Meeting of the Technical Advisory Committee
Monday, February 17, 2020 @ 1:30 PM
County Center, 18th Floor, Plan Hillsborough Room

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – January 27th, 2020

IV. Action Items

A. TIP Amendment (Vishaka Shiva Raman, MPO Staff)

B. Resilient Tampa Bay: Transportation Pilot Project (Allison Yeh, MPO Staff)

V. Status Reports

A. 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)

B. Tampa Interstate Study Supplemental Environmental Impact Study (FDOT Representative)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum

A. MPO Meeting Minutes & Standing Committee Reports

B. Public Hearing Flyer – Tampa Interstate Study Supplemental Environmental Impact Statement

C. Project Fact Sheet for I-275 from MLK and Bearss

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

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
MINUTES WILL BE INCLUDED AS SOON AS THEY’RE AVAILABLE.
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**

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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 are 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
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
Could apply for FTA grant in 2021 or a later year
Funding needed at time of Tampa Bay Next (TBN) construction, to include transit stations & rolling stock
TBN sections 4-5: 2024-2029 construction
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
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.
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 street, 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.
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. Waggoner 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.
Joint Meeting of the Citizens & Technical Advisory Committees on December 16

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

✓ Tampa Hillsborough Greenways and Trails Plan Update

Members supported trails serving bicyclists and walkers in Wimauma and were concerned with how people were going to be able to safely access the trail on the new Gandy Bridge.

They also heard status reports on:

- **Agency Project Plans for 2020 for Transportation Surtax**: CAC members wanted to know how intelligent transportation management systems proposed by different jurisdictions and agencies were being coordinated. Also, concern was expressed about the safety and lighting at transit stops. Members were interested in the next steps for the IOC and project plans submitted by local governments. Discussion ensued about the close coordination on projects of mutual interest between the County and City.

- **Fletcher Avenue Complete Street, Before & After**: members complimented the County for a successful project with a high return on investment. They were impressed especially with LED lighting to see pedestrians when crossing the road. Members had lots of questions:
  - Would more such before and after studies be conducted?
  - Were drivers getting accustomed to the flashing beacons installed and yielding for pedestrians at mid-block crossings?
  - Would protected bike lanes be better and perhaps encourage use instead of riding on the sidewalk by cyclists?

- **Government in the Sunshine State and Public Records Refresher**: members discussed what constitutes topics that a committee might take action on in the future; what members can post on social media; and how discussions can take place between members.

- **Robert’s Rule of Order**

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

The BPAC heard status reports on:

- **Agency Project Plans for 2020 for Transportation Surtax**
- **Fletcher Avenue Complete Street – Before & After**
- **Government in the Sunshine State and Public Records Refresher**
- **Robert’s Rules of Order, the handbook of procedure for creating and action on motions**
Meeting of the Livable Roadways Advisory Committee (LRC) on December 18

The LRC approved and forwarded to the MPO Board:
✓ Tampa-Hillsborough Greenways and Trail Plan Update

The LRC heard status reports on:
- Smart Cities Alliance
- Fletcher Avenue Complete Street Before & After
- Overview of Agency Project Plans for 2020 for Transportation Surtax
- Government in the Sunshine State and Public Records Refresher

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB), Dec. 13

The TDCB elected its officers for 2020, reelecting Gloria Mills as Vice Chair and Craig Forsell as Member At Large.

Transportation Disadvantaged Legislative Awareness Day will be held on February 11, 2020 in Tallahassee. This is an opportunity to show support for the Transportation Disadvantaged Program. The TDCB’s annual Legislative Message is included in the MPO Board’s packet today.

The Board approved continued coordination contracts with Quality of Life Inc., McClain and Northside. The Board learned that one major challenge for these contractors is that Medicaid does not uniformly provide trips for medical services.

The Board also learned that the Sunshine Line’s new Saturday service is up to 40 trips each weekend.

Meeting of the MPO Chairs Coordinating Committee (CCC) on December 13

At their biannual meeting, the CCC approved and forwarded to the MPO Board:
✓ Regional Transportation Priorities Update
✓ 2020 TBARTA MPOs CCC Fifth Restated Interlocal Agreement for Regional Transportation Planning and Coordination in West Central Florida
✓ 2020 CCC Interlocal Agreement and Operating Procedures

The CCC heard status reports on:
- Florida Transportation Plan
- Regional Transit Development Plan
- Tampa Bay TMA Leadership Group Update
Dear Property Owner and/or Interested Citizen:

You are invited to attend and participate in the Florida Department of Transportation (FDOT) District Seven public hearing regarding the Project Development and Environment (PD&E) Study for I-275 (SR 93) from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard (SR 574) and I-4 (SR 460) from I-275 (SR 93) to east of 50th Street (US 41) in Hillsborough County, Florida. This project is known as the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and involves improvements to the Westshore Area Interchange (I-275/SR 60), the downtown Tampa interchange (I-275/I-4), and the I-275 corridor that connects these two areas. On January 27, 2020, the Federal Highway Administration approved the Draft TIS SEIS.

