

IMAGINE 2040 LONG RANGE TRANSPORTATION PLAN AMENDMENT

For FAST Act Consistency and
For I-275 Section 7 (from N of MLK Blvd to N of Bearss Ave)
Project Development & Environmental Study

May/June 2019



Hillsborough MPO
Metropolitan Planning
for Transportation

What is the Proposed Amendment for I-275?

Existing Description

Facility	From	To	2040 Needs	Time Frame	Estimated Cost
I-275	Jefferson/Orange St	N of Bearss Ave	Add 2 Exp Toll Lanes	2021-2026	\$165.79 M
I-275	N of MLK Blvd	N of Busch Blvd	Add 2 Exp Toll Lanes	2026-2030	\$97.49 M

Proposed Description

Facility	From	To	2040 Needs	Time Frame	Estimated Cost
I-275	N of Busch Blvd	N of Bearss Ave	Add 2 Gen Use Lanes	2026-2030	\$168.39 M
I-275	N of MLK Blvd	N of Busch Blvd	Add 2 Gen Use Lanes	2021-2026	\$95.9 M

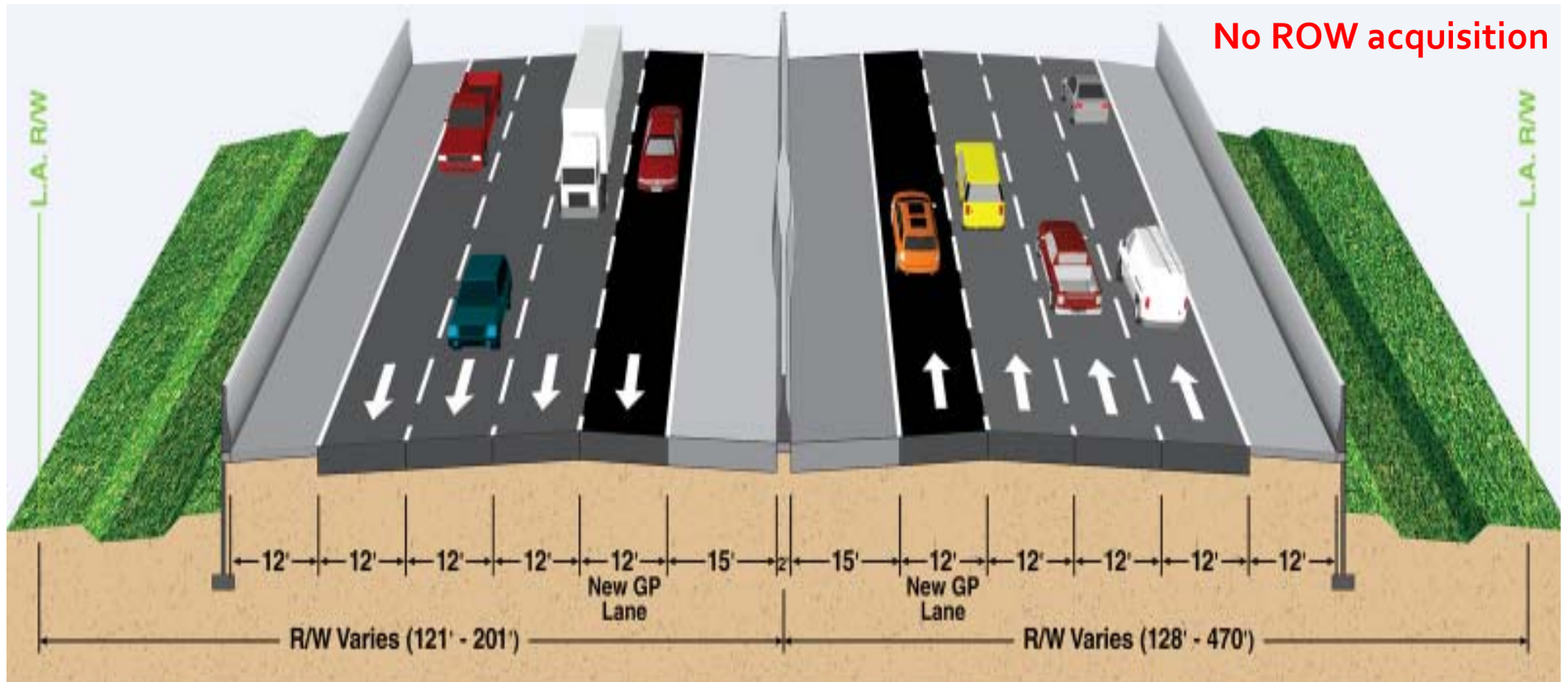
Why are we considering this amendment today?

- This is an opportunity to get started in 2023; State funding is available to be added to the TIP.



