

**FY 16 – 17 Transportation Improvement Program**

**APPENDIX**

**ANALYSIS AND RESPONSE TO PUBLIC COMMENTS**

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**HILLSBOROUGH COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
MEETING OF AUGUST 4, 2015  
MINUTES**

The Metropolitan Planning Organization (MPO), Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, August 4, 2015, at 5:30 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Lesley Miller Jr., Chairman	Commissioner, Hillsborough County
Paul Anderson	Chief Executive Officer (CEO), Tampa Port Authority
Kevin Beckner	Commissioner, Hillsborough County
Wallace Bowers	HART
Frank Chillura (via telephone)	Mayor, City of Temple Terrace
Harry Cohen	Councilman, City of Tampa (Tampa) City Council
Derek Doughty	Planning Commission
Victor Crist for Ken Hagan (arrived at 5:33 p.m.)	Commissioner, Hillsborough County
Joe Lopano	CEO, Hillsborough County Aviation Authority
Rick Lott	Mayor, City of Plant City
Guido Maniscalco	Councilman, Tampa City Council
Lisa Montelione	Councilwoman, Tampa City Council
Sandra Murman	Commissioner, Hillsborough County
Robert Frey for Joseph Waggoner	Tampa-Hillsborough Expressway Authority
Stacy White	Commissioner, Hillsborough County

**I. CALL TO ORDER**

Chairman Miller called the meeting to order at 5:30 p.m. Commissioner White led in the pledge of allegiance to the flag and gave the invocation. Assistant County Attorney Cameron Clark read the process for MPO THEA representation, voting alternates, and electronic meeting participation.

**II. PUBLIC COMMENT**

Mr. Mit Patel, 807 South Oregon Avenue, Unit B, talked about meetings he attended, voiced concern with inconsistencies in making motions and suggested revisiting *Roberts Rule of Order*, expressed displeasure with public outreach, touched on Sunshine Citizens Incorporated community assembly, displayed a chart, and desired acknowledgment when reaching out to County staff.

Councilwoman Montelione said a briefing on *Roberts Rules of Order* would be given to the Policy Committee and MPO citizen board committees/members would be trained.

### III. COMMITTEE REPORTS

Ms. Gena Torres, MPO, gave the report, as furnished in background material.

### IV. CONSENT AGENDA

- A. **MPO Minutes: June 2, 2015**
- B. **Committee Appointments**
- C. **U.S. Highway 41 (State Road 45) from Manatee County Line to Northeast 12th Street – Efficient Transportation Decision Making 14215**
- D. **2015 General Planning Consultant Selection**

Chairman Miller called for a motion to accept the Consent Agenda. **Councilwoman Montelione so moved, seconded by Councilman Cohen, and carried fifteen to zero.**

### V. PUBLIC HEARING ON TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRIORITIES

- Overview of TIP Priorities

Mr. Richard Clarendon, MPO, provided the update, as illustrated in background material.

- **Presentation on Tampa Bay Express (TBX) Project**

Ms. Debbie Hunt, Florida Department of Transportation (FDOT), expounded on a presentation.

- Public Comments

The following people spoke in favor of the TBX project: Messrs. Enrique Woodroffe, president, The Westshore Alliance Incorporated, who submitted/read written comments; Mark Sharpe, executive director, Tampa Innovation Alliance Incorporated; and Brian Lamb, chairman, Tampa Bay Partnership for Regional Economic Development Incorporated.

The following people offered comments against the TBX project: Mses. Catherine Wallace, garden coordinator, Tampa Heights Community Garden, and Lena Young Green, 3406 North Avon Avenue, who referenced a map; Messrs. Patel and Myron Griffin, Tampa resident; Mses. Florence Marsan, 1022 East Jean Street, and Michelle Cookson, 6002 North Suwanee Avenue; Messrs. Jason Ball, 5802 Idle Forest Place, who referred to distributed information; Adam Metz, 777 North Ashley Drive, Unit 1407; Christopher Vela, 924

East 11th Avenue; and Stanley Lasater, president, Southeast Seminole Heights Civic Association Incorporated; Ms. Donna Stark, president, The South Seminole Heights Civic Association Incorporated/County resident; Messrs. Kent Bailey, chairman, Tampa Bay Group Sierra Club, and H. T. Lewis, Tampa resident; and Ms. Laura Lawson, MPO Citizens Advisory Committee (CAC).

Mr. Todd Josko, NAIOP Tampa Bay Chapter Incorporated, noted a letter was submitted and expressed support for the TBX project.

The following people spoke in opposition to the TBX project: Mr. Douglas Jesseph, 6007 North Suwanee Avenue; Mses. Leslie Paredes, president, The Heights Collective Incorporated, and Deborah Johnson, president, Old Seminole Heights Neighborhood Association Incorporated, who relayed a quote from newspaper article; Mr. William Hunter, 5806 North Branch Avenue; Ms. Jacquelyn Hughes, Pasco County resident; Messrs. David Cutler, 5708 North Ninth Street, and James Shirk, 8705 Cove Court, Unit 3, who disseminated a chart; Ms. Amanda Brown, 6503 North 21st Street; Attorney Patricia Kemp, 5605 North Seminole Avenue; Ms. Theontae Walton, Tampa Heights Junior Civic Association Incorporated member; Messrs. John Tennison, 5102 North Central Avenue, and Jeffrey Zampitella, president, Skypoint Condominium Association Incorporated, who read a resolution and showed images; Ms. Carla Gormon, 506 West Osborne Avenue; and Mr. Justin Ricke, Tampa resident.

Mr. Ray Chiaramonte, executive director, Tampa Bay Area Regional Transportation Authority (TBARTA), distributed information and clarified TIP/TBX concerns and project enhancements.

Attorney Ronald Weaver, 401 East Jackson Street, Suite 2200, talked about adequate buffering and utilizing roads in the interim of light rail and toll lane funding to mitigate neighborhood protection.

The following people were not in favor of the TBX project: Ms. Robin Milcowitz, 914 East Hamilton Avenue; Mr. John Novak, 2820 North Taliaferro Avenue; Ms. Kimberly Overman, vice president, Business Guild of Seminole Heights Incorporated, and Tampa Budget and Finance CAC member; Messrs. Sek Choi, owner, Café Hey Incorporated and Oceanic Oriental Supermarket, and Manny Leto, 915 West Braddock Street; and Ms. Asher Montgomery, representing the kids of Tampa/Seminole Heights.

Mr. Robert Rohrlack Jr., president/CEO, Greater Tampa Chamber of Commerce Incorporated, urged MPO support for the TBX project.

The following people spoke contrary to the TBX project: Mr. Christian Smith, 1408 Tiara Lane, Tarpon Springs; Mses. Susan Long, 921 East Broad Street, and Elizabeth Johnson, 5708 River Terrace; Mr. Ricardo Fernandez, 2906 North Elmore Avenue; and Ms. Louise Raterman, Tampa resident.

Ms. Angela Rauber, Strategic Property Partners LLC, endorsed the TBX project.

The following people were against the TBX project: Messrs. Matthew Suarez, Tampa resident; Richard Fifer, Seminole Heights resident; and Scott Miller, 5909 North Suwanee Avenue; Meses. Taryn Sabia, 2809 North Central Avenue, and Nicole Rice, 6009 and 6012 North Orange Blossom Avenue; Mr. Bruce Young, 405 East Park Avenue; Ms. Sherrill Simons, founding director/vice president, Seminole Heights Foundation Incorporated; Attorney Brian Willis, vice chairman, MPO CAC; Ms. Blannie Whelan, 777 North Ashley Drive, Unit 601; Mr. Adam Fritz, 2809 North Central Avenue; Meses. Brittany Loubier, 418 West North Bay Street, and Rochelle Gross, 1804 South Habana Avenue; Attorney Megan Fernandez Barker, Tampa resident; Ms. Jessica Vaughn, 15924 Wyndover Road; and Messrs. David Sinclair, 8434 Pebble Circle, and Akil Craig, Tampa resident.

Ms. Torres reported on comments in opposition submitted online.

- **Board Member Discussion and Action**

After passing the gavel to Vice Chairman Cohen, recalling prior interstate eminent domain actions, and touching on balancing community assets, **Chairman Miller moved the MPO accept the TIP with the TBX project included with conditions; asked that community representatives and the FDOT representatives come to the table to work together to enhance the community through the project, understanding the 20-year-old study was done and the project would be reevaluated and would hold FDOT to that as part of the evaluation; asked that FDOT look at the community impact and include a robust outreach initiative to include (1) significant social and physical changes in the project area, (2) changes and impacts caused by the project, (3) anticipated population and employment growth, (4) land use and Comprehensive Plans, (5) and, most importantly, the public and effective community and community commitments; also, requested that FDOT work with Tampa to look at the possibilities for the future redesign of Florida Avenue and Tampa Street through those communities to provide for more opportunities for pedestrian, bicycle, and transit operations; and commented on the importance of FDOT working with the community. Mr. Lopano seconded the motion.**

Wanting the details taken by the Tampa Community Redevelopment Agency (CRA) addressed, wondering when the reevaluation in the scope of services contract was slated to kickoff, and aspiring to look at improvements/funding amenities, Councilwoman Montelione sought to amend the motion to incorporate CRA involvement as desired and discussed as a member of design review committee (DRC), Nebraska/Florida Avenues and Tampa Street two-way pairs, complete streets, and including the Tampa Electric Company Line Streetcar (Streetcar) extension on Interstate 275 as part of the benchmarks. Ms. Hunt replied to Councilwoman Montelione regarding the scope of services contract, reevaluation time frame, and the Nebraska/Florida Avenues amenities and said the Streetcar study was underway. Following dialogue

on the amendment intent, **Chairman Miller suggested a separate motion for the amendment.** Councilwoman Montelione moved to amend the motion to specifically ask the FDOT to work with the CRA of Tampa which would be considered for the CRA to be part of the DRC and involved in the community outreach. (The motion died for lack of a second.) Upon roll call vote, **the motion carried fourteen to one; Councilman Maniscalco voted no.**

Ms. Hunt responded to Commissioner Beckner about the County's percentage the State would invest on transit options and MPO Board direction on prioritizing transit investments. Commissioner Beckner wanted the statistics be provided to the MPO Board.

#### **VI. EXECUTIVE DIRECTOR'S REPORTS**

- **MPO Chairs Coordinating Committee (CCC) Meeting of July 10, 2015**
- **MPO Advisory Council Meeting of July 23, 2015**
- **Tampa Bay Transportation Management Area Leadership Group: September 4, 2015, 9:00 a.m., Atkins Conference Room, 4030 West Boy Scout Boulevard**

Ms. Alden highlighted meetings attended, as supplied in background material. Talks ensued.

#### **VII. OLD BUSINESS AND NEW BUSINESS - None.**

Chairman Miller welcomed Mr. Bowers to the MPO, who made remarks. Comments followed.

#### **VIII. ADDENDUM**

- **Strategic Intermodal System Plan/Florida Transportation Plan August 2015 Workshop Flyer**
- **HART Transit Development Plan Open House Schedule**
- **CCC Letter to TBARTA on the Consolidation of Regional Transportation Planning Programs**
- **Hillsborough MPO Annual Certification – FDOT Comments and Signed Joint Certification Statement**

TUESDAY, AUGUST 4, 2015 - DRAFT MINUTES

**IX. ADJOURNMENT**

There being no further business, the meeting was adjourned at 9:24 p.m.

READ AND APPROVED: \_\_\_\_\_  
CHAIRMAN

ATTEST:  
PAT FRANK, CLERK

By: \_\_\_\_\_  
Deputy Clerk

ssg

## Content Analysis: Electronic Correspondence Received for June 22, 2016 Public Hearing to Adopt TIP

### **Introduction**

NVivo qualitative analysis software was used to code the content of TBX-related comments received. The content of this report was prepared only for emails submitted to the MPO website, which are not necessarily a representative sample of the general public.

Leading up to the June 22<sup>nd</sup>, 2016 public hearing on the TIP adoption, of the 281 total email comments received by the MPO regarding the 2016-2017 Transportation Improvement Program (TIP), 205 expressed support for the Tampa Bay Express (TBX) project; 70 expressed disapproval toward the project; and, six were miscellaneous comments which identified air quality and the lack of regional transit as problems, but stopped short of expressing either approval or disapproval for either the TIP or TBX.

### **General Overview of TBX-supportive Comments**

Of the 205 comments received which expressed support for the TBX project, 159 were templated responses that had been pre-prepared for commenters. In journalistic parlance, pre-prepared letters are often disdainfully referred to as “astroturf,” which reinforces the perception that such responses are “canned” and may be reflective of an artificial grass-roots campaign.<sup>1</sup> Advocates of templated responses, on the other hand, argue that pre-prepared letters are a useful tool for encouraging public participation and staying on-message.<sup>2,3</sup> The following are two samples of templated responses that the MPO received regarding the TIP, in general, and the TBX project, specifically:

Template 1: Support Letter Addressed to the Hillsborough County MPO.

*Dear Hillsborough County MPO,*

*Thank you for your leadership in Hillsborough County and the Tampa Bay region. I would like to express my full support for the Tampa Bay Express (TBX) project, and I urge you to approve all TBX components in the Transportation Improvement Plan at your board meeting on June 22.*

*Traffic costs me time and money and affects my quality of life. With 650,000 additional people projected to move to Tampa Bay by 2025, road congestion is only expected to get worse. We need to address our transportation challenges NOW. We can't afford to wait.*

*TBX is our best and most immediate solution. Express lanes are already working in Florida and across the country, and transit, in whatever form it eventually comes to Tampa Bay, will be easier to build with TBX in place.*

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<sup>1</sup> Reader, B. (2008). Turf wars? Rhetorical struggle over ‘prepared’ letters to the editor. *Journalism*, 9(5), 606-623.

<sup>2</sup> Bimber, B. & Davis, R. (2003). *Campaigning online: The internet in U.S. elections*. Oxford, UK: Oxford University Press

<sup>3</sup> Klotz, R.J. (2007). Internet campaigning for grassroots and astroturf support. *Social Science Computer Review*, 25(1), 3-12.



*The State of Florida and the Florida Department of Transportation have already committed \$3.3 billion for the first phase of TBX. When we send our tax dollars to Tallahassee, we should do all we can to ensure that money is invested here at home. If you do not approve TBX, you're sending our tax dollars to other cities in Florida, and allowing them to benefit from our loss.*

*For these reasons, I ask you to vote in favor of TBX on June 22. Thank you again for your service to our community, and for your careful consideration of this letter.*

*Sincerely,*

*[Commenter's name & address]*

Template 2: Urged Approval Addressed to Commissioner Miller.

*Dear Commissioner Miller,*

*I am writing to urge you to approve Tampa Bay Express (TBX) as part of the Hillsborough County TIP at your meeting on June 22.*

*Utmost importance to me is the reconstruction of the I-275/SR 60 Interchange in Westshore. This bottleneck interchange causes traffic jams all day. I've been hearing for years that it will be fixed. Please don't delay this any longer by turning down the money that the state has allocated to TBX.*

*Thank you for your leadership in our community, and for your careful consideration of this email.*

*Sincerely,*

*[Commenter's name]*

While the employment of templated responses in some social media environments has been criticized as “spam messaging” by researchers<sup>4</sup>, as a public agency, the Hillsborough MPO is bound by statute to collect and document all comments received from the public.<sup>5</sup> Therefore, all responses were documented and considered in the final report, despite concerns that the proliferation of templated responses may introduce bias to the analysis.

### ***Themes Emerging from TBX-supportive Comments***

The most common themes emerging from the comments supportive of TBX include:

- Additional people traveling through Hillsborough County
- Congestion on roadways
  - “Road congestion”
  - “Terrible traffic congestion”
  - “Traffic congestion”
- Express lanes

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<sup>4</sup> Metaxas, P.T. & Mustafaraj, E. (2012). Social media and the elections. *Science*, 338(6106), 472-473.

<sup>5</sup> Hillsborough County Metropolitan Planning Organization. (2016, August). *Public Participation Plan*. Tampa, FL: MPO.

- Tax dollars
- Transportation
  - “Critical issue”
  - “Important issue”
  - “Challenging issue”

From these comments, the theme of **additional people in Hillsborough County** occurred frequently. Population growth in the region was commonly presented as anecdotal evidence of imminent and worsening congestion on the roadways, and included an inference that those individuals who constitute the growing population will be traveling via automobile. As expected, the following statement was included, verbatim, in 161 of the 205 supporting comments: “With 650,000 additional people projected to move to Tampa Bay by 2025, road congestion is only expected to get worse.” This statement is consistent with the conclusions drawn in the MPO’s LRTP document.<sup>6</sup>

**Transportation** was often cited as a critical/important issue for the region, especially with respect to the future of the region. Commenters often wrote that I-275 is very important to regulating the flow of traffic, and that some of the benefits of the TBX project are that it may fix issues such as regional connectivity and correct the historical deficiencies of the downtown interchange. As an example, some verbatim quotations found in these particular responses include: “We need to address our transportation challenges NOW;” “As a 10-year resident of St. Petersburg and tenured Raymond James employee, this is critical issue for my family and the future of the region;” and, “TBX will fix a lot of the issues with downtown, including some of the damage done in previous iterations of the malfunction junction. This includes added connectivity under the road, safer underpasses, provisions to use some of the space under the road for other purposes, etc.”

The theme of **tax dollars** was mentioned in 141 of the supporting comments. The comments frequently referenced tax dollars as a loss to the region and a benefit to other cities: “...If you do not approve TBX, you're sending our tax dollars to other cities in Florida, and allowing them to benefit from our loss” and “we should do all we can to ensure that money is invested here at home.”

Finally, **express lanes** were also mentioned in the supporting comments in a largely positive sentiment. The most commonly occurring comment was: “Express lanes are already working in Florida and across the country, and transit, in whatever form it eventually comes to Tampa Bay, will be easier to build with TBX in place.” Other comments included detailed prescriptions for the usefulness of the lanes, such as “express lanes will provide a dependable travel time for those

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<sup>6</sup> Hillsborough County Metropolitan Planning Organization. (2014, November). *Imagine 2040: Hillsborough Long Range Transportation Plan Summary Report*. Tampa, FL: MPO.

in a time crunch like going to Tampa International Airport to catch a plain [sic] or the Port of Tampa.”

### Sentiments

Figure 1 below shows the most common themes emerging from the TBX supportive comments. The presence of a red bar indicates that the theme was mentioned in a largely negative context, while a green bar indicates that the theme was mentioned in a largely positive context, and a gray bar represents a factual, informative, or neutral sentiment.

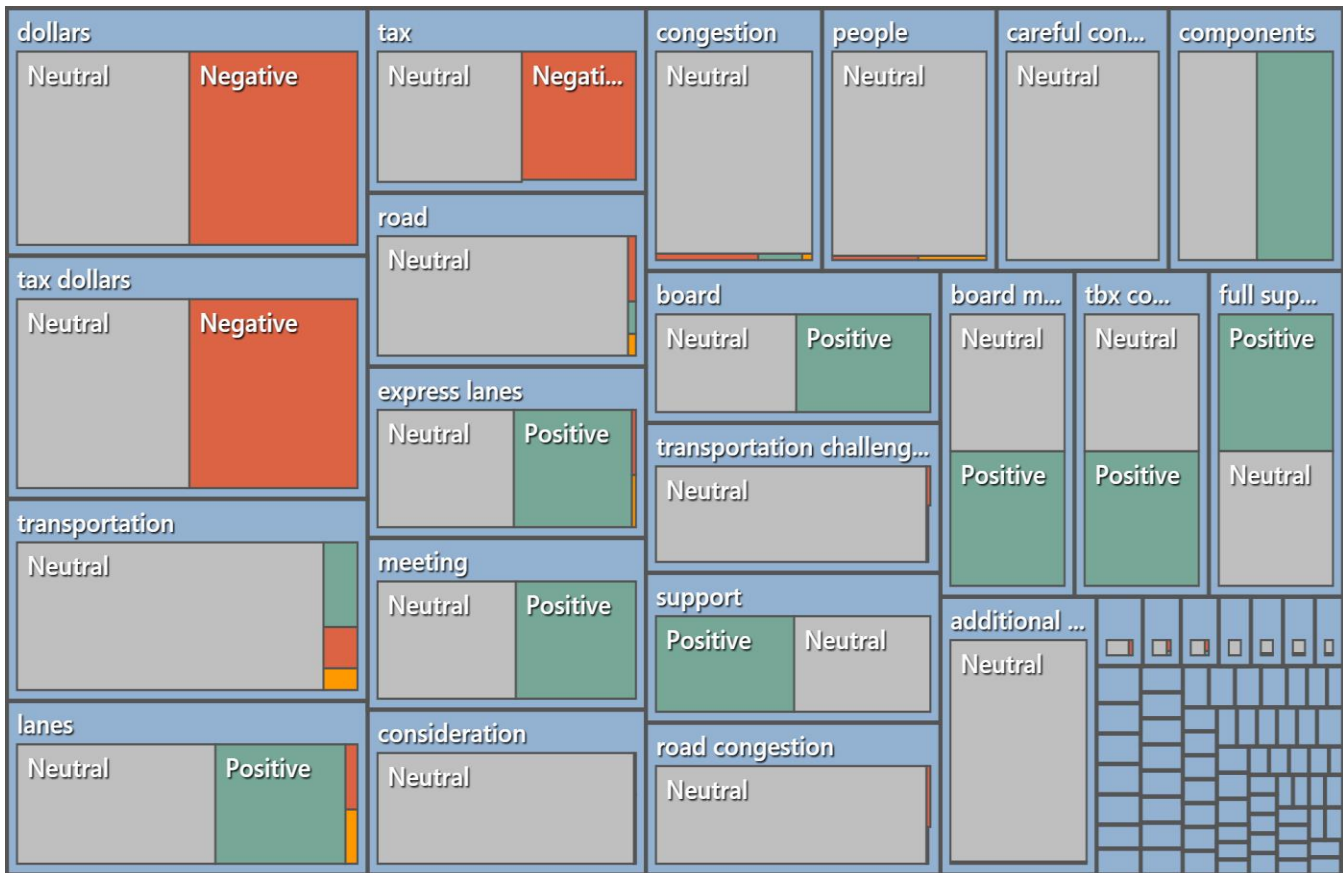


Figure 1: Auto-coded Sentiment Analysis of the 205 TBX-supportive comments.

Sentiment coding does have a number of limitations, which the reader should be aware of before interpreting the results of the analysis. Like most textual analysis tools, NVivo cannot recognize:

- Sarcasm;
- Double negatives;
- Slang;
- Dialect variations;
- Idioms; or
- Ambiguity

Due to the limitations inherent to using a qualitative software to analyze the “feelings” emerging from the text, sentiments were verified and spot-checked using human perception, which is a more accurate method of determining sentiment.

### **General Overview of TBX-disapproving Comments**

Comments received which were unsupportive, or disapproving of the TBX project, also contained templated responses, but to a much lesser degree than those supporting the project. The following is a sample of a templated response that the MPO received regarding the TBX project:

Template 1: Request for Removal of TBX from the TIP.

*I am writing to you to ask for your support as your constituent. I want the FDOT’s Tampa Bay Express (TBX) project removed from the Transportation Improvement Program (TIP) of Hillsborough County. At a projected cost of \$9 billion dollars, TBX will destroy irreplaceable community assets yet not substantially alleviate congestion. The plan places valuable transportation funding into just one project, when our region needs multi modal solutions and transit. Furthermore, TBX introduces variable rate tolls that tax citizens twice- once for building the road, and continuously to use it. I do not support the FDOT’s plan, which repeats the same mistakes of the past, again and again, with no more effective outcome. I urge you to remove the TBX plan from both short range and long range comprehensive transportation plans. I want multi modal transportation options that fix existing roadways all over the county and include safer streets, transit, walkable places and not the same answer of just widening the highway.*

### **Themes Emerging from TBX-disapproving Comments**

The most common themes emerging from the comments unsupportive of TBX include:

- Air
  - “Air pollution”
  - “Air quality”
  - “Bad air quality”
  - “Little breathing air”
- Community
  - “Blighted community”
  - “Destroyed communities”
  - “Irreplaceable community assets”
  - “Minority communities”
- Neighborhoods
  - “Historic neighborhoods”

- “Revitalized neighborhoods”
- “Urban neighborhoods”
- “Ybor neighborhood”
- Rate
  - “Alarming rate”
  - “Pedestrian death rate”
  - “Variable rate tolls”
- Transportation
  - “Comprehensive transportation plans”
  - “Focused transportation system”
  - “Modal transportation options”
  - “Public transportation”
  - “Valuable transportation funding”

Of the 70 unsupportive comments received, the theme of **air** appeared in 10, amounting to 14% thematic coverage, see Figure 2 below. Specific references to **air pollution** were expressed in only four of the 70 disapproving comments, however, the content of these comments was exclusively related to the impacts of increased congestion on regional air quality: “We don't want the noise pollution, air pollution, and the intrusion into our otherwise revitalizing urban neighborhoods by TBX” and also references to a 2016 American Lung Association report which gave Hillsborough County an F-rating for high ozone days between the years 2012 and 2014.<sup>7</sup>

The concepts of **community** and **neighborhood(s)** were mentioned in 38 of the 70 disapproving comments, see Figures 3 & 4 below. Community was typically invoked with regard to anticipated blight if the TBX project is completed, especially due to declining property values in the neighborhoods of Seminole Heights and Tampa Heights. Alternatively, neighborhood(s) was also associated with positive sentiments, as in, areas worthy of protection: “At a projected cost of \$9 billion dollars, TBX will destroy irreplaceable community assets yet not substantially alleviate congestion” and “...we do not want to see our historic neighborhoods and businesses destroyed every time FDOT gets a hair and needs to award contracts to cronies for favors that have nothing to do with us, just so they can have a way of paybacks - like vampires - sucking us dry of our neighborhoods.” Apropos of FDOT’s evolving public outreach efforts, the themes also appeared frequently with respect to a failure to inform the aforementioned communities of charrettes and opportunities to voice concerns of the TBX project, as demonstrated by the following quote:

*Over the course of the last year, DOT has taken part in public meetings and community charrettes during which community input was supposedly solicited. Yet during these sessions the only project considered was the tolled express lanes. Subjects like public transportation improvements in the neighborhoods impacted by the project, conversion of DOT’s one-way thoroughfares like*

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<sup>7</sup> American Lung Association. (2016). *State of the Air 2016*. Retrieved from <http://www.lung.org/assets/documents/healthy-air/state-of-the-air/sota-2016-full.pdf>

*Florida Ave and Tampa Street to complete streets friendly to residents and mixed-use development were not allowed to be discussed in depth.*

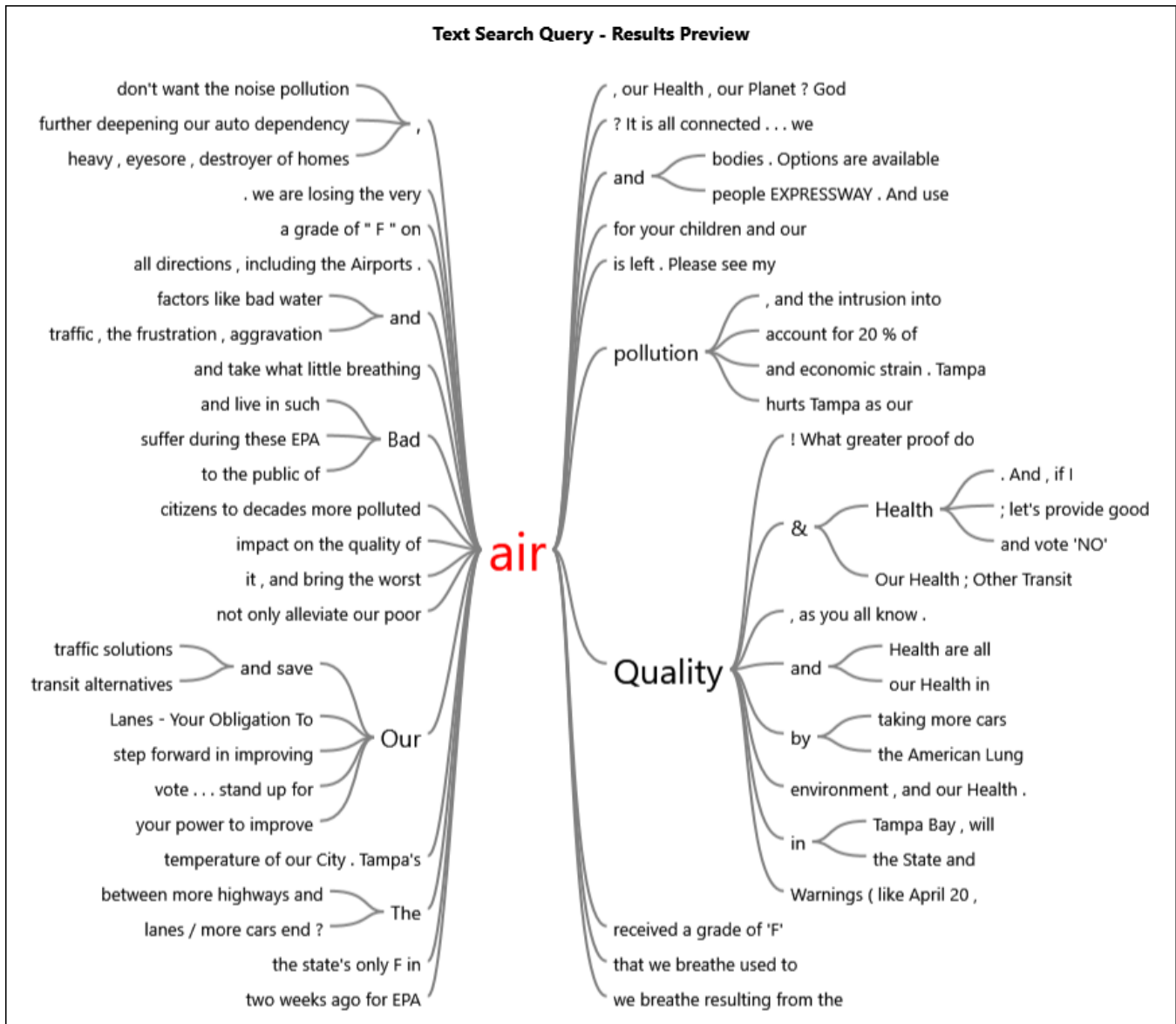


Figure 2: Textual Word Tree of the comments related to air/air quality. The larger font size indicates that a sub-theme emerged, which was often stemmed to the predominant theme.

The theme of **rates** was frequently associated with the concept of taxation, see Figure 5 below. “Rates” was mentioned in 11 of the 70 disapproving comments and one of the six miscellaneous comments. Notably, the concept of variable toll rates was included in the templated response prepared in which commenters proclaim that this is a measure used to double-charge users of the TBX – once for the construction and once for access.

Finally, the **transportation** theme was often invoked in a factual or objective sense, and was

mentioned in 108 times in the 70 disapproving comments. One comment referenced a 2016 report by the US PIRG<sup>8</sup> criticizing the plan: “We have heard experts in the field call it a ‘boondoggle’ and one of the ‘worst transportation plans in the country.’” Transportation was also referenced specifically with respect to funding opportunities for alternatives, as in the following: “The plan places valuable transportation funding into just one project, when our region needs multi modal solutions and transit.” Figure 6 below shows that “transportation” was often connected to the subthemes of “needs,” “public transportation,” “multimodal,” and “options.”

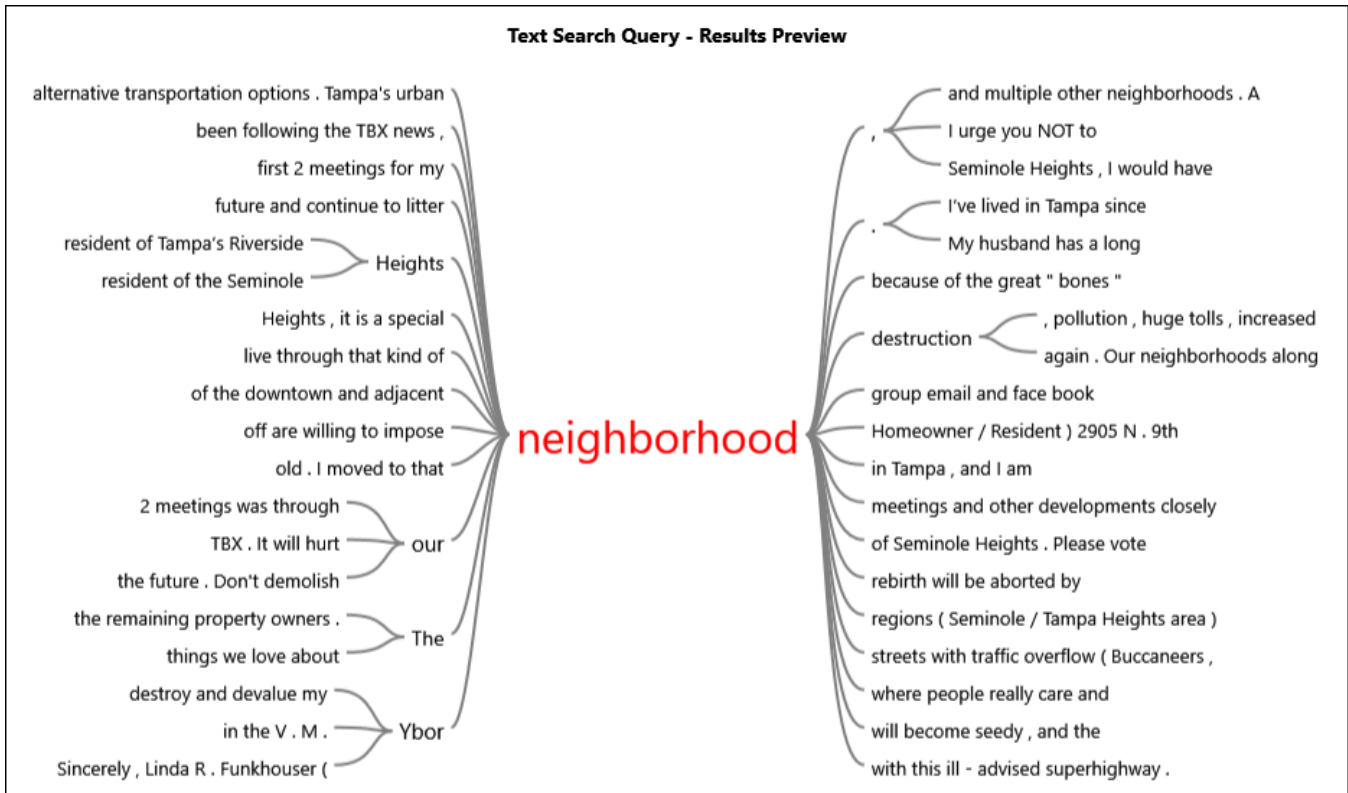


Figure 3: Textual Word Tree of the comments related to neighborhood(s) and its stemmed words.

<sup>8</sup> US PIRG Education Fund. (2016). *Highway boondoggles 2: More wasted money and America’s transportation future*. Retrieved from [http://www.uspirg.org/sites/pirg/files/reports/US\\_Boondoggles2\\_scrn\\_0.pdf](http://www.uspirg.org/sites/pirg/files/reports/US_Boondoggles2_scrn_0.pdf)

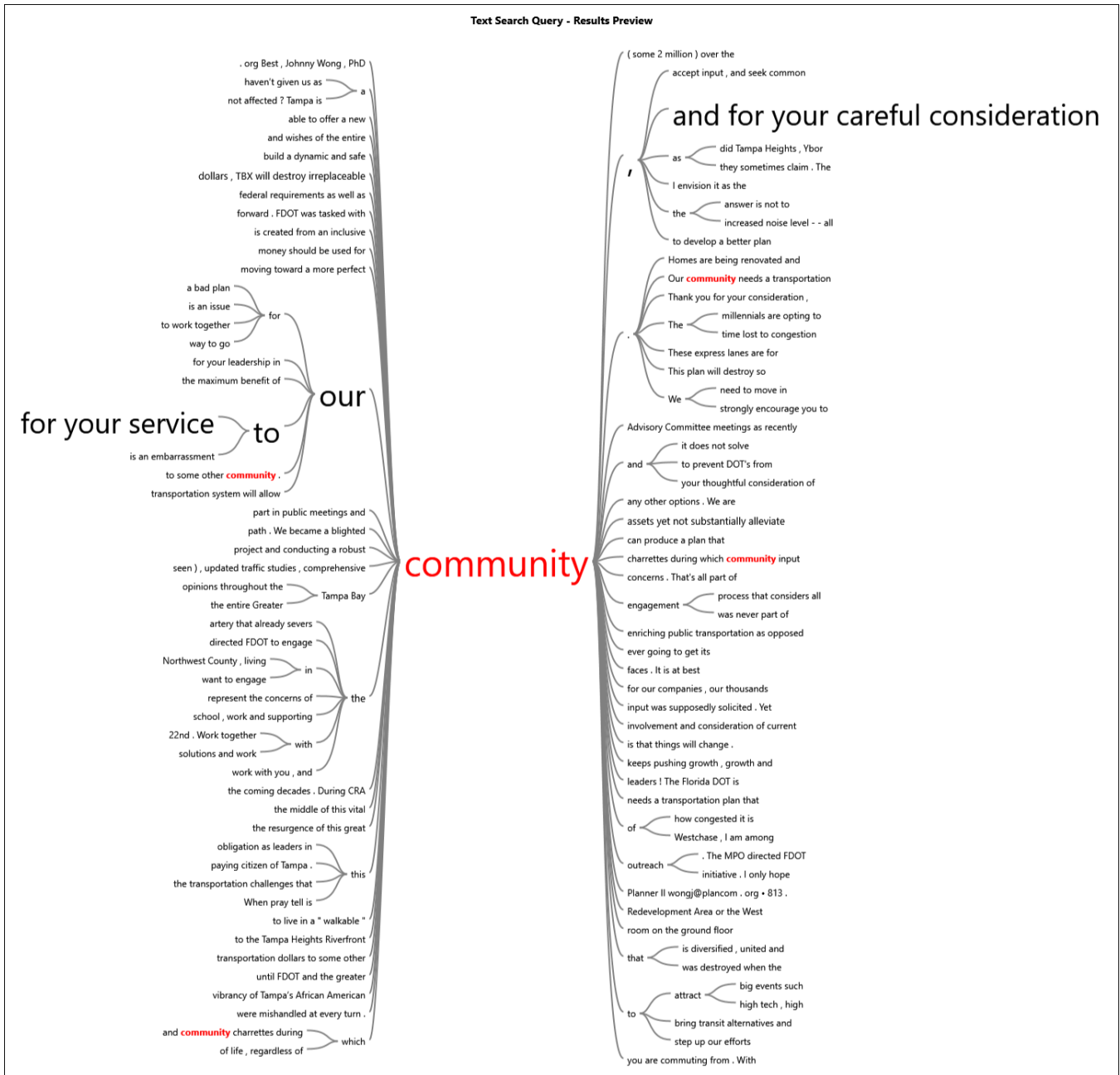


Figure 4: Textual Word Tree of the comments related to community and its stemmed words.

