

**FY 17 – 18 Transportation Improvement Program**

**APPENDIX**

**ANALYSIS AND RESPONSE TO PUBLIC COMMENTS**

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## Hillsborough MPO Metropolitan Planning for Transportation

# PUBLIC HEARING NOTICE

Wednesday, June 13, 2017

6:00 p.m. in the County Center Building  
601 E Kennedy Boulevard, 2<sup>nd</sup> Floor, Tampa, FL

At this Public Hearing, the MPO Board will consider adoption of the **Transportation Improvement Program (TIP)**, a list of transportation projects in Hillsborough County to be funded over five years (October 1, 2017 - September 30, 2022), and a list of priorities to be considered for any funding that becomes available. Details and project design will be determined by the agency implementing the project, typically in a future year. **Projects with new funding this year include:**

- Improving bus service and replacing old vehicles
- Improving walk/bike safety with new sidewalks, crosswalks, and bike lanes
- SR 60 widening between Valrico Rd and Dover Rd | \$10M added to FY22 for ROW, construction beyond FY22 (FDOT)
- I-75 at Gibsonton Dr eastbound turn lane to northbound on-ramp | \$694K for design – FY22 (FDOT)
- I-75 at Big Bend Rd extend southbound off-ramp lanes | \$3M for construction – FY21 (FDOT)
- Tampa Bypass Canal Trail | \$750K for Project Development & Environment Study – FY18 (Hillsborough County)
- Green Spine Cycle Track extension from Doyle Carlton Dr to Willow Ave | \$544K for construction – FY20 (City of Tampa)
- Repaving roadways to preserve our system
- Traffic signal upgrades

**Tampa Bay Express (TBX) express toll lanes on I-275 and I-4** (visit [tampabaynext.com](http://tampabaynext.com)) project funding has been revised to include only:

- I-275 Howard Frankland Bridge Replacement 8 free lanes total plus express toll lanes | \$25M for design-build in Hillsborough – FY20 (FDOT)
- I-275, Lois to Willow Ave (Segment 5) express toll lanes | \$101M for design-build – FY22 (FDOT)
- All Other TBX Segments: Environmental Impact Studies underway | No construction funded thru FY22
- TBX Reserve Box for projects to be determined | \$158M – FY21-22 (FDOT)

**Priority projects for future funding include:**

- Preserving the System | HART vehicle replacements and transit center maintenance
- Reducing Crashes & Vulnerability | Safety improvements on Busch, Hillsborough, Florida/Tampa, Kennedy, Channelside, Morris Bridge & others
- Managing Congestion | Turn lanes on Gibsonton, Alexander, Park; a short extension of Davis Rd near US 301 & Harney; fiber optics
- Real Choices When Not Driving | HART Airporter Express, and trail projects in all jurisdictions
- Express Toll Lanes with Express Bus on I-275, I-4, and I-75
- Transit Connection from Downtown Tampa to Westshore Intermodal Center to Airport | Modern streetcar and/or people-mover extensions
- US 41 Rail Corridor Joint Use | Add commuter rail service on CSX-owned freight rail corridor running north of Downtown to USF & Pasco, near US 41
- US 41/ 50<sup>th</sup> St/ CSX/ Causeway Blvd | Grade separated interchange and rail-crossing fly-over east of Port Tampa Bay
- I-75 Big Bend Rd Interchange | Major project at northbound on-ramp

## Please participate in this TIP Public Hearing!

**We want to hear from you!** This public hearing will be broadcast live on HTV, and there are many ways for you to participate.

**Planning to speak in person at the June 13<sup>th</sup> Public Hearing? Sign up to speak on June 13<sup>th</sup> from 4pm until 8pm** in the first-floor lobby of County Center. If you intend to transfer your minutes to another speaker, you must sign up together, notifying staff to obtain consecutive speaker numbers. **No late sign ups or transfers will be honored.**

If you are unable to attend in person, you can still participate:

- **Attend online** | Live streaming broadcast with live chatroom online at: [HillsboroughMPO.org](http://HillsboroughMPO.org) *Live chat will be viewable to MPO Board members!*
  - Email comments in advance to: [mpo@plancom.org](mailto:mpo@plancom.org)
  - Leave a voicemail message in advance at: **813/273-3774 x369**
- Leave comments on Facebook in advance on the MPO's Facebook Event Page at: [Facebook.com/HillsboroughMPO](https://www.facebook.com/HillsboroughMPO)

*Please note:* Email, voicemail, and Facebook Event posts received **BEFORE noon on June 13** will be distributed to the MPO Board prior to the public hearing. All comments received are public record.

The MPO is responsible for prioritizing federal and state funds allocated to transportation projects in Tampa, Temple Terrace, Plant City, and Hillsborough County. A complete list of projects in the TIP is available at: [HillsboroughMPO.org](http://HillsboroughMPO.org) and at the Planning Commission Library, 601 E Kennedy Blvd, 18th floor, in Downtown Tampa, Monday – Friday, 9am – 4pm.

Persons planning to attend the public hearing in need of special accommodations under the Americans with Disabilities Act, or who require interpreter services (free of charge), should contact Michele Ogilvie, **813/273-3774 x317** or email [ogilviem@plancom.org](mailto:ogilviem@plancom.org), **at least 3 business days in advance**. The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, sex, age, disability, family or religious status. More about our commitment to nondiscrimination: [planhillsborough.org/non-discrimination-commitment/](http://planhillsborough.org/non-discrimination-commitment/)

June 2, 2017

# TIP PUBLIC HEARING NOTICE



Hillsborough MPO  
Metropolitan Planning  
for Transportation

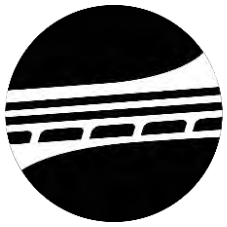
## TUESDAY, JUNE 13 @ 6:00 p.m.

At this Public Hearing, the MPO Board will consider adoption of the **Transportation Improvement Program (TIP)**, a list of transportation projects in Hillsborough County to be funded over five years (October 1, 2017 - September 30, 2022), and a list of priorities to be considered for any funding that becomes available.

**View details on participating in this public hearing and the draft TIP at:**

**[www.planhillsborough.org/transportation-improvement-program-tip/](http://www.planhillsborough.org/transportation-improvement-program-tip/)**  
**or call 813/273-3774 x369**

*Please note: This is a correction notice to the day of the week listed in the June 2, 2017 Tampa Bay Times legal advertisement and direct mailer. We apologize for any confusion.*



## Hillsborough MPO Metropolitan Planning for Transportation

# PUBLIC HEARING NOTICE

Tuesday, June 13, 2017

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  - I-275, Lois to Willow Ave (Segment 5) express toll lanes | \$101M for design-build – FY22 (FDOT)
  - All Other TBX Segments: Environmental Impact Studies underway | No construction funded thru FY22
    - | New funding for ROW from willing sellers at SR 60 interchange
    - TBX Reserve Box for projects to be determined | \$158M – FY21-22 (FDOT)

### Priority projects for future funding include:

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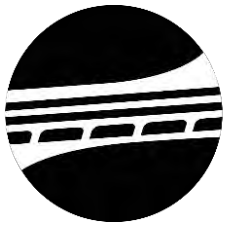
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# Hillsborough MPO Metropolitan Planning for Transportation

**Aviso de Audiencia Pública**  
**Martes, 13 de junio 2017**  
**6:00 p.m.** en el edificio del Centro del Condado  
601 E Kennedy Boulevard, 2 Piso, Tampa, FL.

En esta audiencia pública, el MPO Ejecutivo examinará la adopción del **Programa de Mejoramiento de Transporte (punta)**, una lista de proyectos de transportación en el Condado de Hillsborough para ser financiados durante cinco años (1 de octubre 2017 - 30 de septiembre 2022), y una lista de prioridades para ser considerado para cualquier financiación que esté disponible. Los detalles y el diseño del proyecto será determinada por el organismo de ejecución del proyecto, normalmente en un año futuro. **Proyectos con financiamiento nuevo este año incluyen:**

- **Mejorar el servicio de autobuses y la sustitución de vehículos antiguos**
- **Mejorar a Pie/Bicicleta con seguridad nuevas aceras, pasos peatonales y carriles bici**
- **SR 60 ampliando** entre Valrico Rd y Dover Rd | \$10M añadido a FY22 para la fila, la construcción más allá de FY22 (de FDOT)
- **I-75 en Gibsonton Dr eastbound carril de giro a northbound on-ramp** | \$694K para el diseño - FY22 (de FDOT)
- **I-75 en el Big Bend Rd extender hacia el sur off-ramp carriles** | \$3M para la construcción - FY21 (de FDOT)
- **Tampa Bypass Canal Trail** | \$750K para el Desarrollo de Proyectos y Medio Ambiente Estudio - FY18 (Condado de Hillsborough)
- **Green Spine Cycle Track vía extensión de Doyle Carlton Dr Willow Ave** | \$544K para construcción - FY20 (ciudad de Tampa)
- **Tampa Bay Express (TBX) expresan los carriles de peaje en la I-275 y la I-4** (visita [tampabaynext.com](http://tampabaynext.com)) la financiación del proyecto se ha revisado para incluir solamente:
  - **I-275 Howard Frankland Sustitución Puente 8 carriles de gratis total además de expresar los carriles de peaje** | \$25M para diseñar, construir en Hillsborough - FY20 (de FDOT)
  - **I-275, Lois a Willow Ave (segmento 5) expresar los carriles de peaje** | \$101M para diseñar, construir, FY22 (de FDOT)
  - **Todos los demás TBX segmentos:** Estudios de impacto ambiental en curso | No hay construcción financiados a través de FY22 | Nueva financiación para la fila de vendedores dispuestos a SR 60 interchange
  - **TBX Reserva de verificación de proyectos para determinarse** | \$158M - FY21-22 (de FDOT)

#### Las prioridades de financiación en el futuro incluyen:

- **Preservar el sistema** | HART reemplazos del vehículo y el mantenimiento del centro de tránsito
- **Reducir los bloqueos y vulnerabilidad** | Seguridad mejoras en Busch, Hillsborough, Tampa, Florida/Kennedy, canalizado, Morris Bridge & otros
- **Gestionar la congestión** | Vuelta de carriles en Gibsonton, Alexander, Parque; una breve prórroga de Davis Rd cerca de US 301 & Harney; la fibra óptica
- **Opciones reales cuando no conduzca** | HART Airporter Express y trail proyectos en todas las jurisdicciones
- **Expresar los carriles de peaje con autobús expreso en la I-275, I-4, I-75**
- **Conexión del centro desde el centro de Tampa al Centro Intermodal Westshore al Aeropuerto** | Centro Intermodal tranvía moderno y/o extensiones de transportador de personas
- **US 41 Corredor Ferroviario Utilización conjunta** | Agregar Commuter Rail Service de propiedad de CSX corredor ferroviario de mercancías al norte del centro de la USF y Pasco, cerca de la US 41
- **US 41/ 50th St/ CSX/ Causeway Blvd** | Grado separados interchange y cruce ferroviario con mosca en medio del puerto de la Bahía de Tampa
- **I-75 Big Bend Rd Interchange** | importante proyecto en dirección norte en rampa

## Por favor, participar en esta audiencia pública de punta!

**Queremos oír de usted!** Esta audiencia pública será transmitido en vivo por HTV, y hay muchas maneras de participar.

**Planificación para hablar en persona en la audiencia pública el 13 de junio? Suscríbese a hablar el 13 de junio desde las 4pm hasta las 8pm** en el vestíbulo del primer piso del Centro del condado. Si usted tiene la intención de transferir sus minutos a otro orador, debe registrarse juntos, notificando al personal para obtener números de altavoz consecutivos. **No hay signo tardío ups o transferencias, será honrado.**

Si no puede asistir en persona, usted todavía puede participar:

- **Asistir a online** | streaming broadcast con live chat en línea en: [HillsboroughMPO.org](http://HillsboroughMPO.org) *Live chat será visible para los miembros de la Junta de MPO!*
  - **Correo electrónico comentarios** de antemano: [mpo@plancom.org](mailto:mpo@plancom.org)
  - **Dejar un mensaje de voz** con antelación en: **813/273-3774 x369**
- **Dejar comentarios en Facebook** con antelación en la **página del evento en Facebook de MPO** en: [Facebook.com/HillsboroughMPO](https://www.facebook.com/HillsboroughMPO)

*Por favor nota:* Correo electrónico, correo de voz, y el evento de Facebook mensajes recibidos **antes del mediodía del 13 de junio**

Se distribuirán a la Junta MPO antes de la audiencia pública. Todos los comentarios recibidos son de conocimiento público.

El MPO se encarga de priorizar fondos federales y estatales asignados a proyectos de transportación en Tampa, Temple Terrace y Plant City, y el Condado de Hillsborough. Una lista completa de proyectos en la punta está disponible en: [HillsboroughMPO.org](http://HillsboroughMPO.org) y en la biblioteca de la Comisión de Planificación, 601 E Kennedy Blvd, piso 18, en el centro de Tampa, de lunes a viernes, 9am - 4pm.

