Virtual Citizens Advisory Committee Workshop on Managed Lanes
*** NOTE TIME & DATE: Tuesday, October 13, 2020, at 5:30pm ***

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I. Call to Order & Introductions 5:30

II. Chairman’s Request: Per the MPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.

III. Goals for Today’s Workshop 5:35

(Rich Clarendon, MPO Assistant Executive Director)

IV. Economic, Social, & Community Implications of Congestion Pricing 5:45

(Todd Litman, Victoria Transport Policy Institute Executive Director)

Mr. Litman is founder and executive director of the Victoria Transport Policy Institute, an independent research organization dedicated to developing innovative solutions to transport problems. His work helps expand the range of impacts and options considered in transportation decision-making, improve evaluation methods, and make specialized technical concepts accessible to a larger audience. His research is used worldwide in transport planning and policy analysis.

V. Q&A and Discussion 6:15

VI. Public Comment - 3 minutes per speaker, please 7:15

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

VII. Adjournment 7:30

VIII. Next Meeting – Wednesday, November 18th at 1:30 PM
IX. Addendum

i. FDOT Express Lanes website: http://floridaexpresslanes.com/

ii. As toll road plan is hotly debated, study says leasing turnpikes would save Florida taxpayers billions (The Center Square, August 26, 2020)

iii. Review last year’s legislative positions and suggest new ones

iv. TIS SEIS Location and Design Acceptance Notice

v. County seeks input on West Shore Blvd complete streets project

vi. HyperloopTT TBARTA

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

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Si necesidad servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de cerro electronico. 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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Goals for Today’s Workshop

Presenter
Rich Clarendon

Summary
The Florida Department of Transportation has planned express lanes, sometimes called “managed lanes, for our area’s Interstates since the early 1990s. These are” The Metropolitan Planning Organization board and Citizens Advisory Committee have requested briefings to learn more.

According to the FHWA, managed lanes may vary in specific definition from one agency to the next, but all share some common elements:

- A set of lanes within the freeway cross section, separated from the general-purpose lanes.
- A degree of operational flexibility so that over time operations can be managed to respond to growth and changing needs.
- Demand is managed using tools and techniques to continuously achieve an optimal condition, such as free-flow speeds.
- Management strategies can be categorized into three groups: pricing, vehicle eligibility, and access control.

Examples include high-occupancy vehicle (HOV) lanes, value priced lanes, high-occupancy toll (HOT) lanes, or exclusive or special use lanes. Each offers unique benefits. Project goals and objectives should be considered in choosing a strategy. Goals may include increasing transit use, providing choices to the traveler, or generating revenue.

The goal of today’s workshop is to provide a greater understanding of how managed lanes fit into our Long Range Transportation Plan, the potential benefits and challenges, and how they have been implemented elsewhere.

Recommended Action
None; for information only

Prepared By
Rich Clarendon, AICP

Attachments
Map of Tolled Facilities in Tampa Bay Region
Tolled Facilities in the Tampa Bay Region

Tampa's Westshore Interchange and I-275 Corridor
FPID 433586-7-52-01, 424904-2-52-01
Funded for Construction FY 2024

Howard Frankland Bridge
FPID 429042-2-52-01, 424904-4-52-01
Under Construction

I-75 Corridor North
FPID 418035-6
Study Phase

Selmon Expressway Connector
Constructed

Selmon Expressway
Constructed

Selmon Extension
Under Construction

I-4 Corridor
FPID 431746-3
Study Approved
Construction Not Funded

Sunshine Skyway
Constructed

Gateway Expressway
FPIDs 433856-1-52-01, 424901-52-01
Under Construction

I-275 Pinellas Corridor
FPID 424901-5-52-01
Funded for Construction FY 2025

Pinellas Bayway
Constructed
Replacement and Repaving
FPID 407952-2-52-01

Veterans Expressway
Constructed

Veterans Expressway
FPID 418038-6
Study Phase

Tolled Facilities in the Tampa Bay Region

DRAFT DATE: 9/17/2020
Economic, Social, & Community Implications of Congestion Pricing

Presenter
Todd Litman, Victoria Transport Policy Institute Executive Director

Summary
Public highways are a scarce and valuable resource. New roadway management practices can increase efficiency and fairness. Efficient pricing means that users “get what they pay for and pay for what they get.” Currently, most public roads are unpriced: users do not pay for the congestion costs they impose on other vehicles, resulting in traffic congestion. Cities around the world are now using innovative management and pricing to reduce congestion and extract more economic value from public highways.