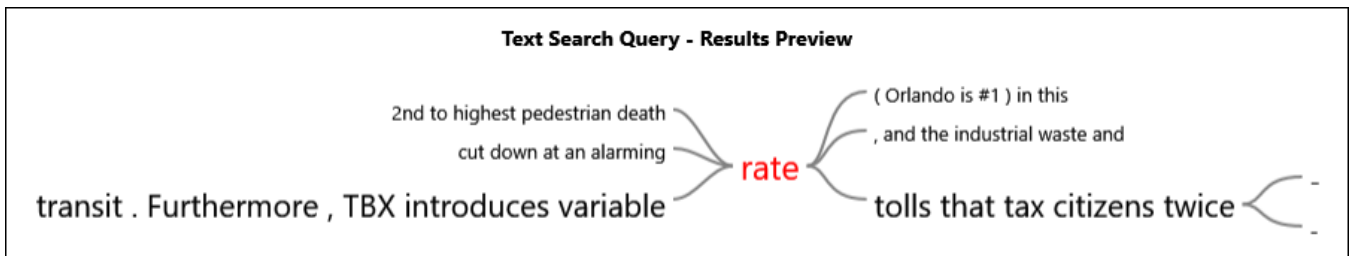


Figure 5: Textual Word Tree of the comments related to rate.



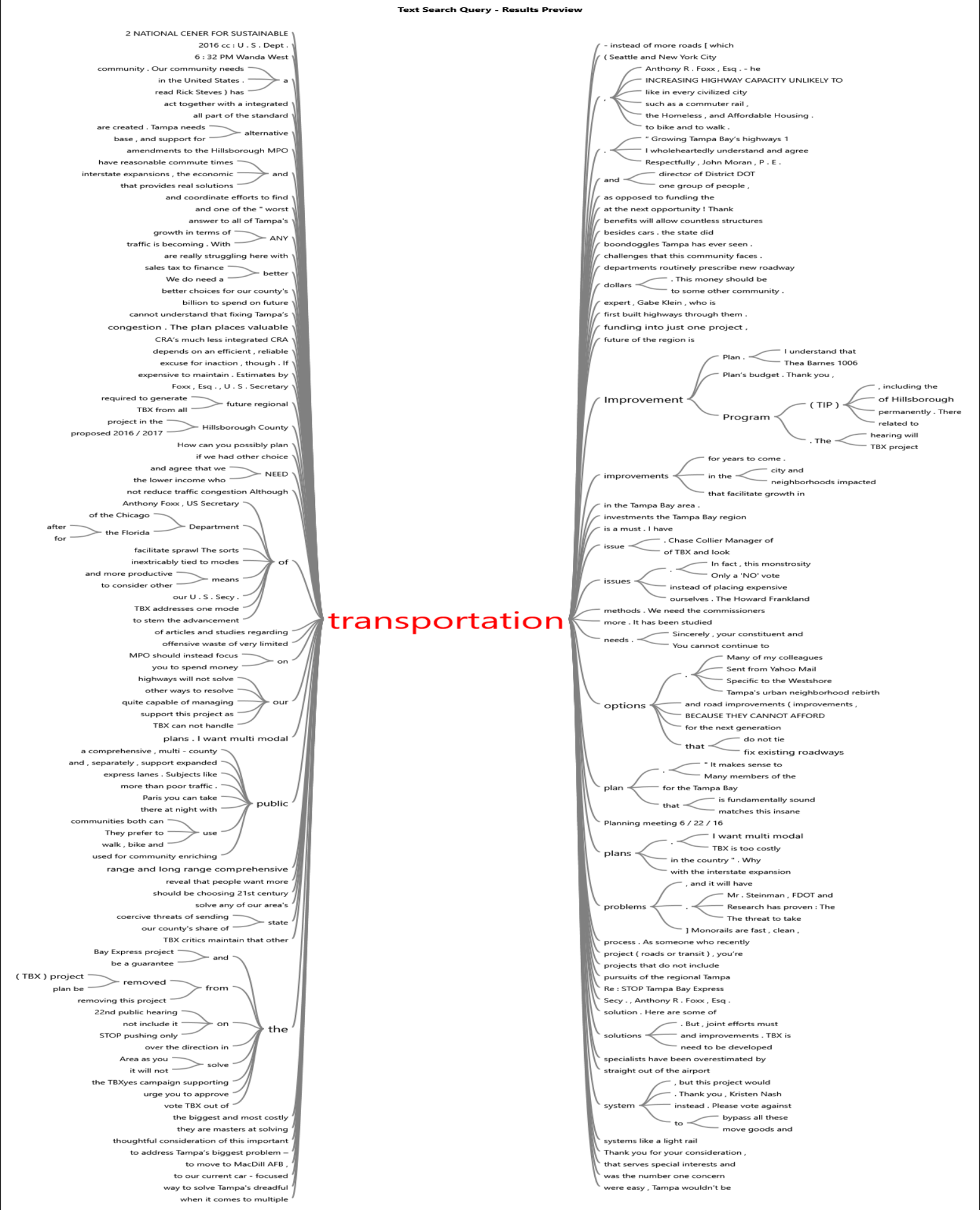


Figure 6: Textual Word Tree of the comments related to transportation and its stemmed words.

## Sentiments

Figure 7 below shows the sentiment of the most common themes emerging from the TBX-disapproving comments. The presence of a red bar indicates that the theme was mentioned with a largely negative context, while a green bar indicates that the theme was mentioned with a largely positive context, an orange bar indicates that the sentiment was mixed or unclear, and a gray bar represents a factual or neutral sentiment.

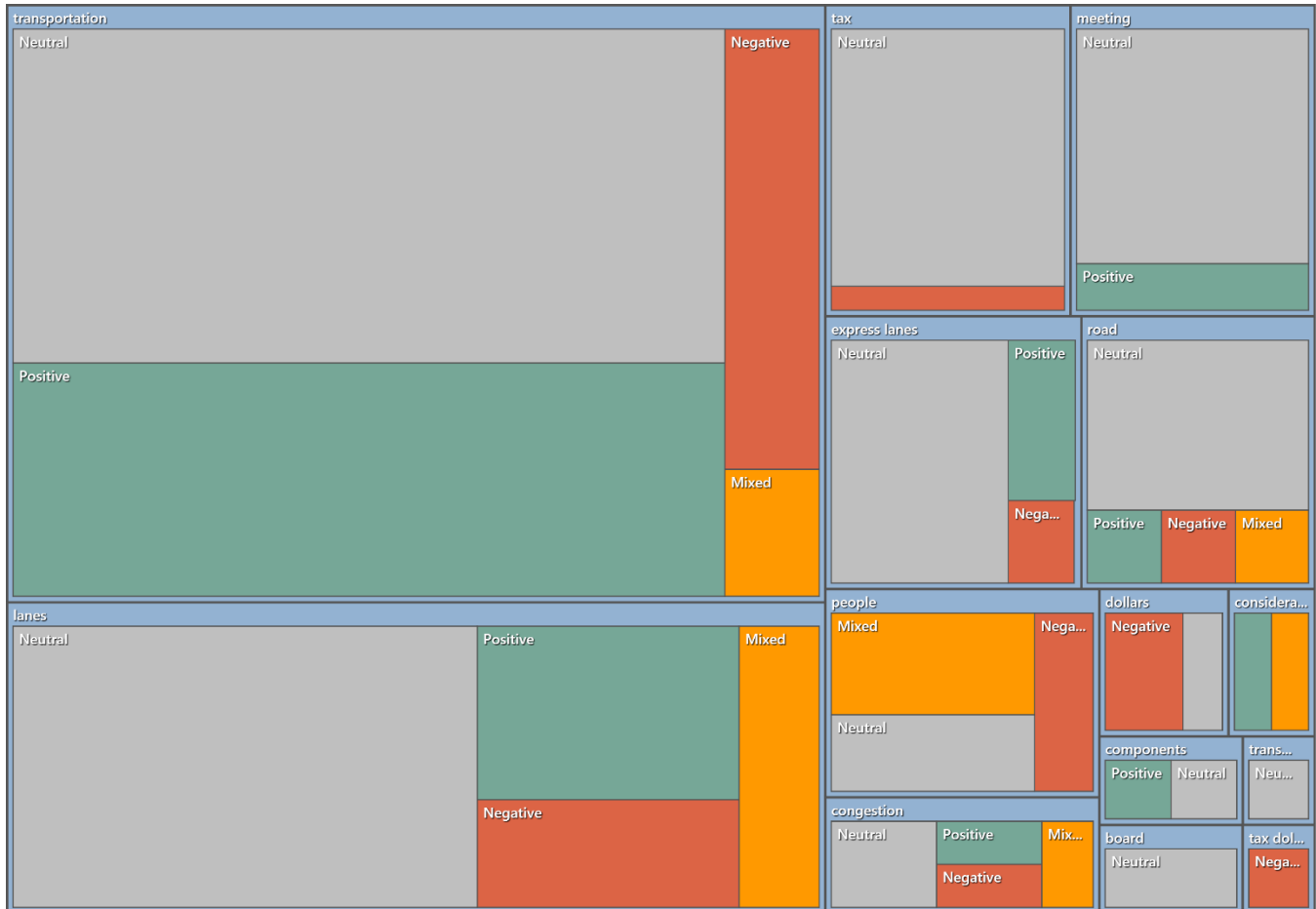


Figure 7: Auto-coded Sentiment Analysis of the 70-disapproving comments.

Figure 8, shown below, is a word cloud indicating the 100 most frequently occurring concepts found in the 281 comments received. Larger words appear more frequently than smaller words.

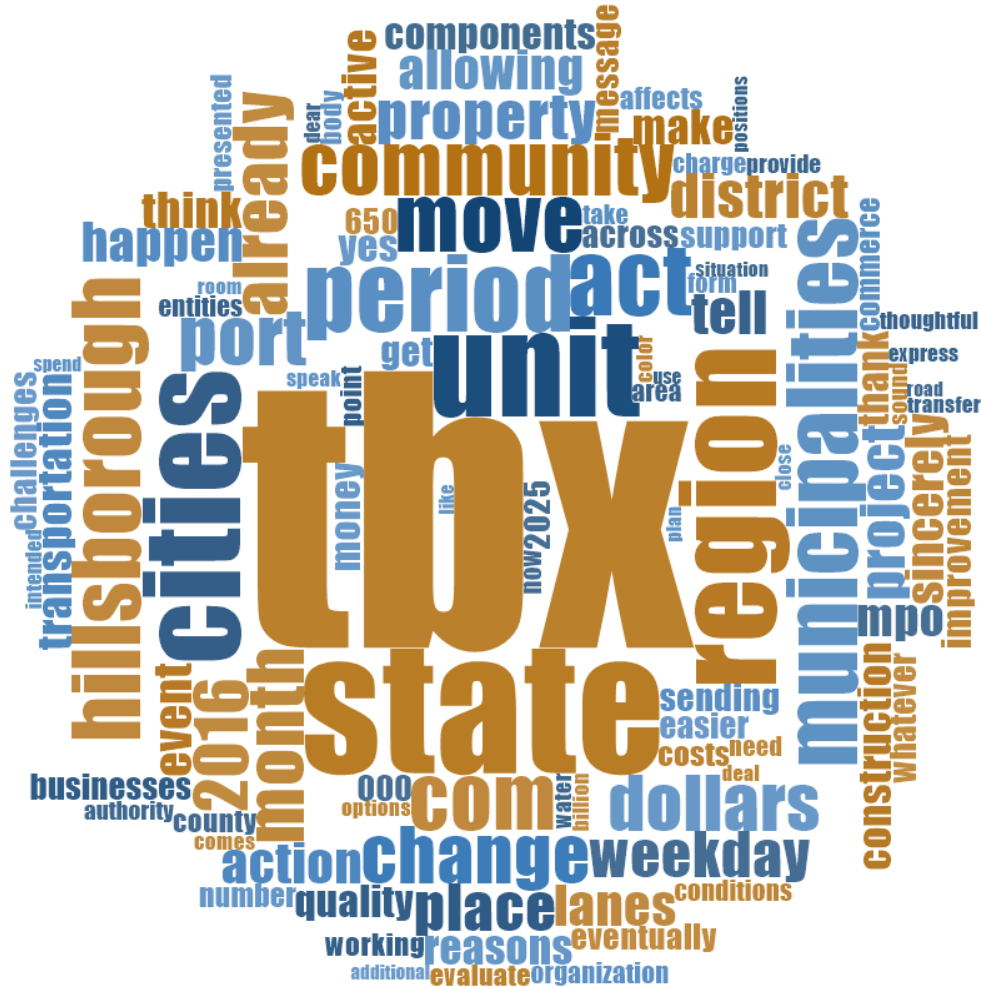


Figure 8: Word Cloud, graduated by frequency.

### **Discussion and Recommendations**

While the overwhelming majority of the 281 total email comments received by the MPO expressed support for the Tampa Bay Express (TBX) project, this figure conveys a disparity which may not be supported by the content of the responses. For example, while 205 expressed support for the project, 76% of the comments received were templated responses. Thus, while there may be a numerical majority, the fact that they were exact copies (often with the generic “your name here” indicator remaining on the signature line) suggests that the degree of support is not as commanding as the statistics indicate. On the other hand, of the 70 comments received which expressed disapproval toward the project, only 13% were templated responses and five

included the templated message in addition to original text. This trend only serves to highlight the impassioned disapproval of the project on behalf of this sample of ‘anti-TBXers.’

The responses suggest that a false dichotomy exists wherein one must either be pro- or anti-TBX, and where there is no perceived ability to negotiate a balance between the two extremes. Of the comments received, there were no references to specific phases of the TBX project. In combination with the widely divergent reports of projects costs ranging from \$3.3 billion to \$9 billion, the lack of comments on specific phases hints at an uninformed public, or worse yet, a lack of accessible information regarding the project. With neighborhood and community attachment, operationalized as a “positive emotional bond between an individual and a specific location”<sup>9</sup> playing such a significant role in the positions of the commenters, it may be useful to open the public dialogue by seeking feedback on more systemic aspects of the transportation network (e.g. travel times, capacity, connectivity, etc.) before soliciting specific feedback about the phases of the TBX project. In other contexts, this approach has been successful in obliging citizens to engage in meaningful discussions about the future of regional transportation while simultaneously encouraging citizens to remain flexible regarding the most appropriate ways of achieving a vision of regional transportation.<sup>10</sup> In instances where a large-scale project is interpreted as a threat to place-based identities, it is necessary to encourage public dialogues that “[go] with the grain of place attachments and identities rather than erasing place meanings.”<sup>11</sup> Therefore, in coordinating public outreach with the affected communities, it is of utmost importance to provide equal weight and importance to both the distinctiveness and history of Ybor City, VM Ybor, Seminole and Tampa Heights, and West Tampa neighborhoods, as well as the technical and engineering considerations of the project.

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<sup>9</sup> Devine-Wright, P. (2010). From backyards to places: Public engagement and the emplacement of renewable energy technologies. In P. Devine-Wright (Ed.), *Public engagement with renewable energy: From NIMBY to participation* (pp.57-70). London, UK: Earthscan.

<sup>10</sup> *Ibid.*

<sup>11</sup> Barry, J. & Ellis, G. (2010). Beyond consensus? Agonism, republicanism and a low carbon future. In P. Devine-Wright (Ed.), *Public engagement with renewable energy: From NIMBY to participation* (pp.29-42). London, UK: Earthscan.

## Comments by Speakers at June 22, 2016 Public Hearing to Adopt TIP

### ***Introduction***

NVivo qualitative analysis software was used to code the content of all TIP-related comments provided at the June 22, 2016 public hearing. The content of this report was prepared only for comments submitted in-person to the public record, which are not necessarily a representative sample of the general public.

The hearing generated great public interest due to the inclusion of the TBX project in the 2016-17 TIP. During the hearing, 132 public speakers made remarks. Of those speakers, 39 expressed support for the Tampa Bay Express (TBX) project; 67 expressed disapproval toward the project; and, 26 either remained neutral or identified problems in order to critique the TBX project, but stopped short of expressing either outright approval or disapproval. The 26 comments which remained neutral are not included in this report, as the themes identified by those speakers have been adequately captured in the analyses of the supportive and unsupportive comments. Three contingents were present at the public hearing: those supportive of the TBX project who utilized the apothegm, “TBX-Yes;” those unsupportive or disapproving of the TBX project who identified themselves as the “Anti-TBXers;” and a small but present group of “TBX-Maybe-ers” who often expressed concern about the impacts of the project or who questioned the ability of the project to mitigate congestion.

Figure 1 below shows an auto-coded thematic analysis of all the transcribed comments. Similar to the results of the content analysis performed for the electronic correspondence, some of the commonly recurring themes identified in the live comments include:

- Communities
  - “Affected communities”
  - “Vibrant communities”
- Lanes
  - “Free lanes”
  - “Narrow lanes”
- Taxes
  - “Half-cent sales tax”
  - “Tax tragedy”
- Business
  - “Thriving businesses”



Figure 1: Auto-coded Thematic Analysis of the 132 public comments.

### General Overview of TBX-supportive Comments

Of the 132 public speakers, 39 expressed support for the TBX project. In contrast to a prevailing trend for the electronic correspondence in which many of the comments were templated responses, a greater range of themes were identified in the content of the live comments. This could be due, in part, to the templated letters leveraging monotony in order to maintain a consistent message or, alternatively, because those live commenters did not prepare their comments in advance of the hearing and deviated from the main message.

### Themes Emerging from TBX-supportive Comments

The most common themes emerging from the comments supportive of TBX include:

- Lanes
  - “Free lanes”
  - “Toll lanes”
- Solution

- Paying taxes

From these comments, the theme of **lanes** occurred most frequently. Lanes were often mentioned as a social benefit of the TBX project to the region, or highlighted and hailed as an important factor which contributed to the growth of other regions. While not quoted specifically, those comments infer that additional capacity will result from highway expansion. Lanes were also mentioned frequently in the context of tolls. The subtheme of “paying tolls” prompted a sometimes negative sentiment from the commenters. The syntax of the transcribed comments indicate that speakers tended to concede that tolls are undesirable, but justified that the cost to individuals is acceptable in order generate benefits to the region in the form of additional capacity. Several commenters reiterated this point, with one stating that, “the free lanes will have less traffic in them because some people will choose to use the toll lanes.” This point is further demonstrated by the following statement:

*This project will give us 90 miles of new lanes. Yes, those lanes will be tolled, but if you look at that...those lanes are going to benefit not just the people who can pay the tolls to get in those lanes, it's going to benefit the people that continue to ride in the free lanes because they're not going to be as crowded because the folks are going to be moved into the toll lanes.*

The theme of TBX as a **solution** to the region’s transportation problems emerged 19 times in the supportive comments, however the vast majority of these references were cautious to note that TBX is an important, yet partial, solution to the region’s perceived transportation deficiencies: “[TBX] is a critical link continuing to help solve the transportation issues of this region. It’s not the overall solution. It does not solve everything” and “TBX isn’t the solution for everything. It’s part of the solution.” See Figure 2 below.

Finally, whereas the theme of **tax dollars** was mentioned in 141 of the 205 supporting comments received in electronic formats, the theme was only mentioned by 9 of the 39 supporting commenters during the public hearing. The live comments frequently mentioned the plan to finance TBX and emphasized the importance of tax dollars as unnecessary to complete the TBX project, from which it is inferred that the local financial burden would not be as significant. As one commenter put it:

*The majority of our commissioners voted down a half-cent sales tax, and we turned that down. In this case, there is no additional tax. The funds are already allocated. If we can't afford to impose a half-cent sales tax on ourself [sic], we cannot afford to turn down \$3.3 [billion] from state government.*

Other commenters suggested that if the TBX project were to be removed from the TIP, other metropolitan regions within the state would benefit vis-à-vis “our tax dollars will be spent by someone else, somewhere else in Florida,” thereby prompting attendees to conclude that some other region in the state would therefore benefit to the detriment of Tampa Bay.

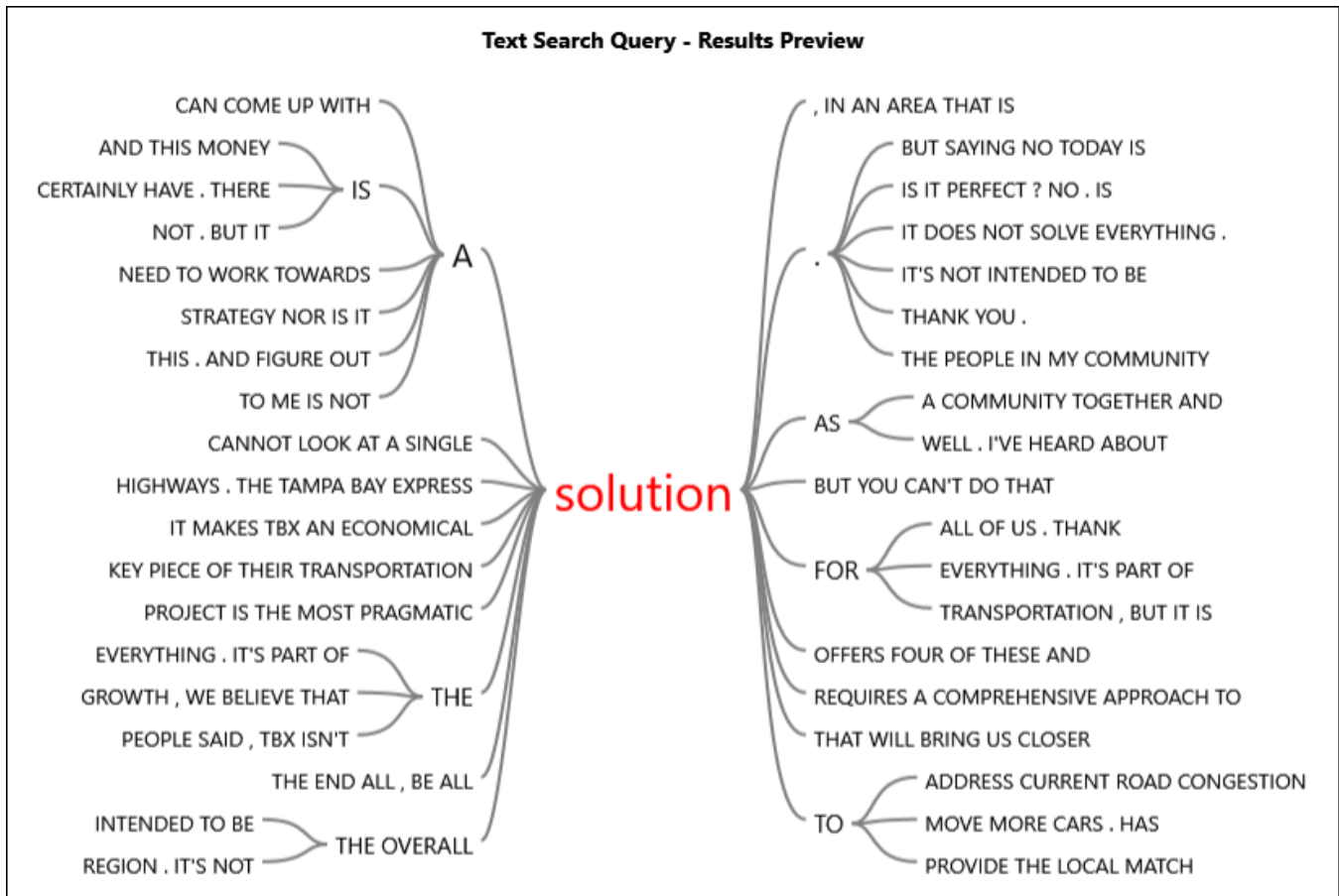


Figure 2: Textual Word Tree of the comments related to solution.

## Sentiments

Figure 3 below shows a sentiment analysis of the most common themes emerging from the TBX supportive comments. The presence of a red bar indicates that the theme was mentioned in a largely negative context, while a green bar indicates that the theme was mentioned in a largely positive context, and a gray bar represents a factual, informative, or neutral sentiment.

Sentiment coding does have a number of limitations, which the reader should be aware of before interpreting the results of the analysis. Like most textual analysis tools, NVivo cannot recognize:

- Sarcasm;
- Double negatives;
- Slang;
- Dialect variations;
- Idioms; or
- Ambiguity



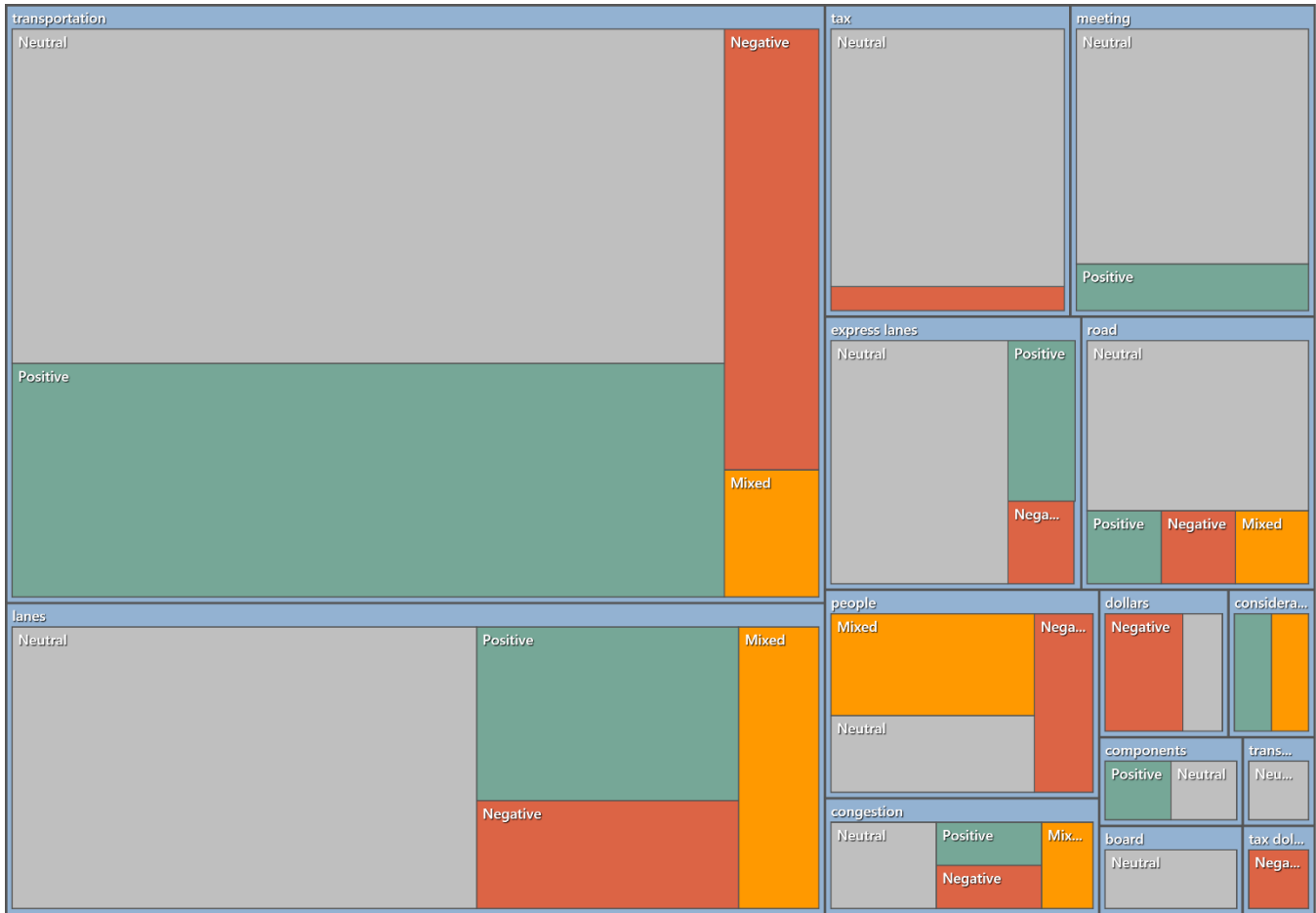


Figure 3: Auto-coded Sentiment Analysis of the 39 TBX-supportive comments.

Due to the limitations inherent to using a qualitative software to analyze the “feelings” emerging from the text, sentiments were verified and spot-checked using human perception, which is a more accurate method of determining sentiment.

### **General Overview of TBX-disapproving Comments**

Of the 132 public speakers, 67 were unsupportive, or disapproving of the TBX project.

### **Themes Emerging from TBX-disapproving Comments**

The most common themes emerging from the comments unsupportive of TBX include:

- Communities
  - “Affected communities”
  - “Vibrant communities”
- Neighborhoods

- “Safe neighborhoods”
- “Entire neighborhood”
- “Urban neighborhoods”
- Business
  - “Business owners”
  - “Thriving businesses”
  - “Local businesses”
- Lanes

Of the 67 unsupportive comments received, the predominant themes of **communities** and **neighborhood(s)** emerged and were mentioned in 49 of the 67 disapproving comments, see Figure 4 below. Community was typically invoked with regard to specific neighborhoods in Tampa which will be affected by construction and highway expansion. This theme developed as an antithesis to the theme of **lanes**, which was prominent among the TBX supporting comments. Whereas the supporters proclaimed that the social benefits of additional capacity will outweigh the private costs to toll users, the unsupportive comments suggest that communities closest to Tampa will be forced to accept the twin burdens of air pollution and noise, while the benefits will primarily accrue to those who commute into or across the affected communities. According to one commenter, “our community is going to bear the cost of this folly...this is our community, this is our neighborhood, we will bear the brunt of this.” Furthermore, community was also used to introduce accusations leveled against FDOT for failing to involve members of affected communities in the planning process: “communities have not had input into this massive project” and “the public outreach was to focus on changes in the communities and the impact of this project on the communities. I can tell you, having been involved in all of the charrettes, that those issues were never addressed.”

The theme of **business** was frequently invoked in order to identify oneself as a business owner and, perhaps, to lend credibility to their comments. Additionally, as shown in Figure 5, sound business decisions were often associated with the concept of attracting economic development with transit options. With respect to transit, one commenter stated that: “there’s no reason FDOT can’t purchase the CSX rail lines right now...this is the investment that [costs] considerably less and transforms Tampa Bay, making it a more desirable place for business...good business follows good policy.” Another declared the following:

*I’m an entrepreneur. I’ve never been in an economic meeting with entrepreneurs and they say ‘we have to be located next to a toll road.’ That has never happened in the history of this country that somebody says ‘we have to build a business next to a toll road.’ If you want to attract entrepreneur business, they want transit.*

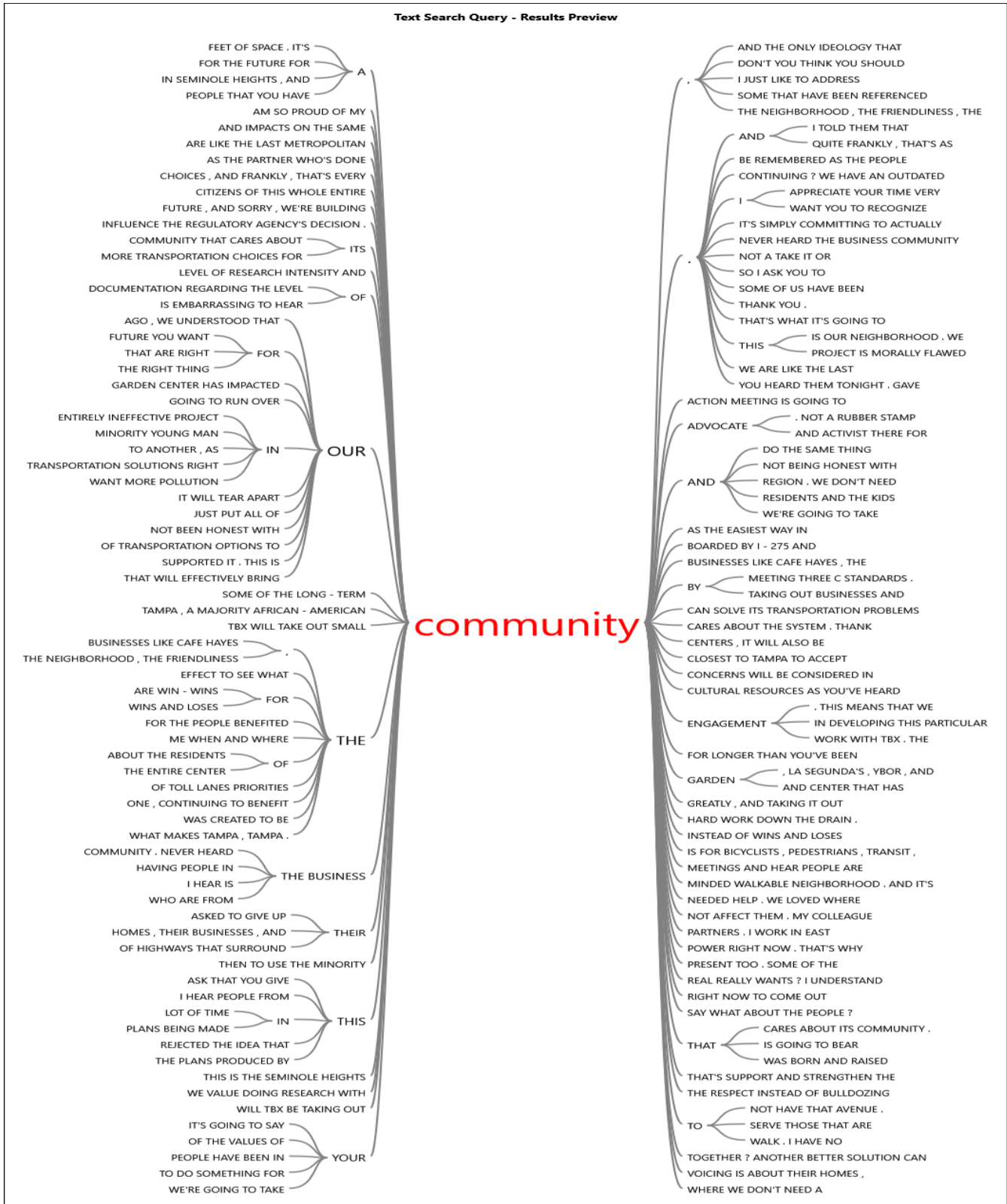


Figure 4: Textual Word Tree of the comments related to community.

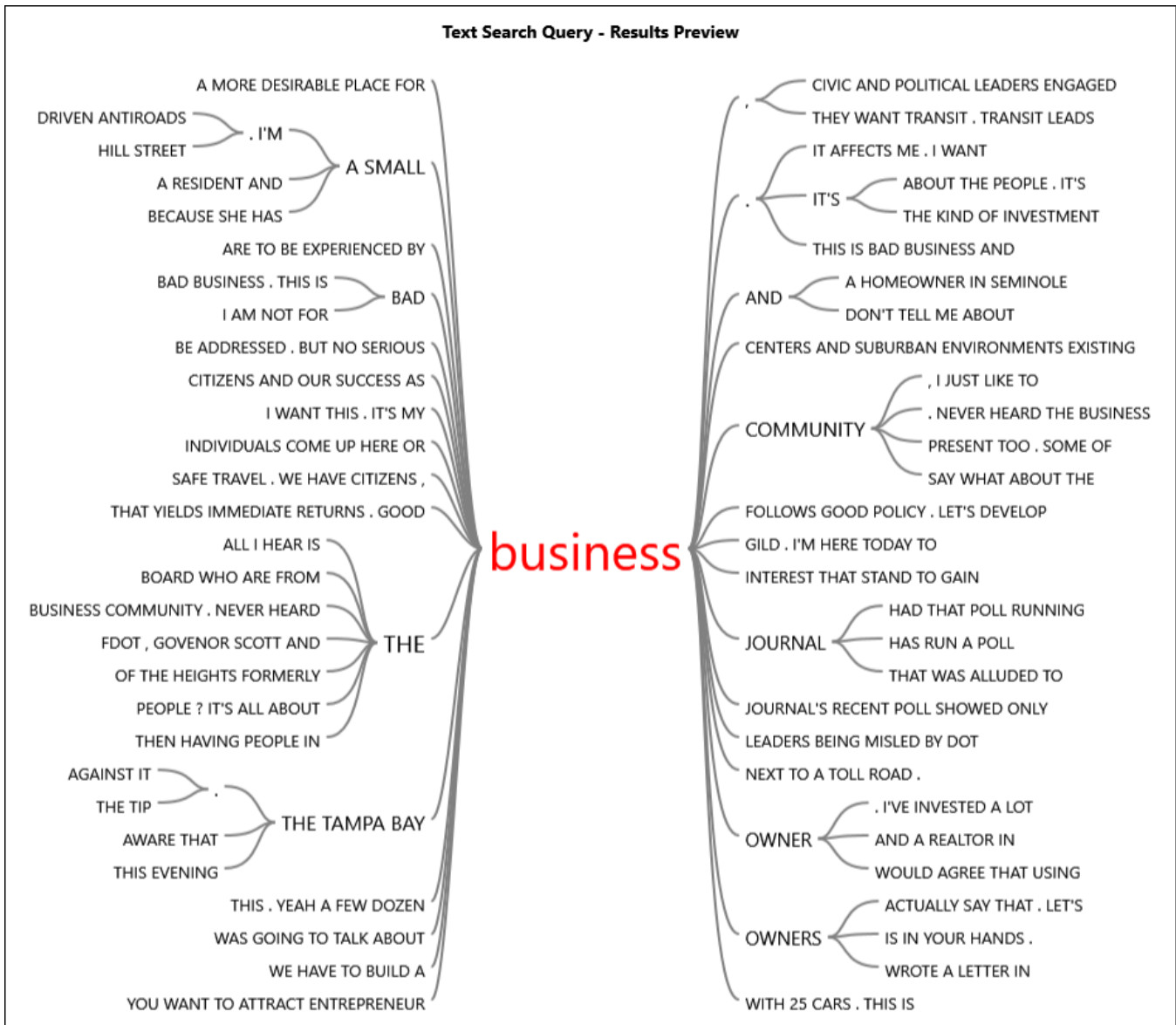


Figure 5: Textual Word Tree of the comments related to business.