Las personas que planean asistir a la audiencia pública en la necesidad de adaptaciones especiales en virtud de la Ley de Estadounidenses con Discapacidades, o que requieren los servicios de un intérprete (de forma gratuita), debe ponerse en contacto con Michele Ogilvie, **813/273-3774 x317** o correo electrónico [ogilviem@plancom.org](mailto:ogilviem@plancom.org), **al menos 3 días hábiles de antelación**. El MPO no discrimina en cualquiera de sus programas o servicios. Se solicita la participación del público, sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, estado familiar o religiosa. Más acerca de nuestro compromiso de no discriminación: [planhillsborough.org/non-discrimination-commitment/](http://planhillsborough.org/non-discrimination-commitment/)

Examples of Signs Posted Advertising TIP Public Hearing



## Sign Posting Locations

Location	Address	City
Seminole Heights Library	4711 N Central Ave	Tampa
Palm Avenue Baptist Church	1805 N Florida Ave	Tampa
Starbucks	502-504 E Hillsborough Ave	Tampa
CVS	9202 N Florida Ave	Tampa
Busch Blvd	Pedestrian Refuge in front of 820 Busch Blvd	Tampa
Extended Stay Deluxe	4811 Memorial Highway	Tampa
Hillsborough on-ramp to 275	NE Corner of Hillsborough Ave and Nebraska	Tampa
Waters Ave	SW Pedestrian Refuge Corner of Waters Ave and N Seminole Ave	Tampa
Waters Ave	NE Corner of Waters Ave and N Lamar Ave	Tampa
Westshore Plaza	Pedestrian Refuge on the Westside of Westshore Plaza, east of SR60	Tampa
Westshore Plaza	Pedestrian Refuge on the West side of Westshore Plaza, West of SR60	Tampa
South of Dental Office	601 N Lois Ave	Tampa
Meridian One	W 4200 Cypress Ave	Tampa
E of I-75 on-ramp	SE Corner of Big Bend Rd and Bullfrog Creek Rd	Riverview
W of I-75 on-ramp	Eastbound Big Bend Rd, west of I-75	Riverview
	NE Corner of Brandon Blvd and Dover Rd	Dover
Hardees	1909 Brandon Blvd (1909 SR60)	Valrico
Flying J	11555 E Sligh Ave	Seffner
Shell	6009 County Rd 579	Seffner
Raceway	10032 Gibsonton Dr	Riverview
Wal Mart	9023 Gibsonton Dr	Riverview
USF	4202 E Fowler Ave	Tampa
	NW Corner of Fowler and Nebraska	Tampa

## **Summary and Analysis of Public Comments**



## **MPO Board Meeting & Public Hearing Summary Tuesday, June 13, 2017**

### **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chairman Les Miller called the meeting to order at 6:00 p.m. The pledge took place, and the invocation was given by Reverend Wallace Bowers. The meeting was convened on the 2nd floor of the County Center.

### **PUBLIC COMMENTS ON NON-AGENDA ITEMS**

There were no public comments on non-agenda items.

### **COMMITTEE REPORTS, ONLINE COMMENTS**

Mr. Rich Clarendon, MPO Assistant Executive Director, provided the committee reports. All of the committees recommended approval of the Transportation Improvement Program (TIP) Annual Update. The committees noted the following comments and concerns: (1) The Citizens Advisory Committee (CAC) requested that the number of comments and concerns for and against Tampa Bay Next (TBNext) be documented in the TIP; (2) The Bicycle/Pedestrian Advisory Committee passed a motion recommending that the MPO consider making the *Real Choices When Not Driving* program the number one priority for the community; (3) The Livable Roadways Committee (LRC) wants agencies to set a goal of increasing walk/bike spending to at least one-percent of the transportation budgets. Also, the CAC, Technical Advisory Committee, LRC, and Policy Committees all recommended approval of the "Early Start" TIP Amendments, amending the TIP that is currently in effect. This is also on the agenda for approval today. The Policy Committee requested that FDOT take another look at the intersection of Kennedy Boulevard and Henderson Avenue for the backups that occur there on a regular basis. In addition, the committees reviewed and commented on reports about the Coast Bike program's success over the last few years, the Innovation Gateway Project, and the TBNext Community meetings.

At the TBARTA MPO Director's meeting of May 19<sup>th</sup>, the directors discussed a Safe Streets Summit planned for February of next year. In addition, they discussed regional performance targets for the first of several federally mandated performance metrics, including transit asset management. They also discussed the June 16<sup>th</sup> joint meeting of TBARTA, MPO Chairs, and the Central Florida MPO Alliance. In addition, the group discussed public comment and input received during the May 12<sup>th</sup> Regional Transportation Leadership Workshop.

The Tampa Bay Area TMA Leadership Group met on June 2<sup>nd</sup> and members recommended a list of top priorities for the tri-county area. The priorities have been integrated and noted in the Hillsborough MPO's drafted list of priority projects.

Several online comments were received from citizens concerning traffic solutions. In addition, twenty-one comments were provided in opposition to Tampa Bay Express/TBNext. Remarks were made for better transit, bike/walk connections, and better lighting. Thirteen commenters supported Tampa Bay Express/TBNext. Several employers commented stating that their employees commute and need reliable transportation to get to jobs throughout the region.

### **CONSENT AGENDA**

- A. Approval of Minutes – May 2, 2017
- B. Committee Appointments
- C. Letter Requested by BPAC on Maintenance of Bike Lanes

**A motion was made by Commissioner Sandra Murman to approve the Consent Agenda. The motion was seconded by Mayor Rick Lott and carried unanimously.**

Commissioner Miller read a memorandum from Commissioner Stacy White into the meeting record. Commissioner White was unable to attend the June 13<sup>th</sup> meeting, and requested that his absence be excused, due to a family commitment.

### **ROLL-CALL VOTE: TRANSPORTATION IMPROVEMENT PROGRAM (TIP) “EARLY START” AMENDMENTS**

**A motion was made by Commissioner Sandra Murman to approve the TIP “Early Start” Amendments. The motion was seconded by Councilman Harry Cohen. Following a roll-call vote, the motion passed unanimously.**

### **PUBLIC HEARING TO ADOPT THE TIP FOR 2017-2022**

#### **A. Transportation Improvement Program Annual Update**

Sarah McKinley, MPO staff, provided an overview of the TIP for the period of October 1, 2017 – September 30, 2022. The TIP document shows funding amount and source, fiscal year, and project location and phase for projects funded with state and federal dollars in Hillsborough County for the next five fiscal years. The TIP is coordinated and consistent with FDOT's Work Program. The TIP also lists significant transportation projects drawn from the capital improvement programs of local governments and agencies, and identifies priorities for use of funds that may become available during the next year. The TIP must be submitted to the Florida Department of Transportation by July 15, 2017.

Following Ms. McKinley's presentation, Commissioner Ken Hagan made a motion to reduce the public comment time limit of three minutes to two minutes. **Following a roll-call vote, the motion passed with a vote of 12 to 3.**

Councilman Cohen expressed concerns about the language in the presentation varying from language discussed and agreed upon at the TMA Leadership Group's meeting. Ms. McKinley's presentation referred to express lanes being a priority. There was a long discussion with Pinellas and Pasco counties at the TMA meeting to have that language changed. Ms. Alden provided clarification on priority #40 for reconstruction of two interchanges (I-275/SR 60 and I-275/I-4) as shown in the proposed Hillsborough MPO List of Priority Projects. The language referring to construction of express lanes was removed by the TMA Group, and has been removed from the Hillsborough MPO List of Priority Projects. Ms. Alden apologized that the slide had not been corrected.

Commissioner Murman did not recall the TMA Leadership Group discussing the Fletcher and Gateway transit centers being part of the priority list. Ms. Alden noted that the TMA Leadership Group's recommendation is provided in the board agenda packet, under the Committee Reports. The Fletcher and Gateway transit centers were included by the TMA last year, and this year the Leadership Group did not request removal of that language; therefore, it remains.

## **B. Public Comments**

Approximately 150 citizens attended the meeting, with sixty-two people signing up for public comment. Of the speakers, 10 were for and 45 against the Tampa Bay Express (TBX) project, with 7 speaking to resolving congestion and transit issues. Other projects mentioned, positively, were the Green ARtery trail, I-75 at Big Bend Road, and the need for improved transit. The MPO also facilitated an online chat, for people who could not attend in person or who preferred to provide comments in writing. About 15 people were on that chat at any given time during the public hearing, and 7 written comments were received, in opposition to TBX or for improved public transit.

## **C. Board Discussion and Action**

After almost four hours of public comment, board members discussed the draft TIP.

Councilman Maniscalco stated that he does not understand why express toll lanes are needed and how they will change the dynamics of transportation. He would like to see people off the road, better transportation options, and an improved bus system.



Councilman Maniscalco made a motion to remove all TBX elements from the TIP. The motion was seconded by Commissioner Kemp. **Following a roll-call vote, the motion failed with a vote of 3 to 12.**

Commissioner Kemp thanked residents for coming out to express concerns regarding TBX and TBNNext. She hoped that more productivity would have been seen by now on transportation, but noted there have been successes in community engagement efforts. She stated that it's time for a plan to move people and not just single-occupant vehicles. She agrees that road and transit improvements need to be made.

Commissioner Kemp made a motion to remove segments 6, 7, and 8 from the TIP: the downtown interchange; I-275 north of downtown; and I-4 east of downtown. **The motion died for lack of a second.**

Commissioner Murman thanked residents for coming out and for their passion. She stated the energy shown will help with a solution. She encouraged citizens to continue working together on transportation solutions.

**Commissioner Murman made a motion regarding the TIP, that FDOT District 7 continue the structure of communication and feedback between the MPO and the citizens, with quarterly updates on the subject of TBNNext. Provide updates on mitigation efforts for the neighborhoods; community engagement; status of the PD&E [environmental impact studies]; options for premium transit; efforts to report on the human impact of the project; and to continue the reevaluation process on TBNNext and the different segments. The motion was seconded by Commissioner Crist.**

Chairman Miller passed the gavel to Vice Chair, Councilman Harry Cohen, and stated that a similar motion was put in place last year and the year before. He expressed concerns that he does not feel that FDOT is going to respond to requests. Stipulations that were requested from FDOT last year have still not been put in place. The gavel was returned to Commissioner Miller.

Councilman Viera also thanked citizens for coming out. He wants to hold FDOT accountable for community outreach. He would like FDOT to reach out to mosques, African American churches, and organizations that did not receive previous outreach. He would also like to see accountability mechanisms put into place. He suggested a system that would benefit all people; in addition to a transit connector between USF and downtown Tampa.

Mr. Trent Green thanked citizens for coming out and showing continued dedicated interest in the transportation initiative. Mr. Green wanted to make a separate motion regarding property acquisition in Section 6 of the TBX project, the downtown interchange. He stated that continued acquisition of properties is destabilizing communities. He moved that this activity be placed on hold until results are received from the new SEIS Study. The motion was put on hold, and later withdrawn after Ms. Alden clarified that the only funding in the TIP for property acquisition for TBX is for the Westshore interchange, none at the downtown interchange.

Ms. Cindy Stuart commented on what actions the board can take to hold FDOT accountable.

Commissioner Murman stated that FDOT answers to the governor and the board does not have any authority over FDOT. She also stated that the new team of FDOT has been willing to work with the board and she feels that they will fulfill the requests. The proof will be over the next year in the quarterly updates.

Commissioner Miller stated that if action is not taken on the TIP, funding will be jeopardized.

**Joe Waggoner made an amendment to the motion to require FDOT to report back to the board at the next board meeting on what the deliverables are for Commissioner Murman's motion. The amendment was seconded by Wallace Bowers. There was no discussion on the amendment. The amendment to the motion passed unanimously.**

**There being no further discussion on the amended motion, the amended motion passed unanimously.**

Councilman Cohen stated that today's meeting discussion represents a true labor of love. About a month ago, he bought a newspaper when he was going through Newark's airport with a headline of, "Your Commute Sucks" in the New York Post. That city has a combination of roads, trains, ferries, and various other options, and this shows that transportation is a national problem. The country is growing and the infrastructure has not been maintained, and we find ourselves dealing with all kinds of issues. Councilman Cohen stated that multiple transit alternatives are needed for the community, and roads need to be enhanced. Investments in every form of multi-modal transportation need to be made to deal with the anticipated population growth. Discussions must continue in order to evaluate different options.

**Commissioner Murman made a motion for approval of the TIP. The motion was seconded by Reverend Bowers. There was no further discussion, and the motion passed with a vote of 12 to 3.**

### **EXECUTIVE DIRECTOR'S REPORT**

The Executive Director's report was provided in the board member's folders. The board members did not have any questions about Ms. Alden's report.

### **OLD BUSINESS & NEW BUSINESS**

The Chair announced that the MPO Board will be in recess for July, and the Policy Committee will recess in June. There was no further old or new business for discussion.

### **ADJOURNMENT**

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:25 p.m.

# **Content Analysis: Correspondence Received and Live Public Comments for June 13, 2017 Public Hearing to Adopt the FY 17/18 Transportation Improvement Program**

## ***Introduction***

NVivo qualitative analysis software was used to code the content of comments received before and after the public hearing held to adopt the TIP. The content of this report was prepared using only emails submitted to the MPO website and Facebook comments submitted through the TIP 'events' page. The correspondence received does not necessarily constitute a representative sample of the general public.

