Meeting of the Citizens Advisory Committee
Wednesday, February 19, 2020 at 9:00 AM
18th Floor, Plan Hillsborough Room

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Members’ Interests

IV. Approval of Minutes – January 15, 2020

V. Action Items
   A. At-Large nomination for African American CAC member
   B. Garden Steps Action Plan
      (Michele Ogilvie, MPO staff)
   C. Transportation Improvement Program Amendment:
      Roadway Improvements to I-75 Northbound On-ramp from US 301 Northbound
      (Vishaka Shiva Raman, MPO staff)
   D. Resilient Tampa Bay: Transportation Pilot Project
      (Allison Yeh, MPO staff)

VI. Status Reports
   A. Induced Demand Briefing (Alvaro Gabaldon, MPO intern)
   B. Transit Major Projects: Next Steps (Sarah McKinley, MPO Staff)
      a. Tampa Streetcar Modernization and Extension Study
         (Milton Martinez, City of Tampa)
      b. Tampa Arterial Bus Rapid Transit Study (HART Representative)

VII. Unfinished Business & New Business
   A. Tampa Interstate Study Supplemental Environmental Impact Statement Public Hearing (FDOT Representative)
   B. FY 21 & 22 UPWP Call for Projects
   C. Tampa Bay Times Editorial re: Regional Transit
   D. TBARTA CAC Report (Rick Richmond)
   E. Next Meeting: March 11th at 9 AM

VIII. Adjournment

IX. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Project Fact Sheet for I-275 from MLK and Bearss Ave
The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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I. CALL TO ORDER & INTRODUCTIONS

Chair Bill Roberts called the meeting to order at 9:31 am. The meeting was held on the 26th Floor Conference Rooms A & B of the County Center Building. Member introductions were made.

Members present: Bill Roberts, Rick Fernandez, Hoyt Prindle, Steven Hollenkamp, David Bailey, Luciano Prida, Vivienne Handy, Rick Richmond, Barbara Gibson, Amy Espinosa, Terrance Trott, Artie Fryer, Edward Mierzejewski, Cliff Reiss and Dayna Lazarus (arrived at 10:09am).

Members excused: Cheryl Thole, Evangeline Linkous, Dennis LeVine, Nicole Rice and Camilo Soto.

Others present: Rich Clarendon, Cheryl Wilkening, Michelle Ogilvie and Allison Yeh-MPO Staff

II. PUBLIC COMMENT

Justin Willits with HART provided an agency request from HART’s board indicating they would like to add a few Stakeholder Advisory group members for the current BRT study connecting downtown with USF. They would like to expand the Stakeholders from the community and the CAC was specifically called out to have a representative in this advisory group. Rich Clarendon will email a link to the application. If interested, HART will accept one or two from the CAC. The second Stakeholder meeting will be on Wednesday January 29th from 4-6. There will be a 3rd Stakeholder meeting and possibly a fourth so keep this mind when considering the position. Mr. Willits provided a quick update to the study advising they have identified a preferred alignment from downtown to USF using mostly Florida Avenue and they are trying to build a dedicated guideway for most of the corridor. At this point, it would travel from downtown to Florida Avenue crossing over Linebaugh to Nebraska reaching Fowler and then over to Bruce B Downs ending at the vicinity of the VA hospital.

Bill Roberts asked what the time commitment would be for the advisory committee. Amy Espinosa inquired about the frequency of the meetings. Rich Clarendon pointed out this study will be an agenda item for next month’s CAC meeting. Rick Fernandez questioned the main issues that still need to be resolved beyond the dedicated guideway and actual route.

III. MEMBERS’ INTERESTS

Rick Fernandez requested an update of the Boulevard Study and where we are in point of time and where we think we will be this time next year. Terrance Trott inquired about driver’s education and public service announcements. Vivienne Handy commented on the 9:30 start and how her commute time this morning was shortened and made a difference. Hoyt Prindle has had several people comment on Bayshore Boulevard and would like to have future discussions and suggestions on improvements of safety to Bayshore. Amy Espinosa would like to know if there are any notifications to residents about the construction and traffic on Hillsborough and Nebraska. They have also blocked off a pedestrian pathway on Hillsborough so how do citizens find out about alerts, closures or incidents. Terrance Trott stated that there are several areas in Riverview that he believes roundabouts would be beneficial and worth reviewing. Artie Fryer suggested getting the pros/cons on roundabouts and their purpose in certain areas. David Bailey would like to see a feasibility analysis on expanding roads on US 301 and
surrounding area. Sky White agreed a roundabout in Riverview would work out well and would like the community involved.

IV. APPROVAL OF MINUTES

Chairman sought a Motion to approve the December 16, 2019 CAC/TAC minutes. Amy Espinosa so moved, seconded by Edward Mierzejewski and motion carried unanimously.

V. ACTION ITEMS

A. Election of Officers

Rich Clarendon, MPO staff, stated every year at this time the committee elects three positions which are Chair, Vice Chair and Officer at Large. The 2019 positions were held by Bill Roberts as Chair, Rick Fernandez as Vice-Chair and Nicole Rice as Officer at Large.

Rick Fernandez nominated Bill Roberts as Chair for 2020. Mr. Clarendon called for a voice vote. Carried unanimously.

Steven Hollenkamp nominated Rick Fernandez as Vice Chair for 2020. Mr. Clarendon called for a voice vote. Carried Unanimously.

