

2045 LONG RANGE TRANSPORTATION PLAN



Hillsborough MPO
Metropolitan Planning
for Transportation



It's TIME

HILLSBOROUGH

Transportation • Innovation • Mobility for Everyone

Adopted November 5, 2019

prepared in cooperation with



Hillsborough
County Florida



Hillsborough County
PUBLIC SCHOOLS
Preparing Students for Life

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**Metropolitan Planning
for Transportation**

Hillsborough County Metropolitan Planning Organization

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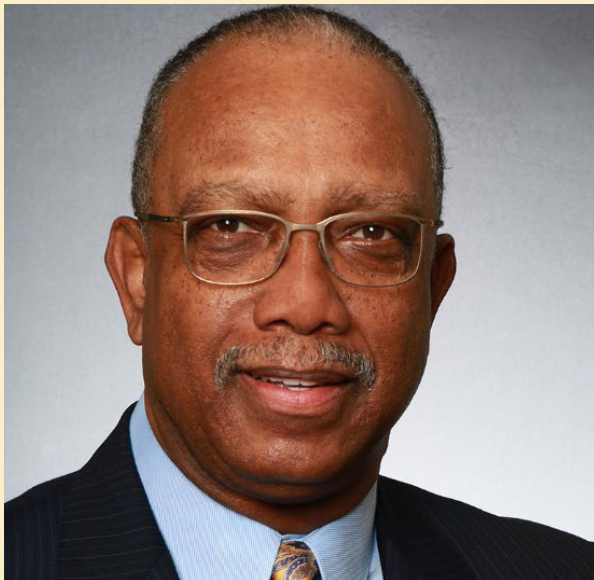


2045 LONG RANGE TRANSPORTATION PLAN

Adopted November 5, 2019

welcome

letter from the chair



Commissioner Lesley "Les" J. Miller, Jr.

Lesley Miller

“ Our communities continue to grow. ”

On behalf of the Hillsborough Metropolitan Planning Organization (MPO), I would like to introduce you to our investment plan for funding local transportation options here in Hillsborough County – It's TIME Hillsborough 2045.

Our communities continue to grow. Hillsborough County is a leading destination for many new arrivals to Florida, and this growth incentivizes us to fund a world-class transportation system for those living and visiting our communities. The challenges of meeting the needs of our shared transportation system require bold solutions.

The Hillsborough MPO serves as a forum for building consensus and facilitating discussions on how to best prioritize transportation dollars in our county.

We have collaborated with our partners in Pinellas and Pasco Counties to create the first tri-county transportation vision that takes into consideration different scenarios of cross-county growth.

It's TIME Hillsborough 2045 is our objective-driven approach to funding local transportation investments that promotes our shared vision for a transportation system while balancing the need to accommodate growth, multimodal needs of all travelers, and fund sustainable options to preserve our system.

We invite you to join the Hillsborough MPO as we strive for resilience and innovation in how we choose to fund our strategic priorities over the next 25 years.

letter from the
executive director



Beth Alden, AICP

“ We are excited to present It’s TIME Hillsborough 2045 as our response to the challenges that uniquely face a region poised for continued growth in West Central Florida. ”

Our team is excited to share our investment strategy for funding flexible transportation options, delivering innovative solutions, and promoting mobility in our region.

This long-range transportation plan for Hillsborough County presents an investment approach that details transportation priorities and associated funding for the next 25 years.

It’s TIME Hillsborough 2045 is organized around our five mission directives for the county and surrounding region: maintaining a state of good repair and promoting resiliency; reducing crashes through the Vision Zero initiative; alleviating congestion for commuters and visitors; providing multimodal transportation options; and stimulating economic development.

This plan is a culmination of the voices in our community and the hard work our staff has done to create funding scenarios that reflect your needs while balancing our constraints. As we strive towards our objectives, we will continue collaborating with our neighbors and regional partners to prioritize and fund transportation options in Hillsborough County that benefit the millions of residents and visitors who live, work, and play in the Tampa Bay area.

We are excited to present It’s TIME Hillsborough 2045 as our response to the challenges that uniquely face a region poised for continued growth in West Central Florida.

A handwritten signature in blue ink that reads "Beth Alden". The signature is fluid and cursive.



letters from chair and
executive director

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list of acronyms

BEBR	Bureau of Economic and Business Research	O&M	Operations and Maintenance
BPAC	Bicycle/Pedestrian Advisory Committee	ROW	Right-of-Way
CAC	Citizens Advisory Committee	SR	State Road
CFR	Code of Federal Regulations	SIS	Strategic Intermodal System
CIP	Capital Improvement Program	TAC	Technical Advisory Committee
COC	Communities of Concern	TBARTA	Tampa Bay Area Regional Transit Authority
EJ	Environmental Justice	TDCB	Transportation Disadvantaged Coordinating Board
FAST	Fixing America's Surface Transportation Act	TDP	Transit Development Plan
FHWA	Federal Highway Administration	THEA	Tampa Hillsborough Expressway Authority
FTA	Federal Transit Administration	TIP	Transportation Improvement Program
FDOT	Florida Department of Transportation	TMA	Transportation Management Area
HART	Hillsborough Area Regional Transit	TPA	Tampa International Airport
ITS	Intelligent Transportation Systems	USC	United States Code
LRC	Livable Roadways Committee	USDOT	United States Department of Transportation
LRTP	Long Range Transportation Plan	YOE	Year of Expenditure
MAP 21	Moving Ahead for Progress in the 21st Century Act		
MPO	Metropolitan Planning Organization		

terms, definitions, and planning concepts

Communities of Concern (COC)

Transportation disadvantaged and historically marginalized communities. Indicators for COC include zero-vehicle households, limited English proficiency, single-parent households, disability, and age (i.e., youth and elderly).

Environmental Justice (EJ)

The equitable distribution of costs and benefits associated with any Federal investment on all members of the community. An environmental justice policy and analysis seeks to ensure that low-income persons and people of color, in particular, benefit from Federal investments and do not experience disproportionate adverse environmental and health impacts (E.O. 12898).

Fixed-Guideway Transit

A public transportation facility that uses and occupies a separate right-of-way (ROW) or rail for the exclusive use of rapid transportation and other high occupancy vehicles.

FAST Act (Fixing America's Surface Transportation)

Federal legislation that provides funding for surface transportation programs for fiscal years 2016 through 2020.

Key Economic Spaces

Clusters of at least 5,000 jobs representative of existing employment patterns and areas of future growth potential.

MPO (Metropolitan Planning Organization)

An agency created under federal and state law to provide a forum for cooperative decision-making in regard to regional transportation issues. Membership includes elected and appointed officials representing local jurisdictions and transportation agencies.

Note: A complete transportation glossary is available at: www.planhillsborough.org/mpo_glossary

Regionally Significant Project

A project that serves regional transportation needs (such as to and from the area outside the region or major activity centers within the region), including, at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel (23 CFR. §45.204). These types of projects also include any project which requires ROW acquisition.

SIS (Strategic Intermodal System)

A statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways.

Surtax for Transportation Improvements (Surtax)

The surtax funds transportation improvements throughout Hillsborough County, including road and bridge improvements; the expansion of public transit options; fixing potholes; enhancing bus service; relieving rush-hour bottlenecks; improving intersections; and making walking and biking safer. The proceeds of the surtax are distributed and disbursed in compliance with F.S. 212.055 (1) and in accordance with the provisions of Article 11 of the Hillsborough County Home Rule Charter.

Title VI

The section of the Civil Rights Act of 1964 that prohibits discrimination on the basis of race, color or national origin in programs that receive federal financial assistance, including transportation projects (42. U.S. Code §200d).

YOE (Year of Expenditure)

All amounts in the LRTP are expressed in "year of expenditure" dollars, which is the dollars inflated to the year spent.

The Hillsborough MPO Board wins the runner up prize of \$50,000 for their Garden Steps Initiative in the Healthiest Cities & Counties Challenge.



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FOUNDATION

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DATE: March 11, 2019

PAY
TO THE
ORDER OF Hillsborough MPO

\$ 50,000

Fifty Thousand----- 00/100 DOLLARS

Runner Up Prize Winner

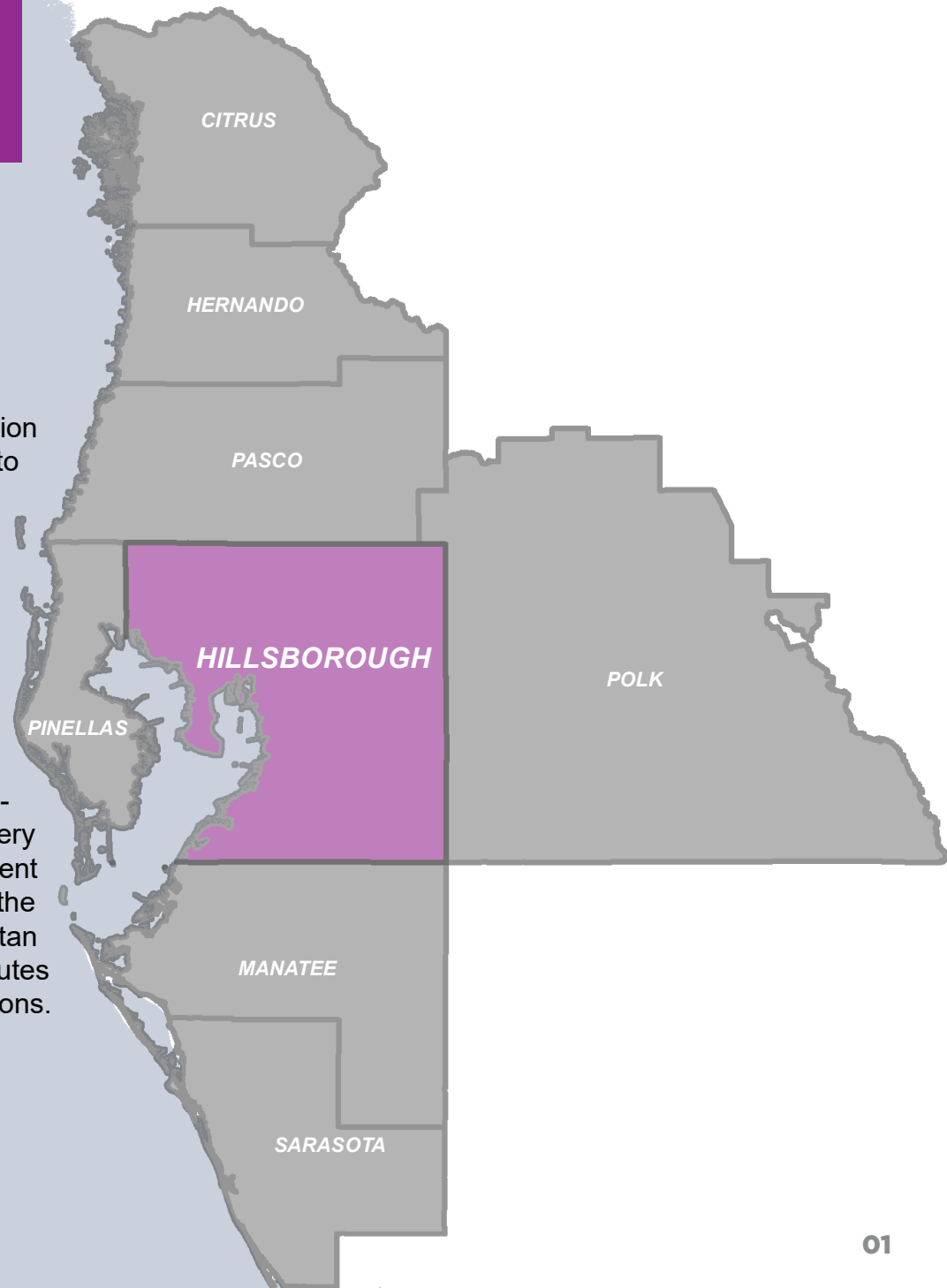
MEMO Garden Steps

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who are we?

The Hillsborough Metropolitan Planning Organization (MPO) is the federally designated agency created to carry out the metropolitan transportation planning process (as prescribed by state and federal laws). The MPO is made up of local elected and appointed officials and acts as a forum to build consensus between the public and stakeholders that own, operate, and maintain transportation infrastructure. The MPO helps set priorities for implementing projects listed in the transportation improvement program (TIP) and is responsible for additional planning products, such as this Long-Range Transportation Plan (LRTP or Plan). Every four years, the Secretary of the U.S. Department of Transportation (USDOT) must certify that the Hillsborough MPO is carrying out the metropolitan planning process in adherence with federal statutes and regulations.



What We Do

Our Board and Committees

The MPO Board is the policy-making body responsible for promoting a coordinated regional transportation investment strategy supported by implementing agencies and the public. MPO Board members consist of elected officials from across the county and representatives from Hillsborough Area Regional Transit Authority (HART), the Hillsborough County Aviation Authority, Port Tampa Bay, the Tampa-Hillsborough Expressway Authority (THEA), the City-County Planning Commission, and the Hillsborough County School Board.

The MPO Board has eight advisory committees that bring differing perspectives and expertise to the planning process:

- Policy Committee
- Citizens Advisory Committee (CAC)
- Technical Advisory Committee (TAC)
- Bicycle/Pedestrian Advisory Committee (BPAC)
- Livable Roadways Committee (LRC)
- Transportation Disadvantaged Coordinating Board (TDCB)
- Intelligent Transportation Systems Committee (ITS)
- Tampa Bay Transportation Management Area Leadership Group (TMA)

The MPO is governed by a series of federal laws that establish the MPO's roles and responsibilities, along with public participation.



GOVERNING LAWS AND LEGISLATION*

MAP 21	23 USC 134-135
FAST Act	Clean Air Act
Title VI	Environmental Justice
23 CFR 450.204	

**For more information see Chapter 8: Interested in Further Reading*





www.goHART.org HART

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THE



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who are our partners?

The Hillsborough MPO works with a diverse set of stakeholders to guide how public investment funds the transportation network. Partners include federal, state, and local agencies, in addition to the general public. The MPO seeks collaboration and cooperation among these participants because plans get implemented only with broad support from the public and buy-in from the agencies that fund, build, and operate transportation systems.

Federal and state partners oversee and fund projects on the national or state highway system and regional transit systems. Modal agencies like HART, THEA, Tampa International

Airport, and Port Tampa Bay build and operate major facilities or systems in the County's transportation network. Local governments are responsible for city streets and county roads. The school district is a significant stakeholder in the transportation system, and the Planning Commission plays a major role in developing an inclusionary plan to meet the needs of all who live, work, and visit Hillsborough County.

Federal and State Agencies:

- United States Department of Transportation
- Florida Department of Transportation
- Federal Highway Administration
- Federal Transit Administration

Modal Agencies:

- Hillsborough Area Regional Transit
- Tampa Bay Area Regional Transportation Authority
- Tampa-Hillsborough Expressway Authority
- Tampa International Airport
- Port Tampa Bay

Local Governments & Agencies:

- City of Tampa
- City of Temple Terrace
- Hillsborough County Public Schools
- Seminole Tribe

- City of Plant City
- Hillsborough County
- Planning Commission



Transportation Systems Our Partners Own and Operate



Strategic Intermodal System & State Highway System

Owner
FDOT

Capital Funding
Federal and State

Operations & Maintenance Funding
Federal and State

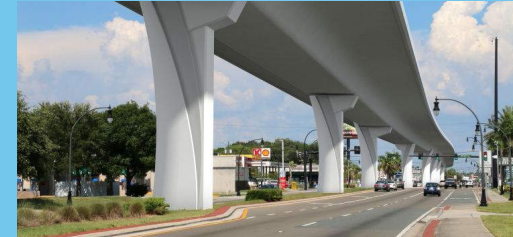


County Roads

Owner
Hillsborough County

Capital Funding
Local

Operations & Maintenance Funding
Local



Selmon & Veterans Expressways

Owner
Tampa-Hillsborough Expressway Authority and Turnpike Enterprise

Capital Funding
Toll Revenues & Bonds

Operations & Maintenance Funding
Toll Revenues



Hillsborough Area Regional Transit Authority & TECO Line Streetcar System

Owner
HART and City of Tampa

Capital Funding
Federal, State, and Local

Operations & Maintenance Funding
State, Local, and Fares



Tampa International Airport & Port of Tampa Bay

Owner
Aviation Authority and Port Tampa Bay

Capital Funding
Federal, State, and User Fees

Operations & Maintenance Funding
Federal, State, and User Fees



Hillsborough County Public Schools Bus Fleet

Owner
Hillsborough County School District

Capital Funding
State and Local

Operations & Maintenance Funding
State and Local

Our transportation network is multimodal, which means the traveling public has a variety of transportation options to choose from when going from place to place.

Stakeholder Roles and Responsibilities

Each owner is responsible for operating and maintaining their facilities and assets. They do so using their own leadership, budgets, staff, and internal processes.

The United States Department of Transportation and its operating administrations – Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) – provide policy guidance, technical resources, and funding for MPO transportation projects. Additional federal agency guidance is obtained from the Environmental Protection Agency (EPA), the United States Army Corps of Engineers (USACE), and research institutions such as the Transportation Research Board (TRB).

The Florida Department of Transportation (FDOT) is responsible for planning, designing, constructing, and maintaining the State Highway System (SHS), Florida's Turnpike, the National Highway System (NHS), and other major transportation infrastructure. FDOT works closely with many of the same stakeholders who own, operate, and maintain our transportation network. FDOT is responsible for developing the Florida Transportation Plan (FTP), the Strategic Intermodal System (SIS), and the State Transportation Improvement Plan (STIP).