Leading up to the June 13, 2017 public hearing on the TIP adoption, of the email comments received by the MPO regarding the 2017-2018 Transportation Improvement Program (TIP), 13 expressed support for the Tampa Bay Next (TBN)/Tampa Bay Express (TBX) project while 12 expressed disapproval toward the project. (The MPO also received two additional comments after the June 13<sup>th</sup> public hearing: one supporting and one opposing TBX/TBN.) The remaining six emails were either questions, information requests, or advocated for projects other than the TBN/TBX. There were also comments posted to the MPO's Facebook TIP event page, of which 13 expressed disapproval toward the project while the remaining four were unrelated to TIP projects. No Facebook comments were received in support of the TBN project, suggesting that this forum is well-utilized by those who disapprove of the project and potentially underused by those who support the TBN. Lastly, the MPO received three voicemails on its TIP information phone line, one opposed to TBX/TBN and two with questions or other comments about the TIP.

## ***General Overview of TBN-supportive Email & Facebook Comments***

Contrasting with last year's TBX-supportive comments, no comments appeared to be chain letters, or templated responses. Last year, many of the comments received 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 absence of templated responses regarding the 2017-2018 TIP, in combination with the limited number of comments in general, may indicate either that: TBN supporters did not attempt to recruit additional commenters in the same manner as the previous year; that TBN supporters allocated resources toward other means of communication; that supporters are waiting to learn of a final outcome related to the project; or, that they simply did not desire to submit feedback related to the 2017-2018 TIP.

<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.

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

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

- Transit
  - “Local transit”
  - “Regional transit system”
  - “Transit improvements”
- Transportation
  - “Transportation challenges”
  - “Regional transportation system”
  - “Multimodal transportation system”
- Interstate
  - “Significant interstate improvements”
- Business
  - “Critical business issue”
  - “Westshore district”

Across these comments, the theme of **transit** occurred most frequently, which is a marked difference from the previous year’s comments, when the theme of “transit” ranked very low on the list. Many commenters expressed that approving the 2017-2018 TIP represents a critical first step toward pursuing transit improvements, as they believe dedicated right-of-way on the interstate will allow for expanded transit options in the future. Others proclaimed that the I-275/SR60 interchange is the most critical segment of the TBN projects, as reconstruction will “lay the foundation for improved regional transit.” See Figure 1 below.

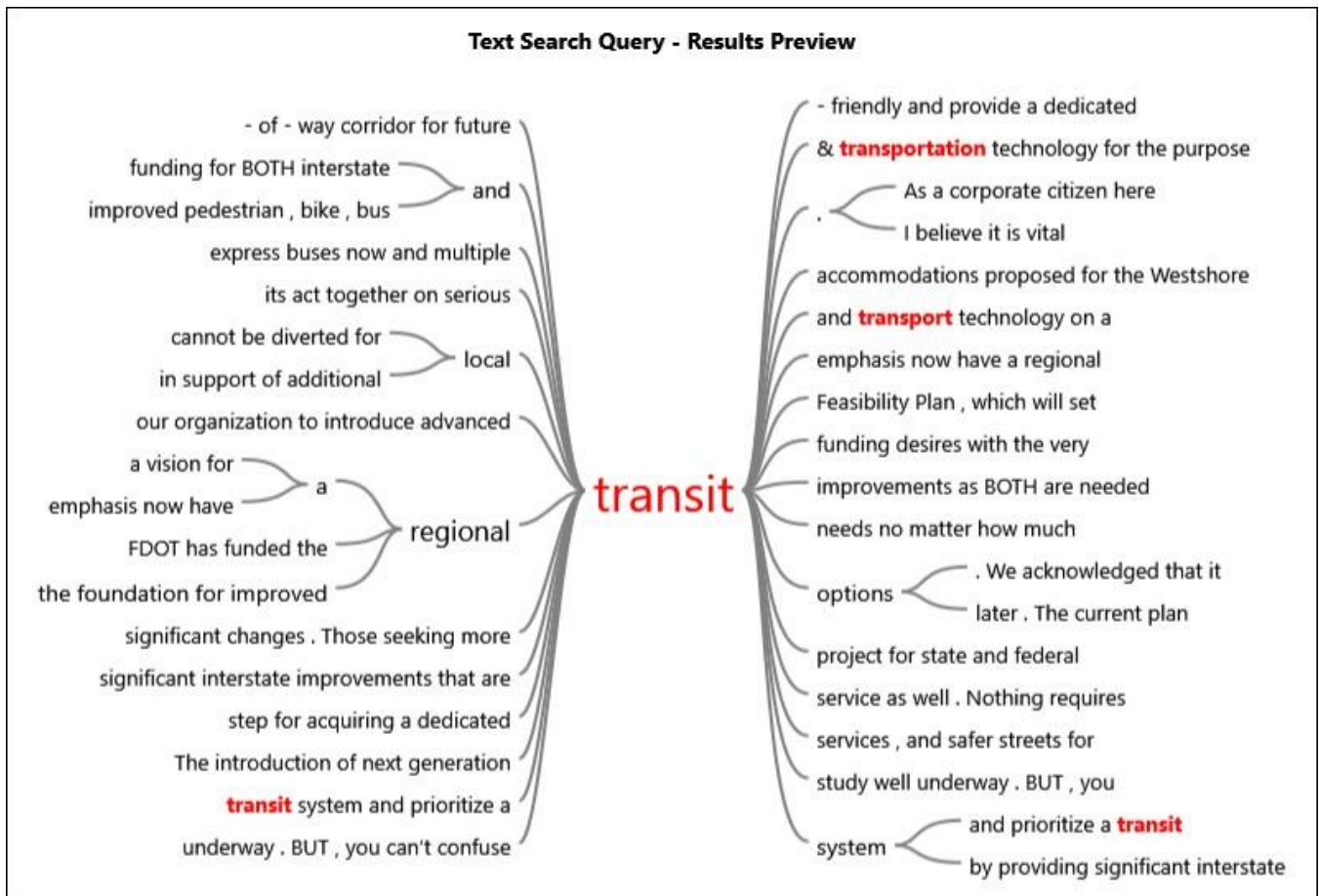


Figure 1: Textual Word Tree of the TBN-supportive comments related to 'transit' and its stemmed words. The larger font size indicates that a sub-theme emerged, which was often stemmed to the predominant theme.

**Transportation** was again cited as one if, if not the most, critical/important issue for the region, especially with respect to the future development of the region. Commenters often expressed that there is an urgent need for multimodal transportation improvements in order to sustain economic and population growth across the region. One commenter concisely exemplified the linkage between “transportation challenges” and “economic competitiveness” with the following statement:

*Today, we can see our transportation challenges are getting even worse, with bridge closures, interchange backups, and the number of cars on the road increasing as people continue to move to the area. That's a great reflection of our growing economy and population, but if we don't begin to improve this situation soon, it will eventually make us a less competitive and attractive community for business and residents.*

The theme of **interstate** was mentioned in nearly all the supporting comments. Comments frequently referenced interstate improvements as key to reducing congestion. Other commenters commended the Florida DOT for the TBX Reset, referred to as Tampa Bay Next, particularly for not prescribing interstate improvements (as many have criticized FDOT of in the past), but rather creating a dialogue with the community to vet interstate improvements.

Finally, **business** was also mentioned frequently in the supporting comments. As has been expressed earlier, many of the comments received iterated that regional connectivity has a significant impact on the region's industrial competitiveness. Among other mentions, mobility of the labor force and speed of freight movement were highlighted as issues very important to business leaders in the Tampa Bay region.

### ***Sentiments***

Figure 2 below shows the most common themes emerging from the TBN 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, an orange bar indicates that the sentiment was mixed or unclear, 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

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.

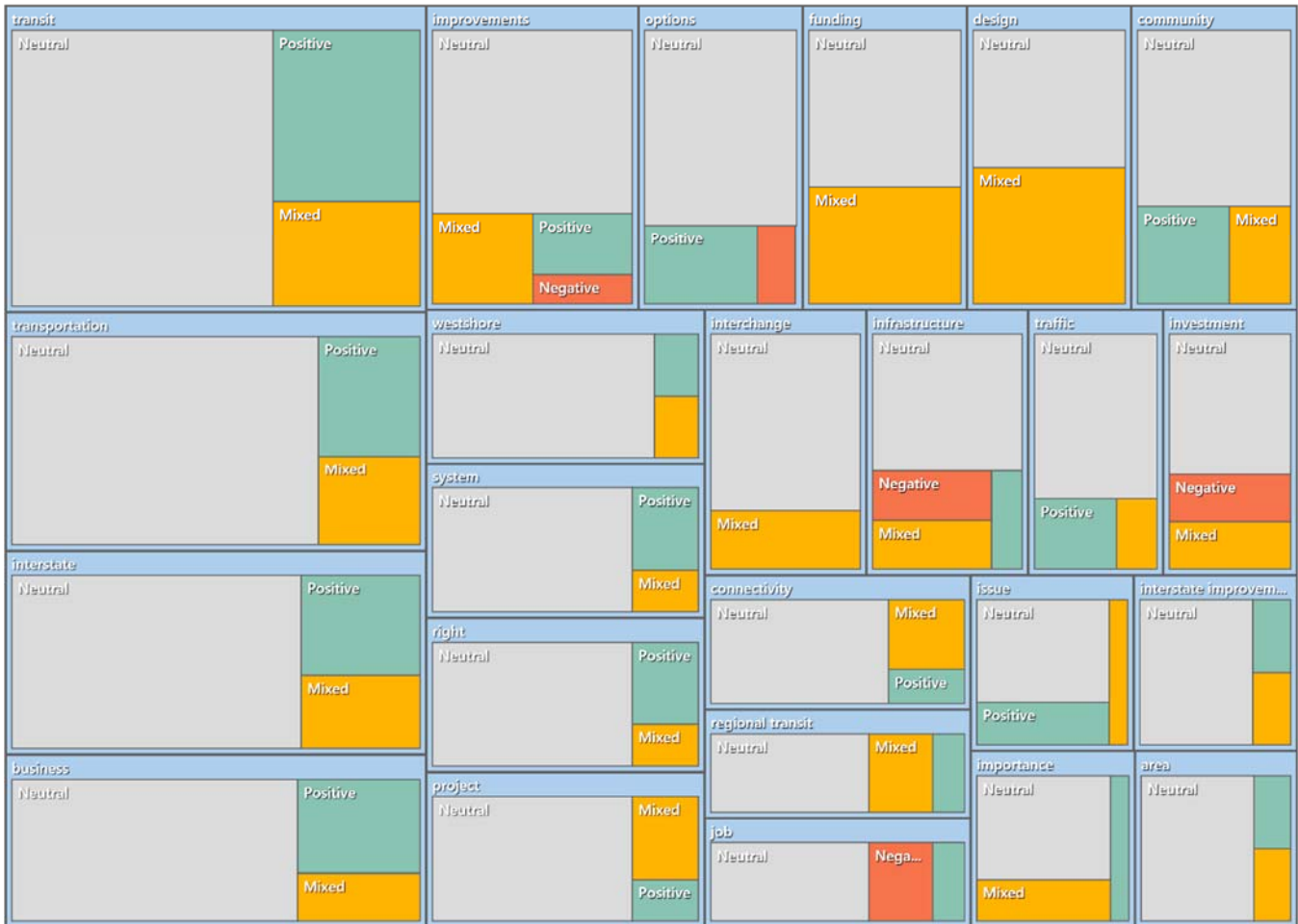


Figure 2: Auto-coded Sentiment Analysis of the TBN-supportive Comments

### General Overview of TBN-disapproving Email & Facebook Comments

Thirteen comments submitted through email expressed disapproval toward TBN. Furthermore, 13 of the 17 Facebook posts submitted through the TIP events page communicated a similar message, summing to a total of 26 disapproving comments. While those unsupportive of the TBX project did not utilize templated responses to the degree that supporters did during last year’s TIP process, the MPO received no templated responses for the 2017 TIP public hearing. This trend may be indicative of a strategic shift in how disapproving individuals and community groups choose to express their views to the MPO Board members.

### Themes Emerging from TBN-disapproving Comments

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

- Lanes
  - “Bike lanes”
  - “Express lanes”
- Transit
  - “Mass transit”
  - “Transit solutions”



- Transportation
  - “Public transportation system”
  - “Alternative transportation solutions”
- Funding

Of the unsupportive comments received, there were 11 coded references to **lanes**, which represents the greatest number of aggregate references for any theme, see Figure 3 below. Specific references to the subthemes of **bike lanes** and **toll lanes** appeared just six times. The relatively small number of coded references to this theme may be another indicator of the lack of a clear message among those disapproving of the TBN project. Whereas the themes identified in the previous year’s comments were relatively few, with multiple coded references, the opposite is true for the comments received regarding the 2017-2018 TIP. Seventy-three unique themes were identified in TBN-disapproving comments, and of these themes, **lanes** topped the list with just 11 references.