Ed Mierzejewski nominated Barbara Gibson for Officer at Large. Terrance Trott nominated Steven Hollenkamp as Officer at Large. Hoyt Prindle nominated Vivienne Handy as Officer at Large. Vivienne Handy and Barbara Gibson withdrew their nominations. Hoyt Prindle nominated Nicole Rice. Mr. Clarendon called for a vote by show of hands. Mr. Steven Hollenkamp was elected Officer at Large by a vote of thirteen to one. (Dayna Lazarus had not arrived)

B. 2019 Attendance Review & Declaration of Vacant Seats

Rich Clarendon, MPO Staff, reviewed the attendance policy and stated the MPO Bylaws require that “at a minimum, a committee member attendance will be review annually” and the MPO may review and consider rescinding, the appointment of any member of any committee who fails to attend three consecutive meetings. There are two vacancies, which are the Port Authority and Expressway Authority, and both have been notified, so we are awaiting response. There are two current members whose two-year terms have expired. Rick Fernandez has been reappointed by Commissioner Miller and will be on the MPO agenda in February for confirmation. Terrance Trott’s term has expired but he can continue to serve until reinstated or replaced. Mr. Trott will let Mr. Clarendon know if he wishes to be reinstated. Nicole Rice’s term was up in November so Mr. Clarendon will contact her to see if she would like to be reinstated.

Vivienne Handy inquired if the appointments from the Port and Expressway Authority are internal. Rick Fernandez pointed out that Terrance Trott is an At Large member so the CAC Committee will select or approve his position. Mr. Trott said he is not prepared to make the decision at this meeting.

C. Resilient Tampa Bay: Transportation Pilot Project - Deferred to February Meeting

D. Environmentally Sensitive Noise Walls White Paper

Michele, Ogilvie, MPO Staff, introduced this report on noise walls as it was requested by the MPO Board following input from the community. The purpose is to research potential practices throughout the world and identify any opportunity for future action. The issues are traffic noise, the Noise Control Act of 1972 and how Noise Walls are used to buffer homes and other sensitive land uses. Noise travels in waves not straight lines therefore sounds can and do go over the walls. Environmental noise leads to heart disease,
hypertension and cognitive impairment. Traffic emission impacts to air quality include carbon monoxide and particulate matter. The prevalence of asthma appears higher in the vicinity of major highways like I-4 and I-275. Newer-generation sound walls have improved and help absorb the noises. Mature trees help mitigate emissions for a healthier environment. The study recommended measures such as a strategic plan to bridge funding gaps, a noise wall working group established through the MPO, and harmonizing noise walls through art and landscaping. Mrs. Ogilvie said she is asking for a recommendation to accept and forward the white paper to the MPO for their acceptance and transmittal to the FDOT before the SEIS Public Hearing.

Amy Espinosa would like to see harmonizing of the surrounding because of the natural habitat and to take in consideration the impact of the food that is grown close to the walls. Terrace Trott inquired about more information on funding gaps and the Noise Control Act. Rich Clarendon commented if there are additional lanes created on I-275 North of Downtown then the federal government is required consider noise impacts and to pay for noise walls if warranted. There is a gap when there is retrofitting in the absence of expansion. Rick Richmond commented FDOT will fund the installation of hardscape, but any landscape feature falls back on local funding and maintaining. Steven Hollenkamp inquired about the cost and if there are proven health studies and the map of the areas. Dayna Lazarus questioned if there are different ways to engineer the noise walls. Vivienne Handy would like to know if this study will result in changes in the way the state and feds determine appropriateness for noise walls and if wildlife habitat was part of this study. Sky White questioned the difference between noise walls and white paper. Hoyt Prindle inquired if energy generation has been created with noise walls using solar panels. Rick Fernandez pointed out on the public health slide the blue dots where Asthma related health impacts occur and inquired about the conversation with FDOT regarding the recommendations on the report. Mr. Fernandez commented on the noise levels of motorcycles and wondered if there was any indication or interest in regulating the source of the noise. Mr. Trott questioned if there are auto inspections. Edward Mierzejewski advised it was a legislator from Jacksonville who eliminated the vehicle inspection program. Cliff Reiss stated there is a law in place for noise level of motorcycles, but it is not being enforced. Dayna Lazarus commented on design speed. David Bailey would like a height requirement on the noise walls for solar panels and if the cost-benefit can be analyzed.

Chairman Roberts requested a Motion to forward the noise walls study to the MPO. 

**Rick Fernandez made a Motion for the Noise Walls white paper study to include the mitigation of noise and speed sourced specifically from motorcycles, as a result to bring forward both public safety and health issues. Luciano Prida seconded the Motion. Motion passed unanimously.**

Terrance Trott commented about the engine braking noise on the highway from eighteen-wheelers. Bill Roberts commented this will be considered noise. Vivienne Handy would like to Amend the Motion further to include the natural environment. Ms. Ogilvie will note the effect on the environment, agriculture, wildlife corridors and solar source to address the cost in the report.

**Hoyt Prindle made a Motion to include a cost-benefit analysis such as renewable energy to help pay for these improvements. Vivienne Handy seconded the Motion.**

Steven Hollenkamp stated it costs four million dollars a mile to build one of these. If you can tie the cost with the benefits it would be a big impact on the study. Hoyt Prindle clarified his Motion was narrowly tailored only to express concern about the funding and offset the cost. Edward Mierzejewski commented that there is cost for solar panels so it may not reduce the cost. David Bailey would like to include the effectiveness of solar panels.
David Bailey requested to Amend the Motion to include the structural benefit with the cost-benefit analysis of renewable energy. Hoyt Prindle seconded the Amendment to Motion. The Amendment to Motion carried unanimously.

Amy Espinosa noted Germany is doing a lot of work on solar and road system.

Chairman requested additional comments on Mr. Prindle’s Motion to include cost-benefit analysis on renewable energy on noise walls. There were no further comments. Motion carried unanimously.

