Virtual Meeting of the Livable Roadways Committee
Wednesday, October 28, 2020, 9:00 – 11:00 a.m.

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Public comments are welcome and may be given in person at this teleconference meeting by logging into the website above and clicking the “raise hand” button.

Comments may also be provided before the start of the meeting:
- by leaving a voice message at (813) 273-3774 ext. 369.
- by e-mailing mpo@plancom.org
- by visiting the event posted on the MPO Facebook page.

Written comments will be read into the record, if brief, and provided in full to the committee members.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – September 16, 2020

IV. Status Reports
   A. Overview of Clearguide Data and Analysis Platform (Johnny Wong, MPO Staff)
   B. Nondiscrimination Plan Update (Joshua Barber, MPO staff)
   C. Legislative Positions Review (Lisa Silva, MPO Staff)

V. Old Business & New Business
   A. November Meeting Format (Lisa Silva, MPO Staff)
   B. School Transportation Coordination (Lisa Silva, MPO Staff)
   C. World Mourning of Remembrance Event-November 15, 2020, 9AM, Courtney Campbell Causeway Trail at Ben T. Davis Beach (Lisa Silva, MPO Staff)

VI. Adjournment
VII. Addendum

A. MPO Meeting Summary & Committee Report

B. TIS SEIS Location and Design Acceptance Notice

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

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CALL TO ORDER

Chair Maurino called the meeting to order at 9:01 a.m. The meeting was held via GoToWebinar and a quorum was present at the start of the meeting. The Pledge of Allegiance took place.

Members Present: Karen Cashon, Melissa Collazo, Cathy Coyle, Christine Crespo Valentin, Cal Hardie, Sara Hendricks, David Hey, Emily Hinsdale, Mark Hudson, Jason Jackman, Arizona Jenkins, Larry Josephson, Karen Kress, Matthew Lewis, Michael Maurino, Roger Menendez, Sandra Picirilli, Anna Quinones, and Justin Willits

Others Present: Beth Alden, Gena Torres, Lisa Silva, Johnny Wong and Vishaka Shiva Raman – MPO; Jason Krzyzanowski and Sharon Snyder – Planning Commission; Kenneth Spitz and Alex Henry– FDOT; and Wiatt Bowers

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Motion: Approval of the August 19, 2020 minutes (Willits - Coyle). The motion passed unanimously.

IV. ACTION ITEMS

A. Re-evaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets (Johnny Wong, MPO)

Dr. Wong presented the performance update on three of the federally required performance measures, which are Transit Asset Management (TAM), Pavement & Bridge and System Performance. All three of the measurements originate from MAP-21 and the FAST ACT legislation, which emphasize performance-based planning and accountability regarding transportation investments. The requirements prescribe performance measures for DOTs and MPOs relating to those goals and require the MPO establish achievable and data-driven targets to benchmark and monitor progress. These measurements were first brought to the Committee in 2016 and safety targets are updated annually. Two years after rolling out the safety targets, the MPO produces targets for TAM, Pavement & Bridge condition and System Performance and they are now at the mid-way point of a four-year period.
The Hillsborough MPO was one of the first MPOs to implement a data informed process to create these targets and they’ve been recognized by the Federal Highway Administration (FHWA) for their process. Performance evaluations were adopted in the Fall of 2018 as amendment updates to the Long-Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP) must be developed according to MAP-21 rules. The update being provided today is to discuss the significant progress made toward the targets and determine the conditions of creating new targets, before the FHWA review of the targets, which will be no later than the Fall of 2022.

Dr. Wong presented the update on the TAM, which is a process of creating an inventory of transit assets, assessing the condition, and establishing a process to fund maintenance of the assets at the appropriate time. The idea being that assets are funded for maintenance just as they fall out of a state of good repair (SGR) so that money isn’t being spent too early or too late. HART recently hired a very experienced TAM project manager who is leading an initiative to inventory all of their assets in a shared database so they can be easily managed. Dr. Wong explained the SGR means that an asset is operating at a full level of performance. He explained the TAM Rule applies to all transit providers receiving federal funding; however, there are two tiers: Tier One are large transit providers, such as HART, and Tier Two are smaller providers, such as Sunshine Line and TBARTA. Tier Two agencies report directly to DOT, not the MPO, so everything in this presentation will focus on HART assets. Transit agencies are required to inventory all assets and anything more than $50K must be included in this TAM report and categorized into one of four categories: rolling stock (railcars, buses, ferries, other passenger vehicles); equipment (construction, service vehicles, maintenance); facilities (support, passenger, parking); and infrastructure (fixed guideway, signal systems, structures, power). Once the assets are categorized, the condition is rated to create a method of prioritizing investments. When this is done, HART works with the MPO and FDOT to establish targets that make sense for the agency. The MPO is required to report the total number of assets in each of the four categories that are not in a SGR. Lower numbers mean assets are in better condition.

