Virtual Meeting of the MPO Board
Wednesday, May 13, 2020, 9:00 a.m.

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Agenda

I. Call to Order, Pledge of Allegiance & Invocation

II. Roll Call (Clerk)

III. Approval of Minutes – April 14, 2020

IV. Public Comment - 3 minutes per speaker, 30 minutes total; as needed, additional time may be provided later in the agenda.

Public comments are welcome, and may be given in person at this virtual meeting, by logging into the website above and clicking the “raise hand” button. Staff will unmute you when the chair recognizes you. Comments may also be phoned in during the meeting by dialing 813-273-3774 ext. 600.

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• by leaving a voice message at (813) 273-3774 ext. 369
• by e-mail to mpo@plancom.org
• by visiting the event posted on the MPO Facebook page

Voice messages will be played aloud. Written comments will be read into the record if brief, and provided in full to the board members.

V. Committee Reports & Online Comments (Bill Roberts, CAC Chair and Wanda West, MPO Staff)

V. Action Items - All actions will be by Roll-Call Vote

A. TIP Amendments for I-75 and I-4 (Vishaka Shiva Raman, MPO Staff)
B. FY19 & FY20 UPWP Amendment for Funding De-obligation – (Allison Yeh, MPO Staff)
C. FY 21 & FY 22 Unified Planning Work Program (Allison Yeh, MPO Staff)
D. Annual Certification of MPO Planning Process (Johnny Wong, MPO Staff)
E. Annual Evaluation of Executive Director (Cameron Clark, MPO Attorney)

VI. Status Reports
A. Hillsborough Air Quality Update (Jeff Sims, EPC)
B. Transportation Disadvantaged Services Update (Michele Ogilvie, MPO Staff)

VII. Executive Director’s Report
- Transportation Improvement Program (TIP) Annual Public Hearing rescheduled from June 10 to June 30
- Board Workshop on Managed Lanes rescheduled from June 19 to October 14, in place of regular board meeting
- TMA Leadership Group and MPO Chairs Coordinating Committee to meet with Central FL MPO Alliance July 10, starting 9:30am, HCC Plant City Campus
- Independent Oversight Committee for Transportation Sales Surtax annual hearing rescheduled from April 27 to August, date to be determined
- Vision Zero Leadership Summit on Low/No Cost Safety Strategies proposed September 22, in place of regular Policy Committee meeting
- Quarter 3 report

VIII. Old & New Business

IX. Adjournment

X. Addendum
A. Announcements
   - Grow Gardens Conference Flyer – POSTPONED & ONLINE
   - Plant City Transit Master Plan Workshop Flyer
B. Project Fact Sheets & Other Status Reports
   - Annual Report of the Independent Oversight Committee for the Transportation Sales Surtax
   - State of the Region Report: Unsurprisingly We’re Driving Less (But There’s More to the Story)
   - FL MPO Advisory Council Roundtable Meeting of April 29
C. Correspondence
   - From FDOT District Secretary on Traffic Fatalities Mar 30 – Apr 12
C. Articles Relating to MPO Work

- **Tampa to Consider Shutting Down Bayshore Boulevard to One-Way Traffic Once a Month** | Spectrum Bay News 9 | 04.30.20
- **Update on Vision Zero Program** | Spectrum Bay News 9 | 04.30.20
- **Design streets for the humans you have, not the humans you wish you had.** | Strong Towns | 04.28.20
- **Hillsborough County Extends County Government Closures Through May 15** | ABC Action News | 04.28.20
- **Oped Hillsborough Commissioner Les Miller Could Have Done More to Stand Up for Transportation** | Creative Loafing Tampa Bay | 04.20.20
- **Beth Alden explains the Howard Frankland Bridge Project** | WFLA News Radio AM Tampa Bay with Jack and Aaron | 04.15.20
- **Hillsborough commissioner’s attempt to save backup transportation surtax fails** | Tampa Bay Business Journal | 04.15.20
- **Latest fatality on Tampa’s Bayshore Boulevard prompts calls for speed solutions again** | Tampa Bay Times | 04.13.20

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The MPO is requesting that everyone participate remotely to minimize risk of transmitting the coronavirus. Below are some helpful hints to guide your remote participation in the upcoming meeting.

- You can call by telephone to listen only, or you can follow the link provided and attend using the Go To Webinar online meeting site.
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  - leaving a voice message at (813) 273-3774 ext. 369
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- In either case, please leave your microphone muted when you are not speaking, to minimize background noise.

Getting Set Up:

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- You can also enlarge the screen size by moving your cursor to the right side of the screen and clicking the “+” button.
If you have trouble with your computer speakers or microphone, use your phone instead. Click the triangle next to the word “Audio” to see your choices. Do input the Audio PIN when prompted so we can unmute you!

Click this red arrow to expand or minimize your sidebar in Go To Webinar.

Click this “raise hand” button if you want to speak. The chair will recognize you at the appropriate time and staff will unmute you. If you have put yourself on mute as well, you will ALSO need to unmute yourself.

When the meeting begins:

Board and committee members, please wait to announce your attendance until the roll is called.

There will be an opportunity for members of the public to provide comments. Please click the “raise hand” button (illustrated above). When recognized and unmuted, announce yourself and adhere to the time limits. Members of the public may also ask questions to staff at any time during the meeting by typing them into Questions/Chat box (illustrated above, lower right of screen).

During discussion of agenda items, board and committee members are requested:

- Please signal to the Chair that you would like to speak by clicking the “raise hand” button (illustrated above).
• Please wait until the Chair calls on you to begin speaking.
• Please re-state your name at the beginning of your remarks, for the benefit of the recording secretary.
• You can also communicate with each other and with staff by typing questions and comments into chat window reserved for meeting organizers and panelists. This will become part of the meeting record. Staff will bring questions and comments raised in the chat window to the attention of the chair at an appropriate time during the meeting.
Virtual Meeting of the MPO Board
Tuesday, April 14th, 2020

Beth Alden reviewed the orientation with the committee members and the public.

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:07 a.m., led the Pledge of Allegiance and gave the invocation. The regular monthly meeting was held as a Virtual Meeting of the MPO Board.

The following members were present:

Commissioner Les Miller, Jr., Commissioner Pat Kemp, Commissioner Ken Hagan, Commissioner Mariella Smith, Commissioner Kimberly Overman, Councilman Joseph Citro, Mayor Rick Lott, Cindy Stuart, Charles Klug, Michael Maurino, Joseph Waggoner, Gina Evans, Joe Lopano, Vice-Mayor Andy Ross

Also present:  Attorney Cameron Clark, Beth Alden, Allison Yeh, Bill Roberts, Lesley Miller, Lionel Fuentes, Meghan Betourney, Robert Frey, Vishaka Raman, Wanda West, Chris Vela, Demian Miller, Alexander Engleman

The following members were absent:  Adam Harden, Councilman Luis Viera, Councilman Guido Maniscalco.

A quorum was met.

II. APPROVAL OF MINUTES – TUESDAY, MARCH 3rd, 2020

Chairman Miller requested a motion to approve the March 3rd, 2020 minutes.  Cindy Stuart so moved; it was seconded by Councilman Citro and adopted after unanimous roll-call of those virtually present.

III. PUBLIC COMMENT

There were three speakers with public comments.

Chris Vela, Tampa, Florida 33605, began by emphasizing his support for the Unified Planning Work Program.  He stated that the projects in it are progressive, push for logistics and safety on the roads and options on the roads, but it needs the right management, urging Toole as a qualified list option.  Mr. Vela noted that Kathy Castor wrote a letter about the transportation tax, offering his feedback that we can only get the projects done locally if we have the money available for it in order to create jobs and a return on interest to build up a
stronger and more resilient economy. He mentioned the need to be competitive with three other counties who have passed a surtax and are able to compete for federal funding. Mr. Vela asked each Board member, individually, to consider the value in this letter because it is important to reduce the amount of deaths on the roadways and to give people options to connect to places they deserve to access.

Alexander Engleman, Tampa, Florida 33606, thanked the Board for their service and leadership to the community and proceeded to speak about safety options on the roadways, specifically on Bayshore Boulevard. Dr. Engleman sent in a submission on behalf of 8,500 individuals who signed a petition regarding making Bayshore Boulevard safer, that was created approximately two years ago. Dr. Engleman asked the Board to study Bayshore Boulevard, to work with the City to fund long-term redesign changes, to consider reclassifying it away from an arterial roadway, and to add Bayshore Boulevard to the planning work of the MPO.

Demian Miller, Tampa, Florida, thanked the MPO Board for allowing their group to support the MPO staff working on various projects over the last five years through the General Planning Consultant Contract, and they look forward to supporting this organization as the Board considers Action Item C on today’s agenda.

IV. COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chair, reported on the last two meetings of the CAC. At the March 11th meeting, the CAC recommended approval of the TIP Amendment for the HART grants, which included Human Trafficking Innovations in Public Transit, Bus and Bus Facilities, as well as the CNG Duplex Compressor. The CAC also added a recommendation that HART let human trafficking survivors lead on messaging and that HART consider adding electric buses.

There were also presentations on coordinating the transportation in land use. The CAC members recognize that land use and transportation are inseparable. During the PowerPoint on the HART’s Arterial Bus Rapid Transit Study, the CAC encouraged HART to advance redevelopment of the transit lines that run every 15 minutes. There was a PowerPoint on TBARTA’s Regional Rapid Transit Study, with comments on the impact of the I-4 interchange, on the operations of a rapid transit line, the cost of service, ridership numbers, and recommendations on public participation. Finally, the CAC had a presentation on CUTRs Transportation Equity Scorecard, and the CAC members had questions on who is funding the study and where it can be accessed after the study is completed.

The second meeting, a virtual meeting of the CAC, held on April 8th, acted by consensus to recommend a transit improvement program amendment, adding three resurfacing projects, and Mr. Roberts voiced the CAC consensus recommendation. The CAC also recommended the
Unified Planning Work Program for the next two fiscal years. There was considerable discussion on the topic about the I-275 conversion study, how much it is likely to cost, FDOT's position, and how the MPO can make progress on it without taking funding away from other needed planning studies. Ultimately, the CAC felt the MPO should ask the FDOT for an opportunity to undertake the study in phases rather than in its entirety for two reasons: budget limitations and some timing limitations. The CAC also recommended the annual certification of the MPO, and those are the recommendations to the MPO.

Mr. Roberts discussed the interesting and enlightening study that CAC Member Steven Hollenkamp presented on his fiscal analysis of Plant City's growth. The CAC will further discuss this topic and would encourage the MPO Board to consider asking Mr. Hollenkamp to come and give this presentation. There were no questions for Mr. Roberts.

Wanda West, MPO staff, relayed that the committee approved and forwarded the HART Transportation Improvement Program Amendments. Other presentations made to committees included Land Use and Transportation Coordination, HART's Arterial Bus Rapid Transit Study, TBARTA's Regional Rapid Transit Project Development and Environmental Study, FDOT 5-year TIP: Amendment 12, a new project added, Human Trafficking Innovations in Transit Public Safety Grant; Amendment 13, a new project added, Bus and Bus Facilities Discretionary Grant; Amendment 14, an existing project update, HART CNG Duplex Compressor; Amendment 15, an existing project update, Surface Transportation: Bus

V. ACTION ITEMS

A. Committee Appointments

HART has nominated Councilmember Gil Schisler to serve on the Transportation Disadvantaged Committee Board. Staff recommends the confirmation of the appointment.

Chairman Miller sought a motion to confirm the appointment of Councilmember Gil Schisler; Joseph Waggoner so moved; it was seconded by Vice-Mayor Andrew Ross and adopted after unanimous roll-call of those virtually present.

B. TIP Amendments for HART

Ms. Raman presented a detailed PowerPoint of the following four amendments, all for HART, two new and two updates, including the FDOT 5-year TIP: Amendment 12, a new project added, Human Trafficking Innovations in Transit Public Safety Grant; Amendment 13, a new project added, Bus and Bus Facilities Discretionary Grant; Amendment 14, an existing project update, HART CNG Duplex Compressor; Amendment 15, an existing project update, Surface Transportation: Bus
Replacements. Ms. Raman asked the MPO Board to approve all four amendments, 12 through 15.

Ms. Overman inquired as to the HART amendments, given there's a federal and local match on a couple of the projects, if any of those projects were dependent on revenues associated with the surtax, to which Ms. Alden replied that they're generally for federal funding, so she doesn't believe so. Ms. Overman followed up, stating if they are dependent on surtax dollars for the 2020 and 2025 for Amendment 15, that needs to be addressed, and Ms. Alden responded that they don't know at this time; that when there is a match for the federal grants, it is identified to them as local funding, so they don't actually know the source from another agency.

Chairman Miller sought a motion to approve the TIP amendments for HART; Commissioner Kemp so moved; it was seconded by Commissioner Overman and adopted after unanimous roll-call of those virtually present.

C. General Planning Consultant Procurement

Meghan Betourney, Planning Commission Staff, gave a presentation on the 2020 General Planning Consultant Selection, conducted every five years, which is done to bring in GPCs’ specialized skills and best practices, an outside perspective, specialized data or software, and to make available a broad range of areas of expertise to the Board and its member governments and agencies.

GPC contracts and work orders: They are done every two years. It is a two-year contract, with the possibility of three one-year extensions, with a maximum five-year term. Work orders are generated from the MPO’s Unified Planning Work Program. Work orders for specific tasks are negotiated after the general contract is signed. Hourly rates are reviewed against FDOT standards and are then included in the Board packet for approval. When looking for consultants, they must have the ability to perform four core services: Long range transportation systems planning; system/corridor planning; public outreach/participation; document production. The optional services, over 50 specialized areas ranging from data collection to multi-modal planning.

