contact Alice Price, AICP, PD&E Project Manager, at (813) 975-0432 or d7-tis@dot.state.fl.us. You may also visit the project website at www.tampainterstatestudy.com.

Sincerely,

Kirk Bolgen, P.E.
Environmental Management Engineer
The Tampa Interstate Study Limits

Tampa Interstate Study Limits

Tampa Bay region interstate system was originally constructed in the early 1960s. In 1983, FDOT began to identify potential improvements to the Tampa Interstate System, which was originally constructed in the early 1960s. These improvements included potential short-term safety solutions, design changes, and long-term high-occupancy vehicle (HOV) related improvements to accommodate growing traffic volumes and address congestion. The 1983 study considered all transportation needs within the study area, including concurrent highway, rail, and/or transit improvements.

Using the 1983 study as a base, FDOT began Phase I of the Tampa Interstate Study in 1987. The purpose of the Phase I study was to produce a Master Plan to identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential HOV facilities, transit facilities, traffic management techniques, traffic surveillance and control systems. FDOT published the TIS Master Plan Report, and the Federal Highway Administration (FHWA) approved the Plan in 1989.

Following completion of the TIS Master Plan Report, FHWA, in cooperation with FDOT, began the preparation of an Environmental Impact Statement (EIS) in 1991 and the supporting documentation necessary for state and federal approvals and subsequent funding of the TIS Master Plan Report concepts. The EIS evaluated impacts associated with various alternatives, addressed agency and citizen concerns, and identified ways to minimize impacts.

FDOT approved the TIS Final Environmental Impact Statement (FEIS) in November 1996, issued the Record of Decision (ROD) in 1997, and an amended ROD in June 1999. The 1997 and the 1999 RODs are the documents that have governed the development of all improvements to I-275 and I-4 and provide a roadway system that includes general use lanes, separated express lanes in each direction, as well as a future transit corridor. The intent of the FHWA and FDOT has been to construct the 1996 TIS FEIS Long-Term Preferred Alternative as funding becomes available. Since issuance of the 1997 ROD and the amended 1999 ROD, FDOT has taken several major steps to advance the project to full implementation. The TIS has been re-evaluated several times to advance various elements of the project, many of which have been constructed, including portions of TIS Segments 1A, 2A, 3A, and 3B (see map).

In 2012, with the release of the Florida Transportation Vision for the 21st Century, FDOT initiated a master plan study which included the TIS limits to determine the feasibility of dynamically tolling the express lanes on the interstate system as the 1996 TIS FEIS did not consider tolling at the time. The Tampa Bay Express (TBE) Master Plan, completed in 2015, established a system-wide framework for implementation of dynamically-tolled express lanes on interstates within the Tampa Bay region. Realizing the community’s desire for a more collaborative and transparent conversation about transportation at the community and regional levels, FDOT reset their focus and launched Tampa Bay Next in 2017 to better engage the public and expand the consideration of improvements to include transit accommodations, bicycle and pedestrian facilities, and smart technology. FHWA published the Notice of Intent for the TIS FEIS for the 1996 TIS FEIS to address and update traffic data; consider regional growth; and evaluate changes along the corridor, supporting regional economic development goals and enhancing the quality of life for residents and visitors.

**Project History**

- **Tampa Region Interstate System**: Originally constructed in the early 1960s.
- **Phase I Study in 1987**: Identified potential improvements, including short-term safety solutions, design changes, and long-term high-occupancy vehicle (HOV) related improvements to accommodate growing traffic volumes and address congestion.
- **Master Plan Report**: Published in 1989 by FDOT and approved by FHWA.
- **Environmental Impact Statement (EIS)**: Issued by FHWA in November 1996.

**Tampa Interstate (TIS) Segments**

- **Segment 1A**: I-275 from Howard Frankland Bridge to North of Hillsborough River
- **Segment 2A**: Tampa Interchange (I-275/I-4) Operational Improvements
- **Segment 2B**: Downtown Tampa Interchange (I-275/I-4) Operational Improvements
- **Segment 3A**: I-4 from East of 22nd Street to East of 50th Street
- **Segment 3B**: Tampa Expressway (North) Operational Improvements

**Right-Of-Way Procedure**

- **Public Involvement**: Encourages community engagement through public meetings and informational materials.
- **Impact Assessment**: Identifies potential environmental and human impacts.
- **Tolling Program**: Plans to dynamically toll express lanes.

**Evaluation Matrix**

The evaluation matrix compares the potential social, economic, cultural, and environmental effects of the No Further Action Alternative and the Locally Preferred Alternative.