In 2018, the percent of rolling stock vehicles not in SGR was 28%; now it is at 40.6% which is not outside the typical range for industry standards. Based on the size of the HART fleet, in order to maintain consistent performance for rolling stock age and condition, they would have to replace 16 buses annually, which the budget normally doesn’t allow for. Until HART has a revenue stream that allows for timely bus replacements and their other backlog needs are met, this percentage will probably change quite a bit and 13% is within an acceptable range.

Two years ago, 19% of the equipment was not in a SGR; it is currently at 32.5% which is within an acceptable range. These numbers have more of a variation than rolling stock as these vehicles have a much shorter life cycle of only about 5 years. A rating of 20-25% in a given year is not unheard of. This target needs to be updated to reflect that it is 19% of equipment assets not in SGR as it was incorrectly adopted at a target of 81%.

Facilities assets are sub-divided into two categories. The first is passenger/parking facilities (parking lots and bus stations) which was 10% in 2018. The agency made a lot of good investments and improvements over the last two years, bringing the number up to zero. The
second category is administrative/maintenance facilities which was 0% in 2018 and is now 28.6%, which is solely due to the heavy maintenance facility not being inventoried in 2018. The MPO is aware of this issue and prioritizing funds to replace the heavy maintenance facility has been a topic for a number of years. This facility has a lot of flooding issues and it is anticipated the agency is going to make an investment soon, especially as HART begins rolling out electric vehicles.

The infrastructure assets include rail, so it isn’t included in HART plan as rail is owned by the City of Tampa. The City reported that 0% of the track have performance restrictions.

Dr. Wong explained what the MPO is doing to help HART improve assets by prioritizing $4 million per year in grant funds for the past five plus years for bus replacements, prioritizing a $10 million grant to invest in upgrading computer aided dispatch-automated vehicle location (CAD/AVL) and prioritizing $1 million for the Marion Transit Center concrete improvements. The MPO has also talked to HART about helping them get funds to make improvements to or replace the heavy maintenance facility.

The second rule is related to pavement and bridge condition, which requires DOTs and MPOs to establish pavement and bridge targets for the National Highway System (NHS) and report them in the TIPs and LRTPs. In November 2018, the Hillsborough MPO agreed to support the statewide targets for both pavement and bridge condition. The four-year targets are ≥ 60% of interstate pavements in good condition; ≤ 5% of interstate pavements in poor condition; ≥ 40% of non-interstate NHS pavements in good condition; and ≤ 5% of non-interstate NHS pavements in poor condition. The four-year targets for NHS bridges by deck area classified as in good condition should be ≥ 50% and ≤ 10% in poor condition.

Dr. Wong reviewed the 2020 performance versus the targets. In 2018, when the MPO Board set a target of ≥ 60% of interstate pavement in good condition, the target wasn’t being met. FDOT made a commitment to invest funds to improvement their interstate pavements and over the last two years, they have brought the number up almost 10% to 59.5%. Both interstate and non-interstate pavement in poor condition went up an insignificant amount. There are 730 bridges in Hillsborough County. Of those, 462 are on the NHS and are accessed under this rule. The targets are ≥ 50% in good condition and ≤ 10% in poor condition; we are far exceeding that with 78% in good condition and 0% in poor condition.

The final rule is system performance which is measured in terms of travel time of reliability (TTR). Travel time reliability measures the expected duration of a person’s commute at different times of the day. Most roads in the County are congested during rush hour because of the high volumes and travel times are expected to be long. Travel time reliability helps the MPO understand the impacts of other kinds of congestion between 6:00 a.m. – 8:00 p.m., such as bad weather or a crash. Dr. Wong provided an example of how to interpret reliability. The level of travel time reliability (LOTTR) is a reliability measure that compares travel time for days of moderate congestion to days of typical congestion. A LOTTR score of 1.50 means that moderate congestion should add 50% more travel time. Truck travel time reliability (TTTR) is measured according to an index from 1 and above. A score of 2.00 means that on the absolute
worst day, travel time should double. In November 2018, the Hillsborough MPO agreed to support statewide targets of \( \geq 75\% \) of the network should have a LOTRR less than 1.50 for interstate NHS; TTTR index of \( \geq 2.00 \) for interstate NHS freight where a higher TTTR indicates lower reliability and considers reliability under heavy congestion; and non-interstate NHS target of \( \geq 50\% \) of the network should have a LOTTR less than 1.50 considers reliability under moderate congestion. When the targets were set two years ago, the Interstate target was not being met, but currently are and have improved considerably during that time.