Vivienne Handy asked about the National Environmental Policy Act (NEPA). Vivienne Handy made a Motion in addition to the study of noise walls to look at the impact to the natural environment and public health. Amy Espinosa seconded the Motion. Motion carried unanimously.

There were no other comments.

Chairman Roberts sought a Motion to accept the Environmentally Sensitive Noise Walls White Paper report with the preceding Amendments and forward it to the MPO. Luciano Prida made a motion and seconded by Hoyt Prindle. Motion carried unanimously.

E. 2020 Safety Performance Targets

Rich Clarendon, MPO Staff, introduced safety performance targets by stating the Feds have asked MPOs and State DOTs to consider performance measures and monitor the performance of the transportation system over time with the intent to achieve better outcomes.

He gave a quick overview of what has occurred since 2019 safety target adoption, including a BOCC-funded comprehensive speed management study, high-impact safety improvements, transportation sales surtax project plans and It’s Time Hillsborough 2045 Long Range Transportation Plan (LRTP) adoption.

The performance management measures for the Highway Safety Improvement Program (HSIP) include the number of fatalities, number of serious injuries, number of nonmotorized fatalities and serious injuries, rate of fatalities per 100 million vehicle miles traveled (MVMT) and rate of serious injuries per 100 MVMT. All measures are calculated using a 5-year rolling average. There is a process and schedule for safety target-setting. In 2019 the State target is zero for all five safety performance measures.

The MPOs must establish safety target for calendar year 2020 within 180 days after the state establishes targets. Anticipated in December 2020, the FHWA will assess whether the State met or made significant progress toward meeting the targets and will report findings by March 21, 2021.

Mr. Clarendon continued, saying we used the LRTP’s five performance programs of State of Good Repair and Resiliency, Vision Zero, Smart Cities, Real Choices When Not Driving and Major Investments for Economic Development for forecasting future performances. We generated our safety targets by projecting the number of crashes we will have by year’s end and then subtracting crashes prevented based on the safety improvements anticipated in the 2045 LRTP. The MPO’s goal is to reduce total crashes by 35% by 2045. That is equivalent to an annual crash reduction of 2.1%.

Mr. Clarendon said the recommended action is based on the approved methodology to approve the 2020 Safety Targets. He reiterated the proposed safety targets for 2020: 209 fatalities, 204 fatalities based on the five-year rolling average, 1,255 serious injuries based on the five-year rolling average, 222 non-motorized fatalities and serious injuries. The next target is fatality rate per 100M vehicle miles traveled, which is to not exceed 1.41, and serious injury crashes, which are not to exceed 8.70. Staff is requesting these 2020 safety targets to be recommended to the MPO.
Hoyt Prindle questioned if there is an ability to view year by year where the vehicle and pedestrian deaths are appearing, requested to look at the 2019 numbers and was concerned about the target number. Cliff Reiss questioned if there are penalties if we don’t meet our goals and concerned about the ease of manipulating the data. Luciano Prida does not agree with approving a target for deaths, saying we should receive the statistics tied to the funding and if we want the better statistics we need better funding. Terrance Trott would like to know if the definition of a serious injury has changed over the years and why don’t we show the percentage per capita because it could show a downward trend. Dayna Lazarus questioned the purpose of the target and it should show a trend. Vivienne Handy commented on the approval of urban sprawl and the relationship to these performance targets. Steven Hollenkamp inquired if we were making targets five years ago. Barbara Gibson thanked MPO and staff. Ed Mierzejewski commented on the 2019 report card and felt the target should be more aggressive. Amy Espinosa would like to see the statistics along with population growth.

Amy Espinosa made a Motion to include population data for analysis per capita with these reports. Terrance Trott seconded the Motion.

David Bailey asked about the number of vehicles in Hillsborough County and stated that we should include all vehicles on the road per capita. Steven Hollenkamp would like to see less cars on the road and population will factor this in, if included.

Chairman Roberts restated the Motion: to include population data for analysis per capita. There being no further discussion, the Motion carried unanimously.

Chairman Roberts asked if there were any further comments. He stated there are requirements for the MPO to do this study and the study provides targets to guide us in reducing the number of fatalities. Rick Fernandez inquired if the interstate corridors fall in these targets along with street traffic calming and speed limits. David Bailey stated you can use past, current and future data for traffic count.

Chairman sought a Motion to recommend the 2020 Safety Performance Targets to the MPO, as amended to include population data. Amy Espinosa so moved, seconded by Artie Fryer and motion carried eleven to four. David Bailey, Vivienne Handy, Edward Mierzejewski, and Rick Richmond voted no. Luciano Prida left the meeting before the vote.

VI. Status Reports

A. FY 21 & 22 Unified Planning Work Program Call for Projects

Allison Yeh, MPO Staff, explained the Unified Planning Work Program (UPWP) is a biennial report and it is updated every two years. The next one will be effective July 1, 2020 – June 30, 2022. It is an internal report that documents federal and state funding for MPO, FDOT, HART and CTD and outlines major planning tasks that complies with the federal and state rules. There are six major planning tasks starting with Task 1 which is the transportation planning management, Task 2 is the system and corridor planning, Task 3 is the Long Range Transportation Planning and Data monitoring, Task 4 is the Transportation Improvement Program, Task 5 is Public Participation and Task 6 is local and regional coordination and planning.

