Virtual Meeting of the Intelligent Transportation Systems Committee
Thursday, October 8, 2020, 1:30 p.m.

Please join my meeting from your computer, tablet or smartphone.
https://attendee.gotowebinar.com/register/6297375192585270030

You can also dial in using your phone listen only: 1-562-247-8422
Access Code: 744-113-257

Please mute yourself after joining the conference call to minimize background noise.

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I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes
   A. July 9, 2020

IV. Action Items
   A. Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets (Johnny Wong, MPO Staff)
   B. Regional Transportation Systems Management & Operations Memorandum of Understanding (Johnny Wong, MPO Staff)

V. Status Reports
   A. Review Last Year’s Legislative Positions and Suggest New Ones (Rich Clarendon, MPO Staff)
   B. 2021 Meeting Calendar (Johnny Wong, MPO Staff)

VI. Old Business & New Business
   A. Next meeting, January 14th, 2021

VII. Adjournment

VIII. Addendum
   A. TIS SEIS Location and Design Acceptance Notice
   B. County seeks input on West Shore Blvd complete streets project
The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, 813-273-3774 x313 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Joshua Barber directamente al (813) 273-3774, ext. 313 con tres días antes, o wong@plancom.org de correo electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
I. CALL TO ORDER:

Chairman, Mr. Brandon Campbell called the meeting to order at 1:33 p.m. and a quorum was present. The meeting was held via Go To Webinar.

MEMBERS PRESENT:

- Brian Gentry .................. Hillsborough County Public Works
- Brandon Campbell .......... City of Tampa
- Jason Dudjak.................City of Plant City
- Jeff Sims....................... Environmental Protection Commission of Hillsborough County
- Achilleas Kourtellis..........CUTR
- Margaret Kubilins..........FDOT Non-Voting Advisor

OTHERS PRESENT:

Johnny Wong and Cheryl Wilkening, Hillsborough MPO; Jason Jackson, CUTR; Paula Flores, GPI; Lee Woodcock, Atkins; David Aylesworth, CēVē and Margaret Kubilins, FDOT Advisor.

II. PUBLIC COMMENTS:

There were no public comments.

III. APPROVAL OF MINUTES:

Brian Campbell sought a Motion to approve of the January 9, 2020 meeting minutes. Jeff Sims made a motion to approve the January 9, 2020 Minutes. The motion was seconded by Achilleas Kourtellis and passed unanimously. Motion carries.

Brian Campbell sought a Motion to approve the meeting minutes of April 9, 2020. Jeff Sims made a motion to approve the regular meeting minutes of April 9, 2020. The motion was seconded by Jason Dudjak and passed unanimously. Motion carries.

IV. STATUS REPORTS

A. Performance Evaluation of E-Scooter Sharing in the City of Tampa

Jason Jackson, University of South Florida presented the performance evaluation of E-Scooter Sharing in the City of Tampa. From May 28th, 2019 to March 9th, 2020 there were a total of 982,468 trips. The evaluation framework consists of evaluation metrics, public opinions and public feedbacks. The evaluation metrics includes economic and environmental impacts, health and safety, equity and level of service. The data sources include E-scooter sharing survey, operational data from Populus, accident data and then comments and feedback. The evaluation metrics on economic impact results showed time saving, improved mobility and public transit revenue loss. Local restaurants and bars gained economic benefits because of e-scooters. The environmental impacts were reduced vehicle use and miles traveled, traffic emission reduction and number of vehicles off the road. According to the horizontal equity metrics the coverage and usage of e-scooters vary significantly among spatial areas. The vertical equity of e-scooter usage and coverage are inequitable among areas with different poverty ratio and the users are mainly male, higher income and white populations. The health and safety metrics showed that most e-scooter accidents had no injury or minor injury, the hospital
visits increased significantly after the program started. The evaluation of the health and safety metrics showed e-scooters could have negative impacts on users’ health due to reduced physical activities and a majority of the public do not feel safe when e-scooters are ridden on sidewalk and street lanes.

Jason Dudjak questioned the maximum speed of e-scooters. Pete Costello inquired on total number of fatalities and if it was a scooter rider. Jeff Sims wanted to know projections of usage. Johnny Wong wanted to know if there is a 3rd party to outfit the scooters for accessories. Brandon Campbell commented that the study ended March 9th right at the beginning of the COVID pandemic so it will interesting to see the demand in the future. Rich Clarendon inquired if FDOT supports e-scooters on non-designated motorized vehicle streets for example the Jackson street cycle tract.

B. Smart Cities Mobility Plan Scope Review

Lee Woodcock, Atkins, presented Smart Cities Mobility Plan. The ITS Master Plan is to build on the previous plan. The scope overview is to development the 5 year smart cities vision and supporting a road map guide development of the technology as part of the achievement of the 2045 Long Range Transportation Plan and the five categories. The project will be delivered in two phases, the scope document mainly covers Phase I with a review point to define the exact scope for Phase 2 building on the outputs from Phase I. The primary aim of Phase 2 will be the development of the overarching roadmap. Smart Cities Mobility Plan Phase I involves discovery, analysis and the final part will be a workshop. The development of graphical engagement materials to support broader communication of the Smart Cities Mobility Plan is optional. The vendors perspective for the level of service evaluation metrics resulted that the vendors did not provide enough e-scooters in some service areas and might need to adjust the locations and reduce the number of e-scooters to improve utilization ratio. The pricing and customer responses had the lowest satisfaction score on the user perspective of level of service but the vendors performed well. The public preferred to ride the e-scooters in the bike lanes and the e-scooter rules and regulations still need to be improved. The public opinion biggest concern is the improper user behavior. Non-users want the speed limit to be lower while users prefer high speed limit. Overall, the public opinion was that the program should be continued but adjustments are needed. A few comments made from the call log were abandoned scooters, behaviors and high speed in no ride zones such as Bayshore or Riverwalk. Most calls were made at the beginning of the program from the public because they were unfamiliar about the program at that time. Comments from non-users mentioned parking issues, violation of traffic rules and sidewalk riding. Comments from users mentioned parking issues, violation of traffic rules, safety issues and city shall enforce bike lane riding. The suggestions and feedbacks from Tampa-Hillsborough Alliance for Persons with Disabilities and National Federation of Blind-Tampa Chapter were improper e-scooter parking, ban e-scooter riding on sidewalk, more enforcement, tandem bikes for families with disabilities and improve accessibility to website and apps for complaints. The major findings were e-scooter improves mobility downtown, safety concerns, geofencing needs improving, e-scooter more suitable in bike lanes, performance of vendors are similar and utilization of e-scooter has decreased since debut. The recommendations are to invest in constructing a connected and protected bike lane network, service providers may need more staff and monitor more closely, set minimum number of e-scooters in disadvantaged areas to improve equality, provide discounted membership for low income, ban e-scooters from sidewalks, set speed limits, provide signs for no ride zone and more parking corrals, strengthen law enforcements and the city to keep monitoring the safety and usage data of the program and track performance.