To address low reliability, the MPO must address bottlenecks and reduce crashes and other causes of non-recurring congestion. One program is Integrated Corridor Management (ICM) which redistributes traffic from highly congested to underutilized parallel roadways.

Dr. Wong stated the recommended action for the Committee is to approve a correction to the TAM targets by changing: \( \leq 81\% \) equipment assets NOT in a SGR to \( \leq 19\% \) equipment assets NOT in a SGR.

Discussions followed regarding when the buses will be replaced (the order was placed a few years ago and the buses are scheduled to be delivered soon); the air conditioning and wheelchair lifts don’t work on some of the buses (Dr. Wong spoke with HART’s new asset manager and the team who shared that some repairs are behind schedule due to the conditions of the maintenance facility.); needed shelter improvements (Dr. Wong agrees the needed improvements list is long); if the travel time study takes into consideration the quarantine period due to Covid-19 (no, the data is only through the end of 2019); and if consideration has been given to adding roads to the National Highway System (NHS) list (Dr. Wong stated he would need to deferred the question as he isn’t familiar with the process).

**Motion:** To approve a correction to the TAM targets by changing: \( \leq 81\% \) equipment assets NOT in a SGR to \( \leq 19\% \) equipment assets NOT in a SGR (Coyle – Jenkins). The motion passed unanimously.

**V. STATUS REPORTS**

**A. Fowler Avenue Multimodal Study (Kenneth Spitz, FDOT)**

Mr. Spitz presented the Fowler Avenue Multimodal Study, formerly known as the University Area Multimodal Feasibility Study. The study includes Fowler Avenue from I-75 to I-275. The key corridor needs are safety, transit flexibility and intersection efficiency and the actions were divided into three timeframes: short-term (within 5 years); medium-term (within 10 years); and long-term (10 or more years).

Mr. Spitz reviewed the short-term actions for FY2022-2024, which include intersection improvements, leading pedestrian intervals and complete intersection crosswalks. He also reviewed the proposed implementation schedule. He presented the three Fowler Avenue conceptual designs which will be analyzed in the PD&E study (others may be developed). He also shared Hart’s arterial BRT concept for a median guideway.
Discussions followed regarding if a pedestrian signal is being considered at Bull Runner Drive along with the crosswalk (yes). Ms. Hendricks announced that USF just kicked off their master planning process for transportation improvements proposed for the next 10 years. Mr. Spitz stated FDOT had conversations with USF representatives who made them aware of their master planning process.

A member expressed concerns with buses in the middle of Fowler Avenue and riders crossing erratically in the middle of the roadway (Mr. Spitz stated crosswalks and pedestrian signals will be located adjacent to bus shelters); if barriers will be installed to keep riders from crossing where they shouldn’t (shelters are typically near intersections to help with this). Mr. Willits added one of the reasons for the lack of service on Fowler Avenue now is because at some point of a roundtrip bus ride, riders will need to cross the entire width of Fowler. One of the benefits of the median transitway is riders will only need to cross half of the street. HART will also try to place stations close to intersections and are currently proposing stations at the intersections at 15th, 22nd and 30th Streets.

Mr. Willits also stated the HART Board approved moving forward with task 5 (PD&E phase) of the BRT Study. He stated HART likes the BAT concept, but pedestrians will need to cross six lanes of traffic. Which concept is selected will depend on the available funding.

Mr. Jenkins asked where the lift ramps will be located and Mr. Willits replied the BRT will be using level loading so the bus will not need to lower/raise to help reduce time spent at each station. Mr. Jenkins asked how wheelchairs will be secured on these buses. Mr. Willits stated they will be secured the same as they are now, unless there is a better way of doing it that HART isn't aware of. Mr. Willits will contact Mr. Jenkins for advice when they get to the ADA portion of the study.

Mr. Hey stated Boston (MA) uses median transitways for streetcars along Route 9 and the key seems to be locating stations close to intersections. They also installed low barriers to funnel riders to the crosswalks.

Mr. Hardie stated the parkway concept with frontage roads is used extensively throughout Brooklyn (NY). He also feels transit on the side of roadways has limitations, such as driveway cuts.

Discussions continued regarding the proposed maximum speed limit (35 mph); what the next phase of outreach is (FDOT is working with USF and Innovation District staff on outreach. This committee is only the second group to see the presentation.); and what the PD&E timing is (working on procurement now so hopefully by July 2021). Mr. Spitz stated pedestrian safety improvements should happen within the next 12 months as they are already in the design.

Mr. Maurino suggested reaching out to Sarah Combs, Executive Director of the University Area Community Development Center, and provided her contact information to Mr. Spitz.
B. WestShore Blvd. Complete Street (Bob Campbell, Hillsborough County Public Works)

Mr. Campbell was not at the meeting. Ms. Silva will reschedule the presentation and will share information on the virtual public open house as soon as she receives it.