Finally, as shown in Figure 6, a few subthemes stem from the theme of **lane(s)**, namely variable pricing, the inability of toll lanes to mitigate congestion, and lanes failing to provide access to the neighborhoods north of downtown Tampa. Variable pricing is a significant subtheme, as it was often used to introduce critiques of the graduated pricing schedule. Several commenters protested that the cost to use the lanes is unreasonably high for those earning median incomes, which is consistent with some earlier critiques referring to managed lanes as “Lexus lanes.” One commenter stated, “TBX is about creating a special lane to allow rich people who can afford to get from point A to point B a little bit faster. That’s it.” Using strikingly similar language, another proclaimed that: “[TBX is] about creating special lanes to allow a few people that can afford it to go from point A to point B a few minutes faster...[TBX] is to build a lane for a privileged few when \$6 billion can build us lots of other alternatives.”

Some speakers commented that the lanes will not be successful in mitigating congestion, even while at the same time conceding that managed lanes have performed to expectations in other regions: “I have nothing wrong with toll lanes. That’s fine. If you look at the Florida Turnpike, it’s been a great success over the years, but the toll lanes here will not improve traffic flow in the Tampa area. They simply won’t.” Still, others remained firm in their contentions that toll lanes inevitably lead to additional congestion beyond what currently exists:

*Although the FDOT says it will improve traffic in and out of Tampa, I disagree. In my view, it will tear apart our community by taking out businesses and making the neighborhoods dangerous, and even making traffic worse. Since many of the on- and off-ramps will be taken out, it will be harder to get on and off of the Tampa Bay Express because they will be more congested and because there aren’t as many ramps.*

*As for the toll lanes, these too will cost a great deal in money and damage to the city. And [there is] very little evidence they will relieve congestion. The majority of those working downtown live within the city limits. Those living within the city will not be able to use these lanes because the exits are downtown and out in the county.*

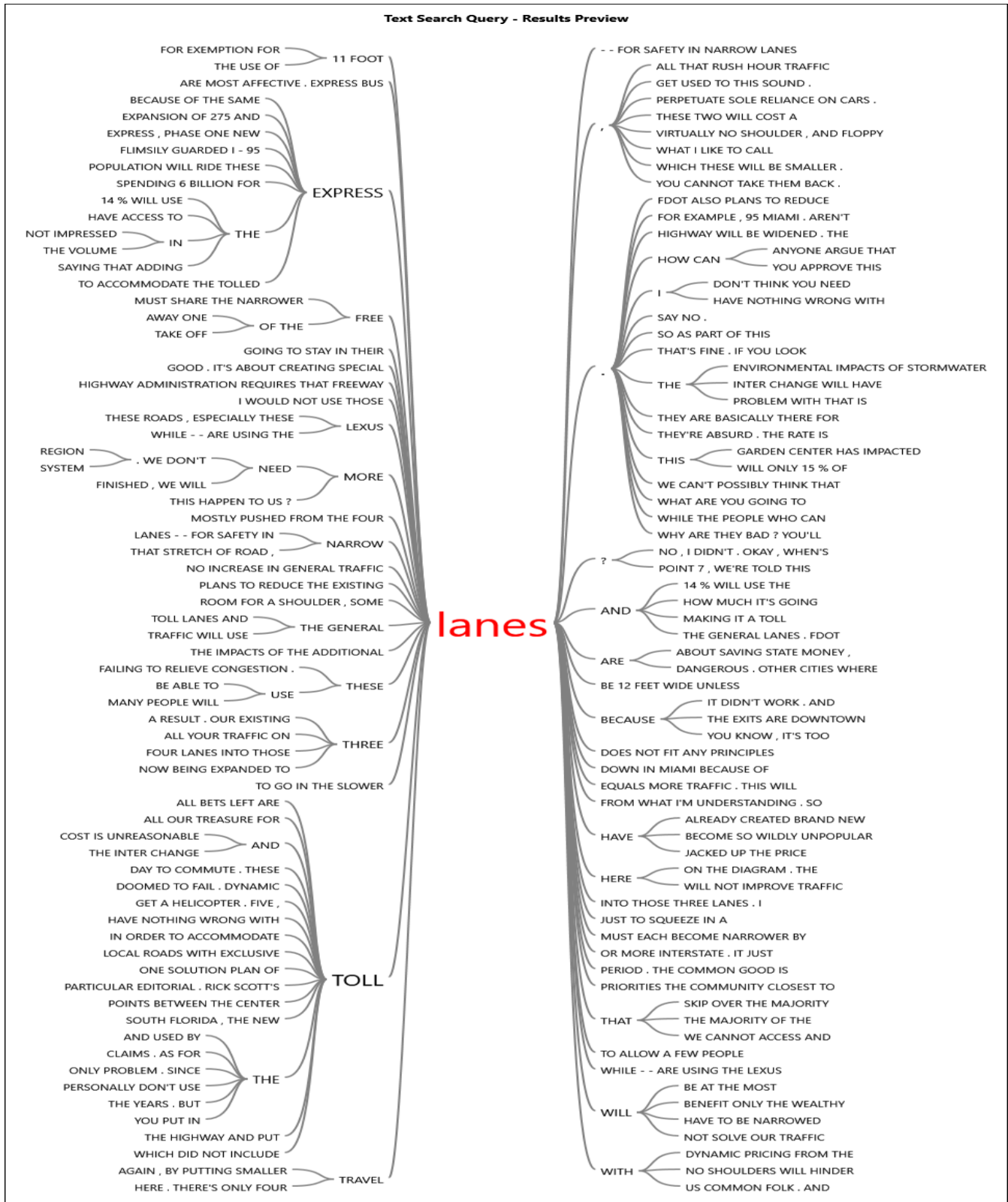


Figure 6: Textual Word Tree of comments related to lane(s).

## Sentiments

Figure 7, shown below, is a word cloud indicating the 100 most frequently occurring concepts found in the 132 comments received. Larger words appear more frequently than smaller words.

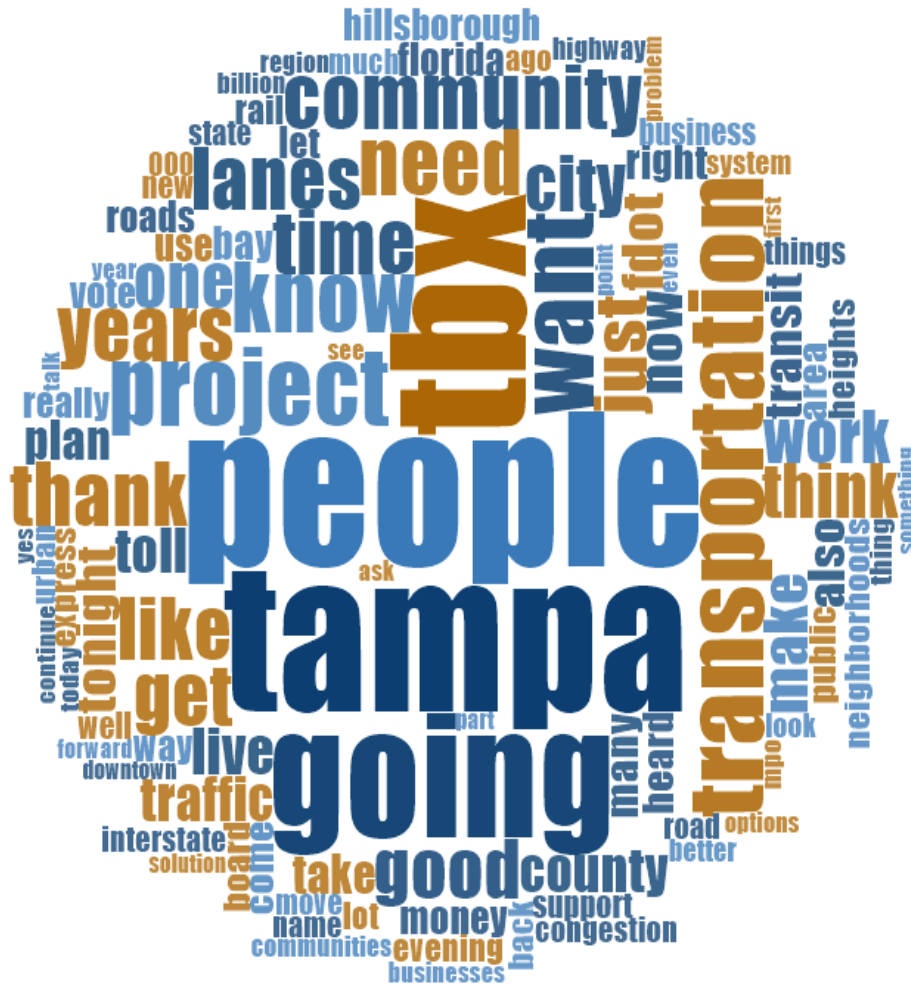


Figure 7: Word Cloud, graduated by frequency.

## Introduction to Response to Public Comments

The preceding sections of this Appendix captured, organized, and codified the comments and emails of citizens about Tampa Bay Express. The disparities among the revealed sentiments attest to the polarizing nature of this project. Even with majority support for TBX, many questions and issues remain.

The documents which follow respond to some of the most common questions and concerns of the public and the MPO's Citizens Advisory Committee (CAC). For example:

- The *Tampa Bay Public Transit Initiatives* overview presentation, prepared at the request of the CAC, addresses the question, can we not meet this community's mobility needs by expanding public transit? The presentation also shows some of the challenges which have hindered the development of a mass transit system in our region.
- The minutes of the June 8, 2016 CAC meeting clarify FDOT's plans regarding the operations and cost of the proposed toll lanes; effects on urban neighborhoods, and potential mitigation strategies; right-of-way acquisitions to date; community outreach initiatives; and provide detailed answers to specific questions regarding Howard Frankland Bridge and the downtown interchange.
- The *Tampa Bay Express Project Community Focus* presentation addresses how the conceptual TBX project plans correspond with the growth scenarios identified in the *Imagine 2040* Long Range Transportation Plan and relate to the community plans of Tampa Heights and Seminole Heights. Additional concepts for mitigation strategies and community enhancements are provided for public consideration.

After listening to the public's concerns, the June 22, 2016 TIP public hearing culminated with the MPO Board adopting a list of priorities for the FY 2016/17 – 2020/21 TIP. Recognizing that many questions remain, the MPO Board passed the following motion.

*To adopt the TIP with the following stipulations:*

- *That the MPO and FDOT create a structure of continued communication and feedback between the MPO and FDOT, whereby officials from FDOT would regularly update the board concerning TBX. Specifically, on at least a quarterly basis, FDOT would publicly appear before the MPO to answer questions and provide updates on its mitigation efforts, community engagement, and status of the Project Development and Environment Study.*
- *That FDOT present its proposed Re-evaluation Study to the MPO at a date to-be-determined prior to the study going to a Public Hearing in Spring 2017. This FDOT presentation would provide the MPO with the first look at what FDOT considered during*



*the re-evaluation process, and the commitments that FDOT is prepared to make as a result, including toll lanes review, design elements, and formation of a community work group to start to build consensus. After a Public Hearing, the document will remain open for a 14-day comment period. After this period, FDOT will assess the comments, including input from the MPO, and finalize the document before it is submitted to the appropriate agency for approval.*

- *That additional information be provided to the board in order to make informed decisions in future years, including:*
  - *A finalized study and report on human impact, that would delineate the total number of all homes and multifamily dwelling complexes and businesses, displayed in a map and showing individual parcels, including impacts on affordable housing and how to pay for replacing them;*
  - *A final neighborhood mitigation plan for displaced residents and businesses, including design elements;*
  - *Completed environmental impact studies for each segment, including the I-275/I-4 PD&E re-evaluation study;*
  - *Traffic and revenue studies that would analyze and provide justification for toll lanes;*
  - *Follow-up reporting on the FDOT-sponsored premium transit study that will be conducted by HART, to include consideration of the CSX-owned rail corridors;*
  - *Status updates on the Federal Civil Rights investigation of the TBX project.*
- *That FDOT report to the MPO board on the cost of ad valorem tax revenue lost to the City of Tampa as a result of the TBX project, using FDOT's most recent right-of-way acquisition map; and also on the cost to the City of Tampa for operations/maintenance of any community impact mitigation treatments associated with the TBX project; and also on the impact to air quality in Tampa from TBX; prior to any new MPO board vote on funding for TBX Segments 5,6,7, and 8.*

The June 22, 2016 approval of the TIP was one step in an on-going process. The MPO Board has established its expectations for taking its next step.

# TAMPA BAY PUBLIC TRANSIT INITIATIVES:

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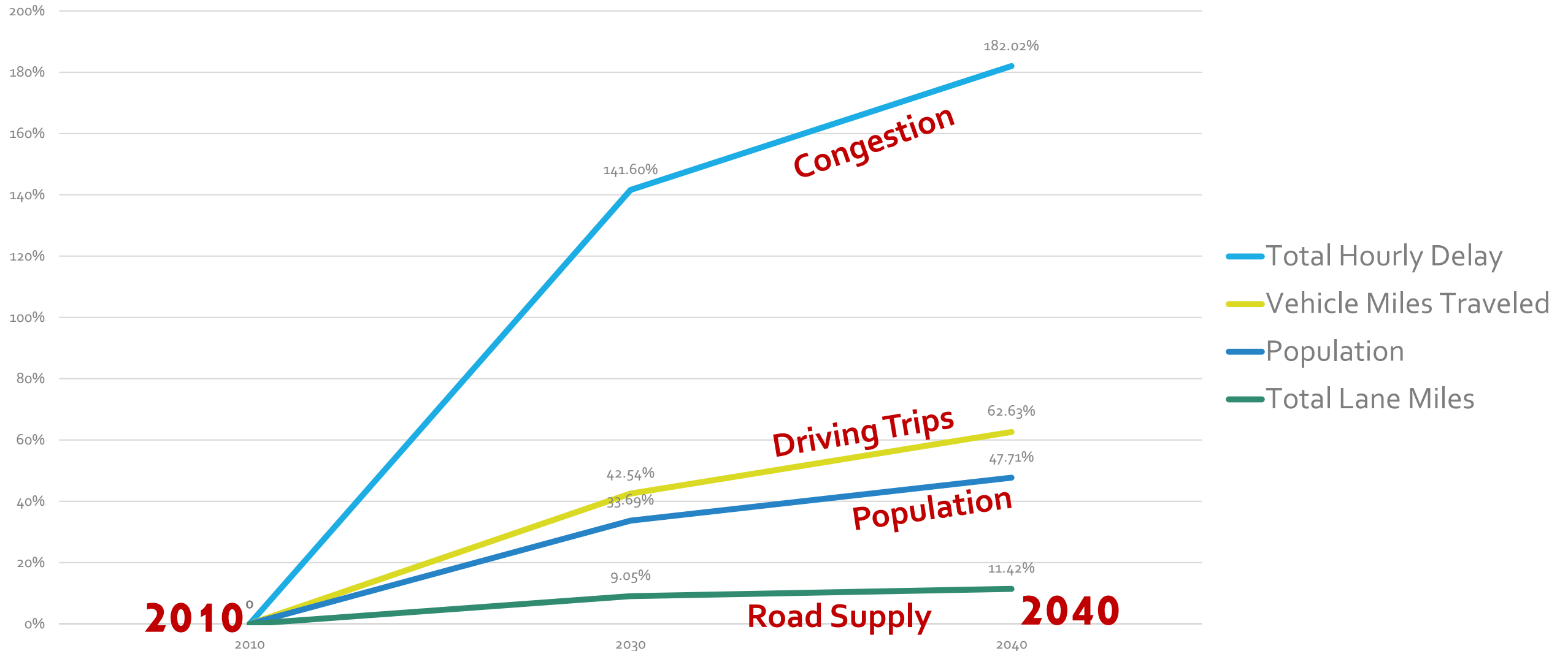
A Response to Questions of the MPO Citizens Advisory Committee



Hillsborough MPO  
Metropolitan Planning  
for Transportation

# How can we address our future needs with transit?

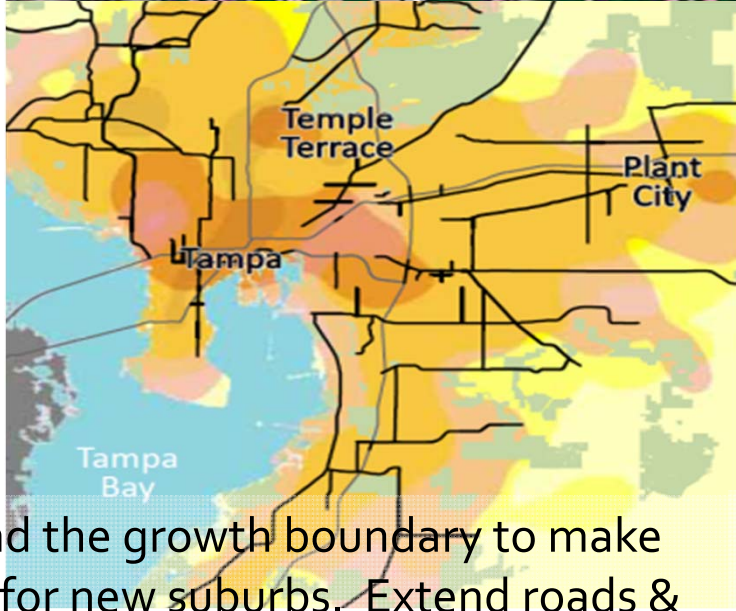
Projected Growth of the Network 2010-2040  
Hillsborough County



# How can we address our future needs with transit?

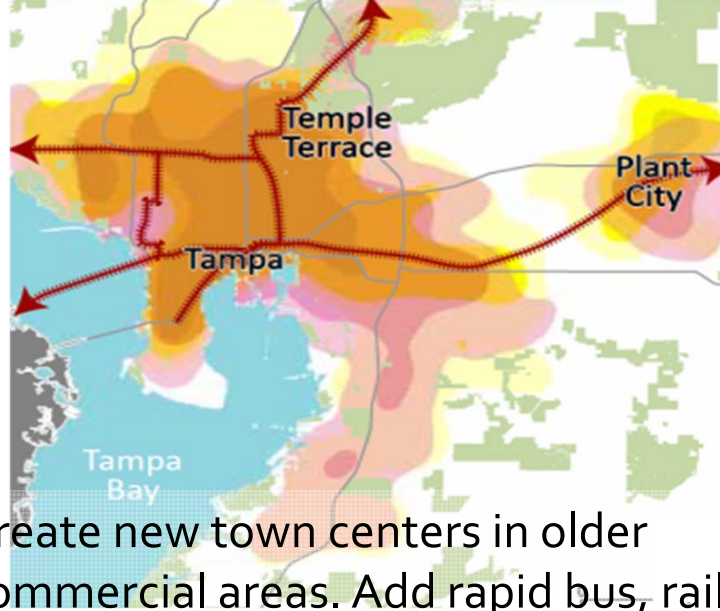
## Imagine 2040 Growth Scenarios:

A. Suburban Dream



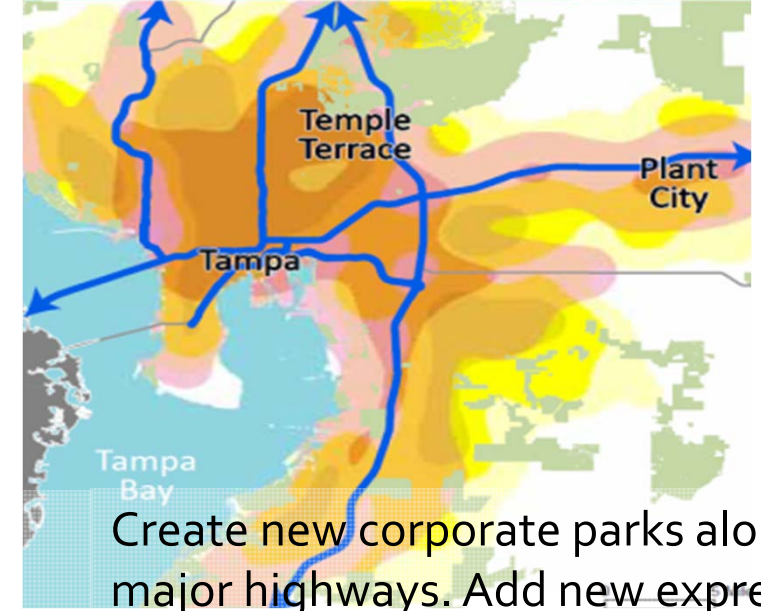
Expand the growth boundary to make room for new suburbs. Extend roads & water lines, rebuild major intersections.

B. Bustling Metro



Create new town centers in older commercial areas. Add rapid bus, rail, circulator shuttles, walk/bike connections.

C. New Corporate Centers



Create new corporate parks along major highways. Add new express toll lanes in the interstates (I-4, I-75, I-275)

# How can we address our future needs with transit?

Which scenario reduces traffic the most?

## Traffic Delay

More people and jobs mean more cars on the road for a longer period of time, unless some trips are on bus or rail, or are shorter because homes and destinations are less spread out.



Worse Than Today

Better Than Today



A=Suburban Dream, B=Bustling Metro, C=New Corp. Centers

# How can we address our future needs with transit?

Which scenario provides the most choices in transit?

## Available Bus or Rail Service

Public transit offers choices to access jobs, health care, and other activities for those who cannot or prefer not to drive.



Worse Than Today

Better Than Today

A



B



C



A=Suburban Dream, B=Bustling Metro, C=New Corp. Centers

# How can we address our future needs with transit?

Which scenario creates the most business development locations?

## Job Creation

Part of growing and attracting new businesses is having places ready for business growth.



Worse Than Today

Better Than Today

A



B



C



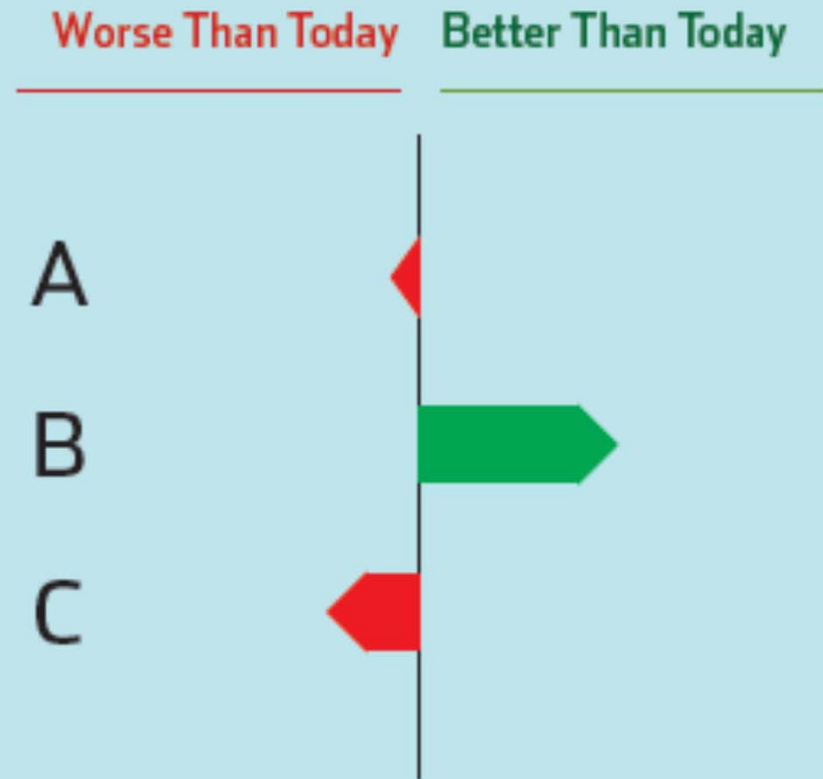
A=Suburban Dream, B=Bustling Metro, C=New Corp. Centers

# How can we address our future needs with transit?

Which scenario provides the best access to jobs?

## Access to Jobs from Under-employed Communities

Moderately priced housing may be a longer drive or bus ride from a living-wage jobs.



A=Suburban Dream, B=Bustling Metro, C=New Corp. Centers



# How can we address our future needs with transit?

Survey Results from 3,500 Respondents using “Five-Star Rating” system  
Imagine 2040 Part 1



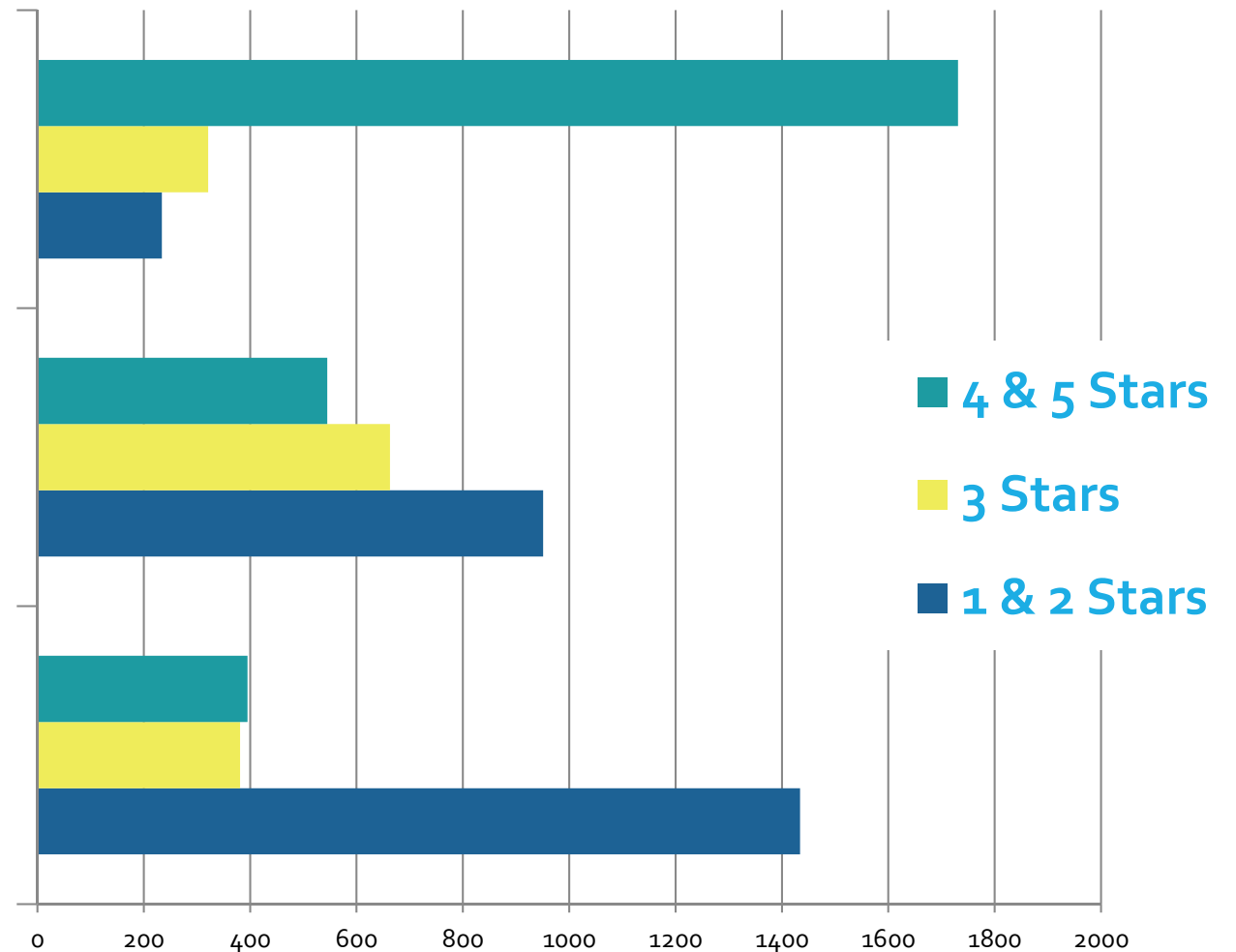
Bustling Metro



New Corporate Centers



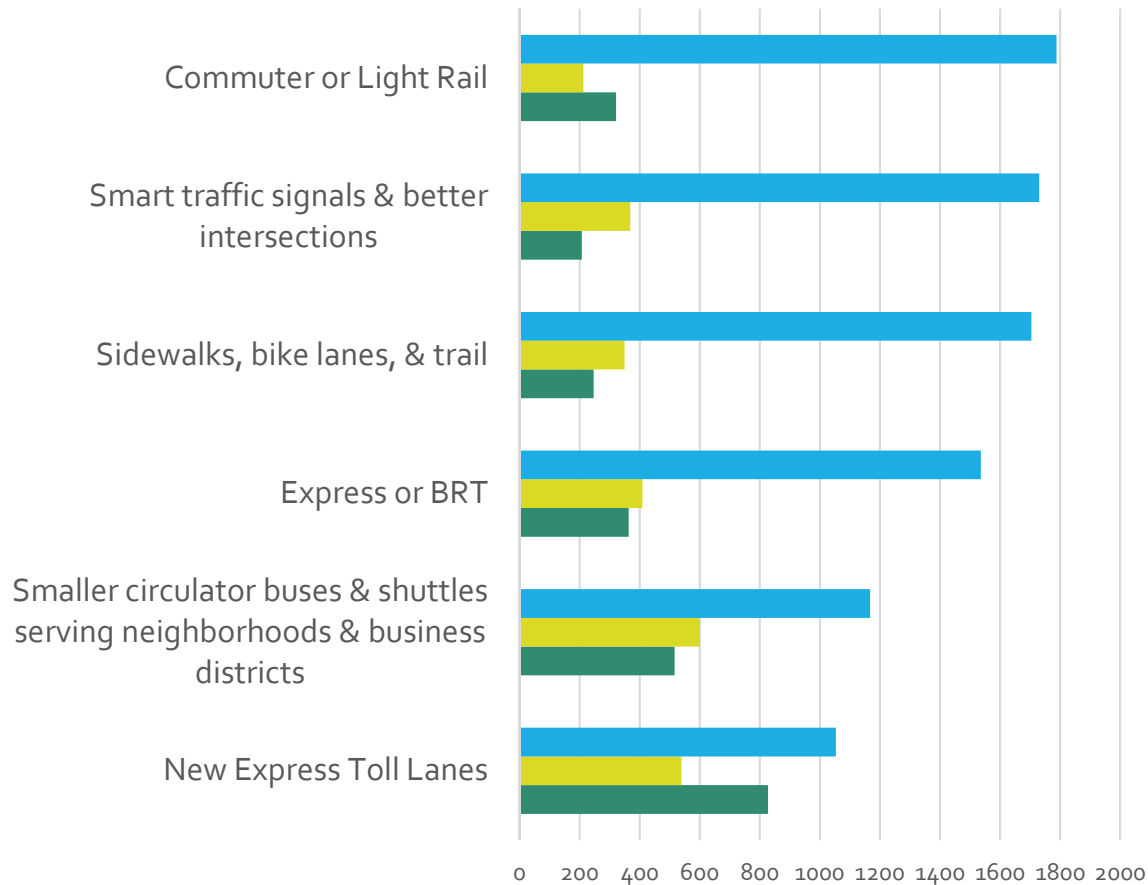
Suburban Dream



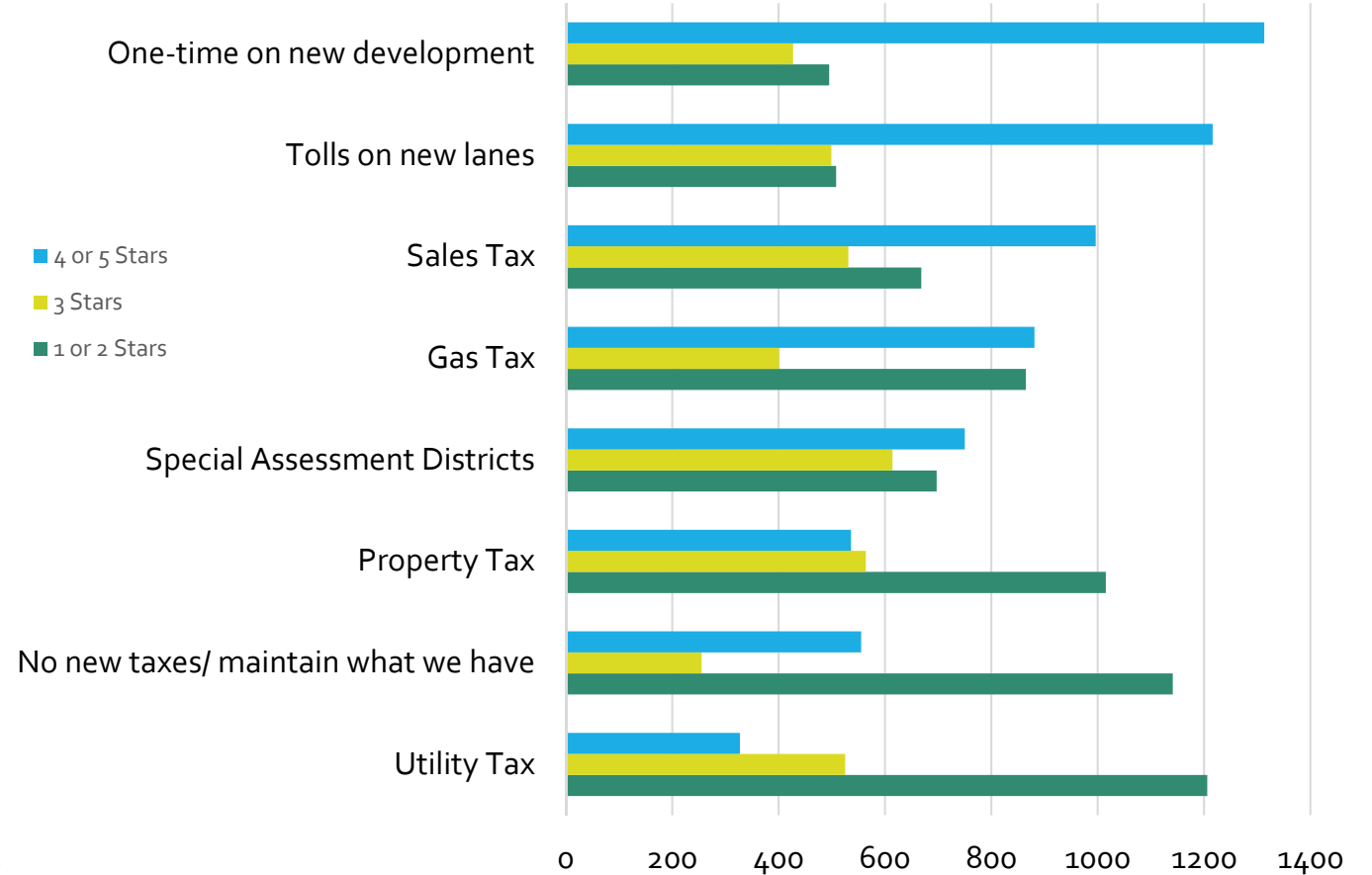
# How can we address our future needs with transit?

## Survey Results from 3,500 Respondents Imagine 2040 Part 1

### Transportation Needs



### Paying for Transportation

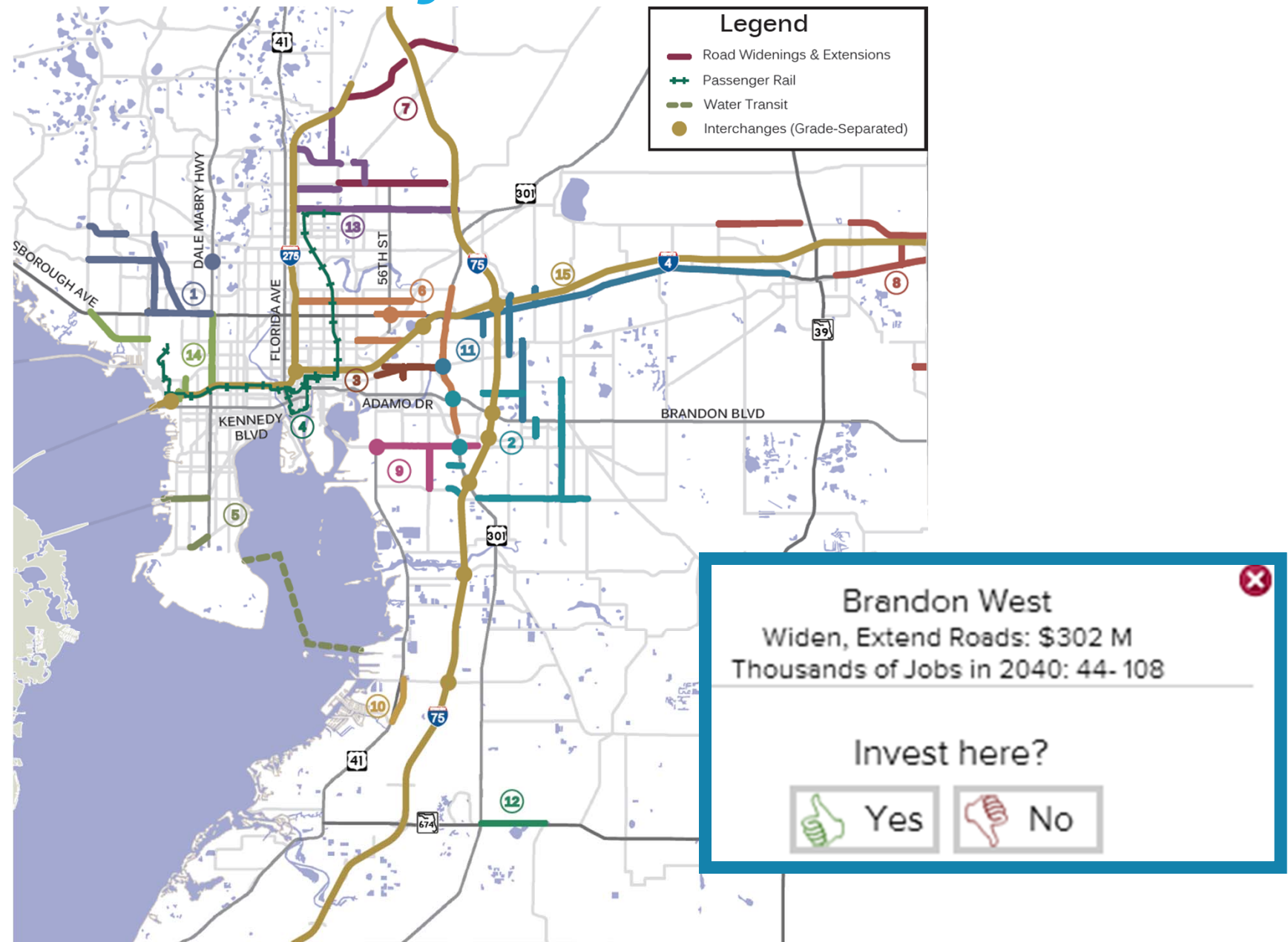


# How can we address our future needs with transit?

## Imagine 2040 Part 2

### Major Projects for Job Growth:

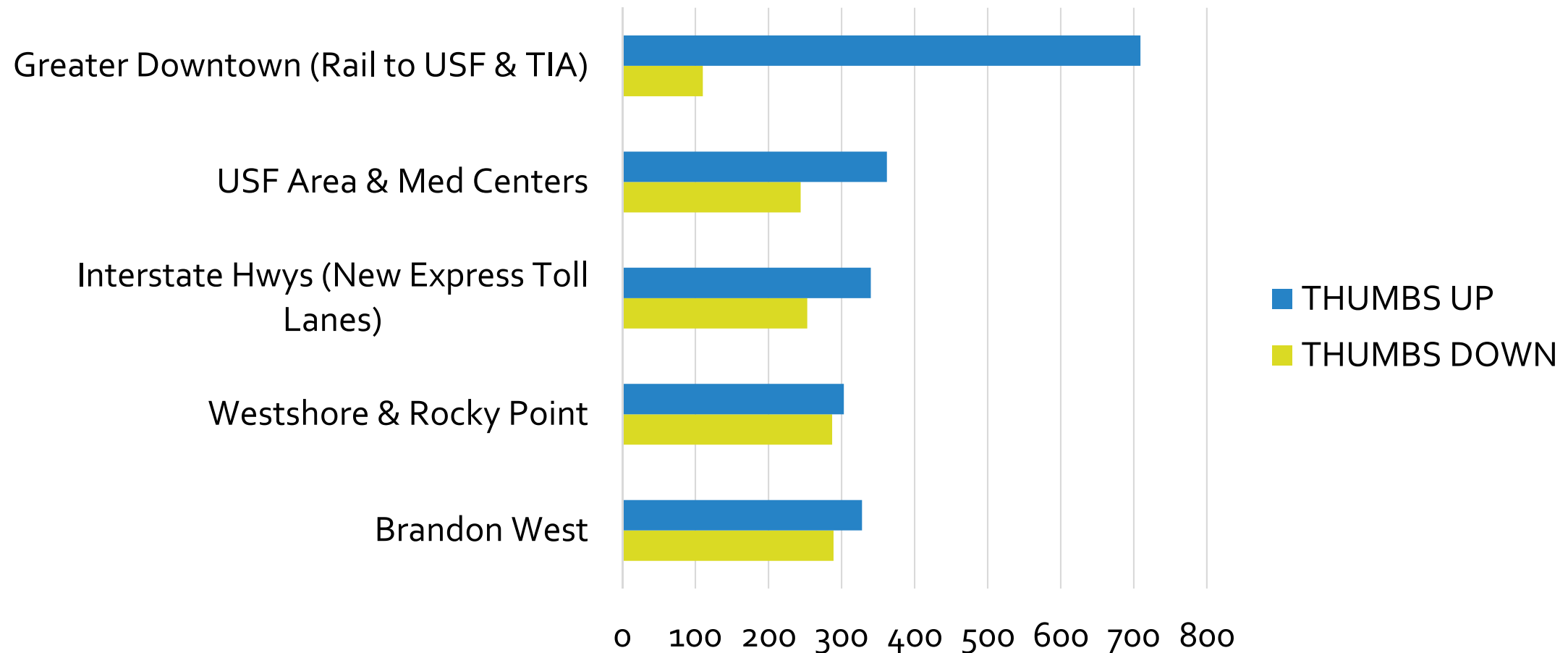
- This map shows big-ticket items: widening major roads, toll lanes, or rapid transit systems.