PD&E Preferred Typical Section

(4-general use lanes with full depth pavement on inside shoulders)



Sound Walls

- ❖ Aesthetic Treatment
- ❖ Early construction to mitigate traffic and construction noise, where possible
- ❖ Future coordination with affected property owners and local government to take place during the next project phase

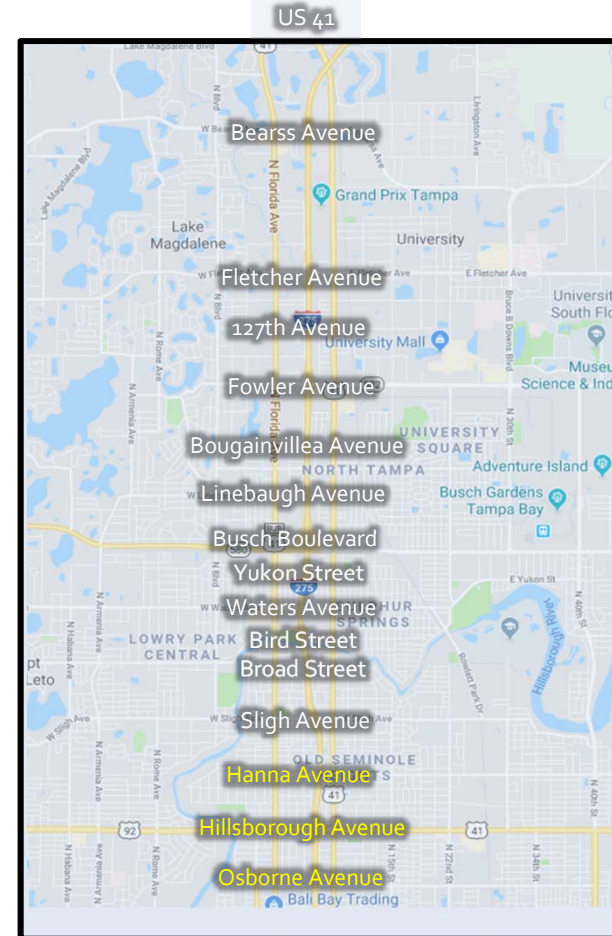




Pedestrian Friendly Underpass Improvements

- ❖ Widen Sidewalks
- ❖ Enhance Lighting
- ❖ Paint Bridge Sub-Structure
- ❖ Cut-back Walls for Improved Bike/Pedestrian Experience
- ❖ Include Public Art (in cooperation with the City of Tampa)
- ❖ Identify Landscape Opportunities

*Listed improvements are yet to be finalized for each underpass.
All improvements will not be included at every underpass.*



Yellow text indicates underpass within Seminole Heights Historic District.



Landscape Opportunities

- ❖ FDOT Right of Way along Sound Walls
- ❖ Adjacent to underpasses
- ❖ Locations under consideration in the next project phase





Summary

Project will:

- ❖ Add one general use lane in each direction
- ❖ Improve operations at Hillsborough Ave and Bearss Ave
- ❖ Enhance connectivity to 13 underpasses
- ❖ Accommodate potential transit opportunities
- ❖ Provide landscape opportunities
- ❖ Include sound walls where feasible

Project will NOT:

- ❖ Acquire Right of Way from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue*
 - ❖ Acquire Right of Way in the Seminole Heights Historic District*
- * Minor right of way acquisition may be needed near the Bearss Avenue interchange for storm water ponds. Other projects may require pond sites within the limits of this project.