The concept of **transit** appeared just nine times among the TBN-disapproving comments, but is remarkable due to the prevalence of this theme among both commenter-groups. While TBN-supporting commenters typically invoked the theme of transit as one part of a transportation solution in which interstate expansion is also required, TBN-disapproving commenters tended to discuss transit as a wholesale substitute for interstate expansion, as in:

*Let's legitimately look to adding more transit options, whether it be bus or rail, rather than adding or charging extra for freeway lanes.*

and,

*...I do not believe that TBX/Tampa Bay Next is the best way for us to spend our tax paying dollars; we really must focus on allocating TIP funds which could instead help to enhance existing and future bicycle/pedestrian infrastructure, add more lighting to unincorporated corridors, and improve our mass transit options for everyone within our county.*

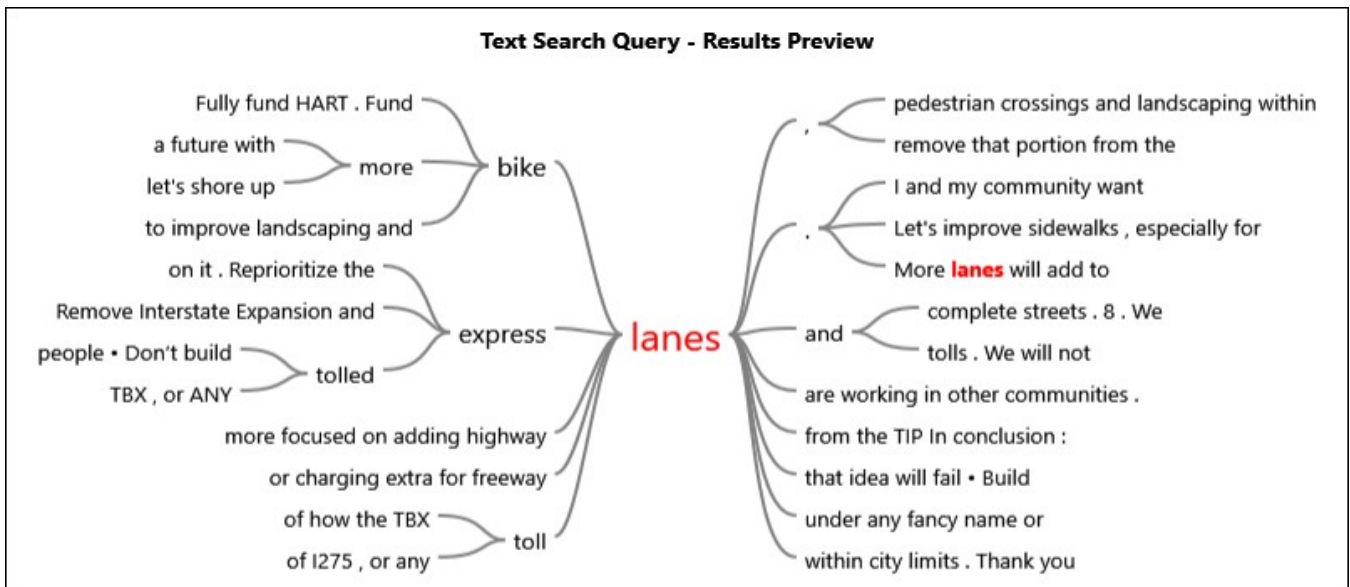


Figure 3: Textual Word Tree of the TBN-disapproving comments related to lanes.

The theme of **transportation** was frequently associated with the concept of transit, at times appearing almost interchangeable. One commenter, for example, commiserated that: *“HART...is one of the lowest funded public transportation networks in the nation, and with our total population and annual visitor rate, this is a total disgrace!”*

Finally, the **funding** theme was often used to establish a dichotomy between transit and interstate expansion, see Figure 4 below. Several of the comments appealed directly to MPO Board members, asking them to: *“fully fund HART”* and exclaiming that: *“we want to see transit --fully fund whatever comes out of the transit studies currently underway.”* Others stated that: *“I am opposed to funding sprawl that spreads well beyond our county”* and *“I find it fundamentally wrong to budget in tax payers funds for a toll road that tax payers will then have to pay for twice if they attempt to use it.”*

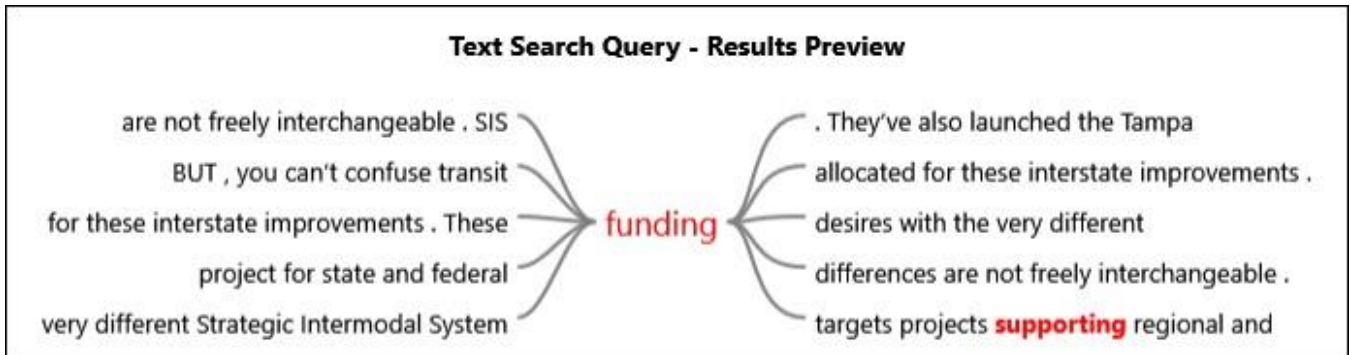


Figure 4: Textual Word Tree of the TBN-disapproving comments related to transportation.

## Sentiments

Figure 5 below shows the sentiment of the most common themes emerging from the TBN-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 5: Auto-coded Sentiment Analysis of the 23 TBN-disapproving comments.

Figure 6, shown below, is a word cloud indicating the 100 most frequently occurring concepts found in the 29 comments submitted via email and the 17 Facebook comments received. Larger words appear more frequently than smaller words.



## General Overview of Public Comments at the TIP Public Hearing

The 2017-2018 TIP Public Hearing was held on the evening of June 13, 2017 in the County Center building. Seventy-seven members of the public signed up to offer comments to the Board regarding projects included in the TIP. According to the MPO's estimates, 10 commenters expressed support for the TBN project while 45 expressed disapproval of the project. The balance of commenters expressed positive sentiments for projects such as the Green ARTery Trail, I-75 at Big Bend Rd, and the need for improved transit service throughout the county.

Following a staff presentation of the *Transportation Improvement Program Annual Update*, Commissioner Ken Hagan made a motion to reduce the time allotted to commenters from three minutes to two minutes. Following a roll-call vote, the motion passed 12-3. Public comment then continued for nearly four hours before the Board took action on the TIP. (See the transmittal letter on pages 68-69 for a recap of the motions made regarding the FY 17/18 TIP).

## Themes Emerging from Public Comments at the TIP Public Hearing

The most common themes emerging from the public comments at the TIP Public Hearing include:

- Toll Lanes
- Updates
- Improvements

The theme of **tolls** was referenced more times than any of the other identified themes. On a couple of occasions, commenters remarked that the State of Florida has more toll lanes than any other state in the nation, and raised questions as to the effectiveness of toll lanes as a mechanism to reduce congestion. One commenter exclaimed that the TBX Reset/Tampa Bay Next appealed to members of the community who desired to have FDOT work more closely with groups affected by the project, but expressed suspicion that the Reset may be *"another charade with plans to ram the same toll lanes down our throat."* See Figure 7 below.

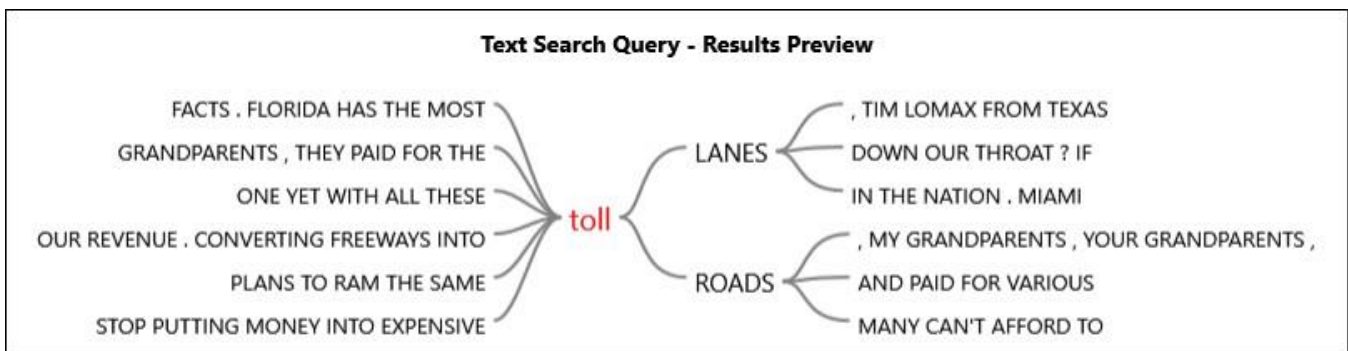


Figure 7: Textual Word Tree of the public comments at the TIP public hearing related to toll lanes.

The theme of **updates** appeared in the context of commenters believing that FDOT has failed to provide the public with regular updates regarding development of the project. See Figure 8 below.



Figure 8: Textual Word Tree of the public comments at the TIP public hearing related to updates.

Finally, the theme of **improvements** was often mentioned as a catch-all term, which introduced a more-specific issue related to transportation in the Tampa Bay region; see Figure 9 below. Comments which included this term ranged in content dramatically. The following examples highlight the commenters disparate, and sometimes vague, use of the word:

*We just need improved buses.*

and,

*Upgrading the roads and bridges we already have, improving traffic flow, adding mass transit options could lead to more than tolling.*



Figure 9: Textual Word Tree of the public comments at the TIP public hearing related to improvements.

**Sentiments**

Figure 10 below displays the sentiment of the most common themes emerging from the comments provided in-person at the TIP public hearing. 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 10: Auto-coded Sentiment Analysis of the transcript of the June 13, 2017 TIP public hearing.

### Discussion

In December of 2016, the Florida Department of Transportation Secretary Jim Boxold declared that the controversial Tampa Bay Express Project would no longer proceed at the rapid pace with which it had advanced over the previous year. In his words, “[FDOT is] going to sort of hit the reset button, bring in additional staff or different staff to manage that project, and work more intensively with the local communities.” With the benefit of a two-to-three-year cushion before the TBX project was ready to enter the construction phase, the reset allowed the Department time to reevaluate its approach to design and community outreach.

Compared to the TIP public hearing held in June 2016, the vastly-diminished number of comments received may be an indication of the community’s collective weariness with the process, also known as ‘activism burnout.’ Several studies have found that those engaged/involved in public activism may find the lengthy process to be a significant stressor,



often leading to mental exhaustion and withdrawal from their activism.<sup>4,5</sup> Given that the TBX project experienced a reset, it may also be possible that the community is for the moment ambivalent toward the project and is adopting a wait-and-see approach.

<sup>4</sup> Gomes, M. (1992). The Rewards and Stresses of Social Change: A Qualitative Study of Peace Activists. *Journal of Humanistic Psychology* 32(4): 138-146.

<sup>5</sup> Schaufeli, W.B. and P. Buunk. (2002). Burnout: An Overview of 25 Years of Research and Theorizing. In M.J. Schabracq, J.A.M. Winnubst and C.L. Cooper (eds.), *The Handbook of Work and Health Psychology*: 383-425. Chichester: Wiley.

## **Response to Public Comments**

## Introduction to Response to Public Comments

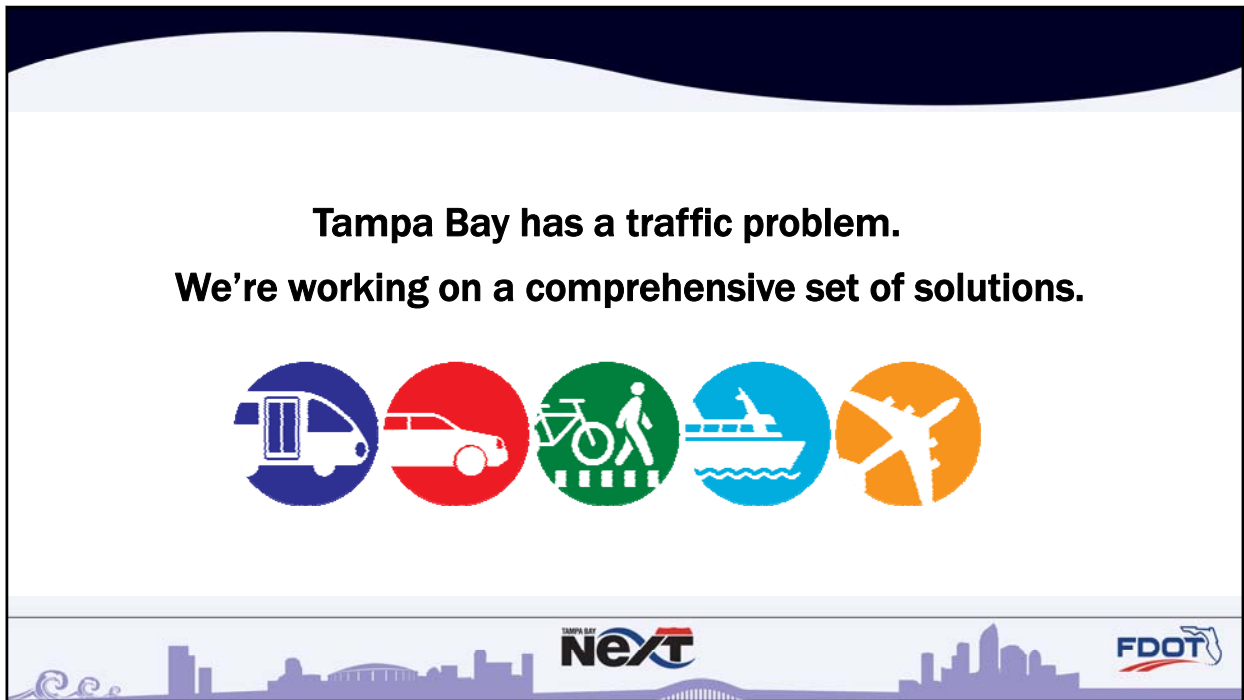
Over the last year, the Transportation Improvement Program (TIP) continued to be the focus of public attention, primarily due to the inclusion of toll lane projects related to the Tampa Bay Express (TBX) initiative.