Ms. Betourney apprised the Board of the selection process, starting on January 6th through April 14th, where the nine proposed finalists were brought to the MPO Board. The 11 selection panel members were identified, and she went over the nine proposed finalists. Ms. Betourney is requesting that the Board authorizes the MPO staff to negotiate a contract with the top nine rated firms.

Commissioner Smith commented that at the County Commission, they ran into some big problems with a study from one of the listed consultants. She did not request their removal but asked that the staff thoroughly vet the studies and reports that come from the
consultants because what they ran into at the Board level was that it all came to them, and the County Commissioners and their staff were tasked with digging through and finding the flaws in a report. Commissioner Smith also cautioned and advised staff to completely vet these reports and not just pass them on just because some consultant has provided it.

Chairman Miller sought a motion to authorize the negotiation of a contract with the top nine-rated firms; Commissioner Overman so moved; it was seconded by Joseph Waggoner and adopted after unanimous roll-call of those virtually present.

VI. STATUS REPORTS

A. Unified Planning Work Program

Allison Yeh, MPO staff, commented to the Board that this is a status report, so they will not be asking for action on the Unified Work Plan until the May 13th meeting, even though the committee has received a report for approval, that they're finalizing the document partially based on the comments today. The Unified Work Plan program is a program they are required to update every two years. The biennial update is effective July 1, 2020 and goes through June 30th, 2022. The update outlines all the major tasks the MPO performs; complying with federal and state funding; coordinates federally funded planning tasks performed by the MPO, HART, and FDO; complies with federal and state rules.

Ms. Yeh discussed the 1 through 6 major planning tasks. From left to right they are: Transportation Planning Management, System and Corridor Planning, Long Range Transportation Plan and Data Collection, Transportation Improvement Plan, Public Participation, and Local and Regional Coordination and Planning. There was a PowerPoint presentation on the budget for the next two fiscal years. The first three columns, PL, STP, and FTA, are the federal funding allocation. CTD is the state funding they receive for TP planning. In the first fiscal year, there is approximately $2.8 million for all the activities that MPO does, and for the second fiscal year, approximately $2.3 million. Ms. Yeh gave a snapshot of where all the funding gets used within the six major tasks, and 90 percent of their work goes directly towards planning and public participation, and all the planning-related tasks. There was a brief overview of the major projects completed for Fiscal Years 2019 and 2020.

There are projects underway now that will continue into the next fiscal year, which are the Data Platform-Performance Monitoring and Project Evaluation; Data Portal; Equity Scorecard with CUTR; Plant City Transit Feasibility Plan; Vision Zero Corridor Studies for Unincorporated Hillsborough County; Regional LRTP. In February and March, they went to the MPO Committee and asked them to think about what projects they'd like to see in the work program and to come to a
consensus via motion about what that might be, which included the other requests, BPAC motion; LRC motion; CAC motion; TAC motion.

Ms. Yeh went over, in detail, the Jurisdiction and Agency Project Requests that includes Hillsborough County, Temple Terrace, Plant City (2019 requests) and HART. To accomplish the six tasks listed, there are critical path projects and analyses that need to be accomplished in the next two fiscal years, totaling $615,062. Along with the critical path projects, there are some potential studies that have been suggested along with the other committee and jurisdiction requests given. They did a bid cost estimate which totals $980,000.

So, the MPO staff is asking the Board to take a look at all of the studies proposed. The critical path studies have to stay, but they want the Board members to think of their top five priorities and e-mail Ms. Yeh back within a week with those top five priorities. The work program is amendable, but they are going to adopt it on May 13th, and it will be effective July 1st. So, the schedule is: The MPO Committee’s review draft UPWP - April; MPO adopts final UPWP - May 13th, 2020; new UPWP effective - July 1st, 2020.

Commissioner Overman brought forward that as they begin the discussion of potential studies that have been requested by local jurisdictions and the MPO Advisory Committees, they have to remember that these projects in the studies were originally proposed based on a general plan to implement the use of the surtax that was approved in November of 2018. She continued that it does appear that many of the projects that they're going to do the studies on, should they get an adverse decision from the Supreme Court -- and, as it stands now, they don't have a referendum until 2022, given the Board’s action last week or two weeks ago -- many of the projects can't even move forward. They are asking for critical path projects over the next two years where there may not be, in the future, any of the dollars to do these projects. So, while the critical path projects list that shows $600,000 towards studies in line with what the committees have brought forward, she’d like to know, before they even consider the potential study list, what percentage of those studies that are scheduled in the next two years are dependent on the funding plan that they have approved previously that included surtax dollars. If they get a Supreme Court ruling, they may not have it for a couple of years. So, if these studies are going to be done over the next two years and they don't even know if they have the money to pay for them, to actually implement them, why are they going to do the studies.

Commissioner Overman emphasized they have done a lot of studies where they have never funded the projects because they did not have the money locally to do it. Without the surtax, she suggested they will not have the money to do many of these plans or actual projects. She then asked: What projects on this list of the critical path, as well as the proposed path, have funding or potential funding without the surtax? Beth Alden replied that even on the critical path list, there
are some plans and studies that will take a lot longer to implement without the surtax funding, giving examples of where it is affected.

Ms. Stuart concurred with Commissioner Overman to relook at these critical paths and potential studies based on what they see happening with the surtax and also what they see happening potentially with the economy in Hillsborough County. There are a lot of people out of work right now. Even if they receive the sales tax, they are anticipating a drop in what people are going to spend money on. Ms. Stuart's question centered around the I-275 boulevard, since that's the only project listed under critical and potential that says Phase I. She asked: What is the total cost, and how many phases are there? They are talking about a study to tear down the only system that they have in place, which is an interstate system, and turning it into a boulevard. If the spending on Phase I will be $150,000, what will the total cost of the study be? Was that a staff recommendation or just a CAC recommendation? Beth Alden responded that this was a recommendation from the CAC last year that was incorporated into the Unified Planning Work Program based on a motion from the Board. Phase I of the study would help with determining what the cost would be to do all of the technical analyses that would be needed. Ms. Alden could not give, at this time, an estimate of what that would cost, but ultimately it would be at least a million dollars, probably more than that, to do the technical analyses that would be needed.

Ms. Stuart questioned spending a million dollars to do a study around something that they may not want to do or be able to do and certainly won't be able to fund at this point in time. She continued that she would save her comments on this and put them in writing for the May 13th meeting but opined that would be a potential study that she would request the Board take off the table. She asked how prudent would it be to spend that kind of money right now on something that they don't even have a solid number of what it is going to cost to do the study on tearing down the one interstate system that runs through this community and connects two other counties. Ms. Stuart further emphasized that that is how they need to start looking at some of these studies that are on the table, based on talking about the surtax potentially not coming through in two years, and that the voters may be confused about what is going to happen with this surtax. If they don't lose in the Supreme Court, they're talking about having less funding than they've had in the past when they have a critical need in some other prominent areas in south county they need to be spending money on studies for.

Councilman Citro stated that Commissioner Overman and School Board Member Ms. Stuart asked the same questions that he had, so he had no additional questions.

Commissioner Kemp addressed the on-demand downtown transportation that she saw that keeps coming up again and again.
VII. EXECUTIVE DIRECTOR’S REPORT

Beth Alden thanked everyone for their patience attending via the virtual meetings and gave a brief review of how it has progressed so far. Beth Alden went over news items: They're monitoring the possibility there will be another federal stimulus that provides additional funding for transportation. The speculation from Washington is that that might be discussed more in Congress in May and that the funding might come through some of the regular channels that they’re used to seeing for the TIP as a way of distributing the funds. All of that is still to be determined, and she will keep them posted. The next meeting is scheduled for the 13th of May. They are making provisions to attend virtually.

VIII. OLD & NEW BUSINESS

A. Status of Executive Director Annual Evaluation

Attorney Clark pointed out that he sent out evaluation forms and, to those who have not already responded, he requests that the responses be sent to him by Friday, May 1st so that he can put them together as a report for the Board to receive at its May 13th meeting.

B. Other Old or New Business

There was no old business or new business.

IX. ADJOURNMENT

The MPO meeting was adjourned at 10:22 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on April 8
Under Action items, the CAC approved and forwarded to the MPO Board:
✓ Transportation Improvement Program Amendments
✓ FY21 and FY22 Unified Planning Work Program
✓ Annual Certification of MPO Planning Process

Committee members had questions about the cost of the I-4 resurfacing project, and FDOT responded that the segment has over 11 miles of the interstate highway and 16 miles of ramps and frontage roads. The CAC also heard a status report on Plant City Fiscal Analysis.

Meeting of the Technical Advisory Committee (TAC) on April 20
Under Action items, the TAC approved and forwarded to the MPO Board:
✓ Transportation Improvement Amendments
✓ FY21 and FY22 Unified Planning Work Program
✓ Annual Certification of MPO Planning Process

There were no Status Reports this month.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on April 8
The committee heard public comments on the need for a redesign/speed study for Bayshore Blvd. and regarding modifications to 14th and 15th Streets in Ybor City as a result of the TBNext project. In Action items, the BPAC had no objections and forwarded to the MPO Board:
✓ FY21 and FY22 Unified Planning Work Program

The BPAC heard a status report on Sidewalk Stompers’ activities including advocacy, walking school buses, and future direction.

Meeting of the Intelligent Transportation Systems Committee (ITS) on April 9
The ITS Committee did not vote, but had no objections and forwarded to the MPO Board:
✓ FY21 and FY22 Unified Planning Work Program

The Committee also heard status reports on the following topics:
• ITS Capability Maturity Model
• Hillsborough County Air Quality Status
• Vision Zero Speed Management Study
Meeting of the Livable Roadways Advisory Committee (LRC) on April 15

Under Action items, the LRC had no objections and forwarded to the MPO Board:

✓ FY21 and FY22 Unified Planning Work Program
✓ Annual Certification of MPO Planning Process

The LRC heard a status report on Air Quality Month.

Meeting of the Transportation Disadvantaged Coordinating Board on April 24

The TDCB held their annual workshop and heard an update on the Tri-County Regional Needs for cross-county trips. A summary report on the cross-county trips provided through the Advantage Ride Pilot Program was also given. Board members discussed briefly the pilot program and its implications for future cross-county trip services. The Board also learned that the Advantage Rides Pilot Program and the Sunshine Line’s weekend trips have been provided through the Commission for Transportation Disadvantaged’s M-CORES funding.

Under Action Items TD Board approved:

✓ FY 20-21 Sunshine Line Service Rates
✓ FY21 and FY22 Unified Planning Work Program - Board members noted that the Community Health Impacts, Storm Evacuation Forecasting and Bus Stop Assessment studies would be the most useful for the Transportation Disadvantaged.

A presentation on the USC Section 5310 New Freedom Program reported that $2.4 million was available regionally this year. Hillsborough County agencies are receiving around $1.3 million of these funds to continue providing enhanced mobility for seniors and persons with disabilities.
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendments for I-75 and I-4

**Presenter**
Vishaka Shiva Raman, MPO Staff

**Summary**
The following items are amendments to the Fiscal Year FY2019/20 – 2023/24 Transportation Improvement Program (TIP).

**Amendment 16 - 443630-1 I-75 from N of US 301/ Progress Blvd to Woodberry Rd.** This amendment proposes to rehabilitate the rigid pavement and repave the ramps on I-75/ SR 93A from S of Progress Blvd (MP 19.015) till N of Woodberry Road (MP 24.185). The project is currently in design phase. This amendment will add $1,753,888 (FY2021).

**Amendment 17 – 443630-2 I-75 from N of From N OF CSX R/R/Broadway Ave to S of SR 582/Fowler Ave.** This amendment proposes to rehabilitate the rigid pavement and repave the ramps on I-75/ SR 93A from N of CSX R/R/Broadway Ave (MP 25.227) to S of SR 582/Fowler Ave (MP 30.244). This project is currently in the design phase. This amendment will add $1,763,855 (FY2021).

**Amendment 18 – 445380-1 I-4 repaving from E of McIntosh Rd to County Line Rd.** This amendment will add $3,870,126 and will be used for repaving the interstate, ramps and frontage roads between McIntosh Rd and County Line Rd in eastern Hillsborough County. This project is currently in design phase.

**Recommended Action**
Approve the above amendments to the FY2019/20 TIP.

**Prepared By**
Vishaka Shiva Raman, MPO Staff

**Attachments**
- Factsheets for the TIP Amendments 16,17 and 18.
- Comparative Reports for the TIP Amendments 16,17 and 18.
**FDOT**  
**5 Year TIP**  
**Hillsborough County, District 7**

**Status:** Amended  
**Amendment Date:** 5/13/2020  
**Amendment Number:** 16

<table>
<thead>
<tr>
<th>Item Number</th>
<th>Description</th>
<th>LRTP</th>
<th>Extra Description</th>
<th>Type of Work</th>
<th>Related Project</th>
<th>Project Length</th>
<th>Status</th>
<th>Fund</th>
<th>&lt;2020</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
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</thead>
<tbody>
<tr>
<td>443630 1</td>
<td>I-75 FROM N OF US 301/ PROGRESS BLVD TO WOODBERRY RD</td>
<td>Minimize congestion, p.163</td>
<td>This project will repair or replace the concrete pavement of the Interstate 75 roadway and ramps between Progress Blvd. and Woodberry Road</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
<td>443630</td>
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<tr>
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<td>ACNP</td>
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</table>
Project Description:
- The Florida Department of Transportation, District Seven, proposes to rehabilitate the rigid pavement on I-75/SR 93A from US 301 to CSX R/R / Broadway Ave. Rehabilitate the rigid pavement on the following ramps: SB on ramp from ramp #324 (10075322), NB off ramp to Lee Roy Selmon Expressway (10075325), NB off ramp to ramp #323 (10075315), SB on ramp from Lee Roy Selmon Expressway (10075326), SB off ramp to ramp #324 (10075330), SB off ramp to ramp #324 (10075332), NB on ramp from ramp #323 (10075329).