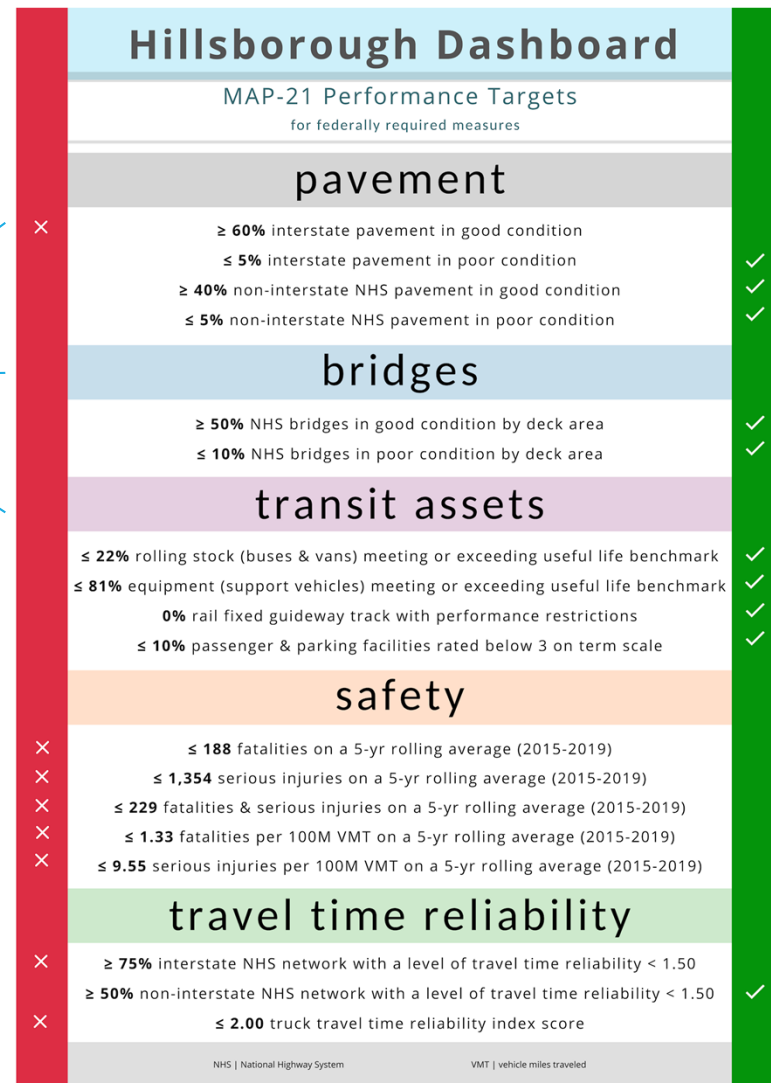
What is the amendment for MAP-21 & FAST Act Consistency?

- Any long range transportation plan (LRTP) amended or adopted after May 20, 2019 must include a System Performance Report
- System Performance Report must include:
 - Condition & performance of the transportation system, as assessed by the federally-required performance measures
 - Adopted performance targets
 - Reports on progress achieved in pursuit of meeting the targets

Adopted by MPO Board on
October 30, 2018

Adopted by MPO Board on
February 5, 2019

Adopted by MPO Board on
October 30, 2018



Action today is:

Figure 5-15 Cost Feasible FDOT Strategic Intermodal System Projects (Amended Feb. 6, 2018)

Project ID	Facility	From	To	Existing	2040 Needs	Design Costs (in Millions)			Right Of Way Costs (in Millions)			Construction Costs (in Millions)			Total Cost (in Millions)	Funding Sources
						Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost		
1003	I-275	S OF LOIS AVE	HILLSBOROUGH RIVER BRIDGE	6F	2 Express Toll Lanes		2020	\$3.23			\$-	2021 - 2025	\$137.67	\$140.90	State: SiS	
1006	I-275	JEFFERSON / ORANGE ST	N OF BEARSS AVE	4F/6F	2 Express Toll Lanes		2021 - 2025	\$3.80			\$-	2021 - 2025	\$161.98	\$165.79	State: SiS	
1006	I-275	N OF MLK BLVD	N OF BUSCH BLVD	4F/6F	2 Express Toll Lanes		2026 - 2030	\$14.47	2026 - 2030	\$1.59		2026 - 2030	\$81.43	\$97.49	State: SiS	
1005	I-275 @ I-4	ROME AVE / I-275	MLK / SELMON CONNECTOR	8F	DOWNTOWN INTERCHANGE		TIP	\$3.00			\$-		\$-	\$3.00	State: SiS	
1005	I-275 @ I-4	ROME AVE / I-275	MLK / SELMON CONNECTOR	8F	DOWNTOWN INTERCHANGE		2021 - 2025	\$65.14			\$-	2031 - 2040	\$2,113.98	\$2,179.12	Other Funds ²	
I-275 @ SR 60 Interchange																
1002	I-275	N OF HOWARD FRANKLAND	S OF SR 60	6F	HF BRIDGE TRANSITION: 8F + 4 Exp. Toll Lanes			\$-			\$-	TIP	\$65.00	\$65.00	State: SiS	
1093	I-275 / SR 60	CYPRESS STREET BRIDGE	I-275 GENERAL USE LANES		SR 60 INTERCHANGE			\$-	TIP	\$35.67			\$-	\$35.67	State: SiS	
1093	I-275 NB EXPRESS	N OF HOWARD FRANKLAND	S OF TRASK ST		SR 60 INTERCHANGE		TIP	\$7.64			\$-	2021 - 2025	\$106.24	\$113.88	State: SiS	
1093	I-275 NB FLYOVER	SR 60 EB	I-275 NB		SR 60 INTERCHANGE		TIP	\$3.34			\$-	2021 - 2025	\$49.91	\$53.25	State: SiS	
1093	I-275 SB	N OF REO ST	S OF LOIS AVE		SR 60 INTERCHANGE		TIP	\$9.17			\$-	2021 - 2025	\$131.58	\$140.75	State: SiS	
1093	SR 60	N OF INDEPENDENCE	I-275 AT WESTSHORE		SR 60 INTERCHANGE		TIP	\$9.19	2021 - 2025	\$46.00		2021 - 2025	\$138.10	\$193.29	State: SiS	