<table>
<thead>
<tr>
<th>TIS Segment</th>
<th>TIS Segment 1A</th>
<th>TIS Segment 2A</th>
<th>TIS Segment 2B</th>
<th>TIS Segment 3A</th>
<th>TIS Segment 3B</th>
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<tbody>
<tr>
<td>No Further Action</td>
<td>Locally Preferred Alternative</td>
<td>No Further Action</td>
<td>Locally Preferred Alternative</td>
<td>No Further Action</td>
<td>Locally Preferred Alternative</td>
</tr>
</tbody>
</table>

**Funding**

- **FDOT Tentative Five-Year Work Program (FY 2020/2021 - FY 2024/2025)**

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Funding</th>
<th>Right-Of-Way</th>
<th>No Further Improvements</th>
<th>Construction Start</th>
</tr>
</thead>
</table>

**Right-Of-Way**

- **No Further Improvements**
- **Construction Start**

**FDOT Right-Of-Way Representative**

- **Contact Information**: 800-226-7220
- **Education Materials**: Available during public hearings.
- **Public Involvement**: Encourages community engagement through public meetings and informational materials.
Alternatives

Since the TIS SEIS kicked off, FDOT engaged with numerous neighborhoods, coordinated with local agencies, participated in community events, and held Community Working Groups within and outside of the SEIS study area. FDOT also hosted public workshops in October 2017 and May 2019 and had a Public Involvement Office in Ybor City. These outreach activities have presented opportunities for the public to learn more about the project and provide feedback on proposed alternatives and design options. Following the evaluation of potential effects of proposed alternatives and input from the community and stakeholders, a Locally Preferred Alternative has been identified and recommended to the FHWA for approval. The No Further Action Alternative will continue to remain a viable alternative throughout the PD&E Study process. Descriptions of these alternatives are provided below.

No Further Action Alternative

The No Further Action Alternative is defined as the existing transportation system plus the improvements approved in the 1997 and 1999 RODs. These improvements include the construction of the general use lanes (outer roadways) and associated ramps within the I-275/SR 60 Interchange (Westshore Area Interchange) in TIS Segment 1A, which were approved under the 1997 ROD. Within the TIS SEIS study area, all other improvements approved in the 1997 and 1999 RODs have already been built.

Locally Preferred Alternative (LPA)

The LPA includes the following specific proposed improvements.

TIS Segments 1A and 2A – The full reconstruction of the Westshore Area Interchange would include three general purpose lanes and two new tolled express lanes in each direction, connecting the Howard Frankland Bridge and Westshore area to Downtown Tampa along I-275. The tolled express lanes would be constructed to the inside of the roadway. A transit corridor in the median would be preserved to accommodate future transit.

The tolled express lanes would also provide direct connections from I-275 to the Veterans Expressway, Independence Parkway, Courtney Campbell Causeway, Tampa International Airport via the I-275/SR 60 Interchange, Reo Street, and Himes Avenue. Himes Avenue would be an express lanes interchange with direct express lane ramps constructed to the south side, providing drivers from northbound I-275 access to Himes Avenue and drivers on Himes Avenue access to southbound I-275.

Local street improvements to enhance mobility would include the reconnection of Reo Street, Occident Street, and Trask Street under I-275 providing additional north-south connectivity. A new on-ramp from Reo Street to southbound I-275 would provide direct express lane access. A diverging diamond interchange at Reo Street will provide new connections between Kennedy Boulevard and Cypress Street.

TIS Segments 2B and 3A – Improvements to TIS Segment 2B include tolled express lanes that are a continuation from the Westshore area (TIS Segments 1A and 2A). Tolled express lanes would extend to Ashley Drive/Tampa Street via direct connect ramps, providing drivers direct access from northbound I-275 to Downtown Tampa via Ashley Drive only and to southbound I-275 from Downtown Tampa via Tampa Street and Ashley Drive. Improvements in this segment would also enhance safety and traffic operations within the I-275/I-4 interchange by addressing the existing bottlenecks that occur. Improvements do not include tolled express lanes. In addition, access to Floribraska Avenue would be maintained. No interstate access at North Boulevard is proposed.
Additional details are below:

- **Southbound I-275 to Eastbound I-4**
  - The southbound I-275 to eastbound I-4 improvements would include widening the existing one lane flyover ramp to two lanes. Access to the local community would be provided via the existing exit ramp to Floribraska Avenue and a relocated ramp to 14th/15th Streets from 21st/22nd Streets, for both northbound and southbound traffic on I-275. This new exit location would allow drivers access from I-275 meaning they will not need to merge onto I-4 to exit to Ybor City and East Tampa. Access to 21st/22nd Streets will be maintained from the relocated 14th/15th Street exits via E13th Avenue (frontage road), which will be widened to two lanes towards the inside.

- **Westbound I-4 to Northbound I-275**
  - The westbound I-4 to northbound I-275 improvements would include widening the existing one lane exit to northbound I-275 to two lanes. Additional merge lanes on northbound I-275 would be provided and the existing one lane exit ramp to Dr. Martin Luther King Jr., Boulevard would be widened to two lanes.