Project Location:
The project will begin along I-75/SR 93A at south of Progress Blvd. (MP 19.015) and will end north of Woodberry Road (MP 24.185).

Project Costs:

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<thead>
<tr>
<th>Phase</th>
<th>Cost Estimate*</th>
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<tbody>
<tr>
<td>Design</td>
<td>$1,753,888 (FY 2021)</td>
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<tr>
<td>Right-of-Way</td>
<td>N/A</td>
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<tr>
<td>Construction</td>
<td>$19.79 Million **</td>
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*Please note that cost estimates may change as the project progresses.
**Cost estimate includes funding for Construction, Engineering, and Inspection.
### FDOT

**5 Year TIP**  
**Hillsborough County, District 7**

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<td>Description: I-75 FROM N OF CSX R/R/BROADWAY AVE TO S. OF SR 582/FOWLER AVE</td>
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<td>Related Project:</td>
<td>443630</td>
<td>Extra Description: This project will repair or replace the concrete pavement of the Interstate 75 roadway and ramps between Broadway Avenue and Fowler Ave.</td>
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<tr>
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<td>5.2</td>
<td>Type of Work: RIGID PAVEMENT RECONSTRUCTION</td>
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<td>LRTPI: Minimize congestion, p.163</td>
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<th>&gt;2024</th>
<th>All Years</th>
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<td>$1,763,855</td>
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</table>
Project Description:
- The Florida Department of Transportation, District Seven, proposes to rehabilitate the rigid pavement on I-75/SR 93A from north of CSX R/R/Broadway Ave to south of SR 582/Fowler Ave. Rehabilitate the rigid pavement on the following ramp: I-4 SB on ramp (one lane from Bridge #424 to merge at I-75 (10075342).

Project Location:
The project will begin along I-75/SR 93A at north of CSX R/R/Broadway Ave. (MP 25.227) and will end south of SR 582/Fowler Ave (MP 30.244).

Project Costs:

<table>
<thead>
<tr>
<th>Phase</th>
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<tr>
<td>Design</td>
<td>$1,763,855 (FY 2021)</td>
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<tr>
<td>Right-of-Way</td>
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<tr>
<td>Construction</td>
<td>$15.38 Million **</td>
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*Please note that cost estimates may change as the project progresses.
**Cost estimate includes funding for Construction, Engineering, and Inspection.
### FDOT
#### 5 Year TIP
##### Hillsborough County, District 7

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<td>Item Number: 445380 1</td>
<td>Description: I-4 REPAVING FROM E OF MCINTOSH RD TO COUNTY LINE ROAD</td>
<td>LRTP: System Preservation, p. 161</td>
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<tr>
<td>Related Project: 445380</td>
<td>Extra Description: This project will repave the interstate, ramps and frontage roads between McIntosh Rd (Exit 14) and County Line Road (Exit 25) in eastern Hillsborough County</td>
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<td>Type of Work: RESURFACING</td>
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<td>$3,870,126</td>
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Preliminary Engineering - Managed by FDOT
I-4 repaving from east of McIntosh Rd to County Line Road

<table>
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<tr>
<th>Project Details</th>
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<tr>
<td><strong>Work Type</strong></td>
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<td><strong>Phase</strong></td>
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<td><strong>Limits</strong></td>
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<td><strong>City</strong></td>
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<td><strong>County</strong></td>
</tr>
<tr>
<td><strong>Road</strong></td>
</tr>
<tr>
<td><strong>Design Cost</strong></td>
</tr>
</tbody>
</table>

**Contact Information**

**Design Manager**
Charlie Xie
813-975-6287
Charlie.xie@dot.state.fl.us

**Media Contact**
Kris Carson
813-975-6060
Kristen.carson@dot.state.fl.us

**About**

This project will repave the interstate, ramps and frontage roads between McIntosh Rd (Exit 14) and County Line Road (Exit 25) in eastern Hillsborough County.

The project is currently being designed. Construction is anticipated to begin in the fall of 2023.
Board & Committee Agenda Item

**Agenda Item**
FY19 & FY20 UPWP Amendment for Funding De-obligation

**Presenter**
Allison Yeh, MPO Staff

**Summary**
The MPO periodically processes amendments to the Unified Planning Work Program (UPWP) to account for funding and budget changes. When funds remain from one UPWP cycle and are needed for the next, they are de-obligated and rolled forward to the next fiscal year. Today’s proposed amendment will accomplish the following:

- **De-obligate Fiscal Year 2020 funding for projects continuing into Fiscal Year 2021.**
  
  The MPO’s Fiscal Year runs from July 1st to June 30th the following year.
  
  $221,790 in FHWA Surface Transportation Program (STP) funding and $110,913 in Planning (PL) funding are proposed for de-obligation so that they will be carried over and available July 1, 2020 for use in the new FY 20/21 and FY21/22 UPWP.

  As a part of this process, the Transportation Improvement Program (TIP) will also be updated to reflect these changes.

As background, the MPO’s transportation planning functions are supported primarily by federal and state grants. The grant-funded tasks must be identified in advance for 2 fiscal years. The UPWP also documents the use of federal funds for metropolitan transportation planning conducted by other agencies, such as FDOT and HART.

The currently adopted FY19 & FY20 UPWP is available on the MPO website.

Proposed TIP amendments are also available on the website:
[http://www.planhillsborough.org/transportation-improvement-program-tip/](http://www.planhillsborough.org/transportation-improvement-program-tip/)

**Recommended Action**
Approve the amendment to the FY19 & FY20 UPWP to de-obligate federal planning funds, and the related TIP amendment

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

**Attachments**
Presentation slides
UPWP De-obligation Letter to FDOT
Amended FY19 & FY20 UPWP Pages
TIP Comparative Tables
FY19/20 Funding De-obligation


• Unused FHWA funds must be de-obligated by May 15th and transmitted to FDOT by May 18th – requires Amendment
  • Task 2, 3, 5, and 6 will have funds de-obligated.
  • In Task 3, ~$175k for consultant funds, includes traffic counts being postponed until after health emergency, managed lanes speaker, and IOC Report.

• Funds become available July 1, 2020 for next two-year UPWP
### Funding De-obligation Summary

#### FY 18/19 & FY 19/20

<table>
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<tr>
<th>Task</th>
<th>STP (SU)</th>
<th>PL</th>
<th>Total</th>
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<tbody>
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<td>Task 2 (System &amp; Corridor Planning)</td>
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<td>Task 3 (LRTP)</td>
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<td>Task 5 (Public Participation)</td>
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<td>Task 6 (Coordination)</td>
<td>$20,855</td>
<td>$7,756</td>
<td>$28,611</td>
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<td><strong>Total</strong></td>
<td>$221,790</td>
<td>$110,913</td>
<td>$332,703</td>
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</table>

**Total De-Obligation Amount: $332,703**

✓ Complies with FDOT standard that <20% of grant funds are carried forward to next FY.
Allison G. Yeh, AICP, LEED GA
MPO Executive Planner • Sustainability Coordinator
yeha@plancom.org • 813.273.3774 x351
planhillsborough.org
May 13th, 2020

Roger Roscoe, FCCM  
Government Liaison  
Florida Department of Transportation – District 7  
11201 North McKinley Drive  
Tampa, FL 33612

Dear Mr. Roscoe,

RE: Intent to de-obligate Federal Highway Administration PL and STP grant funds from Hillsborough MPO FY18/19 & FY19/20 Unified Planning Work Program (UPWP).

Per the FDOT MPO Program Management Handbook Section 3.10, the Hillsborough MPO intends to de-obligate PL and STP funds allocated in our Joint Participation Agreement (Contract # G0W71), due to expire on June 30th, 2020. The following funds are proposed for de-obligation so that they will be available July 1st, 2020 for use in year one of the new FY 20/21 and FY 21/22 UPWP.

- De-obligate $221,790 in STP funding
- De-obligate $110,913 in PL funding

This letter accompanies a formal UPWP amendment detailing the changes to the currently adopted FY18/19 & FY19/20 UPWP, approved by the MPO Board on May 13th, 2020. The new FY20/21 & FY21/22 UPWP is also anticipated to be adopted by the MPO Board on May 13th, 2020.

Thank you for your assistance and continued guidance on this process. Please contact myself or Allison Yeh (yeha@plancom.org) if you have any questions.

Sincerely,

Beth Alden  
Executive Director

cc: Justin Hall, FDOT  
    Sandi Bredahl, FDOT  
    Allison Yeh, HMPO  
    Felicia Pulliam, HCCCP
Unified Planning Work Program

Fiscal Years 2019 – 2020 (Beginning July 1, 2018, ending June 30, 2020)
Adoption Date: May 1, 2018
Effective: July 1, 2018
Modified: August 13, 2018
Amended: December 4, 2018
Modified: January 24, 2019
Amended: May 8, 2019
Amended: December 3, 2019
Amended: May 13, 2020
Fiscal Years 2019 & 2020
Two-Year Unified Planning Work Program

ADOPTED: May 1 2018
Effective: July 1, 2018
Modified: August 13, 2018
Amended: December 4, 2018
Modified: January 24, 2019
Amended: May 8, 2019
Amended: December 3, 2019
Amended: May 13, 2020

Hillsborough County Metropolitan Planning Organization

Commissioner Lesley “Les” Miller, Jr., Hillsborough County Chairman
Commissioner Pat Kemp, Hillsborough County, Vice Chair
Mr. Paul Anderson, Port Tampa Bay
Councilman Harry Cohen, City of Tampa Vice Chair
Commissioner Trent Green, Hillsborough County City-County Planning Commission
Commissioner Ken Hagan, Hillsborough County
Mayor Mel Jurado, City of Temple Terrace
Mr. Joe Lopano, Hillsborough County Aviation Authority
Mayor Rick A. Lott, City of Plant City
Councilman Guido Maniscalco, City of Tampa
Mr. David Mechanik, Hillsborough Area Regional Transit Authority
Commissioner Mariella Smith, Hillsborough County
Commissioner Kimberly Overman, Hillsborough County
Ms. Cindy Stuart, Hillsborough County School Board
Councilman Luis Viera, City of Tampa
Mr. Joseph C. Waggoner, Tampa-Hillsborough Expressway Authority
Mr. David Gwynn, P.E., Florida Department of Transportation District 7 (non-voting advisor)

Ms. Elizabeth Alden, AICP          Mr. Cameron Clark, Esq.
Executive Director          MPO Attorney

The MPO does not discriminate in any of its programs or services. Public participation is solicited by the MPO without regard to race, color, national origin, sex, age, disability, family, or religious status. Learn more about our commitment to nondiscrimination and diversity by contacting our Title VI/nondiscrimination coordinator, Johnny Wong at (813)273-3774 ext. 370 or wongj@plancom.org.

Unified Planning Work Program: FY 2019 – 2020
Cost Analysis Certification

Hillsborough County MPO

Unified Planning Work Program - FY 19 and FY20

Adopted 5/13/2020

Revision Number: Revision 6

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by Section 216.3475, F.S. Documentation is on file evidencing the methodology used and the conclusions reached.

Name: Roger Roscoe

District 7, MPO Liaison
Title and District

________________________________________
Signature

5/13/2020

www.fdot.gov
• Upgraded and replacement computers, other related software/equipment and furniture.
• Properly document and dispose of obsolete equipment.
• Maintain computer equipment and back-up electronic files based on a regular schedule to minimize loss of data and store at a remote location.

• Monitor and report on local, regional, state and federal legislation and regulations including:
  o Re-authorization of transportation funding programs of the U.S. Congress and Florida Legislature.
  o Federal and state rule-making.
  o Reports to the MPO Board and Committees on proposed changes to legislation and rules when necessary.
  o Participate in the Association of MPOs, the National Association of Regional Councils, Florida MPOAC and other organizations.
  o Proposed legislation including travel to legislative hearings.
  o Maintaining a library of state, local, and federal policies, standards and guidelines governing MPO activities. Purchase materials when necessary.
  o Observe restrictions on use of federal and state funds for lobbying.

  Maintenance of a Disaster Preparedness Plan to ensure continuity of operations.
  Expenses associated with ADA/508 compliance activities

• Travel to, and participate in, necessary workshops/meetings.
  o All projects are consistent with federal and state regulations and detailed in invoices submitted to FDOT for reimbursement.

• Legal counsel and consultants may assist with these tasks.

• FHWA, FTA, and other funds may be used to support these tasks (lobbying is an ineligible expense for federal funds).