Efficiently priced High Occupancy Toll (HOT) lanes, with higher tolls during congested periods and discounts during off-peak periods, give travelers incentives to shift when and how they travel, from peak to off-peak period, and from automobiles to ridesharing and public transit. Efficient pricing ensures that high-value vehicle trips, such as freight and service vehicles, transit buses, and travelers with urgent errands, can avoid congestion delays. This increases the value provided by a traffic lane. If a portion of revenues are reinvested in public transit services, lower-income travelers also benefit from better, faster and more reliable bus travel. Public transit service improvements also benefit motorists by reducing the toll needed to achieve a given reduction in vehicle traffic volumes and therefore congestion delay; with poor quality public transit a $4 toll might be needed to achieve a 20% reduction in traffic volumes, but if transit service is convenient, comfortable and fast, a $2 toll can achieve the same impact because more travelers are willing to shift from driving to buses.

Of course, motorists often oppose paying to use roads that were previously free, but congested roads are not really free; travelers either pay with congestion delays or with money. High Occupancy Toll lanes are more efficient overall because they give travelers new options that they can use when necessary, like premium shipping charges or Internet services. They also generate revenues that can be invested to improve alternatives and benefit the community. Experience around the world indicates that public support tends to be low before the programs start, but increases after they are operating, once travelers experience the benefits.
**Recommended Action**
None; for information only

**Prepared By**
Rich Clarendon, AICP

**Attachments**
Presentation Slides
Managing Lanes for Transportation Efficiency and Fairness

Todd Litman
Victoria Transport Policy Institute
Presented
Hillsborough Florida MPO
13 October 2020
Unmanaged Lanes are Inefficient

Public roads are a valuable and scarce resource. Currently, most roads are unpriced: users do not pay for the congestion costs they impose on other vehicles. This is inefficient and unfair.

With unpriced roads, traffic congestion maintains self-limiting equilibrium: traffic volumes increase until delays cause motorists to forego some peak-period trips.

Expanding those lanes generally does not reduce long-term congestion because the additional capacity is soon filled with generated traffic.
Generated Traffic

Traffic volumes increase until a road experiences congestion. At that point, delays discourage additional peak-period trips. Travellers shift:

• When
• How
• Where

If roads expand, traffic volumes grow to reach a higher equilibrium. The additional peak-period trips on that roadway are called **generated traffic**. Increases in total vehicle mileage are called **induced travel**.
Unmanaged lanes are also unfair. Travellers in high-occupancy vehicles, such as carpools and buses, are delayed by congestion although they use far less road space, and so impose less congestion, than single-occupant automobiles.
Cities around the world are using innovative management strategies to and extract more economic value from public highways.

High Occupancy Toll (HOT) lanes, with higher tolls during congested periods and discounts during off-peak periods, encourage travellers to shift when and how they travel, from peak to off-peak period, and from driving alone to ridesharing and public transit. This allows high-value trips, such as freight vehicles, transit buses, and travellers with urgent errands, to avoid delays.
Managed lanes means that users “get what they pay for and pay for what they get.”

Managed lanes makes transit more efficient and attractive. Buses operate faster and have more passengers, which drives down their unit costs. Investing a portion of toll revenues into transit improvements benefit transit passengers directly, and motorists indirectly by reducing the toll needed to achieve a given reduction in traffic volumes and therefore congestion delay.

If transit service is inconvenient and uncomfortable, a $4 toll might be needed to reduce traffic volumes 20%, but with improved service, a $2 toll achieves the same impact, because more travellers will shift to buses.
Of course, most motorists dislike paying tolls, but unpriced roads are not really free, travellers either pay with money or time. Paying with money generates revenue.

Efficient pricing is the only effective way to reduce long-term traffic congestion. When motorists say the don’t want user fees they are saying that they prefer congestion.

High Occupancy Toll lanes give travellers new options that they can use for urgent trips, like premium internet service.

Everybody can win with well managed lanes.
Efficient Pricing

• A basic economic principle is that *prices* (what users pay for a good) should equal the *marginal cost* of producing that good.

• This suggests that motorists should repay for the costs of expanding roads to accommodate their trips.

• Expanding urban roadways typically costs $0.50 to $2.00 per additional peak-period vehicle-mile; this is the economically efficient toll.
**Decongestion Pricing**

Congestion pricing (or decongestion pricing) applies higher during peak periods to reduce congestion.