Johnny Wong noted he will be managing this project on the MPO side and they are looking for specific feedback on whether the concept and sequence of events make sense. Brandon Campbell stated as a broad view the process looks helpful.

C. CēVē Pilot: Lessons Learned About Data Management

David Aylesworth with CēVē explained they are a Tampa-based software startup company who are focused on improving travel efficiency and safety through connected vehicle technologies. The CēVē
app is designed to time-to-green light estimates, reducing driver frustration, optimal speed advisories to better time green lights and improve fuel efficiency and reduce vehicle wear. It notifies when exceeding the speed limit and alerts for school zones and high capacity special events. There three system components. The data includes maps, roadway information and traffic equipment and sensors. The access has geo-indexed databases, cloud services and data analytics. The users can be vehicles, cyclists, pedestrians, smartphones, wearables and sensors. They have found that finding public data is hard to find, it can be siloed, isn’t always accurate, not always machine-friendly and data providers have outages. The recommendations are to develop data ownership, management and sharing strategies. Establish data format and access standards and require open-access, connectivity, and standards-compliance from infrastructure vendors and data providers. They need to demonstrate and test innovative ideas through agile pilot programs and provide incentives for participation. Lastly, the Infrastructure-Lite project ideas are emergency vehicle notifications, bicycle/pedestrian detection and signal activation, smart work and school zones, curb management and signal light timing and violation analytics.

Dean Gustafson inquired if they found a data set that is surprising to folks and has value to the public and do you provide the data for free to get the market established. Brandon Campbell requested clarification what is the best path forward from an agency perspective to get our data out there. Margaret Kubilins appreciated this presentation and how they can serve the transportation industry better and getting mobility as a service. Beth Alden requested feedback on the best role for the MPO with respect from the ideas he is bring forward. Johnny Wong suggested having a workshop on our governance protocols related to our data government policy. Brian Gentry offered for Mr. Aylesworth to reach out to him about Hillsborough county CV initiatives.

D. Tampa Bay Next Update: Westshore Safe Trip

Margaret Kubilins FDOT Representative, presented Safe Trip for Tampa's Westshore Interchange. Tampa Bay Next aligns directly with the Tampa Bay Next Priorities. Ms. Kubilins provided a slide showing the proposed expressed lanes for the Tampa Westshore Interchange. There is a comprehensive approach to address the vital few. Westshore needs Safe Trip due to current bottlenecks throughout the project limits and major construction activities. Transportation Management Plan which includes traffic management, regional demand, innovation and public engagement. The Safe Trip Vision is a well-planned and innovative construction zone that maintains safety and reliability to the community. Ms. Kubilins reviewed the Safe Trip Goals. In traffic management is the most active element FDOT is engaged in now. TB Next Transportation management program (TMP) has already identified new projects for the next year. The regional demand management has researched nationwide TMPs, engaged the business community, collaborated with transit, enhanced bicycle and pedestrian and the cost of program projects. Innovation is focused on smart work zones. The gateway smart work zone concept is a pilot project they have already implemented. Since May 2017 – March of 2020 there has been a lot of Public engagement and it is very valuable to listen and receive feedback. Ms. Kubilins provided a schedule for the Westshore Safe Trip.

V. OLD & NEW BUSINESS

A. Next ITS Meeting October 8th

B. Smart Cities Alliance Workshop on Smart Work zones, August 6th @2pm

C. ITS 101 Course Update

They are finalizing a course outline and looking for a September launch.

VII. ADJOURNMENT
There was no further business, the meeting adjourned at 3:31 p.m.
Board & Committee Agenda Item

**Agenda Item**
Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets

**Presenter**
Johnny Wong, PhD (MPO Staff)

**Summary**
Target-setting is an activity required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) under MAP-21 legislation. In 2018, the Hillsborough MPO adopted performance targets for transit asset management (TAM), pavement & bridge condition, and performance of the National Highway System (NHS). Targets are established for 4 years and will be evaluated at the mid-term period. Adopted targets and actual performance are shown below as bullet points. Numbers highlighted in green indicate that the target is currently being met while those in red indicate the target is not being met, and the yellow indicates that a correction needs to be made.

The *Transit Asset Management* rule requires MPOs to establish asset condition targets in consultation with both transit agencies and the State DOT, and to report performance measures and targets at least once every four years. The bullet points below show the 2018 targets established in coordination with the Hillsborough Area Regional Transit Authority (HART), City of Tampa and FDOT, and the current performance. The Equipment target of ≤81% will need to be corrected to ≤19% of assets NOT in a State of Good Repair:

- Rolling stock target: ≤28% of assets NOT in a State of Good Repair; **40.56% actual**
- Equipment target: ≤81% of assets NOT in a State of Good Repair; **32.54% actual**
- Facilities:
  - Passenger/Parking facilities target: ≤10% rated below 3 on TERM scale; **0% actual**
  - Administrative/Maintenance facilities target: 0% rated below 3 on TERM scale; **28.57% actual**
- Infrastructure target: 0% of segment with performance restrictions; **0% actual**

The *Pavement & Bridge* condition rule establishes performance measures to assess the condition of the pavements and bridges on the National Highway System. The rule requires State DOTs and MPOs to establish targets related to the percentage of pavements on the Interstate System in either good or poor condition; the percentage of pavements on the Non-interstate NHS in either good or poor condition, and the percentage of NHS bridges in either good or poor condition. The bullet points below show the 2018 targets established in coordination with FDOT, and the current performance:

- Interstate Pavements: ≥60% in Good condition (target); **59.5% actual**
• Interstate Pavements: ≤5% in Poor condition (target): 0.3% actual
• Non-interstate NHS Pavements: ≥40% in Good condition (target): 36.3% actual
• Non-interstate NHS Pavements: ≤5% in Poor condition (target): 0.1% actual
• NHS Bridges: ≥50% in Good condition (target): 76.38% actual
• NHS Bridges: ≤10% in Poor condition; 0% actual

The System Performance rule establishes performance measures to assess the travel time reliability of the NHS for both vehicles and freight. The rule requires State DOTs and MPOs establish targets related to the percentage of the Interstate network that is considered reliable for vehicles; the percentage of the Interstate network that is considered reliable for freight, and the percentage of the Non-interstate NHS that is considered reliable for vehicles. The bullet points below show the 2018 targets established in coordination with FDOT, and the current performance:

• Interstate Reliability: ≥75% of network reliable (target); 75% actual
• Interstate Reliability for Freight: ≤2.00 index score (target); 1.89 actual
• Non-interstate NHS Reliability: ≥50% of network reliable (target); 81% actual

The MPO Board prioritizes projects for funding, many of which meet the criteria for transit asset management, pavement & bridge condition, and system performance projects under the Good Repair and Smart Cities categories of the 2045 Long Range Transportation Plan (LRTP). The 2020-21 TIP includes numerous funded projects that enhance transit, resurfacing of facilities, bridge repair, and traffic management which will make progress toward achieving targets in future years:

• HART bus replacements, bus computer aided dispatch & automatic vehicle location (CAD/AVL) technology, Marion Transit Center improvements, and TBARTA vanpool services;
• Resurfacing pavement at segments of I-275, I-75, I-4, US301, and US41;
• Repairing bridges at I-75 over Alafia River, and Gandy Bridge; and,
• Advanced traffic management system (ATMS) expansion and a lane addition at US301 and Bloomingdale Ave.