END PRODUCTS:
• Funding deobligation requests (Spring 2020, monitored and updated as needed)
• Maintenance of current UPWP (Spring 2019) document, including amendments and modifications (monitored and updated as needed)
• FY 2021 & 2022 UPWP (Spring 2020)
• Grant applications and budget submittals (Ongoing)
• Timekeeping and grants management systems (On-going)
• Grant progress reports, invoices, and timekeeping records (Quarterly)
### Estimated Budget Detail for FY 2018/19

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<th>FTA Local Match</th>
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<td>$ 10,810.10</td>
<td>$ 10,810.10</td>
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<td>$ 269,785.97</td>
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Unified Planning Work Program: FY 2019 – 2020
### Estimated Budget Detail for FY 2019/20

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<th>Budget Category Description</th>
<th>FHWA (PL)</th>
<th>FHWA (SU)</th>
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<th>FTA State Match</th>
<th>FTA Local Match</th>
<th>Trans. Disad.</th>
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## Task 2 System and Corridor Planning

### Estimated Budget Detail for FY 2018/19

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<th>FHWA R/D Grant</th>
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**Unified Planning Work Program: FY 2019 – 2020**
### Task 2 System and Corridor Planning
#### Estimated Budget Detail for FY 2019/20

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<th>Budget Category</th>
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<th>FHWA (SU)</th>
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<th>FTA State Match</th>
<th>FTA Local Match</th>
<th>Trans. Disad.</th>
<th>FHA R/D Grant</th>
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## Task 3 Long Range Transportation Planning and Data

### Estimated Budget Detail for FY 2018/19

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<th>FHWA (SU)</th>
<th>FTA 5303</th>
<th>FTA State Match</th>
<th>FTA Local Match</th>
<th>Trans. Disad.</th>
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### Task 3 Long Range Transportation Planning and Data

#### Estimated Budget Detail for FY 2019/20

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<th>Budget Category</th>
<th>Budget Category Description</th>
<th>FHWA (PL)</th>
<th>FHWA (SU)</th>
<th>FTA 5303</th>
<th>FTA State Match</th>
<th>FTA Local Match</th>
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**Total: $ 321,293.01** | **$ 92,360.00** | **$ 112,045.65** | **$ 14,005.70** | **$ 14,005.70** | **$ -** | **$ 553,710.06**
### Task 4 Transportation Improvement Planning

#### Estimated Budget Detail for FY 2018/19

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#### Task 4 Transportation Improvement Planning

#### Estimated Budget Detail for FY 2019/20

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<th>FHWA (SU)</th>
<th>FTA 5303</th>
<th>FTA State Match</th>
<th>FTA Local Match</th>
<th>Trans. Disad.</th>
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Unified Planning Work Program: FY 2019 – 2020
## Task 5 Public Participation & Stakeholder Engagement
### Estimated Budget Detail for FY 2018/19

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<th>Budget Category Description</th>
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<th>FHWA (SU)</th>
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<th>FTA State Match</th>
<th>FTA Local Match</th>
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## Task 5 Public Participation & Stakeholder Engagement

### Estimated Budget Detail for FY 2019/20

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<th>FTA State Match</th>
<th>FTA Local Match</th>
<th>Trans. Disad.</th>
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<td><strong>D. Other Direct Expenses</strong></td>
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Unified Planning Work Program: FY 2019 – 2020
### Task 6. Local & Regional Coordination and Planning

#### Estimated Budget Detail for FY 2018/19

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<th>FHWA (SU)</th>
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<th>FTA 5303</th>
<th>FTA State Match</th>
<th>FTA Local Match</th>
<th>Trans. Disad.</th>
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<td><strong>D. Other Direct Expenses</strong></td>
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*These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARATA Staff Services Agreement.
### Task 6. Local & Regional Coordination and Planning

**Estimated Budget Detail for FY 2019/20**

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<thead>
<tr>
<th>Budget Category</th>
<th>Budget Category Description</th>
<th>FHWA (PL)</th>
<th>FHWA (SU)</th>
<th>FTA S303</th>
<th>FTA State Match</th>
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*These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARATA Staff Services Agreement.*
Table 1A: Hillsborough MPO Agency Funding Participation – FY 2018/19

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<th>Task Description</th>
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<th>FTA Grant Staff Budget</th>
<th>Transportation Disadvantaged Staff Budget</th>
<th>Surface Transportation Program (Contract)</th>
<th>FHWA Resiliency and Durability Pilot (Contract)</th>
<th>American Public Health Association</th>
<th>Consultant Contract Total (excluding indirect cost)</th>
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Unified Planning Work Program: FY 2019 – 2020
## Table 1B: Hillsborough MPO Agency Funding Participation – FY 2019/20

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<th>FTA Grant Staff Budget</th>
<th>Transportation Disadvantaged Staff Budget</th>
<th>Surface Transportation Program (Contract)</th>
<th>American Public Health Association</th>
<th>TBARTA CCC</th>
<th>Consultant Contract Total (excluding indirect cost)</th>
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<td>$523,153</td>
<td>$48,255</td>
<td>$227,275</td>
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<td>$25,000</td>
<td>$383,026</td>
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<td>$2,048,431</td>
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<tr>
<td>Funding Source Total</td>
<td></td>
<td>1,174,748</td>
<td>$523,153</td>
<td>$48,255</td>
<td>$227,275</td>
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<td>$25,000</td>
<td>$383,026</td>
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<td>$2,048,431</td>
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### Table 2A: Hillsborough MPO Funding Sources by Task – FY 2018/19

<table>
<thead>
<tr>
<th>Task</th>
<th>Task Name</th>
<th>FHWA PL</th>
<th>FL &amp; SU</th>
<th>FHWA-SG</th>
<th>FTA 5305 (New) **Includes rollover</th>
<th>TD</th>
<th>FTE PL &amp; SG</th>
<th>APTA</th>
<th>TBARTA CCC ***</th>
<th>FDOT 07</th>
<th>HART</th>
<th>CHARTER</th>
<th>SUBTAX</th>
<th>TOTAL - ALL SOURCES</th>
<th>GRAND</th>
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<td>1</td>
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</tr>
<tr>
<td>2</td>
<td>System and Corridor Planning</td>
<td>$185,064</td>
<td>$96,161.85</td>
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<td>$99,016</td>
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</tr>
<tr>
<td>3</td>
<td>Transportation Planning and Data</td>
<td>$321,912</td>
<td>$110,999.01</td>
<td>$92,360</td>
<td>$12,383</td>
<td>$713,334</td>
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<tr>
<td>4</td>
<td>Transportation Improvement Planning</td>
<td>$39,565</td>
<td>$7,219.51</td>
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<td>$1,775</td>
<td>$54,150</td>
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<tr>
<td>5</td>
<td>Public Participation &amp; Stakeholder Engagement</td>
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<td>$14,735</td>
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<tr>
<td>6</td>
<td>Local &amp; Regional Coordination and Planning</td>
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</tr>
</tbody>
</table>

**Tasks 4 Includes $41,161 and Task 5 $115,000 rollover from FY2018

**These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARTA Staff Services Agreement.
### Table 2B: Hillsborough MPO Funding Sources by Task – FY 2019/20

**Amended 03/30/2020**

<table>
<thead>
<tr>
<th>Task</th>
<th>Task Name</th>
<th>FHWA PL</th>
<th>PL &amp; SU</th>
<th>FHWA-GU</th>
<th>FTA CEG (New)</th>
<th>TD</th>
<th>FHWA C/C/D</th>
<th>APHA</th>
<th>TBARTA CCC</th>
<th>DOT 07</th>
<th>HART</th>
<th>Local Funds</th>
<th>TOTAL - ALL SOURCES</th>
<th>GRANT</th>
</tr>
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<tbody>
<tr>
<td>1</td>
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<td>System and Corridor Planning</td>
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<td>718,392</td>
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<td>3</td>
<td>Long Range Transportation Planning and Data</td>
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<td>4</td>
<td>Transportation Improvement Planning</td>
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<td>14,735</td>
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<tr>
<td>5</td>
<td>Public Participation &amp; Stakeholder Engagement</td>
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<td>50,000</td>
<td>125,000</td>
<td>$204,025</td>
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<td>Local &amp; Regional Coordination and Planning</td>
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<td>204,025</td>
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</tbody>
</table>

**Note:**
- Soft Match - The State provides 18.07% match for FHWA funds with toll credits. Toll credits are actual dollars that can be expended and soft match credits do not appear in the work program.
- Task 1 includes $7254 (PL). Task 3 includes $9827 (PL) and Task 5 $3288 (SU) rollover from FY2018.
- These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARTA Staff Services Agreement.
### Item 439336 2

**Description:** HILLSBOROUGH COUNTY FY 2018/2019-2019/2020 UPWP

**Type of Work:** TRANSPORTATION PLANNING

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
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</thead>
<tbody>
<tr>
<td>Modified SU</td>
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<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
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<td>Item 439336 2 Totals:</td>
<td><strong>$1,904,520</strong></td>
<td><strong>$1,402,023</strong></td>
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### Item 439336 2

**Description:** HILLSBOROUGH COUNTY FY 2018/2019-2019/2020 UPWP

**Type of Work:** TRANSPORTATION PLANNING

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>&gt;2024</th>
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</thead>
<tbody>
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### HILLSBOROUGH COUNTY FY 2020/2021-2021/2022 UPWP

#### Item Number: 439336-3

**Description:** HILLSBOROUGH COUNTY FY 2020/2021-2021/2022 UPWP

**Type of Work:** TRANSPORTATION PLANNING

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<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modified</td>
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<td><strong>Totals:</strong></td>
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<td>$0</td>
<td>$0</td>
<td>$1,992,887</td>
<td>$1,660,185</td>
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<td><strong>Item 439336-3 Totals:</strong></td>
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<td>$1,992,887</td>
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### HILLSBOROUGH COUNTY FY 2020/2021-2021/2022 UPWP

#### Item Number: 439336-3

**Description:** HILLSBOROUGH COUNTY FY 2020/2021-2021/2022 UPWP

**Type of Work:** TRANSPORTATION PLANNING

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<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
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</thead>
<tbody>
<tr>
<td>Modified</td>
<td>SU</td>
<td>$0</td>
<td>$0</td>
<td>$400,000</td>
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<td>$0</td>
<td>$1,660,185</td>
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<td>$0</td>
<td>$1,660,185</td>
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<tr>
<td>Fund</td>
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<td>2020</td>
<td>2021</td>
<td>2022</td>
<td>2023</td>
<td>2024</td>
<td>&gt;2024</td>
<td>All Years</td>
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<tr>
<td>SU</td>
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<td>$0</td>
<td>$3,316,714</td>
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</table>
Board & Committee Agenda Item

**Agenda Item**
FY21 & FY22 Unified Planning Work Program Adoption

**Presenter**
Allison Yeh, MPO Staff

**Summary**
The MPO’s transportation planning functions are supported primarily by federal and state grants. These functions must be identified in advance for two fiscal years and encompass the surface transportation planning efforts to be undertaken by FDOT, HART, local jurisdictions, and other agencies. These activities, products and budgeted funds, and compliance forms are documented in the Unified Planning Work Program (UPWP). The new UPWP will become effective July 1, 2020 and cover the next two fiscal years.


**Recommended Action**
Approve FY21 & FY22 Unified Planning Work Program for adoption

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

**Attachments**
Presentation slides and Draft FY21 & FY22 Unified Planning Work Program:
FY 2021 & FY 2022
Unified Planning Work Program (UPWP)
MPO Planning Tasks & Budget
Required Biennial Update

- Effective July 1, 2020 – June 30, 2022
- Outlines major planning tasks
- Documents federal & state funding
- Coordinates federally funded planning tasks performed by the MPO, HART, & FDOT
- Complies with federal & state rules
6 Major Planning Task

- Task 1 - Transportation Planning Management (10%)
- Task 2 - System & Corridor Planning (40%)
- Task 3 - Long Range Transportation Planning and Data (22%)
- Task 4 - Transportation Improvement Planning (3%)
- Task 5 - Public Participation & Stakeholder Engagement (16%)
- Task 6 - Local & Regional Coordination and Planning (9%)
## FY 2021 and FY 2022 Funding

<table>
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<th>FY 2020/2021</th>
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</thead>
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<td>PL</td>
<td>$1,371,097</td>
<td>$1,260,185</td>
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<tr>
<td>STP (SU)</td>
<td>$621,790</td>
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<td>CTD</td>
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<tr>
<td><strong>Total Budget</strong></td>
<td><strong>$2,872,121</strong></td>
<td><strong>$2,367,660</strong></td>
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</table>

Funding allocated annually.
Year 1 includes some carry-forward from previous year.
### Critical Path Projects & Analyses (2 FYs)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Data Platform for Performance Monitoring and Project Evaluation</td>
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<tr>
<td>Data Analytics Portal and Data Exploration</td>
<td>$118,000</td>
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<tr>
<td>Smart Cities/ ITS Master Plan</td>
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<tr>
<td>Traffic Counts in Hillsborough County and the City of Tampa</td>
<td>$170,000</td>
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<tr>
<td>Transportation Disadvantaged Service Plan update &amp; integrate Mobility As A Service (MaaS)</td>
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<tr>
<td>USF Dept. of Urban Plng. Fellowship Program (2 students, 2 yrs.)</td>
<td>$60,504</td>
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<tr>
<td>Vision Zero Implementation and Reporting</td>
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<tr>
<td>Complete the Plant City Transit Plan</td>
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<td>MPO Chairs Coordinating Committee Planning</td>
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<td><strong>Total Cost:</strong></td>
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<td>------------------------------------------------------</td>
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<tr>
<td>Multimodal School Safety Reviews</td>
<td>8</td>
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<tr>
<td>Storm Evac., Shelter in Place Scenarios</td>
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<tr>
<td>HART Bus Stop Assessment</td>
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<tr>
<td>Trail Feasibility</td>
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<tr>
<td>Freight Supply Chain and Resilience</td>
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<tr>
<td>Community Health Impacts of LRTP</td>
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<tr>
<td>Electric Vehicle Facility Needs including Charging Stations</td>
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<tr>
<td>Southeast Plant City Transportation</td>
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<tr>
<td>School and Park Speed Zones</td>
<td>2</td>
</tr>
</tbody>
</table>

Estimated Cost for Studies with 2 or more votes: ~$900,000
Allison G. Yeh, AICP, LEED GA
MPO Executive Planner • Sustainability Coordinator
yeha@plancom.org • 813.273.3774 x351
planhillsborough.org
Board & Committee Agenda Item

Agenda Item
MPO/FDOT Joint Certification

Presenter
Johnny Wong, MPO staff

Summary
The Metropolitan Planning Organization is established and funded by federal and state laws and rules. Many federal and state requirements apply. The federal government evaluates our compliance every four years, and a public meeting is held at that time. The last such meeting was held in 2017.

In between these major review events, the MPO’s planning process must be certified as following federal and state rules through a cooperative review conducted by the FDOT District 7 office and the MPO. This concludes with a Joint MPO/FDOT Certification statement and summary of notable achievements, recommendations and corrective actions.

Staff will review notable achievements from the past year.

Recommended Action
Support re-certification of the MPO and authorization for the MPO Chairman to sign a Joint Certification Statement.