Ms. Yeh said there were two main requests from the committee’s in FY 19-20 and they were safety studies of high crash corridors and locations and non-motorized studies. The jurisdiction and agency project requests for FY19-20 in Hillsborough County were traffic counts, Tampa requested new citywide traffic counts, a Level of Service report and multi-modal school safety reviews, Temple Terrace requested an alignment study of a shared use path from USF to Temple Terrace and access management study east of
I-75 at Fowler Avenue, Plant City request Florida Strawberry Festival Special Use District Transportation Study and Canal Connector Trail Feasibility Plan and HART requested bus stop assessment study, cashless fare pilot study and hyperlink service study HART ITS plan.

Ms. Yeh recapped work done under the FY 19-20 UPWP: Task 2 consultant projects consisted of the Vision Zero Quarterly Report and Phase II Implementation, County Wide Speed Management Study, Annual Evaluation of the Community Transportation Coordinator, Garden Steps Project, Resilient Tampa Bay Transportation Pilot Project, HART South Shore Transit Circulator Study Phase 2, Temple Terrace Low-Speed Network Study, Air Quality benefits from Green Noise Walls, Data Platform for monitoring traffic performance and project evaluation and Plant City Transit Feasibility Study which is ongoing. Task 3 Consultant Projects include the LRTP and Data Collection. Task 5 includes the USF Fellowship Program and Task 6 is the local and regional coordination. The UPWP Development Schedule begins with project suggestions and then on March 15th a draft UPWP document will be sent to FDOT. In April the UPWP will be presented the MPO Committee’s and on May 13th it is to be adopted by the MPO. The new UPWP will become effective July 1, 2020.

Mrs. Yeh requested project ideas from the CAC members. Terrance Trott suggested bus shelters in South county. Edward Mierzejewski commented county wide. Hoyt Prindle proposed red bus-only lanes. Amy Espinosa requested a mid-block crossing at Nebraska and Publix. Terrance Trott would like to see how we can multi-use different facilities such as solar panels on bus shelters. All other project suggestions should be submitted to Rich Clarendon.

Mrs. Yeh would like the committee to come up with a consensus and a make a motion on a few project ideas. Bill Roberts stated they will present their ideas and motion at the next CAC meeting.

VII. Old Business & New Business

A. TBARTA CAC Report

Rick Richmond gave an update on the Regional Rapid Transit project and said TBARTA has narrowed down the station locations from 21 to 13. Five of them will be multimodal centers. In Spring 2020 they will have the complete design and will select a preferred alternative. They have five alternatives which utilize different percentages of mixed traffic travel. Lastly, there was an update on M-Cores which is multi-use corridors. Their next meeting is in February.

B. Next Meeting: February 19th at 9AM

VIII. ADJOURNMENT

There being no further business, the meeting adjourned at 12:12 pm.

A full recording of this meeting is available upon request.
Board & Committee Agenda Item

**Agenda Item**
At-Large Nomination for African American CAC Member

**Presenter**
Rich Clarendon, MPO staff

**Summary**
The CAC has an at-large seat for an African American member, currently occupied by Mr. Terrance Trott. He has indicated a desire to be re-appointed.

To be appointed to an at-large seat, a candidate must first be recommended by the CAC. The MPO board then makes the final appointment.

**Recommended Action**
Nominate Mr. Trott to fill the seat for a designated for an African American.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
None
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-sectoreal 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 small to mid-sized 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 (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.

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 Garden 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. 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.
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 indexes 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 manner vegetables were prepared.". We were encouraged by the Project Manger'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
1. Design build and maintain new gardens
2. 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
1. Preparing and holding educational and outreach events to include veggie tasting and cooking opportunities
2. 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
1. Continue to update the Health Atlas
2. Expand the Health Atlas to include all of Hillsborough County
Responsible Partner(s): Plan Hillsborough

Goal 4: Support People Focused Infrastructure
1. Support the development of the Green ARTery trail system
2. Continue to coordinate and partner with HART

Responsible Partner(s): MPO and city of Tampa

BUDGET FOR THREE YEAR PILOT PROJECT

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<td>Task 2: Create Community Education Veggie tasting 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 6: Create Record of accomplishments</td>
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<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
Transportation Improvement Program (TIP) Amendment – Roadway Improvements to I-75 NB on ramp from NB US 301 to I-75 NB.

Presenter
Vishaka Shiva Raman, MPO Staff

Summary
The following item is an amendment to the Fiscal Year FY2019/20 – 2023/24 Transportation Improvement Program (TIP). The amendment will add $4,946,815.00 in construction funds for roadway improvements. This project includes the design and construction of new concrete pavement, rehabilitation of existing pavement, milling and resurfacing of existing asphalt, paving, signing and pavement markings, lighting, signalization, utility coordination, permitting, drainage structures, sidewalk, walls, earthwork, grading, sodding, maintenance of traffic and other services, materials and activities necessary to complete the project.

This project acts as a goes-with project for FPIDs 437639-1-52-01, 437639-1-52-02 and 441388-1-52-01. These projects are all part of the roadway improvements to US 301 from north of Lake St. Charles Blvd to north of Progress Blvd and I-75 northbound on ramp from northbound US 301 to I-75 northbound in Hillsborough County.

Recommended Action
Recommend approval of the Amendment 11 to the FY2019/20 TIP.