Recommended Action
Recommend Correcting Transit Asset Management Equipment Target from ≤81% to ≤19% of assets NOT in a State of Good Repair

Prepared By
Johnny Wong, PhD (MPO Staff)

Attachments
Attachment to be provided
# Hillsborough Dashboard

## MAP-21 Performance Targets for federally required measures

### Pavement

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>≥ 60% interstate pavement in good condition</td>
<td>✔</td>
</tr>
<tr>
<td>≤ 5% interstate pavement in poor condition</td>
<td>✔</td>
</tr>
<tr>
<td>≥ 40% non-interstate NHS pavement in good condition</td>
<td>✔</td>
</tr>
<tr>
<td>≤ 5% non-interstate NHS pavement in poor condition</td>
<td>✔</td>
</tr>
</tbody>
</table>

### Bridges

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>≥ 50% NHS bridges in good condition by deck area</td>
<td>✔</td>
</tr>
<tr>
<td>≤ 10% NHS bridges in poor condition by deck area</td>
<td>✔</td>
</tr>
</tbody>
</table>

### Transit Assets

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤ 22% rolling stock (buses &amp; vans) meeting or exceeding useful life benchmark</td>
<td>✔</td>
</tr>
<tr>
<td>≤ 19% equipment (support vehicles) meeting or exceeding useful life benchmark</td>
<td>✔</td>
</tr>
<tr>
<td>0% rail fixed guideway track with performance restrictions</td>
<td>✔</td>
</tr>
<tr>
<td>≤ 10% passenger &amp; parking facilities rated below 3 on term scale</td>
<td>✔</td>
</tr>
<tr>
<td>0% administrative &amp; maintenance facilities rated on term scale</td>
<td>✔</td>
</tr>
<tr>
<td>0% Infrastructure segments with performance restrictions</td>
<td>✔</td>
</tr>
</tbody>
</table>

### Travel Time Reliability

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>≥ 75% interstate NHS network with a level of travel time reliability &lt; 1.50</td>
<td>✔</td>
</tr>
<tr>
<td>≥ 50% non-interstate NHS network with a level of travel time reliability &lt; 1.50</td>
<td>✔</td>
</tr>
<tr>
<td>≤ 2.00 truck travel time reliability index score</td>
<td>✔</td>
</tr>
</tbody>
</table>

NHS | National Highway System  
VMT | vehicle miles traveled
Board & Committee Agenda Item

**Agenda Item**
Regional Transportation Systems Management & Operations (TSMO) Memorandum of Understanding (MOU)

**Presenter**
Johnny Wong, MPO Staff

**Summary**
Transportation Systems Management & Operations, also known as TSMO (say “tiz-moe”) refers to a large toolkit of strategies for getting the most use out of the existing road system. Strategies include everything from high-tech traffic monitoring to simple adjustments in turn-lane length, signal timing, or promoting carpooling.

MetroPlan Orlando, in collaboration with Hillsborough MPO and other MPOs along the I-4 corridor, recently formed a working group to advance TSMO strategies across Central Florida. Under this proposal, Eric Hill, as one of the region’s most experienced and respected TSMO planners, would continue serving as an advisor and dedicated staff person to the working group. The proposed Memorandum of Understanding would formally recognize the spirit of regional collaboration regarding TSMO strategies, while also ensuring that each participating jurisdiction maintains autonomy over its TSMO planning and network & infrastructure maintenance. The proposed MOU will not require a financial contribution from the Hillsborough MPO other than staff labor time to participate in regional planning activities.

**Recommended Action**
Approve the Regional TSMO MOU

**Prepared By**
Johnny Wong, PhD

**Attachments**
Regional TSMO MOU (draft)
MID/CENTRAL FLORIDA CORRIDOR COALITION MEMORANDUM OF UNDERSTANDING

Between
MetroPlan Orlando, Pinellas County MPO (dba Forward Pinellas), Hillsborough MPO, Pasco County MPO, Polk County TPO, Sarasota/Manatee MPO, Space Coast TPO, and River-to-Sea TPO

THIS MEMORANDUM OF UNDERSTANDING (MOU), dated the ___ day of ____________________, 20__, by and between MetroPlan Orlando, and Forward Pinellas, Hillsborough MPO, Pasco County MPO, Polk County TPO, Sarasota/Manatee MPO, Space Coast TPO, and River-to-Sea TPO, all metropolitan planning agencies created by separate interlocal agreement and all operating pursuant to Section 339.175, Florida Statutes (hereafter referred to as the “the M/TPOs”)

RECITALS:

WHEREAS, this MOU is for the purpose facilitating cooperation and coordination of the Mid/Central Florida I-4 Corridor Coalition (Regional Transportation Systems Management & Operations (TSMO) Program in Central Florida; and

WHEREAS, TSMO is the application of multimodal transportation strategies and technologies intended to maximize the efficiency, safety, and utility of the existing transportation network; and

WHEREAS, TSMO ‟ includes a set of projects and strategies that use technology and real-time operational procedures, that when integrated at the state, regional and local levels, enhances the movement of people and goods, all with a positive impact on individual and national economic prosperity.

WHEREAS, strategies, services or projects that have proven effective include:

• Work Zone Management;
• Traffic Incident Management;
• Special Event Management;
• Transit Management;
• Traffic Signal Coordination;
• Congestion Pricing; Active Transportation and Demand Management; and
• Integrated Corridor Management

WHEREAS, the application of Information and Communication Technologies (ICT) to manage and operate transportation systems will expand and evolve as more innovative solutions appear in transportation operations and planning, including connected and autonomous vehicles; and

8.28.20: Draft MEMORANDUM OF REGIONAL COOPERATION
9.27.20: Sarasota/Manatee MPO Revised Agreement
WHEREAS, for transportation systems in the 21st Century, M/TPOs will need to advance, further, and increase their capacity in this area through workforce development and understanding of TSMO applications to improve the safety, efficiency and performance of a transportation system; and

WHEREAS, since the M/TPOs provide support for and planning of individual TSMO programs at varying levels of maturity, and a means of establishing a regional cooperative approach to TSMO may facilitate regional mobility across planning boundaries in the I-4 Corridor; and

WHEREAS, a knowledge transfer opportunity exists in creating an innovative relationship among the M/TPOs to plan, fund and collaborate on TSMO strategies in Mid/Central Florida.