Prepared By
Rich Clarendon, AICP

Attachments
Joint MPO/FDOT Certification Summary & Statement
The annual Joint FDOT/MPO Certification for January 1, 2019 to December 31, 2019, review was conducted on March 4, 2020, as required by federal guidelines to assess the MPO’s compliance with the federal transportation planning process and applicable state laws. The Hillsborough County MPO was found to be in compliance with federal and state guidelines for metropolitan transportation planning.

The following is a summary of the Department’s findings:

Notable Achievements

- The Resilient Tampa Bay Transportation Pilot Project funded by FHWA will be used for federal guidance documents from the Office of Planning, Environment & Realty. In addition, this effort along with the 2014 FHWA Hillsborough Vulnerability Assessment, have been designated as a noteworthy 2020 project by the MPOAC and in the FDOT Resilience Quick Guide. The studies have been presented in a various FHWA Peer Exchanges, TRB and the FHWA Transportation Resilience conferences.

- In updating the Long-Range Transportation Plan to 2045, the MPO created an online survey to collect input on the County’s highest priority transportation projects. From June through July 2019, the MPO extensively promoted the survey through presentations to community organizations, homeowners’ associations, chambers of commerce, business groups, civic and environmental organizations, plus targeted advertising on social media, and displays at community events. The MPO made special efforts to solicit participation from Communities of Concern and hard-to-reach constituents, even conducting “ride-alongs” to survey bus riders on selected routes. The result was that more than 5,200 people participated in the survey, and compared to the last LRTP, 40% more Hispanic and 70% more African American people participated.

- In November 2019, the MPO co-sponsored the Gulf Coast Safe Streets Summit (GCSSS) and Safe Routes to School National Conference. Over 425 active transportation and public health advocates from across the country gathered for valuable networking and sharing of best practices.

- The FHWA Florida Division is highlighting the MPO’s work in establishing safety performance targets as a best practice.
The MPO received a $50,000 Healthiest Cities and Counties Challenge grant from the AETNA Foundation, American Public Health Association and National Association of Counties for the Garden Steps initiative to expand access to fresh, healthy food in Tampa’s food deserts through education, agriculture and walk/bike connections.

**Recommended Actions**

- It is FDOT’s recommendation that Hillsborough MPO Risk Assessment remains in the low category
- FDOT values Hillsborough MPO’s drive to be innovative and lead the conversation on safety for all modes of transportation

**Corrective Actions**

- None
Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Hillsborough County MPO with respect to the requirements of:

2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on March 23, 2020.

Based on a joint review and evaluation, the Florida Department of Transportation and the Hillsborough County MPO recommend that the Metropolitan Planning Process for the Hillsborough County MPO be certified.

Name: ___________________________ Date: ___________________________
Title: District Secretary (or designee)

Name: Lesley "Les" Miller, Jr. Date: ___________________________
Title: MPO Chairman (or designee)
MPO/FDOT Joint Certification

April/May 2020

Joint Certification

- Happens Every Year with FDOT
- Every 4th Year with site visit by Feds
- “Report Card” on MPO for last year
  - Notable Achievements
  - Recommended & Corrective Actions
  - Compliance with Fed & State rules
- Required for Fed & State Funding Eligibility
Notable Achievements

- FHWA Pilot Project
  - Covers 3 Counties
  - Assess Transportation Vulnerability
  - Mitigation Strategies for 2045 Plan
- Florida MPO Advisory Council Noteworthy Practice Winner
- Cited as Best Practice
  - FDOT Resilience Guide
  - FHWA Peer Exchanges
  - Transportation Research Bd
Online Public Survey

- What priority projects for 2045 Plan?
- Promoted thru community, civic & business groups
- Targeted ad on social media
- Focus on hard-to-reach groups
- 5,200+ people participated
- Compared to 2014 survey
  - African Americans ↑ 40%
  - Hispanics ↑ 70%

Gulf Coast Safe Streets Summit

- Hillsborough + 5 Other MPOs
- Held in Nov. 2019
- Along with National Safe Routes to Schools Conference
- 425 Active Transportation & Public Health Advocates Attended
• FHWA FL Division recognizing MPO’s Safety Target Setting
• As a Best Practice

Healthiest Cities & Counties Challenge

• $50,000 grant from AETNA Foundation, Nat. Assoc. of Counties & Amer. Public Health Assoc.
• For Garden Steps
• To expand access to fresh, healthy food in food deserts through
  o Education
  o Agriculture
  o Walking & Biking Connections
Recommended by FDOT

- MPO’s (Financial) Risk Assessment Remain Low
- Value MPO’s Drive to be Innovative & Lead Conversation on Safety for All Modes

Corrective Actions

NONE
Requested Action from Committee

- Finding: MPO is in compliance with Fed & State laws
- Support Re-Certification of MPO
- Authorize Chair to sign Joint Certification Statement
Board & Committee Agenda Item

**Agenda Item**
Executive Director Annual Evaluation

**Presenter**
Cameron Clark, MPO Attorney

**Summary**
The MPO attorney prepared and distributed a questionnaire to board members concerning the annual performance review of the MPO executive director. The attorney will provide a summary of the responses.

Because the MPO Board has a staffing services agreement with the Planning Commission, administration of any performance-based merit increase directed by the board will be handled by the Planning Commission Executive Director.

Last year, the board chose to award a merit increase consistent with the performance standards used for all of the Planning Commission and MPO staff. As an agency, the Planning Commission continues to budget for merit increases on par with Hillsborough County.

**Recommended Action**
Accept the summary and transmit to the Planning Commission Director for consideration of any merit increase consistent with agency standards

**Prepared By**
Cheryl Wilkening, MPO Staff

**Attachments**
To be distributed in MPO Board Folders via email
Agenda Item
Hillsborough Air Quality Update

Presenter
Jeff Sims, Environmental Protection Commission of Hillsborough County

Summary
Air quality in Hillsborough County continues to meet the national health-based standards for principal pollutants from the transportation sector: ozone, nitrogen dioxides, and fine particulates. Concentrations of pollutants from motor vehicles are measured at the EPC's near-road monitoring station, which is located next to the busiest segment of I-275.

This presentation will include an overview of air quality in Hillsborough County.

Recommended Action
None. For information only.

Prepared By
Wade Reynolds, MPO Staff

Attachments
Presentation slides
AIR QUALITY UPDATE

Hillsborough County MPO
MPO Board Meeting
May 13, 2020

Jeff Sims, Environmental Protection Commission
Hillsborough County
Potential Health Effects

Effects of Common Air Pollutants

Respiratory Effects
- Symptoms:
  - Cough
  - Phlegm
  - Chest tightness
- Increased sickness and premature death from:
  - Asthma
  - Bronchitis (acute or chronic)
  - Emphysema
  - Pneumonia
  - Development of new disease
- How Pollutants Cause Symptoms:
  - Airway Inflammation
    - Influx of white blood cells
    - Abnormal mucus production
    - Fluid accumulations and swelling (edema)
    - Death and shedding of cells that line airways
  - Vascular Inflammation
    - Increased risk of blood clot formation
    - Narrowing of vessels (vasoconstriction)
    - Increased risk of atherosclerotic plaque rupture

Cardiovascular Effects
- Symptoms:
  - Chest tightness
  - Chest pain (angina)
  - Palpitations
  - Shortness of Breath
  - Unusual fatigue
- Increased sickness and premature death from:
  - Coronary artery disease
  - Abnormal heart rhythm
  - Congestive heart failure
- How Pollutants May Cause Symptoms:
  - Effects on Heart Function:
    - Low oxygenation of red blood cells
    - Abnormal heart rhythm
    - Altered autonomic nervous system control of the heart
US EPA 2019 OUR NATION’S AIR REPORT
## EPA’s Criteria Air Pollutants

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Hillsborough County’s Status</th>
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<tbody>
<tr>
<td>Nitrogen Dioxide</td>
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<tr>
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<tr>
<td>Particulate Matter</td>
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<tr>
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<td>Attainment</td>
</tr>
<tr>
<td>Sulfur Dioxide</td>
<td>Attainment</td>
</tr>
<tr>
<td>Lead</td>
<td>Attainment</td>
</tr>
</tbody>
</table>
11 air monitoring stations

Continuous monitors for Ozone, NO₂, CO, SO₂ and Particulate Matter

Near-road monitoring station near I-275 to enhance understanding of mobile source impacts
NEAR-ROAD SITE DATA

- Black Carbon particulate measured in µg/m³
- Nitrogen Dioxide measured in ppb
- Carbon Monoxide measured in ppm

- February 18-20, 2020
- Hourly Peaks occurring at 0800 and 1900
- Concentrations are well below health based 1-Hr standards: 100 ppb for NO₂, 35 ppm for CO, 35 µg/m³ for PM₂.₅
OZONE PRECURSOR POLLUTANTS

OZONE (O$_3$) FORMATION

VOC + NOX

SOURCES OF NOX

- Mobile sources: 32%
- Non-road Mobile Sources: 26%
- Industrial/Commercial/Residential Fuel Combustion: 14%
- Utilities/Boilers: 27%
The Clean Air Act Amendments of 1990 established more rigorous link between transportation and air quality planning.

An EPA-approved plan in place to correct the problem (SIP / maintenance plan).

CMAQ - Federally supported highway and transit projects may be affected (potential funding impacts).

MPO requirement of conduct CONFORMITY analysis; burden on staff resources and project analyses including modeling requirements.
HILLSBOROUGH COUNTY’S OZONE DESIGN VALUE

- NAAQS for Ozone = 70 ppb
- Based on 3-year average of 4th highest recording per year

HILLSBOROUGH COUNTY

Critical Sites (Design Values):

Simmons Park  
(South County)  
2016 - 68  
2017 - 67  
2018 - 68  
2019 - 68

Sydney  
(East County)  
2016 - 66  
2017 - 67  
2018 - 66  
2019 - 66
Reduce Congestion

Reduce Vehicle/Truck Idling

Promote Alternative Transportation Options (Carpooling/Vanpooling, Bike/Ped, Off-Peak Schedules, etc.)

Encourage Public Transit

Promote Alternative/Cleaner Fuel Options (e.g. Downtowner, HART Fleet Conversion, etc.)

Support Electric Vehicle Charging Infrastructure
EPC TRANSPORTATION-RELATED INITIATIVES

- Alternative Vehicle Fleet (Electric/CNG/Hybrid)
- Two Public Charging Stations On-Site
- Public Outreach
- Tampa Bay Clean Cities Coalition (founding member)
- Staff Route Optimization (Remote County Vehicle Parking, DIP Program, Staff Carpooling)
- Sustainability Office
- Air Quality Advisories
AIR QUALITY SUMMARY

Number of Unhealthy Air Quality Days in Hillsborough County (by pollutant)

Air Quality Index (AQI):
www.epachc.org
AirNow.gov
TALLAHASSEE, Fla. – Today, the Florida Department of Environmental Protection announced that Florida meets all of the National Ambient Air Quality Standards (NAAQS) statewide. This is the culmination of several years of collaborative efforts between DEP, EPA and industry to reduce emissions and improve air quality for Florida’s citizens. These efforts have not only resulted in Florida having the cleanest air on record, but to its being the most populous state in the United States to meet these stringent federal standards.
Board & Committee Agenda Item

Agenda Item
Transportation Disadvantaged Services Update

Presenter
Michele Ogilvie, MPO Staff

Summary
The Transportation Disadvantaged (TD) program provides needed transportation for those who do not have the means or ability to transport themselves and are dependent on others to obtain access to health care, employment, education, shopping, and other life sustaining activities.

The MPO provides planning and performance reports for TD services, which are coordinated and provided by the Hillsborough County Sunshine Line and by Hillsborough Area Regional Transit Authority (HART), operating door-to-door paratransit service through HARTPlus and a connector service with flexible routes known as HARTFlex. The Sunshine Line provides door-to-door paratransit, as well as offering HART passes to limited-income clients who are able to use HART services. Forty-one percent of Sunshine Line trips serve medical purposes, with an additional 36% serving nutritional and other life-sustaining purposes.

An innovation in recent years is the Advantage Ride Pilot Program. In 2017, the Florida Legislature created a taskforce to examine the design and use of TD services for and by individuals with intellectual or developmental disabilities. The 2018 Florida Legislature then tasked and funded the Florida Commission for the Transportation Disadvantaged (CTD) to competitively procure an entity that could provide a transportation services experience for individuals with developmental disabilities, as defined in s. 393.063, F.S. The CTD selected UZURV to provide services for the “Advantage Ride” pilot program to eligible individuals in Hillsborough, Manatee and Pinellas Counties. The Advantage Ride Pilot Program served 483 customers between January 29 and October 31, 2019. These customers took over 19,222 trips for employment, enrichment activities and medical trips; 50 percent of the trips occurring in Hillsborough County, 46 percent of the trips in Pinellas County and 4 percent of the trips in Manatee County.

Recommended Action
None; for information

Prepared By
Michele Ogilvie, MPO staff

Attachments
None
Meeting Kick-off

- Carl Mikyska welcomed everybody to the meeting at 10:02 am and shared the following:
  - On this day in 1990 the Berlin Wall at Brandenburg Gate was torn down
  - In 1967 the song Respect by Aretha Franklin was released.