- **Westbound I-4 to Southbound I-275**
  - The westbound I-4 to southbound I-275 improvements would include widening the southbound I-275 ramp from two lanes to three lanes through the interchange. The three lanes would join the two lanes from southbound I-275 to provide five lanes for traffic to combine onto southbound I-275 before merging back to the existing four lanes at Jefferson Street. The exit to downtown would be relocated to improve the spacing of decision points between the split between northbound and southbound I-275 and the exit to downtown. Shoulders would be widened on southbound I-275 between Palm Avenue and Jefferson Street to improve safety.

**TIS Segment 3B**
- There are no improvements proposed within TIS Segment 3B as part of the LPA.
PUBLIC HEARING
COMMENT FORM

Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)
I-275 from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard and I-4 from I-275 to east of 50th Street
(Work Program Item Segment No. 258337-2)

Comments may be provided the following ways: mail comments to the address on the back of this form, complete the form at one of the hearing sessions and place in the “Comments” box, email comments to D7-TIS@dot.state.fl.us, or visit the website at www.tampainterstatestudy.com.
Comments must be submitted or postmarked by March 12, 2020 to become part of the official public hearing record.

Name (Print):

Address:

City, State, Zip:

Email:

☐ Please add me to the study notification list.

PUBLIC HEARING ATTENDED:

☐ Public Hearing Session 1
Tuesday, February 25, 2020
Hillsborough Community College
Dale Mabry Campus
Student Services Building
4001 W Tampa Bay Boulevard
Tampa, FL 33614

☐ Public Hearing Session 2
Thursday, February 27, 2020
Port Tampa Bay Cruise Terminal #6
1331 McKay Street
Tampa, FL 33602

Note: This is a public record. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestro representante en español es: Manuel Flores (813) 975-4248 o manuel.flores@dot.state.fl.us.
The Florida Department of Transportation (FDOT) concluded the Project Development and Environment (PD&E) Studies on I-275 from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574) and from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue (SR 678/CR 582). Both projects are in Hillsborough County, Florida.

The PD&E studies evaluated potential social, cultural, economic, and environmental effects of the proposed transportation improvement. FDOT worked with federal, state, and local agencies to determine the effects the projects may have on the natural and human environment. This analysis, with public input, determined the location and future design of the proposed improvements.

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

On October 22, 2019, FDOT granted Location and Design Concept Acceptance (LDCA) for the Type II Categorical Exclusion for I-275 from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue. The proposed improvements add one general purpose lane in each direction and provide transit accommodations on the inside shoulders, and operational improvements at the Hillsborough Avenue interchange. The Bearss Avenue interchange bridge will be replaced and entrance and exit ramps improved.

On October 8, 2019, FDOT approved the environmental document for operational improvements on I-275 from I-4 to north of Dr. Martin Luther King Jr., Boulevard in which one dedicated auxiliary lane will be added in each direction.
Public Involvement

A public hearing was held Tuesday, March 26, 2019, at Seminole Heights United Methodist Church, 6111 N Central Avenue, Tampa, FL 33604. The hearing informed and allowed residents, business owners, tenants, and those interested to comment and express views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed project. The hearing included an open house at 5:30pm and a formal portion beginning at approximately 6:30pm. In total, 239 members of the public signed in.

Planned Improvements

The Preferred Build Alternative consists of adding one 12-foot general purpose lane in each direction on I-275 for a total of four 12-foot general purpose lanes in each direction. Improvements also include a 15-foot inside shoulder to accommodate transit, a 12-foot outside shoulder, and a 2-foot concrete barrier separating each direction of travel. The mainline I-275 improvements would be constructed within the existing right of way. Approximately 3.4 acres of right of way will be required for stormwater management facilities near the Bearss Avenue interchange.

Selected Alternative

Following the public hearing, the Preferred Build Alternative was selected as the Locally Preferred Alternative (LPA) based on a determination that the No Build Alternative did not meet the purpose and need of the project to increase capacity and relieve congestion along the corridor. Adding roadway capacity will reduce future traffic congestion and improve traffic operations and safety along I-275.

Preferred Build Alternative Typical Section

FDOT Draft 5-Year Tentative Work Program, FY 2020/21 - FY 2024/25

<table>
<thead>
<tr>
<th>Phase</th>
<th>Right of Way</th>
<th>Design</th>
<th>Construction</th>
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</thead>
<tbody>
<tr>
<td>From I-4 to north of Dr. Martin Luther King, Jr. Boulevard (WPI 443770-1)</td>
<td>N/A</td>
<td>Underway</td>
<td>FY 2021</td>
</tr>
<tr>
<td>From north of Dr. Martin Luther King, Jr. Boulevard to north of Hillsborough Avenue (WPI 431821-2)</td>
<td>N/A</td>
<td>Underway</td>
<td>FY 2021</td>
</tr>
<tr>
<td>From north of Hillsborough Avenue to south of Bearss Avenue (WPI 431821-3)</td>
<td>N/A</td>
<td>Design/Build - Not Currently Funded</td>
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<tr>
<td>Bearss Avenue Interchange (WPI 431821-4)</td>
<td>Not Currently Funded</td>
<td>Design/Build - Not Currently Funded</td>
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