WHEREAS, the M/TPOs each have by virtue of their creating interlocal agreements, Section 163.01(14), Florida Statutes, and Section 339.175(6)(j)1., Florida Statutes, the power to execute and implement an agreement or MOU for regional cooperation with regard to TSMO; and

WHEREAS, Section 339.175(6)(j)1., Florida Statutes, provides that:

(j)1. The Legislature finds that the state’s rapid growth in recent decades has caused many urbanized areas subject to M.P.O. jurisdiction to become contiguous to each other. As a result, various transportation projects may cross from the jurisdiction of one M.P.O. into the jurisdiction of another M.P.O. To more fully accomplish the purposes for which M.P.O.’s have been mandated, M.P.O.’s shall develop coordination mechanisms with one another to expand and improve transportation within the state. The appropriate method of coordination between M.P.O.’s shall vary depending upon the project involved and given local and regional needs. Consequently, it is appropriate to set forth a flexible methodology that can be used by M.P.O.’s to coordinate with other M.P.O.’s and appropriate political subdivisions as circumstances demand; and

WHEREAS, the M/TPOs have determined that this MOU is a flexible method of coordination for a transportation project, namely the Mid/Central Florida Corridor Coalition,

NOW, THEREFORE, in consideration of the covenants herein to the other and of the mutual benefits to be realized by the parties hereto, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:
SECTION 1. Recitals. Each and all of the above recitals ("WHEREAS") are hereby incorporated herein.


(a) MetroPlan Orlando has been active in collaborating with its partners to advance TSMO strategies for several years by: establishing TSMO as a business unit; enriching staff’s abilities to integrate TSMO alternatives investments; maintaining a formal TSMO Advisory Committee represented by planners and traffic engineers in the planning area; allocating resources to deploy projects in MetroPlan Orlando’s Transportation Improvement Program (TIP); mainstreaming TSMO in the transportation planning process; and cultivating local, state and federal “Champions”.

(b) As the agency initiating this process, MetroPlan Orlando proposes to advance their TSMO planning activities as described below.

1. A Work Plan, attached as Exhibit “A” to this MOU and incorporated herein by this reference into this MOU, provides a high-level description of the activities for the first year of this Program, terminating on December 31, 2021. The Work Plan will be modified, as needed, to suit each of the M/TPOs that is a party to this MOU. The Work Plan will be used to monitor the activities and progress on performance of the Mid/Central Florida Corridor Coalition Regional Transportation Systems Management & Operations Program.

2. The parties to this MOU agree that each individual M/TPO shall continue to have the authority to maintain autonomy to direct and to oversee their own TSMO activities, planning and strategies.

3. MetroPlan shall provide overall operational and administrative guidance for this program pursuant to this MOU. Technical and/or additional administrative support will be provided by existing staff from each respective M/TPO. This MOU is not a commitment of funds by or to any M/TPO that is a party to this MOU on behalf of any other M/TPO that is a party to this MOU. When funding is needed by any M/TPO that is a party to this MOU to pursue an agreed upon project, program or activity within the spirit of this MOU, then the expectation and requirement is that the funding may be pursued by the one M/TPO only with the endorsement and support of another M/TPO, only if such endorsement and support has been approved by the governing board of the other M/TPO. Additionally, this MOU does not commit any M/TPO to any project or financial obligation. The M/TPOs understand that any and all approvals of a project, program and activity must first be obtained by the governing board of each M/TPO that is going to participate in said project, program, or activity, prior to any funding and commitment to any project, program or activity.

SECTION 3. The Director. The Director of TSMO pursuant to this MOU shall be unilaterally appointed, suspended, or removed by MetroPlan Orlando as it shall choose. Upon resignation, suspension or removal of any person as the Director, MetroPlan Orlando shall provide notice within ten (10) days to the other M/TPOs that are a party to
this MOU. Thereafter, MetroPlan Orlando shall appoint a new person to serve as the Director and shall provide notice within ten (10) days to the other M/TPOs that are a party to this MOU. The initial Director pursuant to this MOU shall be Eric Hill.

SECTION 4. Notice.

(a) A notice or communication, under this MOU by one party, on the one hand, to other parties to this MOU shall be sufficiently given or delivered if dispatched by hand delivery, or by nationally recognized overnight courier (i.e. – Federal Express, United Parcel Services, electronic delivery, etc.) providing receipts, or by U.S. certified mail, postage prepaid, return receipt requested to:

Forward Pinellas
310 Court Street
Clearwater, FL 33756

Hillsborough MPO
601 E. Kennedy Blvd., 18th Floor
P.O. Box 1110
Tampa, FL 33602

MetroPlan Orlando
250 S. Orange Ave. Suite 200
Orlando, FL 32801

Pasco County MPO
West Pasco Government Center
8731 Citizen Drive, Suite 230
New Port Richey, FL 34654

Polk TPO
330 W. Church Street
Bartow, FL 33830

River to Sea TPO
2570 W International Speedway Blvd
Ste. 120
Daytona Beach, FL 32114-8145

Sarasota/Manatee MPO
8100 15th Street East
Sarasota, FL 34243-3248

Space Coast TPO
2725 Judge Fran Jamieson Way, #B
Melbourne, FL 32940

(b) Notices; Addresses; Time. Any M/TPO that is a party to this MOU may unilaterally change its addressee or address by giving written notice thereof to the other M/TPOs but the change is not effective against another M/TPO until the change notice is actually received by the other M/TPO. Notice given by U.S. certified mail, return receipt requested, properly addressed and with postage fully prepaid, is deemed given when deposited in the United States mails within the continental United States, if the notice is thereafter delivered in due course at the address to which properly sent. Notice given by overnight courier, service prepaid, properly addressed is deemed given when deposited with the courier within the continental United States, if the notice is thereafter delivered in due course at the address to which properly sent. Notice given by manual delivery is deemed given only when actually received by the recipient.

(c) Relay of Official Notices and Communications. If any M/TPO that is a party to this MOU receives any notice from a governmental body or governmental officer that pertains to this MOU, or receives any notice of litigation or threatened litigation affecting the
MOU or a project, program, or activity being conducted pursuant to this MOU, the receiving party shall promptly send it (or a copy of it) to all other M/TPO parties to this MOU.

SECTION 5. Governing Law; Interpretation; Severability; Attorneys Fees.

(a) Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida, without application of its conflict of law principles.

(b) Interpretation. All parties to this MOU have participated in the drafting of this MOU, and each party to this MOU has had an opportunity to avail itself of the advice of legal counsel. Consequently, no provision herein shall be more strictly enforced any party as the drafter of this MOU.