Prepared By
Vishaka Shiva Raman, MPO Staff

Attachments
Comparative Report for TIP Amendment 11
Factsheet for Amendment 11
### FDOT
#### 5 Year TIP
##### Hillsborough County, District 7

**Status:** Amended  
**Amendment Date:** 03/03/2020  
**Amendment Number:** 11

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FACT SHEET
January 2020
FPIDs 437639-1-52-01, 437639-1-52-02, 441388-1-52-01 and 427454-3-52-01

US 301/SR 676A from south of Bloomingdale Ave. to Bloomingdale Ave. and US 301/SR 43 from north of Lake St. Charles Blvd to north of Progress Blvd and I-75 northbound on ramp from northbound US 301 to I-75 northbound in Hillsborough County

Project Overview:
The project consists of the design and construction of roadway improvements to US 301 from north of Lake St. Charles Blvd to north of Progress Blvd and I-75 northbound on ramp from northbound US 301 to I-75 northbound in Hillsborough County. These improvements include new concrete pavement, rehabilitation of existing concrete pavement, milling and resurfacing of existing asphalt, paving, signing and pavement markings, lighting, signalization, utility coordination, permitting, drainage structures, sidewalk, walls, earthwork, grading, sodding, maintenance of traffic and other services, materials and activities necessary to complete the project.
Board & Committee Agenda Item

**Agenda Item**
Resilient Tampa Bay: Transportation Pilot Project

**Presenters**
Karen Kiselewski, Cambridge Systematics Inc.
Allison Yeh, MPO Staff

**Summary**
The Tampa Bay region is an important state hub for the tourism, higher education, commercial shipping, medical services, business/financial services, defense/national security, and agricultural sectors. The region is also one of the most vulnerable areas in the country, experiencing frequent storm events and persistent flooding. While it has not been directly impacted by a major hurricane in nearly 100 years, the region has experienced a series of close calls, most recently during the 2017 hurricane season. Due to climate change, the region faces additional threats from sea level rise and increasing frequency of severe inland flooding from heavy precipitation events.

As the Tampa Bay region continues to face these climate challenges, understanding individual asset and overall system vulnerability to key climate hazards will allow state and local agencies to integrate appropriate measure and strategies into their planning process, project development, asset management, and day-to-day operation. New federal requirements state that future Long Range Transportation Plan (LRTP) updates must address "improving the resiliency and reliability of the transportation system and reducing or mitigating the stormwater impacts of surface transportation ..."

To assist in meeting the new federal mandate as well as inform the LRTP updates, the Resilient Tampa Bay Transportation pilot project, which includes the Hillsborough Metropolitan Planning Organization, Forward Pinellas, Pasco MPO, Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7, conducted a climate vulnerability study utilizing a FHWA Resilience and Durability to Extreme Weather grant.

The study assessed the potential climate vulnerability and risks on transportation network due to storm surge, flooding, and sea level rise; screened and prioritized critical transportation facilities; identified adaptation strategies and candidate projects; compared potential economic impact and adaptation costs, and provide
recommendations for inclusion of resiliency strategies in the decision making process of transportation planning.

The study focused on roadway infrastructure in Hillsborough, Pinellas, and Pasco counties. The Tampa Bay regional travel demand model served as the base. An indicator-based desk review approach was used in the quantitative analysis part of the study, stakeholder input was obtained and incorporated regarding important (critical) roads. It should be noted that the study is a scenario-based evaluation and should not be viewed as a prediction of occurrence.

The report identifies recommendations for incorporating adaptation strategies into the LRTPs for all three MPOs. For Hillsborough County, staff recommends prioritizing transportation mitigation investments with facilities that area highly vulnerable to weather stressors and critical to the community. The full draft report is available at http://www.planhillsborough.org/resilient-tampa-bay-transportation/

This project is part of the FHWA’s Office of Planning, Environment, & Realty (HEP) research program on Resilience and Durability to Extreme Weather https://www.fhwa.dot.gov/environment/sustainability/resilience/pilots/index.cfm

**Recommended Action**
Approve Report

**Prepared By**
Allison Yeh, AICP, LEED GA

**Attachment**
Informational Flyer
The Tampa Bay region is an important state economic hub and is also one of the most vulnerable areas in the country to extreme weather events. Many roads and bridges in the Tampa Bay region are susceptible to flooding because they are in areas of low elevation, cross flood zones, and run near to the coast.

However, with advanced planning and innovative engineering, there are many steps we can take to enhance the resilience of our roads and support the safety and prosperity of our communities.

**What's the Concern?**

Weather patterns and climate projections indicate that flood risks are increasing:

**Storm Surge**
- Mexico Beach, Pier, FL, recorded a 14-foot storm surge during Hurricane Michael in 2018.

**Sea Level Rise**
- Since 1946, the Tampa Bay area has seen over 7 inches of sea level rise, and that rate is expected to increase.

**Inland Flooding**
- Flooding has increased in the Southeast. For example, four major inland flood events occurred in 2014 - 2016 alone, causing billions of dollars in damages and loss of life.

**The Tampa Bay Area Has:**
- 1,000+ miles of shoreline
- Nearly 3 million residents
- 58% of population in flood zones

**Within the Three Counties, It Is Projected That:**
- 9 inches of rain over 24 hours would potentially impact 12% of roads
- A category 3 hurricane with high sea level rise would potentially impact 28% of roads

**Over 14 Days of Network Disruption:**
- Economic losses are more than the cost of high priority road upgrades.

**FDOT** · **Forward Pinellas** · **Hillsborough MPO** · **Pasco County MPO**
**Federal Highway Administration** · **Tampa Bay Regional Planning Council**
Learn more about the Resilient Tampa Bay Transportation Pilot and its recommendations: www.resilienttampabay.org
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
Induced Demand
A LITERATURE REVIEW

Understanding Induced Demand

- Economic context
- Overview of frequently cited academic studies
- Key Takeaways
What is Induced Demand?

- Induced Demand is a phrase used frequently in conversations about widening roads.
- It refers to the application of the theory of Supply and Demand to transportation.
- More broadly, it is an economics term referring to the change of demand within a market after supply changes.