In December 2016, Secretary Jim Boxold announced that FDOT would “hit the reset button” on TBX, with intent of working more intensively with local communities. Later, in the spring of 2017, FDOT introduced Tampa Bay Next. The purpose of Tampa Bay Next is to reconsider express toll lanes along with other solutions to address traffic problems and mobility options in the region. FDOT also committed to revisit the decades-old Tampa Interstate Study in a Supplemental Environmental Impact Study. The Tampa Bay Next program will involve extensive engagement with the public over the next two years, including the formation of six community working groups throughout the region. A more complete description of Tampa Bay Next follows in this appendix in the presentation made by FDOT to the MPO’s Policy Committee on May 23, 2017.

The FY 17/18 TIP includes funding for the reconstruction of the Howard Frankland Bridge, right-of-way acquisition for the I-275/SR 60 interchange in the Westshore Business District, and a design/build project to add lanes on I-275 between Westshore and downtown Tampa. No construction funds are programmed in the TIP over the next five years for the downtown interchange, I-275 north of downtown, or I-4. This information, and a recap of projects funded in the TIP, as well as priorities recommended for future funding, was presented at a public hearing by the MPO held on June 13, 2017. That presentation also follows in this appendix.

Before adopting the FY 17/18 TIP, the MPO board considered information presented by staff, as well as comments from numerous organizations and citizens. After closing the public hearing, the MPO passed a motion to adopt the TIP with the following stipulation:

*That the Florida Department of Transportation continue the structure of communication and feedback with the MPO and the citizens, with quarterly updates on the subject of Tampa Bay Next. Provide updates on mitigation efforts for the neighborhoods; community engagement; status of the PD&E [environmental impact studies]; options for premium transit; efforts to report on the human impact of the project; and continue the reevaluation process on Tampa Bay Next and the different segments.*





**TAMPA BAY**  
**Next**  
THE FUTURE OF  
TRANSPORTATION

Modernize infrastructure  
Prepare for the future  
Embrace collaboration and innovation



**The Program Includes:**



Interstate Modernization	Transit	Bicycle/Pedestrian Facilities
		
Complete Streets	Transportation Innovation	Freight Mobility
		





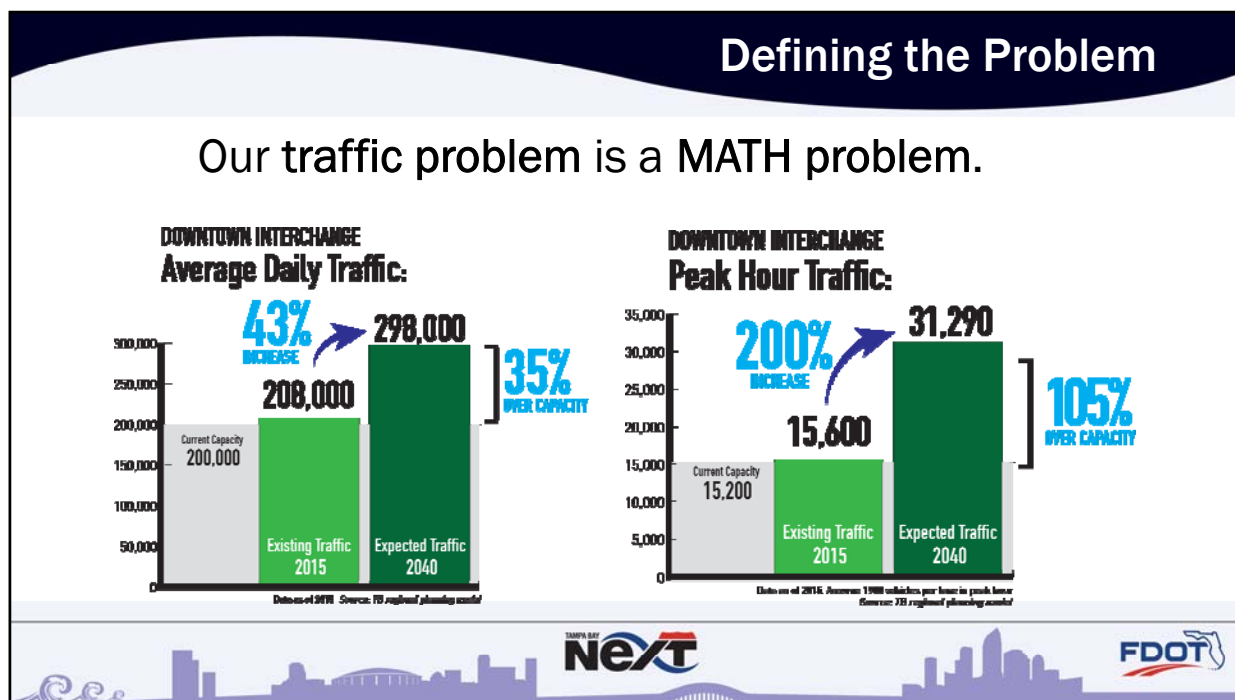
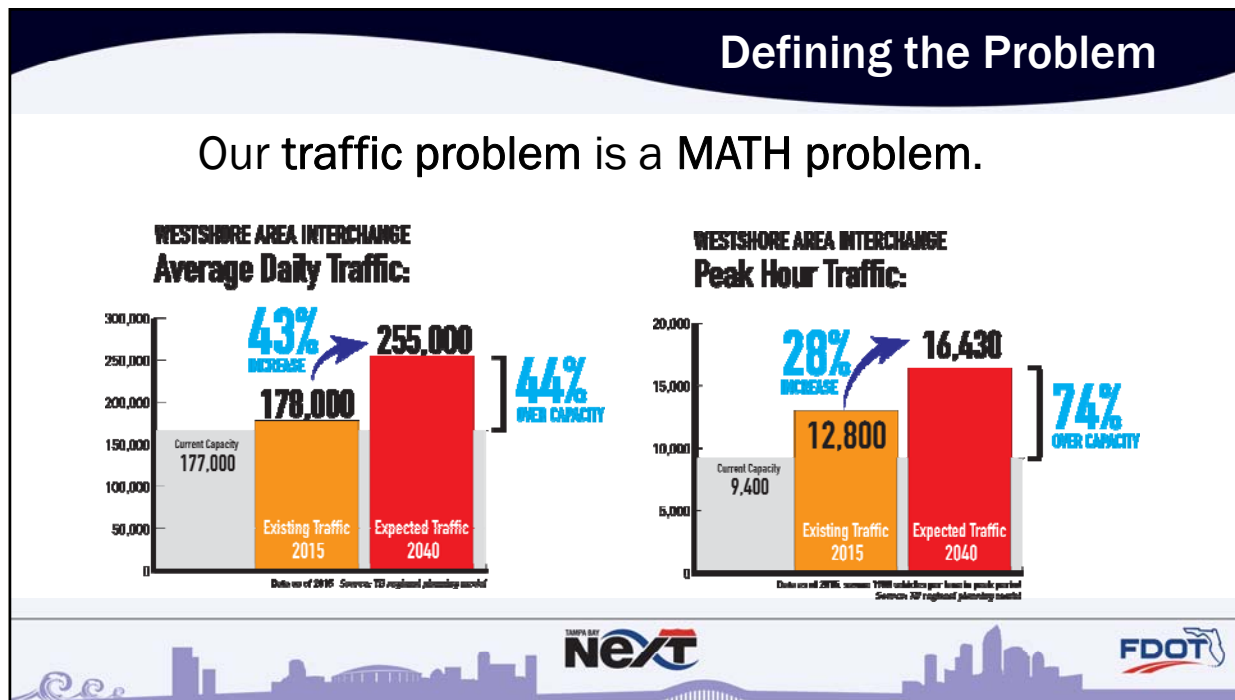
## Defining the Problem

Our two major interchanges are outdated and no longer function properly.



Westshore Area Interchange Downtown Interchange

TAMPA BAY **Next** FDOT





## Defining the Problem

Tampa is the **5<sup>th</sup> fastest growing metro area** in the U.S., with almost 5,000 people per month moving here in 2016.

### ECONOMIC DISTRICTS: Workforce

Economic District	2015 Workforce	2040 Workforce	Growth %
Downtown Tampa	~90,000	~135,000	48%
Westshore	~100,000	~135,000	35%
USF	~30,000	~42,000	40%

Source: Tampa Bay Regional Planning Model

## Interstate Modernization

Project	Public Hearing	Preferred Alternative
Howard Frankland Bridge	Fall 2017	Express Lanes (4 non-tolled)
Westshore Area Interchange (SEIS)	Early 2019	Evaluating Express Lanes and other concepts
Westshore to Downtown Corridor (SEIS)	Early 2019	Evaluating Express Lanes and other concepts
Downtown Interchange (SEIS)	Early 2019	Evaluating Express Lanes and other concepts
I-275 Innovation Corridor	Early 2019	Evaluating Express Lanes and other concepts
I-4 and Connector	October 2015	Express Lanes
I-75 Operational Improvements	TBD	TBD

## Interstate Modernization

### Other Design Concepts

- Converting I-275 to a Boulevard from the I-4/I-275 interchange to north of Bearss Avenue
- Depressed Interstate and Tunneled Options
- Beltway
- Other Managed Lane Options
- Elevated Lanes
- Transit Options (*Regional Transit Feasibility Plan, Bus Rapid Transit, Express Bus*)
- Reversible Lanes



# Transit



**Tampa Bay needs more mobility options, and FDOT is committed to transit investment.**

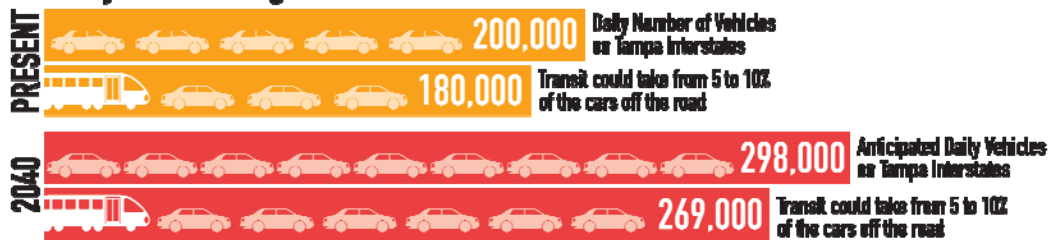
Without transit, more people equals more cars on the road. We need transit to alleviate congestion.



# Transit

Transit and roads work together. We need ALL MODES.

## Daily Traffic Congestion



Source: U.S. Census Bureau: American Community Survey



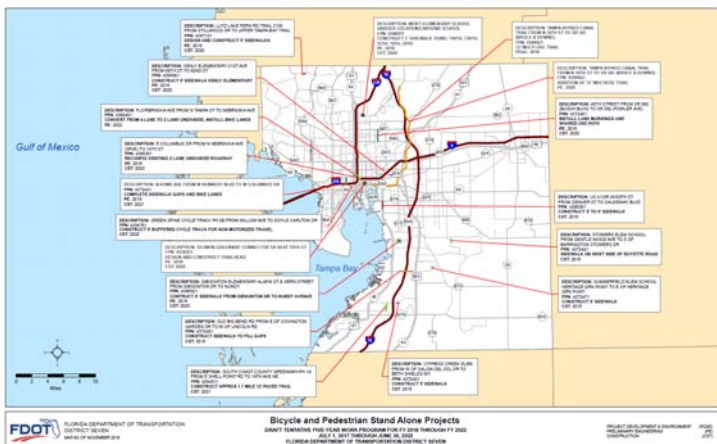
## Transit

FDOT is moving transit forward. We need regional and local collaboration to make transit a reality.





## Bicycle/Pedestrian Facilities



FDOT is investing millions of dollars in bike/pedestrian facilities over the next 5 years.