Mr. Maurino stated along with the resurfacing project on WestShore Blvd, there is a PD&E for Complete Street which will propose lowering the speed limit to 35 mph. He is happy to see speed limits being lowered to fit the context classification and users of roadways, as Paula Flores suggested in her speed management study.

C. Hillsborough County safe Routes to School Initiative (Diana Ramirez, Hillsborough County Public Works)

Ms. Ramirez asked to postpone due to school openings. Ms. Silva will reschedule the presentation.

D. Vision Zero Corridor Studies (Lisa Silva, MPO)

These planning studies on eight of the most dangerous corridors for all users were funded by the Hillsborough County BOCC. The studies looked at low-cost engineering strategies, public education strategies, community-oriented law enforcement, and focused on design standards. Mr. Silva reviewed the issues on CR 579/Mango Road, 15th Street, Gibsonton Drive, and 78th Street, Bruce B. Downs Blvd., Fletcher Avenue, Lynn/ Turner Road, and Sheldon Road.

She also presented the Vision Zero Corridor page on the Plan Hillsborough website (www.planhillsborough.org/VZcorridors/) and encourage members to take and share the corridor surveys. The surveys run through September 30, 2020. The MPO will use the feedback to develop low cost solutions, which will be shared with the Committee in a few months.

Mr. Maurino stated Lynn/ Turner Road and Sheldon Road have been dangerous roads for at least 30 years. He is encouraged by the proposed lowering of speed limits and the other safety changes being made, such as painting intersections, etc.

VI. OLD BUSINESS & NEW BUSINESS

A. Vision Zero Leadership Summit – September 22, 2020

Please sign up to attend the Vision Zero Leadership Summit on September 22nd, beginning at 9:00 a.m. The flyer was included in the meeting packet and more information is on the Plan Hillsborough website (www.planhillsborough.org).

B. International Walk to School Day – October 7, 2020

Ms. Hinsdale, Sidewalk Stompers, stated that October 7, 2020 is International Walk to School day. They are promoting with virtual events and Mayor Castor is creating a video to encourage making walking to school a fun family event. If anyone is interested in volunteering or creating a
video, please contact Ms. Hinsdale (sidewalkstompers@gmail.com). Sidewalk Stompers is having events all month long.

With the end of the School Transportation Working Group a lot of the issues have moved to MPO Committees, such as this one. Adjustments have been made to school’s arrival and dismal plans to accommodate social distancing and these adjustments have put walkers and bikers at risk at some schools. Ms. Hinsdale has noticed a breakdown in communication between the Committees and the school district. She would like to create better communication between transportation needs, pedestrian needs, ADA needs and the school district. Ms. Silva wasn’t aware of the lack of communication and will work to improve the communication between agencies. She is open to suggestions.

Ms. Hinsdale briefly described the video Mayor Castor is creating. Mr. Jenkins suggested adding “stranger danger” to the videos. Ms. Hinsdale stated they encourage walking in groups and community connectivity.

**VII. ADJOURNMENT**

The meeting adjourned at 10:32 a.m.
Board & Committee Agenda Item

**Agenda Item**
Overview of the ClearGuide Data & Analytics Platform

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

**Summary**
The ClearGuide Data & Analytics Platform is a web-based tool allowing transportation planners and engineers to visualize both real-time and historical traffic conditions on the road network. The platform initially included speed, congestion and weather data but has recently been enhanced to include crash, incident and pothole data. Future additions could eventually make the platform a one-stop-shop for mobility analytics.

The presenter will discuss how the ClearGuide platform is currently providing value to the MPO and partner agencies across Hillsborough County, and how the platform could be enhanced in the future.

**Recommended Action**
None. For information only.

**Prepared By**
Johnny Wong, PhD, MPO Staff

**Attachments**
None.
Board & Committee Agenda Item

**Agenda Item**
Title VI and Nondiscrimination Plan Update

**Presenter**
Joshua Barber, MPO Staff

**Summary**
Under federal law, the Hillsborough Metropolitan Planning Organization (MPO) is required to develop and adopt a Title VI/Nondiscrimination Plan every 3 years to ensure nondiscrimination in the provision and execution of MPO activities. The Hillsborough MPO Title VI and Nondiscrimination Plan was adopted by the MPO Board in 2018, and an updated Title VI and Nondiscrimination Plan will need to be adopted in 2021.

This update presents an opportunity to expand the MPO Nondiscrimination Plan to incorporate the Hillsborough City-County Planning Commission. This proactive step would better ensure nondiscrimination in the provision and execution of all agency activities and further the advancement of equitable processes and outcomes.

At this meeting, a presentation on the steps to be taken to collaboratively review, update, and expand the Title VI and Nondiscrimination Plan to better achieve equitable outcomes and processes throughout The Hillsborough MPO’s and City-County Planning Commission’s work will be provided.