# How can we address our future needs with transit?

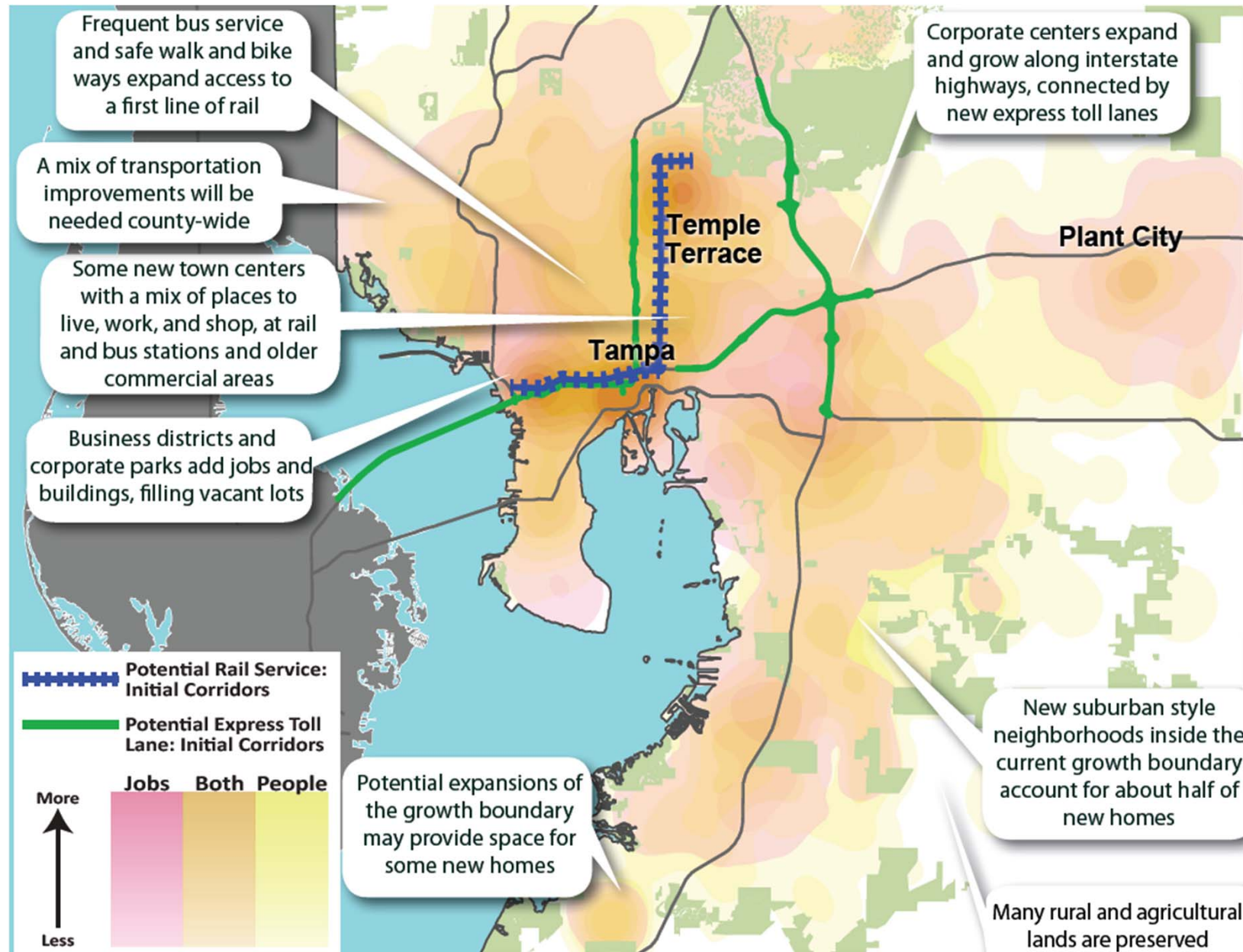
## Survey Results from 2,500 Respondents Imagine 2040 Part 2

### Major Projects for Job Growth



# How can we address our future needs with transit?

## Hybrid Scenario: Bustling Metro & New Corporate Centers



# Why haven't we made more progress with transit?

- Tampa Bay Commuter Rail Authority (1990-1996)
  - Commuter Rail Development Plan (1992)
  - Commuter Rail Feasibility Study (1993)
- HART Mobility Major Investment Study (1998) "The Mobility Study"
- HART Tampa Rail Project – Alternatives Analysis & Environmental Impact Statement (2002 Record of Decision )
- Pinellas Mobility Initiative
- West Central Florida MPO Chairs Coordinating Cmte (1991-present)
  - CCC 2025 Regional LRTP (2004)
  - CCC 2035 Regional LRTP (2009)
- FDOT-D7 Strategic Regional Transit Needs Assessment (2006)
- TBARTA Master Plan (2009)
- Moving Hillsborough Forward (2010)
- Green Light Pinellas (2014)

## TAMPA BAY COMMUTER RAIL AUTHORITY



West Central Florida Metropolitan Planning Organizations  
Chairs Coordinating Committee



Providing Transportation Planning for Citrus, Hernando, Hillsborough, Manatee, Pasco,  
Pinellas, Polk and Sarasota Counties



# Why haven't we made more progress with transit?

## Putting the Package Together: Orlando's SunRail Phases I & II

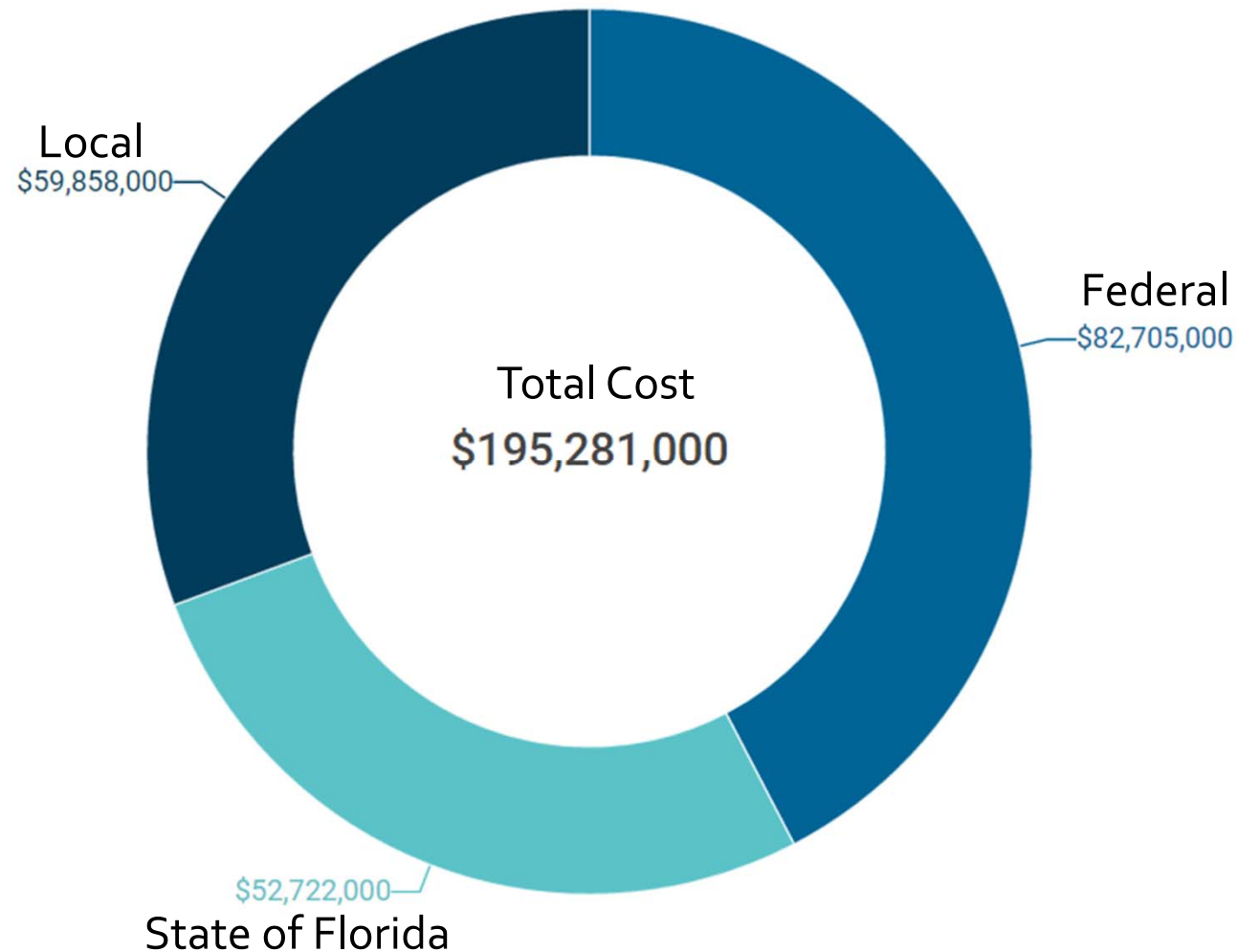
- 7 years from local gov't approvals to opening day
- 61.4 mile commuter rail (locomotive + 1-3 cars) on existing track, 17 stations
- Serves several major activity centers between DeLand and Poinciana Blvd
- **\$615 M (\$10M/mile)**
  - **50% FTA + 25% FDOT + 25% Local**
  - **Plus \$432 M for CSXT Agreement**
    - \$150 M State to buy tracks
    - \$282 M for freight rail upgrade
  - **Plus 7 years of operating support**



Branch	Funding Source	Funding Amount (in millions)	Percent of Share
Federal	Section 5309 New Starts (Phase 1)	\$178.64	49.67%
	Section 5309 New Starts (Phase 2-North)	\$34.34	
	Section 5309 New Starts (Phase 2-South)	\$92.44	
State	Florida New Starts Transit Program State Transportation Trust Fund (Phase 1)	\$89.32	25.30%
	Florida New Starts Transit Program State Transportation Trust Fund (Phase 2-North)	\$17.17	
	Florida New Starts Transit Program State Transportation Trust Fund (Phase 2-South)	\$49.04	
Local	Volusia County	\$26.5	25.03%
	Seminole County	\$46.2	
	City of Orlando	\$40.4	
	Osceola County	\$27.1	
	Orange County	\$13.7	
<b>Total</b>		<b>\$614.85</b>	<b>100.00%</b>

# Why haven't we made more progress with transit?

## Putting the Funding Package Together: Ft. Lauderdale's "Wave" Streetcar



Branch	Funding Source	Funding Amount (in millions)
Federal	Tiger IV	\$18,000,000
	Section 5309 Small Starts	\$49,650,000
	Section 5309 Small Starts Supplement	\$11,144,000
	FHWA Flexible Funds, Part 1	\$411,000
	FHWA Flexible Funds, Part 2	\$1,800,000
	FL95X078	\$1,700,000
State	FL New Starts Program	\$35,730,000
	FDOT Match for Broward County	\$5,815,000
	2016 Additional Funding Commitment (FDOT)	\$11,177,000
Local	City of Fort Lauderdale Cash & Land	\$10,500,000
	City Special Assessment District	\$20,590,000
	City of Fort Lauderdale Flagler Loop	\$7,545,000
	Broward County Improvements	\$5,815,000
	SFRTA Local Funds (MPO Swap)	\$4,228,000
	2016 Additional Funding Commitment (City)	\$5,590,000
	2016 Additional Funding Commitment (County)	\$4,590,000
	2016 Additional Funding Commitment (DDA)	\$1,000,000
	<b>Total</b>	<b>\$195,281,000</b>



# Why haven't we made more progress with transit?

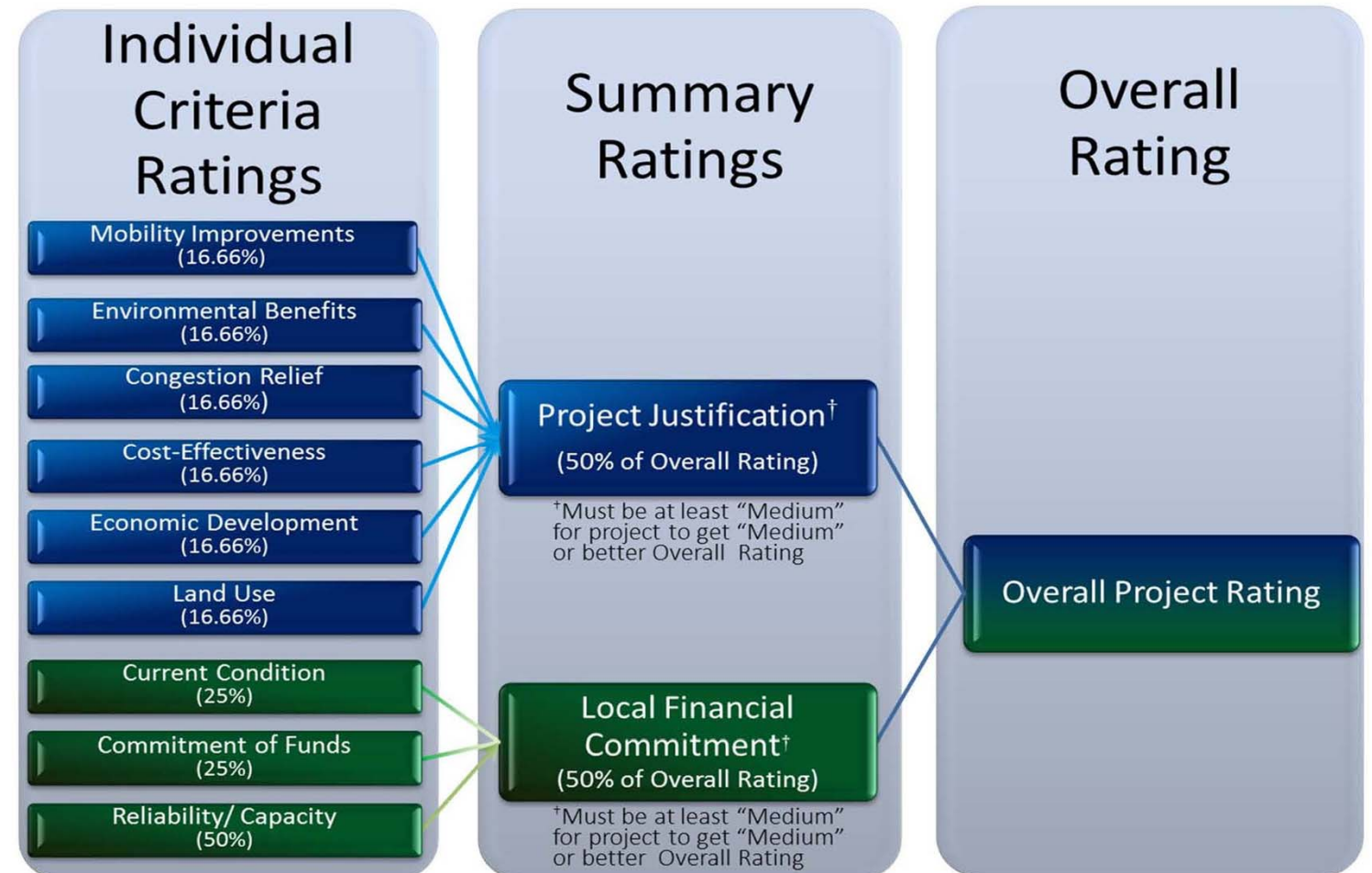
## Getting a Federal Grant ("New Starts" Program)

### New and Small Starts Project Evaluation and Rating

Project Justification and Local Funding Commitment:

1. Pick a good project
2. Line up your share of the funding

**Haven't solved this problem**



# *Why haven't we made more progress with transit?*

## **Local Match for Transit Grants- Challenges:**

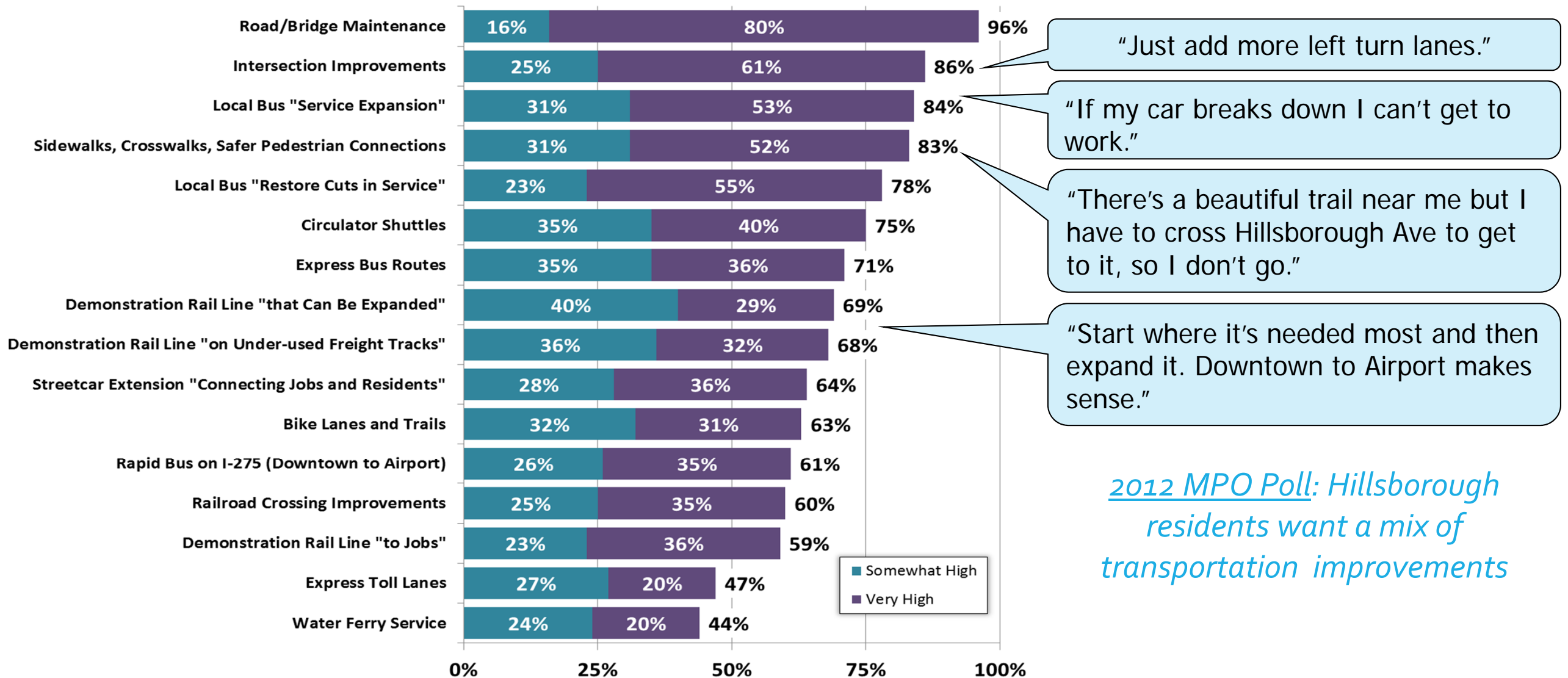
- Transit funding and service on the road has been historically been low in Tampa, compared to peer cities
- High ridership areas are (mostly) in the City, and new funding sources are (mostly) decided by the County.
  - Impact fees and Tax Increment Financing (TIF) don't raise much revenue and aren't a steady stream for operational costs
  - Legislature not supportive of letting cities hold their own sales tax referenda

# *Why haven't we made more progress with transit?*

## **Lessons Learned from the 2010 Referendum – MPO 2035 Plan Post-Referendum Analysis**

- Yes, you need something for everyone. But everyone doesn't want the same thing. Don't propose a rail segment to every suburb!
- Create a package for the major constituencies based on survey research. The majority of people who voted didn't attend meetings and had only marginal awareness that there was a Plan.
- The amount of the tax increase does matter to one in five opponents. That may be a majority-minority tipping point. Nationally, sales tax increases of 1/2 % or less were approved more often.

# Lessons Learned from the 2010 Referendum – MPO 2035 Plan Post-Referendum Analysis – Survey (2012)



*2012 MPO Poll: Hillsborough residents want a mix of transportation improvements*

# Lessons Learned from 2010 Referendum – MPO 2035 Plan Post-Referendum Analysis – Focus Group

***Focus group participants who were in favor of expanding mass transit were generally supportive of a more incremental approach.***

- Common perception that Tampa area is too sprawling, car-centric, and dispersed for mass transit to work.
- Did view transit as a basic public service, even though they were largely unfamiliar with HART services.
  - ... So, expand bus service... but also expand public info about bus service!
- No clear, accurate understanding of rail modes, how they function, how to get to them– i.e., “If I did take a train or bus, how do I get where I really want to go?”
  - “Create familiarity” with rail with a demonstration line—but address high cost concerns.

# Incremental Investments in Premium Transit

## Transit Assets and Opportunities Study

### Building on Current Assets

#### Local System Utilizes

Existing Streetcar Corridor,  
Existing CSX Rail Corridors,  
Airport People-Mover Extension,  
I-275 Right-of-Way, and  
The Marion Street Transitway

#### Future Connections Utilize

Howard Frankland Bridge,  
I-4 Right-of-Way, and  
Existing CSX Rail Corridors

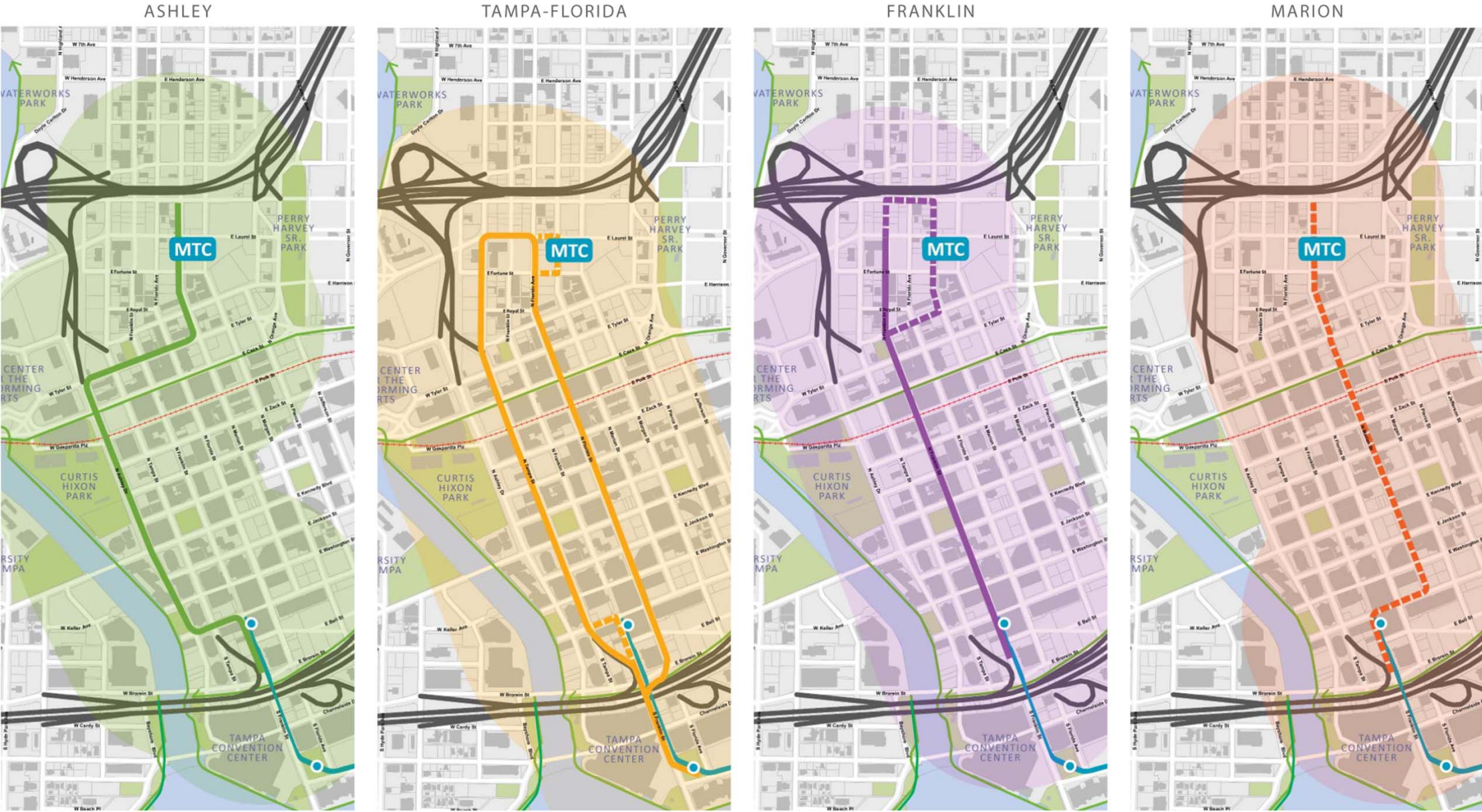


- Minimize costs by reusing assets in place
- Start in high-ridership areas and leave room to expand in the future

# A Place to Start...

## Extension Scenarios

Tampa Historic Streetcar Extension Study



**HILLSBOROUGH COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
CITIZENS ADVISORY COMMITTEE  
MEETING OF JUNE 8, 2016  
MINUTES**

**CALL TO ORDER**

Chair Laura Lawson called the meeting to order at 9:02 AM and the meeting was held in the Plan Hillsborough Committee Room. Introductions were held at this time.

**MEMBERS PRESENT:**

Ray Alzamora, Kevin O'Hare, David Wilson, Adam Fritz, Walter Niles, Wayne Traina, Bill Roberts, Tracy Wisneski, Laura Lawson, Rick Richmond.

**MEMBERS EXCUSED:**

Vance Arnett, Dennis LeVine.

**OTHERS PRESENT:**

Richard Clarendon, Wanda West, Sarah McKinley, Beth Alden, Wade Reynolds MPO Staff; Aurelie Anthony, Zenia M. Gallo, Kenneth Spitz, Roger Roscoe, Debbie Hunt, FDOT; Diep Tu, FCPA; Danielle Moran, TBP; Karen Kress, Tampa Downtown Partnership; Paul Thibault, Sierra Club-Tampa Bay Group; R. Steve Zengel, City of Tampa; Linda Walker, HART; James Drapp, Pemberton Creek Property Owners Association; Colin Kennard, Julian W. Gutierrez, Rochelle Reback, Joe Farrell, Rick Fernandez, Hoyt L. Prindle III, Frank Heck, M.T. Patel, Linda R. Funkhouser, Citizens.

**PUBLIC COMMENT**

Joe Farrell, Julian W. Gutierrez, Frank Heck, James Drapp, and Colin Kennard, all spoke in support of the Tampa Bay Express project. Paul Thibault, Rick Fernandez, Rochelle Reback, Hoyt L. Prindle III, and Mit Patel all spoke against the Tampa Bay Express project and several of them asked that the CAC make a recommendation to the MPO to remove it from the Transportation Improvement Program.

The Chair thanked all of the citizens for coming to the meeting.

**APPROVAL OF MINUTES (March 9, 2016)**

**Kevin O'Hare made a motion to approve the March 9, 2016 CAC meeting minutes. The motion was seconded by David Wilson and carried.**



## **ACTION ITEMS**

### **A. FY 2017-2021 Transportation Improvement Program**

At the May 11, 2016, Jib Reagan stated that in view of the information presented regarding the Tampa Bay Express Project and to allow the CAC more time to consider the issues; that this issue be tabled until the June 8<sup>th</sup> meeting. Members submitted questions prior to the June meeting for the Florida Department of Transportation (FDOT) to prepare responses for.

Debbie Hunt with District 7 – FDOT was present to provide responses to the questions that FDOT received from the CAC members. She said that the questions fell into the following categories: TIP Approval, Public Outreach, Tolling, Right-of-way, Transit, an Alternatives Analysis, Air Quality, and Design and Esthetics. Ms. Hunt proceeded to address each question in turn.

- What is slated to be done in the next year until our next review? (What is the MPO actually approving right now?)

*Response: What you're actually approving is the right-of-way acquisition funds in the TIP for FY 17. There are less than 500,000 for the downtown interchange. Those funds are necessary so that we can continue purchasing from willing sellers who come to us and want to sell their properties. We are not doing any other type of acquisitions at this time. We cannot until our re-evaluation for the downtown interchange and the Westshore interchanges are approved. So, we just want to make sure that everyone is aware of that. Over the next year, we will continue doing the re-evaluation for the downtown interchange and continue completing the other studies that we have on the way. The downtown interchange re-evaluation: we expect to go to public hearings, sometime next Spring so that we can provide a document for approval. We're taking in all of the public input, at this time, to guide us in that document and re-evaluation.*

- What effect does the removal of TBX from the TIP have on the PD&E Re-evaluation Study that is scheduled to be complete in the fall of 2016.

*Response: The question states fall of 2016. It's actually going to be 2017. This study started in late 2015. So we will continue doing the re-evaluation so that we can complete that document and submit it.*

- Could the H. Frankland Bridge project and the Memorial Hwy/I-275 project proceed without improvements to the downtown interchange?

*Response: There's two parts to this question. The answer to that is yes. I will remind you of the discussion that we had last month which said that the Howard Frankland Bridge is a replacement project. It is not a new capacity project. The bridge is nearing its service life expectancy and needs to be replaced.*

*The answer that we will continue to give on that is no, because the whole Tampa Bay Express is a system. It is not individual parts and pieces. It ultimately is a system of toll roads. I heard the numbers used earlier, the 3.3 billion dollar number. Remember the Howard Frankland Bridge is 450 million of that. The Westshore interchange complete rebuild is 650 million of that and the Downtown interchange complete rebuild is 1.2 to 1.5 billion of that number. So, the 50 miles of toll roads / express lanes are on top of that, but is not the majority of that funding.*

· Can the current plan to build the additional lanes move forward even if there is a decision at the State level, at a later date, to not toll these new lanes? If not, why?

*Response: We asked for clarification on that question, but I personally did not see a clarification on that. Given the overall funding scenario for transportation, which is your state and federal gas taxes, I don't see a change in that policy coming, because everybody understands that there's a very heavy reluctance to change the gas tax structures at this time. So, in order for us to continue to build capacity projects, especially on the interstate, express lanes will be considered and toll facilities will continue to move forward.*

Chair Lawson, stated that this was not her question, but she thinks that it is related to places where they have created toll lanes and toll roads in other states, like Maryland, Texas and other places. There has been a citizen toll payer road revolt, and there has been political pressure put on leadership to cancel tolls and it's creating a lot of problems in Texas.

Bill Roberts stated that he asked the question and it came from a conversation that was held a couple of meetings ago. If that policy was to change, what impact would it have on the construction of toll lanes and widening the interstate.

*Response: I've answered that question previously. The Tampa Interstate Study has always had express lanes included in the study. The express lanes were specifically for the through-traffic, where they are not on and off of the local interchanges. If they get on, for example in the USF Area, and they're going to Westshore, it gets them out of the general use and puts them in a lane that bypasses all of the local exits. So, the study has always had them in. The only change was adding the tolling component instead of HOV lanes for through traffic.*

· Please talk briefly about the decision for FDOT/DOT/FHWA to move towards using tolled lanes particularly from the context of the Federal funding and authorization bill MAP-21.

*Response: I'm assuming that's USDOT. MAP-21 incorporated the key flexibilities necessary for tolling on facilities. It's in 23USC, 129 (A) tolling eligibilities, and it speaks to the tolling of newly constructed lanes added to existing toll free interstate highways that are now permitted under this section, as long as the facility has the same number of toll-free lanes after construction as it did before, and it specifically says excluding HOV lanes and auxiliary lanes. This authority was previously available under the express lanes demonstration program section 1604 (b) of SAFETEA-LU. Another part to that is tolling for interstates. Initial construction for highways, bridges and tunnels on the interstate system is now permitted. Prior to MAP-21, such authority was limited to non-interstate facilities under that same section. This change effectively mainstreams the interstate system construction toll program. With the demand for transportation services in and around Florida's metropolitan area, and that demand continuing to rise, and fewer funds to build our way out of construction, we've established the implementation of the managed lanes program in support of that.*

- Which of the growth scenarios will be implemented?

*Response: This was directed specifically at the Hillsborough MPO Long Range Transportation Plan, where the MPO looked at different scenarios. There were three: (1) The Suburban Dream, (2) Bustling Metro, (3) and Corporate Centers, and the final answer to that is they wanted a hybrid of all three.*

*Mr. Clarendon clarified that the hybrid consisted of the Corporate Centers scenario, which basically concentrated employment growth around some of the main line interstates/interchanges, and the bustling metro. Those two scenarios were “hybridized.”*

- What is being planned to improve communication for community outreach?
  - Many residents have complained that they get notifications of event the day of (or even the day after) events. How are these being promoted and what is the plan to improve?

*Response: We had a recent hiccup and the notification did go out late. The notification that I am speaking of was a direct mailer that went to all of the residents. We had advertised it in the paper and posted it on our website. Our timing on that mailer, specifically for Seminole Heights Library Tour was not timely and as a result, we have gone back and we have added two additional meetings to replace the original two so that all of Seminole Heights does have an opportunity to come out to the library and take a look at what we are doing and what we are talking about. Some people did receive the notifications, because we did have more than 30 at each of those two library tours. We apologize. That was not intentional. As soon as we were made aware of when people received them, we immediately added the additional two.*

- Are there Spanish-speaking presenters at these events? Is the literature in both English and Spanish?

*Response: Yes, there are. On the information we put out, we give a contact person so that a Spanish speaking person can call in, or email into those who can talk to them specifically in Spanish. That’s a program we have. We actually have the program for at least eight different languages. We have people in the district that we can refer people to.*

- How can digital communications be used to improve community involvement? (The work schedules and transportation limitations of many residents make attending charrettes difficult or impossible.)

*Response: We use all kinds of different media to exchange our information. We have a website that people can go look at any time they want. We are doing library tours, we’re doing charrettes, we’ve done hundreds of individual small group meetings. We have people come into our office so that we could sit down and talk to. People tell us how they want to talk to us about the project and we’re there. We’re there in the evenings, we’re there on Saturdays, we’ve been out on Sundays. Our whole focus is making sure that people know and understand the information.*

- Are there or will there be competing bids for the toll operations and maintenance?

*Response: Our Florida Turnpike Enterprise, which is also part of the Florida Department of Transportation, will oversee the toll collection for the Tampa Bay Express. They oversee the collection for all of the state toll facilities, and they work with the Expressway Authority. They work with them on the back office operations. We have a statewide coalition where all of the other tolling authorities, they all work together, so that they are consistent. Our maintenance will be through our standard maintenance and contract procedures. Many of you have seen either ICA; there's been different teams that have different contracts on our facilities. We will do a similar contract and that will be the responsibility for the operations and maintenance. We will not know until construction is complete. Timing wise, we would either add to an existing contract or we would go out for a new contract that also included the facilities. The current ones that are out there are ICA; I will have to get you the name of the other one. We have these types of contracts all of over the state. They're call our asset maintenance contracts.*

- What tolls are being proposed (min and max)?

*Response: Toll rates at this point have not been established. As I mentioned before, we have a toll revenue study that is being done. It will be completed later this summer, or sometime early in the fall, and we will be able to provide information at that time. There has been a lot of discussion and concerns expressed because the tolls will be variable. It's no different than your airlines and your hotels, other user based fees that fluctuate with peak periods or non-peak periods.*

- How will drivers know what will be charged when they use toll roads? Digital signs above the road or at entrances? Mobile apps? Other?

*Response: There will be signs before every entrance that says what the toll is going into it. So somebody can make that decision before they enter the toll lanes. Once they're in the toll lanes, the toll does not change for them. If it goes up because it's getting more congested, then whatever they entered under then that's the toll that they will be paying. As an upside, if they enter and the toll reduces, they will pay the reduced toll. If it reduces while they're in the lanes, it changes. If it increases while they're in the lanes, it does not change.*

- Since the City of Tampa's urban neighborhoods will bear the brunt of the TBX expansion, what long term solutions can be made to fund the proposed mitigation options that are requested by the neighborhoods?