## Bicycle/Pedestrian Facilities

These facilities enhance

- Safety
- Quality of life
- Mobility options
- Health
- Sustainability





## Complete Streets



FDOT is connecting land use and planning by *building the right road in the right place for the right purpose.*

21<sup>st</sup>/22<sup>nd</sup> Street Improvements

FDOT

## Complete Streets

Context sensitive solutions



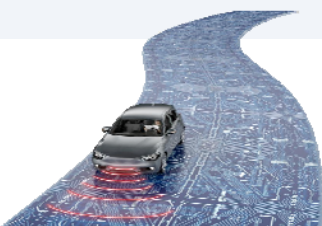


# Transportation Innovation

- Smart vehicles and smart infrastructure.
- A truly integrated and intelligent transportation network



# Transportation Innovation



- SunTrax R&D Facility (Summer 2019)
- Autonomous Shuttle Pilot Project
- Downtowner Shuttle Pilot Project
- Solar Roadways Research Project
- Wrong-way Driving Detection





## Transportation Innovation



Adaptive Lane Control



Ramp Metering

- TSM&O
- Ramp Metering
- Adaptive Signal Control
- Adaptive Lane Control
- Variable Speed Limits
- Managed Lanes
- Hard Shoulder Running



# Freight Mobility

Efficient freight movement results in:

- Affordable goods and products
- Economic growth and business retention
- Domestic and international trade opportunities



# Freight Mobility

**ECONOMIC IMPACT IN TAMPA BAY:**  
Average Cost per Hour of Delay



Source: Texas Transportation Institute, Texas A&M University

## Freight Activity Centers



## Freight Mobility



**9,000**  Trucks per day at Port Tampa Bay

**200** SQUARE MILES of Freight Activity Centers served by Tampa Bay Interstates

**36** MILLION TONS  of Freight Annually moves through Port Tampa Bay

*Source: Port Tampa Bay Masterplan Vision 2040*



## Public Involvement

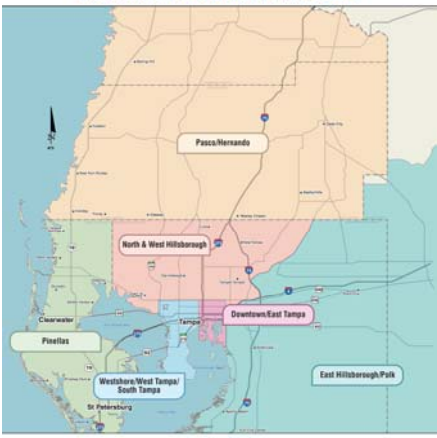
### Collaboration and Engagement

This isn't just a new program. It's a new approach to public involvement, openness, and transparency.




## Public Involvement



**COMMUNITY WORKING GROUPS**

### 6 Community Working Groups

- Downtown/East Tampa
- Westshore/West Tampa/South Tampa
- Pinellas
- North and West Hillsborough
- East Hillsborough/Polk
- Pasco/Hernando




## Public Involvement

### Community Working Groups

We're rolling up our sleeves to turn ideas into action.

We have to build consensus to build solutions.





## Public Involvement

**You Talk. We Listen.  
Get Involved and Get Results.**



**TampaBayNext.com**  
**(813) 975-NEXT**  
**TampaBayNext@dot.state.fl.us**

 TampaBayNext     @TampaBayNext



# TRANSPORTATION IMPROVEMENT PROGRAM

## This Year's Document: FY 2017/18-2021/22

Effective October 1, 2017 – September 30, 2018

## And Priorities for Next Year's Document



**Hillsborough MPO**  
**Metropolitan Planning**  
**for Transportation**



## What is the TIP?

- Transportation projects to be funded in for the next 5 years
- First 5 years of Long Range Transportation Plan
- Highlights / major changes in the past year
- Shows total cost for all phases of projects
- Reviewed by USDOT when authorizing federal funds
- Locally funded projects are included for information



## How is the TIP organized?

- Financial plan – sources & uses of funds
- Project evaluation and selection process
- Highlights / major changes in the past year
- Projects listed by jurisdiction & agency
- Locally funded projects are listed for information and coordination



## What's the MPO's Role?

- MPO develops priorities for projects, "wish list"
  - MPO has Discretion over ~ \$15M/year:
    - Transportation Alternatives (Federal)
    - Surface Transportation Program (Federal)
  - MPO participates in TBARTA regionwide priorities for:
    - Transportation Regional Incentives Program (State)
    - SUNTrail program (State)
- MPO can remove federally funded projects, but not direct how most funding is spent



## Where are we?

- MPO last updated priorities: **August 2015** (status update in **September 2016**)
- FDOT programmed funding based on priorities, Nov.-Dec. 2016, creating "**Tentative Work Program**"
- **Tentative Work Program** to be approved by Legislature and Governor by **July 1**
- **MPO to adopt at Public Hearing, June 13, 2017:**
  - Update **5-year TIP**, including recently funded projects from FDOT Work Program
  - Update **priority list (Table 2)**, for consideration in the coming year's update of the FDOT Work Program
- MPO submits TIP to FDOT for Federal and State review by **July 15, 2017**



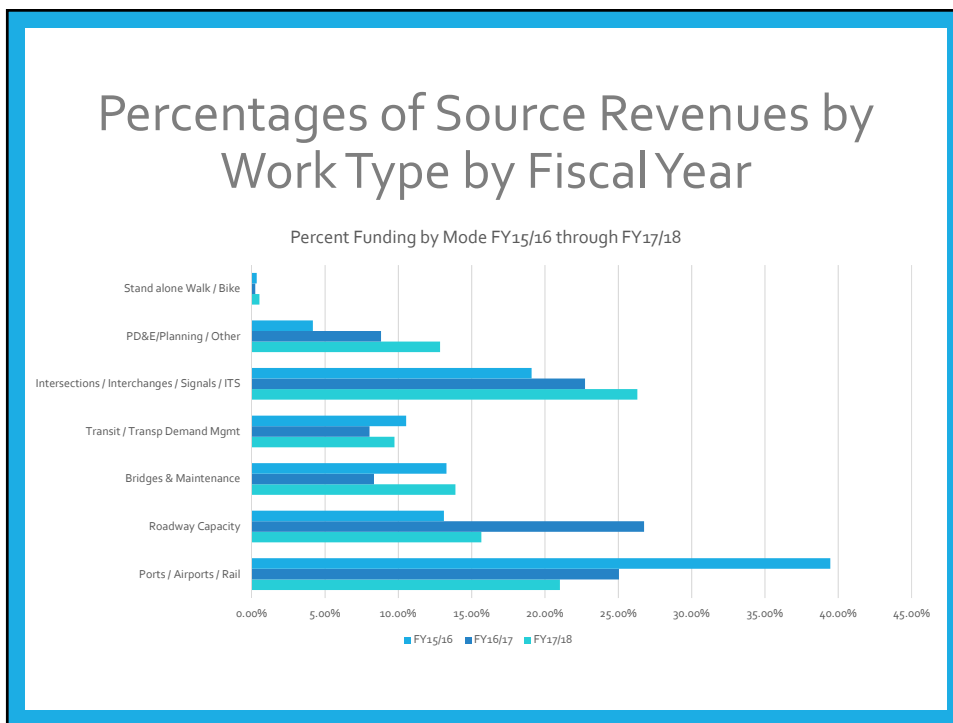
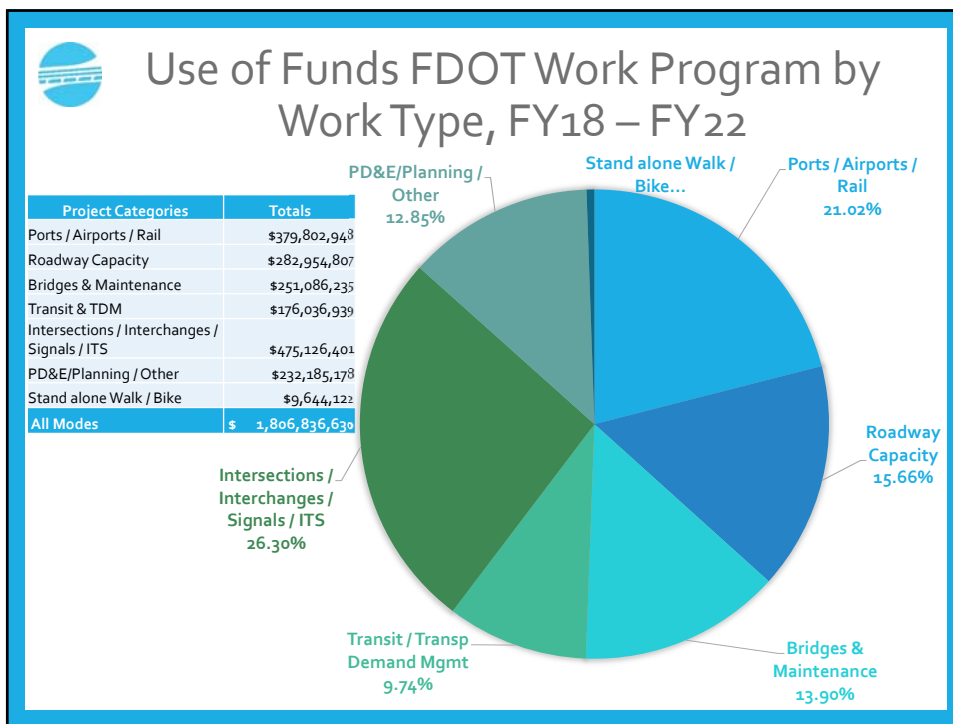
## Sources of TIP Funds

Anticipated funding FY18 – FY22

▪ Federal	\$557 million
▪ State	\$859 million
▪ Local*	\$255 million
▪ <u>Toll/Bonds</u>	<u>\$153 million</u>
▪ TOTAL	\$1,806 million

*\*This is only the local funds that are shown in the FDOT work program, such as local match for grants.*





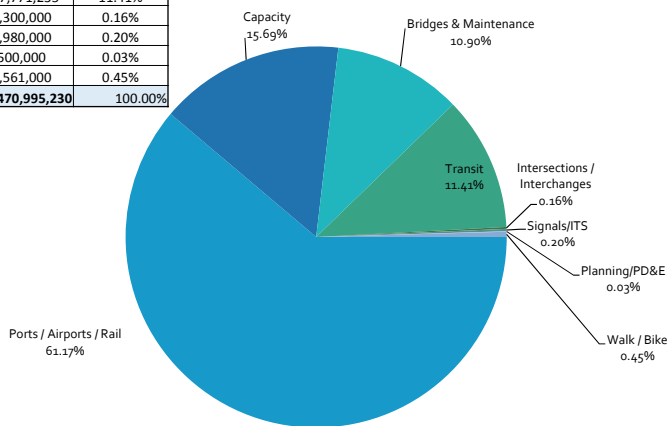
## Percentages of Source Revenues by Work Type by Fiscal Year

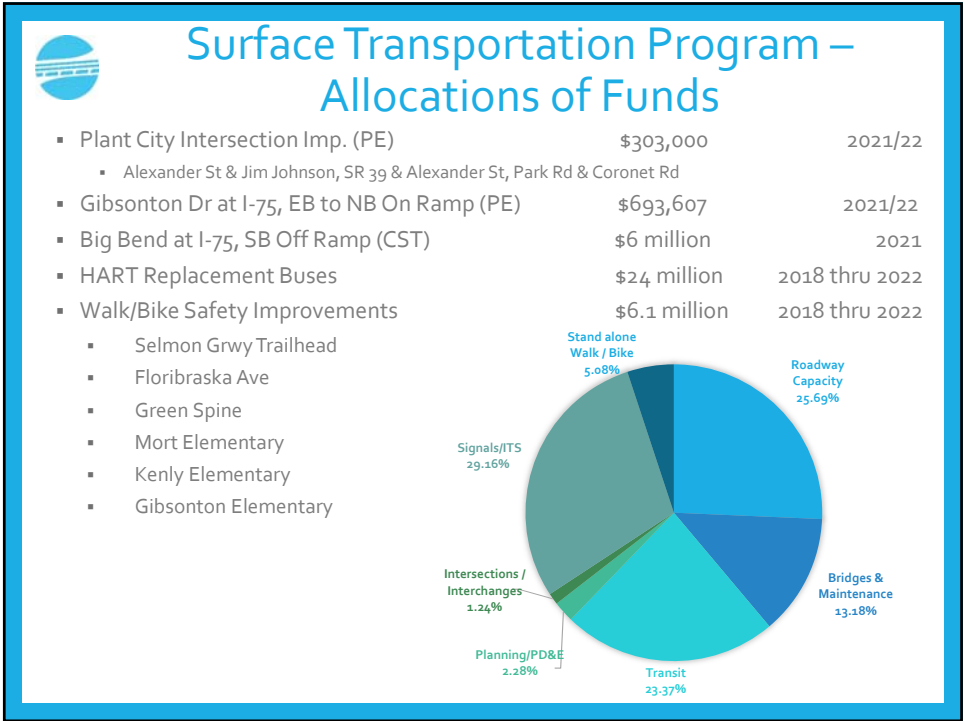
	FY15/16	FY16/17	Difference (FY17-FY16)	FY17/18	Difference (FY18-FY17)
<b>Ports / Airports / Rail</b>	39.47%	25.05%	-14.42%	21.02%	-4.03%
<b>Roadway Capacity</b>	13.11%	26.76%	13.65%	15.66%	-11.10%
<b>Bridges &amp; Maintenance</b>	13.28%	8.34%	-4.94%	13.90%	5.55%
<b>Transit / Transp Demand Mgmt</b>	10.53%	8.03%	-2.50%	9.74%	1.71%
<b>Intersections / Interchanges / Signals / ITS</b>	19.09%	22.74%	3.65%	26.30%	3.56%
<b>PD&amp;E/Planning / Other</b>	4.18%	8.83%	4.65%	12.85%	4.03%
<b>Stand alone Walk / Bike</b>	0.34%	0.25%	-0.09%	0.53%	0.28%
<b>Total Work Program Funding</b>	\$1,392,998,799	\$1,825,771,776	\$432,772,977	\$1,806,836,630	-\$18,935,146



## Use of Funds: Local Capital Impr. Programs, FY18 – FY22

Project Categories	Total	% of Total
Ports / Airports / Rail	\$899,763,095	61.17%
Capacity	\$230,808,900	15.69%
Bridges & Maintenance	\$160,311,000	10.90%
Transit	\$167,771,235	11.41%
Intersections / Interchanges	\$2,300,000	0.16%
Signals/ITS	\$2,980,000	0.20%
Planning/PD&E	\$500,000	0.03%
Walk / Bike	\$6,561,000	0.45%
<b>Total</b>	<b>\$1,470,995,230</b>	<b>100.00%</b>










**MAJOR PROJECT HIGHLIGHTS:  
WHAT'S NEW?**

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## Imagine 2040 LRTP

- 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
- Priority projects that have received funding are listed in Table 1.