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1006	I-275	N of MLK Blvd	N of Busch Blvd	4F/ 6F	2 General Use Lanes		2021 -	\$3.80
1006	I-275	N of Busch Blvd	N of Bearss Ave	4F/ 6F	2 General Use Lanes		2026 -	\$14.47
1005	I-275 @ I-4	ROME AVE / I-275	MLK / SELMON CONNECTOR	8F	DOWNTOWN INTERCHANGE		TIP	\$3.00
1005	I-275 @ I-4	ROME AVE / I-275	MLK / SELMON CONNECTOR	8F	DOWNTOWN INTERCHANGE		2021 -	\$65.14

I-275 @ SR 60 Interchange

Committee Recommendations

Citizens Advisory Committee:

- Approved the Plan Amendment 11-2, but did not concur with the PD&E preferred alternative

Technical Advisory Committee:

- Approved the Plan Amendment 11-1

TRANSPORTATION IMPROVEMENT PROGRAM

**This Year's Document:
FY 2019/20-2023/24**

Effective October 1, 2019 – September 30, 2020

**And Priorities for Next Year's
Document**



**Hillsborough MPO
Metropolitan Planning
for Transportation**



What is the TIP and how is it Organized?

- Transportation projects to be funded in the next **5 years**
- First **5 years** of Long Range Transportation Plan, as we transition into 2045 LRTP update
- Highlights / **major changes** in the past year
- **Financial plan** shows total cost for all phases of projects
- Reviewed by USDOT when authorizing **federal funds**
- **Locally funded projects** are included for information



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/CCC 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: **June 2018**
- FDOT programmed funding based on priorities, Nov.-Dec. 2018, creating “**Tentative Work Program**”, then approved by Legislature and Governor, to be effective **July 1, 2019**
- Snapshot received from FDOT **early April to develop** TIP document
- **MPO to adopt at Public Hearing, **June 11, 2019**:**
 - 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 and Priorities to FDOT for Federal and State review by **July 15, 2019**



Funding shown in the FDOT Work Program

Anticipated funding FY20 – FY24

- Federal \$641 million
- State \$750 million
- Local Match* \$342 million
- Toll/Bonds \$32 million
- **TOTAL** **\$1,765 million**

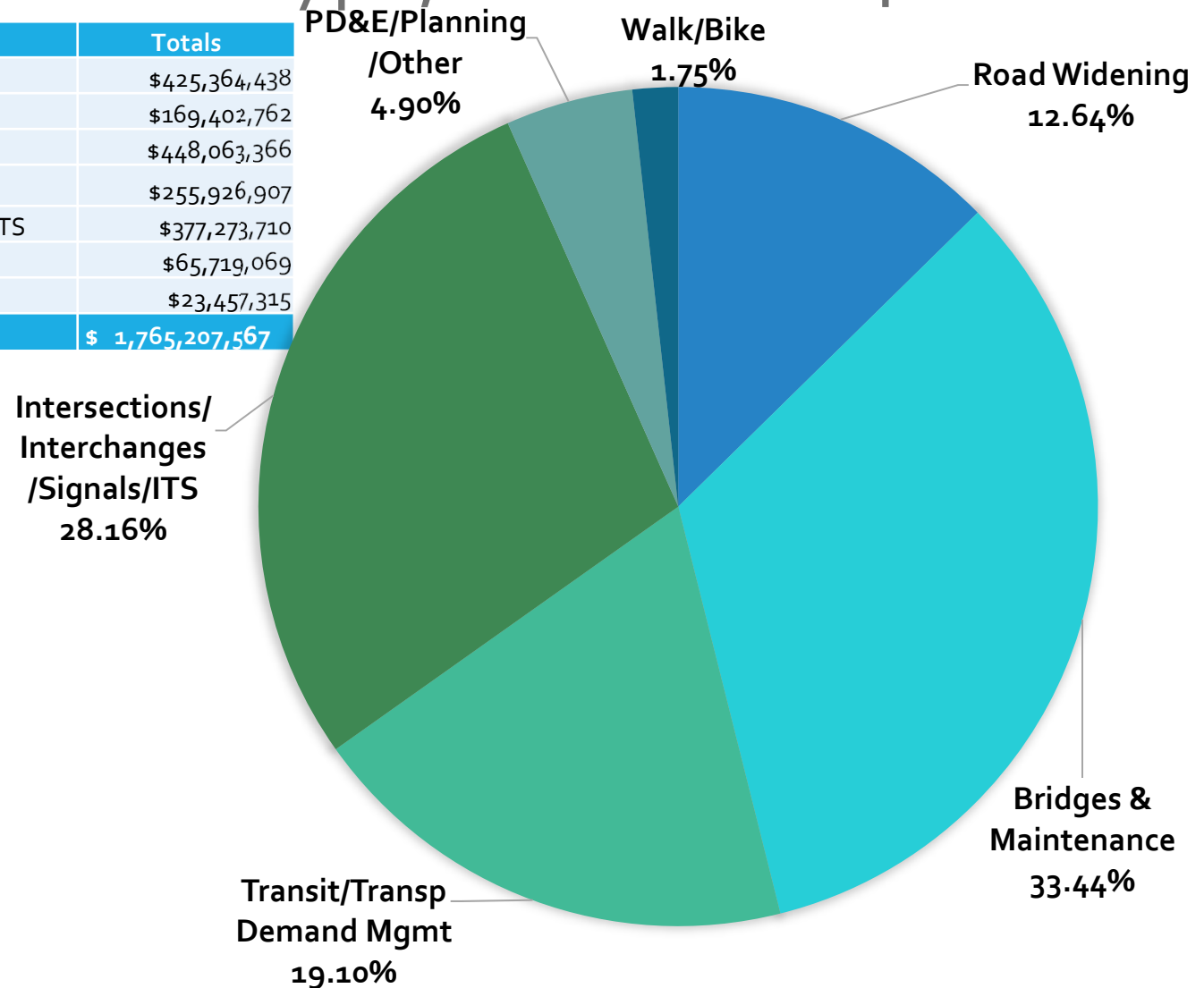
**This is only the local funds that are shown in the FDOT work program, such as local match for grants.*