Induced Demand is an Economic Term

- Assumes transportation acts like a “market” governed by supply, demand, and price.

- Supply: refers to the amount of a “good” available
- Demand: refers to how many people want a “good”
- Price: refers to the cost required to consume a “good”
Supply and Demand Seek Equilibrium

- Supply, Demand, and Price exist in an equilibrium.
  - Quantity Supplied = Quantity Demanded
- A shift in one variable causes a reaction in the others.

Supply & Demand Applied to Roads

- Supply = Road capacity
- Demand = People that want to use the road (VMT)
- Price = The cost incurred by using the road

https://www.britannica.com/topic/supply-and-demand
What Happens When You Increase Supply?

Induced travel occurs when latent demand becomes real demand.
What Does the Research Say?

Researchers attempt to understand how shifts in capacity (supply) affect road usage (demand).

Studies found elasticities of >1 across results.

Elasticity is a measure of the relationship between an independent and dependent variable.
What does the Research say?: Cervero

“Road Expansion, Urban Growth, and Induced Travel: a Path Analysis”

Published in APA Journal, 2003

Found “short term” congestion relief provided by capacity to reduce over the “long term”

<table>
<thead>
<tr>
<th>Study</th>
<th>Study Location (study type)</th>
<th>Study Years</th>
<th>Change in VMT</th>
<th>Change in Lane-Miles</th>
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<tr>
<td>Cervero (J)</td>
<td>California (freeway corridors)</td>
<td>1980-1994</td>
<td>0.10</td>
<td>0.39</td>
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Proposed idea of “Induced Growth”

- Changes in land use development patterns around highway corridors that experienced increased capacity.
- More-dispersed, low density, auto dependent patterns emerged.
- Warned of the feedback loop that increased vehicle traffic results in investment in increasing vehicle capacity.
Published in 2011, The American Economic Review

Studied the effect of increased road supply on VMT within every Metropolitan Statistical Area in the United States from 1983 to 2003.

What does the Research say?: Duranton & Turner


<table>
<thead>
<tr>
<th>Study</th>
<th>Study Location (study type)</th>
<th>Study Years</th>
<th>Change in VMT/Change in Lane-Miles</th>
<th>Time Period</th>
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</thead>
<tbody>
<tr>
<td>Duranton and Turner (1)</td>
<td>United States (MSAs)</td>
<td>1983-2003</td>
<td>1.03</td>
<td>10 years</td>
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- Found no relationship between transit supply and VKT within study areas.
- Identified the potential sources of increased driving as:
  - Increased household driving: 11%-46%
  - Increased commercial driving: 18%-28%
  - Migration: 5%-15%
  - Diversion of traffic from other routes: 0%-10%
What does the Research say?: Beaudoin & Lawell

“The Effects of Public Transit Supply on the Demand for Auto Travel”

- Published in Journal of Environmental Economics and Management, 2018
- Tested Duranton & Turner’s conclusion that transit did not relieve congestion

What does the Research say?: Beaudoin & Lawell

“The Effects of Public Transit Supply on the Demand for Auto Travel”

- Observed different effects over time.
  - Short run (0-4 years): The Substitution Effect
  - Medium run (5 years): Induced Travel Effect
  - Long run (>6 years): Induced Travel and “Induced Growth”
What does the Research say?: Beaudoin & Lawell

“The Effects of Public Transit Supply on the Demand for Auto Travel”

- **Short run (0-4 years): The Substitution Effect**
  - Congestion is relieved as drivers replace car trips with transit.
  - Averaged 10% increase in transit supply results in a 0.7% reduction in auto travel.

- **Medium run (5 years): Induced Travel Effect**
  - Road capacity that was initially relieved is filled once again.
What does the Research say?: Beaudoin & Lawell

“The Effects of Public Transit Supply on the Demand for Auto Travel”

- Long run (greater than 6 years): Induced Travel and “Induced Growth”
  - On average, 10% increase in transit capacity is associated with a 0.4% increase in auto travel.
  - Like roads, transit investment increases an area’s accessibility which can increase its desirability.

Research Limitations

- Researchers have controlled for statistical bias in inconsistent ways.
- Diversity of methodologies makes comparing studies difficult.
- Most researchers do not isolate specific sources of the additional VMT they observed, the exception being Duranton and Turner (2008).
- Studies mostly focus on new roadway construction or road widenings.
- There is little to no information on the impact of HOV, toll, or auxiliary lanes or the impact of Transportation Demand Management strategies.
- Researchers highlight the difficulty of controlling for disruptive technologies, consumer preferences, and trends.
Some Patterns Have Emerged.

Key Takeaways

Induced vehicle travel effects occur and are measurable.
Key Takeaways

Increasing road capacity relieves congestion in the short term but will diminish overtime.

Key Takeaways

Transportation connectivity and land use development decisions have impact on each other.
Key Takeaways

Economic development, population growth, and trips are attracted to accessible areas.

This can be referred to as "Induced Growth."

Key Takeaways

Cost is a primary influencer of travel behavior.
Board & Committee Agenda Item

Agenda Item
Transit Major Projects: Next Steps

Presenter
Sarah McKinley, MPO Staff

Summary

Any large metropolitan area is likely to have multiple needs for improvement in its transit system. Tampa, Hillsborough County, and the greater Tampa Bay region are no exception.

Today’s group of presentations will demonstrate how three independently-developed projects are being coordinated with each other. Each serves a different purpose, such as downtown circulation vs. long-distance express trips. Designed to connect with one another, they can create an integrated system similar to a roadway network composed of local streets, collectors, arterials, and freeways.