## Highlights & Funding Changes This Year



### Preserving the System

- Resurfacing
  - SR 674/E College Ave from US 41/SR 54 to E of College Chase Dr, added CST FY20
  - I-75/SR 93A from Manatee County Line to N of CR 672, added CST FY20
  - CR 39A/Alexander St from W of SR 39 to I-4/SR 400, added CST FY18
- HART Bus Replacements - \$4 million added to 2023
- Bridge Repair/Improvements
  - Courtney Campbell Causeway, bridge structure repair, added PE FY18, CST FY20
  - SR 60/Courtney Campbell Causeway at W of Ben T Davis Beach, construct bridge for environmental uplift, added DB FY18
  - S Maydell Bridge at Palm River, bridge replacement, added PE FY20, CST FY22
  - US 92/SR 600 EB from over old Tampa Bay to BR#100300, bridge repair, added CST FY18



## Highlights & Funding Changes This Year



### Reducing Crashes & Vulnerability

- Floribraska Ave from N Tampa St to Nebraska Ave, complete street, added PE FY22
- US 41/SR 45/50<sup>th</sup> St from Denver St to N of S 30<sup>th</sup> Ave, walk/bike improvement, added CST FY18
- Morris Bridge Rd from Davis Rd to Fletcher Ave, sidepath and paved shoulders, added PE FY18
- Mort Elementary School, sidewalk improvements, added PE FY18, CST FY20
- Gibsonton Elementary School along Alafia St & Vern St, sidewalk improvements, added PE FY18, CST FY20
- Kenly Elementary along 21<sup>st</sup> Ave, sidewalk improvements, added PE FY18, CST FY20
- CR 39A/Alexander St from W of SR 39 to I-4, sidewalk improvements, added PE FY19
- The Heights Multi-Modal Vision & Implementation Plan, added Planning FY22



## Highlights & Funding Changes This Year



### Managing Traffic for Drivers & Shippers

- US 41/SR 45/Nebraska Ave at E Twiggs St, update signals and add poles, added PE FY18, CST FY21
- 56<sup>th</sup> St at Whiteway Dr, rebuild existing signal with mast arm signal, added PE FY18, CST FY21
- Gibsonton Dr/ I-75 interchange, EB to NB on-ramp to I-75, added PE FY22



## Highlights & Funding Changes This Year



### Real Choices when Not Driving

- South Coast Greenway from Shell Point Rd to 19<sup>th</sup> Ave, added CST FY21
- Tampa Bypass Canal Trail from N 34<sup>th</sup> St to Bruce B. Downs, added PE FY20
- S Maydell Bridge at Palm River (Trail Segment), added PE FY20
- Green Spine Cycle Track from Willow Ave to Doyle Carlton Dr, added CST FY20
- Selmon Greenway SR 60 connector at 19<sup>th</sup> (trailhead), added PE FY18, CST FY20



## Highlights & Funding Changes This Year



### Major Projects for Economic Growth

- SR 60 from Valrico Rd to E of Dover Rd (Widen from 4 to 6 lanes), added ROW FY22, CST beyond FY22 (state-funded)
- US 41 at Causeway (Grade-Separated Interchange/Rail Overpass), Design FY20, ROW FY21, CST beyond FY22
- Big Bend at I-75 SB Off Ramps (Intersection Improvements), CST FY21



## Highlights & Funding Changes This Year



### Tampa Bay Express

- Sect. 3: (I-275 Howard Frankland Bridge), PD&E underway, added \$25M Design-Build in FY20
- Sect. 4: (I-275 / SR60 Interchange, SEIS underway, added ROW FY18-21,
- Sect. 5: (I-275 from Lois Ave to Willow Ave), SEIS underway, \$101M Design-Build in FY22
- Sect. 6: (I-275 Downtown Interchange), SEIS underway, no construction thru FY22
- Sect. 7: (I-275 MLK Blvd to Busch), PD&E underway, no construction thru FY22
- Sect. 8: (I-4, Selmon Connector to Mango Rd ), PD&E underway, no construction thru FY22
- TBX Reserve Box, added \$78.6M in FY21 & \$78.6M in FY22
  - **On hold till 2019, Design-Build (DSB) anticipated beyond 2022**



# TIP PRIORITIES

## FY2019-23



### Updating the Priorities

- MPO staff met with jurisdictions & agencies in **February**
- Jurisdictions provided updated priority letters **March 15**
- Workshop/Roundtable with Project Proposers and MPO Board's Policy Committee, **March 28**
- MPO staff provided new priority projects and Transportation Alternative (TA) grant applications to FDOT by **March 31**
- Proposed revisions to priority list presented to MPO committees, **April - May**
- Public hearing **June 13** for final adoption of the TIP for **FY2018-2022** and the **TIP Priorities for FY2019-2023**





## Project Priorities

- Tables 1 and 2: MPO's priorities – last Adopted August 2015, with a status update September 2016
- 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



## Requests: Hillsborough County

Blue = Funded; Purple = Needs Funding

- Safe Routes to School
  - Stowers Elem. (CST FY2018, \$108,988)
  - Summerfield Elem. (CST FY18, \$125,854)
  - Eisenhower Middle (CST FY18, \$169,451)
  - Cypress Creek Elem. (CST FY18, \$114,741)
  - Mort Elem. (PE FY18 - \$298,000, CST FY20 - \$454,000)
  - Kenly Elem. (PE FY18 - \$243,000, CST FY20 - \$258,000)
  - Gibsonton Elem. (PE FY18 - \$201,000, CST FY20 - \$341,000)
- Dale Mabry ATMS (\$3M, CST FY18)
- I-75/Big Bend Interchange: Big Bend Rd is a Strategic Intermodal System (SIS) Connector from US41 to I-75. Improving the interchange will enhance access to Port Tampa Bay, improve roadway capacity and provide congestion relief in the area. The total estimated cost for this project is \$47.8 million.



## Requests: Hillsborough County

Blue = Funded; Purple = Needs Funding


- Multi-use Trails:
  - Upper Tampa Bay Trail (CST segments A & B, alignment to be determined by County)
  - Upper Tampa Bay Trail Connector: Lutz Lake Fern Sidewalk (\$13,750 for PE in FY18, \$37,995 for CST in FY20)
  - Tampa Bay Bypass Canal Trail: 34<sup>th</sup> St at Adamo to Bruce B. Downs (\$751,000 for PD&E in FY18, \$379,000 for design in FY20)
  - South Coast Greenway: Phases I and III-VI (SUNTrail application submitted for Maydell Bridge, \$2.4M for CST of Phase 1A in FY21)



## Requests: City of Tampa

Blue = Funded; Purple = Needs Funding

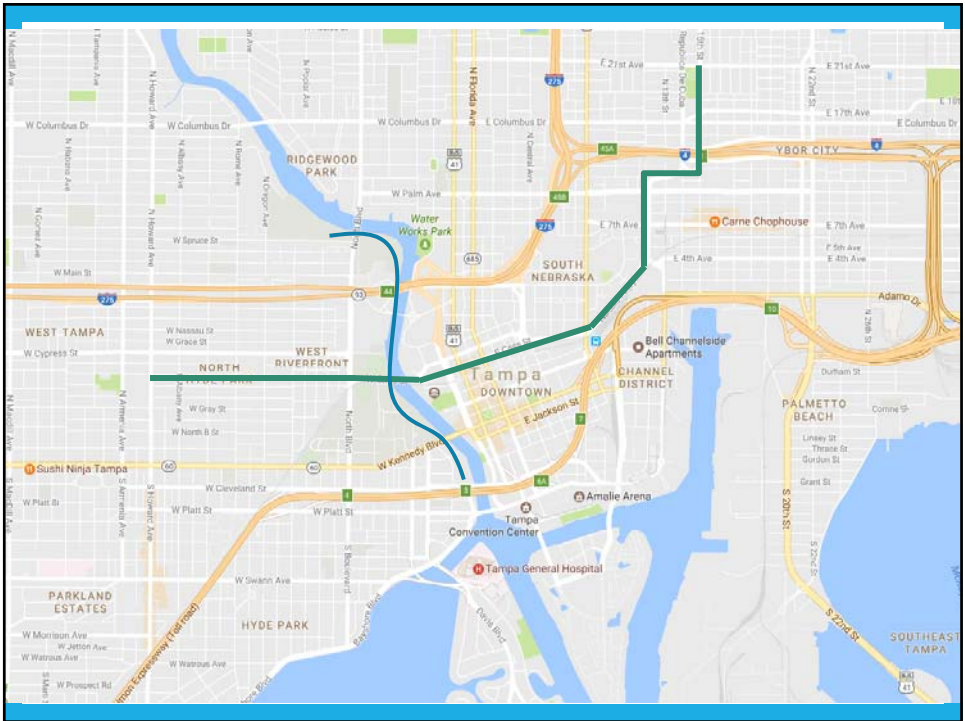
- Citywide Advanced Traffic Management Systems (funded design FY17, CST FY20)
- Bayshore Blvd Phase 3: Hawthorne to Howard (funded for CST FY17)
- Willow Ave: Swann Ave to Main Street (funded for CST FY17)
- Green Spine Cycle Track:
  - Phase 2b: Cass St from Willow Ave to Doyle Carlton (city is funding as part of a stormwater improvement project)
  - Phase 3a: Nuccio Pkwy from Nebraska Ave to 7<sup>th</sup> Ave (to be funded for CST FY19)
  - Phase 3b: Nuccio Pkwy from 7<sup>th</sup> Ave to 13<sup>th</sup> Ave
  - Phase 3c: 15<sup>th</sup> St from 13<sup>th</sup> Ave to 21<sup>st</sup> Ave
  - Phase 2a: Cass St from Howard Ave to Willow Ave
- Modern Streetcar Extension as a Transit Priority for FTA and State grants/funding based on results of the Streetcar Extension Study




## Requests: City of Tampa

Blue = Funded; Purple = Needs Funding

- Walk/Bike Safety:
  - Himes Ave: Kennedy Blvd to Columbus Dr (funded for CST FY18)
  - 34<sup>th</sup> St: Columbus Dr to Hillsborough Ave (funded for CST FY19)
  - Columbus Dr: Nebraska Ave to 14<sup>th</sup> St (funded for CST FY20)
  - 46<sup>th</sup> St: Busch Blvd to Fowler Ave (funded for CST FY20)
  - Floribaska Ave: Tampa St to Nebraska Ave (design added in FY21 & 2022)
  - Rome Ave: Kennedy Blvd to Columbus Dr (funded for CST FY21)
- Multi-use Trails:
  - West River Greenway: Bayshore Blvd to Kennedy Blvd and Blake High School to Columbus Dr
  - South Tampa Greenway: Picnic Island Park to Manhattan Ave
  - Green ARTery (Segments D & E): 22<sup>nd</sup> St Park to Lowry Park

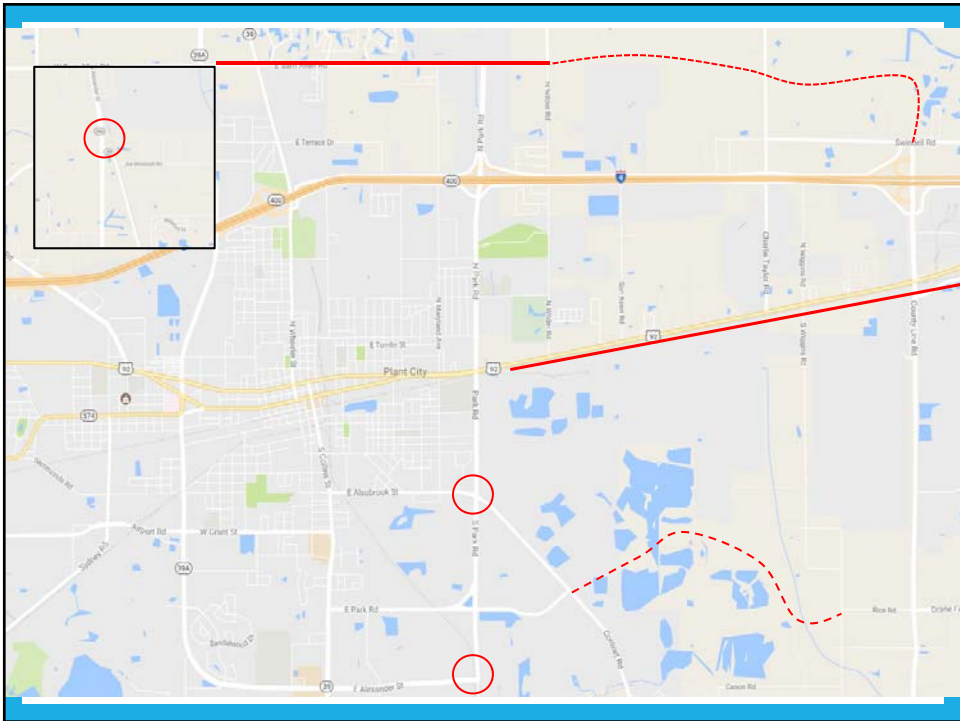




## Requests: Plant City

Blue = Funded; Purple = Needs Funding

- South Collins St: Alabama to E Laura (funded for CST, \$700,000)
- W Sam Allen Rd: N Alexander St to Paul Buchman Hwy/SR39 (widen to 4 lanes \$7.12M)
- Intersection Improvements:
  - Alexander St & SR39 (\$101,000 funded for design FY21 & 22, \$2M needed for CST)
  - Alexander St & Jim Johnson Rd (\$101,000 funded for design FY21 & 22, \$2M needed for CST)
  - S Park Rd & Coronet Rd (\$101,000 funded for design FY21 & 22, \$2M needed for CST)
- US92: Park Rd to S County Line (widen to 4 lanes)
- Rice Rd: Coronet to S Co. Line Rd (new 2 lane road, PD&E \$2.5M)
- E Sam Allen Rd: N Park Rd to N County Line Rd (new 4 lane road, PD&E \$2.15M)