Local CIPs total funding = \$2.2B



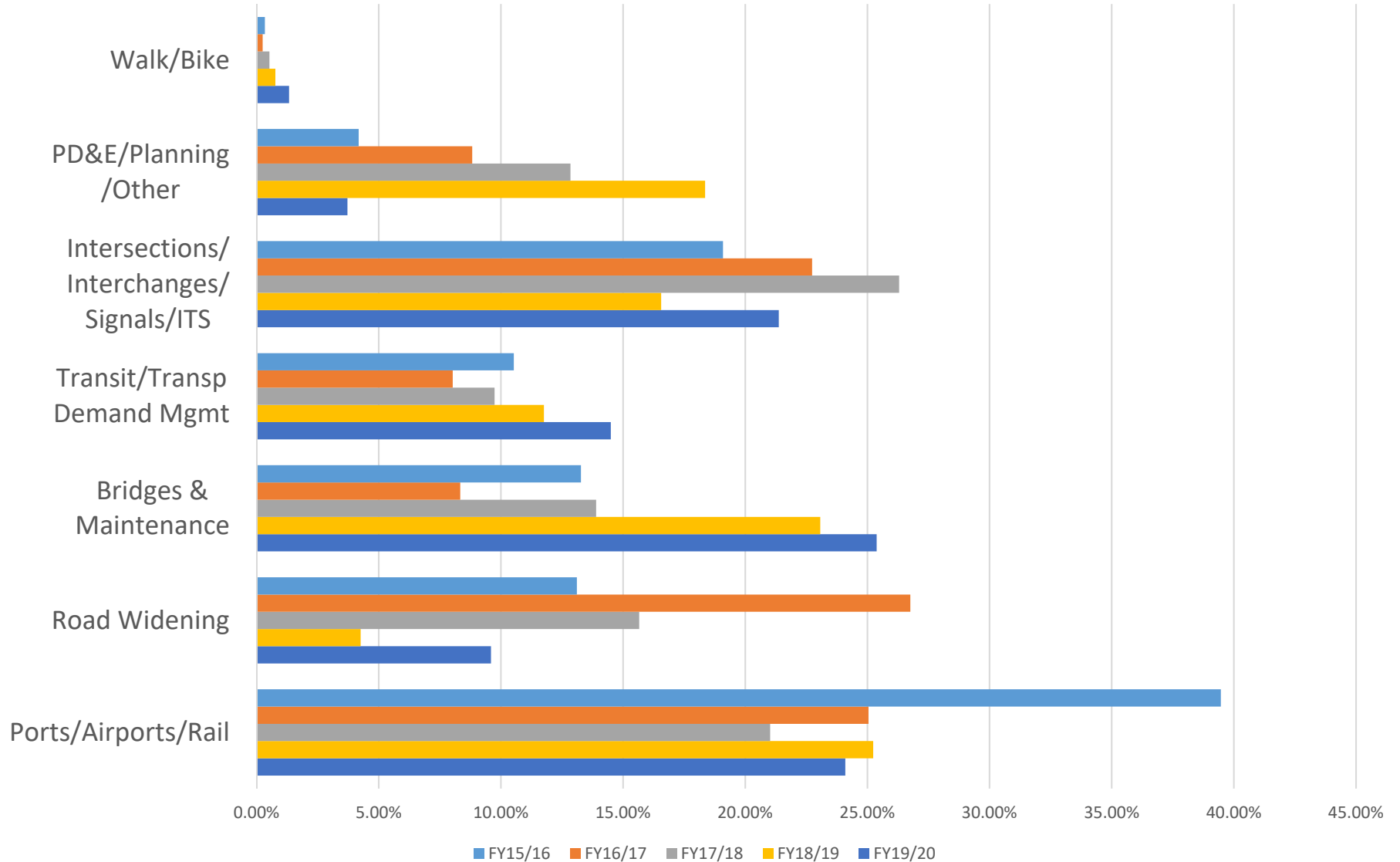
Use of Funds FDOT Work Program by Work Type, FY20 – FY24