Local jurisdictions, agencies, and institutions such as cities, the school board, the Seminole Tribe of Florida, colleges, universities, and trade schools help plan, design, operate, and maintain local roads, buses, bicycle facilities, sidewalks, and other transportation facilities. An important function of these partners is to consider transportation in the development of specific local site plans, land use plans, and the implementation of longer-term comprehensive plans.

The MPO is responsible for developing the County's LRTP that covers at least the next 20 years, the 5-year TIP, and the Unified Planning Work Program (UPWP). Simultaneously, a critical part of the MPO's function is to reach out and involve the public. Using these plans and working with all its stakeholders, the MPO articulates the regional vision and prioritizes all projects that use federal funding.

Partner Interactions with the MPO

The Hillsborough MPO serves as a forum for building consensus among our communities, planning partners, transit providers, and implementing agencies on how to best address the shared mobility needs of the Tampa Bay Area. We build consensus by facilitating discussions on how to best prioritize and fund transportation investments for a coordinated transportation system.



TEMPLE
TERRACE

3

the MPO's role within the tampa bay region

The Hillsborough MPO takes a regional role by leveraging TMA partnerships and the MPO Chairs Coordinating Committee to promote shared priorities. Together, these partners work to fund transportation options that increase connectivity and mobility across the Tampa Bay Area.

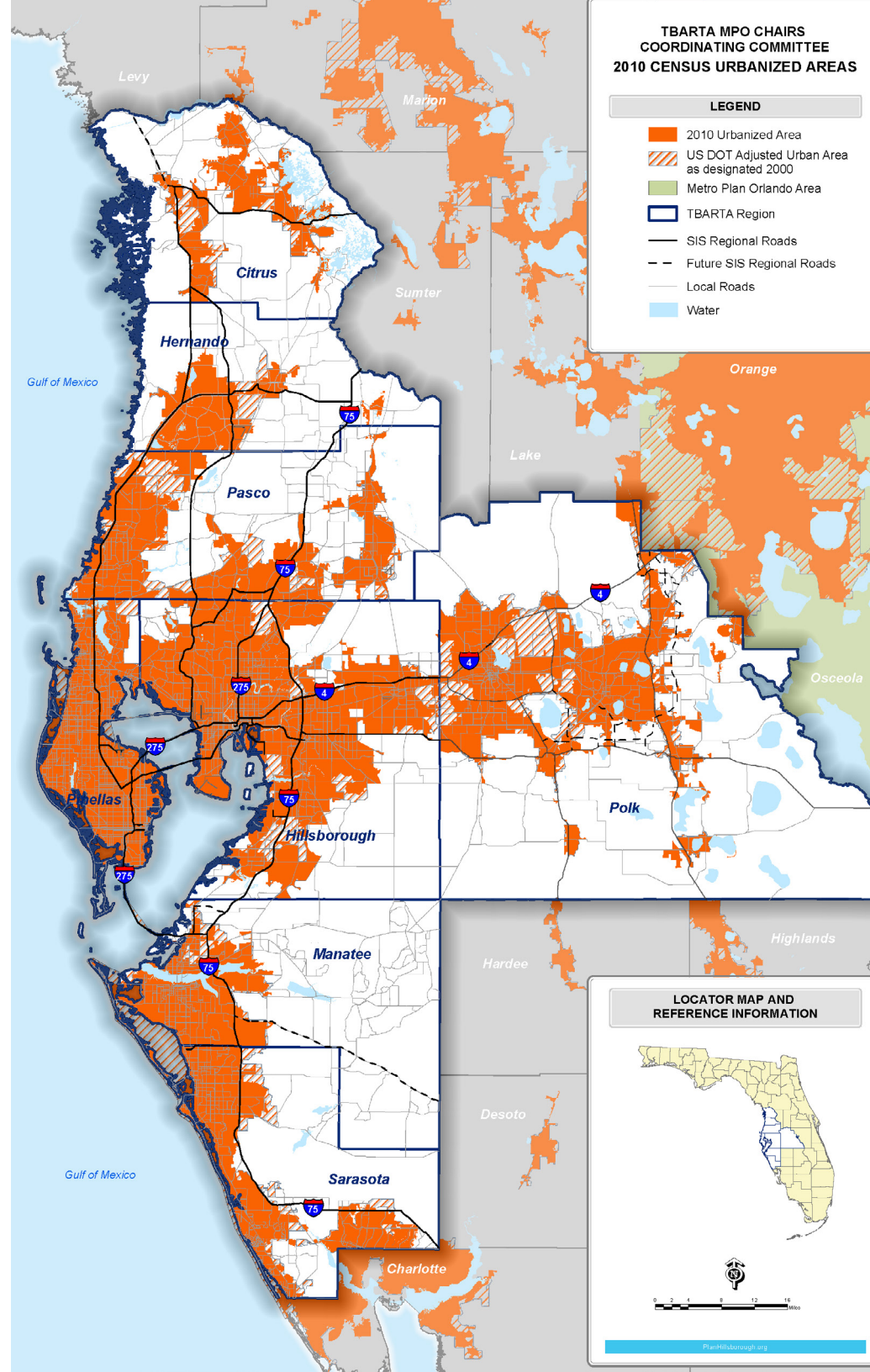


Regional Partnerships

Part of the Metropolitan Statistical Area (MSA) of Tampa-St. Petersburg-Clearwater, Hillsborough County is more populous than nine states and the District of Columbia. It serves as a major freight hub and employment destination, drawing traffic to and from the neighboring counties. Its main regional connections include I-4, I-75, CSX rail corridors, Port Tampa Bay, and Tampa International Airport.

The Hillsborough MPO is part of the longest-standing regional transportation planning compact among MPOs in the State of Florida. The MPOs of Hillsborough, Pinellas, Pasco, Polk, Hernando/Citrus, and Sarasota/Manatee jointly prepare plans, studies, and priorities for regionally-significant projects. Their chairpersons have met regularly since the 1990s, and in the early 2000s formalized an interlocal agreement establishing the MPO Chairs Coordinating Committee (CCC).

In recent years, representatives of a sub-set of this region - Hillsborough, Pinellas, and Pasco - have been meeting more frequently (as the Transportation Management Area Leadership Group) to focus on issues significant to the core tri-county area. In 2018, they collaborated on the first tri-county scenario planning project in this region, asking the public their opinions on three very different visions of tri-county growth and transportation investment. The hybrid scenario that was built around the public's preferences establishes a vision of compact growth, environmental preservation, urban redevelopment, and rapid transit connections that lay the groundwork for the 2045 Plan.



Regional Priorities

Hillsborough County is the center of the Tampa Bay region, with the most population and jobs. As the region continues to grow, more people and goods will flow into, out of, and through Hillsborough County. It will be increasingly important for us to coordinate our plans with those of our regional neighbors and agree on priorities for an integrated, multimodal regional network.

Working with the CCC and TMA Leadership Group, these regional projects have already been funded or prioritized for future funding:

Funded Priorities

- Howard Frankland Bridge Replacement
- Gateway Expressway (Pinellas County)
- I-75 Interchange at Overpass (Phase I – Pasco County)
- I-275 Express Lanes from I-375 to Gandy Blvd. (Pinellas County)
- I-75 Interchange at Big Bend Road
- I-275/SR 60/Westshore Interchange
- I-275 Operational Improvements north of downtown Tampa

Top Priorities for Future Funding

- De Soto Bridge Replacement (Manatee County)
- Bradenton-Palmetto Connector (Manatee County)
- Central Polk Pkwy Segment 1
- I-75 Interchange at Gibsonton Drive
- I-75 Interchange at Overpass (Phase II – Pasco County)
- Central Avenue Bus Rapid Transit (Pinellas County)
- Support HART's negotiation for use of CSX Rail right-of-way for passenger transport
- Regional Express Bus on I-275

Regional Shared-Use Non-motorized (SUN) Trail Funding Priorities

- Coast-to-Coast Trail (Hernando County)
- Gulf Coast Trail (including Hillsborough's I-275 Greenway, Selmon Greenway, and South Coast Greenway connection to Manatee County)
- Peace River to Nature Coast Trail (Polk County)
- Local Connections to Regional and Statewide Network (including the Tampa Bypass Canal Trail)



4 how the plan was developed

Our county is part of the Tampa-St. Petersburg-Clearwater MSA which stretches into Hernando, Pasco, and Pinellas Counties, and is adjacent to the Lakeland-Winter Haven MSA and Sarasota-Bradenton MSA. Its cities include Temple Terrace, Plant City, and Tampa, which also serves as the county seat.

During the 25-year horizon of this Plan (FY 2020-2045), the Hillsborough MPO has the discretion to program certain federal funds for infrastructure projects.

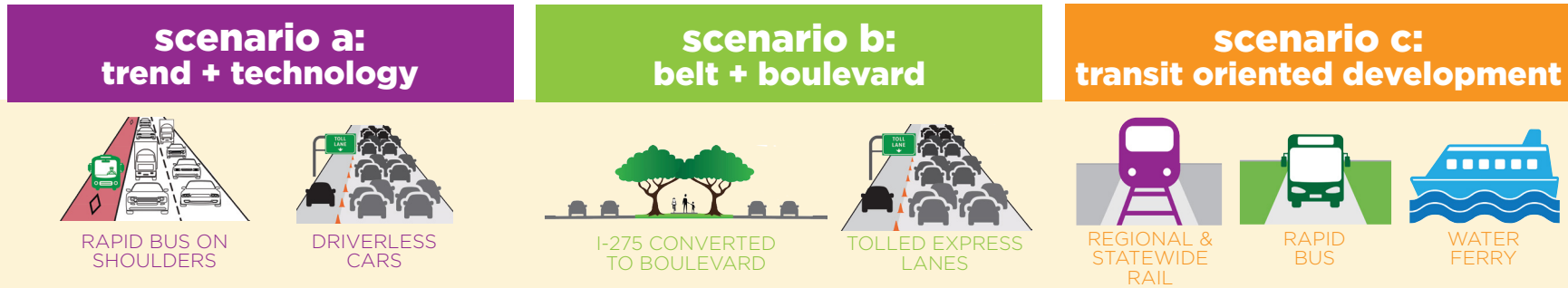
In developing this plan, we searched for opportunities to explore alternative futures. According to the most recent federal requirements and guidance, planning for this LRTP incorporated a number of new elements that brought more information to the decision-making process. For example, the MPO enhanced its performance-based planning practice and expanded its use of contemporary planning tools, such as scenario planning, to inform policy.

Generally, the development of the 2045 Plan considered:

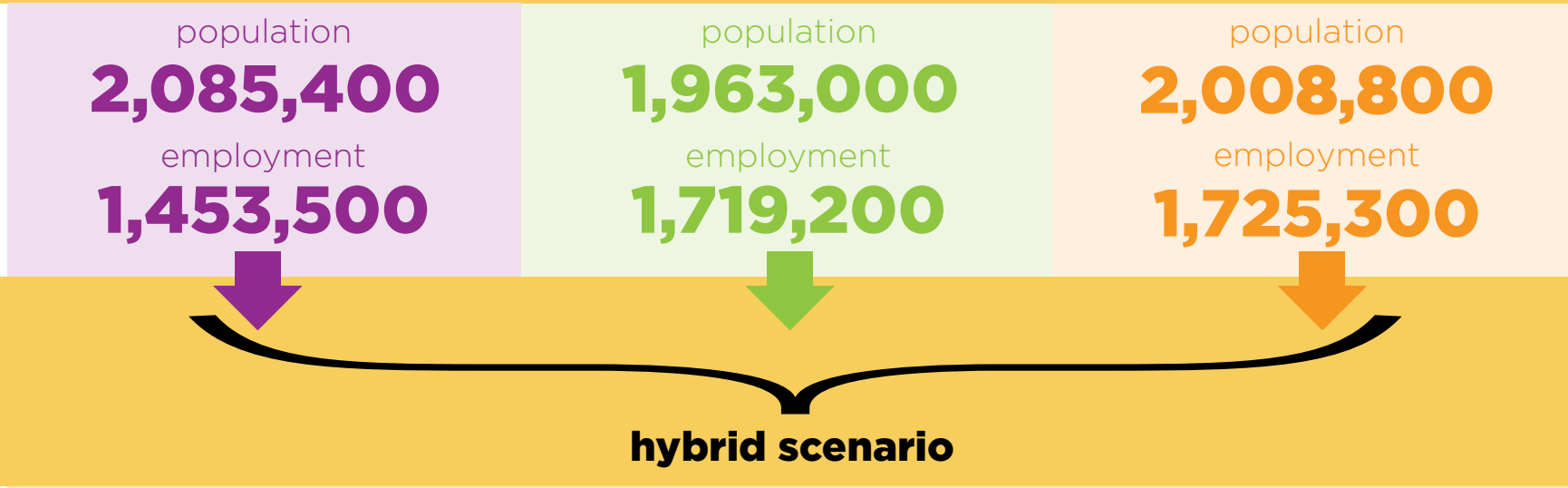
- 1 Various Scenarios for Future Growth & Transportation**
- 2 Current and Changing Conditions**
- 3 Perspectives of the Public and Our Partners**
- 4 The Transportation System's Performance and Related Needs**
- 5 Available Funding and Funding Eligibility Requirements**

Imagining the Region Tomorrow

We explored several transportation and land use scenarios and analyzed the impacts of each. This assessment provided an opportunity to envision a future that can address our current uncertainties related to outcomes, policy decisions, and infrastructure investments. Under the guidance of the MPO and Planning Commission along with the MPOs in Pasco and Pinellas Counties, the following alternative scenarios were developed and rated by the public:



County-wide Growth



builds on the **Transit Oriented Development Scenario** while including the best elements from the **Trend and Belt + Boulevard Scenarios**; provides capacity for over 2 million people at buildout; and, expands Hillsborough County's urban service area by 5,400 acres to allow for 66,000 more people.

anticipated **population: 2,006,200**
employment: 1,705,400

existing* **population: 1,292,800**
employment: 830,800

*Existing population and employment numbers are based on 2015 estimates. For more information, see Hillsborough County 2045 Population and Employment Projections (Technical Memoranda 1-3).

Snapshot of Hillsborough

TODAY

1.4 million current population
(2019 BEBR est.)

population share remains stable

50% of the tri-county area total

Pinellas County ↓ Pasco County ↑



Service sector industries
(office, professional, retail)
majority of employment



Transit commuters
concentrated near downtown Tampa and USF, while student populations are larger in more outlying suburban areas

830,800 people currently employed

No.1 **Single family residential development** is the predominant land use within the Urban Service Area

Agricultural, industrial, and institutional

land uses make up most land outside the Urban Service Area



TOMORROW



POPULATION

expected to grow over

2 million people by **2045**

18 to 34 largest age cohort

Expected to decrease by 2045

AGE 65+ **expected to increase**



Residential development in the Central Business District (CBD) growing at a faster rate than the rest of the country

Advancing Hillsborough Together



Knowing that no single transportation solution would solve our current and future transportation issues, we shared the scenarios with the public through the It's Time Tampa Bay public outreach campaign in 2018. The regional outreach effort was designed to capture public opinion on the trade-offs across the scenarios and to establish preliminary guidance for the 2045 Plan. Outreach included a public survey, a social media campaign, public hearings, and presentations to advisory bodies and neighborhood groups, with a focus on Communities of Concern.



10,000 respondents
4,000 originated from Hillsborough County

What priorities emerged?



Provide alternatives to driving
(Rail, bus & walk/bike spaces)



Reinvest in established neighborhoods



Use new technologies
Improve transportation efficiency



Reduce congestion



Minimize outward growth from the region



Strengthen downtowns
Create spaces like them

For more information, see the Tri-County Vision Summary.