**Recommended Action**
None – for information only

**Prepared By**
Joshua Barber

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item**
Review last year’s legislative positions and suggest new ones

**Presenter**
MPO Staff (Committee Liaisons)

**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 MPO

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.
Victims names will be read aloud. Cards bearing their names will be pinned to the participants shirts, and masks will be donned representing their voices that can no longer be heard. Attendees are invited to bike, walk, scooter, whichever non-motorized mode is preferred, midway across the Courtney Campbell Causeway Trail, as a group to honor the victims. More details will be available a week prior to the event at: planhillsborough.org/vision-zero/

Pinellas County participants will come from the west side of the Courtney Campbell Causeway Trail to meet Hillsborough County participants at the top of the trail.

In addition, City of Tampa representatives will join us for the event.

Parking will be provided in select spaces at Ben T Davis Beach.

Hillsborough County participants will come from the east side of the Courtney Campbell Causeway Trail to meet Hillsborough County participants at the top of the trail.

In addition, City of Tampa representatives will join us for the event.

Parking will be provided in select spaces at Ben T Davis Beach.

Questions: SILVAL@PLANCOM.ORG | 813.273.3774 x329
#VisionZERO813 | facebook.com/VisionZeroHillsborough
MPO Board Meeting of Monday, August 31, 2020

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:00 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held via GoToWebinar.

The following members were present:


The following members were absent: Steve Cona, Rick Lott and Councilman Joseph Citro

A quorum was met.

APPROVAL OF MINUTES – July 28, 2020

Chairman Miller sought a motion to approve the July 28, 2020 minutes. Commissioner Overman so moved; it was seconded by Commissioner Smith. Roll Call vote. 10-0. Motion passes.

PUBLIC COMMENT

There was no public comment.

COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chair, presented an update from the CAC. First, the MPO Board will be considering the Resolution on Racial Discrimination under action items and it will be presented by Hoyt Prindle who is the CAC Subcommittee Chairman. The CAC also reviewed the TIP Amendments and they are on the agenda for consideration with recommendations from the CAC. Finally, the CAC continues to have a robust discussion about the TAP and will continue to discuss in the upcoming meetings. There were no questions.

Wanda West, MPO Staff, reported on behalf of the other committees. In addition to the CAC report, the committees received updates on Regional Trail Priorities, HART Service Changes for 2021, Clear Guide Overview, Performance Evaluation of E-Scooter in the City of Tampa, Healthy Buddy Program through USF and TBNext Quarterly Update – Section 4 Aesthetics and West Shore SafeTrip. The BPAC received public comment from Mike Lamarca regarding his concerns with Fletcher Avenue. BPAC members expressed interest in future plans with Floribraska. There are stop lights that were in installed along Bayshore; however, there were complaints on social media regarding the crosswalks being one block away from the lights. They asked if the crosswalk at Dakota will be removed. Mr. Benson responded there are no plans to remove the crosswalk. The TAC forwarded for approval the Transportation Improvement Roll

MPO Meeting of August 31, 2020 – Page 1
Forward Amendment that is an action item on the MPO agenda. The TDCB received an update from Sunshine Line and selected a member and alternate to represent the Hillsborough TDCB at Tri-County meetings. Staff received emails from FDOT thanking Allison Yeh for participating FHWA Peer Exchange on Resilience, Erin McCormick on Community Garden Initiatives, Lena Young Green on Vision Zero and connecting the Sweetwater Farm to the Upper Tampa Bay Trail, Joshua Butts requested a list of the Multi-use trails in Hillsborough and the Total Miles trails, Cornelius Consentino regarding TBARTA Vision 2030 from the Florida Air and Surface Transportation Alliance, Mike Lamarca regarding the state and county service requests, Renee Lindstrom thanked Roger Mathie for the affordable housing shapefiles, Mr. Gary Cloyd phoned in a comment addressing our fundamentals of our transportation system by reducing vulnerability to severe weather, a letter was sent to the deputy audit director for intermodal of FDOT regarding best ways to document overhead costs. All emails were provided to board members prior to the meeting. There were no voicemail messages or Facebook post received.

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

**ACTION ITEMS**

**A. Committee Appointments**

Rich Clarendon, MPO Staff, presented the two committee nominees. Letecia Walker nominated by the City of Temple Terrace for the Citizens Advisory Committee and Matthew Pleasant nominated by the Hillsborough County Schools Growth Management & Planning Department for an alternate on the Technical Advisory Committee.

Chairman Miller sought a motion to approve the committee appointments. Mayor Ross so moved; it was seconded by Councilman Dingfelder. Roll Call vote 11-0. Motion passes.