Presentation by the Florida DOT Secretary Kevin Thibault

- Carl introduced Florida DOT Secretary Kevin Thibault and thanked him for taking time from his busy schedule to join the MPOs and to visit on the weekly call.
- Kevin thanked everyone for having him on the call and shared some updates.
- Florida DOT is responding to COVID-19 and Florida DOT is supporting the state in a variety of ways.
- FDOT is the lead for a couple of Executive Orders, EO 2020-80 issued on March 20th related to airport screening of travelers. It requires travelers from highly infected areas to undergo 14 days of quarantine/isolation or the duration of their trip. So far 19,000 travel forms have been collected, each form is for a full family so one form may represent several people.
- EO 2020-86 places similar requirements on persons traveling to Florida by automobile, this effort includes checkpoints on I-10 and I-95. Travelers fill out a form identifying certain information. Travelers from highly infected areas must self-isolate for 14 days or for the duration of their visit. DOT put a traffic plan into place and used a way station on I-95 at the Georgia border as a screening point that worked well. Allowed personnel to screen arriving visitors and then either send them on their way or send them to a secondary screening. Kevin was clear that Florida is not turning people away, just collecting info. Trucks bypass the screening process so goods get into the state quickly.
- FDOT is also conducting weekly phone calls to coordinate with partners such as seaports, airlines, etc.
- FDOT is also working with the trucking industry to make sure drivers have access to food. At one point FDOT was looking at putting food trucks in rest areas.
- All FDOT facilities are closed to the public, staff is continuing to telework with 60% of the employees teleworking. District offices have a higher percentage of teleworking.
- Toll collection by cash is suspended to protect the health of toll collectors, all toll collections are either by SunPass, toll by plate or by exact amount using coins where coin machines exist.
- Many FDOT employees are assisting the Department of Economic Opportunity with unemployment claims processing. FDOT employees have processed 33K claims so far.
- Later today the Governor will announce the steps to reopen the state, Kevin was involved in the transportation portions of those discussions.
- The Governor reached out to Kevin after noticing that traffic was lower on Florida’s transportation facilities. He asked if there was a way to accelerate projects to finish projects sooner and have people back to work. DOT, in partnership with industry, developed a plan to close more lanes for construction activities given the 40% to 60% reduction in traffic, nighttime to day time operations, etc. Identified 15 projects that could
be advanced with a value of over $2B. Kevin went over the projects briefly. Another list of advanced projects will be coming out shortly. DOT will accelerate projects already underway, not new projects.

- For department funding it is too early to forecast the fiscal impacts of COVID19. There is an expectation that legislature will reconvene to look at the budget again. The legislature passed a budget, but it has not been sent to the Governor yet. The department budget is receiving federal funds through partners, CARES act or other funding acts which support airport and transit agency formula funds to support needs. Support of seaports is missing, working on a program to develop a response.
- Discussion on future federal stimulus dollars has been circulating. AASHTO requested $50B for infrastructure to replace lost state funds which have taken an estimated 30% hit. The department has been looking at shovel ready projects, districts are looking at projects that could be advanced if a stimulus package is passed.
- Partnerships are critical, we must work together to flatten the curve by following CDC guidelines. We must follow social distancing and FDOT is working with partners to insure they are following the guidelines and PPE are needed. The department is working to fulfill the mission of the department of moving people and goods. Kevin does not anticipate project delays due to COVID-19.
- Kevin opened the discussion to questions.

**MPO Questions by District**

- To keep the questions orderly, Carl asked if any of the MPOs had questions for the Secretary and went through the state by District:

**D-3**

- Emerald Coast Regional Commission (Bay County TPO, Okaloosa-Walton TPO and Florida-Alabama TPO) – Austin Mount – Thanks to Kevin for the leadership. Thanked the district and mentioned the great partnership. The TPO is scrubbing the priority list with the District, ATMS is shaping up as a design build, would that qualify as shovel ready? Kevin - Yes that is shovel ready. Kevin advised that we want to avoid projects needing NEPA or ROW.

- Capital Region TPA – Greg Slay – Thanked the department for the partnership.

**D-2**

- North Florida TPO – Jeff Sheffield – Seamless communications with District 2. Number of partners are operating out of the emergency center. No affect from virus on partnership or operations. Jeff thanked the district and noted that this is a modernization of the public sector. Kevin mentioned that this is going to be the new normal, many positions can telework and be just as productive. This will change the way we do business, little too early to understand what that will be though. Jeff asked about virtual meetings and virtual voting, he found them to be productive and could see this being something we should look at as our future. Does Kevin have a feel for the future of this? Kevin noted that there are a lot of lessons being learned and changes will be proposed. Voting requirements may see a change, may follow other states who have provisions in place for virtual meeting and voting as long as the person can be seen. This may be looked into in the future months. Jeff noted that attendance has gone up with virtual meetings.
• Gainesville MTPO – Scott Koons – Scott could not attend due to a meeting conflict. He shared with Carl Mikyska prior to the call that there are no changes to operations in Gainesville.

D-5

• Lake-Sumter MPO – Mike Woods – Mike could not attend due to a meeting conflict, he had informed Carl before the call.

• River-to-Sea TPO – Lois Bollenback– The responsiveness of District 5 staff is very good. Lois noted that the pandemic has not had a negative effect, there is no slowdown and in fact responses from the District staff may be quicker. She thanked the team.

• MetroPlan Orlando – Gary Hutmahnn – Thanked the secretary for joining us. He noted the reassignment of staff in D5 to DEO, they are feeling a bit of that but are working it out. Gary commented that traffic volumes had dropped and now it seems to be picking back up on I-4. Gary asked if traffic volumes are up or is the additional congestion due to the increase in construction activity? Kevin shared a graphic of traffic volumes on I-95, historical and recently with COVID19. The department is seeing an uptick in traffic volumes.

D-7

• Forward Pinellas – Whit Blanton – Whit asked if off-system projects would be considered by the department for shovel ready lists? Kevin stated that he is open to off-system projects, he further mentioned that we need to have projects from across the system.

• Hillsborough MPO – Beth Alden – Beth mentioned that she also sees value in conducting meetings virtually and would like to build on that for the future. She noted that they are seeing traffic speeds and red-light running are up, probably due to lower traffic volumes. Enforcement will be a challenge for the region, wanted to bring this up as an issue for awareness. Kevin noted that speeds are up, numbers are higher but not as high as was initially expected. The department is looking at the severity of incidents and are working with law enforcement partners.

• Pasco County MPO – Ronnie Blackshear – No questions but wanted to thank Secretary Thibault and Carl for their leadership.

D-1

• Lee County MPO – Don Scott – Appreciate Kevin being here today. With design build, can we do smaller projects than what was done 10 years ago? Kevin – Yes, everything is on the table. Whatever we can do to get people working, we need to provide employment opportunities to Floridians so we don’t lose them to other states and other job opportunities.

• Collier MPO – Anne McLaughlin – Thanked Kevin for joining us.

• Charlotte County-Punta Gorda MPO – Gary Harrell – Appreciate your time with us, thanks. Most of his questions have already been asked by others. As we go forward we need to look at issues such as when China was affecting construction materials and work previously such as the amount of concrete that was being consumed by China and we could not get it. Does the Secretary see any issues with international areas that may
April 29, 2020 MPOAC Roundtable Call Notes

affect construction for us? Kevin – None foreseen, particularly the Buy America provision for spending federal dollars is helping us. We are not exporting steel like we used to 10 years ago, our current situation is different and better for us. Kevin also noted that oil is much lower. We are seeing that resources which were stretched thin previously, such as transportation workers, are more available than last time and that helps.

• Heartland Regional TPO – Pat Steed – She thanked the Secretary for all that he and the department are doing. She mentioned the success that the department staff is having leading efforts such as the FTP Steering Committee, TRANSPLEX, and other meetings using virtual formats. She noted that many more people can attend. Pat also mentioned that FDOT had a successful M-CORES meeting yesterday. The transition to virtual meetings and telecommuting has been seamless, the district support has been great. Pat complimented the DOT staff. Kevin shared that the M-CORES presented a difficult schedule for the department, they got a little relief from the legislature in the recent session.

• Sarasota-Manatee MPO – Dave Hutchinson – Thanks to Secretary Thibault also, appreciate his report today. We will continue to learn from this and we are learning from new technology. Dave’s team is updating their COOP, the MPO is working well with the district and appreciates the department’s support. Dave wants to advance shovel ready projects because economic impacts will be front and center as we recover from COVID-19. Dave shared his appreciation for Kevin’s leadership.

D-4

• Broward MPO – Greg Stuart – Thank you to Kevin and District Secretary O’Reilly. Greg agreed with several of the comments already made and did not want to repeat what was already stated. Locally, Greg noticed the COVID testing centers and the Maintenance Of Traffic (MOT) needed for them. He never would have guessed the feeding centers would be such an issue and Greg anticipates they are likely to continue even after COVID-19 and as the state reopens. They will impact traffic even post-COVID, plans to address this and help it? Kevin – We may need to relocate the feeding centers just to make the MOT work. We will need locations that are suitable. Greg predicted that jobs won’t be coming back soon and he fears that will keep some folks out of work for a while. Greg also shared the virtual environment has provided much more public participation; Broward MPO had 75 guests at a recent TAC meeting – normally they have 30. Would like to work with Department and legislature to continue to offer new opportunities with Sunshine Law and virtual engagement.

• Palm Beach TPA – Nick Uhren – Thanks for being here. Very much appreciate the Transportation data and analytics unit of Florida DOT. The central office team is providing data in near real time. At the start of the pandemic this data was not readily available, DOT and PBTPA worked together to get the data to PBTPA. Nick appreciates the availability and would like to continue the service. Kevin – usually take certain times of the year to change out equipment such as right before hurricane season. The department is taking this opportunity because of lower traffic volumes. Any time the department can get data to the MPOs let them know.

• Martin MPO – Beth Beltran – Thank you secretary for joining us.
• St. Lucie TPO – Peter Buchwald – With the reduction in traffic how do we promote teleworking that is contributing to the goals of Vision Zero but impacts revenue and ultimately the work program? Sec. Thibault – people are moving faster, data doesn’t show that yet, but there may be outliers. The department is seeing more severe crashes that the data was not showing initially. The department wants to get data and make data driven decisions and share that data with communities. Kevin expects there is going to be a permanent shift to telework, we will get data and see if there are trends.

D-6
• Miami-Dade TPO – Aileen Boucle’ – She thanked Kevin and his team. Especially the District for helping with the transition in the early stages of this pandemic. Figuring out how we would operate and serve the community was the challenge. One issue was figuring out food assistance transport. The District stepped up with planning how to get meals to those in need. District was willing able and ready to assist. District has turned around quickly questions and needs of the TPO, thank you. Aileen shared that they have a need to identify any and all funding opportunities in bills and asked if anyone in central office is analyzing the bills that are being passed and could that information be shared please? Kevin - Yes, don’t want to get too far out in front of the guidance from our federal partners, but will gladly share data/analysis. Aileen volunteered that the TPO received a lot of requests for information and locals want to pursue funding opportunities.

Kevin pivoted back to discuss traffic safety and fatalities, looking to the past where a dip in fatalities during WWII was followed by a rise, but not to pre-war levels.

MPO updates and changes to operations since last week/Other issues
• The group decided to postpone a discussion of operational and other issues until next week. Carl asked MPOs to email him if they had anything they felt should be shared prior to the next weekly meeting so he could forward it to the rest of the group.

Wrap up
• The meeting concluded at 11:04 a.m.

Next Phone-In Roundtable Wednesday May 6th at 10 a.m.
During the last two weeks we had fifteen (15) fatalities on our roadways with nine (9) of those involving our vulnerable road users (2 bicyclists, 3 motorcyclist, and 4 pedestrians).

Tragically, one crash was a double fatality that included a motorcyclist that struck a bicyclist along Bayshore Blvd. Regrettably, this is crash took two lives with one gentlemen, Mr. Flowers, who was simply out for a bike ride along one of our most scenic and iconic roadways in Tampa Bay – Bayshore Boulevard. We also had several crashes that involve motorists losing control of their vehicles for unknown reasons and departing the roadway. Although our roadways may have less traffic on them due to Covid19 restrictions, we must remain vigilant and aware of our surroundings while driving. Also watch your speeds, as there are more people staying at home and taking opportunities to walk and bike to get some exercise and fresh air.

Further, as the department and industry embrace opportunities to capitalize on longer work windows and more daytime work due to lower traffic levels; please be mindful and cautious of our construction personnel, equipment and roadside traffic control appurtenances within work zones.

Thank you all for your continued support and that you and your families stay safe during this recovery time. We may be separated by space, but we are united on efforts to maintain safety for all. April 20th to 24th is National Work Zone Awareness Week to boot. Please share with family and friends for everyone’s safety.
Safety in Seven

District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Edith Wong at (813)975-6256 or Edith.wong@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

March 29, 2020

Barry Anthony Rambert, 43, Plant City: Barry was walking in the travel lanes of SR 60 when, for unknown reasons, he laid down in the roadway near James L. Redman Parkway. Barry was struck by two vehicles traveling westbound on SR 60 and died at the scene of the crash. Barry is survived by his family and friends.

March 30, 2020

George Gilbert Estrill IV, 42, Ocala: George was traveling northbound on I-75 approaching mile marker 208.5 when for unknown reasons he lost control of his vehicle, left the roadway and collided with a guardrail. George was transported to AdventHealth Wesley Chapel, where he later died due to injuries sustained during the crash. A calming presence in his siblings’ life, George is survived by his father, mother, sisters, brothers, family, and friends.

March 31, 2020

Melanie Ellissa Cohen, 55, New Port Richey: Melanie was traveling northbound on US 19 just north of Alderman Road when, for unknown reasons, she lost control of her vehicle. Melanie’s vehicle crossed the median, entered the southbound lanes, and collided with another vehicle. Melanie died at the scene of the crash. Melanie is survived by her family and friends.

Joshua Allen Petitt, 31, Hudson: Joshua was riding his bicycle westbound, crossing US 19, when he was struck by a southbound vehicle. Joshua was transported to Regional Medical Center at Bayonet Point, where he later died due to injuries sustained during the crash. Joshua is survived by his family and friends.