Project Categories	Totals
Ports/Airports/Rail	\$425,364,438
Road Widening	\$169,402,762
Bridges & Maintenance	\$448,063,366
Transit/Transp Demand Mgmt	\$255,926,907
Intersections/Interchanges/Signals/ITS	\$377,273,710
PD&E/Planning/Other	\$65,719,069
Walk/Bike	\$23,457,315
All Modes	\$ 1,765,207,567



FDOT Work Program: Trends Over Time

Percent Funding by Mode FY15/16 through FY19/20

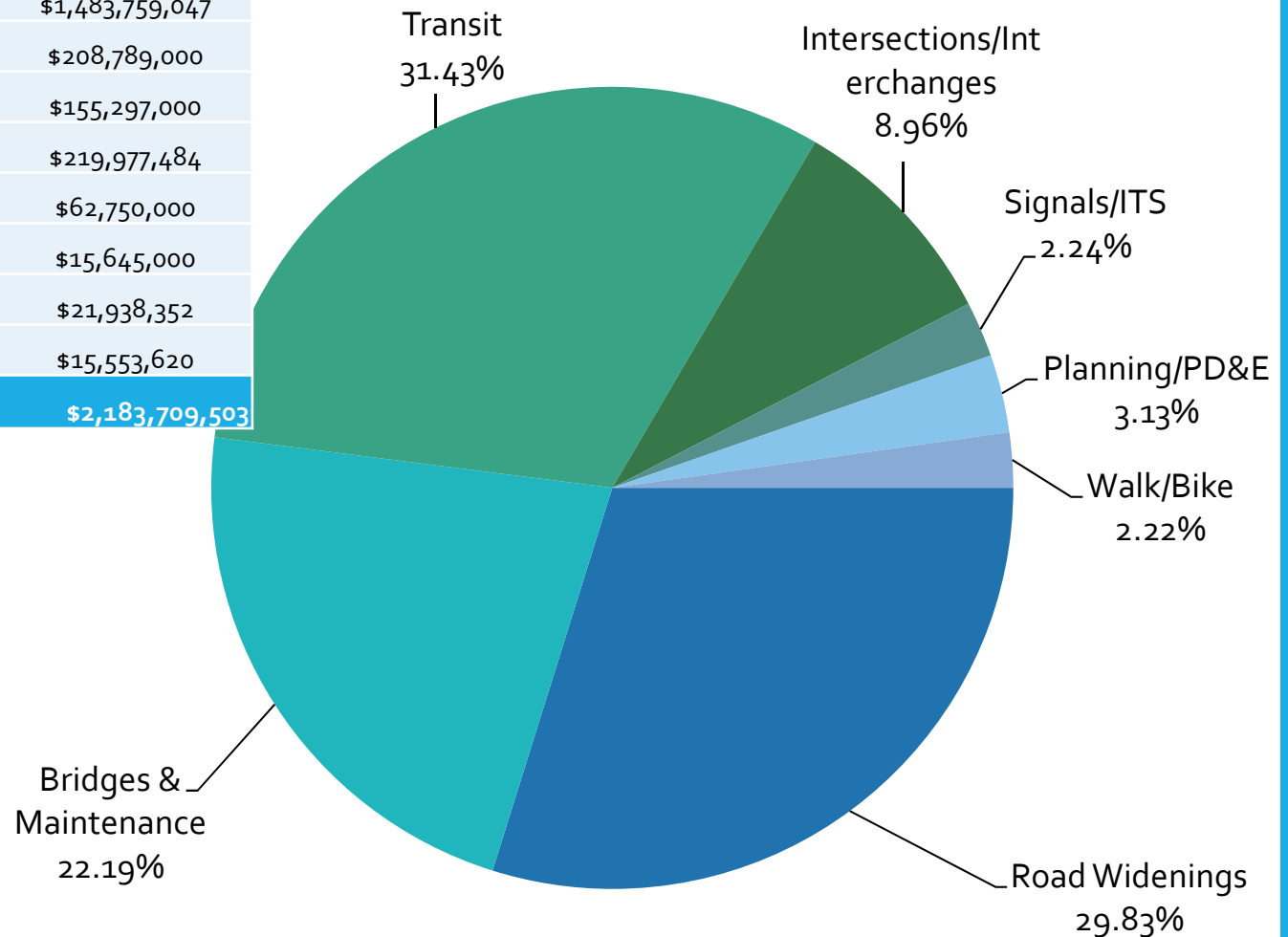




Use of Funds:

Local Capital Impr. Programs, FY20 – FY24

Project Categories	Total
Ports/Airports/Rail	\$1,483,759,047
Road Widenings	\$208,789,000
Bridges & Maintenance	\$155,297,000
Transit	\$219,977,484
Intersections/Interchanges	\$62,750,000
Signals/ITS	\$15,645,000
Planning/PD&E	\$21,938,352
Walk/Bike	\$15,553,620
Total	\$2,183,709,503



Includes:

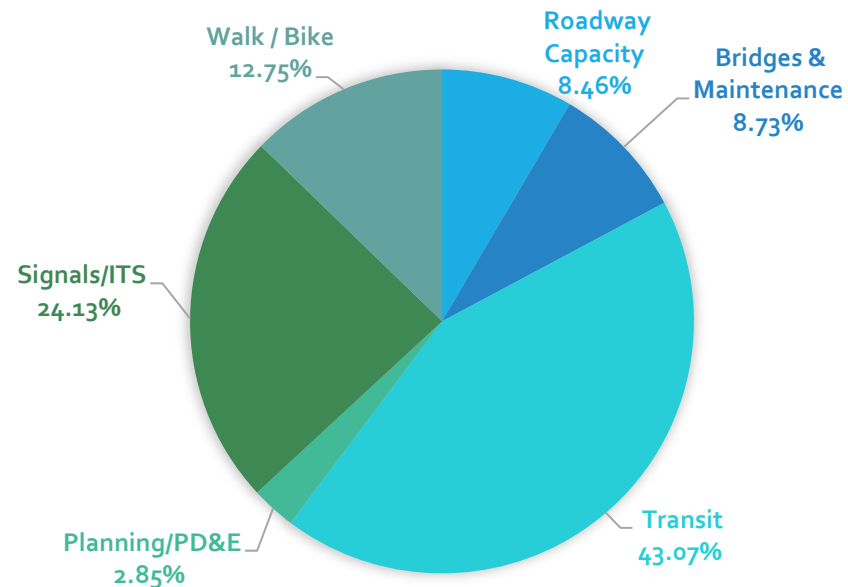
- County CIP
- Cities' CIPs
- HART TDP



Allocation of Funds – TA & STP

MPO Board sets priorities for these federal funds

▪ Vision Zero Corridor Studies	\$500,000	2024
▪ Columbus Bridge Replacement Study	\$250,000	2024
▪ Highland (Violet to Hillsborough, design)	\$215,000	2022
▪ HART Replacement Buses	\$21 million	2019 thru 2023
▪ HART Equipment Replacements (CAD/AVL)	\$5.2 million	2019
▪ Integrated Corridor Management	\$3 million	2023
▪ Walk/Bike Safety Improvements	\$13.4 million	2019 thru 2023
▪ Doyle Carlton Roundabout		
▪ Central Ave		
▪ Ola Ave		
▪ Green Spine		
▪ El Prado		
▪ Floribraska Ave		
▪ GreenARTery		



MAJOR PROJECT HIGHLIGHTS: WHAT'S NEW?



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.
- CST – Construction; DSB – Design Build; PD&E – Project Development and Environment Study; PE – Preliminary Engineering; ROW – Right of Way; CAP – Capital Grants; OPR – Operations; SEIS – Supplemental Environmental Impact Statement