- The proposed mitigation efforts the community has come up with will require all agencies to work together to find creative commitments and maintenance plans to help minimize the impacts of TBX. This will require diverse and creative funding streams for maintenance and support from the city, or other agencies that will be required after TBX has affected the neighborhoods. In order to stabilize the neighborhoods again, and to help them continue their dramatic upward trajectory, can a portion of the toll money be set aside for the ongoing mitigation efforts, both the initial projects, maintenance plans, and future community assets and needs? Can a fund be established that the city and/or the neighborhoods could utilize after the initial mitigation efforts are complete to assist in maintenance of the mitigation projects, expansions of their impact, and future unforeseen community issues that will arises because of the TBX expansion?

*Response: There is a very specific Florida Statute 338.166, that speaks to toll revenues and what they can be used for. If I had to answer the question with a yes or a no, the answer would be a no. Part of what we are able to do as we are building the project is provide funding to implement different amenities that we are talking about. I'm going to address a little to that further on in the questions, but as far as long term maintenance, no, we're not able to do that.*

- Will you provide a list of the addresses for properties remaining to be acquired for the TBX Right of Way which are related to the downtown interchange?

*Ms. Hunt's Response: No, we will not. Property owners' names and addresses are exempt from public records requests as outlined in Florida Statutes 119.0711. We have provided folio numbers under multiple public records requests, to the best of our knowledge. We have done a little bit more detailed analysis and provided that at Commissioner Beckner's request to look at the human element and how many people, as best we know at this time. We do not have a complete listing at this time.*

- What is the taxable value of these remaining properties on the Hillsborough County tax rolls?

*Response: We do not collect this data. What we did was take a look at the folio numbers and looked at the Property Appraiser's data and our estimate is the taxable value of the remaining right of way is approximately 35 million, and the taxable value of the remaining right of way for the I-275/60 Interchange is approximately 63 million.*

- Identify 3 or more examples of mediation solutions which have already been reached with property owners for property related to the Downtown Interchange re-build? Exclude the relocation of the church which was funded by a special State appropriation.

*Response: There's a number that we have agreed to already: in the Robles Park area, we will be elevating the interstate so that we can provide connectivity between our storm water pond that will be on east side of the interstate and be able to provide trails and connectivity to the west side of the interstate where Robles Park is. There is a pond in the northwest quadrant of the MLK interchange, where we will be rebuilding the MLK interchange there at I-275. There were concerns expressed by the residents that live on Central Avenue. There were some very specific family concerns that were expressed. We went back and we re-evaluated the pond in that area and we are making adjustments to the pond so that the homes facing Central Avenue will not be affected. We will still be purchasing the two commercial properties along MLK, but those homes facing Central Avenue will not be affected. The homes that are on the backside of those homes that directly face the interstate will still be affected.*

- What is the estimated timetable to have completed acquisition of all the required Right of Way for the TBX project? Will this process continue following a decision in June by the MPO?

*Response: Right of Way acquisition will take approximately 36-42 months from the date our PD&E re-evaluation is approved. That is very key. The longest lead times are associated with commercial properties where there is relocation associated with many of the tenants, and that*

*can be a commercial business property or a commercial rental property. The one that comes up the most commonly is the Mobley Park Apartments.*

- What are the specific steps this community would need to take to get fixed rail transit options as part of its mobility solutions, beyond the dedicated funding source and community commitment?

*Response: The first is the 2-year feasibility study, the second step is getting into the FTA Process (the 24 months is to do what's necessary within the process from a preliminary design and engineering perspective and getting the local funding commitment). Once the local funding commitment for 30-years of operations and maintenance is made, then the state and the federal government can then commit our funding for the capital portions of it, as well as the minimum operating that goes along with that.*

- As you know in a recent study, our region performed miserably in terms of our outdoor air quality. With highway traffic and automobile emission being such a dominant contributor to pollution, small particulate dust, and overall air quality which is so detrimental to the neighborhoods adjacent to the highway, what steps is FDOT taking to help Tampa's air quality improve?

*Response: On all of our projects, we consider air quality following state and federal guidelines. The department does not have a program that helps any individual cities' air quality, because air quality is handled at a local level. Air quality is far more than traffic emissions. It includes the local roadways, could be traffic. It includes the industrial facilities in the area, the power generating facilities, construction, other modes of transportation, whether it be the airports, buses. Air quality is not predominantly a transportation issue. No area in the state of Florida has been designated non-attainment for either carbon monoxide or the current particulate matter standards.*

- What air quality standards does FDOT measure currently?

*Response: We use the National Ambient Air Quality Standards (NAAQS).*

- Will studies be done to quantify what the additional pollution the additional lanes of traffic from TBX will produce?

*Response: Yes. We do studies as a part of PD & E Studies and Re-evaluations to make that determination. We've done that already on the segment in Pinellas County, and there was not an issue. The NAAQS will not be exceeded as a result of that project, so there's no mitigation necessary. We have not completed the studies for the rest of the projects, because they are at varying stages of development.*

- What specific action is FDOT taking to mitigate air pollution for the urban neighborhoods so that our friends from Pasco can have a faster commute?

*Response: If the areas that are analyzed are below the NAAQS's, there's not mitigation needed. We won't know if anything is necessary. Generally, we go through that process and generally the agencies that are responsible for addressing that are the Environmental Protection Commission*

*of Hillsborough County (EPC) or the Florida Department of Environmental Protection (FDEP). If there is determined to be an issue, then we will be working with those agencies, moving forward.*

- What specific mitigation efforts will be done in the affected urban neighborhoods to mitigate the additional pollution caused by the TBX expansion?

*Response: Don't know at this time, as it depends on the outcome of the study.*

- What functional landscaping options, (such as bamboo, oak trees, etc.) will FDOT consider to absorb and filter the highway pollution and the noise pollution associated with this project?

*Response: What specifically came out of the charrettes process is no palm trees; so, there will be no palm trees. According to Federal Highway Administration, it takes a hundred feet of dense and tall vegetation to have any audible reduction to highway noise; therefore, landscaping is not used to mitigate noise from the highway. Landscaping may be used as a visual barrier. Highway noise is mitigated via sound barriers or walls, according to both state and federal guidelines. These determinations will be made as we go through the PD & E or through the re-evaluation process. The section north of downtown going up to the USF area, even though we are staying within our existing right-of-way, is our opportunity to go in and build the noise walls that Seminole Heights and the communities on either side of the interstate have been asking for, for years. The only time we have the opportunity to go in and put sound walls is when we are adding lanes to the interstate or to other facilities.*

- Can outdoor air quality monitors (similar to programs in Louisville and other projects in the links below) be added to the neighborhoods and mitigation efforts to monitor the air quality, report when hazardous conditions are present, and help with future solutions to improve living conditions for these City of Tampa neighborhoods?

*Response: We don't know that they are needed at this time. We will do some research, but as I said before, no area anywhere in the state been designated non-attainment because of highway pollution.*

- The FDOT urban design standards are over 20 years old. Based on the community input discussed in the meetings will the guidelines be updated to address more current urban design issues, such as shade, lighting, functional landscape, impacted land use, and adjacent neighborhood programming? Additionally, other district around the state have produced "esthetic manuals" for projects of this magnitude and community impact.

- Will FDOT produce an "aesthetics manual" for the TBX project that is a combination of the community input and high design this community deserves?

*Response: As you know, we developed urban design guidelines when we did the original Tampa Interstate Study, very progressive guidelines that we have been implementing with each of the projects that have already been built. As we go through this charrette process and other public involvement processes, we will be incorporating commitments from those processes into our re-evaluation study. Is it specifically in the design guidelines. I don't know all of the ins and outs of*

*that, but it will be incorporated into the re-evaluation document, which then is a formal commitment to the public that this is what we are going to do.*

- Which disconnected intersections are slated for overpasses? Which are not?

*Response: In the Westshore Business District, we have very specific ones that have already been defined: Rio, Occident, and Trask Streets, that we have been working with the City of Tampa for years on. Those are going to be reconnected when we rebuild the Westshore Interchange. In the downtown Tampa area, a number of requests have come up through the charrette process, as well as from other community meetings, and so we are working with the City of Tampa to try to determine which ones we can and can't reconnect. We are looking at, at least 4, possibly 5 or 6 to reconnect as we go through this process. Some of the commitments that have been made are: the overpass at Robles Park, enhanced connections at Doyle Carlton; existing overpasses. On the section north of downtown – where we're just going to be adding a lane in each direction for the express lanes – for overpasses through that area, we're going to add lighting so that it is a brighter safer place. We're also looking at removing the sloping walls and make them straight, so that it widens the underneath for bicyclist and pedestrian activity, provides space for bus stops so that it is covered and shaded, especially during the summer months that will provide shelter for folks, as well as, make it a safer place and a more comfortable place for people to go. There are homeless people that are living underneath the interstates and interchanges and this will help preclude this from occurring in the future.*

- If studies revealed a better alternative than a toll road, would the FDOT consider it?

- We appreciate your willingness to fund transit projects if our community can come together.

We understand the vast majority of the communities' comments in the public meetings are pleas for transit options, which is backed up by the MPO's 2040 long range transportation plans which clearly indicates the desire for fixed rail transit from USF to downtown to the Westshore area (three of the largest employment districts in the region). We understand that NO transit, can be funded without a local commitment of resources, and an alternative analysis study. While we are waiting for our communities' leadership to match the desires of its citizens, can FDOT complete the Alternative Analysis study needed for any federal funding and address any other road blocks that would need to be accomplished so these communities long, slow path to transit could be minimized and the time line shortened?

- What would it take for FDOT to proceed in a rapid fashion to finish the alternative analysis study to assist this community in getting closer to its expressed goals?

*Response: I'm going to use the term Alternative Analysis Study now, and then I'm going to stop using that term because the overall federal process has changed and they do not have an alternatives analysis process now. So what I am going to explain is what the new process is and that's the process that the Department of Transportation and HART are working on. At the end of the day, when the feasibility study is completed, in 18-24 months, the feasibility study will provide what's necessary to send a letter to FTA to request that whatever the preferred alternative that comes out of the feasibility study then be admitted into the federal process. That's the whole purpose of the feasibility study. I would really like for you all to receive a presentation from HART at a later date with the details. They can sum it up and these are the 10-12 things that have to be completed as part of the study and then the HART Board can then adopt the preferred*



*alternative that is necessary for anything to move forward and then the letter can be submitted to FTA. The great part of the change that has occurred is that when you submit your letter to FTA, initially to be accepted into the process, you do not have to have that local funding commitment (the 30-year commitment). You will then have two years, once they have accepted you into the process and have committed funding to the process, you will have 2-years (24-months) to complete the next steps and gain that local commitment of funding. If the local commitment of funding does not occur in that 24-month period, it doesn't move any further, but you do have additional time. So we are looking at about a 4-year window in which to gain that support and gain the commitment. As mentioned before, the feasibility study is anticipated to start in the fall of 2016. HART is currently taking a look at what consultants could move forward with that.*

Following Ms. Hunt's response to all of the questions, there were additional questions from committee members.

Kevin O'Hare had a question regarding the toll revenue study. Mr. O'Hare wanted to know when will the study be available to the public?

Ms. Hunt stated the study will be completed in the next 2-4 months and will be available on the website after completion.

Mr. O'Hare had a question regarding the FTA's rule changes regarding local commitment. Mr. O'Hare wanted to know when the change took place.

Ms. Hunt stated that she did not know the specific date; however, it was in the last two years or three years. If you take the time to go through the HART Premium Transit Feasibility Study Request For Proposals, it clearly defines the steps.

Mr. O'Hare also wanted to know how can we assure the results that came from out of the charrettes will be funded? And if there is a funding source for it, will the burden be placed on local government, or will FDOT pay?

Ms. Hunt stated that presentation from the June 7, 2016 charrette will be posted online. The presentation states that they still have to work through the requests to see what can and cannot be done and see what it's going to cost. We agree that mitigation will be done after working with HART and with the City of Tampa, and there will be another meeting held late August to state the specific commitments that can be made. FDOT will provide funding for mitigation strategies that they commit to and they will also provide information so if there are additional ones that the City or others want to move forward with, they can. It will be provided as part of the project. What hasn't been determined is all of the commitments that FDOT can make yet, and do they have it built with the roadway contractor, or do we provide the funds to the local governments for them to build it because they have more experience and have different contractors that are accustomed to building those types of facilities. The contractors will do the overpasses, the lighting and change the walls.

Chair Lawson had a question regarding the FDOT funding mitigation that they agreed to.

Ms. Hunt stated that it depends on what the discussion is in late August. For example, on the overpasses and the lighting, that is generally low-maintenance and so the City would ultimately maintain it. FDOT will fund the lighting and the change in the walls, the rebuild of the sidewalks, bike lanes striping, and do that type of work. For each request that has been made, there's a

different answer for, that's why they would have to have a couple of months to work through that part of the process.

Chair Lawson wanted clarification regarding FDOT not funding all of the mitigation.

Ms. Hunt stated that FDOT will not be funding all mitigation that has been requested. The mitigation, once it is determined what that mitigation will be, FDOT will fund it. If there are other things that came up during the project, the process that the locals want to do, in addition to what we are doing, that will be their option to do. FDOT is providing information as they have it.

Tracy Wisneski stated that the comments provided about FDOT funding mitigation were vague.

Ms. Hunt stated that the process does not happen overnight. The things that were requested of FDOT by the MPO Board at the August meeting, have been completed. We have done public involvement, got information to work with, do we have all of the answers at this point? No. We never said that we would have all of the answers, because the reality is that you're not going to have answers in that short of a timeframe. FDOT can come back after they complete the charrette process in August/September and provide an update so that you are more comfortable that yes, FDOT is continuing to work with the information as they move forward.

Beth Alden, MPO Executive Director, provided comments regarding addressing the community's needs. Ms. Alden suggested members to take a look back at the 2040 Transportation Plan and the significant amount of unfunded needs that exist at the local government level. A number of things are local government's responsibilities and our transit agencies responsibilities for better bus service and better bus shelters.

Adam Fritz wanted to know if there was a new term to call the Alternative Analysis.

Ms. Hunt stated that they are utilizing feasibility study.

Mr. Fritz wanted to know if the CAC could receive a copy of the RFP that went to HART. In addition, Mr. Fritz suggested that the steps be repeated prior to each presentation.

Ms. Hunt stated that FDOT will provide the slides that shows what is in each of the steps.

Mr. Clarendon stated that he did not know if the RFP was fully completed and suggested HART attending a meeting to make a presentation on the RFP.

Mr. David Wilson made comments regarding what he has heard about the project not solving the congestion problems. What does the project accomplish? Does it accomplish what the community wants?

Ms. Hunt referenced Hillsborough County's Long Range Plan and Imagine 2040, that two things stood out (1) TBX and (2) Transit Alternative (that has not been defined as of yet). TBX by itself does not fix the problem. Eventually a premium transit solution is needed in Hillsborough County. TBX increases the capacity and provides a congestion management tool that can be used to give people an opportunity to choose a reliable commute, or take their chances in the general purpose lanes.

Mr. David Wilson inquired about the discrepancy with federal secretary vs. our state organization with TBX.

Ms. Hunt stated that her understanding of what Secretary Foxx is saying is that no new interstates will be built through certain communities/intercity communities. He's not saying that there will be no interstate expansion.

Mr. Wilson wanted to know Ms. Hunt's opinion about the safety concerns on the Miami toll roads.

Ms. Hunt stated that the important distinction between Miami's project and Tampa's project, is that Miami's project was a retrofit of existing HOV lanes that were not productive. The lanes were not designed from scratch. In regard to the eleven foot lanes, FDOT will not building anything that will be unsafe, because they have a process that they have to go through and the feds has a process that states what can and cannot be done. There is nothing that states eleven foot lanes are unsafe. FDOT's number one priority is safety.

Mr. Bill Roberts wanted to know at what point would FDOT commit to mitigation. In addition, Mr. Roberts wanted to know where will we be a year from now in the process?

Ms. Hunt stated that a year from now, the public hearing would have just been held on the downtown interchange. Going into the downtown interchange public hearing, is when we do all of the discussions and make the determinations on what mitigation will be incorporated. Going into the public hearing, people will have the opportunity to comment on what FDOT is proposing to move forward with.

Mr. Fritz had comments regarding the fund that was setup to move houses and the process.

Ms. Hunt stated that she was not aware of a specific way that FDOT could set up a fund, but they are working with the City of Tampa on the intent to apply for Every Place Counts funding, through the USDOT, that would provide some funding towards mitigation as well. FDOT worked with the City of Tampa when they identified homes to be moved (due to the expansion of I-4). FDOT purchased the properties and paid to move the properties, they paid to renovate some of the properties and put them up for sale. The money from the sales was put into a revolving loan program for others that wanted to do improvements on their properties. Next time FDOT presents they will bring back more information.

Mr. Kevin O'Hare wanted to know if the community will have an opportunity to look at things that will be funded and items that will not be funded by FDOT, coming from the charrette process. In addition, what items will be funded by the County and other entities that fund projects and mitigation efforts.

Ms. Hunt stated that there will be another library tour in the fall and there will be opportunities to comment at that time.

Ms. Wisneski wanted clarification regarding volunteer property acquisition.

Ms. Hunt stated that the acquisition that has been done in the downtown interchange area to date has been voluntary property acquisitions.

Mr. O'Hare wanted to know what FDOT has recognized over the past year as a major concern from the community?

Ms. Hunt stated that the major concern is what happened back in the 60s is going to happen all over again, and nothing is going to be done to take care of the people who live, work, and play in those communities. The FDOT has very stringent rules and processes that they must follow and there are some things that they do not control. FDOT's responsibility is to move people and goods, and preserving environments and communities. There's a strong community that says we do not want it at all, and there also many people that understand that with continued growth within communities for Hillsborough County to continue to grow, for the City of Tampa to develop into the City that it really wants to be that growth is a part of that. As a part of growth, you have to have transportation infrastructure to support the growth. There has been an acknowledgement that a premium transit system is necessary. The biggest was request was to reconnect with the community.

Chair Lawson made comments regarding approving a policy that says we are moving forward with the design and construction of the project.

Ms. Hunt stated that the MPO Board and Committees have been approving the design and construction for this project for the last twenty years, because the information has been included in the studies and the Long Term Transportation Plan. TBX is 86% funded with state Strategic Intermodal System funds, and if the Hillsborough MPO does not accept the project, it sends the message that this region is not interested in the TBX project and the funds will go to another region that is interested.

Chair Lawson mentioned looking at a comprehensive plan that meets the needs of the community.

Mr. Walter Niles made comments regarding Tampa Heights and Seminole Heights communities suffering more than suburban Hillsborough County.

**Following discussion, Mr. Bill Roberts made a motion to move the TIP forward to the MPO for approval. The motion was seconded by Mr. David Wilson. After discussion, the motion carried with a vote of 7 members for and 3 opposing, with Mr. O'Hare, Mr. Fritz and Chair Lawson voting against the motion.**

It was noted that Mr. Vance Arnett was not present for the meeting; however, he submitted a letter that would constitute a "no" vote. Rich Clarendon will ask Mr. Arnett, since there is consensus of the group, if he is in agreement in moving his letter forward to the MPO Board.

## **B. Regional Multi-Use Trail & Transportation Regional Incentive Program (TRIP) Priorities**

Beth Alden, MPO Executive Director, presented regarding information on the MPOs in the region working together under TBARTA's MPO Chairs Coordinating Committee (CCC) to update regional priorities for funding for two programs that are allocated on a regional basis. The first program provides funding for regional multi-use trails, and the second is the TRIP. State funds are made available through this program to help local

governments and others pay for transportation projects that benefit regional travel. TRIP funds for 50% of the project costs.

**Following the presentation and brief discussion, David Wilson made a motion that the CAC support the recommended regional trails and TRIP priorities and forward them to the MPO Board for approval. The motion was seconded by Kevin O'Hare and carried unanimously.**

## **STATUS REPORTS**

### **A. Downtown Car-Share/On-Demand Shuttle Services**

Karen Kress, Tampa Downtown Partnership, presented information on the new electronic shuttle program using six-passenger low speed vehicles to increase transportation options in the Downtown Tampa Special Services District. The target launch date is summer, 2016. In addition, Ms. Kress provided information on the Downtown Zip Car, which is a pay to use vehicle membership program.

## **OLD AND NEW BUSINESS**

### **A. Tampa – Hillsborough Greenways and Trails Master Plan Update (deferred to July 13<sup>th</sup> meeting)**

Rich Clarendon, MPO Staff, informed board members that this item has been on previous agendas but never presented due to a lack of time, so the update will be provided at next month's meeting.

## **ADJOURNMENT**

**There being no further business, the meeting was adjourned at 11:42 am.**



**TAMPA BAY EXPRESS**  
*A NEW CHOICE FOR A BETTER COMMUTE*

City of Tampa Community  
Redevelopment Agency

June 9, 2016

Florida Department of Transportation,  
District Seven



**OUTLINE**

**Community Changes**

Social and Physical

**Anticipated Growth**

Population and Employment

**Land Use and Comprehensive Plans**

**Community Enhancements**

# Social and Physical Changes

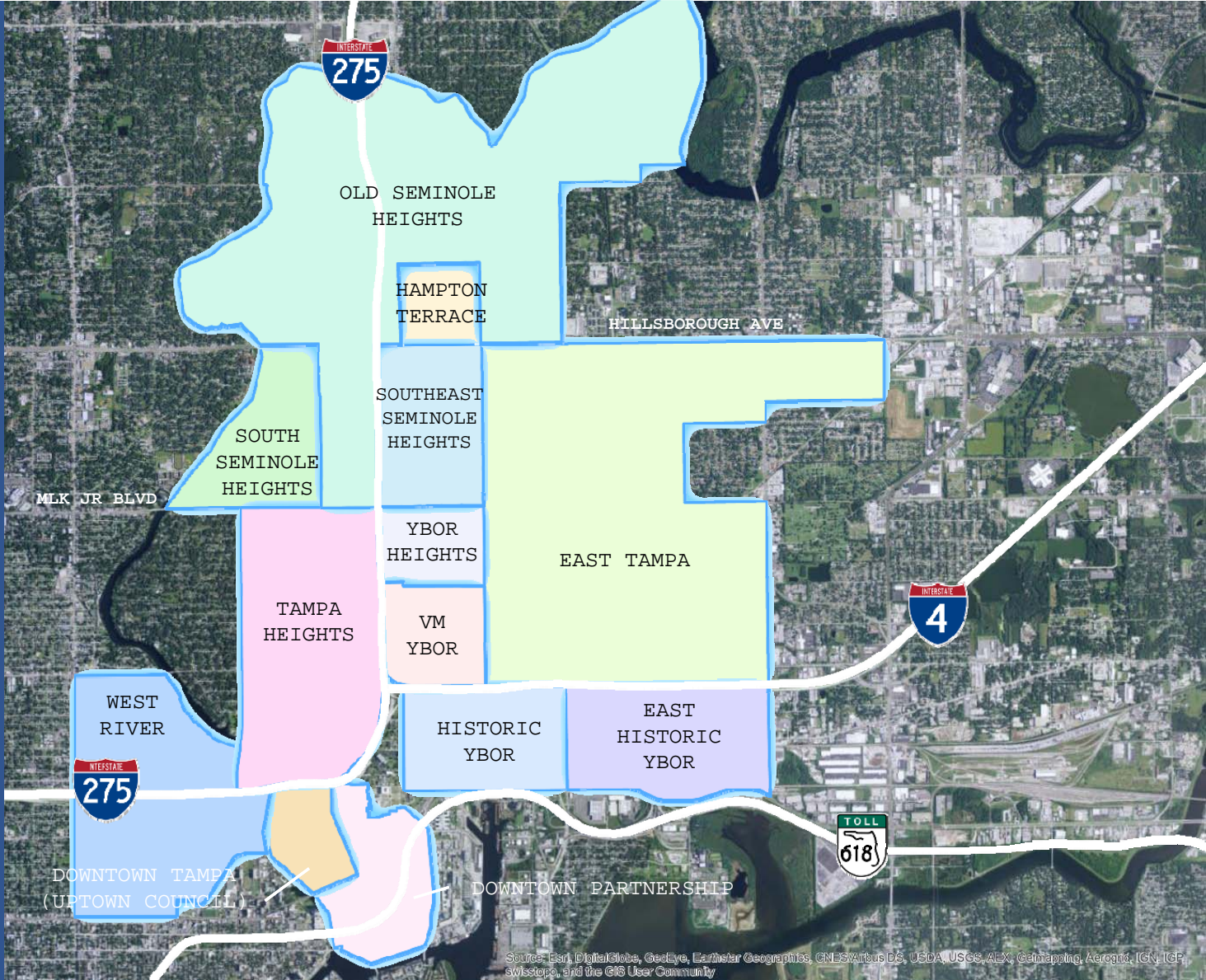
Seminole Heights

Tampa Heights

West River

Ybor

Downtown Tampa





# Social and Physical Changes

Old Seminole Heights

Tampa Heights

West River

VM Ybor

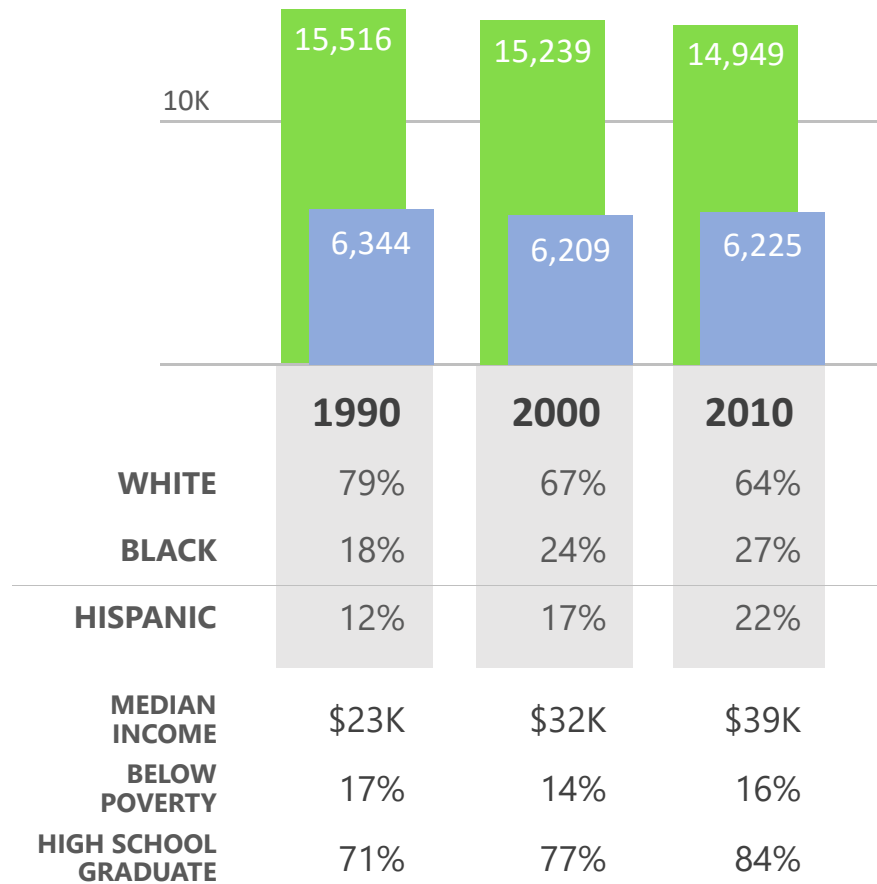
Downtown Tampa

<http://www.tampabayexpress.com/community-plans/>

04



## POPULATION HOUSEHOLDS



# Social and Physical Changes

Old Seminole Heights

Tampa Heights

West River

VM Ybor

Downtown Tampa



Seminole Heights Regional Library



Community Pool (when reopened)