April 1, 2020

Nelson Edgardo De Leon Soto, 70, Brooksville: Nelson was traveling westbound on NoDoc Road, approaching Barclay Avenue when, for reasons unknown, ran a stop sign, went into the grassy shoulder and collided with a water main. Nelson was transported to a local hospital, where he later died due to injuries sustained during the crash. Nelson is survived by his family and friends.
Name Withheld: “Due to Florida Statute 316.066 (2)(d)”: A pedestrian was walking in a parking lot on 38th Avenue when a vehicle reversed out of a parking spot and ran them over. The pedestrian was transported to a local hospital, where they later died due to injuries sustained during the crash. The pedestrian is survived by their family and friends.

April 2, 2020

Jessie Dean Schilling, 25, Tampa: Jessie was walking in the eastbound lane of SR 674, approaching Katie Stanaland Road when he was struck by a vehicle traveling in the same lane. Jessie died at the scene of the crash. The driver that struck Jessie fled the scene of the crash and FHP are still looking for this Hit and Run driver. Jessie is survived by his family and friends.

April 3, 2020

Branden Thomas Evans, 41, Beverly Hills: Branden was traveling southbound on CR 491 when he failed to yield for a red light and swerved to avoid collision with oncoming traffic. Branden traveled through the intersection onto the east shoulder, where his vehicle struck a tree. Branden died at the scene of the crash. Branden was an outdoorsman who loved fishing and animals of all types. An avid football fan, who loved watching his children play sports. Branden is survived by his children, mother, sister, girlfriend, family, and friends.

April 4, 2020

Hal Holmes Flowers, 50, Tampa; Justin Glenn Winterhalter, 31, Palmetto: Hal was attempting to cross Bayshore Boulevard, in a marked crosswalk, near Rome Avenue. When, Justin who was traveling northbound on Bayshore Boulevard, collided with Hal. Hal was transported to a local hospital, where he later died due to injuries sustained during the crash. Justin died at the scene of the crash. Hal was a loving husband, devoted father, and brilliant Tampa Attorney. Hal was a master in the kitchen, was passionate about music and loved to make up hilarious songs. Hal had an acerbic wit about him and loved pulling everyone into the joke, but his family meant everything to him. Hal is survived by his wife, children, father, family and friends. Justin is survived by his family and friends.

Detrick Jermal Jerald Buck, 42, New Port Richey: Detrick was driving west on Ridge Road, when for unknown reasons, he lost control of his vehicle. Detrick’s vehicle left the roadway and he traveled across the shoulder, before colliding with a concrete barrier wall. Detrick died at the scene of the crash. Detrick is survived by his family and friends.
April 6, 2020

Name Withheld: *Due to Florida Statute 316.066 (2)(d)*: A pedestrian was struck by a vehicle along Adamo Drive, near 28th Street. The pedestrian died at the scene of the crash. The pedestrian is survived by family and friends.

April 10, 2020

George Dunne, 37, Palmetto: George was traveling northbound along the I-275 exit ramp towards Roosevelt Boulevard when he attempted to pass a county transit bus and lost control of his vehicle. The vehicle rotated until it collided with a guardrail. George was ejected from the vehicle and died at the scene of the crash. George is survived by his family and friends.

April 11, 2020

Name Withheld: *Due to Florida Statute 316.066 (2)(d)*: A motorist was a passenger in a vehicle traveling west on Sydney Road when, for unknown reasons, the driver of the vehicle lost control. The vehicle veered off the roadway and overturned several times before coming to a rest. The passenger died at the scene of the crash. The passenger is survived by their family and friends.

Donald L. Ryan, Dade City: Donald was traveling northbound on US 98 just east of US 301, when for unknown reasons, he lost control of his motorcycle. Donald departed the roadway, entered the grass shoulder, overturned, and collided with a concrete pole. Donald was ejected from the motorcycle onto the outside lane of US 98, where he was struck by an oncoming vehicle. Donald died at the scene of the crash. Donald is survived by his family and friends.
In the past two weeks we have had ten crashes with (11) fatalities on our roadways. Five (5) crashes involved our vulnerable road users (1 motorcyclist, 2 bicyclists, 2 pedestrians).

Unfortunately, one of these crashes was a double fatality that included a girl only seventeen years young and an eighteen year old male. Tragically, instead of getting ready for graduation to pursue their dreams; their lives were cut short in an instant.

As we transition to recovery from Covid restrictions, we must remain vigilant and alert as traffic patterns continue to build to normal volumes. Please be reminded to check travel times via Waze, Google or other to plan your trips and commutes as we re-open Florida on Monday, May 4th albeit - incrementally for Phase I.

I am very proud to express my gratitude for all you have done within our agency especially during this opportune time. Everyone has worked so diligently to maintain a high standard of work output and commitment to their responsibilities with going above and beyond the call of duty when the need arises. Our people have proven how committed we are in helping our community by volunteering to assist the DEO and having such high claims in processing rate! I am confident the citizens and visitors of Florida appreciate you! Have a safe and quality weekend!

Just a few reminders……..The month of May is:

National Youth Traffic Safety Month
Motorcycle Safety Awareness Month
National Bicycle Safety Month
Mental Health Month

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
Safety in Seven

District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Edith Wong at (813)975-6256 or Edith.wong@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

April 14, 2020

Nathan Marcum, 70, Pinellas Park: Nathan was driving southbound on Belcher Road when he entered the intersection under a red light and collided with a vehicle traveling west on Park Boulevard. Nathan’s vehicle spun out after the collision and struck an additional vehicle. Nathan died at the scene of the crash. Nathan was a hardworking, kind, humble, ornery, selfless man, and he was the rock of his family. He was known for being handy around the house and would constantly help those in his community, his hands had permanent calluses from years of hard work; a generous man and a true model of what it means to be a man of God. Nathan is survived by his wife, daughters, grandchildren, great grandchildren, family, and friends.

April 15, 2020

Franklin Delano Cooper, 18, Inverness; Leilani Ho'oponoaikaine Anderson, 17, Hudson: Franklin was driving westbound on Stage Coach Trail, west of Brittle Road and Leilani was a passenger in the vehicle. For unknown reasons, Franklin, lost control of the vehicle and the vehicle departed the roadway, collided with a tree and split in two. Franklin died at the scene of the crash. Leilani was transported to Ocala Regional Hospital, where she later died due to injuries sustained during the crash. Franklin is survived by his family and friends. Leilani is survived by her family and friends.

April 19, 2020

Patricia A. Mokrycki, 60, Palm Harbor: Patricia was traveling eastbound on Tarpon Woods Boulevard, when she lost control of her vehicle. The vehicle left the roadway and entered the south shoulder, where it collided with a tree, spun, then collided with another tree. Patricia died at the scene of the crash. Patricia is survived by her family and friends.

April 20, 2020

Name Withheld: “Due to Florida Statute 316.066 (2)(d)”: A bicyclist was traveling eastbound on San Miguel Drive along with two other vehicles near Park Richey Boulevard. The second vehicle began to pass the first, as the bicyclist entered the travel lane and all three vehicles collided. The bicyclist was transported to a local hospital, where they later died due to injuries sustained during the crash. The bicyclist is survived by their family and friends.
April 22, 2020

Arthur L. Nesbitt, III, 49, Homosassa: Arthur was riding his bicycle south on US 19 north of W. Arber Court, when he went around several construction barrels and was struck by a passing vehicle's outside mirror. Arthur died at the scene of the crash. Arthur worked as a painter during a large majority of his life, he enjoyed camping, fishing, and working on cars and bicycles. Arthur loved his sons and dog. Arthur proudly served in the U.S. Army as a private in the Infantry Division. Arthur is survived by his mother, two sons, six siblings, two grandsons, a granddaughter, family, and friends.

Derek Lee Bazo, 29, Tampa: Derek was traveling westbound on SR 574 approaching Tanner Road when a vehicle turned left into his path, causing the two vehicles to collide. The driver that turned in front of Derek fled the scene, however, law enforcement apprehended the Hit and Run driver. Derek died at the scene of the crash. Derek is survived by his family and friends.

April 23, 2020

Name Withheld: “Due to Florida Statute 316.066 (2)(d)”: A pedestrian was sitting in the roadway near the intersection of Belleair Road east of South Haven Drive, when they were struck by an oncoming vehicle that was unable to avoid them. The pedestrian died at the scene of the crash. The pedestrian is survived by their family and friends.

Name Withheld: “Due to Florida Statute 316.066 (2)(d)”: A motorist was traveling eastbound on E. Warren Street near the intersection of S. Maryland Avenue when they were struck by a westbound vehicle that failed to stop at a stop sign. The vehicle struck the motorist, causing it to collided with another vehicle, before hitting a fire hydrant. The motorist died at the scene of the crash. The motorist is survived by family and friends.

April 24, 2020

Name Withheld: “Due to Florida Statute 316.066 (2)(d)”: A motorist was traveling westbound on SR 574 approaching US 301 when they failed to yield for a red light and entered the path of an oncoming tractor-trailer. The two vehicles collided and the motorist's vehicle struck a stop sign before coming to rest in the center median. The motorist was transported to a local hospital, where he later died due to injuries sustained during the crash. The motorist is survived by his family and friends.

Name Withheld: “Due to Florida Statute 316.066 (2)(d)”: A pedestrian was walking east on the north side of Trapnell Road near the intersection of Pioneer County Trail when they were struck by a vehicle. The vehicle fled the scene of the crash. The Hit and Run driver, was apprehended by law enforcement. The pedestrian died at the scene of the crash. The pedestrian is survived by family and friends.
April 14, 2020

Commissioner Lesley “Les” Miller, Jr.
Chairman
Hillsborough Metropolitan Planning Organization
601 East Kennedy Boulevard
Tampa, Florida 33602

RE: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS):
I-275 from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Blvd. and
I-4 from I-275 to east of 50th Street
Work Program Item Segment Number: 258337-2

Commissioner Miller:

The Florida Department of Transportation (FDOT) District 7 is has received your letter dated October 2, 2019 in regards to the Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) for I-275 from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Blvd. and I-4 from I-275 to east of 50th Street. The Federal Highway Administration (FHWA) approved the Draft SEIS for public availability on January 27, 2020 and FDOT hosted public hearing sessions on February 25 and 27, 2020. The public hearing materials, including the Draft SEIS and all the technical support documents, are posted on our website: www.tampainterstatetestudy.com.

Draft SEIS Locally Preferred Alternative (LPA)

The Draft SEIS recommended a Locally Preferred Alternative (LPA). The recommended LPA was presented to your board in October 2019 and again in February 2020. The LPA consists of the reconstruction of the I-275/SR 60 interchange with the addition of two tolled express lanes in each direction along I-275 connecting the Howard Frankland Bridge to the Veterans Expressway, Tampa International Airport, the Westshore Business District, and Downtown Tampa (at Ashley Street). The recommended LPA for the I-275/I-4 interchange consists of safety and operational improvements, which is consistent with the feedback received during the MPO’s recent Long-Range Transportation Plan (LRTP) survey in late 2019. We also refer to the LPA as Option E.

At the time your letter was written, the Draft SEIS had not been published. Therefore, many of the concerns in your letter refer to Options A-D, rather than the recommended LPA, or
Option E. Keep in mind that FDOT has received numerous comments on the LPA from residents, businesses, and government agencies. The public comments will be summarized in the Final SEIS and the Comments and Coordination Report. FDOT will continue to work with the MPO, City of Tampa, and Hillsborough County to refine the LPA throughout this study and beyond through the conceptual design phase.

**FDOT Response to MPO Motion #1**

Relocation Assistance is an entitlement program designed to assist persons who are displaced from their homes by a transportation project. Provisions of the program include making comparable replacement housing affordable and reimbursing moving expenses. Eligibility to receive a replacement housing payment or be reimbursed for moving expenses is determined by each displacee’s need in accordance with the specific state and federal guidelines.

FDOT prepared a Conceptual Stage Relocation Plan (CSRP, January 2020) to evaluate the number and type of relocations resulting from the proposed project and to identify any socio-economic impacts to the surrounding neighborhoods that might occur as a result of implementing the LPA. Table 1 depicts the anticipated right of way impacts associated with the recommended LPA. The CSRP indicates that the 6 residential relocations (including 4 tenants) and 0 business relations are in Census Tract 32 in the VM Ybor neighborhood in the vicinity of Downtown Tampa. The study also indicates that over 65 percent of the residences are renter occupied.

Sufficient comparable replacement sites are available or will be made available for residences and businesses alike. The CSRP identifies potential comparable housing within the community. None of the businesses proposed for acquisition are considered to be major employers and do not appear to present any unusual relocation issues. This project does not appear to have any business displacements that provide services to the elderly, handicapped, non-driver, transit-dependent, or to minority groups.

FDOT has worked with the community to greatly reduce the potential property impacts, particularly in the Downtown Tampa area. Mobley Park Apartments will not be impacted. There are no known impacts to subsidized-public housing within the LPA footprint. We do not know the status of individual property-owners or renters or the potential utilization of housing subsidies at this time.

The CSRP and the Draft SEIS are available on the study website at: [www.tampainterstatestudy.com](http://www.tampainterstatestudy.com).

<table>
<thead>
<tr>
<th>TIS SEIS Segment</th>
<th>Business Relocations</th>
<th>Residential Relocations</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-275/SR 60 (TIS Segment 1A)</td>
<td>21</td>
<td>0</td>
</tr>
<tr>
<td>I-275 through West Tampa (Segment 2A)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>I-275/I-4 (TIS Segments 2B and 3A)</td>
<td>0</td>
<td>6</td>
</tr>
</tbody>
</table>
FDOT wants to ensure that people receive fair treatment when they are required to move from their homes to accommodate a transportation facility. Every resident will be afforded relocation benefits and we work with the displacee to relocate them to the location they desire whether in the same community or elsewhere. Some may even be able to become homeowners instead of renters. Presbyterian Village had 140 displacees, 13 became homeowners, and 6 moved out of the Tampa area. This link is a story the Tampa Bay Times published in 2015 on Presbyterian Village relocations: https://www.tampabay.com/news/humaninterest/in-the-path-of-a-bigger-i-275-tampa-renters-move-out-on-and-up/2259235/.