What Hillsborough Will Need

 good repair and resilience	 vision zero	 smart cities	 real choices when not driving	 major investments for economic growth
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problem	problem	problem	problem	problem
<p>Heavy usage and limited funding have compromised the condition of our roadways, bridges, and transit vehicles. Deterioration of these assets can limit our ability to travel within the county and surrounding areas. Roads are vulnerable to storms and sea level rise.</p>	<p>Crashes are a serious problem in Hillsborough County. We have frequently ranked among the most dangerous counties in the nation for pedestrians, cyclists, and drivers. High tech, low tech, and infrastructure improvements could help change that in the future.</p>	<p>Punctuality is critical for commuters and shippers. It is important to make travel times reliable. Tech and operational solutions can reduce traffic, air pollution and crashes, and also assist travelers through bad weather, special events, and construction.</p>	<p>People need access to work, school, health services, and healthy food when they cannot drive or do not own a car. This is especially important for our disadvantaged communities, that often lack convenient access to these important destinations.</p>	<p>Hillsborough County is expected to increase in population by 55% by 2045. Investments in major projects are critical to supporting a growing economy. Safe, reliable, and efficient transportation infrastructure is needed to efficiently move people and goods.</p>

current status

<p>5,318 centerline miles of road</p> <p>757 bridges</p> <p>201 transit vehicles (HART)</p>	<p>No.2 Fatality rate in FL, for traffic deaths per vehicle mile</p> <p>2016 worst year for fatal crashes</p> <p>226 Fatalities was the worst year ever</p> <p>169 Fatalities in 2018</p>	<p>71% of interstate highways considered reliable</p> <p>11% residents within 150 meters of high volume road</p> <p>9.2% adult asthma rate: highest in state</p>	<p>14% residents with access to good bus service</p> <p>20% live near a good, low-stress place to walk</p> <p>21% grocery stores accessible via good bus service</p>	<p>3% of expressways are heavily congested today, and the forecast for 2045 is 37% if no improvements are made</p> <p>overcapacity on other major roads will increase from 2% to 14%</p>
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needs

<ul style="list-style-type: none"> • Meet roadway pavement standards • Meet bridge safety standards • Maintain an appropriate number of vehicles for service • Maintain average age of transit fleet • Improve resiliency to flooding 	<ul style="list-style-type: none"> • Complete streets safety enhancements • Filling sidewalk gaps and providing lighting on major roads in the urban service area • Reduce crash rates • Reduce fatal crash rates 	<ul style="list-style-type: none"> • Operational improvements such as turn lanes at bottleneck intersections • Advanced traffic management systems and other technology enhancements for congestion relief • Travel time reliability by minimizing variation 	<ul style="list-style-type: none"> • Local, express, circulator, and MetroRapid bus routes • Trails and greenways network • Demand-response services for the transportation disadvantaged 	<ul style="list-style-type: none"> • Road widenings • Interchange improvements • Fixed-Guideway rapid transit systems
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For more information, please refer to the following technical memoranda:

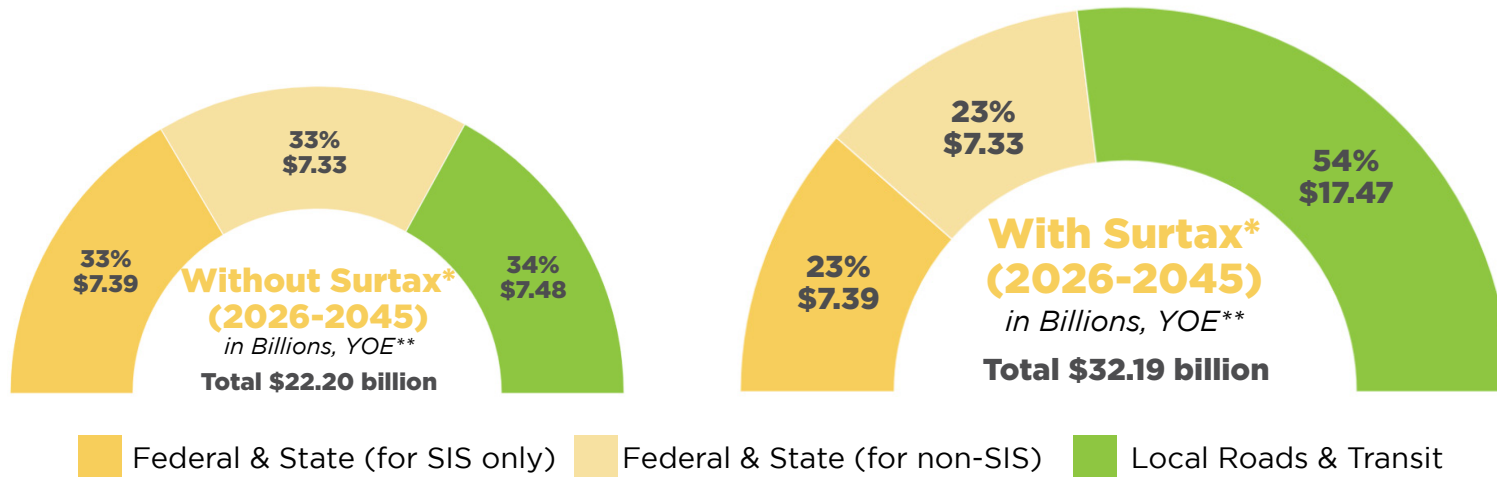
Good Repair Needs Assessment” and Resilient Tampa Bay Transportation

Estimating Travel Time Reliability and the Impacts of Operations and Safety Improvements”

Real Choices When Not Driving Needs Assessment

Major Investment Project Needs Assessment

Funding That is Available to Meet Hillsborough's Needs



Without the surtax,

66% of

all funds will go towards Strategic Intermodal System (SIS) & State Highway System (SHS)

With the surtax, we have more funds to achieve our vision

  **transit funds**

  **local roadway funds**

For more information, see the 2045 LRTP Funding Technical Memorandum
 *Surtax - Charter County sales tax approved by 2018 voter referendum
 **YOE: Year of Expenditure

Transportation projects can be funded through a variety of sources that use federal, state, and local dollars, or any combination of the three. To ensure stewardship of public dollars, funds are accounted for by both purpose and source, and are only committed to projects that meet strict eligibility requirements.

The MPO prioritizes transportation projects for consideration by funding partners including FHWA, FTA, FDOT, local governments, and others. After assessing available funds,

eligibility requirements, funding scenarios, and the region's transportation needs, the MPO determines the cost feasibility of prospective projects (i.e., what we can afford and when) and matches it to the community's goals.





5 vision for transportation

Hillsborough County continues to strive for an increasingly coordinated transportation system that provides access to jobs in key economic spaces and addresses the shared mobility needs of the Tampa Bay Area.

As a forum for consensus building, we work with our local and regional partners to fund a transportation system that balances the need to accommodate growth, the multimodal needs of all travelers, and fund sustainable options to enhance our system.

Our vision for addressing mobility needs is twofold: invest in creating viable rapid transit in its own right-of-way, and invest in safer and more reliable major roadways.

The It's TIME Hillsborough 2045 Plan presents a high-level system approach to funding transportation investments that prioritize innovation, technology, and mobility for everyone.



The Vision for Hillsborough and How We Got Here

After establishing a tri-county regional vision and transportation priorities with the It's TIME Tampa Bay public outreach campaign in 2018, we identified Hillsborough's needs to help facilitate the implementation of the regional vision. In June and July 2019, we set out to survey Hillsborough residents to obtain their input on future local projects.

The 2045 Plan includes many types of projects including maintenance, safety, innovative transportation management, systems, walk/bike, and public transportation. These projects do not have to be shown on maps; funding can be set aside for them, and locations of highest need determined later. We listened to you – it's already in the plan.

5,219 
PARTICIPANTS

89% county residents

90% work in Hillsborough County

93,000+ data points **3,000+** comments

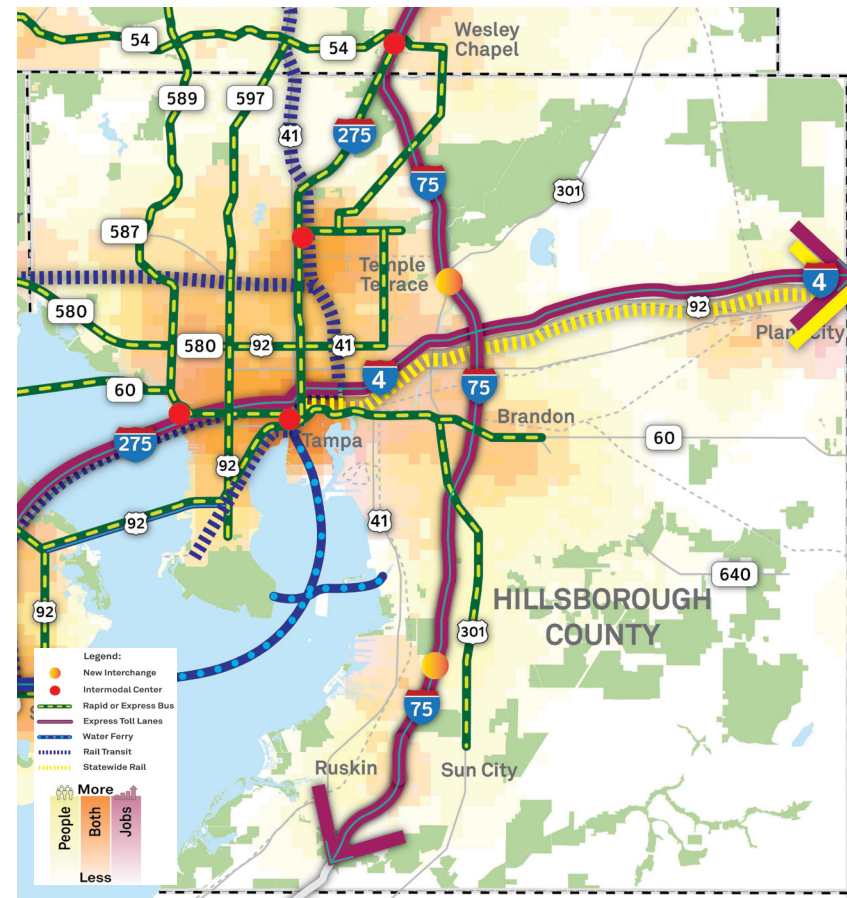
TWO MAJOR THEMES EMERGED

1 mass transit

- Bus Rapid Transit
- Streetcar Expansion
- Water Transit
- Passenger Rail

2 multimodal projects

- Greenways & Trails
- Right-sizing Roads
- Downtown Interchange Traffic/Safety Quick-Fix
- Targeted Road Widening





NEW ERA OF TRANSIT

Free. Fun. Frequent. Totally Tampa!



The Vision for a Major Transit System

The vision for a major transit system considers what can be achieved through coordination and investment with our partners to develop a long-term sustainable system.

This vision promotes safe and reliable transportation options by funding vehicle replacement and providing recommendations on where new technology options could contribute to a world-class transportation system.

Hillsborough County can lead the charge in the Tampa Bay Area as an incubator for new technologies for a rapid transit system.

When considering new investments that best promote a vision for connectivity, resiliency, and efficiency in the region, the following metrics become key in the decision-making process:



Capital Cost per Mile



Capital Cost per Station



Connections between Communities of Concern and Key Economic Spaces



Annual Operating Cost



Population Density

Rapid Transit Technologies

Bus Rapid Transit



Range of Capital Cost Millions/Mile

\$3 - \$69



Range of Capital Cost Millions/Station

\$2.43 - \$ 6.09

Light Rail



Range of Capital Cost Millions/Mile

\$54.1 - \$138.1



Range of Capital Cost Millions/Station

\$113.60 - \$149.46

Water Transit



Range of Capital Cost Millions/Mile

\$36 million

Streetcar Expansion



Range of Capital Cost Millions/Mile

\$26.7 - \$64.7



Range of Capital Cost Millions/Station

\$12.64 - \$15.45

Commuter Rail



Range of Capital Cost Millions/Mile

\$5.63 - \$38.60



Range of Capital Cost Millions/Station

\$68.68 - \$114.93

Local commitments may leverage additional federal and state funds when pursuing capital grant opportunities.

A Vision for Safe and Reliable Major Roads

Promoting livability and sustainability through our roadway network is a key priority in the long-term vision of Hillsborough County. We have heard the public's concerns and have identified roadways for potential improvement. Projects to widen key roads improve access from our local roads to our highways, and address major factors that would have an impact on our area, such as:



Making Roads Safer for All Users



Improving Access to Jobs



Linking People to Destinations



Connecting to Key Economic Spaces



Increasing Connectivity for Communities of Concern



Alleviating Congestion



Creating Resilient and Sustainable Infrastructure



Promoting the Development of Underutilized Existing Urban Spaces



Working Together

We advise our partners on where key economic spaces could benefit from the investment of available funding sources, and collaborate in the pursuit of discretionary grant opportunities.

For facilities owned, operated, and maintained by FDOT, the County, local cities, and THEA, we serve as an informed partner and assist partner agencies in public engagement on regional priorities.



6

**what the plan will
build over the next
25 years**

**good repair
and resilience**

vision zero

smart cities

**real choices when
not driving**

**major investments for
economic growth**



Funding the Vision

Our plan identifies \$32.2 billion in available funds through FY 2026-2045. We've collaborated with our state and local partners to seek consensus on how to fund transportation projects for Hillsborough County. These partnerships led to the development of a cost feasible plan that allocates available federal, state, and local funds across five funding programs:



Good Repair and Resilience

pavement, bridge, stormwater, transit maintenance



Vision Zero

"complete streets" treatments and other safety enhancements



Smart Cities

systems



Real choices when not driving

expansion of bus services and trails/paths separated from roadways



Major investments for economic growth

rapid transit in a dedicated ROW, interchanges, and additional through lanes on major roadways

Who Administers Funds (In Millions) 2026-2045 funding, YOE dollars

State	\$13,225	41%
Hillsborough County	\$8,060	25%
HART	\$7,518	23%
Local (i.e., cities)	\$2,870	9%
MPO	\$506	2%
TOTAL FUNDS ADMINISTERED*	\$32,186	100%

*Includes surtax revenue allocated pursuant to BOCC ordinance.
May not add due to rounding



2026-2045 Available Revenues vs. Anticipated Costs (In Millions, YOE)

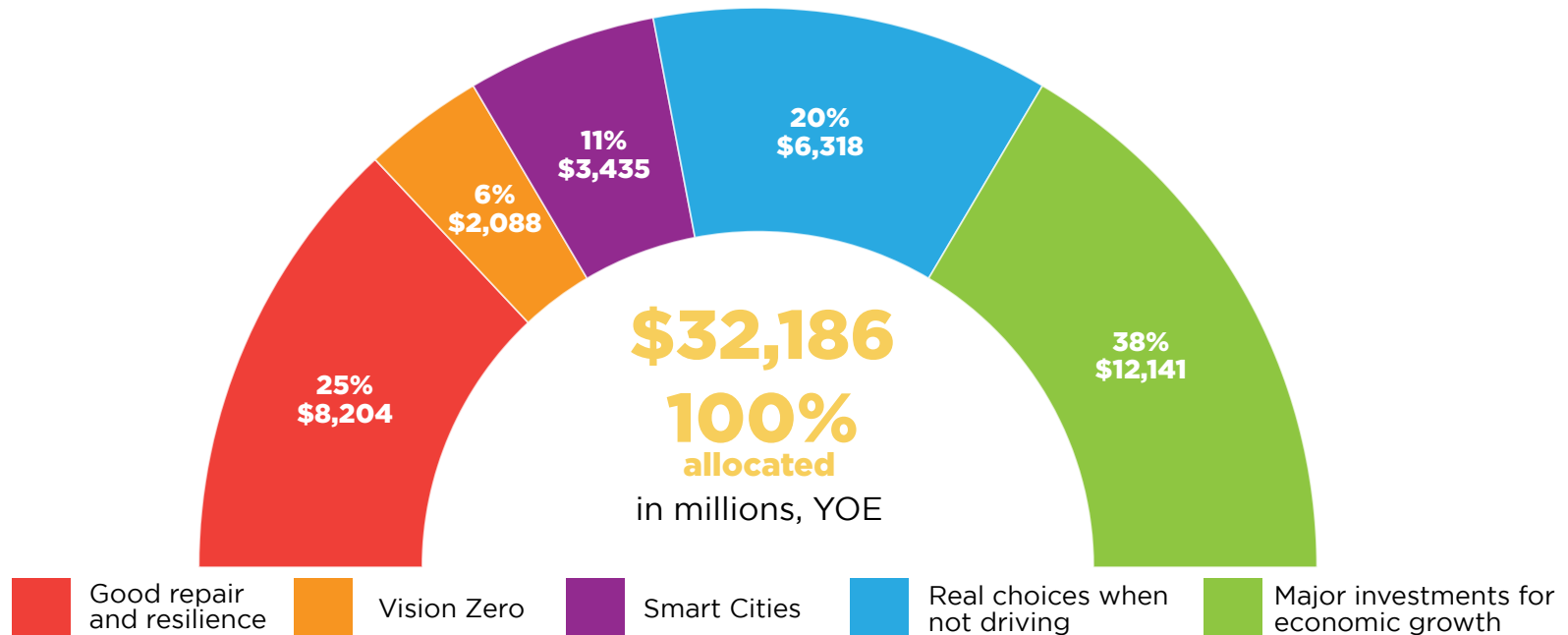
Anticipated Revenue	2026 - 2030	2031 - 2035	2036 - 2045	Total
Federal/State	\$3,219	\$5,158	\$6,338	\$14,716
Local	\$1,507	\$1,670	\$4,305	\$7,483
Transportation Surtax	\$1,881	\$2,243	\$5,863	\$9,988
Total Anticipated Revenue	\$6,608	\$9,072	\$16,507	\$32,186

Cost Feasible Plan	2026-2030	2031-2035	2036-2045	2026-2045 Total
Total Anticipated Revenue	\$6,608	\$9,072	\$16,507	\$32,186
Needs-Based Costs*	\$3,985	\$4,703	\$11,358	\$20,045
Major Investment Costs	\$2,623	\$4,369	\$5,149	\$12,141
Remaining Balance	\$0	\$0	\$0	\$0

Unfunded Needs	2026-2045 Total
Vulnerability Reduction	\$907
Total for Unfunded SIS Project Phases	\$2,131

*See supporting technical memoranda for details.

2026-2045 Allocation of Available Funding by Program (In Millions)



traveler profile



“I’ve lived on this road for nine years and the flooding has been a recurring problem.”



ADAM, SOUTH TAMPA

Adam of South Tampa is an avid runner and lives off Bayshore with his family. “On sunny mornings, I enjoy running down my street and along the bayfront.” His canopy road neighborhood is narrow with no sidewalks, so Adam runs on the street.

“Jogging under the canopy is beautiful, and generally, there are no problems. However, the oak trees’ roots are starting to affect the road infrastructure.” He says that during the rainy season his neighborhood floods and it takes days for the water to dissipate. Adam and his neighbors will go out and sweep water from their driveways, but even then, the water is only getting shifted. “The standing water makes walking out to the mailbox and even driving difficult.” Adam acknowledges that the City and County have made strides to repave many of Tampa’s streets and says that one street over seems to be fine. “I know the city will address the issue, I’ve seen them successfully fix this before.”



good repair and resilience

The **State of Good Repair and Resilience** program addresses the condition of our roadways, bridges, and transit fleet. Each of these assets must be maintained to meet the existing and future demand of the traveling public. This program also funds improvements to enhance resiliency to storms, flooding, and sea level rise.

State of Good Repair and Resilience performance targets were established to improve pavement condition, increase bridge safety, maintain the vehicles needed for service, and decrease or maintain average age of the fleet.