- I-10 Metro ExpressLanes, Los Angeles, CA
- 95 Express, Miami, FL
- I-405 Express Toll Lanes, Puget Sound, WA
- I-635 East TEXpress Lanes, Dallas, TX
- I-77 Express Lanes in Charlotte, NC
- Singapore
- London
- Stockholm
- Oslo
- Soon in New York
The most effective and cost effective solution is generally an integrated package that includes:

- Roadway management that favors high-occupant vehicles.
- Efficient pricing, with higher rates during peak periods.
- Public transit service improvements.
- Transportation demand management (TDM), such as commute trip reduction programs, to encourage use of high-occupant vehicles.
Attracting Discretionary Riders

- Quality service (convenient, fast, comfortable).
- Attractive vehicles and stations.
- Convenient information and payment systems.
- Affordable fares.
- Support (walkable communities, bike-share, park & ride facilities, etc.).
- Incentives (efficient parking and road pricing, commute trip reduction programs, etc.)
- Integrated with special events.
- Positive image, effective marketing.
Success Stories

Vancouver 2018 Transport Panel Survey

SUSTAINABLE MODE SHARE (2013–2018)

- Walking + biking + transit = sustainable mode share

Between 2013 and 2018, Vancouver citywide walking, bicycling and transit mode shares increased from 48% to 53%, due to multi-modal planning and TDM incentives.

Seattle Center City Commute Survey

Between 2000 and 2017, downtown Seattle’s transit mode share increased from 29% to 48%, and auto mode share declined from 50% to 25%, due to transit improvements and TDM incentives.
Responding to Criticisms

• Many people assume that decongestion pricing is unfair and regressive. However, because low-income people drive less under urban-peak conditions and often use other modes, they tend to benefit overall from decongestion pricing if a portion of revenues are invested in public transit improvements. Tolls are generally less regressive than other roadway funding sources.

• Decongestion pricing and public transit are complementary – improving transit service on a corridor reduces the price needed to achieve a given congestion reduction target.

• Pricing can include a limited number of free trips or discounts for lower-income households.
A basic planning principle is that individual, short-term decisions should support strategic, long-term goals.

• Does the region have clearly defined strategic goals?

• What roles can managed lanes play in achieving these goals?

• What other policies and planning decisions need to be aligned to achieve that goal?
“Using Road Pricing Revenue: Economic Efficiency and Equity Considerations”

“Socially Optimal Transport Prices and Markets”

“Congestion Evaluation Best Practices”

“Smart Congestion Relief”

“Online TDM Encyclopedia”

and more...

www.vtpti.org
ADDENDUM ITEMS
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 Bianton, 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.
This action gives the Westshore Interchange project the green light and officially changes the footprint of the Downtown Interchange.

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.

Contact Information

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
Public Information Director
813.975.6000 | 800.226.7220
Kristen.Carson@dot.state.fl.us

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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. sthm or call 813.975.6000 for information.

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

Figure 1 – Study Map
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.tampaintertestudies.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 west side of Reo Street, providing connectivity from the shared use path 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 Floribesrak 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.

| FDOT Adopted 5-Year Work Program Fiscal Year 2020/2021—Fiscal Year 2024/2025 |
|---|---|---|
| **I-275 from Howard Frankland Bridge to North of Hillsborough River** |
| **Design** | **ROW Acquisition** | **Construction** |
| Included in Design Build Construction Funded (2023/2024) | | Funded (2023/2024) |
| **Downtown Tampa Interchange (I-275/I-4) Operational Improvements** |
| **Design** | **ROW Acquisition** | **Construction** |
| Not Currently Funded | Not Currently Funded | Not Currently Funded |
| **I-4 from East of 22nd Street to East of 50th Street** |
| **Design** | **ROW Acquisition** | **Construction** |
| No Further Improvements | N/A | N/A |

*A portion of TIS Segment 3B overlaps with partially funded improvements of Tampa Bay Next Section 8, (Financial Project Identification Number 431746-3-52-01), including the beginning of the express lane system heading east on I-4.

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.
HyperloopTT | TBARTA
Tampa Bay Area
Regional Transit Authority
The first transportation breakthrough in a century

TECHNOLOGY
- Safe
- Profitable

SUSTAINABILITY
- Energy efficient
- Carbon-free operations

EXPERIENCE
- Fully connected
- Frictionless ecosystem
How it works

- Levitated capsule reduces friction, increases efficiency
- Electromagnetic propulsion enables emission-free transport
- Fully enclosed environment protects from weather and traffic crossing
- Alternative energy and system automation minimizes operational costs
Passenger capsule

105 ft length | 20 tons weight

8.7 ft height

Passive magnetic levitation

Electromagnetic propulsion

760 MPH
Maximum speed

28–50
Passenger capacity

160,000+
Passengers daily

4,000+
Cargo loads daily
Passive magnetic levitation

- Proprietary passive magnetic levitation technology, Inductrack™
- Capsule levitation over an unpowered but conductive track
- Regenerative eddy current braking
- Energy-efficient solution
- Inductrack™ system tested and validated on a full-scale passive levitation track
Multi-modal station

Energy net positive

Terminal station

Community & transit hub

On-demand boarding system

3,600 PAX/H
During peak hours

0.1 G
Acceleration

40 SEC
Adaptive departure rate
Hyperloop moves at airplane speeds with high-speed rail efficiency. By incorporating renewable energy production like solar panels, Hyperloop can generate more energy than it consumes within a year.