Coordination will also be needed in approaching the state and federal governments to seek grants to build the projects. Multiple grant applications submitted from the same region at the same time may suggest to federal reviewers that the local governments do not have a larger vision and plan for a holistically connected system; this could reduce the likelihood of successful grant awards for all the projects.

FTA Capital Investment Grant potential candidates from this region may include:

1. PSTA Central Ave BRT
   ✓ Already applied for FTA grant
   ✓ Currently on the Tampa Bay TMA’s and CCC’s regional priority list for funding

2. Tampa Streetcar Extension & Modernization
   ○ Project development phase to be completed 2020
   ○ Likely to apply for FTA grant in 2020
   ○ Currently on the Hillsborough MPO’s priority list, and should be added as next priority for Tampa Bay TMA Leadership Group

3. HART Arterial BRT
   ○ Project development phase, if approved by board to begin in spring 2020, to be completed in 2021
   ○ Could apply for FTA grant in 2021

4. TBARTA Regional Rapid Transit
   ○ Project development phase to be completed by summer 2021
o Could apply for FTA grant in 2021 or a later year
o Funding needed at time of Tampa Bay Next (TBN) construction, to include transit stations & rolling stock
o TBN sections 4-5: 2024-2029 construction
o TBN section 7: funding being sought, construction year to be determined

Other potential projects with timelines still to be determined:
   ❖ Further streetcar extensions
   ❖ Water transit
   ❖ Passenger service on CSX-owned track

**Recommended Action**
None; for information

**Prepared By**
Beth Alden, MPO Staff

**Attachments**
None
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
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
UNFINISHED & NEW BUSINESS
Board & Committee Agenda Item

**Agenda Item**
Tampa Interstate Study Supplemental Environmental Impact Statement (SEIS) Public Hearing

**Presenter**
FDOT Representative

**Summary**

The SEIS covers I-275 (SR 93) from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard (SR 574) and I-4 (SR 400) from I-275 (SR 93) to east of 50th Street (US 41). FDOT has identified a “locally preferred alternative” as described in the attached brochure.

FDOT has scheduled a formal public hearing to be held over two sessions on the evening of February 25 at HCC (Dale Mabry campus) and February 27 at Port Tampa Bay Cruise Terminal #6.

**Recommended Action**
None; for information only

**Prepared By**
Rich Clarendon, AICP

**Attachments**
Public Hearing Notice, description of alternatives, and comment form.
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special translation service (free of charge) should contact Alex Henry, Public Involvement Coordinator, at (813) 975-6405 or alex.henry@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 Thursday, March 12, 2020.

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

A PD&E Study is a comprehensive evaluation of social, cultural, economic, and environmental effects associated with proposed transportation improvements. The objective of this PD&E Study is to assist the FDOT and the Federal Highway Administration (FHWA) in deciding the type, location, and conceptual design of the proposed improvements for the Westshore Area Interchange, the Downtown Tampa Interchange, and the section of I-275 north of the Howard Frankland Bridge.

The purpose of the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) is to upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa Bay region while maintaining access to the surrounding community. The project also intends to provide increased public safety, reduce congestion at critical bottlenecks, and improve traffic flow and service reliability.

**Project History**

The Tampa Bay region interstate system was originally constructed in the early 1960s. In 1983, FDOT began to study and 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 of the existing I-275 and I-4 corridors that service the Tampa Bay region while maintaining access to the surrounding community. The project also intends to provide increased public safety, reduce congestion at critical bottlenecks, and improve traffic flow and service reliability.

Using the 1983 study as a base, FDOT began Phase I of the TIS 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, and 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.

FHWA 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 became available. Since issuance of the 1997 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, 3B, and 3C (see map).

In 2012, with the release of the Florida Transportation Vision for the 21st Century, FHWA 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 start. 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 Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) to upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa Bay region while maintaining access to the surrounding community. The project also intends to provide increased public safety, reduce congestion at critical bottlenecks, and improve traffic flow and service reliability.

**Right-Of-Way Procedure**

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 informational brochures. These brochures and other education materials will be available during the public hearing. Copies of the brochures are available on our website at: https://www.fdot.gov/rightofway/documents.shtm. We would like to hear your concerns and answer your questions. We also encourage you to speak with the FDOT Right-of-Way Representative at your convenience either at the hearing or at 800-226-7220.

**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.

**Funding**

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

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<th>Construction Start</th>
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<td>Included in Construction</td>
<td>Not Funded</td>
<td>Included in LPA*</td>
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<tr>
<td>Operational Improvements</td>
<td>No Further Improvements</td>
<td>Included in Construction</td>
<td>Included in LPA*</td>
<td>Funded (2022/2023)</td>
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<tr>
<td>I-4 from East of 22nd Street to East of 50th Street</td>
<td>No Further Improvements</td>
<td>Included in Construction</td>
<td>Included in LPA*</td>
<td>Funded (2020/2021 – 2023/2024)</td>
</tr>
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* LPA = Locally Preferred Alternative

A portion of TIS Segment 3B overlaps with partially funded improvements of Tampa Bay Next Section II, (Financial Project Identification Number 431746-3-52-01), including the beginning of the express lane system heading east on I-4.
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.
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.
ADDENDUM ITEMS
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, Cameron Clark and Beth Alden.

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 motion 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 forward to the MPO Board recommendation on 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 streets, Government in the Sunshine State, Public Records Refresher and Robert’s Rules.

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 Member 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 State 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. 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 on your agenda for Action and 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 on a sidewalk in front of the school that contractors had closed while working with 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 Updates 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 and the Gandy and Howard Frankland Bridges. Mrs. 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 map.