Morning Market

# Social and Physical Changes

Old Seminole Heights

Tampa Heights

West River

VM Ybor

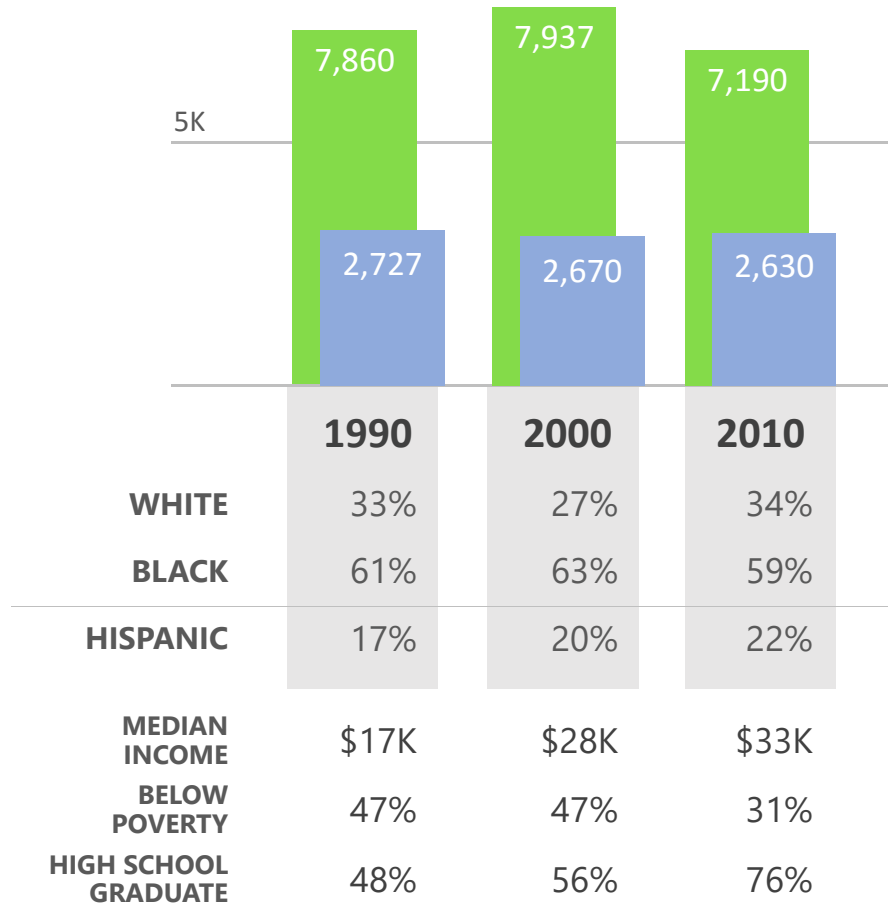
Downtown Tampa

<http://www.tampabayexpress.com/community-plans/>

06



## POPULATION HOUSEHOLDS



# Social and Physical Changes

Old Seminole Heights

Tampa Heights

West River

VM Ybor

Downtown Tampa

<http://www.tampabayexpress.com/community-plans/>

07



Ulele Restaurant



Waterworks Park



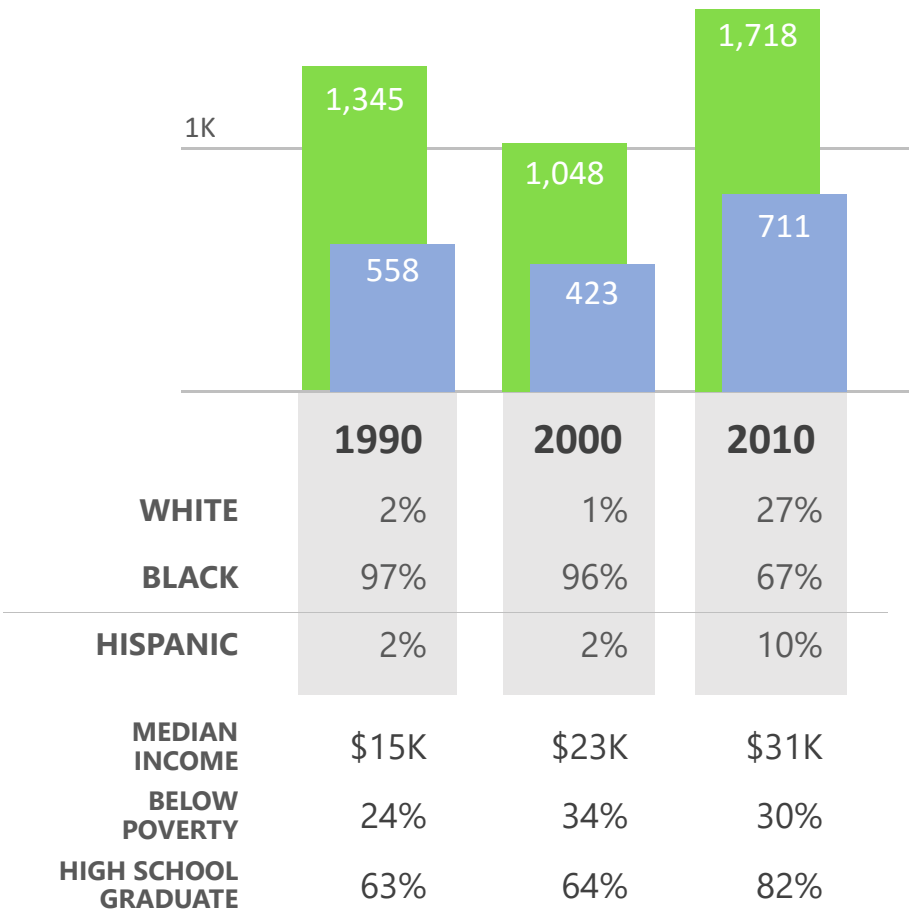
Riverwalk

# Social and Physical Changes

- Old Seminole Heights
- Tampa Heights
- West River
- VM Ybor
- Downtown Tampa



## POPULATION HOUSEHOLDS



# Social and Physical Changes

Old Seminole Heights

Tampa Heights

West River

VM Ybor

Downtown Tampa



Hillsborough River



University of Tampa



Julian B. Lane Park

# Social and Physical Changes

Old Seminole Heights

Tampa Heights

West River

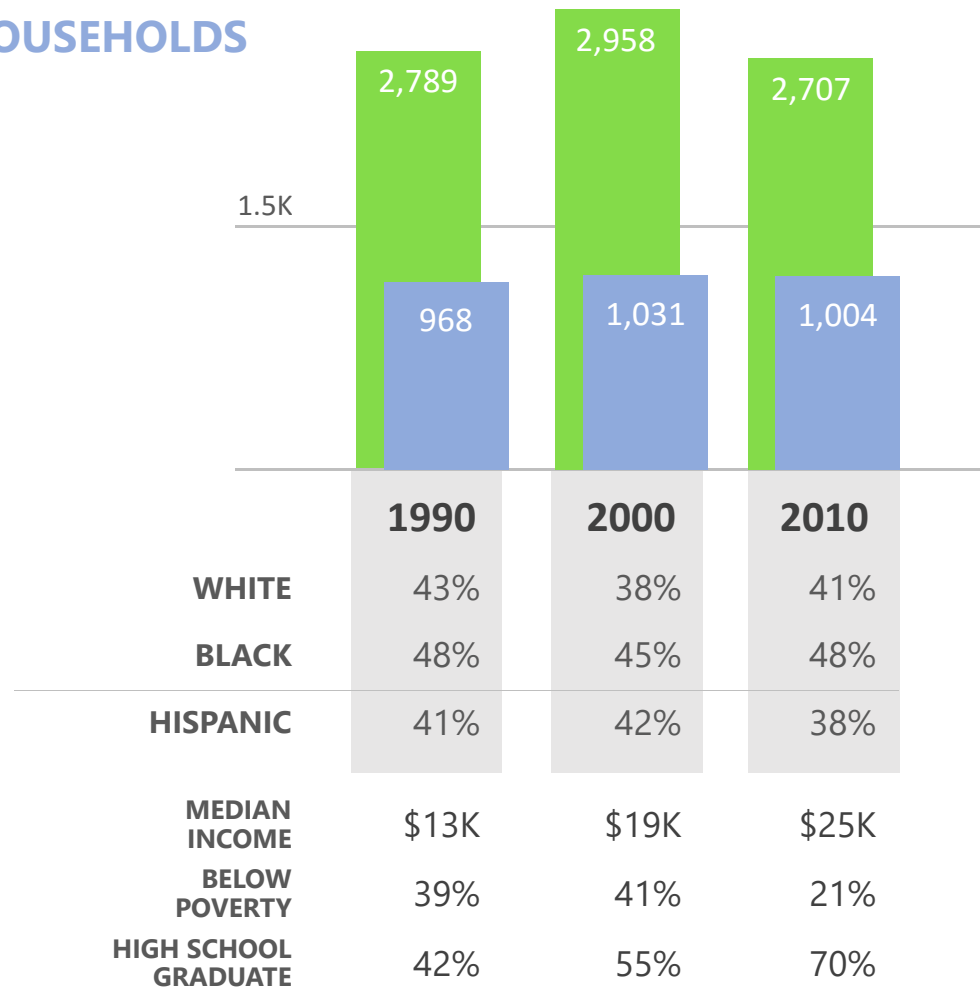
VM Ybor

Downtown Tampa

<http://www.tampabayexpress.com/community-plans/>



## POPULATION HOUSEHOLDS



# Social and Physical Changes

Old Seminole Heights

Tampa Heights

West River

VM Ybor

Downtown Tampa



Ybor City Home Revitalization



Nebraska Ave Improvements





# Social and Physical Changes

Old Seminole Heights

Tampa Heights

West River

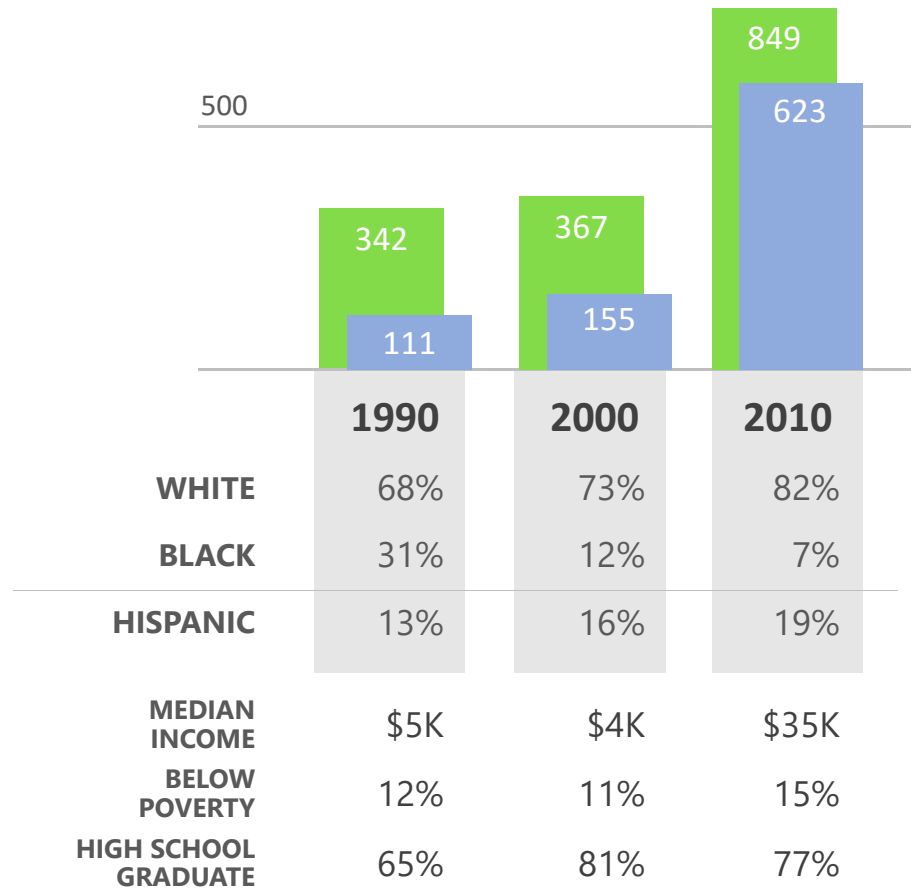
VM Ybor

Downtown Tampa

<http://www.tampabayexpress.com/community-plans/>



## POPULATION HOUSEHOLDS



# Social and Physical Changes

Old Seminole Heights

Tampa Heights

West River

VM Ybor

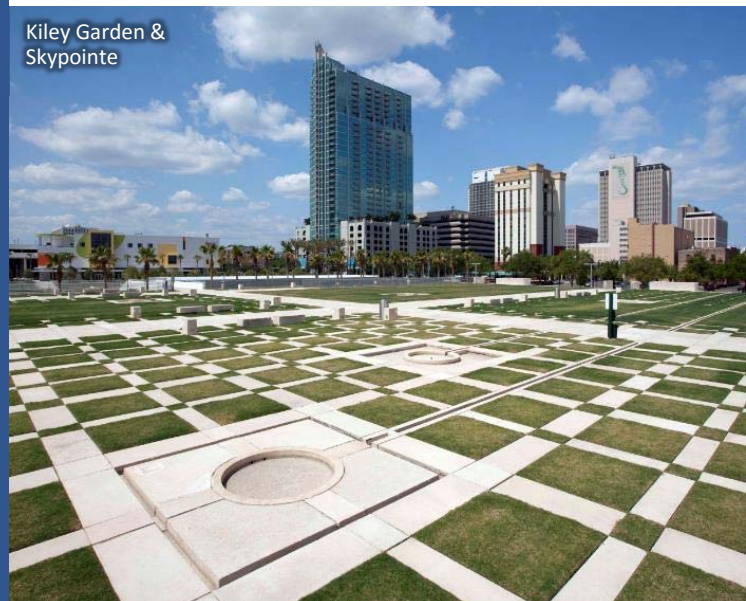
Downtown Tampa



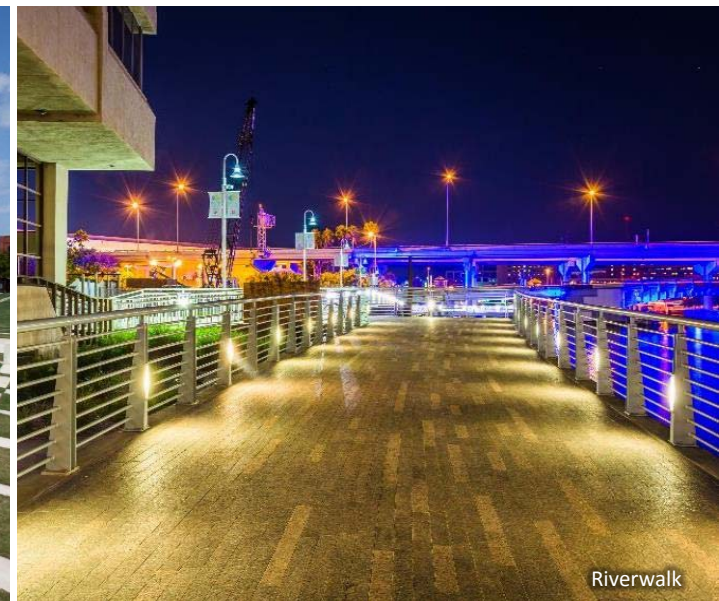
Perry Harvey Park



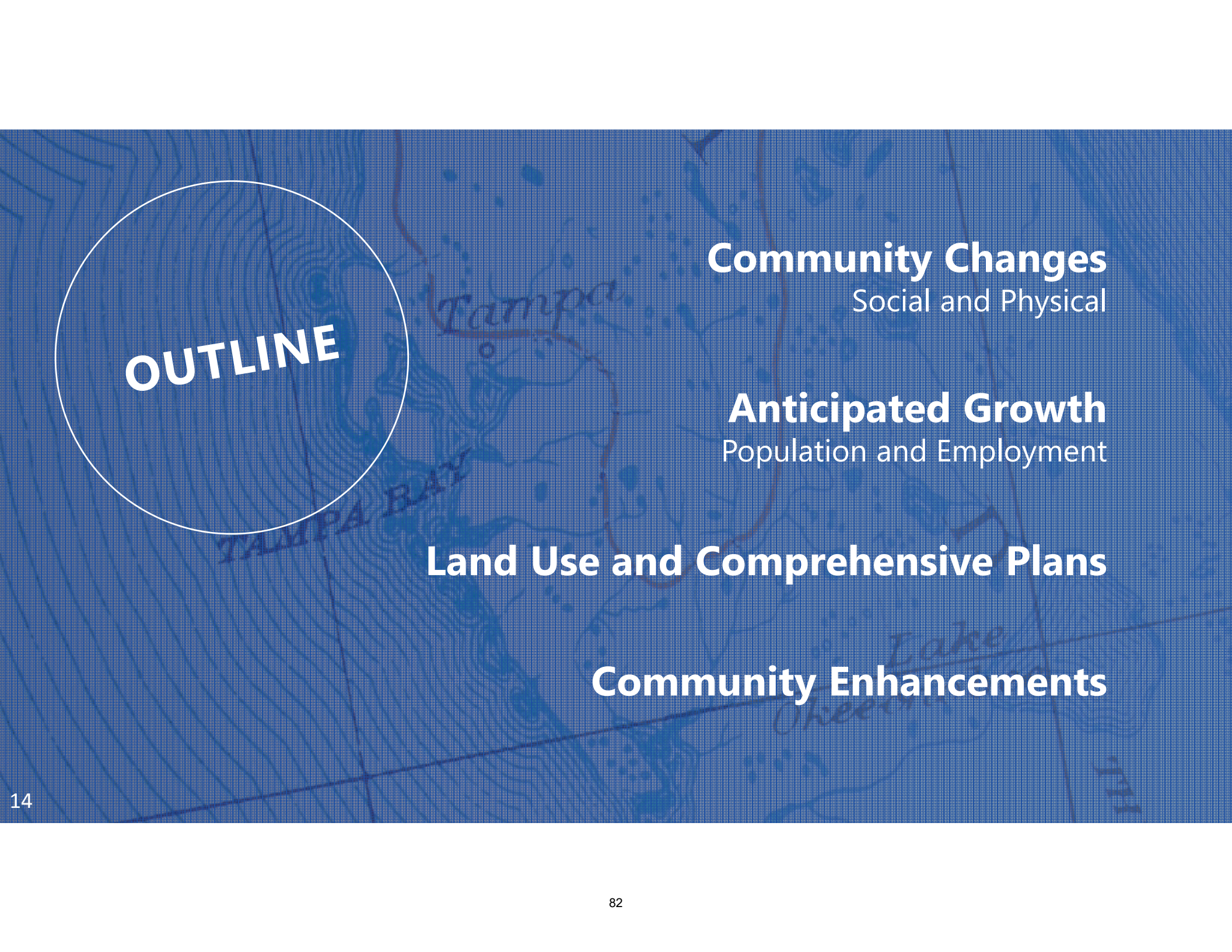
Curtis Hixon Waterfront Park



Kiley Garden & Skypointe



Riverwalk



**OUTLINE**

**Community Changes**  
Social and Physical

**Anticipated Growth**  
Population and Employment

**Land Use and Comprehensive Plans**

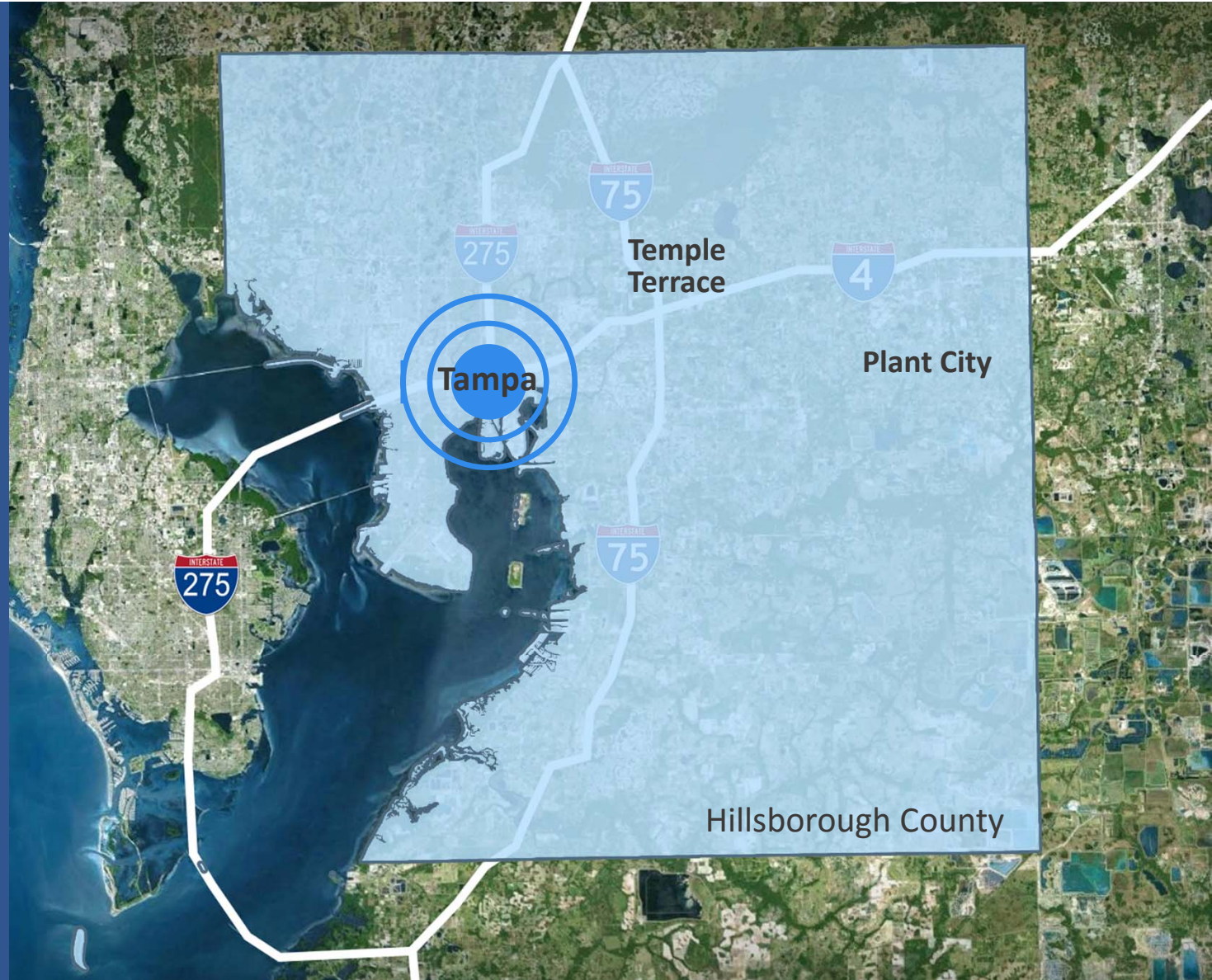
**Community Enhancements**

# Our Region is Growing

Hillsborough will welcome 600,000 new residents by 2040

- 70,000 in Tampa's urban core
- Over 500,000 spread across other areas Plant City, Temple Terrace, and unincorporated Hillsborough County

Source:  
City of Tampa's Comprehensive Plan, Imagine 2040

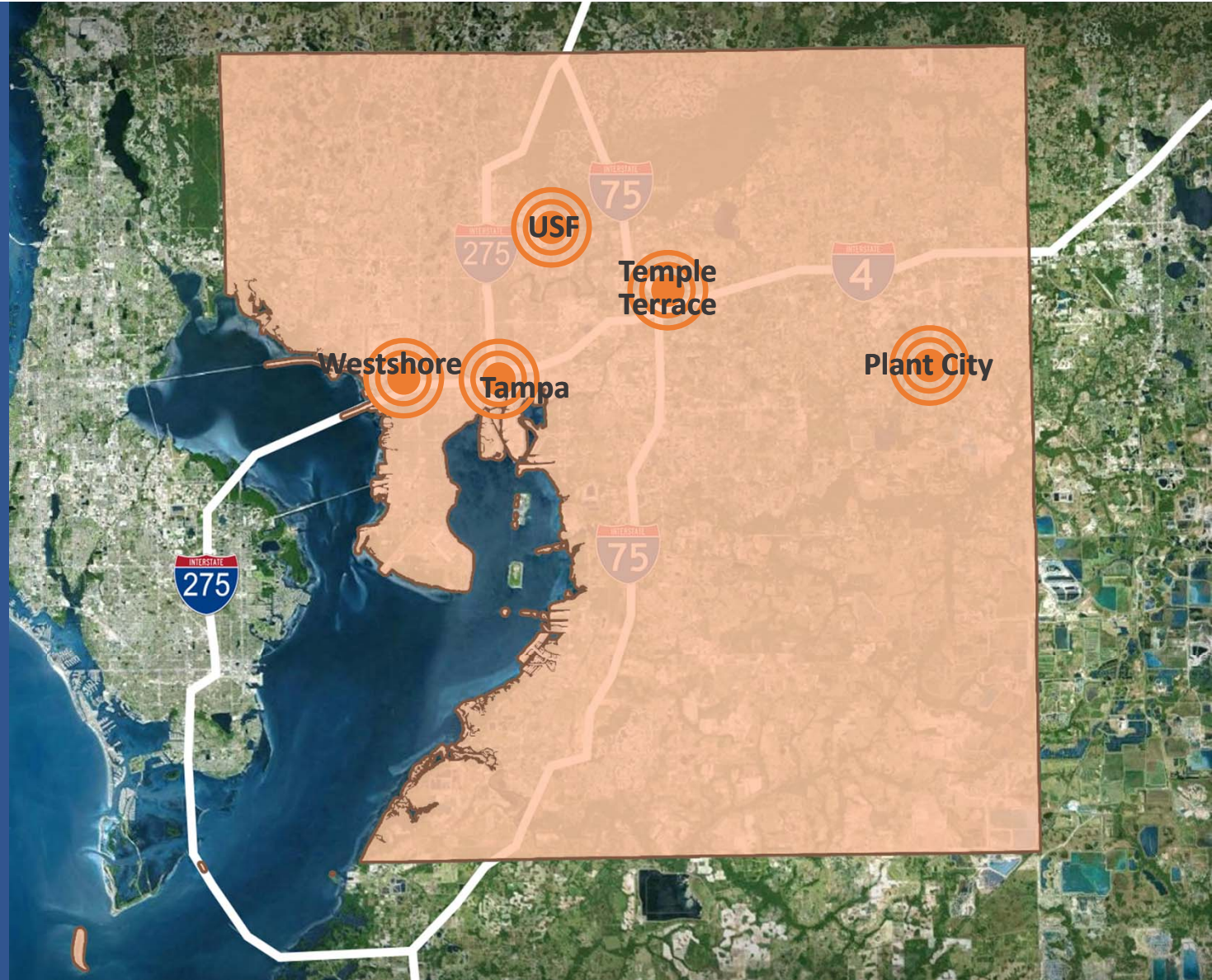


# Our Region is Growing

Hillsborough will welcome 400,000 new jobs by 2040

- 80,000 in downtown Tampa and surrounding area
- 30,000 in Westshore
- 30,000 in USF/Innovation District
- Over 250,000 spread across Plant City, Temple Terrace, and unincorporated Hillsborough County

Source:  
City of Tampa's Comprehensive Plan, Imagine 2040



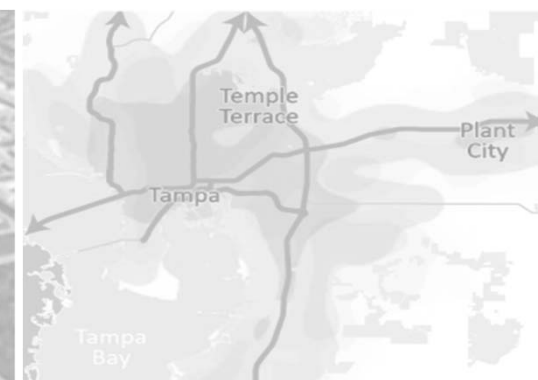
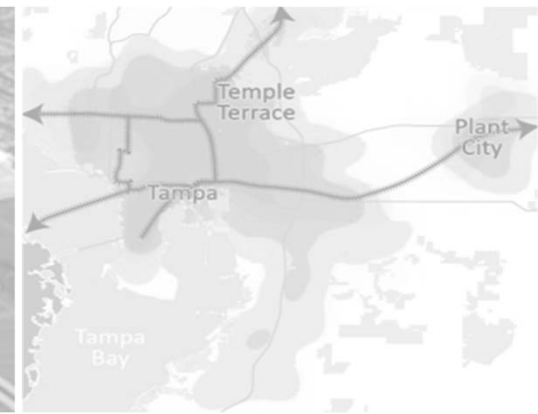
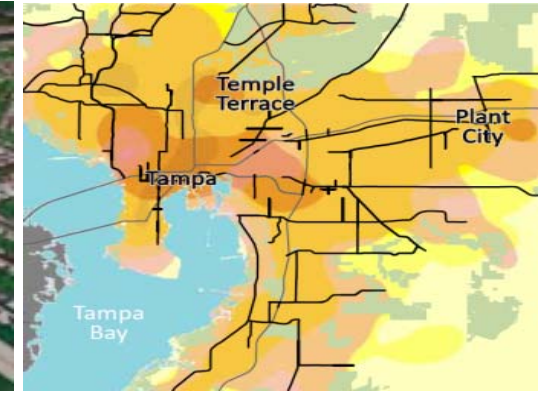
# Imagine 2040 Vision for Growth

## Growth Scenarios: Suburban Dream

- Expand the growth boundary making room for new suburbs
- Extend roads & water lines, rebuild major intersections

## Bustling Metro

## New Corporate Centers



# Imagine 2040 Vision for Growth

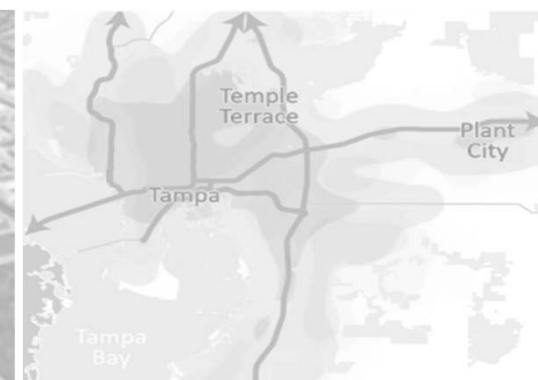
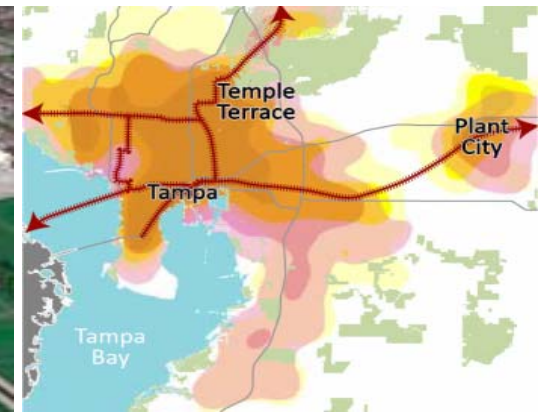
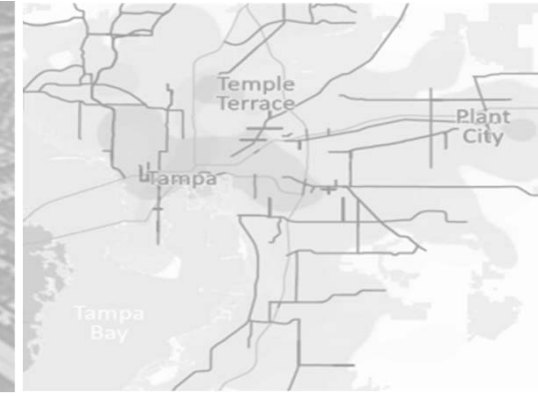
Growth Scenarios:

Suburban Dream

Bustling Metro

- Create new town centers in older commercial areas
- Add rapid bus, rail, circulator shuttles, walk/bike connections

New Corporate Centers



# Imagine 2040 Vision for Growth

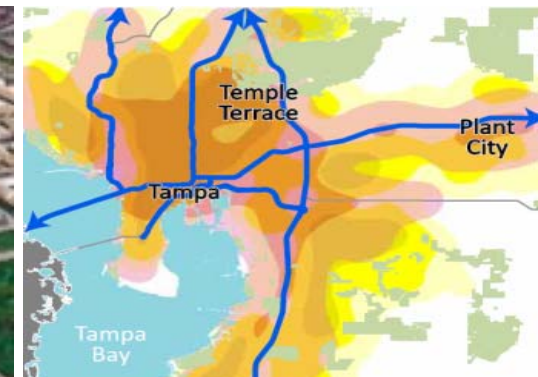
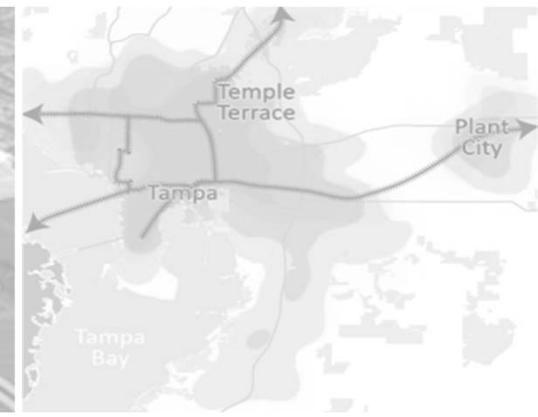
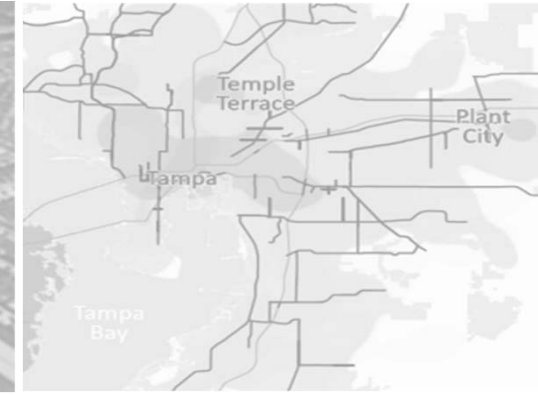
Growth Scenarios:

Suburban Dream

Bustling Metro

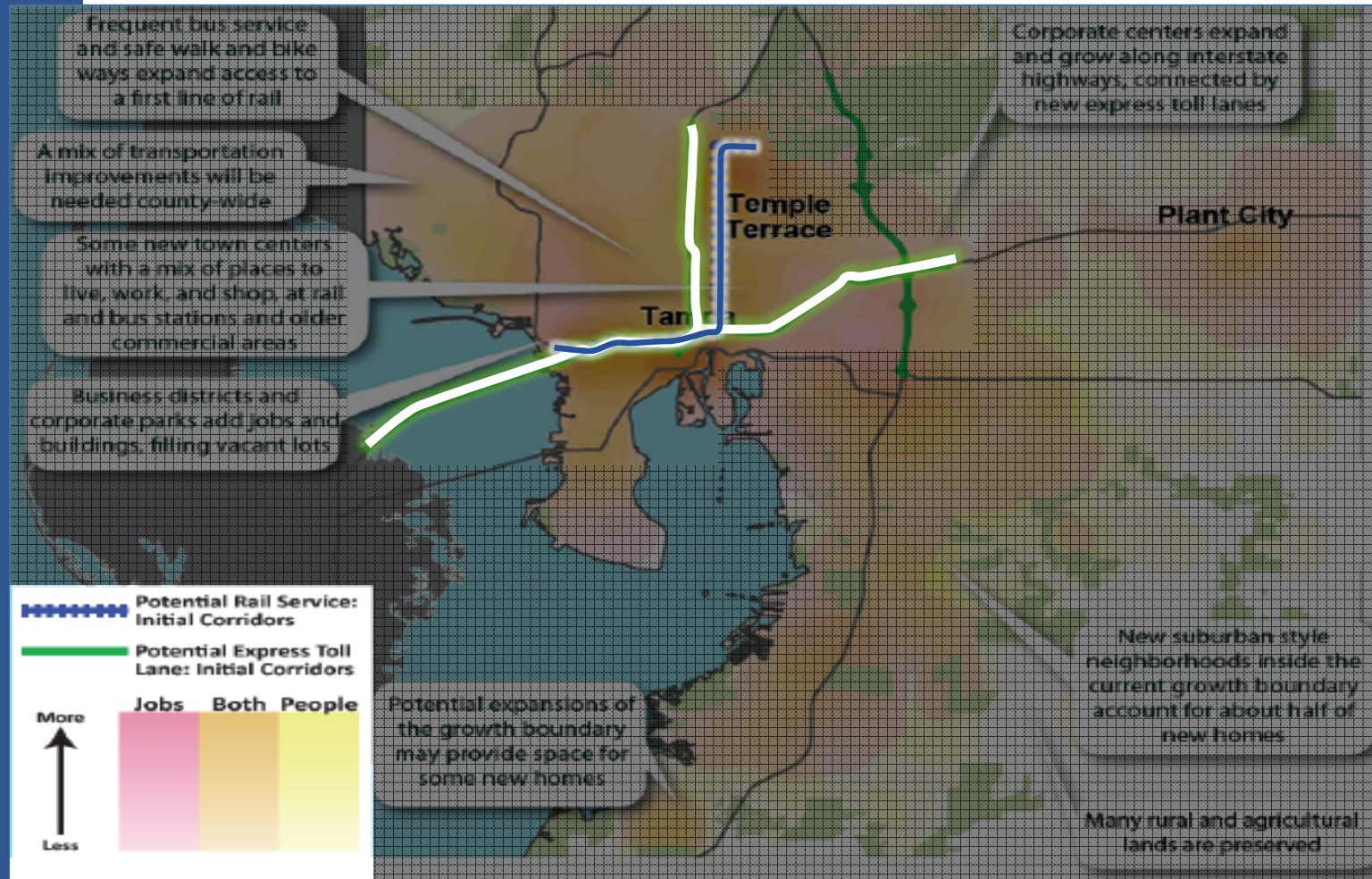
New Corporate Centers

- Create new corporate parks along major highways
- Add new express toll lanes in the interstates (I-4, I-75, I-275)





# Hybrid Growth Scenario





**OUTLINE**

**Community Changes**  
Social and Physical

**Anticipated Growth**  
Population and Employment

**Land Use and Comprehensive Plans**

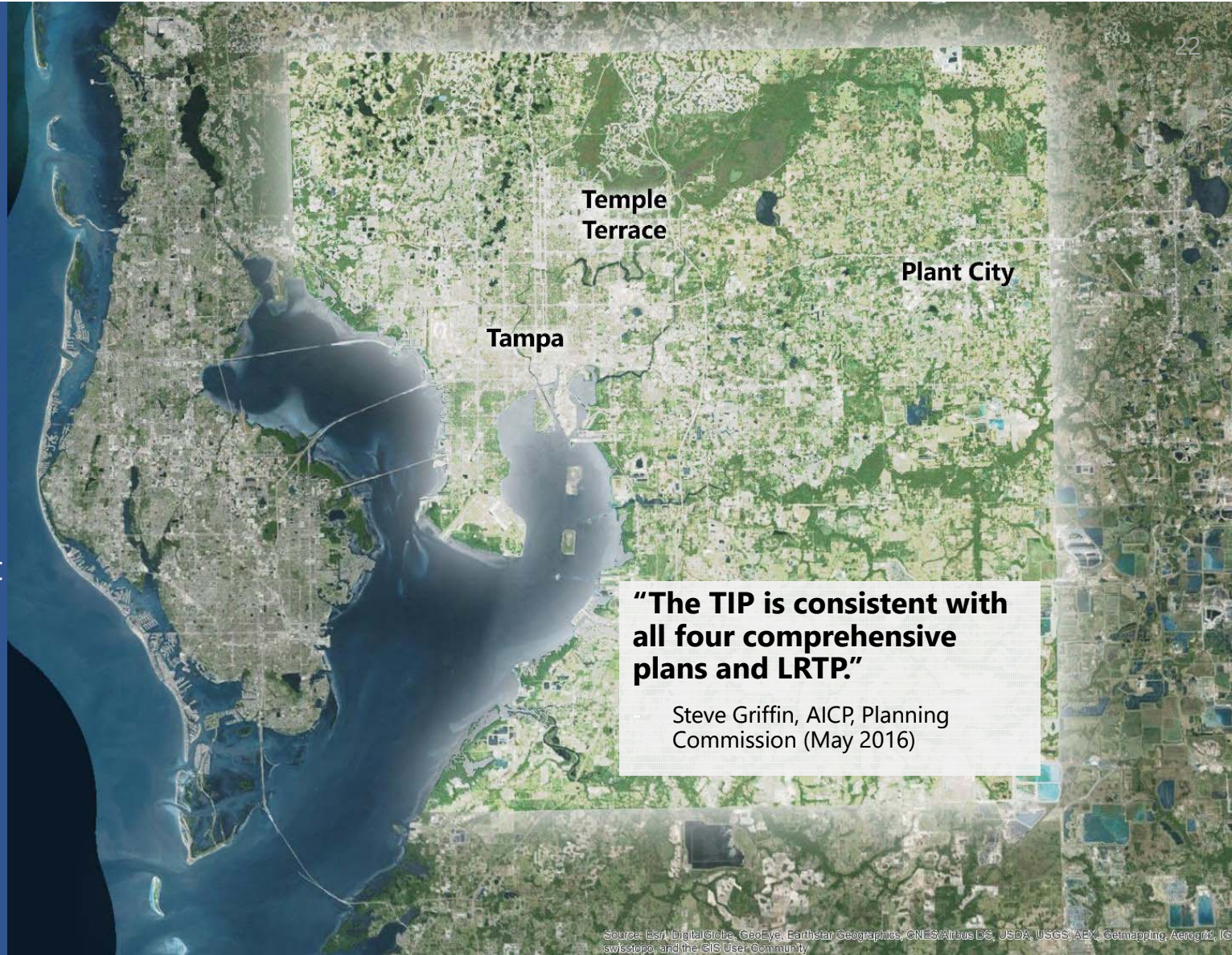
**Community Enhancements**

# Land Use and Comprehensive Plans

Imagine 2040: Tampa  
Comprehensive Plan

InVision Tampa

Community Redevelopment  
Areas



**“The TIP is consistent with  
all four comprehensive  
plans and LRTP.”**

Steve Griffin, AICP, Planning  
Commission (May 2016)

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroX, Getmapping, Aerogrid, IG  
swisstopo, and the GIS User Community

# Imagine 2040

Land Use (LU)

Governance (GOV)

Neighborhoods/  
Community Plans (NE)

Recreation and Open space  
(ROC)

Infrastructure (INF)

Mobility (MBY)

Coastal Management &  
Evacuation Planning (CM)



imagine  
2040

*City of*  
**Tampa**  
Florida  
**Tampa**  
**Comprehensive**  
**plan**

Adopted by City Council:  
January 7, 2016

Effective:  
February 20, 2016

Prepared by:

 Hillsborough County  
City-County  
Planning Commission  
[planhillsborough.org](http://planhillsborough.org)

# Imagine 2040

Land Use (LU)

Governance (GOV)

**LU Policy 2.2.7:** Encourage greater pedestrian and bicycle connections between mixed-use centers and surrounding neighborhoods to establish the centers as important neighborhoods, regional destinations, and activity centers.

**LU Policy 3.4.6:** Improve the connections from the River to adjacent neighborhoods to link residents to this important amenity.

**LU Policy 3.6.2:** Preserve opportunity for future multi-modal / high-speed rail site.

**GOV Goal 4:** Maximize connections between transportation modes and effectively coordinate with the Hillsborough MPO, FDOT and other relevant transportation authorities.

**GOV Policy 4.2.3:** Support FDOT in the development of Express Toll lanes to increase travel time certainty between the Central Business District (CBD) and Cruise Ship Terminal and Tampa International Airport (TIA).

# Imagine 2040

Neighborhoods/  
Community Plans (NE)

Recreation and Open space  
(ROC)

**NE Policy 1.2.1:** Strengthen the sense of place in each neighborhood with adequate and well-designed, public facilities such as libraries, schools, recreation centers, fire stations and streetscapes.

**NE Policy 5.1.1:** Promote a multimodal public transit system and provide quality walking and cycle routes that will be popular choices for children, families and parents with young children.

**ROC Policy 1.7.3:** Provide for bicycle and pedestrian access to parks and recreational facilities, especially in the case of neighborhood-serving sites.

**ROC Objective 2.4:** By 2025, expand the greenways corridor to include a coordinated system of greenways throughout the City and along the City's waterfront areas.

# Imagine 2040

Infrastructure (INF)

Mobility (MBY)

Coastal Management &  
Evacuation Planning (CM)

**INF Policy 1.1.4:** Development proposals shall consider effective multi-modal transportation systems, including provisions for carpooling, vanpooling, mass-transit and bicycling.

**INF Policy 1.1.5:** Encourage provisions for safe bicycling in all land use plan categories.

**MBY Policy 4.2.5:** The scale and character of surrounding land use and potential walk/bike opportunities shall be considered in the design and construction of new roadways and the widening of existing roadways.

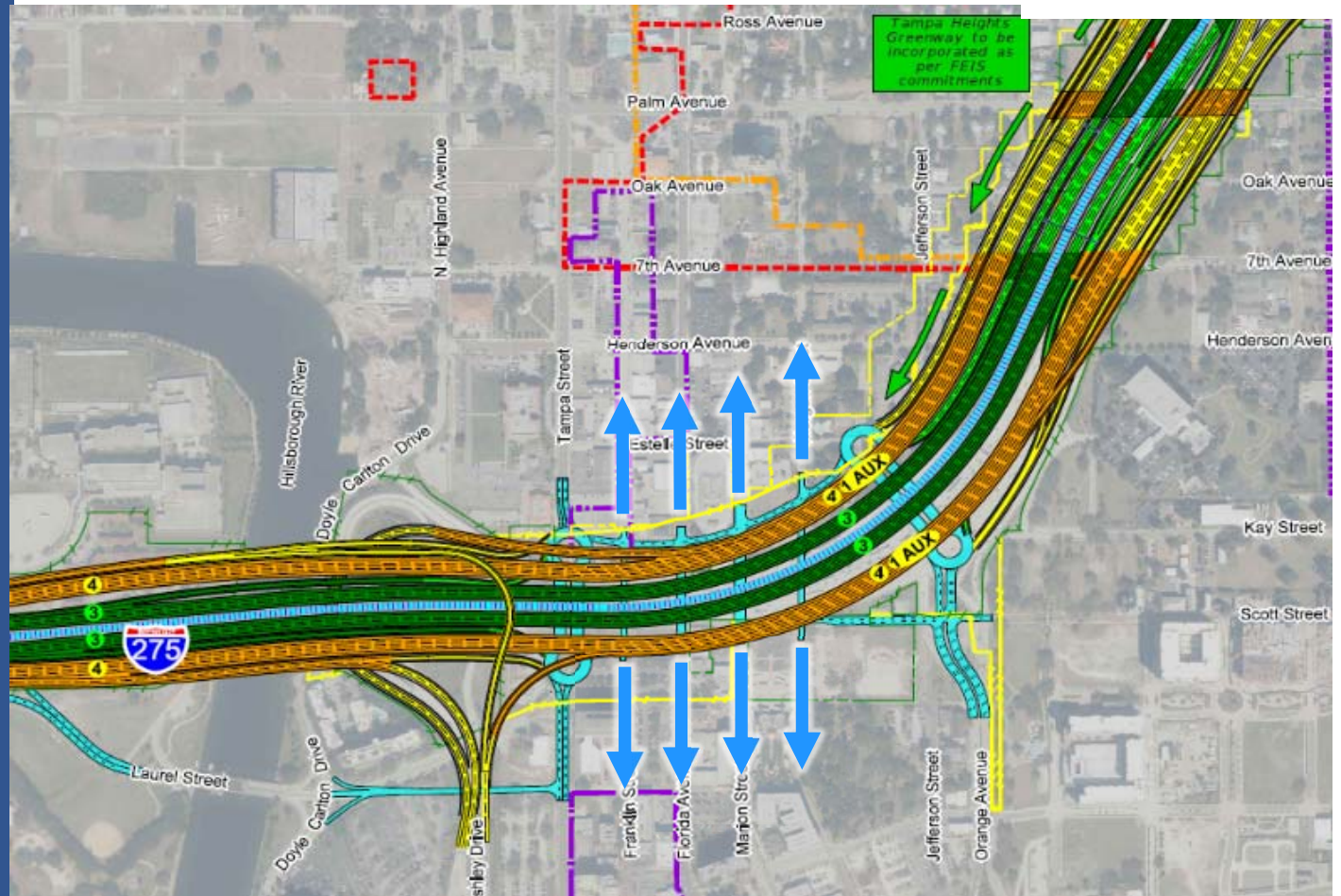
**CM Objective 1.2:** Maintain and reduce hurricane clearance times within the City as a component of maintaining and reducing evacuation times for Hillsborough County and the Region.

**CM Objective 1.7:** Provide a transportation system that permits safe evacuation in the event of manmade or natural disasters, within the parameters established in Tampa Bay Regional Planning Council's evacuation study.