14%

of all county bridges classified as functionally obsolete or deficient



About 20% of our major road network will be vulnerable to a Category 3 storm surge with sea level rise forecast for 2045. Approximately 11% of our major roads are vulnerable to severe rainfall events.

outcome of good repair and resilience



Resurface all roads every **17** years **3** major & **11** minor bridge rehabilitation/replacements annually

Reduce average bus fleet age from **9** years to **7** years Reduce bus breakdowns by **50%**

Protect **250** lane miles of highly vulnerable and critical roads from heavy rain and storm surge with shoreline protection, pavement hardening, and stormwater drainage improvements.

Without the transportation surtax:

- Only 60% of roads would be resurfaced every 17 years
- Only one major and minor bridge rehabilitation/replacement annually
- 10% of HART buses would be older than 12 years
- \$94 million annual shortfall to address stormwater improvements to highly vulnerable and critical roads

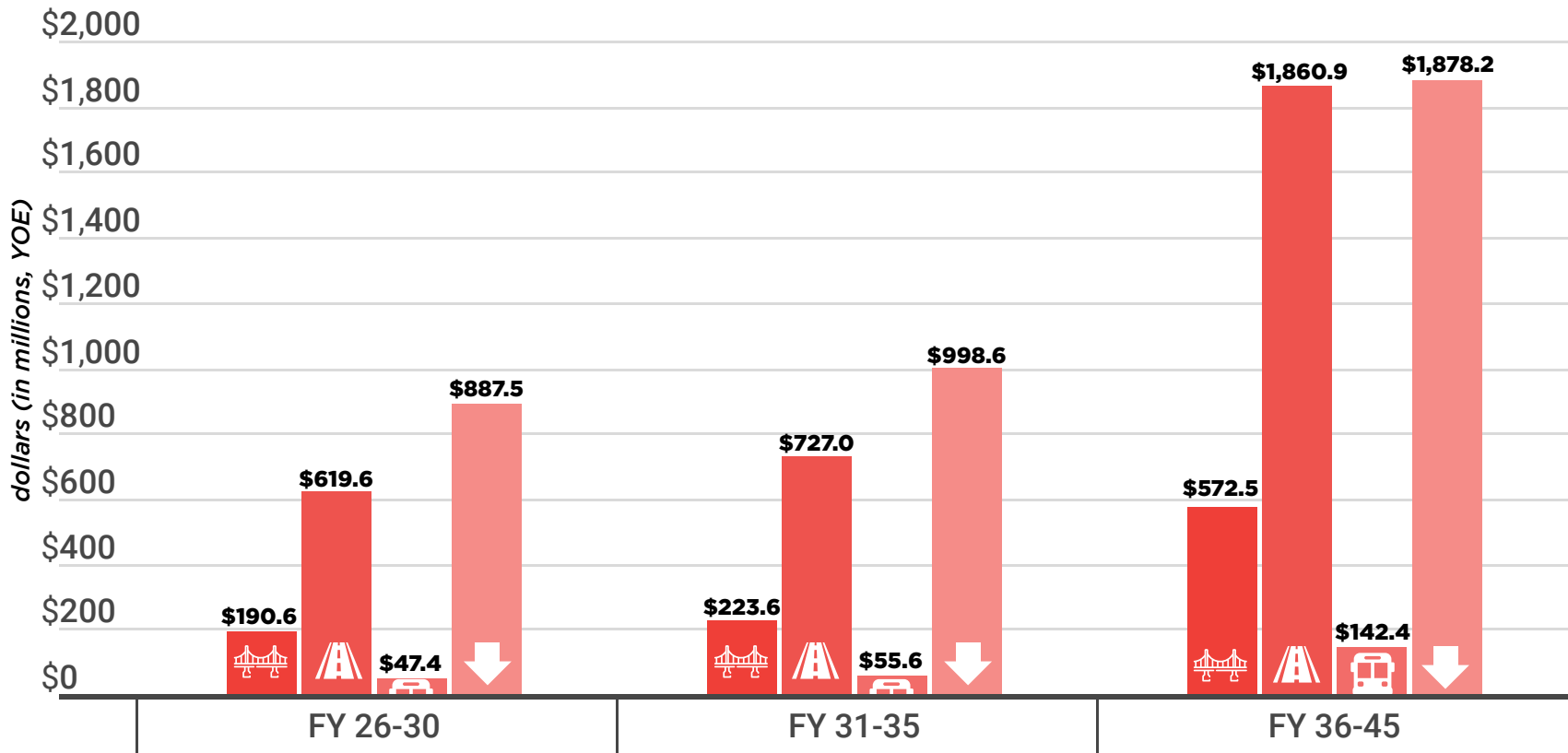
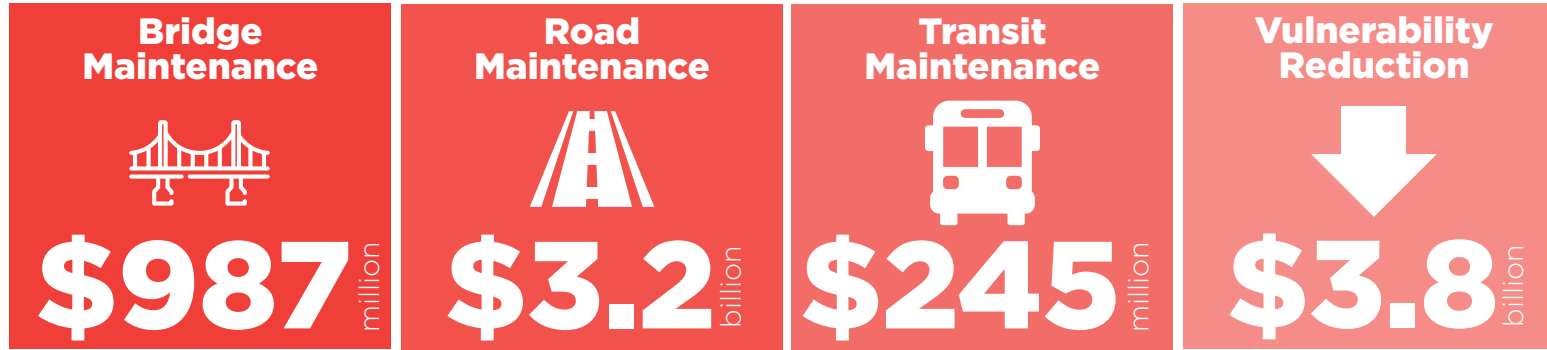


For more information, see the *Good Repair Needs Assessment* and *Resilient Tampa Bay: Transportation Pilot Program Project*.

target funding allocation



\$3.7 billion in additional local funds thanks to the transportation surtax through 2045.



traveler profile



EMILY, TAMPA

Emily is the President for a non-profit organization that is dedicated to increasing the number of student pedestrians through school-based incentive programs, community building, and road safety advocacy. Based on her own experience of walking her kids to school for nine years, Emily believes that this simple act is an important feature of children's health. "Whenever I started walking my girls to school, I saw a significant difference and improvement in their overall attitude. They seemed happier and more relaxed."

"Our goal is to get as many kids walking to school as possible. It's healthy and promotes stronger relationships between kids that normally wouldn't have the opportunity to interact." As the push for alternatives to driving strengthens and more people see the benefit of their kids walking, providing safe and accessible paths to schools is becoming increasingly necessary. "Much of Tampa lacks the infrastructure to make it a walkable community. It's unconscionable to make someone small walk along the street. We need connected sidewalks to schools." The Vision Zero investment program funds projects that reduce traffic fatalities and serious injuries to zero. Since the Hillsborough MPO's participation in the Vision Zero Initiative, several local projects have been implemented or are currently underway, such as complete streets, street-protected bicycle lanes, and crosswalk safety enhancements.



Having a strong position on Vision Zero policies is essential. The young don't have a voice and need advocates. There is no right number of kids that need to suffer before we do something. It should be zero.



vision zero

Vision Zero addresses traffic safety for drivers, pedestrians, and cyclists. In less than two years since its adoption, progress has been made in Hillsborough County in each of the four action tracks of the Vision Zero Action Plan by working together with agency partners, elected officials, community leaders, and passionate citizens.

Those efforts will be amplified by the allocation of additional funding for complete streets, installation of street lights, and completing sidewalk gaps, all with the ultimate goal of eliminating traffic deaths and serious injuries.

Hillsborough County frequently ranks amongst the most dangerous counties in the nation for road users.



outcome of vision zero



Without the transportation surtax:

- Only reduce crashes by 15%
- Only 150 miles of complete streets treatments
- No additional funds for lighting and sidewalk gap improvements

Install streetlights on **500** miles of unlit major roads

fill **1,400** miles of sidewalk gaps

complete streets treatments on **350** miles of high crash roads

Reduce crashes by **35%**



For more information on how we plan to improve the safety of our streets, please visit: www.planhillsborough.org/vision-zero, and the technical memorandum on *Estimating Travel Time Reliability and the Impacts of Operations and Safety Improvements on the 2045 Network*.

target funding allocation

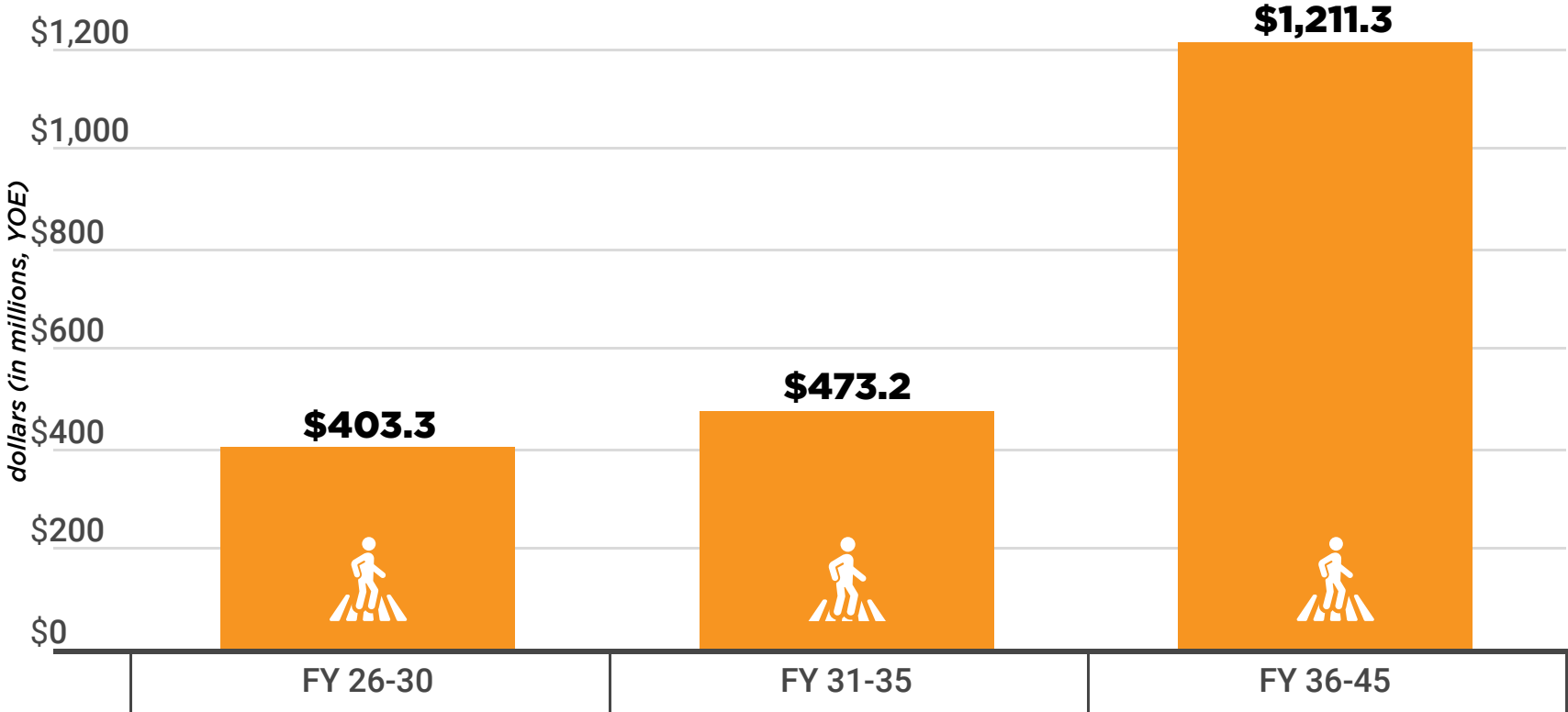


Vision Zero



\$2.1 billion

\$1.5 billion in additional local funds thanks to the transportation surtax through 2045.



traveler profile



“ Travel time reliability is vital for landside transportation. ”



ART, PORT TAMPA BAY

Art is the Executive Manager for a supply chain and logistics company based out of Port Tampa Bay. He commutes daily between South Tampa and the Port, and knows firsthand as an over-the-road shipper that travel time reliability is vital for landside transportation.

“Moving around town (Tampa) is a little problematic. The Port isn’t an issue. It sometimes takes forty minutes to get across relatively short distances on I-275. Now the work that’s been done with the I-4 connectors and relieving traffic from Gandy has been very good. I’d like to continue seeing projects like that.” Through the Hillsborough MPO’s Smart Cities program-travelers like Art can expect a 30% improvement in travel time reliability from technology solutions and design treatments.



smart cities

The **Smart Cities** program funds strategies to alleviate congestion and improve delays at key intersections. This is done by implementing appropriate design treatments at intersections, and deploying existing and emergent technologies to improve traffic flow.

Performance targets measure the reduction of delay and reliability of travel times on major roads.



Travel time reliability improves decision-making and minimizes the aggravation of a 30-minute commute turning into two hours due to unexpected events.

outcome of smart cities



Without the transportation surtax:

- Only 28% reduction in delay from future traffic growth
- Only 14% improvement in travel time reliability
- Only 130 miles of intersection and enhanced road network coverage

By 2045, Hillsborough County can afford 200 miles of intersection improvements and enhanced road network coverage with advanced traffic management systems. Examples of projects include additional turn lanes at bottlenecks, traffic monitoring from CCTV, advanced traffic management systems that can detect vehicles and adjust signals in real-time, and ramp metering and speed harmonization on expressways.

reduce delay from future traffic growth by **44%**

improve travel time reliability by **20%**



For more information, see the *Estimating Travel Time Reliability and Impacts of Operations and Safety Improvements on the 2045 Network Technical Memorandum*.

target funding allocation



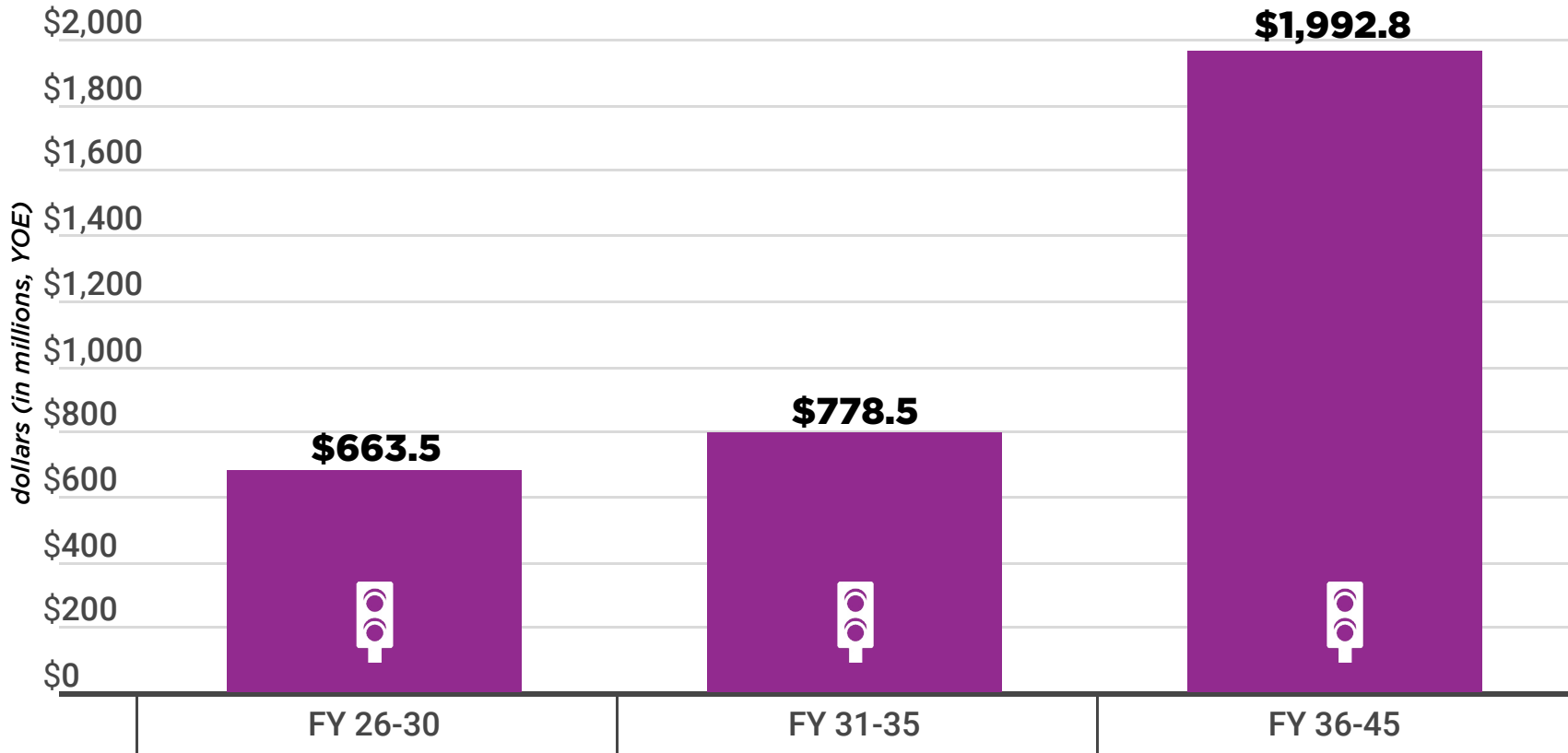
\$1.4 billion in additional local funds thanks to the transportation surtax through 2045.