**B. Resolution on Racial Discrimination**

Hoyt Prindle, CAC Subcommittee Chairman, presented the original Resolution on Racial Discrimination to the Citizens Advisory Committee. A subcommittee was formed to review the language of the original Resolution, then they voted on the revised Resolution as a full committee. Mr. Prindle read the Resolution on Racial Discrimination document which was provided in the agenda packet. A special thanks was given to Rich Clarendon and Beth Alden to assist in preparing the Resolution for bringing before the board. Mr. Prindle is recommending the adoption of the Resolution on Racial Discrimination.

Commissioner Miller handed the gavel to Vice-Chair Commissioner Kemp. Commissioner Kemp asked if there was any discussion.

Commissioner Miller moved to approve the Resolution on Racial Discrimination; it was seconded by Commissioner Smith.

Mayor Ross stated he is going to support and vote in favor of the resolution but he is concerned about the following section in the resolution: “**Whereas**, the extreme acts of racist violence and excessive force that led to the deaths of George Floyd, Breonna Taylor, Ahmaud Arbery, and far too many other African Americans must be a call to action to all bodies of government that systemic changes are needed”. He feels they are condemning the police without the facts and investigation. Commissioner Miller noted that the referenced statement regarding extreme acts of racist violence and excessive force does not mention anything regarding the police department and it is not condemning the police.

Commissioner Smith thanked the CAC for working hard on the Resolution for the past two months so they were able to bring it forward to the board. She also appreciates Commissioner Miller for his
perspective representing a minority and noting his son works in law enforcement. Commissioner Smith noted this Resolution is progressive and we are moving forward.

Councilman Dingfelder added the City of Tampa is addressing these matters and they respect the police department and the work they do. He would also like to see in the future that we hire with diversity in mind for our vendors and sub-vendors.

Commissioner Kemp is very grateful to the CAC for bringing this forward to the board and knows it required a lot of work and attention. Commissioner Kemp further discussed the National Highway Administration had a policy of targeting minorities and neighborhoods.

There were no more comments.

Commissioner Kemp sought approval of the Resolution on Racial Discrimination. Commissioner Miller made the motion and it was seconded by Commissioner Smith. Roll Call Vote 13-0. Motion passes.

C. Transportation Improvement Program Roll-Forward Amendment

Vishaka Shiva Raman, MPO Staff, presented the Annual Transportation Improvement Program Roll-Forward Amendment FY 2020/21 – 2024/25. The TIP is a list of regionally significant transportation projects of the state and local governments within the designated metropolitan planning area of Hillsborough County. It identifies, prioritizes and allocates anticipated local, state and federal funding for transportation projects for the next five years. We received the TIP from FDOT in April, it is adopted by the MPO Board in June and effective on October 1 of the following Fiscal Year. A roll forward amendment identifies projects that were programmed but not allocated in the previous Fiscal Year 2019/2020 and have automatically rolled into Fiscal Year 2020/21 of the FDOT Work Program. It is a process by which budget for unopened and uncommitted project phases in the adopted work program is requested to be moved forward to the next fiscal year; by doing so this reconciles differences between the adopted TIP and the FDOT’s adopted Five Year Work Program. It ensures that year one of the TIP, adopted by the board on June 30, 2020, matches year one of the FDOT Work Program. Ms. Raman reviewed the TIP for FY 2020/21 – 2024/25 Roll-Forward funding summary with the 14 projects and provided a sample comparative report. The recommended action is approval of the Roll-Forward Amendment to the adopted Transportation Improvement Program (TIP) for FY 2020/21 – 2024/25 and recommend to the MPO Board for approval.

Councilman Dingfelder commented on the Sulfur Springs Safe Routes to School sidewalk item on the list. Commissioner Smith noted the typo on the list and it should be the South Coast Greenway instead of Coast County Greenway.

Chairman Miller sought a motion to approve the Transportation Improvement Program Roll-Forward Amendment. Commissioner Kemp so moved; it was seconded by Charles Klug. Roll Call Vote 13-0. Motion passes.

D. General Planning Consultant Contracts

Meghan Betourney, MPO Staff, presented the updated list of General Planning Consultant Contracts. In April, the MPO Board authorized staff to negotiate contracts with nine top ranked teams, which include prime and sub-consultants. In July, the MPO approved the contracts of five of the nine consultants. There are four ready for approval. They are AECOM, Cambridge Systematics, Tindale Oliver and Toole. The contract scope follows the MPO Work Program and the Consultant tasks to be negotiated by a work order. Each one comes with their scope and products and lump sums fees negotiated by task. Ms. Betourney
reviewed how they worked with the remaining four to negotiate labor rates by classification plus multipliers. The contracts are 2 base years with an option of 3 additional years. The max fee is under $2 million over the life of the contract and the total amount available for GPC work orders are 600k - 900k per year. The recommended action is to approve the General Planning Consultant Contracts with AECOM, Cambridge Systematics, Tindale Oliver and Toole.