**FDOT Response to MPO Motion #2**

FDOT is developing a comprehensive Transportation Management Plan (TMP) for the reconstruction of the I-275/SR 60 interchange called Safe TRIP. The Safe TRIP initiative will ensure safety and mobility through successful Traffic Management, Regional Demand Management strategies, Innovation, and Public Engagement. Safe TRIP will promote transportation demand management (TDM) strategies, encourage public transit use, incorporate smart work zones, and identify proactive communication platform to provide real-time information to travelers, local community, and agency partners. FDOT will invite the MPO and other local entities to participate in the Safe TRIP Community Advisory Taskforce.

FDOT has prepared a Noise Study Report Update (November 2019), which documents the noise wall analysis and proposed locations. The proposed noise walls were shown on the exhibits at the February 2020 public hearings. This report and the public hearing exhibits are available on the project website: www.tampainterstatestudy.com. As the project progresses to design, the noise study will be updated again to better reflect horizontal and vertical geometry of the project and the final location of the noise walls. FDOT is willing to construct the noise walls first to buffer construction, where possible, if the noise wall is proposed within the community (along the right of way edge) versus on the shoulder or barrier walls along of the roadway.

FDOT uses the ADCIRC Prediction System (APS) to predict the storm surges, flooding, wind and wave interactions, and speed of tides and currents. APS uses modeling technology with a 30-year track record of providing accurate representations of coastal water movement, flooding, and storm impacts. The system was developed and is operated by the Coastal Resilience Center, a Department of Homeland Security Center of Excellence.

The model analyzes the predicted higher levels of water. For Tampa Bay, the appropriate historical Sea Level Rise (SLR) trend was calculated at 2.71 mm/yr. This average was linearly extrapolated out for 75yrs, which is the standard design life for highway bridges, to produce an estimate of 0.666 ft (203 mm) of SLR. As a result, in the model the initial water elevation was set to 0.702 feet-NAVD88 to account for SLR and the local mean sea level during hurricane season. The minimum height for the Howard Frankland Bridge to be built is 8 ft. higher than
the current northbound bridge. The I-275/SR 60 would align with the geometry of the Howard Frankland Bridge.

In addition, the Florida Design Manual has been updated to reflect best practices in designing for resiliency and climate change throughout the past several years. More details on the resiliency features of the interchange will be available during the conceptual design phase.

**FDOT Response to MPO Motion #3**

As FDOT's toll policy evolves, we will continue to provide updates to the MPO. FDOT intends to collect tolls electronically through its SunPass System. SunPass transponders are available for purchase at over 3,100 retail locations in Florida as well as all Turnpike service plazas, Turnpike gas stations, SunPass Service Centers, select Florida Welcome Centers, Visitor Centers, Rest Areas, and select County Tax Collector's Offices. They can also be purchased online at the SunPass website: [https://www.sunpass.com/en/home/index.shtml](https://www.sunpass.com/en/home/index.shtml) and at local Publix with a credit/rebate essentially equal to the purchase price.

Travelers will still be able to travel toll-free on the existing general use lanes that would be parallel to the proposed express lanes. Registered public transit, public school, and private buses are exempt from paying tolls on express lanes, but must have a Sunpass and valid license plate. Persons with disabilities are exempt from paying tolls, if they are registered, have a Sunpass, and have valid license plate.

**FDOT Response to MPO Motion #4**

It is important to differentiate the TIS SEIS from the Regional Bus Rapid Transit Study and other transit studies. The TIS, as the name would indicate, is a plan for the interstate modernization within Tampa's urban core. Within the TIS, FDOT has accommodated transit in several ways, such as providing a transit envelope and multimodal centers, and allowing public buses to utilize the express lanes toll-free. FDOT is also looking at ways to accommodate bus on shoulder, transit signal priority on adjacent state roads, and incentivizing transit, particularly during construction.

FDOT understands the roads are only one part of the equation. Outside of these interstate/roadway-related transit opportunities, FDOT has funded $214 million in transit projects in the past 5 years, including $32 million in the City of Tampa, such as:

- Tampa Streetcar Modernization and Extension Studies (City of Tampa)
- Arterial BRT Study (HART)
- Streetcar Fare Subsidies (HART)
- Downtowner (HART/Tampa Downtown Partnership)
- Regional Multimodal Center Studies (FDOT)
- Route 275LX and Block Grants for Transit Operations (HART)
• Regional Rapid Transit PD&E (TBARTA)

FDOT is more than willing to partner with the local agencies on any viable transit projects, including utilization of the CSX rail lines for premium transit service, if the project is deemed feasible under federal and state funding guidelines and it is supported by the MPO as a top priority. FDOT encourages the MPO to work with local agencies to establish a locally recommended alternative and a financial plan for the capital costs, as well as all of the on-going operations and maintenance of the system.

FDOT Response to MPO Motion #5

No response needed. Claim was dismissed by FHWA.

FDOT Response to MPO Motion #6

FDOT cross-referenced the proposed property acquisitions for the Draft SEIS LPA shown in Table 1 with the current Hillsborough County tax rolls to determine the total ad valorem taxes that would be lost, if FDOT acquires these properties. The parcels to be acquired in Westshore totaled around $135,000 in City of Tampa ad valorem taxes and $345,000 in Hillsborough County ad valorem taxes. The parcels to be acquired in Downtown Tampa totaled around $6,100 in City of Tampa ad valorem taxes. Property acquisition is subject to change as the project progresses. FDOT can provide updates during the design phase, as requested.

Note: FDOT did not assess the ad valorem taxes from properties we already own, as this exercise would be very complex and is irrelevant to Draft SEIS LPA.

FDOT Response to MPO Motion #7

While there is no funding for the I-275/I-4 improvements, there is funding for the reconstruction of the I-275/SR 60 and express lane connections to west side of Downtown Tampa. The next phase of the project is the conceptual design phase. During this phase, FDOT is working closely with the City of Tampa on the interstate connections to local roadways; potential bicycle, pedestrian, and trail connections; interstate underpasses; and landscape/irrigation, hardscape, and public art opportunities. As part of the conceptual design phase, FDOT will continue meeting with adjacent neighborhoods, organizations and MPO committees to receive input and provide updates. Cost estimates will be developed as concepts evolve. Typically, FDOT and the maintaining agency will develop a maintenance agreement that identifies roles, responsibilities, costs, etc. FDOT can provide updates on these conversations throughout the conceptual design phase, including the projected costs.
FDOT Response to MPO Motion #8

The U.S. Environmental Protection Agency (USEPA) has promulgated, and routinely reviews, National Ambient Air Quality Standards (NAAQS) for six air pollutants that harm both health and the environment. For the purpose of monitoring ambient (i.e., outdoor) levels of the pollutants, the USEPA, in cooperation with state and local agencies, operates a network of air monitoring stations. The locations of, and data from the stations are available on USEPA's website (www.epa.gov/outdoor-air-quality-data).

The USEPA designates all areas of the country with respect to the levels of measured pollutants and the standards. Areas designated nonattainment are areas in which a standard or standards have been exceeded. Within District 7 there is a small area in Hillsborough County just west of the Mosaic phosphate fertilizer plant in Polk County that is designated nonattainment for the air pollutant sulfur dioxide. Within all other areas of Florida, air pollutant levels are below, and in most cases well below, the health and environment standards.

The FDOT evaluates the air quality effects of improvements to the transportation network at the project level. For the Draft SEIS, FDOT performed a carbon monoxide screening and Mobile Source Air Toxics (MSATs) analysis, as these compounds have the potential to result in adverse health effects. Based on the results from the screening model, the highest CO one-hour and eight-hour levels are not predicted to meet or exceed the one-hour nor eight-hour NAAQS for this pollutant with either the No Further Action or 2018 Express Lane Alternative. As such, in all locations tested, the project “pass” the screening model, meaning the one-hour concentrations do not exceed 35 parts per million of CO (ppm) and the eight-hour concentrations do not exceed 9ppm. All of the Design Options (A, B, C, D & E) for the 2018 Express Lane Alternative showed an improvement in MSAT emissions when compared to the 2045 No Further Action Alternative by an average decrease of approximately 50 percent. There is a decrease in emission levels for each of the nine MSAT toxins.

In addition, FDOT provided information at the second MPO Open House on April 30, 2019 regarding how the TIS SEIS can address health in transportation. We focused on encouraging active transportation, improving bicycle and pedestrian safety, enhancing community connectivity, and incorporating landscape and other community features. We also presented our approach to addressing air quality, water quality, and noise abatement. We are currently working with MPO staff to identify opportunities for more environmentally-friendly noise walls. Also, we presented sustainability opportunities that the TIS SEIS could take advantage of during design and construction. Materials from this open house can be accessed at: http://tampainterstatestudy.com/hillsborough-mpo-special-briefing-2/. We are also working with the local community on opportunities to activate FDOT-owned parcels for community use and landscaping. As part of the conceptual design phase, FDOT will continue meeting with adjacent neighborhoods, organizations and MPO committees to receive input and provide updates. Cost estimates will be developed as concepts evolve. Typically, FDOT and the
maintaining agency will develop a maintenance agreement that identifies roles, responsibilities, costs, etc.

FDOT already invests heavily in TDM (supporting TBARTA) and public transit, as suggested in our response to Motion #4. However, as mentioned in our response to Motion #1, FDOT is developing a comprehensive Transportation Management Plan (TMP) for the reconstruction of the I-275/SR 60 interchange called Safe TRIP. Safe TRIP will promote transportation demand management (TDM) strategies, encourage public transit use during construction, and utilize smart work zones. The MPO will be invited to participate in the planning process.

**FDOT Response to #9 Other Concerns**

**Interaction between Interstate and Local Roadways** - Throughout the SEIS process, FDOT has listened to the community and integrated public comments into the concept plans, such as keeping the Floribraska Ave. ramps open. The latest concept plans were presented at the public hearing in February 2020 and are available on-line.

As suggested in our response to MPO Motion #7, the next phase of the project is the conceptual design phase. During this phase, FDOT is working closely with the City of Tampa on the interstate connections to local roadways; potential bicycle, pedestrian, and trail connections; interstate underpasses; and landscape/irrigation, hardscape, and public art opportunities. These conversations include consideration of traffic calming and other techniques to enhance safety and bicycle/pedestrian/vehicle interactions. The conceptual design phase will reveal more details on:

- Reo St., Lemon St., Westshore Blvd., Occident St., and Trask St. in the Westshore Business District
- Road network along north side of Julian B. Lane Park connecting under I-275 to Main St.
- Ashley St., Scott St., and Jefferson/Orange St. in Downtown Tampa
- 14th/15th St. and 21st/22nd St. in Ybor City, including accommodation of the Green Spine and improvements to 13th Ave.
- Trail connectivity throughout the interstate corridor from the Howard Frankland Bridge through Westshore/West Tampa to Downtown Tampa/Riverwalk/Tampa Heights Greenway and beyond to Ybor City, including enhanced safety measures within the corridor for bikes and pedestrians.

At the MPO Special Open House #1 and #3, as well as the February 2020 public hearings, FDOT presented a graphic that depicted the bicycle/pedestrian connectivity adjacent to the interstate throughout the Draft SEIS project limits. Where possible, FDOT will include these connections within FDOT right of way. However, FDOT is working with the City of Tampa on areas where right of way is constrained and gaps may need to be filled with sidewalks, sharrows, or other elements. Some of these connections will be cleared outside of the Draft SEIS, such as the Dale
Mabry Overpass. FDOT can provide regular updates to the MPO and committees, as requested, on this coordination throughout the conceptual design phase.

**East Tampa and Tampa Heights Projects** - Outside of the SEIS process, FDOT has been working with the communities of East Tampa and Tampa Heights on improvements to various state roads within their respective communities. We understand that the MPO has prioritized many of these projects and FDOT has funded several of the improvements. We will continue to work with these communities and can provide briefings to the MPO and committees, as requested.

**Induced Demand** - FDOT's decision to introduce tolled express lanes in the Tampa Bay area as a congestion management tool has evolved throughout the past 10 years and tolled express lanes have been a part of the Hillsborough MPO's LRTP for the past 10 years, as well as the Regional Transportation Management Area's (TMA) and TBARTA's regional priority lists. While the Draft SEIS LPA does not include capacity improvements in the Downtown Tampa area, the LPA does include tolled express lanes that will connect the express lanes from the Howard Frankland Bridge and the Veterans Expressway. The Tampa Bay Regional Planning Model reflects the MPO's LRTP, including express lanes, as well as the anticipated land uses shown in the City of Tampa, City of Plant City, City of Temple Terrace, and unincorporated Hillsborough County. Currently, those plans are predicting that our population will almost double and employment will more than double by 2045. As the comprehensive plans are updated, FDOT is willing to partner with the Planning Commission, the MPO, and the local agencies to determine what transportation solutions best meet the needs of this growing region.

**Conclusion**

FDOT is approaching the final steps in the SEIS process. Over the next few months, we will prepare the Final SEIS for FHWA review and approval and we will further vet the details of the concept plans in the conceptual design phase in coordination with our local agency partners. FDOT is very thankful for our partnership with the Hillsborough MPO Board and we are committed to continued coordination with the Board and staff. In the meantime, if you have any additional questions, please let me know.

Sincerely,

David W. Gwynn, P.E.
District Seven Secretary

Cc:  Jamie Christian, FHWA
     Karen Brunelle, FHWA
     Luis Lopez, FHWA
     Teresa Parker, FHWA
     Richard Moss, FDOT

     Ed McKinney, FDOT
     Kirk Bogen, FDOT
     Jason Watts, FDOT
     Jean Duncan, City of Tampa