Smart Cities



\$3.4 billion

Operational improvements like timed and centralized signal control, ramp metering, part-time shoulder use, and incident management are implementable, countywide solutions to address congestion management.



“ People here appreciate being able to drive their golf carts on the city streets. ”

traveler profiles

“ I recently got a driver’s license, but I still ride HART every day. It’s reliable and convenient for me. ”



JAMES, TEMPLE TERRACE

Retiree of two years and Councilman in Temple Terrace, James spends much of his time outdoors, whether it is biking, walking, or playing golf. “Lucky for me, where I live is accommodating to pedestrian life.”

While James says he used his car for commuting to work, since retiring he has found that biking and driving the golf cart satisfy his transportation needs. With the city ordinance that allows tagged golf carts on the street, James says that roughly 10% of people in his area use their golf carts as regular transportation. James supports Temple Terrace’s move towards expanding transportation options. His only concern is the distance between his city and big hubs in Tampa, like the airport. One day he hopes to see a light rail system that can easily transport people to major destinations.



ILEANA, AIRPORT EMPLOYEE

“If it wasn’t for HART, I wouldn’t be able to get to work each day,” says Ileana, a 22-year old mother from Tampa. Ileana rides HART about an hour each way to get to and from her job at Tampa International Airport. “I take the 35 to the 39 to get home.”

Ileana says HART buses are comfortable and the drivers are friendly. But her biggest concern is safety when traveling at night. “I think there needs to be more lighting at the shelters and terminals, especially if I’m working late.” Nearly \$5.5 billion in available funding is identified for HART as part of the Real Choices When Not Driving program. Federal and state funds, in addition to the transportation surtax, will help reduce wait time and improve overall safety, convenience, and service reliability.



real choices when not driving

Real choices when not driving helps to make sure the traveling public has access to other reliable transportation options such as transit services, pedestrian networks, and transportation disadvantaged services.

Performance targets were developed to assess transit service availability, frequency of service, access to walking/biking trails, access to jobs, and access to health-related destinations.



37%

of total employment opportunities are within a quarter mile of good transit facilities.



7.1% of county residents do not have a car, but still require access to jobs, schools, health services, and healthy food.

outcome of real choices when not driving



improve bus
frequency on
approximately **800** miles of roads

build **150** miles of trails provide **34%** of paratransit riders with access to regular bus service



For more information, see the *Real Choices When Not Driving Needs Assessment*.

Trails and Sidepaths

- 150 new miles of trails and sidepaths
- Nearly complete buildout of proposed trail network:
 - South Coast Greenway
 - Cross County Greenway
 - Memorial Highway Trail
 - USF Connection to Downtown
 - Connections to Plant City, Polk County, Manatee County and Pasco County

Transit

- 38 Routes with increased service
- 7 new BRT routes
- 5 new local routes
- 3 new express routes
- New service in South County and Plant City

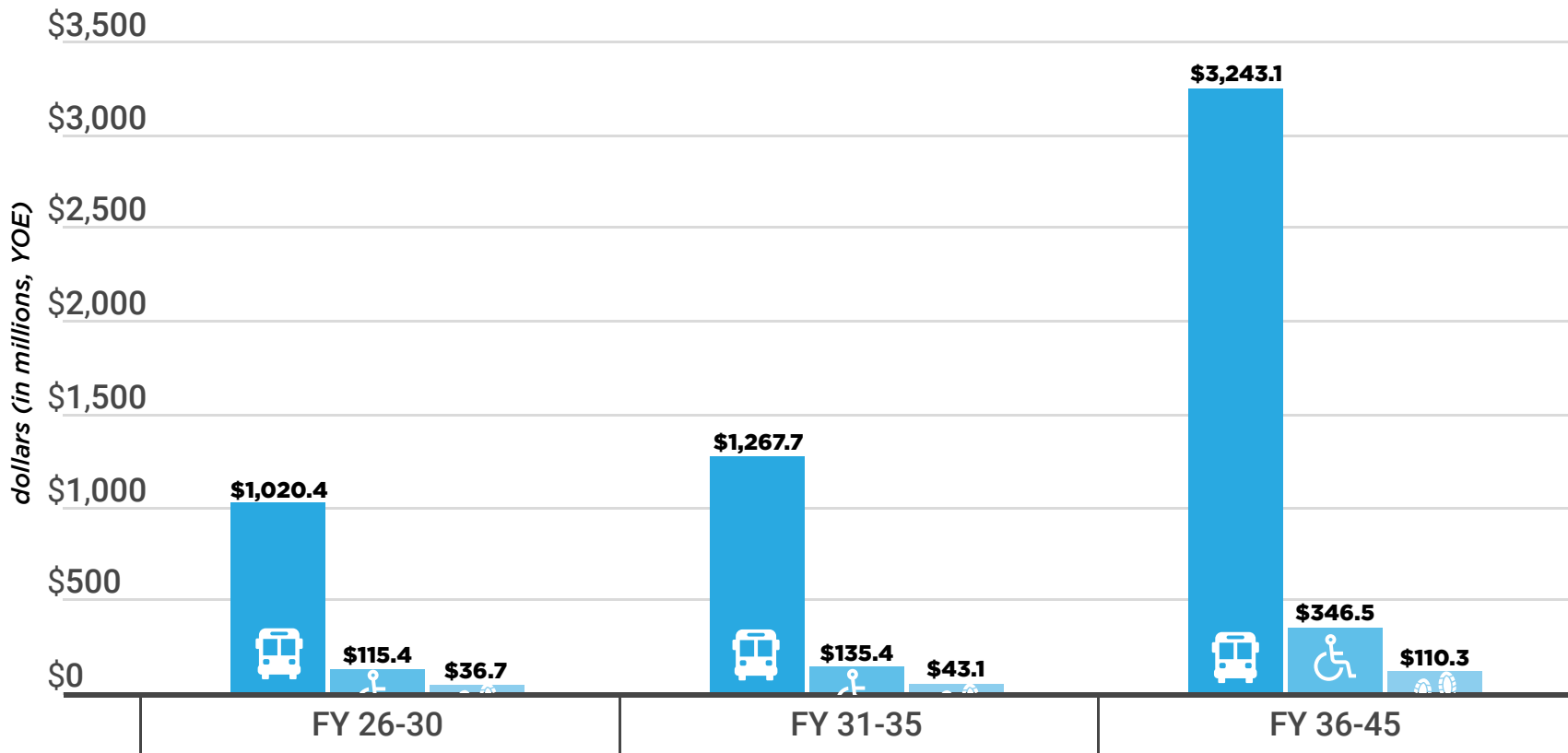
Without the transportation surtax:

- **Only 50 miles of new trails and sidepaths**
- **Additional funds needed for buildout for proposed trail network**
- **Only 22 transit routes with increased service**
- **Improve bus frequency on only 300 miles of roads**

target funding allocation



\$2.3 billion in additional local funds thanks to the transportation surtax through 2045.



traveler profile



There's an economic benefit to developing around a transit stop, especially in Plant City because we're growing.



TAYLOR, PLANT CITY

“Why couldn’t we have commuter rail to downtown Tampa? Railroads have made Plant City what it is. Isn’t it all about taking advantage of things we’ve done in the past?” Taylor is Director of Investment Relations for the Plant City Economic Development Corporation, a public-private partnership that markets eastern Hillsborough County’s location as a premier business destination along the I-4 corridor.

“East-west travel is everything for us. As central Florida continues to grow, the I-4 corridor is becoming increasingly pivotal.” This is especially true for the Plant City area that attracts distribution centers with close access to I-4. The Hillsborough MPO and its partners at FDOT, the County, and municipalities like Plant City are looking at how major investments like rapid transit and congestion relief on major roads can stimulate economic growth. “We need to continue having a conversation about how congestion has a negative impact on our ability to grow and become a place where people want to work and live.



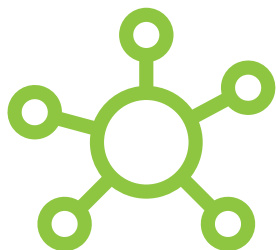
major investments for economic growth

Major projects are vital to growing our economy. Targeted investments for good transportation infrastructure promote economic growth by connecting people to key economic spaces.



The Hillsborough MPO serves as a forum for consensus-building on how to best expand interstates, highways, and other major roads, and create new rapid transit systems that move people more efficiently through the most congested areas.

outcome of major investments for economic growth



Connect major destinations with new rapid transit systems that don't get stuck in traffic



Rework interchanges and create new express lanes on I-4 and I-75



Support job growth areas with strategic investments in surface roadways

We've worked with our partners to identify \$12.1 billion to fund major projects, averaging approximately \$370 million for our interstates and expressways, \$85 million for new rapid transit, and \$153 million for our major roads each year.

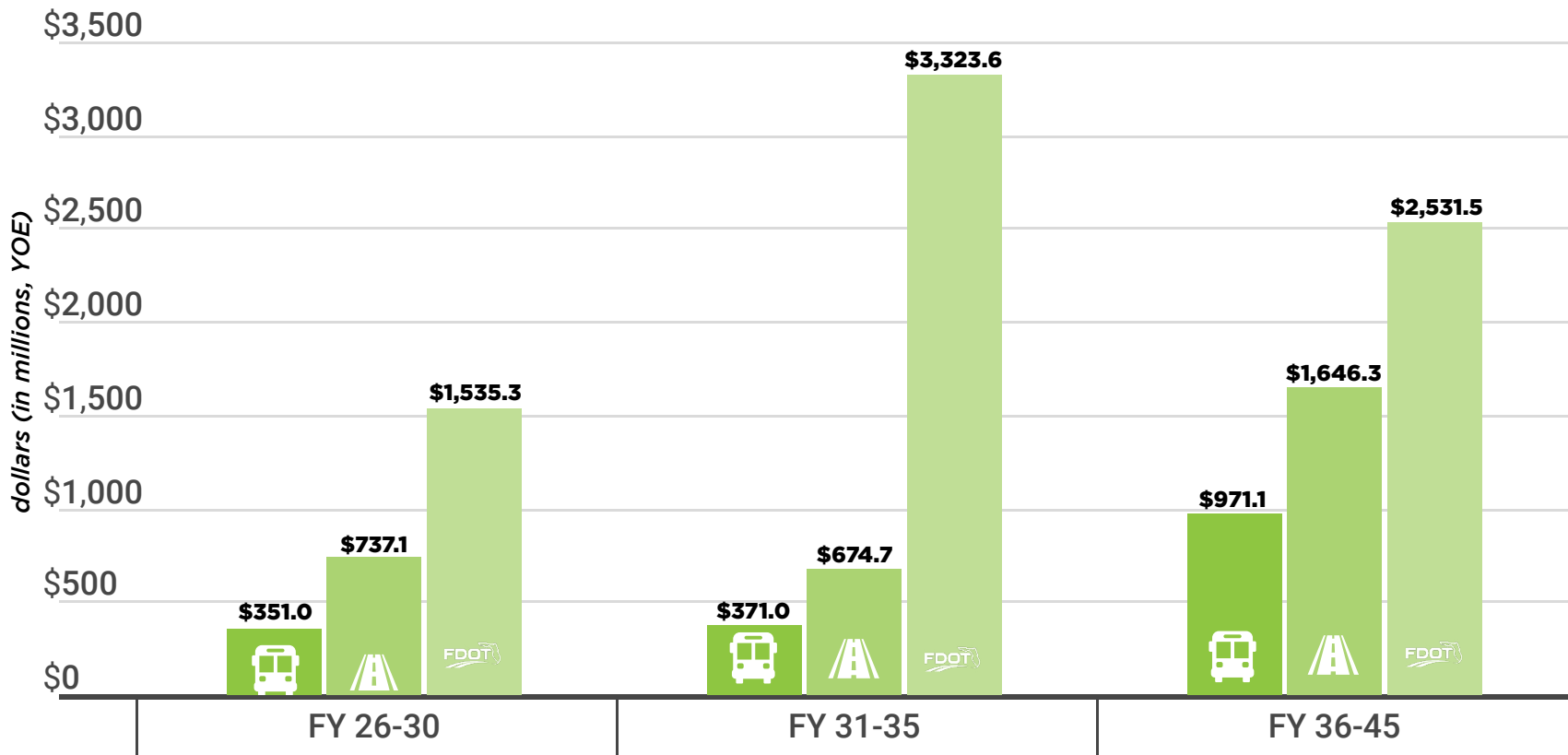
For more information, see the Major Investment Project Needs Assessment.



Funding for major investments sets aside transportation surtax funds dedicated to high-performing rapid transit projects in exclusive ROW and local road widening projects.



target funding allocation



Summary of Cost Feasibility (in Millions of Year of Expenditure)

FY 2026-45

Revenue	Total
Federal & State	\$14,716
Local	
Transportation Surtax	\$9,988
Community Investment Tax*	\$3,772
Other	\$3,711
Total	\$32,186

Costs	Total
Good Repair & Resilience	\$8,204
Vision Zero	\$2,088
Smart Cities	\$3,435
Real Choices when not Driving	\$6,318
Major Investments for Economic Growth	\$12,141
Total	\$32,186

Major Investments for Economic Growth	Total
Fixed Guideway Transit	\$1,693**
FDOT SIS Projects	\$7,390
FDOT Other Arterials	\$933¹
Available for County Road Expansion	\$2,125***
Total	\$12,141

For more Information, see the 2045 LRTP Cost Feasible Plan Methodology and Funding Allocations by Revenue Source.

* Assuming renewal

** Available only with the Transportation Surtax.

*** Includes \$824 million for cost feasible Hillsborough County roads with the balance reserved for additional high-congestion candidates. See page 60. Total includes funding from the Transportation Surtax, Community Investment Tax (assuming renewal) and mobility fees.

1. Includes \$928 million for cost feasible Non-SIS other state projects and \$5 million for additional state facilities.

High-Performing Rapid Transit Projects

Overall, there was widespread support for expanding transit options. In the It's TIME Hillsborough survey, the major investment projects that received the most “yes” votes countywide were: reusing freight rail track; Downtown-Airport new rapid transit corridor; expanding and modernizing the Downtown Streetcar; and water transit.



Reusing Freight Rail Tracks

Similar to Orlando’s SunRail, this project will add passenger service on existing freight tracks starting with a Downtown-to-USF rail line. Service can be expanded to Carrollwood, Westchase, Lutz, Wesley Chapel, Brandon, Plant City, and Southshore.



Improving the Downtown Streetcar

This project will modernize and upgrade Tampa’s historic streetcar, and extend it to connect to the business district core, downtown transit center, and nearby neighborhoods.



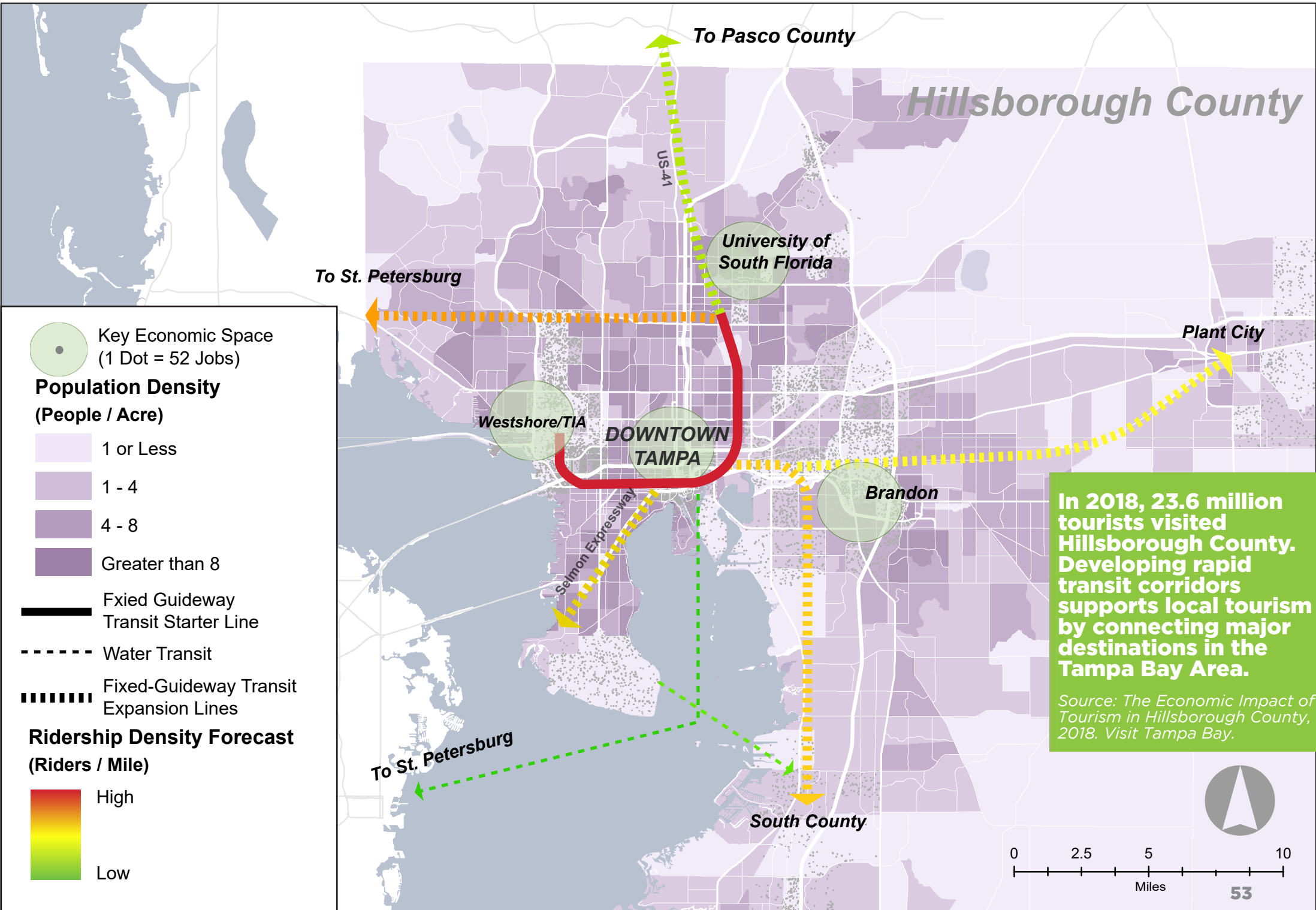
Downtown-to-Airport Rapid Transit

This project will create a new corridor for rapid bus or rail connecting Downtown, Midtown, Westshore, and Tampa International Airport.