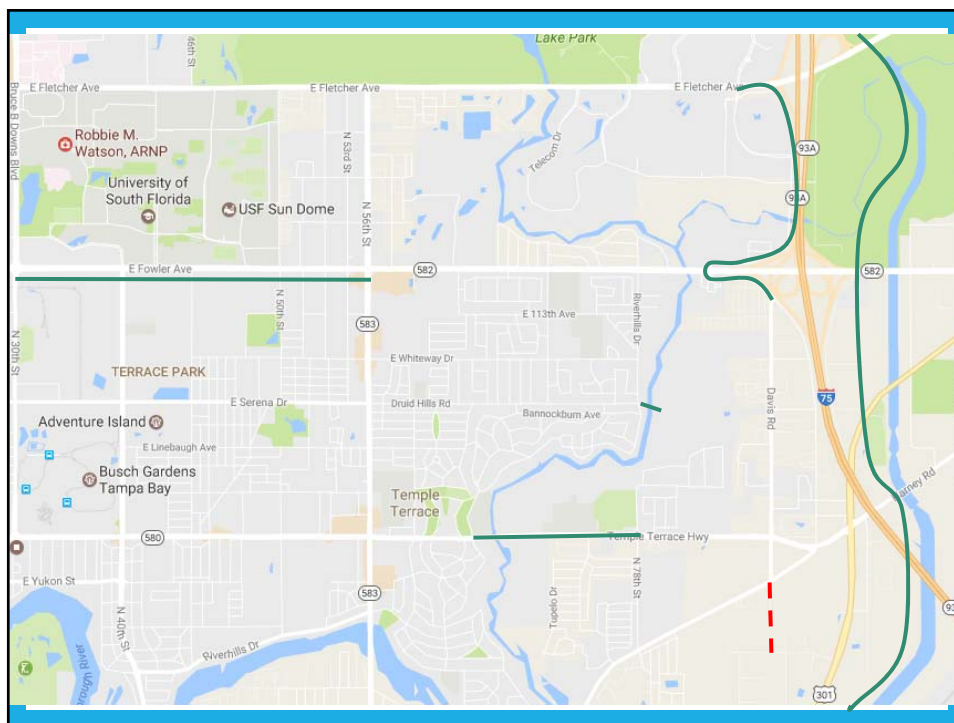




## Requests: Temple Terrace

Blue = Funded; Purple = Needs Funding

1. Davis Rd extension: Harney Rd to Maislin Dr (\$1M funded for PD&E and \$3M from Hillsborough County, \$3.8M needed for CST)
2. Multi-Use trail along Morris Bridge Rd: Fowler Ave to 127<sup>th</sup> Ave
3. Shared-Use path to connect Temple Terrace to USF
4. Complete Street design along Bullard Pkwy/Temple Terrace Hwy: Glen Arven Ave and 78<sup>th</sup> St (MPO study underway)
5. Tampa Bay Bypass Canal Trail: Harney Rd to US301 (PD&E funded, \$750,000)
6. Light vehicle/footbridge over Hillsborough River at Whiteway Dr
7. Access management & circulation study for both sides of E. Fowler Ave in order to access properties between I-75 and the Tampa Bay Bypass Canal.





## Requests: Hillsborough Area Regional Transit Authority (HART)

Blue = Funded; Purple = Needs Funding

1. CNG Fixed Route Bus Replacements (\$4M funded in FY22, \$28M requested for FY23)
2. Paratransit Vehicle Replacements (\$7.1M)
3. CNG Station Duplex Compressor (\$575,000)
4. Stormwater improvements and pavement rehabilitation at HART admin and maintenance facility (\$3.5M)
5. Marion Transfer Center (MTC) concrete infrastructure improvements (\$1M)
6. ITS Replacement Plan (CAD/AVL, security cameras on vehicles, APC's, enunciators, etc.) (\$10M)
7. Farebox Replacement on Buses (\$3.5M)



## Requests: Hillsborough Area Regional Transit Authority (HART)

Blue = Funded; Purple = Needs Funding

8. Expansion of existing or construction of new maintenance facility (\$16.5M)
9. East/West MetroRapid Construction (\$2.5M shifted from TIA/Kennedy Blvd MetroRapid design funds, \$30M needed total)
10. Fiber Optic Ring between Jurisdictions (\$460,000)
11. Streetcar Maintenance Improvements (\$1M)



## Requests: Port Tampa Bay (On-Port Priorities)

*If not public roads, may not be eligible for surface transportation grants, but could be part of legislative asks*

- **Channel District:**
  - York St: Channelside Dr to Ybor Channel (conversion to a pedestrian promenade, \$1.3M)
  - McKay St: Channelside Dr to Ybor Channel (realignment of roadway, \$1.6M)
  - Channelside Ln: McKay St to York St (new 2 lane road, \$3.1M)
  - Central St: Cumberland St to Whiting St (new 4 lane road, \$1.1M)
  - Channelside Intermodal (new intermodal center, \$9.4M)
- **Hooker's Point**
  - Guy Verger Blvd: Entrance to container yard (grade separation, flyover CSX rail, \$18M)
- **Port Redwing**
  - Port Redwing Rail Spur (new rail line to Port Redwing, \$2M)
  - East Cargo Yard Access Road: US41 to Access Rd (widen from 2 to 4 lanes, \$2M)



## Requests: Port Tampa Bay (Off-Port Priorities)

Blue = Funded; Purple = Needs Funding

- Channelside Dr: Meridian Ave to Adamo Dr (redesign as complete street)
- Causeway Blvd: US41 to US301 (operational improvements)
- Madison Ave: Falkenberg Rd to US301 (widen from 2 to 4 lanes)
- US41 at CSX rail crossing, S of Causeway Blvd (grade separation, needs construction funding)
- US41: Madison Ave to Denver St (widen 4 to 6 lanes)
- US41 at Pendola Point/Madison Ave (operational improvements)
- I-4: E of 50<sup>th</sup> St to Polk County Line (managed lanes)



## Requests: Tampa-Hillsborough Expressway Authority (THEA)

Blue = Funded; Purple = Needs Funding

- Selmon Greenway:
  - Trailhead construction at 19<sup>th</sup> St (\$329,602)
  - Construct connection to Nuccio Pkwy from Adamo Dr (\$214,338)
  - Safety & Signage (\$138,614)



## Projects from MPO Studies & Previous Board Actions

- Dale Mabry Pedestrian Overpass – design phase (MPO feasibility study underway)
- Columbus Dr/17<sup>th</sup>/18<sup>th</sup>/19<sup>th</sup> 2-way conversion – \$1.6M for traffic signals
- Florida Ave/Tampa St - PD&E requested; "Heights Multimodal Plan" (funded in the FY22, request to move funding forward)
- George Rd Complete Street Enhancements – Segment 1: \$1.1M, Segment 2: \$2.1Mm Segment 3: \$1M
- HART Airporter (Premium transit from Downtown to Tampa International Airport to St. Petersburg, similar to MPO Express Bus in Express Lanes) - \$3M annually
- Busch Blvd Multimodal Safety Improvements – sent letter last month
- Kennedy Blvd Multimodal Safety Improvements – opportunity to leverage a FDOT access management project, in partnership with D7
- Gandy Trailbridge – sent letter last year; request PD&E
- Water transit feasibility study – commuter service to MacDill, evening/weekend service Downtown





## TMA Leadership Group Recommendations

- At the top of our list of Major Investments for Economic Growth
- I-275 Capacity Projects:
  - Funding is requested for reconstruction of two interchanges, I-275/SR 60 and I-275/I-4; interstate modernization including technology; reevaluation of Tampa Interstate Study EIS; and for locational studies for transit centers in the Gateway and Fletcher/Fowler areas. Environmental impact studies are underway, and construction is funded for the Howard Frankland Bridge replacement.
  - Regional Transit Catalyst Project(s) which may include:
    - a) Central Ave BRT, St. Petersburg downtown to beaches;
    - b) Westshore Multimodal Center with fixed-guideway connections to downtowns and airports;
    - c) Further development of the Regional Transit Feasibility Plan;
    - d) Regional Express Bus – opportunities on SR 60, the Veterans/Suncoast, Selmon Expressway and as a part of TBNext;
    - e) Elevated transit in the SR 60 corridor – pilot project from downtown Clearwater to Clearwater Beach.



## TMA Leadership Group Recommendations

- At the top of our list of Major Investments for Economic Growth
- CSX Rail Corridors – Funding is requested for right-of-way preservation for development of potential commuter routes;
- I-75 Improvements:
  - a) I-75 at Overpass Road – New Interchange
  - b) I-75 at Big Bend Road – Interchange Reconfiguration
- Waterborne Transportation Projects: Funding is requested for regional waterborne transportation priority projects, which could include the Cross-Bay Ferry, waterborne service from south Hillsborough County to MacDill Air Force Base, and other regional projects.



## Some Projects are eligible for regional grants:

- Transportation Regional Incentives Program (TRIP):
  - Big Bend Interchange
  
- Multi-Use Trail Corridors/SUNTrail
  - Upper Tampa Bay Trail
  - Tampa Bypass Canal Trail
  - Green Spine
  - I-275 Greenway Extension (Dale Mabry Overpass)
  
- Recommend forwarding to the TBARTA CCC



## Recommended Action

That the MPO adopt the Transportation Improvement Program for Fiscal Years 2017/18 – 2021/22, and the Transportation Improvement Program Priorities for Fiscal Years 2018/19 – 2022/23 and forward eligible priority projects to TBARTA CCC for consideration of regional grants.

## **Summary of MPO Action on TIP**



# 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

Wallace Bowers  
HART

Trent Green  
Planning Commission

Commissioner Ken Hagan  
Hillsborough County

Commissioner Pat Kemp  
Hillsborough County

Mayor Bob Boss  
Temple Terrace

Joe Lopano  
Hillsborough County Aviation Authority

Mayor Rick A. Lott  
City of Plant City

Councilman Guido Maniscalco  
City of Tampa

Commissioner Sandra Murman  
Hillsborough County

Cindy Stuart  
Hillsborough County School Board

Councilman Luis Viera  
City of Tampa

Joseph Waggoner  
Expressway Authority

Commissioner Stacy R. White  
Hillsborough County

Beth Alden, AICP  
Executive Director



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL 33602

July 7, 2017

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

Dear Paul,

Re: **2017/18–2021/22 Transportation Improvement Program**

Thank you for your support and participation in the public hearing on June 13, 2017, at which the Hillsborough Metropolitan Planning Organization (MPO) adopted the fiscal year (FY) 2017/18–2021/22 Transportation Improvement Program (TIP) and list of priority projects. Prior to the board's approval, the TIP and Priorities were reviewed and approved by the MPO Citizens Advisory and Technical Advisory Committees at their May 10<sup>th</sup> and May 15<sup>th</sup> meetings, respectively.

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

- That the Florida Department of Transportation (FDOT) continue the structure of communication and feedback with the MPO and the citizens, with quarterly updates on the subject of *Tampa Bay Next*. Provide updates on mitigation efforts for the neighborhoods; community engagement; status of the PD&E [environmental impact studies]; options for premium transit; efforts to report on the human impact of the project; and continue the reevaluation process on *Tampa Bay Next* and the different segments.

This TIP, which becomes effective on October 1, 2017, comprises projects programmed by the FDOT reflecting priorities established by the MPO on August 4, 2015. We appreciate the Department's continued coordination with the MPO to address the multimodal needs of this community.

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  
Kim Leinbach, City of Plant City  
Charles Stephenson, City of Temple Terrace  
Katharine Eagan, HART  
Roger Roscoe, MPO Liaison, FDOT

TIP Website: <http://www.planhillsborough.org/transportation-improvement-program-tip/>

Adopted TIP FY2017/18-2021/22: [http://www.planhillsborough.org/wp-content/uploads/2017/05/Adopted TIP\\_06142017.pdf](http://www.planhillsborough.org/wp-content/uploads/2017/05/Adopted_TIP_06142017.pdf)