Based on the forecasted travel demand along the corridor, Carbon Dioxide (CO2) emissions will be reduced by 143 million tons when implementing a HyperloopTT transportation system.
Airplane speed on the ground

- Break the limit of continental distance
- Redefine urban landscape
- Turn Megacities into a Megalopolis
Safe & human-centric

- Autonomous control in enclosed environment
- Leverage sensing and safety innovations
- Insurance framework by Munich Re

- Contactless travel
- Biometric intelligence
- Augmented physical and digital experience
Profitable | Lower cost at all levels from construction, to operator, to end customer

**Cost**
- Low operational cost
- Low maintenance
- Low cost to end user

**Income**
- High throughput
- Alternative monetization
- Leverage innovation
Development projects

**R&D Center**  
Toulouse, France
- Testing & certification
- Ongoing integration and optimization
- Co-developed certification guidelines

**Commercial Prototype**  
Abu Dhabi, UAE
- Located close to Expo and airport
- Concept design completed
- 3–5 km passenger hyperloop

**Cargo Prototype**  
Port of Hamburg, Germany
- Joint Venture with HHLA
- Integrating with port automation
- Sustainable plug-and-play solution
Industry advancements
Great Lakes Hyperloop

Chicago – Cleveland - Pittsburgh
United States

- 160-page technical and economic study is the world’s most comprehensive analysis of a hyperloop system
- 479 miles from Cleveland to Chicago in less than 50 minutes
- 2.20 Benefit-Cost Ratio far exceeds OMB requirement of >1.0
- 6.5% Nominal Financial Return and 11.8% Nominal Economic Return

Phase 1
Project objectives and organization

Phase 2
Site reconnaissance and preliminary route analysis

Phase 3
Technical and financial feasibility study

Phase 4
Project development cost and schedule
Great Lakes Hyperloop Feasibility Study
A transport revolution not seen in over 100 years

$47.6 Bn
Increased income

$74.8 Bn
Property value increase

$12.7 Bn
Expanded tax base
Phase 1 | Tunnel concept

Tampa to St. Petersburg

- Twin tunnels 5m in diameter bored through the Arcadia Formation
- Vertical circulation to surface station portals
- Emergency access provided at all times
Phase 2 | Tunnel concept
St. Petersburg to Bradenton

- Twin tunnels 5m in diameter bored through the Arcadia Formation
- Vertical circulation to surface station portals
- Emergency access provided at all times
Phase 3 | Network concept
Bradenton to Miami

- Utilizes elevated and subsurface sections, depending on local conditions
- Immune from weather conditions always
- Connecting Bradenton to Sarasota, Venice, Port Charlotte, Fort Myers, Naples, Ft. Lauderdale and Miami
- Emergency access provided at all times
Phase 3 | Network concept
Bradenton to Miami

Urban street section
- Elevated height varies
- Adaptive to local street environment
- Multi-modal

Typical section
- Upper cladding covered with solar panel
- Minimal visual impact
- Lean structure

Transition section
- Typical cut and fill tunnel section
- Between elevated structure and underground tube system

Underground section
- Minimal tunneling volume
- Depth varies depending on local conditions

13 foot / 4m diameter tubes
16 foot / 5m diameter tunnels
Project deliverables

Team
→ HyperloopTT
→ Kimley-Horn
  Planning and design engineering consultants
→ Tierra, Inc.
  Geotechnical partner, Tampa

Work Plan
→ Scope
→ Budget
→ Schedule

Tech Memo #1
→ Phase 1 | Tunnel concept
  Tampa to St. Petersburg

Tech Memo #2
→ Phase 2 | Tunnel concept
  St. Petersburg to Bradenton

Tech Memo #3
→ Phase 3 | Network concept
  Bradenton to Miami

Final Concept Project Report
→ Project route concepts
→ Project station concepts
→ Project development alternatives
→ Estimated ridership and revenues
→ Range of estimated costs
→ Regulatory considerations
→ Next steps