Water Transit

This project will implement regular ferry service connecting Downtown Tampa to St. Petersburg, MacDill Air Force Base, and South Hillsborough County.



Westshore Interchange

The I-275/SR 60 Westshore Interchange in Tampa is a vital connection where commuter, freight, and tourism traffic converges at the Westshore Business District, Tampa International Airport, and major sports venues. This interchange experiences significant congestion for travelers coming from Hillsborough, Pasco, and Pinellas counties along I-275, SR 60, and the Veterans Expressway.

Improvements for the Westshore Interchange have long been identified as a top priority for the Hillsborough MPO and will help move traffic, improve safety, and support economic growth. Key aspects of this project include:

- Connecting the Howard Frankland Bridge, the Courtney Campbell Causeway, the Veterans Expressway, and the Airport with additional general purpose and express lanes
- Reconnecting local streets beneath the I-275 for improved community access with bicycle and sidewalk connections to the Westshore Business District
- Improved traffic circulation and reduced congestion on Westshore Boulevard
- Direct express lane connection to the Airport with consideration for future rail connections
- Increased on-time performance for buses that operate in express lanes



Over 22 million passengers traveled through Tampa International Airport in 2019. The Westshore Interchange serves as a vital link in supporting tourism for the Tampa Bay Area by connecting major highways to the region's busiest airport.

Source: Monthly Activity Report, 12 Months Ending November 2019. Tampa International Airport.

Downtown Interchange

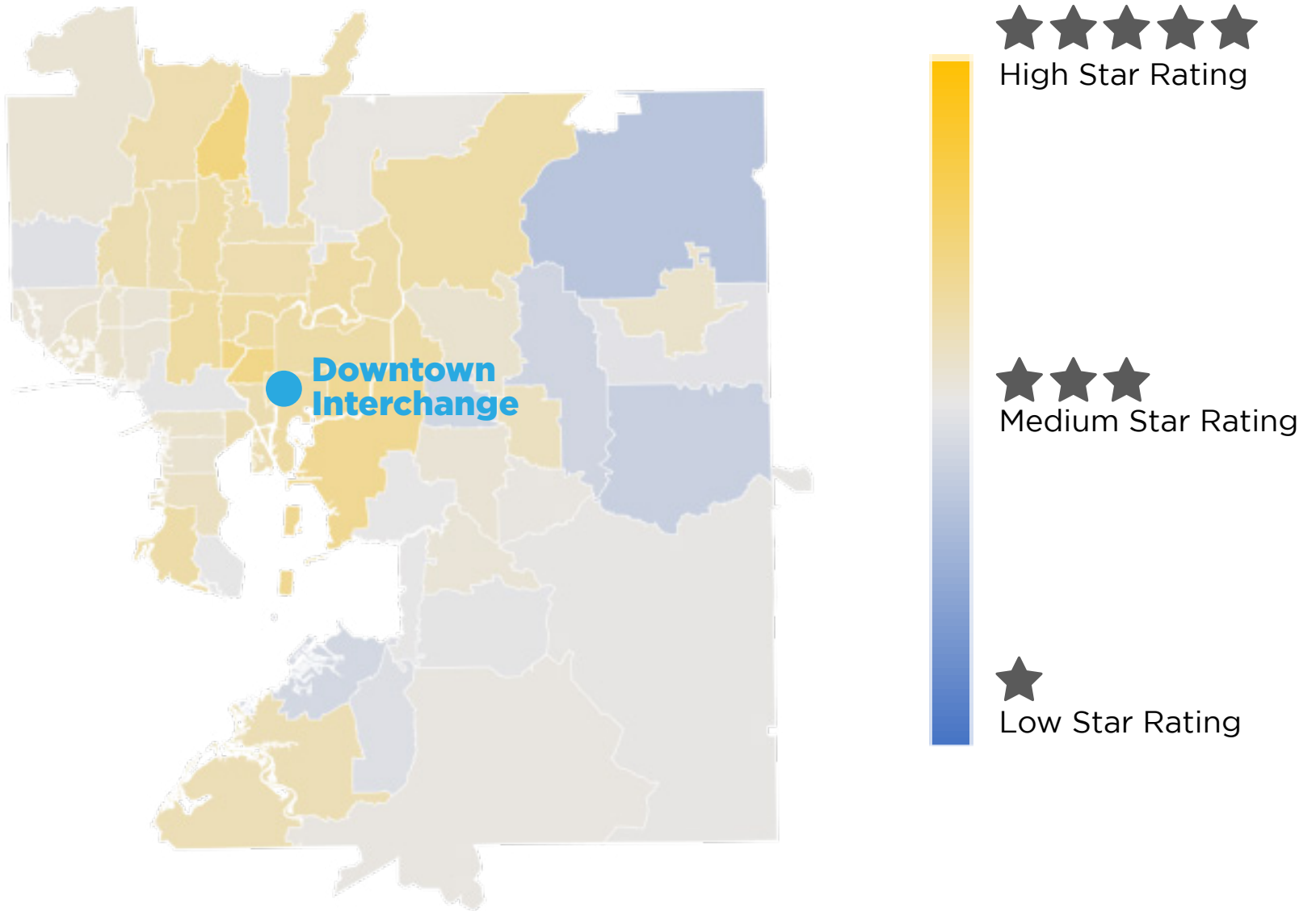
The I-4/I-275 Interchange has experienced severe congestion and crashes over the years. Interchange modifications are needed to address these issues, which may impact business districts and neighborhoods that are revitalizing, historic and/or have vulnerable populations. Due to overwhelming public comment, the Hillsborough MPO sought further input to identify specific solutions via the It's TIME Hillsborough Survey. As a result, the "Safety and Traffic Quick Fix" was selected as the publicly preferred scenario with the following features (final project concept will be provided by FDOT):

- Fixes I-275 ramps to/from I-4
- Only adds ramp lanes
- No added through lanes
- Reduces severe crashes
- Impacts fewer than 10 homes/businesses

Other concepts for the interchange have been studied extensively and may be considered in future updates of the Long Range Transportation Plan.



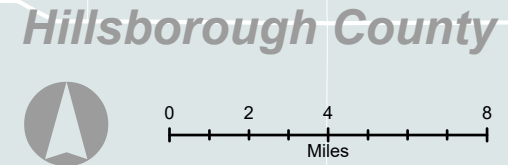
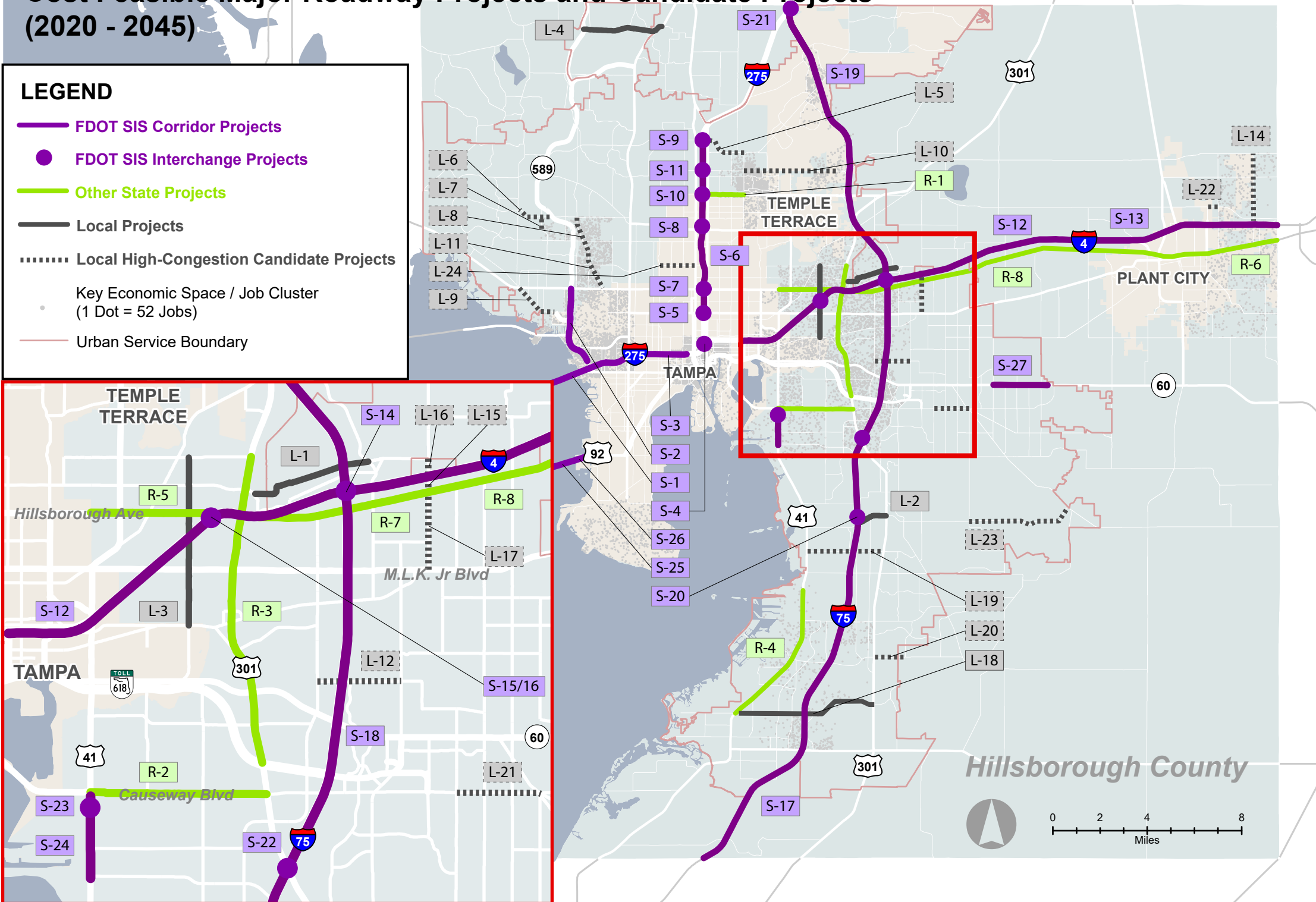
Public Rating for “Downtown Interchange Safety and Traffic Quick Fix Concept” by Zip Code (It’s TIME Hillsborough Survey Results)



Cost Feasible Major Roadway Projects and Candidate Projects (2020 - 2045)

LEGEND

- FDOT SIS Corridor Projects
- FDOT SIS Interchange Projects
- Other State Projects
- Local Projects
- - - - - Local High-Congestion Candidate Projects
- Key Economic Space / Job Cluster
(1 Dot = 52 Jobs)
- - - - - Urban Service Boundary



FDOT Strategic Intermodal System (SIS) Cost Feasible Projects for 2020-2045 (in Millions YOE)⁴



Map ID	FPN	Facility	Description	Project Costs (PDC-2018)	Project Funding (YOE) ¹											
				Total	< FY 2025/26 ²			FY 2025/26-2029/30			FY 2030/31-2034/35			FY 2035/36-2044/45		
					Design	ROW	CST	Design	ROW	CST	Design	ROW	CST	Design	ROW	CST
<i>Westshore Interchange (I-275/SR60)</i>																
S-1	412531-1/2 433535-7	I-275 from Howard Frankland Bridge to E of Himes	Interchange reconstruction (add 2 toll express lanes each direction)	\$1,089.47		\$111.70		\$6.77		\$1,298.23						
S-2	433535-7	SR 60 from Cypress to N of Memorial Hwy	Interchange reconstruction (add 2 toll express lanes each direction)	\$239.50		\$80.49		\$1.36		\$210.79						
<i>I-275 Toll Express Lanes</i>																
S-3	434045-2	I-275 from E of Himes to E of Hillsborough River	Add 2 toll express lanes (each direction)	\$152.61				\$1.31	N/A	\$202.29						
<i>Downtown Interchange Operational Improvements</i>																
S-4	445056-1 445056-2 445057-1	I-275 at I-4	DTI Operational improvement	\$189.90	\$0.10			\$1.94	\$2.90	\$247.42						
<i>I-275 North of Downtown Widening and Interchange Improvements</i>																
S-5	443773-1	I-275 at MLK Blvd	Interchange Improvements	\$0.32						\$0.13				N/A	\$0.41	
S-6	431821-3	I-275 from N of Hillsborough Ave to S of Bearss Ave	Add 1 general use lane in each direction	\$196.97				\$2.03	N/A	\$260.63						
S-7	436732-2	I-275 at Hillsborough Ave	Interchange Improvements	\$2.35						\$0.13				N/A	\$4.84	
S-8	443775-1	I-275 at Busch Blvd	Interchange Improvements	\$2.42						\$0.13				N/A	\$5.00	
S-9	431821-4	I-275 at Bearss Ave	Interchange Improvements and Add 1 Lane in Each Direction from N of Bearss Ave	\$70.51						\$0.88				\$1.65	\$147.92	
S-10	443776-1	I-275 at Fowler Ave	Interchange Improvements	\$1.75						\$0.13				N/A	\$3.54	
S-11	443777-1	I-275 at Fletcher Ave	Interchange Improvements	\$1.83						\$0.13				N/A	\$3.71	
<i>I-4 Express Lanes and Interchange Improvements</i>																
S-12	431746-3	I-4 from W of Selmon Connector to E of Branch Forbes Rd	Add 2 express lanes (each direction)	\$875.88	\$7.36							\$31.01	\$1,317.39			
S-13	431746-4	I-4 from E of Branch Forbes to Polk Parkway	Add 2 express lanes (each direction)	\$306.30						\$2.99	N/A	\$477.10				
S-14	435726-1	I-4 WB from W of I-75 to E of Mango	Modify interchange/New WB CD Road	\$50.81				\$1.27	\$12.07	\$50.09						
S-15	430337-1	I-4 WB from W of Orient Rd to W of I-75	Modify interchange/New WB CD Road	\$101.29	\$6.11	\$2.58				\$123.80						
S-16	430338-1	I-4 EB from E of Orient Rd to W of I-75	Modify interchange/New EB CD Road	\$117.03	\$2.95							\$10.30	\$163.23			
<i>I-75 Express Lanes and Interchange Improvements</i>																
S-17	419235-5	I-75 from Manatee County to S of US 301	Add 2 express lanes (each direction)	\$819.96						\$5.51				\$35.00	\$1,696.08	
S-18	419235-6	I-75 from US 301 to N of Bruce B Downs	Add 2 express lanes (each direction) plus I-75/I-4 Interchange Reconstruction	\$1,857.82						\$11.84				\$100.00		
<i>\$1,745.98 in unfunded CST (PDC-2018)</i>																
S-19	TBD	I-75 from N of Bruce B Downs to N of I-75/I-275 Apex	Add 2 express lanes (each direction)	\$26.75						\$26.75						
S-20	437650-2	I-75 at Gibsonton	Interchange Improvements	\$37.80	\$4.48									N/A	\$72.49	
S-21	430573-3	I-75/I-275 CD Rd from S of County Line Rd to County Line Rd (Phase II)	Modify interchange/New SB CD road	\$13.20	\$2.08				N/A	\$14.86						
S-22	427454-3	I-75 NB on ramp from NB US 301 to NB I-75	Ramp widening	\$5.89	\$1.05	N/A	\$5.54									
<i>Other SIS Improvements</i>																
S-23	440749-1	US 41/ SR 45/S 50th St - CSX Grade Separation S of Causeway Blvd	Grade separation/New bridge	\$140.39	\$5.44	\$63.68				\$95.29						
S-24	430056-2	US 41/ SR 45/S 50th St from S of Pendola Point Rd/Madison Ave to S of Causeway Blvd	Add 1 lane each direction ³	\$26.04	\$1.48							\$4.90	\$30.91			
S-25	441250-2	US 92/SR 600/GANDY BLVD from W of Gandy Bridge to East End of Gandy Bridge	Bridge Replacement and Trail	\$381.68						\$5.28	N/A					
<i>\$376.40 in unfunded CST (PDC-2018)</i>																
S-26	441250-3	US 92/SR 600/GANDY BLVD from East End of Gandy Bridge to West Shore Blvd	Operational Improvements and Trail	\$10.36						\$1.91	N/A					
<i>\$8.45 in unfunded CST (PDC-2018)</i>																
S-27	435750-1	SR 60 from Valrico Rd to E of Dover Rd	Add Lanes and Reconstruct	\$49.83	\$4.00				\$15.80	\$40.14						
Totals				\$6,768.63	\$35.07	\$258.45	\$5.54	\$14.68	\$30.77	\$2,543.53	\$55.79	\$46.21	\$1,988.64	\$0.00	\$136.65	\$1,934.00

¹“ROW” represents “right-of-way”, “CST” represents “construction” and N/A represents “not applicable”.