(c) Severability. Invalidation of any one of these covenants or restrictions or any part, clause or word hereof, or the application thereof in specific circumstances, by judgement, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect.

(d) Attorneys’ Fees. If any action or other proceeding is commenced to enforce or interpret any provision of this MOU, each party shall be responsible for their own attorneys’ and paralegals’ fees.

SECTION 6. Term of MOU; Admission to or Withdrawal from MOU.

(a) This MOU shall have an initial term of one (1) non-calendar year, from , 202x, to , 202x. This MOU shall automatically renew in each subsequent year, unless terminated at least sixty (60) days prior to any renewed term; provided, that in no event shall this MOU have a term beyond September 30, 2025. During 2025, the parties to this MOU may review, revise, and sign a new MOU, if so desired.

(b) Notwithstanding sub-section (a), any party may terminate it participation as a party to this MOU for its convenience at any time upon sixty (60) calendar days prior written notice to the other parties, without liability, penalty or obligation, including but not limited to financial commitments.

(c) Notwithstanding other provisions in this MOU, additional parties may be admitted as parties to this MOU by amendment to the MOU approved and executed by all parties then a party to this MOU.

SECTION 7. Effective Date; Counterpart Signature Pages.

(a) This MOU shall become effective on ________________, 2020, and each party that has executed this MOU by said date shall be deemed a party to this MOU.

(b) This MOU may be executed in counterparts, each of which shall be
deemed an original. Any such counterparts shall constitute one and the same instrument. This MOU shall become effective only upon Effective Date and delivery of this Agreement by the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be signed in their respective names by their authorized representatives, all duly attested to by their respective Agency Clerks.

Signed, sealed, and delivered in the presence of:

METROPLAN ORLANDO: FORWARDED PINELLAS:
BY: ___________________________________  BY: ___________________________________
TITLE: ___________________________________  TITLE: ___________________________________
ATTEST: ___________________________________  ATTEST: ___________________________________
TITLE: ___________________________________  TITLE: ___________________________________

HILLSBOROUGH MPO: PASCO COUNTY MPO:
BY: ___________________________________  BY: ___________________________________
TITLE: ___________________________________  TITLE: ___________________________________
ATTEST: ___________________________________  ATTEST: ___________________________________
TITLE: ___________________________________  TITLE: ___________________________________

POLK COUNTY TPO: SARASOTA/MANATEE MPO:
BY: ___________________________________  BY: ___________________________________
TITLE: ___________________________________  TITLE: ___________________________________
ATTEST: ___________________________________  ATTEST: ___________________________________
TITLE: ___________________________________  TITLE: ___________________________________

SPACE COAST TPO: RIVER TO SEA TPO:
BY: ___________________________________
Agenda Item
Review last year’s legislative positions and suggest new ones

Presenter
Rich Clarendon, MPO Staff

Summary
In preparation for the upcoming session of the Florida Legislature, staff seeks input from the MPO’s advisory committees before bringing legislative proposals to the MPO board.

Attached are correspondence and position statements from the past year. Some of these measures have been adopted, notably full funding for reconstructing the I-275/SR 60 interchange and enforcement of cell phone laws as a primary offense. However, several have not been adopted, including:

- Increased penalties for dangerous drivers and injuries to pedestrians
- Higher standards for school hazardous walking conditions, with continued state support for required bus service
- Opposing the elimination of crosswalks equipped with Rectangular Rapid Flashing Beacons (RRFB) at uncontrolled marked intersections
- Allowing the use of toll revenues for public transit priorities as defined by the MPO planning process

More recently, MPO staff have worked with the TMA Leadership Group to develop a position statement against legislative earmarks for public transit projects because they do not result in more funding and could take away funds from essential services. Instead, the TMA Leadership Group seeks to expand transit funding rather than reallocating scarce existing resources.

Recommended Action
Review and reiterate support for the previous proposals noted above and propose any others deemed appropriate.

Prepared By
Rich Clarendon, AICP

Attachments
Legislative Correspondence and Position Statements
February 5, 2019

The Honorable Sen. Darryl Rouson, Chairman
Hillsborough County Legislative Delegation
535 Central Ave, Suite 302
St. Petersburg, FL 33701

Dear Senator Rouson:

The Hillsborough Metropolitan Planning Organization (MPO) voted on Tuesday, February 5th, to support the following positions for the 2019 legislative session:

- We strongly support FDOT District 7’s request for full funding of the I-275/SR 60 interchange reconstruction, an essential crossroads of the Tampa Bay region;
- We strongly oppose legislation that restricts citizen participation in key decisions, by eliminating seats on our MPO board, or by restricting the use of voter-approved Charter County Transportation Surtax proceeds to a narrow set of eligible expenditures;
- We urge the Legislature to take all possible steps to reduce Florida’s high traffic death rate, such as statute changes that allow officers to enforce existing laws about cell phone use while driving, that increase penalties for injuring pedestrians or for repeat drag-racing, or that allow local governments to appropriately regulate motorized scooters;
- We support raising the standards for determining school hazardous walking conditions, and urge the State to continue to share the cost burden of the required school bus service.

Please contact me or MPO Executive Director Beth Alden if further information is needed. Best wishes for a successful session.

Sincerely,

[Signature]

Hillsborough County Commissioner Lesley “Les” Miller, Jr.
Chairman, Hillsborough MPO

Cc: Hillsborough County Legislative Delegation members
    Jim Taylor, Hillsborough County Intergovernmental Relations
    Deborah Stevenson, City of Tampa Intergovernmental Relations
    Bill McDaniel, Plant City City Manager
    Charles Stephenson, Temple Terrace City Manager
    Whit Banton, Forward Pinellas Executive Director
    John Villeneuve, Pasco MPO Manager
February 24, 2020

Representative Randy Fine
222 The Capitol
Tallahassee, FL 32399-1300

RE: SB 1000 and HB 1371 – Traffic and Pedestrian Safety

Dear Representative Fine,

The Hillsborough Metropolitan Planning Organization (MPO), serving the City of Tampa, City of Plant City, City of Temple Terrace and unincorporated Hillsborough County, has reviewed the proposed House Bill “HB 1371” referred as the “Turn the Flashing Yellow Crosswalks to Red” bill, and the associated Senate Bill “SB 1000”, and want to convey our strong opposition.

Hillsborough MPO is committed to safety for all roadway users, in a state notorious for being the deadliest in the nation for pedestrians and bicyclists. The Rectangular Rapid Flashing Beacon (RRFB) is a highly effective and affordable tool that should remain in our safety toolbox.