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. Motion 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. There was one minor correction was to delete reference to the Withlacoochee Planning Council which no longer exist. After this correction, we are bringing the updated interlocal agreement to the board for approval. The scope of the changes reflect TBARTA now serves a smaller geographic area and focuses specifically on transit. The role of the MPO now will take the lead in coordinating regional multimodal transportation planning and priorities. It also establishes the TMA leadership group as a sub committee of the overall 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. Motion adopted.
STATUS REPORT

A. Healthy Mobility Model

Michele Ogilvie, MPO Staff, gave context to the next presentation stated that one year ago on January 8, 2019 the MPO Board adopted Health and All Policies Resolution supporting and acknowledging the power of complete streets. The MPO Board was also recognized by the healthiest cities and county challenge for the work done by enhancing human health creating a health atlas, supporting active transportation and healthy food connections in the Garden Steps project. Ms. Ogilvie introduced Curtis Ostrodka who is there to expand the possibilities and utility of data and health in all of policy and planning processes in transportation.

Curtis Ostrodka with VHB presented the research conducted over the past 2 years that would be supportive of Health and All Policies Resolution. Every good transportation project starts with a purpose and need. They developed a model which they hope to analyze land use, urban design and health mobility factors all together to better understand the effects on community health. We can use this to establish a baseline for measurement over time so this can be very useful for long range planning and where health data is not available their model is good for forecasting outcomes or conditions, identify physical and prioritize improvements that can contribute to better community health and leverage big data and applied technology into a scalable model that is transferrable. The healthy mobility model inputs include the US census Date, the 500 Cities Data point and planning data.

Keith Smith with VHB reviewed the two tiers. 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 across the County. Using the Healthy Mobility model estimate 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 transit. There are three projects that have the potential to seek federal 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 project was made possible by a FDOT Grant and an intermodal developmental program grant which DOT Co-Funded the project. 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 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 neighborhood, deliver first/last mile connectivity and set the stage for future extensions. The project team consists of 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 ratings will be submitted August 2020. There has 5 large scale public workshops and
extensive stakeholder outreach events. As part of the coordination projects 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 streetcar barn and upgrade traction power. The system extension would be North on Florida Avenue, turn on Palm Avenue, South on Tampa Street and East on Whiting. The extension overview is a 1.3 mile extension from exiting terminus to Palm Avenue in Tampa Heights, run along Florida and Tampa Avenues as a couplet, exclusive guideway except Northern portions of Florida Avenue and Southern two blocks of Tampa Avenue, and right side stops on islands and sidewalks. The best lane determination is primarily exclusive guideway. 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 3 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 cost and funding 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 Federal CIG small starts, $68,508 FDOT new starts and $68,508 in Local and other funding source. 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 $100,000 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 with the CSX tracks. Mr. Waggner asked if the 8 million a year operations include a system preservation.

Justin Willits, Senior Planner with HART, presented the Tampa Arterial Bus Rapid Transit 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 is 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 to 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. We completed the preliminary alternative public workshop in December and getting ready for the recommended alternative public workshop in February and 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 and $1 B Improvements. The Heights Mobility Study is consistent with concepts that propose 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 went through a two phase screening process. The highest scoring 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 operations. The Linebaugh Avenue gave a 66% dedicated guideway 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 North end of Florida Avenue and at intersection with Fowler Avenue, ability to provide a dedicated lane under I-275 and efficiency of connectivity with 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 you get new ridership.

Brian Pessaro who is the Principal Planner with TBARTA and is the staff project manager for the RRT study is 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 next preferred alternative will be the end of February.

**Executive Director’s Report**

Board Workshop on Managed Lanes on March 24th. Celebrating an active year 2019 highlighted in our MPO Calendar.

**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.
Study Approval Notification

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 (WPI 443770-1) and from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue (WPI 431821-1). 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.

Contact Information

If you wish to discuss any issues related to the completed environmental phase of this project, please contact:

Ashley Henzel, P.E.
Senior Project Manager | FDOT District Seven
11201 N. McKinley Drive, MS 7-500 | (813) 975-6433
ashley.henzel@dot.state.fl.us

For issues related to final design of this project, please contact:

Mary Lou Godfrey, P.E.
Senior Project Manager | FDOT District Seven
11201 N. McKinley Drive, MS 7-500 | (813) 975-6621
marylou.godfrey@dot.state.fl.us

For all other issues related to this project, please contact:

Kris Carson
Public Information Officer | FDOT District Seven
11201 N. McKinley Drive, MS 7-500 | (800) 226-7220
kristen.carson@dot.state.fl.us

En Español

Si usted tiene preguntas o commentaries o si simplemente desea mas informacion sobre este Proyecto, favor de ponerse en contacto con el señor Manuel Flores., al teléfono (813) 975-4248 o correo electrónico manuel.flores@dot.state.fl.us.

Non-Discrimination

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge), please contact Alex Henry, Public Involvement Coordinator by phone (813) 975-6405 or (800) 226-7220, or by email alex.henry@dot.state.fl.us.

Right of Way Acquisition Procedure

When a transportation project proposes acquiring private property, you may have questions and concerns. To better inform you about the right of way acquisition process and your rights, FDOT created real estate acquisition and relocation informational brochures. These brochures and other education materials will be available during the public hearing. Copies of the brochures are available on our website: www.dot.state.fl.us/rightofway/Documents.shtm. We would like to hear your concerns and answer your questions. We encourage you to speak with the FDOT Project Manager or a Right of Way Representative at your convenience, by calling 1-800-226-7220.
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.

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

<table>
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<th>Phase</th>
<th>Right of Way</th>
<th>Design</th>
<th>Construction</th>
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<td>Underway</td>
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