²This Funding Time Phase is based on FDOT draft Tentative Work Program through FY 2025 which is not yet approved.

³Constrained road; amendment to Hillsborough County Comprehensive Plan needed prior to advancing

⁴SIS funds come from a combination of State and Federal sources.



Cost Feasible Non-SIS State Roadway Projects for 2020 – 2045 (in Millions YOY)⁴

	Map ID & Overall Ranking ³	Delay Reduction Ranking	FPN	Facility	Existing Conditions ²	Proposed Conditions	Length (Miles)	Project Costs (PDC-2018) Total	Project Funding (YOY) ¹									
									FY 2024/25			FY 2025/26-2029/30			FY 2030/31-2034/35		FY 2035/36-2044/45	
									Design	ROW	CST	Design	ROW	CST	Design	CST	ROW	CST
Supports Major Job Cluster	R-1	10	TBD	Fowler Ave from I-275 to Bruce B Downs Blvd <i>includes Multimodal Improvements</i>	8D	6D	6.17	\$5.97	\$0.65	\$2.15	\$4.30							
	R-2	22	TBD	Causeway Blvd (SR 676) from 50th St (US 41) to US 301	4D	6D	3.17	\$136.14	\$11.81			\$79.27	\$87.33					
	R-3	32	TBD	US Hwy 301 from Selmon Exwy to Sligh Ave	4D	6D	5.04	\$112.99				\$10.41	\$69.37		\$81.46			
Supports Minor Job Cluster	R-4	13	TBD	US Hwy 41 from Big Bend Rd to 19th Ave NE	4D	6D	5.07	\$194.65				\$23.36	\$77.86		\$84.37		\$130.25	
	R-5	15	TBD	Hillsborough Ave from 50th St to Orient Rd	4D	6D	1.76	\$79.31						\$8.58		\$75.62	\$75.62	
	R-6	26	438998-1	US 92/SR 600 from Maryland Ave to Polk County Line	2U	4D	3.32	\$80.01	\$4.62			\$62.77	\$37.72					
	R-7	36	438997-1	US 92/SR 600 from Garden Ln/Eureka Springs to CR 579 (Mango Rd)	2U	4D	2.65	\$58.18	\$5.06	\$42.10			\$24.48					
	R-8	-	435749-3	US 92/SR 600 from E of I-4 to W of County Line Rd	2U	Operational Improvements	18.01	\$2.20	\$4.51									
Totals								\$669.44	\$26.64	\$44.26	\$4.30	\$33.76	\$289.28	\$149.53	\$8.58	\$165.83	\$75.62	\$205.87

¹“ROW” represents “right-of-way”, “CST” represents “construction” and N/A represents “not applicable”.

²“2U” represents “a 2-lane undivided road” and “8D” represents “a 8-lane road with the opposing lanes divided by a center median”.

³Ranking is based on vehicle delay reduction and support for existing and future jobs.

⁴SIS funds come from a combination of State and Federal sources.

Hillsborough County Cost Feasible Major Roadway Projects for 2025-2045 (in Millions PDC)



Map ID	Facility	Description	Existing Conditions ²	Proposed Conditions	Length (Miles)	Project Costs (PDC-2018) ¹				Notes
						Design	ROW	CST	Total	
L-1	Sligh Ave from US 301 to Williams Rd	New Road	0	2U	2.50	\$7.06	\$23.53	\$47.06	\$77.65	
L-2	Gibson Dr from I-75 to US 301	Add 2 lanes	4D	6D	1.30	\$4.76	\$15.87	\$31.73	\$52.36	
L-3	Orient Rd from Sligh Ave to Columbus Dr	Add 2 lanes	2U	4D	3.03	\$8.14	\$27.13	\$54.27	\$89.54	Health/Safety Benefit
L-4	Lutz Lake Fern Rd from Suncoast Expwy to Dale Mabry Hwy	Add 2 lanes	2U	4D	3.42	\$16.88	\$56.27	\$112.54	\$185.69	
L-18	19th Ave NE from US 41 to US 301	Add 2 lanes	2U	4D	6.08	\$15.67	\$52.22	\$104.44	\$172.33	Wildlife Corridor
Totals						\$52.51	\$175.02	\$350.04	\$577.57	

Additional Local High-Congestion Roadway Candidates for Cost-Feasibility (in Millions PDC)

	Map ID & Overall Ranking ³	Delay Reduction Ranking	Facility	Description	Existing Conditions ²	Proposed Conditions	Length (Miles)	Total Cost	Notes	
Supports Major Job Cluster	L-5	14	Bearss Ave from I-275 to Bruce B Downs Blvd	Add 2 lanes	4D	6D	2.08	\$83.23	EJ top 20% ⁴	
	L-6	20	Linebaugh Ave from Sheldon Rd to Veterans Expwy	Add 2 lanes	4D	6D	1.54	\$69.13		
	L-7	33	Wilsky Blvd from Hanley Rd to Linebaugh Ave	Add 2 lanes	2U	4U	1.13	\$32.15	Health/Safety Benefit	
	L-8	34	Anderson Rd from Sligh Ave to Linebaugh Ave	Add 2 lanes	4D	6D	2.13	\$96.06		
	L-9	35	Memorial Hwy from Independence Pkwy to Hillsborough Ave	Add 2 lanes	4D	6D	1.98	\$89.92		
	L-10	38	Fletcher Ave from 30th St to Morris Bridge Rd	Add 2 lanes	4D	6D	4.06	\$183.60		
	L-11	41	Anderson Rd from Hillsborough Ave to Hoover Blvd	Add 2 lanes	2U	2U	1.01	\$28.54		
L-12	61	Woodberry Rd from Grand Regency Blvd to Lakewood Dr	Add 2 lanes	2D	4D	0.93	\$35.78			
Supports Minor Job Cluster	L-14	5	Charlie Taylor Rd from I-4 to Knights Griffin Rd	Add 1 Lane	2U	3D	3.00	\$33.02		
	L-15	6	Mango Rd from US 92 to I-4	Add 2 lanes	4D	6D	0.45	\$31.09	Health/Safety Benefit; EJ top 20%	
	L-16	17	Mango Rd from I-4 to Sligh Ave	Add 2 lanes	2U	6D	0.15	\$10.16	EJ top 20%	
	L-17	30	Mango Rd from US 92 to MLK Blvd	Add 2 lanes	2U	4D	1.40	\$44.59	EJ top 20%	
	L-19	31	Symmes Rd from US 301 to US 41	Add 2 lanes	2U	4D	3.24	\$101.73	Health/Safety Benefit; Wildlife Corridor	
	L-20	55	Balm Rd from Clement Pride Blvd to US 301	Add 2 lanes	2U	4D	1.34	\$41.69		
	L-21	8	Lumsden Rd from Lithia Pinecrest Rd to Kings Ave	Add 2 lanes	4D	6D	1.48	\$58.52		
	L-22	16	Sam Allen Rd from Park Rd to Wilder Rd	Add 2 lanes	2U	4D	0.44	\$12.62		
	L-23	21	Fishhawk Blvd from E of Bell Shoals Rd to Lithia-Pinecrest Rd	Add 2 lanes	2U	4D	9.19	\$260.47	Wildlife Corridor	
	L-24	23	Sligh Ave from Central Ave to Dale Mabry Hwy	Rightsizing 4 to 3 lanes	4D	3D	2.87	\$2.78	EJ top 10%; Severe Crash Hotspot	
	Total								\$1,215.10	

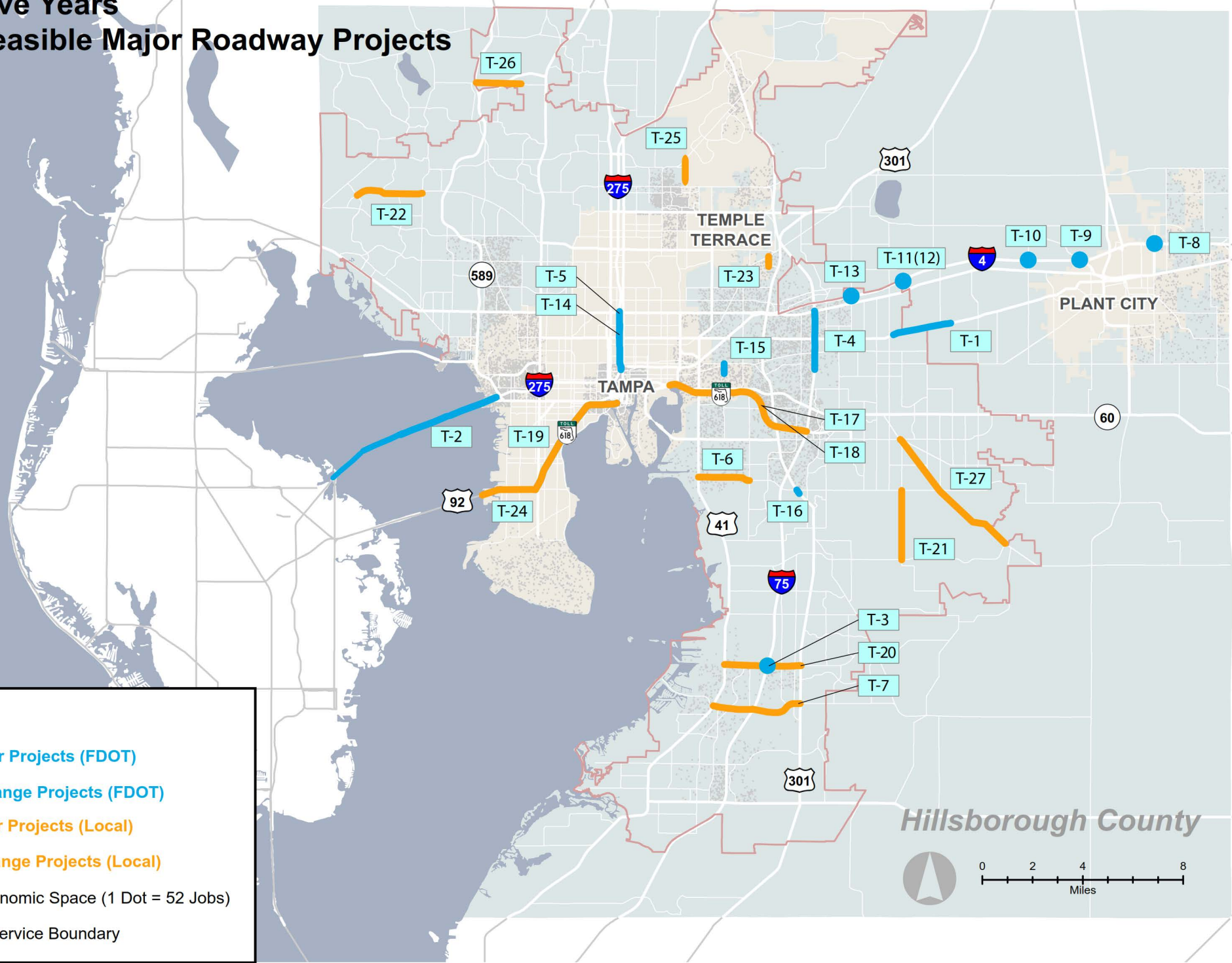
Total Funding Set Aside For Local Major Road Projects⁵: \$1,248.78 (in Millions)

This amount includes funds for both cost feasible and candidate projects

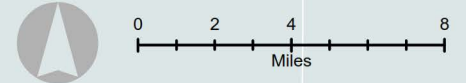
¹"ROW" represents "right-of-way", "CST" represents "construction" and N/A represents "not applicable".
²"2U" represents "a 2-lane undivided road" and "8D" represents "a 8-lane road with the opposing lanes divided by a center median".
³Ranking is based on vehicle delay reduction and support for existing and future jobs.
⁴EJ top 20% means that there is potential for impact on the top quintile of neighborhoods protected under the Executive Order on Environmental Justice.
⁵The amount includes funding for both cost feasible projects and some of the candidates from 2025 to 2045.



First Five Years Cost Feasible Major Roadway Projects



Hillsborough County



LEGEND

- Corridor Projects (FDOT)
- Interchange Projects (FDOT)
- Corridor Projects (Local)
- Interchange Projects (Local)
- Key Economic Space (1 Dot = 52 Jobs)
- Urban Service Boundary



First Five Years Cost Feasible Roadway Projects based on MPO TIP Adopted June 2019 (In Millions of “As Programmed” Dollars)

Map ID	FPN	Facility	Description	Funding Source ²	Length (Miles)	Project Funding by Phase ¹				
						Design	ROW	CST	Total	
T-1	255893-4	SR 574 (MLK Blvd) from E of Kingsway Rd to E of McIntosh RD	Add Lanes and Reconstruct	DDR/DIH	2.35			\$28.50	\$28.50	
T-2	422904-4	I-275 (Howard Frankland) from N of Howard Frankland to S of SR 60	Bridge - Replace and Add Lanes	SIS	0.50	\$0.10		\$50.85	\$50.95	
T-3	424513-3	I-75 at Big Bend Rd from W of Covington to E of Simmons	Interchange - Add Lanes	SIS	2.71	\$5.05		\$63.97	\$69.03	
T-4	429251-1	I-75 from S of CSX/Broadway Ave to EB/WB I-4 Exit Ramp	Interchange - Add Lanes	SIS	2.34	\$5.72	\$0.54	\$101.42	\$107.68	
T-5	431821-2	I-275 from N of MLK Blvd to N of Hillsborough Ave	Add Lanes and Rehabilitate Pavement	SIS	0.61	\$0.50		\$31.89	\$32.39	
T-6	437002-1	Madison Ave from E of US 41 to E of 78th St	Add Lanes and Reconstruct	CIGP/LF	2.06			\$7.00	\$7.00	
T-7	438752-1	Apollo Beach Extension from US 41 to Paseo Al Mar Blvd	New Road Construction	CIGP/LF	3.61			\$16.50	\$16.50	
T-8	443316-1	I-4 from W of Park Rd to E of Park Rd	Interchange Improvement	SIS	0.60	\$0.12		\$0.90	\$1.03	
T-9	443317-1	I-4 from W of Thonotosassa Rd to E of Thonotosassa Rd	Interchange Improvement	SIS	0.60	\$0.25		\$1.85	\$2.10	
T-10	443318-1	I-4 from W of Branch Forbes Rd to E of Branch Forbes Rd	Interchange Improvement	SIS	0.43	\$0.25		\$1.80	\$2.04	
T-11	443319-1	I-4 from E of EB Weigh Station to E of Mango Rd	Interchange Improvement	SIS	1.19	\$0.39		\$2.83	\$3.22	
T-12	443320-1	I-4 from E of Mango Rd to Weigh Station On Ramp	Interchange Improvement	SIS	0.50	\$0.15		\$1.09	\$1.24	
T-13	443321-1	I-4 from W of Mango Rd to E of Mango Rd	Interchange Improvement	SIS	0.37	\$0.16		\$1.14	\$1.29	
T-14	443770-1	I-275 from N of I-4 Ramp to N of MLK Blvd	Interchange Improvement	SIS	1.57			\$39.70	\$39.70	
T-15	433071-2	N 62nd St from CSX Intermodal Entrance to N of E Columbus Dr	Add Lanes	SIS	0.40		\$3.68	\$3.15	\$6.83	
T-16	437639-1	US 301 from S of Bloomingdale Ave to Bloomingdale Ave	Widen/Resurface Existing Lanes	ACSS/DS/DIH/LF	0.18			\$0.85	\$0.85	
T-17	TBD	Selmon East Phase I from I-4 Connector fo I-75	Add 1 Westbound Lane	THEA	6.30	\$7.49	\$5.31	\$133.09	\$145.89	
T-18	TBD	Selmon East Phase I from I-4 Connector fo I-75	Add 1 Eastbound Lane	THEA	6.30	\$3.61	N/A	\$59.24	\$62.85	
T-19	TBD	Selmon South from Whiting St to Gandy Blvd	Add 1 Lane Each Direction	THEA	5.15	\$29.39	\$4.28	\$127.27	\$160.95	
T-20	N/A	Big Bend Rd from US 41 to US 301	Add 2 Lanes and Interchange Improvements	LF	3.06	Underway		\$34.00	\$34.00	
T-21	N/A	Bell Shoals Rd from Bloomingdale Ave to Boyette Rd	Add 2 Lanes	LF	2.76			Underway		
T-22	N/A	Citrus Park Dr Extension from Countryway Blvd to Sheldon Rd	New 4 Lane Road	LF	2.68			Underway		
T-23	N/A	Davis Rd Extension for Harney Rd to Maislin Dr	New 2 Lane Road	LF	0.40	Underway	Underway	Underway		
T-24	N/A	Selmon West Extension from Selmon Expressway to Gandy Bridge	Add 2 Elevated Lanes	THEA	2.50			Underway		
T-25	N/A	46th S from Fletcher Rd to Bruce B Downs Blvd	Add 2 Lanes and New Road	LF	0.86	\$2.21	\$7.38	\$14.76	\$24.35	
T-26	N/A	Van Dyke Rd from Suncoast Expwy to Calusa Trace Blvd	Add 2 lanes	LF	4.80	\$12.35	\$41.18	\$82.36	\$135.90	
T-27	N/A	Lithia Pinecrest Rd from Lumsden Rd to Fishhawk Blvd	Add 2 lanes	LF	4.80	\$16.64	\$55.47	\$110.94	\$183.05	
					Totals		\$84.39	\$117.84	\$915.11	\$1,117.33

¹“ROW” represents “right-of-way”, “CST” represents “construction”, N/A represents “not applicable” and “Underway” indicates that the project is in process and using funds received in previous years. The funding phases are based on MPO’s Transportation Improvement Program adopted in June 2019.