This hearing allows those interested in the study the opportunity to provide comments and express views concerning the location; conceptual design; environment and social, economic, cultural, and environmental effects of the proposed project. The hearing will cover TIS Segments 1A, 2A, 2B, 3A, and 3B (also referred to as Tampa Bay Next Sections 5, 6, and 7) as displayed on the map below. On February 27, 2020, the Federal Highway Administration approved the Draft TIS SEIS.

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

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

FDOT welcomes and appreciates everyone’s participation. If you have questions about the project or the hearing, please contact Alice Price, AICP, PD&E Project Manager, at (813) 975-0452 or alice.price@dot.state.fl.us. You may also visit the project website at www.tampainterstatestudy.com.

Sincerely,

Kirk Bolgen, P.E.
Environmental Management Engineer

FDOT District Seven
1201 N. McKinley Drive
Tampa, FL 33612
(813) 975-6000
Business Hours: Mon-Fri 8:00 a.m. – 5:00 p.m.
Sat-Sun Closed

FDOT Public Participation Notice

FDOT welcomes and appreciates everyone’s participation. If you have questions about the project or the hearing, please contact Alice Price, AICP, PD&E Project Manager, at (813) 975-0452 or alice.price@dot.state.fl.us. You may also 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 between the interchanges. The PD&E Study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), for this project to qualify for federal-aid funding of subsequent development phases (right of way, design, and construction).

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 congestion relief that improves accessibility, travel times, system linkages, and multimodal connections, while supporting regional economic development goals and enhancing the quality of life for residents and visitors.

Project History

The Tampa Bay region interstate system was originally constructed in the early 1960s. In 1983, FDOT began to identify potential improvements to the Tampa Interstate System, which was originally constructed in the early 1960s. These improvements included potential short-term safety solutions, design changes, and long-term high-occupancy vehicle (HOV) lane-related improvements to accommodate growing traffic volumes and address congestion. The 1983 study considered all transportation needs related to improvements to the 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 congestion relief that improves accessibility, travel times, system linkages, and multimodal connections, while supporting regional economic development goals and enhancing the quality of life for residents and visitors.

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 you 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.

<table>
<thead>
<tr>
<th>TSB Segment</th>
<th>TSB Segment 1A</th>
<th>TSB Segment 1B</th>
<th>TSB Segment 2A</th>
<th>TSB Segment 2B</th>
<th>TSB Segment 3A</th>
<th>TSB Segment 3B</th>
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<tr>
<td>Alternative</td>
<td>No Further Action</td>
<td>Recently Preferred Alternative</td>
<td>No Further Action</td>
<td>Locally Preferred Alternative</td>
<td>No Further Action</td>
<td>Locally Preferred Alternative</td>
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<td>Accommodation and Construction</td>
<td>Provides Express Bus Opportunities</td>
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<td>Maintain Transit Corridor</td>
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<td>Support Existing and Planned Services</td>
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<td>No</td>
<td>No</td>
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<td>Neighborhood Connections</td>
<td>Improve Existing Connections</td>
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<td>Provides New Connections</td>
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FDOT Tentative Five-Year Work Program (FY 2020/2021 - FY 2024/2025)

- **Project Phase**: I-275 from Howard Frankland Bridge to North of Hillsborough River
- **Downtown Tampa Interchange (I-275/I-4) Operational Improvements**: Not Currently Funded
- **East of I-4 from 22nd Street to East of 50th Street**: No Further Improvements Included in LPA

**Right-of-Way**

- Funded (2020/2021 – 2023/2024)
- Not Currently Funded
- No Further Improvements Included in LPA

- **Construction Start**: Funded (2022/2023)
- Not Currently Funded
- No Further Improvements Included in LPA

**LPA** = Locally Preferred Alternative

- A portion of TIS Segment 3B overlaps with partially funded improvements of Tampa Bay Next Section 8, (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.
Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)
I-275 from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard and I-4 from I-275 to east of 50th Street
(Work Program Item Segment No. 258337-2)

Comments may be provided the following ways: mail comments to the address on the back of this form, complete the form at one of the hearing sessions and place in the “Comments” box, email comments to D7-TIS@dot.state.fl.us, or visit the website at www.tampainterstatestudy.com.

Comments must be submitted or postmarked by March 12, 2020 to become part of the official public hearing record.

Name (Print): ____________________________________________
Address: ________________________________________________
City, State, Zip: __________________________________________
Email: __________________________________________________

Please add me to the study notification list.

PUBLIC HEARING ATTENDED:

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

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

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

Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestro representante en español es: Manuel Flores (813) 975-4248 o manuel.flores@dot.state.fl.us.
Florida Department of Transportation - District Seven
TIS SEIS PD&E Study Public Hearing
Attn: Kirk Bogen, PE, Environmental Management Engineer
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612
The Florida Department of Transportation (FDOT) concluded the Project Development and Environment (PD&E) Studies on I-275 from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574) and from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582). Both projects are in Hillsborough County, Florida.

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

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

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

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

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 información 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.shtml. 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.