Councilman Dingfelder inquired if any of these vendors are women or minority vendors. Commissioner Smith questioned if Fehr and Peers was selected and pointed out Billy Hattaway has joined Fehr and Peers. Commissioner Kemp thanked Commissioner Smith for the information about Billy Hattaway and looks forward to him looking over the work done in Hillsborough County.

Chairman Miller sought a motion to approve the General Planning Consultant Contracts. Commissioner Kemp so moved; it was seconded by Commissioner Overman Roll Call Vote 13-0. Motion passes.

STATUS REPORT
A. !p Update

Mark Sharpe is the Executive Director of Tampa Innovation Partnership. Mr. Sharpe stated the Tampa Innovation Partnership is a 501(c)6 originally created in 2011 as the Tampa Innovation Alliance. The Tampa Innovation mission is to unleash the potential of the Uptown area as a world-class innovation District. There is over 2 billion dollars in development in progress. Hillsborough County, City of Tampa, Tampa lp, USF, UACDC, Moffitt Center, RD Management, and AdventHealth Tampa entered into an MOU in December 2019. MOU calls for a business development plan within 1-year. Mr. Sharpe introduced Eddie Burch who is the project coordinator for the planning process and explained the uptown innovation district plan. He reviewed the core values and principles of the Tampa Innovation Partnership. The planning process is based on prior studies that are relevant to this project. The desired outcomes are global catalyst, empower the community, urban density, connect the district, zoning for innovation and governance. There are 27 proposed action steps in the current draft of the uptown strategic plan including create a formal governing authority for the Uptown Innovation District, request that the Tampa City Council consider designation of a commercial overlay district for Fowler Avenue between I-275 and 30th Street/Bruce B Downs, create and implement a community benefits program, create the funding mechanism for shared sub-district stormwater management, create a transfer of development rights program and construct multi-purpose trail connecting Rithm Road at Uptown to VA Hospital and expand/connect surrounding trail network. He provided a map showing this trail.

Commissioner Smith inquired where the veteran tech trail was located. Commissioner Kemp questioned if the trail is road also and how long is the trail? Commissioner Miller commented that he has had a connection with this area for 50 years, is very appreciative that this area is being revitalized and thanked Mr. Sharpe for his hard work on this project.

B. Tampa-Hillsborough Expressway Authority Projects

Anna Quinones, project manager with THEA, provided overviews of projects underway. The first is the Selmon West Extension which is a 1.9 mile elevated toll lane in the median of the Gandy Blvd stretching from the Gandy Bridge to the expressway interchange at Dale Mabry and Gandy. This will separate commuter traffic from local traffic thus alleviating traffic congestion. The structure is elevated 30 feet above the existing roadway to increase visibility of business on either side of Gandy Blvd. They are over 75% complete on this project with current opening of this project of Mid 2021. Ms. Quinones provided an overview of the numbers that went into the Selmon extension. The next project is the South Selmon Safety Project which is a concrete barrier wall in the median of the expressway to prevent cross over crashes.
The completion date is Mid October. There are several PD&E (Project Development and Environment) studies underway. The first project is the South Selmon PD&E from Himes Avenue to Whiting Street downtown. The primary purpose of this study is to evaluate the needs, cost and effects of improvement that will increase capacity on the Selmon Expressway. The study is scheduled to wrap up April 2021. As part of the community outreach they are holding a virtual townhall on September 10th at 6:30pm to discuss the alternatives and an in-person session is pending. The second PD&E study is Whiting Street, extending Whiting and Washington Street through Meridian Avenue and reconfiguration of ramp 6A and 6B. The study began in July 2019 and is expected to be completed in December 2021. The first public workshop is scheduled for January 2021. The next PD&E study is the Selmon East project. This is the first phase of a three-phase project to improve the capacity, safety and operations from downtown to I-275. This study began in March 2020 and is expected to wrap up in May 2022. Finally, there is the Nebraska Avenue PD&E project which just kicked off this month. They are looking at a small section of Nebraska from South of Twiggs and North of Cass. The study will recommend a preferred alternative of traveling. Next there are the THEA Community Enhancement Projects. The most recent project is the Morrison Gateway Project. Ms. Quinones then reviewed the Selmon Greenway Enhancements.

Councilman Dingfelder questioned if there are plans for a PD&E to fix the Bay to Bay exit to alleviate back-ups on Bay to Bay and will there be sound walls at the Gandy new construction area. He commented on the signage on the Gandy Bridge. Commissioner Smith commented on the community benefits and the Gateway project. Commissioner Kemp noted Bay to Bay exit is a short and steep exit to a small road and suggested moving it to a new road (for example Dale Mabry) to drop more traffic to make it for a smoother exit way.