Section 316.130(7)(b) of the Florida Statutes requires motorists to come to a complete stop for a pedestrian in a crosswalk. Marked crosswalks at mid-block locations are accompanied by signs, both in advance of and at the crosswalk location, to further emphasize the presence of the crosswalk to the driver. Unfortunately, too many drivers ignore both the markings and the signs, endangering the pedestrians attempting to use the crosswalk. The RRFB, developed approximately fifteen years ago in St. Petersburg, was intended to increase the conspicuity of these crosswalk markings and signs. Pedestrians activating the RRFBs alert the driver to their presence in the crosswalk.

RRFBs increase pedestrian safety at these uncontrolled marked crosswalks by 98 percent. The RRFB concept went through extensive testing in the field and was found to have a higher rate of driver stopping compliance than markings and signs by themselves (in St Petersburg -2% prior to installation and over 90% after).

Its simple design, capability for being solar powered, and minimal structural mounting requirements keep the cost low. In these days of limited resources, the lower cost allows these proven devices to be used at many more locations to enhance pedestrian safety.

A local RRFB success story is Fletcher Ave, which serves the University of South Florida area. Prior to installation, Fletcher Ave was the highest fatality corridor in Hillsborough County. In 2014, RRFBs and other safety measures were installed. The
post construction study competed in 2019 demonstrated a 46% reduction in serious injuries and 60% reduction in fatalities right here in Hillsborough County.

We urge you to consider the negative impacts, both direct and indirect, of this proposed bill. With no state funding for cities and counties to change their traffic devices, it would end up costing millions of dollars that many local governments don't have. If signed into law, this bill could cause many crosswalks to be removed, including at 170 crosswalks in Hillsborough County, thus having an additional negative effect on pedestrian/bicycle safety.

Our concern is that proposed legislation removes the use of a scientifically proven safety device for reducing serious injuries and fatalities for our most vulnerable road users. Please reconsider your support for this bill and allow the Florida Department of Transportation and the many local jurisdictions that use RRFBs to continue to educate the public about their appropriate use.

Sincerely,

[Signature]

Commissioner Lesley “Les” Miller, Jr.
Chair

cc: Hillsborough County Legislative Delegation Members
February 12, 2020

The Honorable Senate President Bill Galvano
305 Senate Building
404 South Monroe Street
Tallahassee, FL 32399-1100

The Honorable Speaker of the House José R. Oliva
420 The Capitol
402 South Monroe Street
Tallahassee, FL 32399-1300

Subject: Use of Toll Revenue from High Occupancy Toll or Express Lanes

Dear Senate President Galvano and Speaker Oliva:

We are writing to seek your help regarding a change to state law that could enhance transportation mobility in urban areas by allowing flexibility in the use of toll revenue remaining after bond debt payments, operations and maintenance for transit projects within counties where revenues were collected.

Currently, section 338.166, Florida Statutes, allows for the toll revenues to be used for roads on the State Highway System and for express bus service on the facility where the toll revenues have been collected. A comprehensive approach to addressing the mobility needs in our communities and throughout the state should include not only roads and bus service, but also other modes of transportation, including public transit systems. Allowing for toll revenues to be used for transit would provide regional decisionmakers greater flexibility in addressing the problems of congestion and the need for transportation options.

As such, we seek to amend section 338.166(3) to allow toll revenues to be used not only for roads and express bus service, but also for public transit priorities as defined through the metropolitan planning process.

Thank you for your consideration, please don’t hesitate to contact us if you have any questions.

Sincerely,

Oliver G. Gilbert III
Chairman
Miami-Dade TPO

Dave Eggers
Chairman
Forward Pinellas MPO

Shirley Groover Bryant
Chairwoman
Sarasota/Manatee MFO

Lesley “Les” Miller
Chairman
Hillsborough MPO
For our legislative delegation, transit agencies, and others, the TMA Leadership Group respectfully highlights drawbacks of state legislative earmarks for public transit projects.

- State legislative earmarks, unless they are specifically funded through state general revenue, do not result in new funding for transit.
- Instead, they shift funds that can be spent on transit away from the essential services that are a high priority to HART, PSTA, PCPT, and TBARTA.
- The shift of state dollars away from essential services aggravates existing shortfalls in transit funding.
- A lack of adequate essential transit services, resulting in poor workforce access to jobs, education, and upward mobility, has been identified by the Tampa Bay Partnership as one of the region’s greatest obstacles to prosperity.

Further, the TMA Leadership Group highlights the need to expand funding for woefully underfunded transit agencies, rather than reallocating the scarce existing resources. The Group recommends:

- Use of state general revenue (not the transportation trust fund) to support agency operations and new and/or expanded transit opportunities.
- Greater flexibility in use of transportation trust fund dollars, making transit an eligible and prioritized use of funding allocated to the Strategic Intermodal System and state highway system; this is especially important in sub/urbanized areas where highway expansion will impact adjacent communities, while transit can expand the capacity to move people with less impact.
- Removal of the 50/50 match requirement from the State Public Transit Block Grant for a set period of time, with a sunset provision.
- Establish a current-year competitive grant program to explore innovative delivery of transit services, so that rapidly evolving technologies need not wait through the five-year cycle for FDOT Work Program funding through the FDOT.
- Provide local governments more flexibility in raising and investing local dollars to improve transportation choices – again, especially in larger urbanized areas, where the ability to expand highway capacity is limited.

Finally, the TMA Leadership Group respectfully requests that the transit agencies inform us and each other when they seek federal discretionary grants, such as CIG or BUILD grants, to enable the region to speak with one voice in communicating with the FTA. The TMA offers to provide letters of support for regionally significant projects, on behalf of the three MPOs.
Board & Committee Agenda Item

Agenda Item
2021 Meeting Calendar

Presenter
Johnny Wong, MPO Staff

Summary
Staff has prepared a calendar of meetings for 2021. We ask that each MPO advisory committee review and approve its meeting dates. Upon approval by the MPO board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

Recommended Action
Review and approve the 2021 MPO and Committees Meeting Calendar

Prepared By
Johnny Wong, PhD

Attachments
MPO Meeting Calendar
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**Acronyms**
- BPAC: Bicycle - Pedestrian Advisory Committee of the MPO Board
- CAC: Citizens Advisory Committee of the MPO Board
- CCC: TBARTA MPO Chairs Coordinating Committee
- ITS: Intelligent Transportation Systems Committee of the MPO Board
- MPO: Metropolitan Planning Organization Board
- POLICY: Policy Committee of the MPO Board
- TAC: Technical Advisory Committee of the MPO Board
- TDCB: Transportation Disadvantaged Coordinating Board
- LRC: Livable Roadways Committee of the MPO Board
- TMA: Tampa Bay Transportation Management Area Leadership Group
- IOC: Independent Oversight Committee

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

Revised 9-16-20
This action gives the Westshore Interchange project the green light and officially changes the footprint of the Downtown Interchange.