# InVision Tampa

## Current TBX Concept Plan

### InVision Tampa-Potential Future Downtown Access

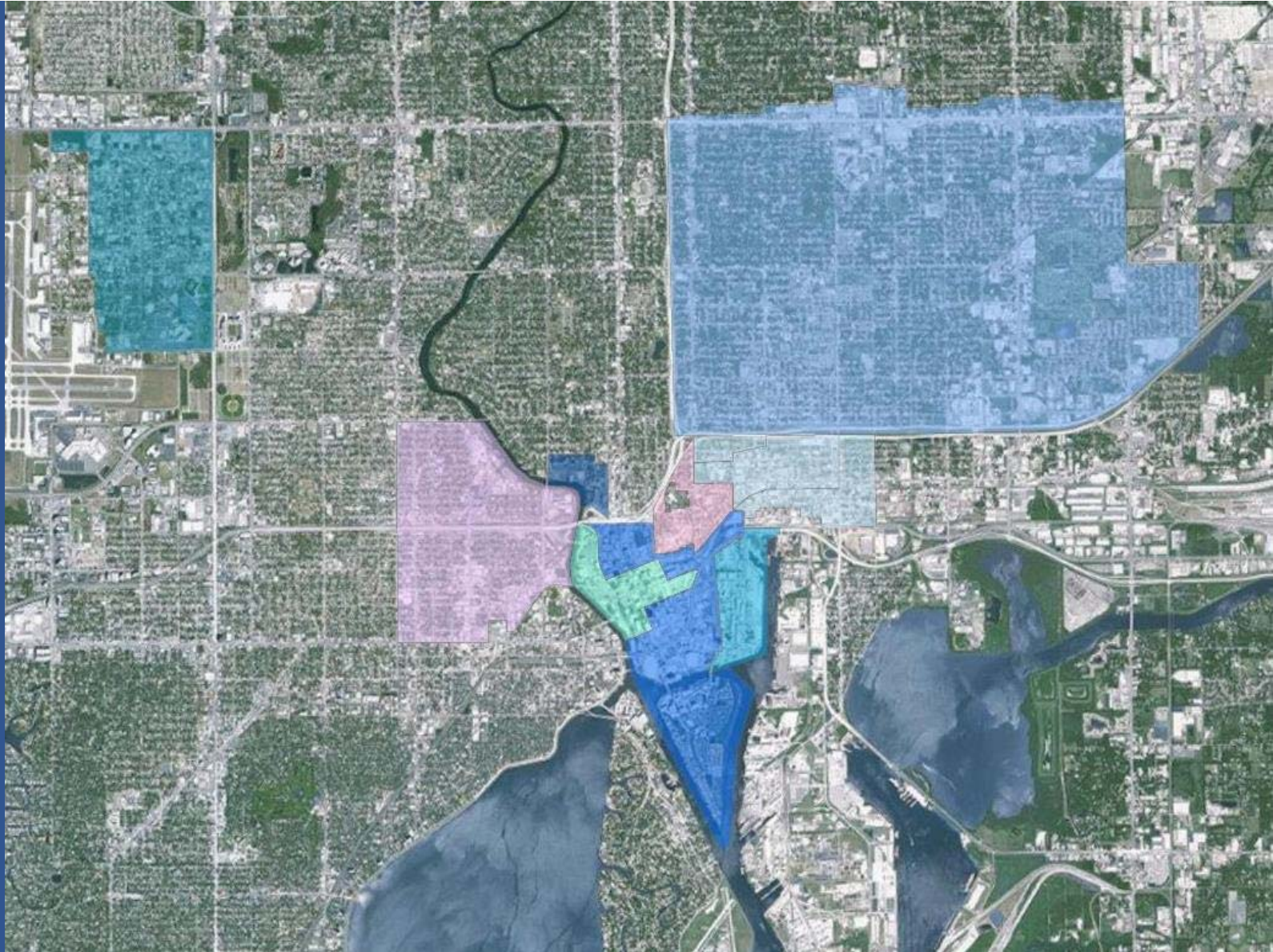




# Community Redevelopment Areas

## Legend

- Central Park boundary
- Channel District boundary
- Downtown Core boundary
- Downtown Non Core boundary
- Drew Park boundary
- East Tampa boundary
- Tampa Heights Riverfront boundary
- West Tampa boundary
- Ybor City boundary



# Tampa Heights Community Plan

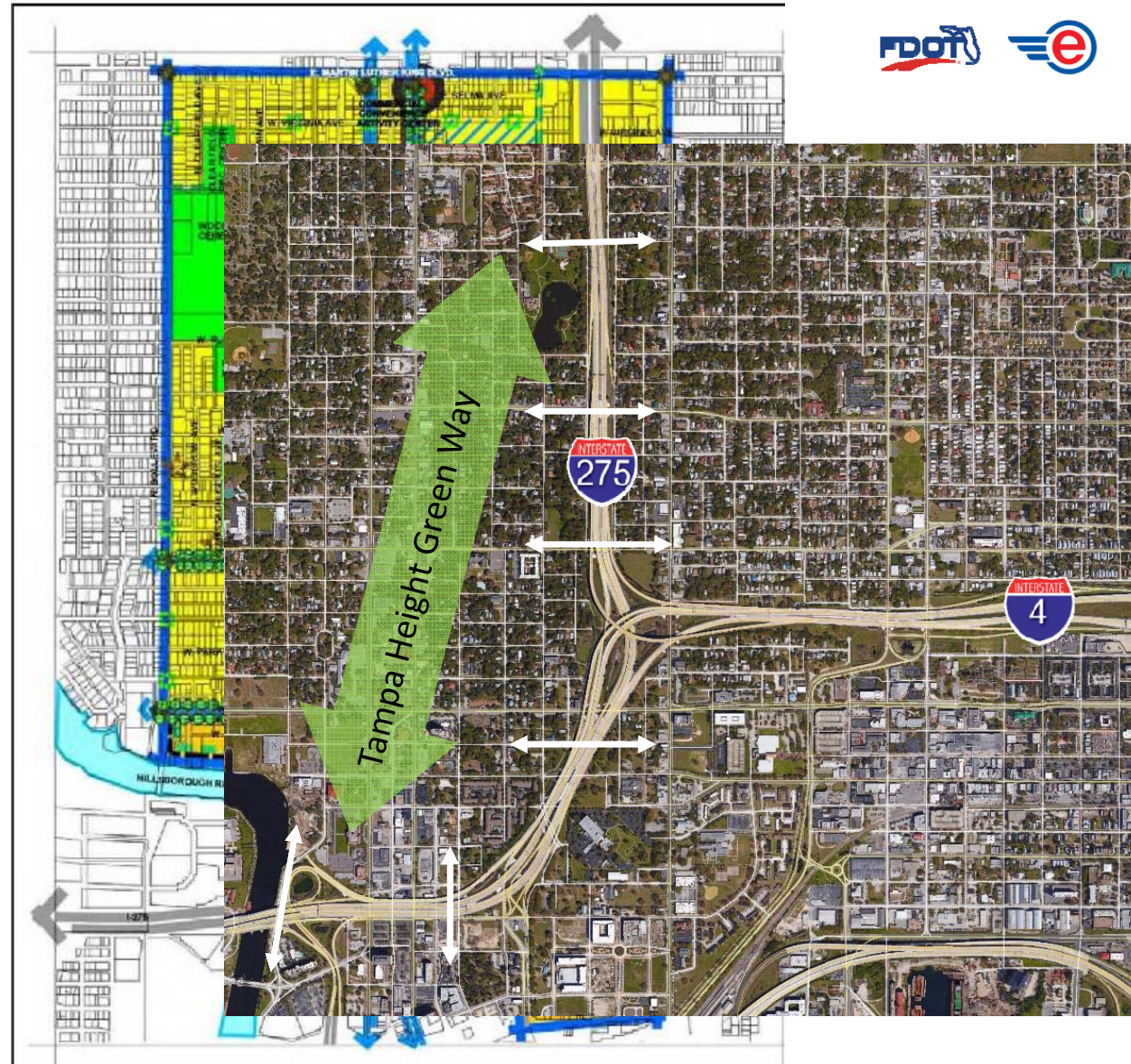
TBX supports objectives from this plan

- Improving north-south corridors
- Improving east-west corridors
- Connect into City's Greenway System

FDOT working with the City and local community to help fulfill these objectives



The Heights Master Plan



# Seminole Heights Vision Plan

## Guiding Principles

### Community Circulation (i.e. Transportation)

- Strengthen and maintain existing street grid including use and improvement of alleys
- Pedestrian/Bicycle Environment as high priority, overall protection of pedestrian activity throughout community
- Safe integration of pedestrian traffic (bicycle and on-foot)
- Inclusion of ADA Accessibility
- Improvement to street lighting
- Establishment of bike lanes
- Improvement of bus service, including route locations, frequency of service, and adequate shelters

### Connectivity/Integration and the Public Realm

- Establish a pedestrian friendly environment, including enhanced streetscape, connected greenways and a sidewalk system throughout the arecomplete a

### Environment/Natural Resources

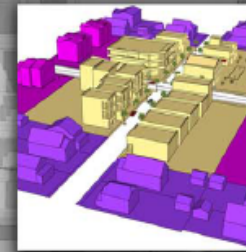
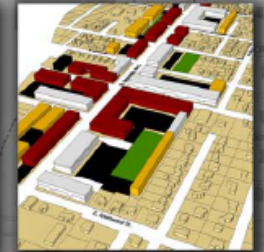
- Protect and enhance the area's tree canopy

### Historic Preservation

- Maintain inventory of historic structures both residential and commercial

# The Greater Seminole Heights Vision Plan

"Vision without action is a dream. Action without vision is simply passing the time. Action with Vision is making a positive difference."  
 —Joel Barker, Corporate Trainer



Land Development Coordination - Growth Management & Development Services - City of Tampa





**OUTLINE**

**Community Changes**  
Social and Physical

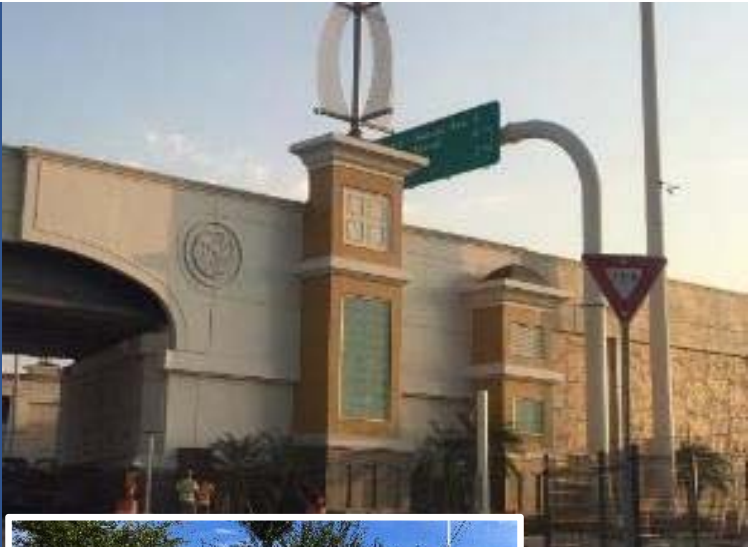
**Anticipated Growth**  
Population and Employment

**Land Use and Comprehensive Plans**

**Community Enhancements**

# Community Commitments

- Sound Walls
- Urban Design Guidelines
- Historic Preservation
- Tampa Heights Greenway
- Bicycle and Pedestrian Construction Techniques
- Multimodal Center



# Community Commitments

Design Charrettes  
Public Input



# Community Enhancements

Under consideration

Charrette Recommendations

Connectivity

Street Corridor Design

Public Realm Enhancements

Transit Options



# Community Enhancements

## Overpass Improvements

- Bicycle/Pedestrian Amenities

- Lighting

## Landscaping





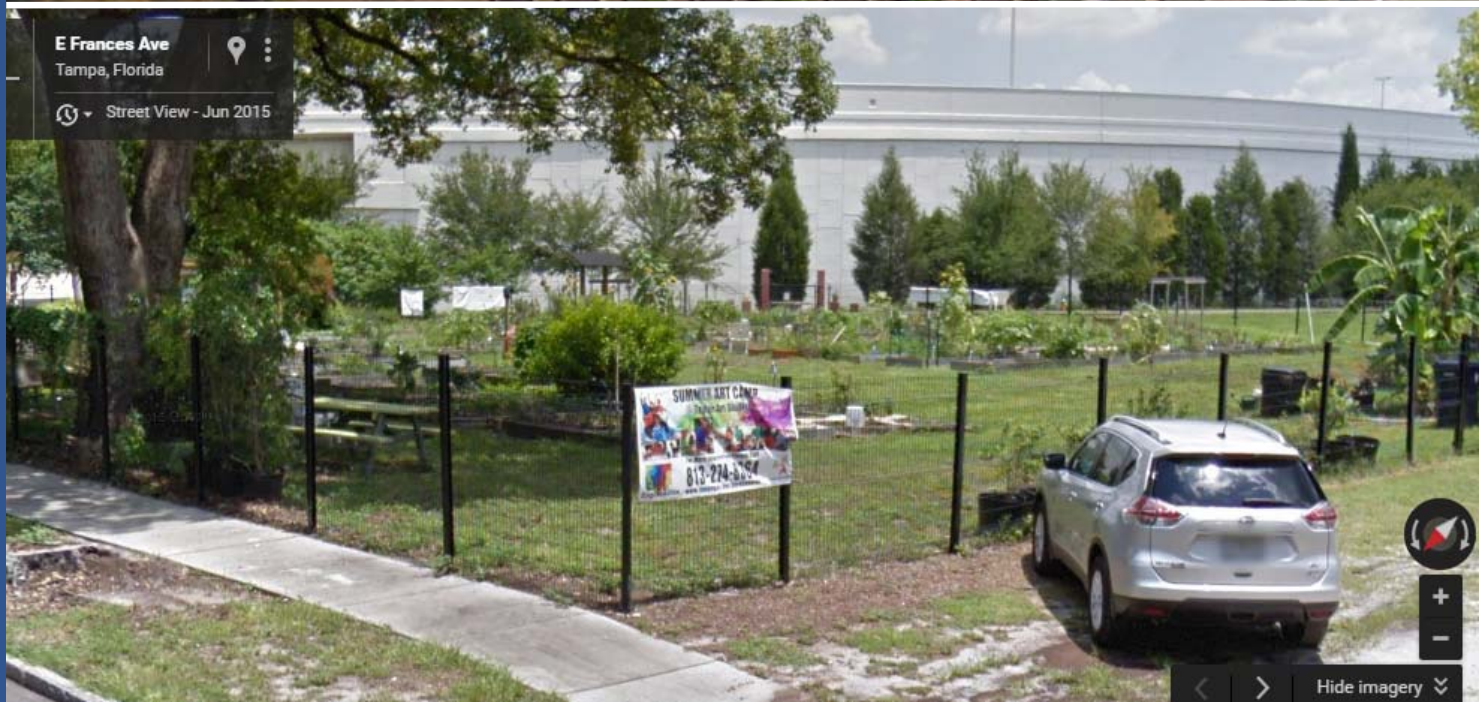
# Community Enhancements

New Connection at Robles Park



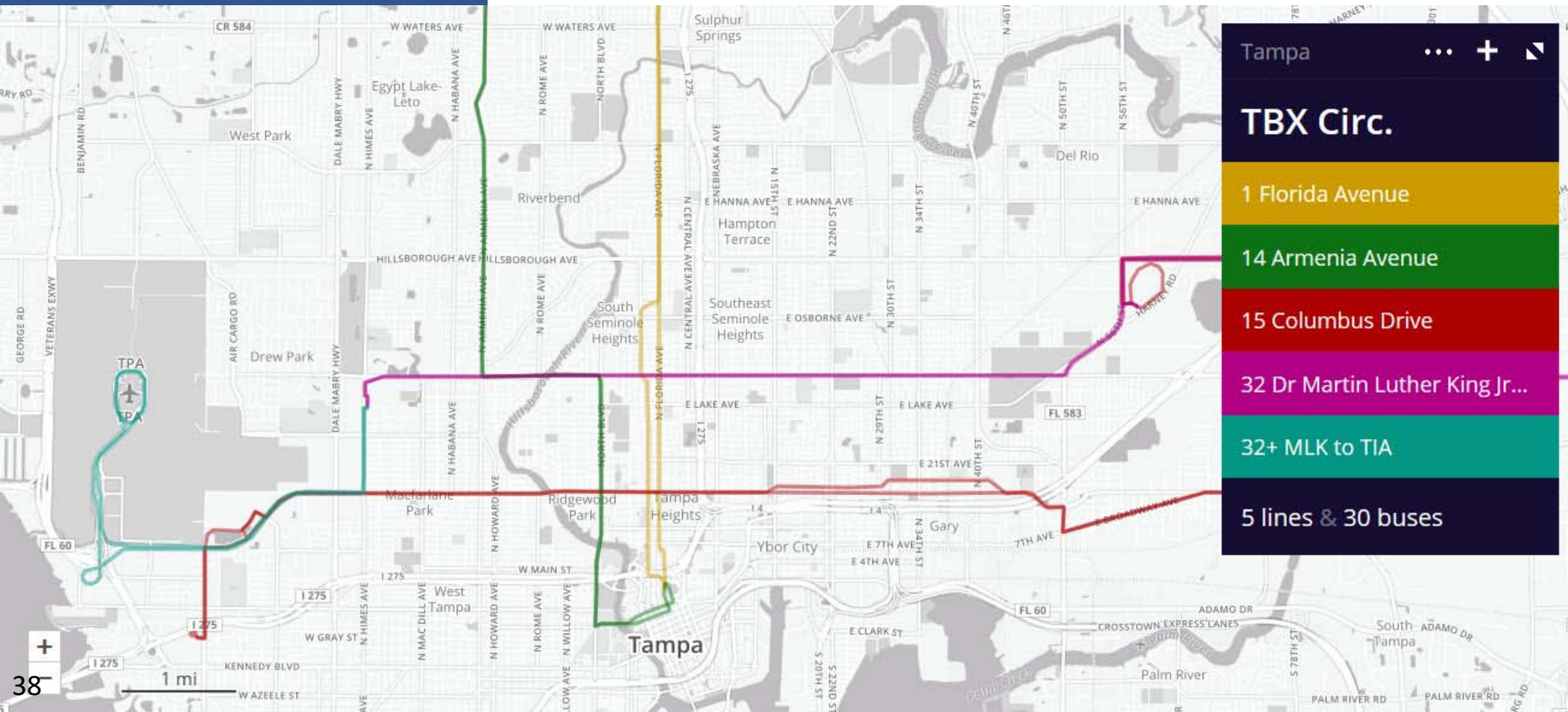
# Community Enhancements

## Community Garden Relocation



# Community Enhancements

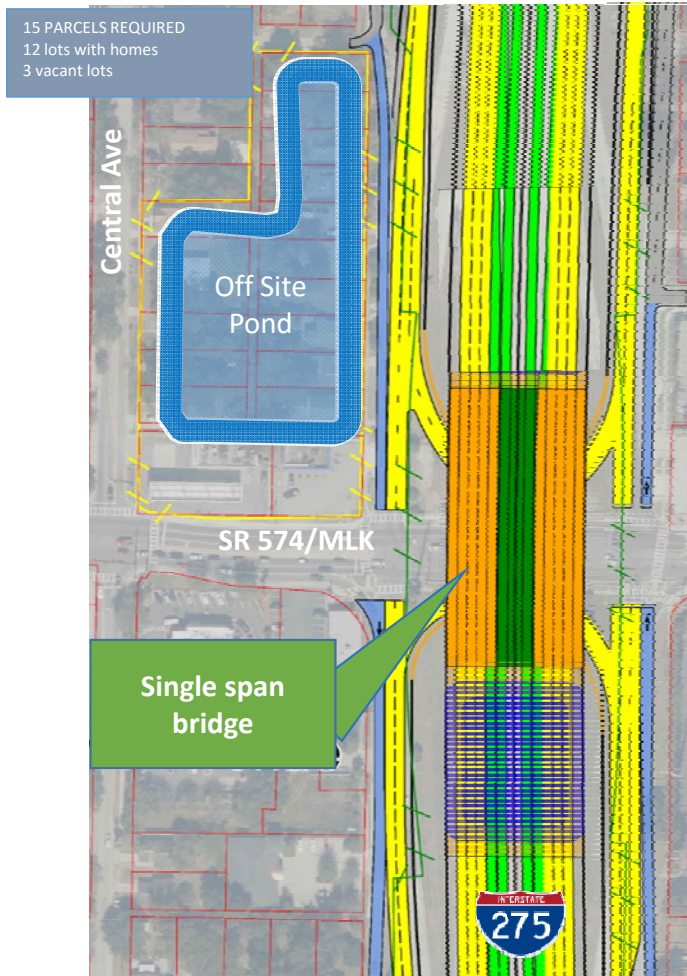
## Improved Transit During Construction



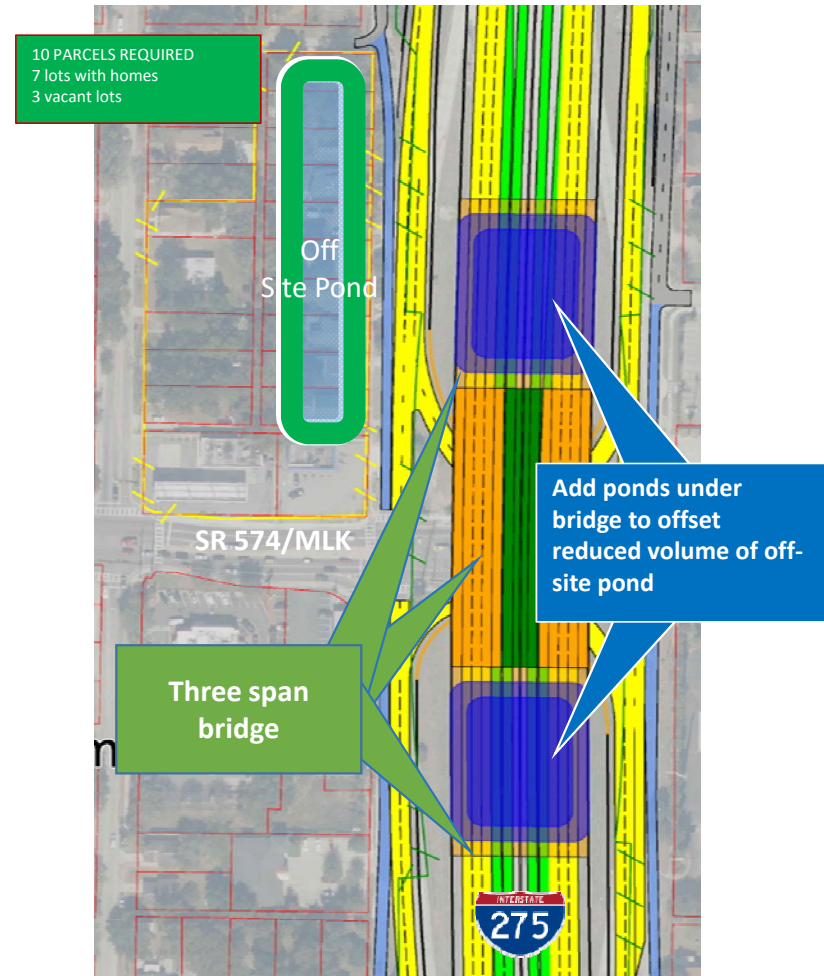
# Community Enhancements

Reduced right of way for pond at I-275 and MLK Jr Blvd

**PREVIOUS POND CONCEPT AT I-275 AND MLK JR. BLVD.**



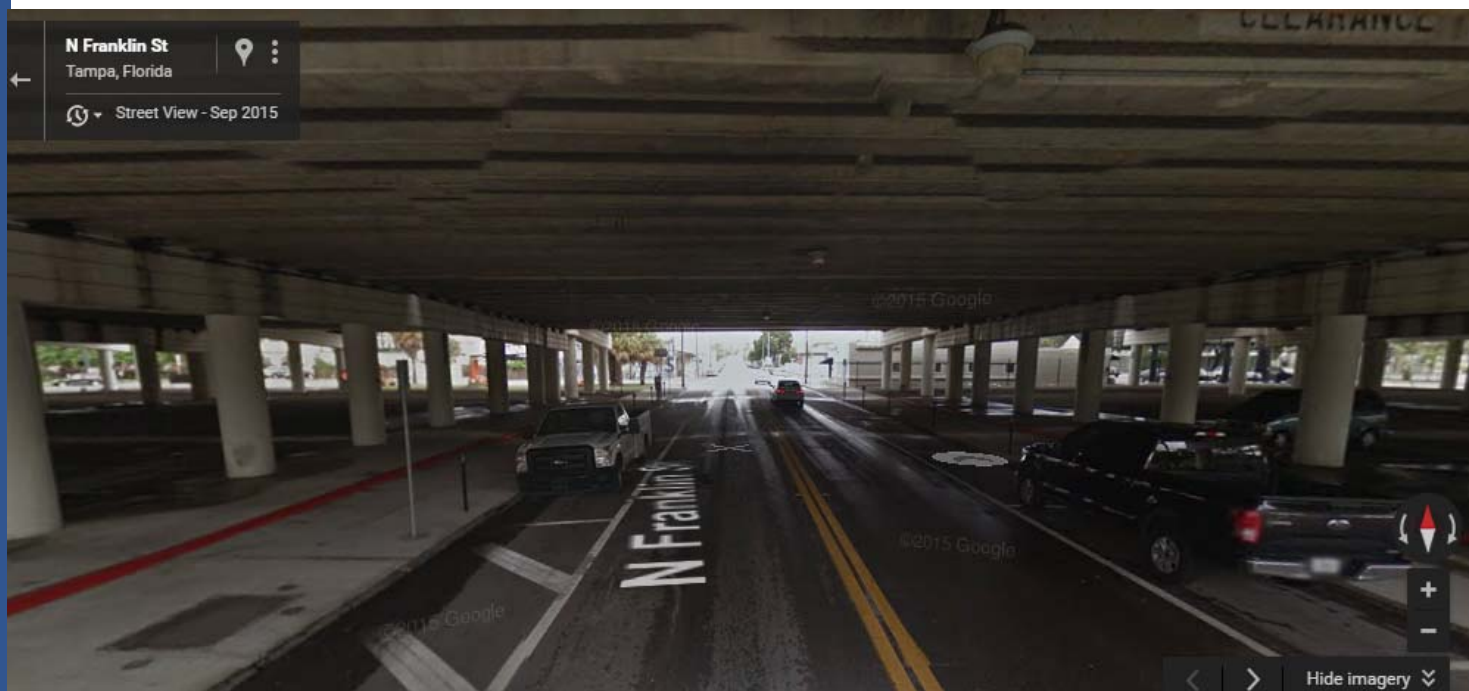
**REVISED POND CONCEPT AT I-275 AND MLK JR. BLVD.**



# Community Enhancements

Underpass plaza between northern downtown and Tampa Heights

- Working with City of Tampa
- Connectivity between Downtown Tampa and Tampa Heights neighborhoods
- Economic Development Opportunity
- Every Place Counts



# Community Enhancements



Orlando



Jacksonville



Miami



# Right of Way Acquisitions

- Decent, Safe and Sanitary (DS&S)
- Price differential for a 90-day owner occupant
- Rental assistance payment for 90 day tenants
- Last Resort Housing

# Stay Involved

## June 2016

Local Outreach Office Open

Tampa Utilities Department (Former German-American Club)

Monday – Friday, 10:00am-6:00pm

Robert W. Saunders Library

Saturdays thru June 30, 10:00am-1:00pm

Library Tour

John F. Germany Public Library

June 9, 5:30pm-7:30pm

Seminole Heights Garden Center

June 13, 5:30pm-7:30pm

## August 2016

Community Engagement Workshop

## Fall 2016

Library Tour Round 2

[www.tampabayexpress.com](http://www.tampabayexpress.com)



@myFDOT\_Tampa



FDOT District  
7



FDOT West Central-  
Tampa Area



# QUESTIONS?



*Safety doesn't happen by accident.*

# TRANSPORTATION IMPROVEMENT PROGRAM

## FY 2016/17-2020/21

Effective October 1, 2016 – September 30, 2017

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**Hillsborough MPO  
Metropolitan Planning  
for Transportation**



# What is the TIP?

- Transportation projects programmed for the next 5 years
- First 5 years of Long Range Transportation Plan
- Includes total cost for all project phases
- Reviewed by USDOT when authorizing fed funds
- Locally funded projects included for information



# Where are we?

- MPO set priorities (August 2015)
- FDOT programs priorities based on funding (December 2015)
- **Committee Recommendation (May 2016)**
- MPO Adopts TIP (June 22, 2016)



# How is the TIP structured?

- Financial plan – sources & uses of funds
- Project evaluation and selection process
- Highlights / major changes in the past year
- Projects listed by jurisdiction & agency



# What's the MPO's Role?

- MPO develops priorities for projects, for limited amounts & types of funding
  - Transportation Alternatives (Federal)
  - Surface Transportation Program (Federal)
  - Transportation Regional Incentives Program (State)
- Locally funded project are listed for information and coordination
- MPO can remove Federally funded projects, but not direct how funding is spent



# Source of TIP Funds

Anticipated funding FY17 – FY21

▪ Fed	\$410 million
▪ State	\$1,057 million
▪ Local*	\$260 million
▪ <u>Toll/Bonds</u>	<u>\$98 million</u>
▪ TOTAL	\$1,826 million

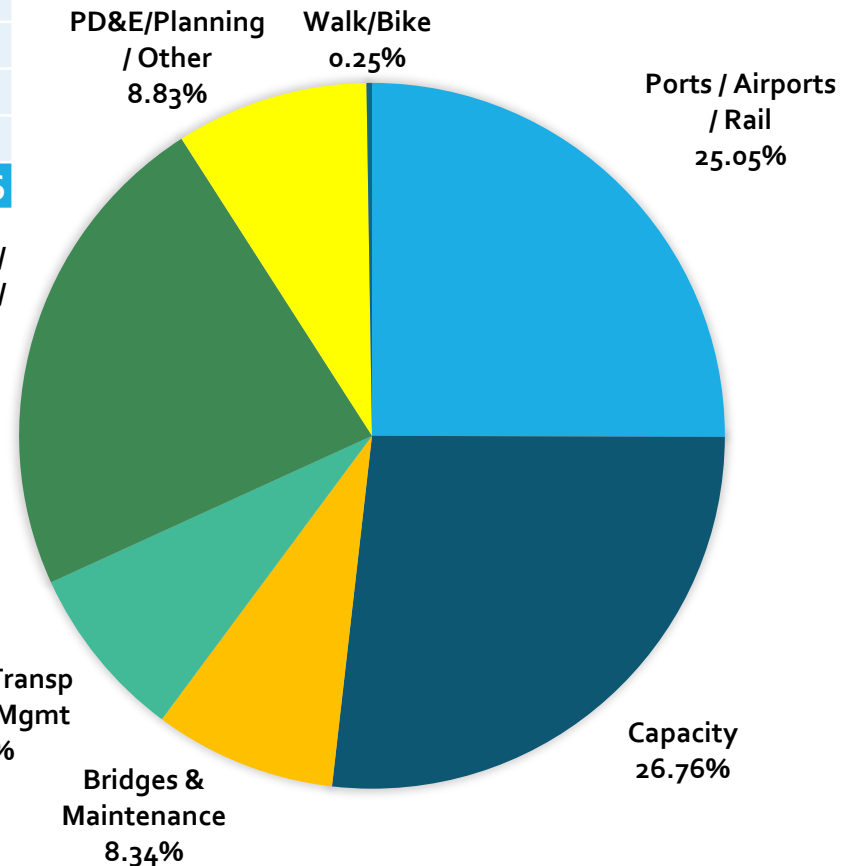
*\* Local funds included in FDOT work program*



# Use of Funds

## FDOT Work Program, FY17 – FY21

Project Categories	All Revenues
Ports / Airports / Rail	\$ 457,338,200
Capacity	\$ 488,579,199
Bridges & Maintenance	\$ 152,345,783
Transit / Transp Demand Mgmt	\$ 146,649,336
Intersections / Interchanges / Signals / ITS	\$ 415,149,607
PD&E/Planning / Other	\$ 161,126,516
Walk / Bike	\$ 4,583,135
<b>All Modes</b>	<b>\$ 1,825,771,776</b>



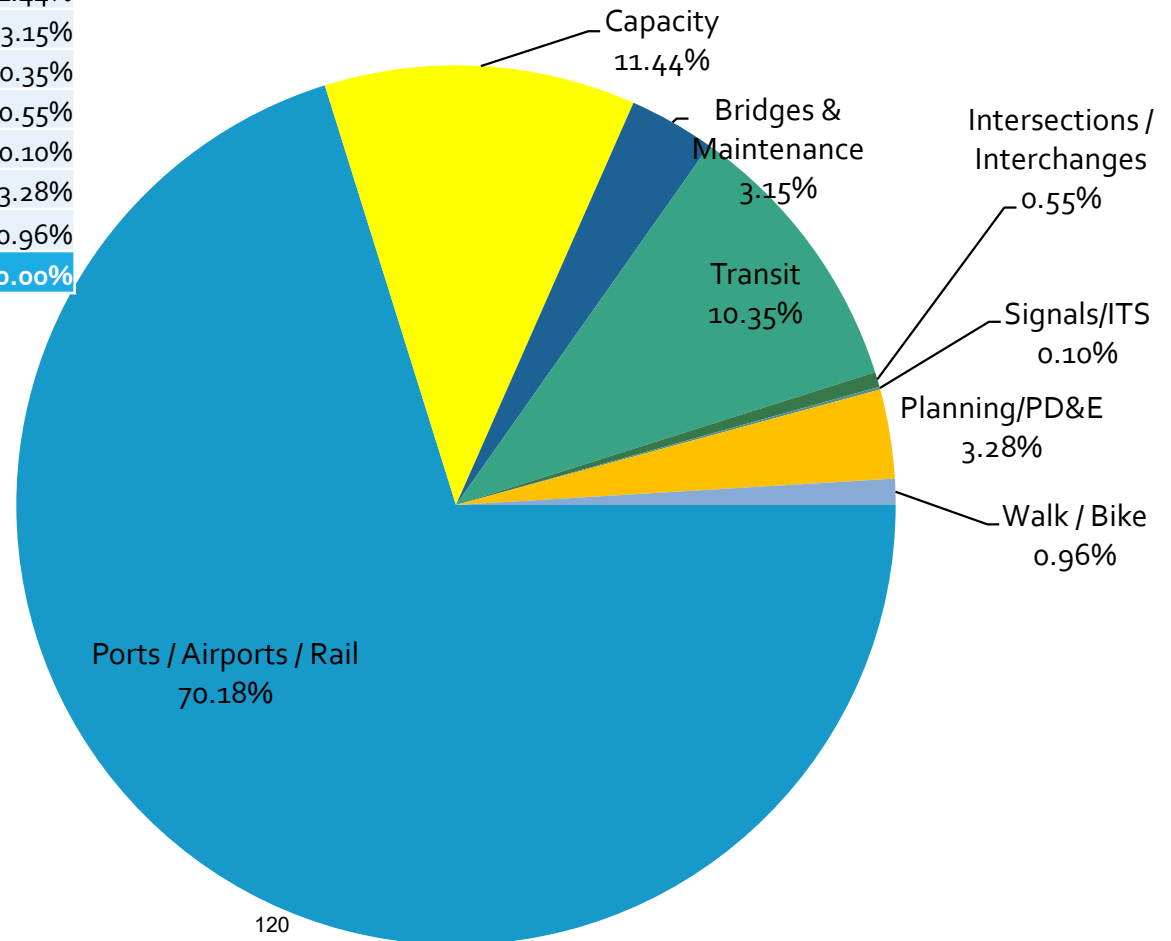




# Use of Funds

## Local Capital Impr. Programs, FY17 – FY21

Project Categories	Total	% of Total
Ports / Airports / Rail	\$1,073,240,527	70.18%
Capacity	\$174,926,008	11.44%
Bridges & Maintenance	\$48,229,000	3.15%
Transit	\$158,280,201	10.35%
Intersections / Interchanges	\$8,349,000	0.55%
Signals/ITS	\$1,574,000	0.10%
Planning/PD&E	\$50,085,738	3.28%
Walk / Bike	\$14,638,676	0.96%
<b>Total</b>	<b>\$1,529,323,150</b>	<b>100.00%</b>





## Hillsborough MPO 2016/2017 TIP Surface Transportation Program - Allocation Of Funds

Project Categories	2017	2018	2019	2020	2021	Total	% of Total
<b>Surface Transportation Program</b>							
Capacity	\$1,695,000	\$22,915,939	\$0	\$0	\$0	\$24,610,939	21.73%
Bridges & Maintenance	\$401,700	\$7,918,589	\$1,635,400	\$0	\$0	\$9,955,689	8.79%
Transit	\$8,686,400	\$7,950,000	\$8,250,006	\$4,000,000	\$4,000,000	\$32,886,406	29.04%
Planning/PD&E	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000	1.77%
Intersections / Interchanges	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
Signals/ITS	\$3,452,999	\$0	\$0	\$35,850,783	\$0	\$39,303,782	34.70%
<b>Transportation Alternatives Program</b>							
Walk / Bike	\$2,753,772	\$666,260	\$70,263	\$482,925	\$532,005	\$4,505,225	3.98%
<b>Total</b>	<b>\$17,389,871</b>	<b>\$39,850,788</b>	<b>\$10,355,669</b>	<b>\$40,733,708</b>	<b>\$4,932,005</b>	<b>\$113,262,041</b>	<b>100%</b>

- Sam Allen Rd \$25 million 2016/18
- HART Replacement Buses \$24 million 2017 thru 2021
- Tampa Adv Traffic Mgmt Sys \$37 million 2017 & 2020
- Walk/Bike Safety Improvements \$4.5 million 2017 thru 2021
  - Willow Ave
  - Bayshore Blvd Ph 3
  - 46<sup>th</sup> Street
  - Columbus Dr
  - Rome Ave



# Project Priorities and Selection

- Tables 1 and 2 MPO's priorities – Adopted August 2015
- Based on *Imagine 2040 Long Range Plan* performance measures



Preserve System



Real Choices when  
not Driving



Reduce Crashes  
& Vulnerability



Major Capacity Projects  
For Economic Growth



Minimize Traffic for  
Drivers & Shippers



# Highlights and Major Changes

Priorities for Preserving the System, examples

- Resurfacing
  - Gandy Blvd from W of Frontage Rd to S Bridge St – Construction added to 2019
  - Busch Blvd from Armenia to Florida Ave – Construction added to 2019
  - E. Hillsborough Ave from Central Ave to 56<sup>th</sup> St – Construction added to 2018
- HART Bus Replacements - \$4 million added to 2021



# Highlights and Major Changes

## Priorities for Reducing Crashes & Vulnerability

- Collins St Complete Street construction added for 2018
- Walk/Bike Safety Improvements:
  - Columbus Dr, Nebraska to 14<sup>th</sup> St
  - Rome Ave, Kennedy to Columbus
  - 46<sup>th</sup> St, Busch to Fowler
- Sidewalks added to 2018: Stowers, Summerfield, Eisenhower, Cypress Creek Elem Schools
- Traffic Operation improvements added for Himes Ave (2019) and 34<sup>th</sup> St (2020)
- Drainage Projects: Hillsborough Ave from Nebraska to 15<sup>th</sup> St (2018)



# Highlights and Major Changes

## Priorities for Minimizing Traffic

- Florida Ave intersection improvements at Bird St and Waters Ave – added to 2018
- Dale Mabry Advanced Traffic Management System - \$3.6 million added to 2018
- Tampa Advanced Traffic Management System - \$37.6 million construction 2017-2020
- US301 from Sligh to Falkenburg, Operations Improvements, Construction in 2020, \$1.2million
- US41 from Causeway to I-4, completed



# Highlights and Major Changes

Priorities for Real Choices when Not Driving

- \$2.5 million added for HART's TIA/Kennedy Blvd MetroRapid PD&E, 2018
- Upper Tampa Bay Trail connector at Lutz Lake Fern Rd added



# Highlights and Major Changes

## Priorities for Major Capacity for Economic Growth

- Apollo Beach Extension from US41 to Paseo al Mar- added to 2021
- Davis Rd Extension from Harney to Maislin – PD&E, \$1 million
- Westshore Intermodal Center – Right of Way acquired
- HART Premium Transit Feasibility Study – \$1.5 million
- US92 Design Phases US301 to CR579, and Park to Polk County Line





# Highlights and Major Changes

## Tampa Bay Express:

- Segment 4: I-275/SR60 Interchange: ROW and Engineering through out the 5 years, \$ 327 million
- Segment 7: I-275 Express Lanes from N. of Busch to N. of MLK, \$67 million Design Build in FY2021
- Segment 8: I-4 Express Lanes, Selmon Connector to CR579, \$235 million Design Build in FY2021
- Segment 6: Downtown Interchange:
  - FY2017: \$493,000 for ROW, \$5,000 for design
  - FY2021: \$58 million for design



# Other Comments

Dale Mabry Hwy from Van Dyke to Pasco  
County

- Prelim Engineering to add frontage roads
- Not cost feasible in long range plan



# What Happens Now?

- **Committees review draft TIP in May**
- **MPO Public Hearing & adoption in June 22 at 6pm, 2<sup>nd</sup> Floor of County Center**
  - Federal and State review
  - TIP becomes effective on October 1, 2016
  - TIP is updated annually and review occurs every year



# Committee Motions

- CAC voted on June 8<sup>th</sup> to approve the TIP
- BPAC voted to approve the TIP, with the following request:
  - 1) Ask FDOT to include a continuous walk-bike facility in and along the I-275 corridor, including in the redesign of the Howard Frankland Bridge.
  - 2) Ask FDOT to use the EPA model to show TBX's air quality and health impact.
  - 3) Please consider the following comments from committee members:
    - The investments we make in our infrastructure represent our priorities as a community and these infrastructure improvements have a direct impact on land use patterns and vice versa.
    - The decision to prioritize individual automobiles as the primary source of transportation supports the continuation of the current low-density development model, which is not conducive to bicycle and pedestrian/transit connectivity. The current model limits transportation choices and limits independence for those who cannot, or choose not to, drive.
    - Prioritizing and funding land use patterns and transportation infrastructure that supports bike/pedestrian connectivity will lead to a more sustainable growth pattern, real transportation options, a more vibrant community, and safer roads (reducing miles traveled and average speeds).
- TAC and LRC voted to approve the TIP



# Recommended Action

**That the MPO adopt the  
Transportation Improvement Program  
for Fiscal Year 2016/17 – 2020/21.**



# Hillsborough Metropolitan Planning Organization

601 E Kennedy Boulevard, 18th Floor, Tampa, Florida, 33602 • 813-272-5940 • hillsboroughmpo.org

August 6, 2015

Commissioner Lesley "Les" Miller, Jr.  
Hillsborough County  
MPO Chairman

Councilman Harry Cohen  
City of Tampa  
MPO Vice Chairman

Paul Anderson  
Tampa Port Authority

Commissioner Kevin Beckner  
Hillsborough County

Wallace Bowers  
HART

Mayor Frank Chillura  
Temple Terrace

Derek Doughty  
The Planning Commission

Commissioner Ken Hagan  
Hillsborough County

Joe Lopano  
Hillsborough Co. Aviation Authority

Mayor Rick A. Lott  
City of Plant City

Councilman Guido Maniscalco  
City of Tampa

Councilwoman Lisa Montelione  
City of Tampa

Commissioner Sandra Murman  
Hillsborough County

Joseph Waggoner  
Expressway Authority

Commissioner Stacy R. White  
Hillsborough County

Mr. Paul Steinman, Secretary  
Florida Department of Transportation  
11201 N. Malcolm McKinley Drive  
Tampa, Florida 33612-6403

Re: FY 2016/17 – 2020/21 Transportation Improvement Program  
Priorities

Dear Secretary Steinman:

On August 4<sup>th</sup>, following an advertised public hearing, the MPO adopted a list of priorities for the fiscal year 2016/17 – 2020/21 Transportation Improvement Program (TIP).