²Funding Source:

ACSS - Advance Construction

CIGP - County Incentive Grant Program

DDR - District Dedicated Revenue

DIH - State In-House Product Support

DS - State Primary Highways & PTO

LF - Local Funds

THEA - Tampa-Hillsborough Expressway Authority

SIS - Strategic Intermodal System








7

our next steps in making the plan a reality

A performance-driven plan achieves success by aligning funding investments with desired outcomes. This plan proposes an investment strategy designed to meet the challenges Hillsborough County will face through 2045 by supporting viable rapid transit and funding safe and reliable major roadways. These challenges include meeting the needs of the current system and considering the future of Hillsborough County through 2045 as population continues to grow and new technologies come online.

Performance Outcomes

With \$32.2 billion in targeted investments—we will have achieved success by 2045 if:

 good repair and resilience	 vision zero	 smart cities	 real choices when not driving
<ul style="list-style-type: none"> • All roads resurfaced on schedule for their functional class • No bridges are in poor condition • Transit vehicles are replaced on time • Reduce average age of bus fleet by 22% and 50% less bus breakdowns • Invest \$22 million per year to make highly vulnerable and critical roads resilient to flooding and storms • Prevent up to \$100 million in daily economic losses (gross regional product) from impassable roads after major weather events 	<ul style="list-style-type: none"> • 35% reduction in total crashes on major roads • 30% reduction in bicycle and pedestrian crashes • 35% reduction in fatal and injury crashes 	<ul style="list-style-type: none"> • Improve 220 miles in road network coverage • Reduce delay by 44% • Improve travel time reliability by 20% 	<ul style="list-style-type: none"> • Expand bus service on 800 miles of roads with somewhat frequent or better service • Build 150 miles of trails • Provide regular bus service to 34% of isolated door-to-door passengers
 major investments for economic growth			
<ul style="list-style-type: none"> • Expand mobility options by funding high-performing rapid transit projects • Reduce congestion on backed up interstates, expressways, highways, and local roads by funding cost feasible roadway projects and interchange improvements • Improve accessibility to key economic spaces 			

For more information, see the supporting technical documentation at www.planhillsborough.org/2045lrtp

System Performance Report

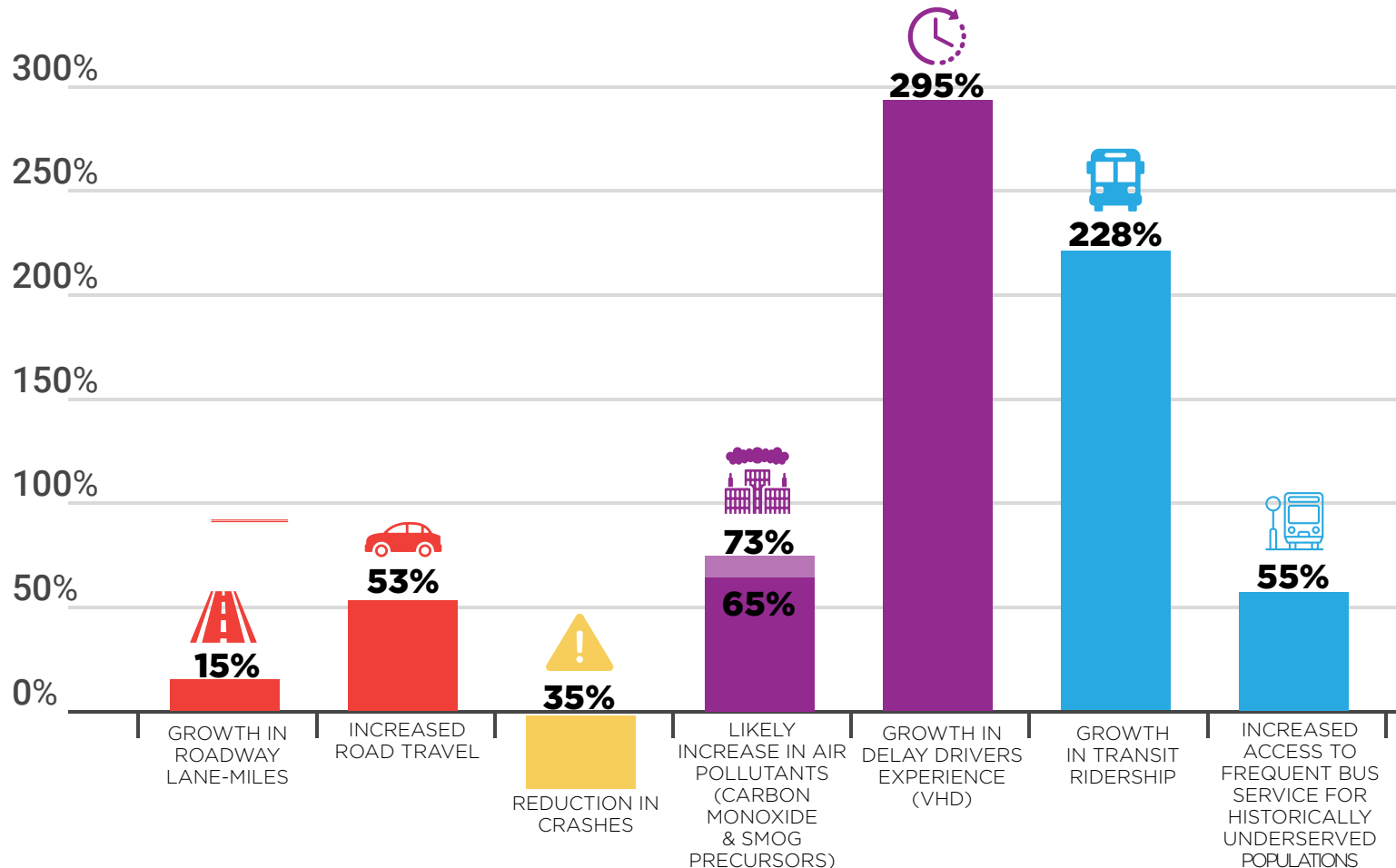
Per federal requirements, the Hillsborough MPO developed performance targets in accordance with federal funding legislation MAP-21. Developing system targets ensures that a performance-based planning approach guides investment decisions and establishes a performance monitoring framework to review annual progress. The MPO publishes system performance in the bi-annual State of the System Report. The latest report can be found at <http://www.planhillsborough.org/state-of-the-system>.

Managing Changing Conditions and Technologies

Through 2045, Hillsborough County can expect*



55%
POPULATION GROWTH



*Based on Cost Feasible Plan model run 4.0 (2015-2045 growth trends), and Technical Memorandum on Estimating Travel Time Reliability and the Impacts of Operations and Safety Improvements for the 2045 Network.

Environmental Justice

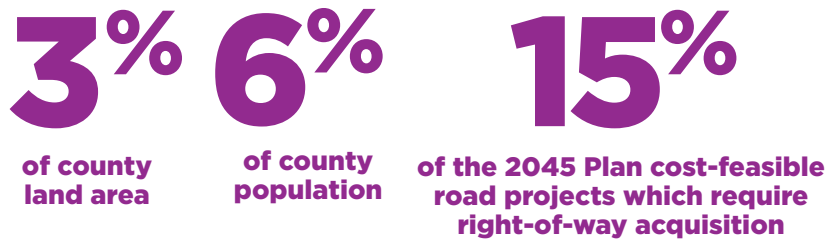
We strive for a transportation system where no communities, especially the transportation disadvantaged and historically marginalized, are disproportionately impacted by our plans. Under the federal Executive Order 12898 on Environmental Justice, we must analyze the health and environmental impacts of our plans on minority and low-income communities. We must also provide these communities with information and an opportunity to participate in matters relating to human health and the environment.

In our 2018 Nondiscrimination Plan, we've identified these communities as comprising the top quintile of areas with concentrations of low-income and minority populations. Our analysis shows that due to development patterns, future

travel demand and road projects proposed in the 2045 Plan, the potential for health and environmental impacts associated with traffic falls more heavily on EJ communities. Our analysis uses proximity to roads requiring more ROW as a proxy for exposure to these potential impacts.

In consultation with affected neighborhoods, we have also identified strategies that can help to avoid, minimize, or offset the potential impacts. These strategies can be incorporated into the transportation projects by the implementing agencies, as they further evaluate environmental impacts and design the projects to provide benefit to everyone.

In Hillsborough County, top-quintile tracts/TAZs comprise¹:



If you live in an EJ area, your chance of living in a zone where there are cost-feasible road projects requiring right-of-way acquisition is **31%**

Countywide, your chance of living in a zone where there are cost-feasible road projects requiring right-of-way acquisition is **23%**

Impact-offset strategies could include, for example:



Reduction in air pollutants through urban design



Improved access to jobs by driving, transit, and/or walking and bicycling



Safety modifications when restoring neighborhood-scale connections

¹The analysis did not include the “Additional Local High-Congestion Roadway Candidates for Cost-Feasibility,” since it has not yet been determined which of these may be cost-feasible. Instead, the Notes column for these projects in Chapter 7 flags projects with potential impact on EJ top-quintile zones.

Emerging Technologies

The relationship between technology and transportation is becoming increasingly intertwined. As populations continue to grow, resulting in more complex transportation issues, the transportation industry is turning towards emerging technologies to design solutions that safeguard the wellbeing of citizens and improve travel time reliability. Two pilot projects in our area have recently explored these technologies' potential.

USF Campus Autonomous Transit Feasibility Study

The Hillsborough MPO, in partnership with the University of South Florida, sponsored an exploratory feasibility study for a transit circulator on USF campus that uses automated vehicle technology. The research explored the use of a low-speed driverless circulator to expand shuttle service to remote parking and address nighttime security concerns. A survey of students showed many would be receptive to such a service.



FDOT 2018 Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles (ACES)

THEA Connected Vehicle (CV) Pilot

As part of an ongoing pilot project with USDOT, THEA equipped 10 buses, 8 streetcars, 46 roadside traffic units, and over 1000 cars of volunteers with vehicle to vehicle (V2V) and vehicle to infrastructure (V2I) technology for wireless communication between vehicles, traffic signals, and crosswalks. The goal of this project is to improve the user experience for drivers, transit riders, and pedestrians in downtown Tampa and to enhance safety, reduce congestion, and lower vehicle emissions. Successful demonstration of this project showed that V2V and V2I technologies were able to:

- Reduce backups on the Selmon Expressway
- Improve on-time performance of HART through transit signal priority
- Reduce streetcar conflicts on Channelside Drive
- Improve pedestrian crossing safety on East Twiggs Street
- Optimize traffic flow on Meridian Avenue, North Nebraska Avenue, and Florida Avenue

THEA is exploring options to expand the testing area to Fowler Avenue in the USF area and is considering I-4 and US 41 as potential corridors for future smart city treatments.

FDOT forecasts that continued investment in “smart city” technologies like V2V and V2I will improve the service quality and reliability of our transportation network. This transportation plan’s Smart Cities Investment Program sets aside funding for transportation technologies that are expected to provide significant safety benefits through pedestrian detection and real-time alert warnings. Realizing the benefits of these CV technologies requires investment in each of the roadway corridors, installing hardware and communication systems to allow the vehicles and infrastructure to interact and adjust in real-time. Together, investing in transportation technologies could reduce future vehicle collisions by up to 80%.

How Public Input Changed the Plan

From Summer 2019 through Fall 2019, we began drafting the Plan, integrating public comments, and analyzing community impacts from potential improvements. On November 5, 2019, our Board of Directors voted to adopt the Plan.



A draft plan was presented to the public on October 7, 2019. We responded to 25 individual comments over a 30-day period in addition to analyzing community impacts. We integrated public comments received by phone, email, and social media and adjusted the plan to reflect community concerns. Common themes included:

 **Increase safety for bicyclists and pedestrians**

 **Prioritize the creation of a new rapid transit system on existing rail lines**

 **Identify mitigation strategies to avoid and minimize impacts to communities of concern during project development**

 **Limit road widening in rural eastern Hillsborough County**

 **Continue to study options for alleviating congestion near the Downtown Interchange**

Project specific revisions included:

- Fowler Ave from I-275 to Bruce B Downs Blvd to be described as six lanes including multimodal improvements
- Projects identified in the first five years if construction is funded
- Local high-congestion roadway candidate projects were identified as cost feasible by Hillsborough County:
 - Sligh Ave from US 301 to Williams Rd
 - Gibsonton Dr from I-75 to US 301
 - Orient Rd from Sligh Ave to Columbus Dr
 - Lutz Lake Fern Rd from Suncoast Expwy to Dale Mabry Hwy
 - 19th Ave NE from US 41 to US 301

The Plan also integrated MPO motions adopted at the November 5, 2019 Public Hearing:

- Removed road widening projects along SR 60 from Dover Rd to Polk County Line
- Identified express lanes on I-75 and I-4 without specifying tolls
- Identified, HART's negotiation for use of CSX rail right-of-way for passenger transport as a top regional priority

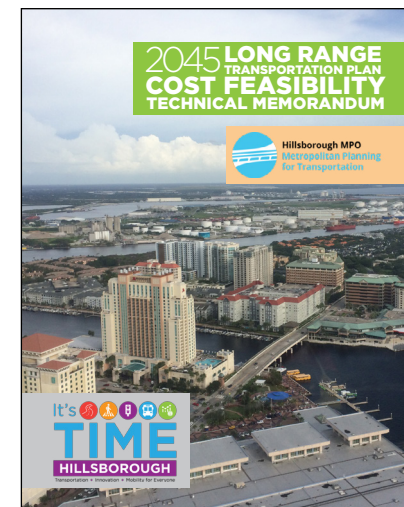


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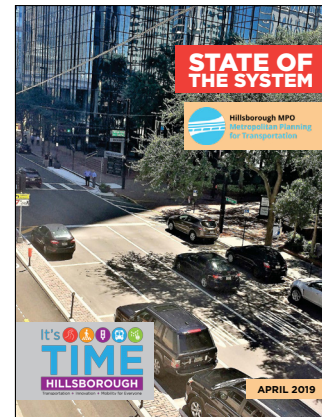
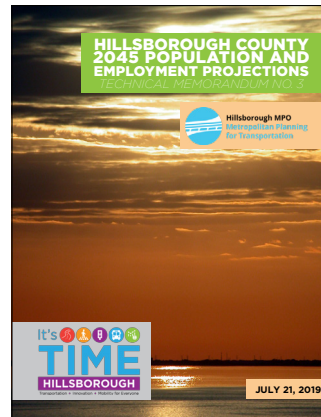
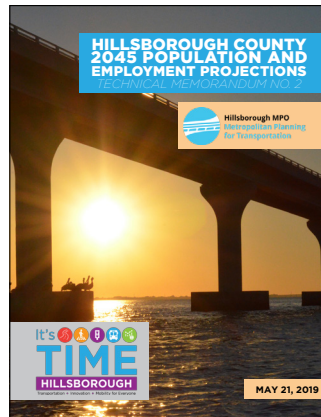
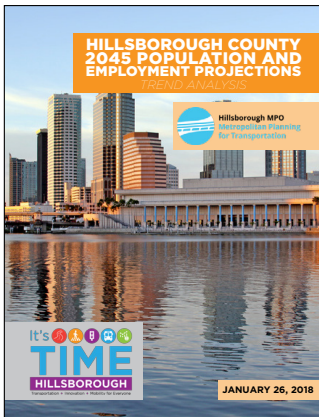
8 interested in further reading

Want to learn more about the information that went into this Plan? Please visit our website at www.planhillsborough.org/2045lrtp and find all of our supporting technical documentation.



Further Reading

Additional Hillsborough MPO Resources



Federal Laws and Regulations

MAP 21: <https://www.fhwa.dot.gov/map21/>

FAST Act: <https://www.fhwa.dot.gov/fastact/>

Title VI: https://www.fhwa.dot.gov/civilrights/programs/title_vi/

23 CFR 450.204: <https://www.govinfo.gov/content/pkg/CFR-2016-title23-vol1/pdf/CFR-2016-title23-vol1.pdf>

23 USC 134-135: <https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>

Clean Air Act: <https://www.govinfo.gov/content/pkg/USCODE-2015-title42/pdf/USCODE-2015-title42-chap85.pdf>

Environmental Justice: <https://www.transportation.gov/sites/dot.gov/files/docs/eo12898.pdf>

State and Local Plans and Programs

FDOT SIS Cost Feasible Plan: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis_2029-2045_cfp_yoe5149f504fbfb4849baa013d316f2da51.pdf?sfvrsn=b9b2bd1c_2

FDOT Five-Year Work Program: <https://fdotewp1.dot.state.fl.us/FMSupportApps/WorkProgram/Support/Download.aspx>

FDOT Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and

Shared-Use Vehicles (ACES) 2018: http://www.planhillsborough.org/wp-content/uploads/2018/07/Revised-FDOT_MPO_ACES_PolicyGuide_May-2018.pdf

THEA Work Program: https://www.tampa-xway.com/wp-content/uploads/2019/07/FY20_2019-06-20_FINAL_FullDocument-rev-compressed.pdf

Hillsborough County CIP: <https://www.hillsboroughcounty.org/library/hillsborough/media-center/documents/budget/fy20/fy-20---fy-25-recommended-cip.pdf>

City of Tampa CIP: <https://www.tampagov.net/budget/info/fy2019>

City of Temple Terrace CIP: <https://www.templeterrace.com/ArchiveCenter/ViewFile/Item/4559>

City of Plant City CIP: https://www.plantcitygov.com/sites/default/files/fileattachments/finance/page/1731/budget_book_-_proposed_budget_-_081519_-_no_watermark-_ada.pdf

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I-275 Mural at 610 E. North Street in Seminole Heights

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