From: est_update@fla-etat.org <est_update@fla-etat.org>
Sent: Wednesday, September 16, 2020 10:31 AM
Subject: FPID 258337-2 Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)/Record of Decision (ROD) Location and Design Concept Acceptance Notification

Dear Agency Partners,

On September 15, 2020, the Federal Highway Administration (FHWA) granted Location and Design Concept Acceptance for the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS), Record of Decision (ROD), and Section 4(f) Evaluation for the study area of I-275 (SR 93) from the Howard Frankland Bridge to North of Dr. Martin Luther King, Jr. Boulevard and I-4 (SR 400) from I-275 (SR 93) to east of 50th Street (US 41) in Hillsborough County. This action is scheduled to publish in the Federal Register on September 25, 2020 (www.federalregister.gov).

The Preferred Alternative includes the full reconstruction of the Westshore Area Interchange (SR 60/ I-275) and will include improvements to the existing four general purpose lanes and 2 new tolled express lanes in each direction, plus auxiliary lanes between the access ramps. Tolled express lanes will be added along the I-275 corridor connecting the Howard Frankland Bridge and Westshore Area to Downtown Tampa. At a local level, the improvements include reconnecting Reo Street, Occident Street, and Trask Street beneath the interstate. This will enhance the walk/bike network and traffic circulation in the Westshore Business District by addressing traffic bottlenecks on West Shore Boulevard and improving access and connectivity. Operational improvements within the Downtown Tampa Interchange (I-275/I-4) will enhance safety and traffic operations by addressing most of the existing bottlenecks and high crash rates drivers experience. All project documents are available on the project website at: www.tampainterstatestudy.com.

This project is now eligible to move to the next phase of development. FDOT will continue to work with the public and our agency partners during future project phases.

A copy of the notice is attached for your reference. This notice is being mailed to all property owners and tenants located within at least 300 feet on either side of the project and to other public officials, regulatory agencies, organizations, and individuals interested in the project. Advertisements announcing the approval will also be placed in local newspapers. If you have any questions on this action, please contact Alice Price, FDOT Project Manager at: 813-975-6482 or alice.price@dot.state.fl.us.

Allison Conner
Environmental Specialist III
Florida Department of Transportation
District Seven - Planning & Environmental Management Office
(813) 975-6455 / (800) 226-7220 x6455
Allison.Conner@dot.state.fl.us
On September 15, 2020, the Federal Highway Administration (FHWA) granted Location and Design Concept Acceptance for the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS), Record of Decision (ROD), and Section 4(f) Evaluation for the study area of I-275 (SR 93) from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard (SR 574) and I-4 (SR 400) from I-275 (SR 93) to east of 50th Street (US 41) as shown in Figure 1. The improvements are necessary to accommodate future traffic demands along this corridor and within the interchanges in the study area.

The study was accomplished by working in cooperation with federal and state agencies as well as local governments. This coordination allowed the Florida Department of Transportation (FDOT) and FHWA to better determine the comprehensive effects that the project will have on the social, cultural, and environmental effects associated with this project. This project is now eligible to move to the next phase of project development.

The Final SEIS/ROD is anticipated to be published in the Federal Register on September 25, 2020 and is available at www.federalregister.gov. It is also available on the project website at www.tampainterstatestudy.com.

Per 23 U.S.C. § 139, FHWA has issued a single FEIS and ROD. Therefore, the 30-day wait/review period under NEPA does not apply to this action.

For questions about the completed Environmental phase of this project, please contact:

Kirk Bogen, P.E.
Environmental Management Engineer
813.975.6448 | 800.226.7220
Kirk.Bogen@dot.state.fl.us

For questions about the upcoming Design phase, please contact:

Mary Lou Godfrey, P.E.
Senior Project Manager
813.975.6621 | 800.226.7220
MaryLou.Godfrey@dot.state.fl.us

For media and elected officials inquiries, please contact:

Kristen Carson
Media Contact
Public Information Director
813.975.6202 | 800.226.7220
Kristen.Carson@dot.state.fl.us

En Español
Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este Proyecto, favor de ponerse en contacto con el señor Manuel Flores, al teléfono 813.975.4248 o correo electrónico manuel.flores@dot.state.fl.us.

Non-Discrimination
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge), please contact Alex Henry, Public Involvement Coordinator, 813.975.6405 or alex.henry@dot.state.fl.us.

Right-of-Way Acquisition Procedure
When a transportation project proposes acquiring private property, you may have questions and concerns. To better inform you about the right-of-way acquisition process and your rights, FDOT created real estate acquisition and relocation informational brochures. These brochures and other education materials are available on our website: www.fdot.gov/rightofway/documents, shtm or call 813.975.6000 for information.

Project Website
For more information on the TIS SEIS please visit www.tampainterstatestudy.com.

For questions about the completed Environmental phase of this project, please contact:

Kirk Bogen, P.E.
Environmental Management Engineer
813.975.6448 | 800.226.7220
Kirk.Bogen@dot.state.fl.us

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MaryLou.Godfrey@dot.state.fl.us

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Project Website
For more information on the TIS SEIS please visit www.tampainterstatestudy.com.
Public Involvement

A public hearing was held on February 25, 2020 and February 27, 2020. The hearing provided information about the Preferred Alternative and allowed for residents, business owners, tenants and those interested, to submit comments and express views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed project. The hearing included an open house and formal presentation. The public was given the opportunity to provide comment by mail, in writing or verbally at a microphone during the formal presentation, or to a court reporter at the hearing.

One hundred and forty-three (143) members of the public signed in at the public hearing. Eleven (11) comments were collected at the meeting; 22 persons spoke during the formal session and 125 additional comments were received by mail, email, and through the website during the official comment period which ended March 12, 2020. A transcript of the public hearing is provided in the Comments and Coordination Report, available on the project website, www.tampainterstatetestudy.com.

Preferred Alternative

The project’s purpose is to upgrade the safety and efficiency of the existing I-275 and I-4 corridors, while maintaining access to the surrounding community. It is also to provide congestion relief and accessibility to improve mobility, travel times, system linkages and multimodal connections, while supporting regional economic development goals and enhancing the quality of life for residents and visitors. The Preferred Alternative includes the full reconstruction of the Westshore Area Interchange (SR 60/I-275) and will include general purpose lanes and tolled express lanes. Treated express lanes will also be added along the I-275 corridor connecting the Howard Frankland Bridge and Westshore Area to Downtown Tampa. Operational improvements within the Downtown Tampa interchange (I-275/I-4) will enhance safety and traffic operations. Improvements within the study corridor are divided into Segments as seen in Figure 1. Improvements are proposed in Segments 1A, 2A, 2B, and 3A. There are no improvements proposed in Segments 3B or 3C under the Preferred Alternative.