C. HART Service Changes for 2021

Justin Willits, HART Staff, reviewed the proposed service modifications for FY21. They are in phase 1 of the public outreach. They were tasked to come up with service analysis objectives to reflect the budget. The general objectives are to identify operational savings to maintain fiscal responsibility, preserve as much service coverage and frequency as possible, maximize existing resources on most productive corridors, maintain COVID-19 essential service, address community and operational request since Mission MAX and listen to needs of the customer and community. Mr. Willits reviewed the proposed changes to the university area at Route 5 and Route 48. They proposed 3 options for Route 48 and it would extend west of the University Area Transit Center. Another proposed modification is Route 42 and 45. Part of Route 42 would be merged into Route 45 between UATC and Busch Blvd and Route 45 would no longer serve Yukon Transfer Center. A proposed recommendation in the University Northdale area is Route 33 would be extended to serve St. Joseph’s Hospital North. Route 33 would also reduce frequency from 30 minutes to 60 minutes weekdays. The HARTFlex Northdale would no longer be in service. A modification they are looking at is reducing the route 275LX. Route 275LX would no longer serve between University Area Transit Center and TPA and Route 22LX would serve between Wiregrass Park-n-Ride and University Area Transit Center. The proposed changes for the West Tampa area would be Route 60LX would no longer be in service and the new Route 10LX would serve between MTC and TPA via Cypress Street and Route 7 would serve Main St. instead of N. Boulevard. The proposed change in YBOR and downtown would be Route 8. It would serve 4th Avenue instead of 7th Avenue and would serve Kennedy/Jackson instead of Meridian and Channelside. There is a simple change in Town n Country where all of Route 35 would be merged into Route 30. A big highlight of the plan is Brandon’s Route 38 would be extended to Westfield Brandon Mall. Route 14 in South Tampa would be extended to Britton Plaza Transfer Center. There are two options for this proposed change. They would like to reduce frequency on Routes 1, 6, 34, 400, 46 and 24LX and remove Routes 20X, 75LX and HART Flex South county, South Tampa and Town n Country. Mr. Willits reviewed the highlights of the plan and proposed weekday service map along with the current schedule. Important dates are public input August 17, 2020 – October 9, 2020. A public hearing is planned for week of October 5, 2020 and HART Board of Directors approval on November 2, 2020. The changes will be effective January/February 2021.
Commissioner Kemp commented on the map of frequency of the routes and they cut the routes that were not effective.

Executive Director’s Report

Beth Alden noted the MPO Vision Zero Leadership Summit is Tuesday, September 22 from 9am – noon. It will be virtual and replaces the Policy Committee meeting. Billy Hattaway will be one of the speakers. The MPO Board Workshop on Managed Lanes is Wednesday, October 14 from 9am – noon. It will be virtual and replaces the regular business meeting of the board. Save the date on September 25 at 9am for a virtual educational workshop on value capture strategies for funding transportation. Lastly, the Independent Oversight Committee for the Transportation Sales Surtax annual public hearing is scheduled for October 26, 2020 at 6pm.

OLD & NEW BUSINESS

Board Information request: TIP projects with toll lanes. FDOT provided a map in the agenda packet and will provide answers to questions at the Managed Lanes Workshop. HART is planning an event on September 18th so the TMA meeting will be adjusted to start at 8:30am via Zoom.

Commissioner Overman requested a map of other roads beyond the TIP that are scheduled for Tolls to prepare for the Managed Lanes Workshop.

ADJOURNMENT

The meeting adjourned at 11:11 a.m.
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
Mary.Lou.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, html or call 813.975.6000 for information.

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.tampainterstatestudy.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. Tolled 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 path will be constructed along the Howard Frankland Bridge and Westshore Area to Cypress Point Park. Lighting improvements and other minor enhancements will be added to existing underpasses.

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 Floribraska 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

<table>
<thead>
<tr>
<th>I-275 from Howard Frankland Bridge to North of Hillsborough River</th>
<th>Row Acquisition</th>
<th>Construction</th>
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</thead>
</table>

<table>
<thead>
<tr>
<th>Operational Improvements</th>
<th>Row Acquisition</th>
<th>Construction</th>
</tr>
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<tbody>
<tr>
<td>Design</td>
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<td>Not Currently Funded</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>I-4 from East of 22nd Street to East of 50th Street*</th>
<th>Row Acquisition</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>N/A</td>
<td>N/A</td>
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</table>

* A portion of TIS Segment 3B overlaps with partially funded improvements of Tampa Bay Next Section 8, (Financial Project Identification Number 431740-2-35-01), 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.