This list of priorities reflects and is a subset of the projects adopted in the multi-modal *Imagine 2040 Long Range Transportation Plan*. Projects that are currently under construction, or are presently funded through a construction phase, are the top priority of the MPO and are listed in Table 1. The next candidates for funding are projects which are currently in the development process and are supported by the MPO's partnering agencies for immediate implementation as listed in Table 2.

As you know, one of the projects in Table 2, the Tampa Bay Express (TBX) initiative, drew considerable citizen concern in recent months, as evidenced by more than 400 citizens attending the public hearing. As a result, the MPO passed the following motion:

*To accept the TIP priorities with the TBX project included, with conditions:*

- *That our community and FDOT representatives come to the table to work together to enhance the community through this project;*
- *Understanding that the 20-year old study for this project will be reevaluated, as part of this reevaluation we ask that FDOT look at the project's community impact -- and include a robust outreach initiative -- addressing:*
  1. *Significant social and physical changes in the project area;*
  2. *Changes to the impact caused by the project;*
  3. *Anticipated population and employment growth;*

Beth Alden, AICP  
Executive Director

Hillsborough County  
Metropolitan Planning Organization  
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Tampa, Florida 33601-1110  
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<http://www.planhillsborough.org>  
e-mail: [transportation@plancom.org](mailto:transportation@plancom.org)

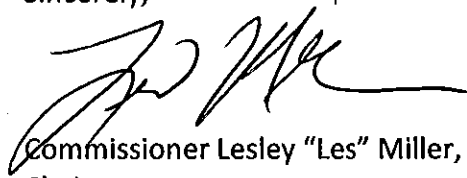
4. *Land use and comprehensive plans; and*
  5. *Most importantly, the public, and affected communities, and community commitments;*
- *We also request that FDOT work with the City of Tampa to look at the possibilities for redesign of its parallel Florida Avenue/Tampa Street facility through this community, to provide for opportunities for pedestrian, bicycle and transit operations.*

We welcome continued dialogue as the Department researches these requests through the project development process, and look forward to future briefings in coordination with the coming updates of the Tentative Work Program (November) and next TIP (May and June committee and board meetings).

We would also like to note that the MPO's 2014 Vulnerability Assessment and Adaptation Pilot Project, sponsored by the Federal Highway Administration, identified illustrative vulnerable and critical infrastructure projects, including a 1.8 mile segment of Memorial Highway from I-275 to the Courtney Campbell Causeway. The Vulnerability Assessment documented that a single storm surge event coupled with very modest sea level rise could severely disrupt travel patterns and cost the region's economy some \$16 million. We strongly support the Department's proposed project to reconstruct the SR 60/I-275 interchange, and note that this reconstruction presents a great opportunity to take incremental steps towards mitigating vulnerabilities.

Thank you for the Department's on-going cooperation as we work together to meet metropolitan and regional needs. Please do not hesitate to call me or MPO Director Beth Alden at 272-5940 should you have any questions on the above or attached materials.

Sincerely,



Commissioner Lesley "Les" Miller, Jr.  
Chair

cc: Lee Royal, Government Liaison Administrator  
Roger Roscoe, Local Government Liaison

Attachments: 2016/2017 Transportation Improvement Program List of  
Priority Projects

**Hillsborough MPO List of Priority Projects  
2016/2017 Transportation Improvement Program  
Table 1: EXISTING PRIORITIES FUNDED FOR CONSTRUCTION**

FPN	L RTP Project Number	Project Limits	Project Description	Project Sponsor	Project Status in 2015/2016 TIP
415489 3	H1865	US HWY 301 FROM SR 674 TO BALM RD	Widen 2 lanes to 6 lanes divided	County / FDOT	Construction Programmed 2016
405492 5	H300	BRUCE B DOWNS BLVD FROM BEARSS AVE TO PALM SPRINGS	Widen 4 lanes to 8 lanes divided	County	Construction to Start January 2015
405492 4	H310	BRUCE B DOWNS BLVD FROM PEBBLE CREEK DR TO COUNTY LINE RD	Widen 4 lanes to 6 lanes divided	County	Construction Programmed 2015
420625 1	H460	CROSS CREEK BLVD FROM CORY LAKE ISLES TO MORRIS BRIDGE RD	Widen 2 Lanes to 4 Lanes Divided	Tampa	Construction Programmed 2014
257862 3	H1550	SAM ALLEN RD FROM SR 39 TO PARK RD	Widen 2 lanes to 4 lanes divided	FDOT	Construction Programmed 2018
408459 3	H855	I-75 FROM N OF BB DOWNS BLVD TO S OF SR 56	Widen 4 lane to 6 lane freeway	FDOT	Under Construction
410909 2	ITS90	I-75 FROM FOWLER AVE TO I-275	ITS Freeway Management	FDOT	Under Construction
408459 2	H852	I-75 FROM S OF FOWLER AVE TO N OF BB DOWNS BLVD	Widen 4 lanes to 6 lane freeway	FDOT	Under Construction
258399 2	H746	I-275 FROM HIMES AVE TO HILLSBOROUGH RIVER	Widen 6 lanes to 8 lane freeway	FDOT	Under Construction
258398 5	H742	I-275 FROM SR 60 (MEMORIAL HWY) TO HIMES AVE	Widen 6 lanes to 8 lane freeway	FDOT	Under Construction
258398 3	ITS70	I-275 FROM HIMES AVE TO HILLSBOROUGH RIVER	ITS Freeway Management	FDOT	Under Construction
255793 1	H1890	US HWY 301 FROM TAMPA BYPASS CANAL TO FOWLER AVE	Widen 2 lanes to 4 lanes divided	FDOT	Under Construction
413092 2	ORB170	BAYSHORE BLVD FROM ROME AVE TO BAY TO BAY BLVD - PHASE II	Re-Stripe for Bike Lane	Tampa	Construction Programmed 2014
413092 3	ORB170	BAYSHORE BLVD FROM BAY TO BAY BLVD TO GANDY BLVD - PHASE III	Re-Stripe for Bike Lane	Tampa	Construction Programmed 2017
413086 1	ORT10	UPPER TAMPA BAY TRAIL PHASE IV	Multi-Use Trail	County	Phase IV-C Funded for Construction
430175 1	T28	MAINTAIN CURRENT VANPOOLS	Vanpool Vehicles	TBARTA	Program funded in 2015, 17, 18 & 19



**Hillsborough MPO List of Priority Projects  
2016/2017 Transportation Improvement Program  
Table 1: EXISTING PRIORITIES FUNDED FOR CONSTRUCTION**

FPN	L RTP Project Number	Project Limits	Project Description	Project Sponsor	Project Status in 2015/2016 TIP
408205-2	T25	REGIONAL TRANSPORTATION DEMAND MANAGEMENT	Public Outreach & Education	TBARTA	Funding Added in 2019
405525 2	H1730	SR 60 FROM US HWY 301 TO FALKENBURG RD	Widen 4 lanes to 6 lanes divided	FDOT	Construction Programmed 2017
255893 2	H1675	SR 574 FROM HIGHVIEW RD TO PARSONS AVE	Widen 2 Lanes to 4 Lanes Divided	FDOT	Under Construction
255893 3	H1680	SR 574 FROM PARSONS AVE TO KINGSWAY	Widen 2 lanes to 4 lanes divided	FDOT	Construction Programmed 2016
255893 4	H1690	SR 574 FROM KINGSWAY TO MCINTOSH RD	Widen 2 lanes to 4 lanes divided	FDOT	Construction Programmed 2018
428214 2	PEC290	FLETCHER AVE FROM I-275 TO 56TH ST	Pedestrian Enhancement	County	Under Construction
422904-2 & 422904-4	H810	I-275 HOWARD FRANKLAND BRIDGE EASTBOUND SPAN	Replacement & Support Transit	FDOT	Design-Build Added in 2019
410909 6	ITS85	I-75 FROM MANATEE COUNTY TO BLOOMINGDALE AVE	ITS Freeway Management	FDOT	Design-Build in 2018 & 2019
257805 5	ORT275	HILLSBOROUGH RIVER GREENWAY KENNEDY RIVERWALK - MACDILL PARK TO CURTIS HIXON PARK	Multi-Use Trail	Tampa	Under Construction
257805 6	ORT277	HILLSBOROUGH RIVER GREENWAY DOYLE CARLTON RIVERWALK - STRAZ CENTER TO WATER WORKS PARK	Multi-Use Trail	Tampa	Under Construction
429077 1	ORB520	NEBRASKA AVE (or alt rte Fla) from FOWLER AVE to FLORIDA/NEBRASKA	Re-Stripe for Bike Lane	FDOT	Resurfacing programmed in 2015
424507-2	ITS20	COURTNEY CAMPBELL CSWY FROM PINELLAS COUNTY TO VETERANS EXPY.	ITS	FDOT	Design-Build advanced to 2017
406151 1 / 406152 1 / 431275 1	H1960	VETERANS EXPWY FROM MEMORIAL HWY TO GUNN HWY	Widen to 6 lanes to 8 lane freeway	FTE	Under Construction
257805 7	ORT370	SELMON GREENWAY TRAIL FROM HILLSBOROUGH RIVER TO 19TH ST	Multi-Use Trail	THEA	Completed; see Table 2 for connectivity extensions

**Hillsborough MPO List of Priority Projects  
2016/2017 Transportation Improvement Program  
Table 1: EXISTING PRIORITIES FUNDED FOR CONSTRUCTION**

FPN	L RTP Project Number	Project Limits	Project Description	Project Sponsor	Project Status in 2015/2016 TIP
435141 1	T23	MAINTAIN CURRENT STREETCAR	Capital Maintenance	HART	\$100k Design in 2017; \$880k Construction in 2019
432715 1	ORB290	BOUGAINVILLEA AVE FROM 30TH ST TO 46TH ST	Pedestrian / Bicycle Safety	Tampa	Construction advanced to 2016
435908-1 / 437044-1	-	BUSCH BLVD FROM ARMENIA AVE TO FLORIDA AVE	Landscaping, Pedestrian Enhancement	Tampa	PD&E, Dale Mabry to Nebraska, 2017; Intersection project, Busch @ Armenia
432714 1	ORB470	CYPRESS CORRIDOR FROM U-PATH TO WESTSHORE BLVD	Pedestrian / Bicycle Safety	Tampa	Construction Programmed in 2015
432716 1	ORB1	PALM AVE FROM N. BLVD TO NEBRASKA AVE	Pedestrian / Bicycle Safety	Tampa	Construction Programmed 2015
432717 1	ORB1	WILLOW AVE FROM SWANN AVE TO MAIN ST	Pedestrian / Bicycle Safety	Tampa	Construction Programmed 2017
432584 1	Reduce Crashes	EAST HILLSBOROUGH AVE FROM NEBRASKA AVE TO 56TH STREET	CMP / Crash Mitigation	MPO	Ped crossing construction 2015. Resurfacing programmed 2018.
429077 2	Reduce Crashes	FOWLER AVENUE FROM NEBRASKA AVE TO BRUCE B DOWNS BLVD	CMP / Crash Mitigation	MPO	Resurfacing Programmed 2016; Feasibility study completed through MPO's CMP - Design needed
424213 3	Minimize Traffic	DOWNTOWN ATMS PROJECT <u>Ph 2</u> (South of Scott Street, East of Hillsborough River, West of Channelside Drive)	<del>93</del> <u>191</u> Signals	Tampa	Added PE to 2017 & Constr to 2020 (191 signals, Ph 2)
424213 4	Minimize Traffic	KENNEDY/HYDE PARK/ <u>DALE MABRY</u> ATMS PROJECT <u>Ph 3</u> (Incl. Bayshore, Kennedy, Hyde Park)	44 <u>142</u> Signals	Tampa	Added PE to 2017 & Constr to 2020 (142 signals, Ph 3)
	ITS10	<del>SOUTH TAMPA/DALE MABRY ATMS PROJECT (Includes South Dale Mabry, Gandy and Westshore)</del>	<del>78</del> Signals	Tampa	
424213 6	Minimize Traffic	UNIVERSITY AREA/BUSCH BLVD ATMS PROJECT <u>Ph 4</u> (Includes Busch Blvd and Fowler Ave)	40 <u>119</u> Signals	Tampa	Added PE to 2017 & Constr to 2020 (119 signals, Ph 4)




**Hillsborough MPO List of Priority Projects  
2016/2017 Transportation Improvement Program  
Table 1: EXISTING PRIORITIES FUNDED FOR CONSTRUCTION**

FPN	LRTP Project Number	Project Limits	Project Description	Project Sponsor	Project Status in 2015/2016 TIP
257805 1	Real Choices	TAMPA RIVERWALK - KENNEDY BOULEVARD	Elevator / Stairs	Tampa Priority #4	Coordination underway with FDOT - <del>\$1,015,844</del> <u>\$305,000 needed to complete project</u>

Notes      Red indicates change in status.


**Hillsborough MPO List of Priority Projects  
2016/2017 Transportation Improvement Program  
Table 2: CANDIDATES FOR NEW FUNDING**

New projects in green

2015 Priority	FPN	2040 LRTP Project/ Ref	Project Limits	Project Description	Project Sponsor	Project Status / Request for 2017 Priority	Candidate for Funding Type	Action taken last year (if any)
 <b>Metropolitan Transportation Planning</b>							<u>2040 Plan Annual Funding Est. (\$m)</u> Federal Metro Funds 0.62	
1	259285 1	METROPOLITAN TRANSPORTATION PLANNING		Systems & Corridor Planning	MPO	Ongoing planning need: \$400,000 per year	SU	Added \$400,000 in FY20
2		METROPOLITAN TRANSPORTATION PLANNING		District 7 Travel Behavior Surveys	FDOT	Ongoing survey efforts: \$196,000	SU	
 <b>Preserve the System</b>							<u>2040 Plan Annual Funding Est. (\$m)</u> Federal Metro Funds State Highways 49.6 TRIP Fuel Tax Rev - Local 14.0 Other Local Rev Transit Funds 6.4	
3	414963 2	Preserve System	MAINTAIN CURRENT BUS SERVICE	Bus Replacement	HART Priority #7	\$16.4 million requested for FY21; \$4 million recommended	SU	Added \$4 million in FY20
 <b>Reduce Crashes &amp; Vulnerability</b>							<u>2040 Plan Annual Funding Est. (\$m)</u> Federal Metro Funds 3.3 State Highways 11.9 TRIP Fuel Tax Rev - Local 16.4 Other Local Rev 4.6 Transit Funds	
4	437243 1 437244 1 437247 1 437248 1	Reduce Crashes	SAFE ROUTES TO SCHOOL CANDIDATE PROJECTS, HILLSBOROUGH COUNTY	Sidewalks and Intersection Improvements	County Priority	1. Stowers Elem - \$155,000 2. Summerfield Elem - \$164,000 3. Eisenhower Middle - \$227,000 5. Cypress Crk, Shields - \$170,000 6. Nelson Elem - \$83,000 7. Riverview Elem - \$112,000	1-5 are Elig & Feas for TA; all were prioritized by TMA	
5	436639 1	Reduce Crashes	COLUMBUS DRIVE FROM NEBRASKA AVE TO 14TH STREET	Walk/Bike Safety	Tampa	\$99,000 needed for design and \$556,000 for construction	Elig & Feas for TA; prioritized by TMA	
6	437246 1	Reduce Crashes	46TH STREET FROM BUSCH BLVD TO FOWLER AVE	Walk/Bike Safety	Tampa	\$77,000 needed for design and \$442,000 for construction	Elig & Feas for TA; prioritized by TMA	
7	437243 1	Reduce Crashes	ROME AVE FROM KENNEDY BLVD TO COLUMBUS DR	Walk/Bike Safety	Tampa	\$213,000 needed for design and \$1,223,000 for construction	Impact on historic district under review; prioritized by TMA	


**Hillsborough MPO List of Priority Projects  
2016/2017 Transportation Improvement Program  
Table 2: CANDIDATES FOR NEW FUNDING**

New projects in green

2015 Priority	FPN	2040 LRTP Project/ Ref	Project Limits	Project Description	Project Sponsor	Project Status / Request for 2017 Priority	Candidate for Funding Type	Action taken last year (if any)
8	436640 1	Reduce Crashes	FLORIBRASKA AVE FROM FLORIDA AVE TO NEBRASKA AVE	Walk/Bike Safety	Tampa	\$77,000 needed for design and \$441,000 for construction	Elig & Feas for TA; prioritized by TMA	
9		Reduce Crashes	Sidewalk Improvements at Bryan Elem/Tomlin MS, Jackson Elem, Lincoln Elem, & Wilson Elem	Walk/Bike Safety	Plant City	\$1.663M requested	TA Application received, needs typ sec, ROW map	
10		Reduce Crashes	Morris Bridge Rd Bike Lanes/Paved Shoulders, Fowler to Fletcher	Walk/Bike Safety	FDOT (tent.)	Temple Terrace request	Operations	
11		Reduce Crashes	GREEN SPINE: PH 1 CASS ST FROM HOWARD TO RIVER, PH 2 NUCCIO PKWY FROM NEBRASKA TO PALM, PH 3 15TH ST FROM PALM TO 21ST	Walk Bike Emphasis Corridor	Tampa Priority #3	\$300,000 requested for PD&E (\$2,454,197 total cost estimate)	SU	
12		Reduce Crashes	SR 39 / <u>S COLLINS STREET FROM Merrick St to E Laura St</u>	Complete Street Enhancements	Plant City Priority #1	\$690,000 requested for streetscaping & lane re-config.	SU	
 <b>Manage Congestion for Drivers &amp; Shippers</b>							<b>2040 Plan Annual Funding Est. (\$m)</b>	
<b>Goals by 2040</b> <b>Traffic flow 17% better on non-freeways with ATMS and 640 intersections improved</b> <b>Traffic flow 10% better on freeways</b> <b>Plus truck quick fixes &amp; RR overpasses</b>							Federal Metro Funds 0.8 State Highways 3.0 TRIP 0.2 Fuel Tax Rev - Local 8.5 Other Local Rev 4.5 Transit Funds	
13		Minimize Traffic	DALE MABRY HWY FROM SLIGH TO VAN DYKE RD	ATMS - Signalization	County Priority	\$2.8 Million for design and implementation	TRIP with SU match; needs TRIP application	
14		Minimize Traffic	US 301 FROM I-75 TO SELMON EXPRESSWAY	Operational Improvements	FDOT (tent.)	Port Tampa Bay request	Operations	
15		Minimize Traffic	US 41 FROM CAUSEWAY BLVD TO I-4	Operational Improvements	FDOT (tent.)	Port Tampa Bay request	Operations	
16		Minimize Traffic	Big Bend Rd @ I-75	Interchange Improvements	FDOT	Funding needed to add EB left turn lane & NB entrance lane	SU, SIS	
17		Minimize Traffic	Gibsonton Dr @ I-75	Interchange Improvements	FDOT	Funding needed to extend SB dual left turn lanes	SU, SIS	
18		Minimize Traffic	Alexander St @ SR 39	Intersection Improvements	Plant City Priority #3	\$2M for construction	SU	
19		Minimize Traffic	Alexander St @ Jim Johnson Rd	Intersection Improvements	Plant City Priority #7	\$2M for construction	SU	
20		Minimize Traffic	S Park Rd @ Coronet Rd	Intersection Improvements	Plant City Priority #8	\$2M for construction	SU	


**Hillsborough MPO List of Priority Projects  
2016/2017 Transportation Improvement Program  
Table 2: CANDIDATES FOR NEW FUNDING**

New projects in green

2015 Priority	FPN	2040 LRTP Project/ Ref	Project Limits	Project Description	Project Sponsor	Project Status / Request for 2017 Priority	Candidate for Funding Type	Action taken last year (if any)
<b>Goals by 2040</b>							<u>2040 Plan Annual Funding Est. (\$m)</u>	
 <b>Real Choices When Not Driving</b>			<b>Wide paved trails &amp; sidepaths within walking distance of 1/4 of residents</b> <b>Frequent bus service within walking distance of nearly half of people &amp; jobs</b> <b>Outside bus service area, Sunshine Line services grow with senior population growth</b>				Federal Metro Funds 9.4 State Highways TRIP 0.2 Fuel Tax Rev - Local 12.4 Other Local Rev 19.0 Transit Funds 71.4	
21		Real Choices	EAST-WEST METRORAPID	New Expanded Transit Service	HART (Priority #1)	\$30 million construction	New Starts, Small Starts	
22		Real Choices	PD&E/ Design Phase for an additional MetroRapid Corridor	New Expanded Transit Service	HART Priorities #2-4, 6	1. TIA/ Kennedy Blvd - \$2.5 m 2. Brandon-Downtown - \$2.5 m 3. New Tampa-USF - \$1.5 m 4. Dale Mabry/ MacDill - \$3.5 m 5. Busch Blvd/ Gunn Hwy - \$2.5 m	SU	
23		Real Choices	UPPER TAMPA BAY TRAIL (UTBT) PHASE IV-A and IV-B	Multi-Use Trail	County	\$2,582,000 to construct A \$1,562,000 to construct B	Prioritized by CCC; Elig & Feas for TA; Alignment TBD	
24		Real Choices	SOUTH TAMPA GWY FROM MANHATTAN AVE TO PICNIC ISL. PARK	Multi-Use Trail	Tampa Priority #12	\$50,000 requested for PD&E (\$1,800,000 total cost estimate)	Prioritized by CCC; 2013 TA application needs cost est, ROW doc, typ sec, LAP ltr	
25		Real Choices	TAMPA BYPASS CANAL TRAIL from Harney Rd to Fletcher Ave	Multi-Use Trail	County Priority	\$750,000 requested for PD&E \$378,000 requested for design Total cost \$6.5M	Prioritized by CCC; TA application needs ROW doc, eng cost est	
26		Real Choices	TAMPA BYPASS CANAL TRAIL from Harney Rd to US 301	Multi-Use Trail	Temple Terrace		Prioritized by CCC; TA - need application	
27	436713-1	Real Choices	UTBT CONNECTOR: LUTZ LAKE FERN SIDEWALK	Sidewalk	County	\$84,250 needed for design and construction	Elig & Feas for TA	
28		Real Choices	Selmon Greenway Next Phases - SR 60 between 19th St & Channelside Dr, extension to Nuccio Pkwy	Multi-Use Trail	THEA	1) \$329,602 - Trailhead constr 2) \$138,614 - Safety & Sec Signage 3) \$214,338 - Constr Connection to Nuccio Pkwy	TA application received	
29		Real Choices	WEST RIVER GWY - BAYSHORE BLVD TO MLKING RECREATION COMPLEX	Multi-Use Trail	Tampa Priority #11	\$132,000 requested for Design (\$982,000 total cost estimate)	TA 2013 application needs ROW, typ sec, cost est	
30		Real Choices	I-275 GWY EXTENSION FROM WEST OF DALE MABRY TO MACFARLANE PK	Multi-Use Trail	FDOT (tent.)	Feasibility study of pedestrian overpass	Planning	

**Hillsborough MPO List of Priority Projects  
2016/2017 Transportation Improvement Program  
Table 2: CANDIDATES FOR NEW FUNDING**

New projects in green

2015 Priority	FPN	2040 LRTP Project/ Ref	Project Limits	Project Description	Project Sponsor	Project Status / Request for 2017 Priority	Candidate for Funding Type	Action taken last year (if any)
31		Real Choices	SOUTH COAST GREENWAY (PHASES I and III-VI)	Multi-Use Trail	County	Funding needed for PD&E and Design for Ph III-IV		Ph I designed & seeking local funds
32		Real Choices	McIntosh Tract Trail	Off-Road Bicycle Trail	Plant City	\$105,500 for des & const	TA application received, need typ sec	
 <b>Major Investments for Economic Growth</b>								
<b>Tampa Bay Express (TBX) Phase 1 - New express lanes with dynamic pricing</b>								
33	412531-2	1002, 1093	I-275 @ SR 60 INTERCHANGE	Modify Interchange	FDOT	Funding needed for construction	SIS; prioritized by TMA	ROW 2016, PE 2019
	258643 1	1003	I-275 FROM SR 60 TO NORTH BLVD	TBX with Exp. Bus	FDOT	Funding needed for design and construction	SIS; prioritized by TMA	PD&E underway
		n/a**	I-275 FROM 4TH ST TO GANDY BLVD	TBX with Exp. Bus	FDOT	Funding needed for des & constr, + PD&E for Gateway Transit Center	SIS; prioritized by TMA	PD&E underway
	433821 2	1005	I-275 @ I-4 (DOWNTOWN INTERCHANGE)	Modify Interchange	FDOT	Funding needed for design and construction	SIS; prioritized by TMA	PD&E underway, ROW 2016, PE 2018
	431821 2	1006	I-275 FROM JEFFERSON/ORANGE ST TO N OF BEARSS AVE	TBX with Exp. Bus	FDOT	Funding needed for des & constr, + PD&E for Fletcher Transit Center	SIS; prioritized by TMA	PD&E underway
	431746 1	1008	I-4 FROM I-4/SELMON CONNECTOR TO POLK PKWY	TBX with Exp. Bus	FDOT	Funding needed for design and construction	SIS; prioritized by TMA	PD&E underway
	415235 3	1010	I-75 FROM FOWLER AVE TO US 301	TBX with Exp. Bus	FDOT	Funding needed for design and construction	SIS; prioritized by TMA	PD&E complete
	419235 2		I-75 FROM SR 674 TO US 301	TBX with Exp. Bus	FDOT	Funding needed for design and construction	SIS; prioritized by TMA	PD&E complete
<b>Westshore Multimodal Center and Connections to Downtown &amp; Airport</b>								
34	415348 1	83	WESTSHORE REGIONAL INTERMODAL CENTER	Intermodal Center	FDOT	Funding needed for ROW, design & construction	SIS; prioritized by TMA	ROW negotiations
		62	CONNECTION TO AIRPORT PEOPLE MOVER	Transit Connection	FDOT/Aviation Auth	No request this year		Feas. Study complete
		61	MODERN STREETCAR EXTENSION	Transit Connection	Tampa	Funding needed for design to extend to Marion Transit Center	FDOT transit programs; prioritized by TMA	PD&E funded
35		60	US 41 RAIL CORRIDOR JOINT USE	Commuter Transit	FDOT	Funding needed for corridor study/PD&E	FDOT transit programs; prioritized by TMA	CSX-FDOT MOU agrmt pending
36	436677 1	Preserve System	Regional Farebox Rev. Collection & Inter-Jurisdictional Mobility	Regional Transit Fare Collection	HART Priority #8	Partially funded; balance of \$8.9M needed	TRIP, TIGER, FDOT transit; prioritized by TMA	\$3.7M allocated in FY18 & FY19
37		n/a**	Duke Energy Trail - North & South Gaps	Multi-Use Trail	Pinellas County	Partially funded; funding needed for design and construction	TIGER; prioritized by TMA	

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2015 Priority	FPN	2040 LRTP Project/ Ref	Project Limits	Project Description	Project Sponsor	Project Status / Request for 2017 Priority	Candidate for Funding Type	Action taken last year (if any)
38		1100	US 41 @ Causeway Blvd	Grade Separated Intersection	FDOT (tent.)	Port Tampa Bay request	Other Arterials, Intermodal	Prioritized in 2040 Plan
39	435749 1	1043	US 92 FROM GARDEN LANE (US 301/I-4) TO CR 579	Widen 2 lanes to 4 lanes divided	FDOT	Funding needed for design	Other Arterials	PD&E 2016
40	435749 1	1045	US 92 from Park Rd to Polk County	Widen to 4LD	FDOT; Plant City Priority #4	Funding needed for design	Other Arterials	PD&E 2016
41		E+C map	W Sam Allen Rd from N Alexander St to SR 39	Widen to 4LD	Plant City Priority #2	\$2.464M for Construction	SU	
42		9996	Davis Rd Ext from Harney Rd to Maislin Dr	New 2LU Rd	Temple Terrace	\$300,000 for PD&E / Design	SU	
43		1038, 1040	SAM ALLEN RD FROM PARK TO POLK COUNTY	New 4 Lane roadway	Plant City Priority #6	\$4.5M request for PD&E	SU	
44		Minimize Traffic	US 41 @ SR 60	Grade Separated Intersection	FDOT (tent.)	Port Tampa Bay request	Other Arterials	
45		Minimize Traffic	US 41 @ CSX 'A' LINE TO CSX 'S' LINE	Grade Separated Intersection	FDOT (tent.)	Port Tampa Bay request	Other Arterials	
46*		Need beyond 2040	Rice Rd from Coronet Rd to Polk Co	New 2LU Rd	Plant City Priority #5	\$3.757M requested for PD&E	SU	

\* Project not listed in the Cost-Affordable Long Range Transportation Plan

\*\* Project in neighboring counting, reflected as a Transportation Management Area priority

Denotes new project

Prior Year Candidates Deleted from Priorities List								
			<del>CAUSEWAY BLVD FROM MARITIME BLVD TO US 41</del>	<del>Widen 4 lanes to 6 lanes divided</del>	<del>Submitted by Port Tampa Bay</del>			Identified as a need beyond 2040
			<del>SLIGH AVE BRIDGE FROM US 301 TO TAMPA EXECUTIVE AIRPORT</del>	<del>New 2 lane roadway</del>	<del>Submitted by Aviation Authority</del>			Identified as a need beyond 2040
			<del>CHARLIE TAYLOR ROAD FROM US 92 TO KNIGHTS GRIFFIN ROAD</del>	<del>Enhancements - turn lanes / intersections</del>	<del>Submitted by Plant City</del>			Not requested this year





# Hillsborough MPO Metropolitan Planning for Transportation

Commissioner Lesley "Les" Miller, Jr.  
Hillsborough County  
MPO Chairman

Councilman Harry Cohen  
City of Tampa  
MPO Vice Chairman

Paul Anderson  
Tampa Port Authority

Commissioner Kevin Beckner  
Hillsborough County

Wallace Bowers  
HART

Mayor Frank Chillura  
Temple Terrace

Trent Green  
The Planning Commission

Commissioner Ken Hagan  
Hillsborough County

Joe Lopano  
Hillsborough Co. Aviation Authority

Mayor Rick A. Lott  
City of Plant City

Councilman Guido Maniscalco  
City of Tampa

Councilwoman Lisa Montelione  
City of Tampa

Commissioner Sandra Murman  
Hillsborough County

Cindy Stuart  
Hillsborough County School Board

Joseph Waggoner  
Expressway Authority

Commissioner Stacy R. White  
Hillsborough County

Beth Alden, AICP  
Executive Director

July 1, 2016

Mr. Paul Steinman  
District Seven Secretary  
Florida Department of Transportation  
11201 N. McKinley Drive  
Tampa, FL 33612-6403

Dear Secretary Steinman,

Re: **2016/17–2020/21 Transportation Improvement Program**

Thank you for your support and participation in the public hearing on June 22, 2016, at which the Hillsborough Metropolitan Planning Organization (MPO) adopted the fiscal year (FY) 2016/17–2020/21 Transportation Improvement Program (TIP). Prior to the board's approval, the TIP was reviewed and approved by the MPO Citizens Advisory and Technical Advisory Committees at their June 4<sup>th</sup> and May 16<sup>th</sup> meetings, respectively.

In light of the extensive comments from members of the public about funding for the Tampa Bay Express (TBX) project in the TIP, the TIP was adopted by the MPO with the following stipulations:

- That the MPO and FDOT create a structure of continued communication and feedback between the MPO and FDOT, whereby officials from FDOT would regularly update the board concerning TBX. Specifically, on at least a quarterly basis, FDOT would publicly appear before the MPO to answer questions and provide updates on its mitigation efforts, community engagement, and status of the Project Development and Environment Study.

- That FDOT present its proposed Re-evaluation Study to the MPO at a date to-be-determined prior to the study going to a Public Hearing in Spring 2017. This FDOT presentation would provide the MPO with the first look at what FDOT considered during the re-evaluation process, and the commitments that FDOT is prepared to make as a result, including toll lanes review, design elements, and formation of a community work group to start to build consensus. After a Public Hearing, the document will remain open for a 14-day comment period. After this period, FDOT will assess the comments, including input from the MPO, and finalize the document before it is submitted to the appropriate agency for approval.



Plan Hillsborough  
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Tampa, FL, 33602

- That additional information be provided to the board in order to make informed decisions in future years, including:
  - A finalized study and report on human impact, that would delineate the total number of all homes and multifamily dwelling complexes and business, displayed in a map and showing individual parcels, including impacts on affordable housing and how to pay for replacing them;
  - A final neighborhood mitigation plan for displaced residents and businesses, including design elements;
  - Completed environmental impact studies for each segment, including the I-275/I-4 PD&E re-evaluation study;
  - Traffic and revenue studies that would analyze and provide justification for toll lanes;
  - Follow-up reporting on the FDOT-sponsored premium transit study that will be conducted by HART, to include consideration of the CSX-owned rail corridors;
  - Status updates on the Federal Civil Rights investigation of the TBX project.
  
- That FDOT report to the MPO board on the cost of ad valorem tax revenue lost to the City of Tampa as a result of the TBX project, using FDOT's most recent right-of-way acquisition map; and also on the cost to the City of Tampa for operations/maintenance of any community impact mitigation treatments associated with the TBX project; and also on the impact to air quality in Tampa from TBX; prior to any new MPO board vote on funding for TBX Segments 5, 6, 7, and 8.

This TIP, which becomes effective on October 1, 2016, comprises projects programmed by the Florida Department of Transportation (FDOT) reflecting priorities established by the MPO on August 4, 2015. We appreciate the Department's continued coordination with the MPO.

We are submitting two printed copies and one electronic copy of the TIP for your review and distribution. If you have any questions, please contact me or Sarah McKinley at 813-272-5940.

Sincerely,



Beth Alden, AICP  
Executive Director

CC: MPO Board Members  
Lucia Garsys, Hillsborough County  
Jean Duncan, City of Tampa  
Mike Herr, City of Plant City  
Charles Stephenson, City of Temple Terrace  
Katharine Eagan, HART  
Roger Roscoe, MPO Liaison, FDOT

Enclosure: FY 2016/17–2020/21 Transportation Improvement Program