I-275 from the Howard Frankland Bridge to North of the Hillsborough River

The proposed improvements on I-275 from the Howard Frankland Bridge to Rome Avenue include the existing four general purpose lanes and two new express lanes in each direction, auxiliary lanes in between ramps, and full reconstruction of the Westshore Area Interchange (I-275/SR 60). The interchange will include new general purpose “flyover” ramps and the addition of tolled express lanes and ramps. The express lane improvements will provide direct connections from I-275 to/from the Veterans Expressway, Independence Parkway, Courtney Campbell Causeway, Tampa International Airport, and Himes Avenue. An express lane entrance ramp to southbound I-275 will be added at Reo Street. The median of I-275 will be preserved for future fixed-guideway transit. At a local level, the improvements will provide a benefit to the walk/bike network and traffic circulation in the Westshore Business District by reconnecting Reo Street, Occident Street, and Trask Street beneath the interstate. Reconnecting these streets will relieve traffic bottlenecks on West Shore Boulevard and improve access and connectivity. A shared use paradise will be constructed along the west side of Reo Street, providing connectivity from the shared use paradise across the Howard Frankland Bridge to Cypress Point Park. Lighting improvements and other minor enhancements will be added to existing underpasses.

From Rome Avenue to north of the Hillsborough River, improvements include the addition of express lanes along I-275 that will terminate into Downtown Tampa. As part of the new configuration, drivers accessing Downtown Tampa from the northbound I-275 general purpose lanes will exit exclusively to Tampa Street. Northbound express lane traffic will exit via a direct connect ramp to Ashley Drive. Southbound I-275 on-ramps for both general purpose and express lanes will remain at Tampa Street. Access to northbound I-275 will remain at Ashley Street and the ramp bridge will be reconstructed to accommodate future demand. In Downtown Tampa, improvements will be made along Scott Street to provide enhanced access to northbound I-275 and I-4.

Operational Improvements within the Downtown Tampa Interchange (I-275/I-4)

The proposed operational improvements will address most of the existing bottlenecks and high crash rates drivers experience. Some of the existing bridges in the Downtown Tampa Interchange will be removed, replaced, or widened. Bridges that are widened will be brought up to current standards.

Southbound I-275 to Eastbound I-4

The improvements from southbound I-275 to Eastbound I-4 consist of widening the existing flyover ramp to two lanes and extending the existing southbound auxiliary lane from Dr. Martin Luther King Jr. Boulevard. The existing southbound exit ramp to Floribraaska Avenue will remain open. The improvements include relocating the exit ramp to Ybor City and East Tampa from the existing location at 21st/22nd Streets to 14th/15th Streets and widening East 13th Avenue to better facilitate access to 21st/22nd Streets.

Westbound I-4 to Northbound I-275

The improvements from westbound I-4 to northbound I-275 consist of widening the existing one lane exit ramp to northbound I-275 to two lanes. The additional lane will continue along northbound I-275 to the Dr. Martin Luther King Jr. Boulevard exit ramp. The Dr. Martin Luther King Jr. Boulevard exit ramp will be widened to two lanes.

Westbound I-4 to Southbound I-275

The improvements from westbound I-4 to southbound I-275 consist of widening the two-lane ramp to southbound I-275 to three lanes. The exit ramps to Downtown Tampa will be adjusted to improve spacing so drivers can more efficiently exit to downtown. Exits will provide the same access as today to Orange Avenue, Jefferson Street, Ashley Drive, and Doyle Carlton Drive. Along southbound I-275, full shoulder widths will be provided from Palm Avenue to Jefferson Street.

I-4 from West of the Selmon Expressway Connector to East of 50th Street

There are no improvements in this area as part of the TIS SEIS.

The table below outlines the timing and funding for the improvements associated with the Preferred Alternative

| Description | I-275 from Howard Frankland Bridge to North of Hillsborough River | Downtown Tampa Interchange (I-275/I-4) Operational Improvements | I-4 from East of 22nd Street to East of 50th Street*
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<tr>
<td><strong>Design</strong></td>
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<td>ROW Acquisition</td>
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<tr>
<td><strong>Operational Improvements</strong></td>
<td>No Further Improvements</td>
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* A portion of TIS Segment 3B overlaps with partially funded improvements of Tampa Bay Next Section II. (Financial Project Identification Number 431746-3-02-01), including the beginning of the express lane system heading east on I-4.

FDOT has conducted extensive public engagement throughout this study and will continue to engage the public and coordinate with local agencies throughout future project phases.
County Seeks Public Input on Proposed Improvements to West Shore Boulevard

Hillsborough County, Fla. (Sept. 23, 2020) - Hillsborough County is seeking input from the public about the West Shore Boulevard Complete Streets Project. The proposed project will establish West Shore Boulevard as a Grand Boulevard consistent with the West Shore community’s vision, including shade trees, wider sidewalks, pedestrian lighting, amenities, and streetscapes that, along with property redevelopment, will ultimately transform the corridor into a dynamic urban street.

The proposed project would accommodate comfortable shaded walking areas for pedestrians and bicycles, including key Vision Zero elements such as enhanced safety and circulation features along the corridor for pedestrian, bicycle, and ADA access and use.

This project also evaluates the potential for improved sidewalks, bicycle paths, shared use paths, roadway crossing elements, speed mitigation strategies, etc. It would offer social space in front of Westshore’s businesses, and create aesthetic value. The project is a collaborative effort among Hillsborough County, the City of Tampa, Westshore Alliance, and FDOT.

Residents can participate in the virtual public engagement at HCFLGov.net/HCEngage between Sept. 30 and Oct. 15, 2020.

Public Meeting Information

In place of in-person public meetings, which have been suspended due to COVID-19, the County will conduct a virtual engagement to collect feedback from the public. Participants will have the opportunity to watch a project overview video, review project details, and offer comments online via The Hillsborough County Engagement Hub starting Wednesday, Sept. 30, 2020. Public comment for this project closes October 15, 2020 at 11:59 p.m.

Public input will also be taken by phone Monday through Friday from 8 a.m. until 5 p.m. Those who prefer to provide a comment by phone may call Hillsborough County Public Works at (813) 635-5400. A member of staff will be glad to assist you. Para información, llamar al (813) 635-5400.

The planning report for the project is expected to be complete by October 31, 2020. Although the total construction cost for this project is estimated at $13.8 million, a funding source has not been secured at this time. When funding for the next project phases becomes available, follow-up public meetings will take place in order to provide details on the final designs and construction of the project.

Questions in English or Spanish about the virtual public engagement for the West Shore Boulevard project may be directed to the Customer Service Center at (813) 272-5900.

In accordance with the Americans with Disabilities Act, persons needing special accommodations to participate in the proceeding, and those seeking an interpreter, should contact the ADA Coordinator at telephone number (813) 276-8401 or call 711 no later than 72 hours prior to the proceedings. This meeting is closed captioned for the deaf and hard of hearing.