Performance Targets

Adopted by MPO Board on
October 30, 2018

Adopted by MPO Board on
February 5, 2019

Adopted by MPO Board on
October 30, 2018

Hillsborough Dashboard	
MAP-21 Performance Targets for federally required measures	
pavement	
×	<ul style="list-style-type: none"> ≥ 60% interstate pavement in good condition ≤ 5% interstate pavement in poor condition ≥ 40% non-interstate NHS pavement in good condition ≤ 5% non-interstate NHS pavement in poor condition
bridges	
	<ul style="list-style-type: none"> ≥ 50% NHS bridges in good condition by deck area ≤ 10% NHS bridges in poor condition by deck area
transit assets	
	<ul style="list-style-type: none"> ≤ 22% rolling stock (buses & vans) meeting or exceeding useful life benchmark ≤ 81% equipment (support vehicles) meeting or exceeding useful life benchmark 0% rail fixed guideway track with performance restrictions ≤ 10% passenger & parking facilities rated below 3 on term scale
safety	
×	≤ 188 fatalities on a 5-yr rolling average (2015-2019)
×	≤ 1,354 serious injuries on a 5-yr rolling average (2015-2019)
×	≤ 229 fatalities & serious injuries on a 5-yr rolling average (2015-2019)
×	≤ 1.33 fatalities per 100M VMT on a 5-yr rolling average (2015-2019)
×	≤ 9.55 serious injuries per 100M VMT on a 5-yr rolling average (2015-2019)
travel time reliability	
×	≥ 75% interstate NHS network with a level of travel time reliability < 1.50
	≥ 50% non-interstate NHS network with a level of travel time reliability < 1.50
×	≤ 2.00 truck travel time reliability index score
<small>NHS National Highway System VMT vehicle miles traveled</small>	

- Required to be shown in the TIP & TIP projects are to make progress towards targets
- LRC requested additional, optional target: Non-SOV trips
 - Current condition: 19.8%
 - PROPOSED 5-year target: 22%



Preserving the System

Last Year's Priority #	Location and Project Limits	Phase and Funding
Resurfacing		
	SR674/Sun City Ctr (College Chase Dr to Commercial Ctr Dr)	PE FY20, CST FY22
	SR 60 (Valrico Rd to Turkey Creek Rd)	PE FY20, CST FY22
	Dale Mabry S Village Dr/W Fletcher to Van Dyke	PE FY20, CST FY22
	SR 60 SR 39 to Clarence Gordon Jr Rd	PE FY22, CST FY24
Transit		
3	HART Bus Replacements	\$4 million added to FY24
3	HART CAD/AVL Replacements	\$5.2 million advanced to FY19
3	HART Bus Stop Capital Repairs	\$1 million annually added in FY24
Bridge Repair/Improvements		
	Hillsborough County Bearing Pad Repairs Various Locations	CST FY22
	Hillsborough County Substructure Repair Various Locations	PE FY21, CST FY22
	Hillsborough County Culverts Substructure Repair Various Locations	PE FY20, CST FY21
	Hillsborough County Long Bridge Repair Various Locations	PE FY23, CST FY24



Reducing Crashes & Vulnerability

Last Year's Priority #	Location and Project Limits	Project Sponsor	Phase and Funding
6	Vision Zero Corridor Studies and Intersection Improvements	Hillsborough County	Planning FY24
7	Vision Zero SR60 Intersection Improvements (Lakewood to Mt. Carmel)	Hillsborough County	CST FY21-24
8	Central Ave (7th Ave to Florida Ave), bikeway	FDOT	PE FY22, CST FY24
8	Highland Ave (Violet St to Hillsborough Ave), urban corridor improvements	FDOT	PE FY22, CST FY24
8	Ola Ave (7th Ave to Florida Ave), bikeway	FDOT	PE FY21, CST FY23
10	Busch at 12th St, 19th St, Pawnee Ave, Brooks St, mid-block crossings	FDOT	CST FY22
14	El Prado (Omar Ave to Bayshore Blvd), sidewalk improvements	City of Tampa	CST FY23
15	Doyle Carlton at Laurel St Roundabout	City of Tampa	PE FY22, CST FY24
	I-75 and I-4, replace lighting at various locations	FDOT	CST FY24



Managing Traffic for Drivers & Shippers

Last Year's Priority #	Location	Phase and Funding
Signal Improvements:		
	Cleveland at Rome	FY22
	Gibsonton Dr at Fern Hill	FY22
	Dale Mabry at El Prado and Interbay	FY23
	Platt St at Fremont Ave	FY22
I-4 Interchange Improvements:		
	Park Rd	PE FY22, CST FY24
	Thonotosassa Rd	PE FY22, CST FY24
	Branch Forbes Rd	PE FY22, CST FY24
	McIntosh Rd	PE FY22, CST FY24
	Mango Rd	PE FY21, CST FY23
Intelligent Transportation Systems:		
20	Integrated Corridor Management, various locations	CST FY23



Real Choices when not Driving

Last Year's Priority #	Location	Phase & Funding
28	Green ARtery Segments D & E, Lowry Park to 22nd St Park	CST FY20
13	Green Spine Cycle Track (Nuccio from 7th Ave to 13th Ave)	CST FY24



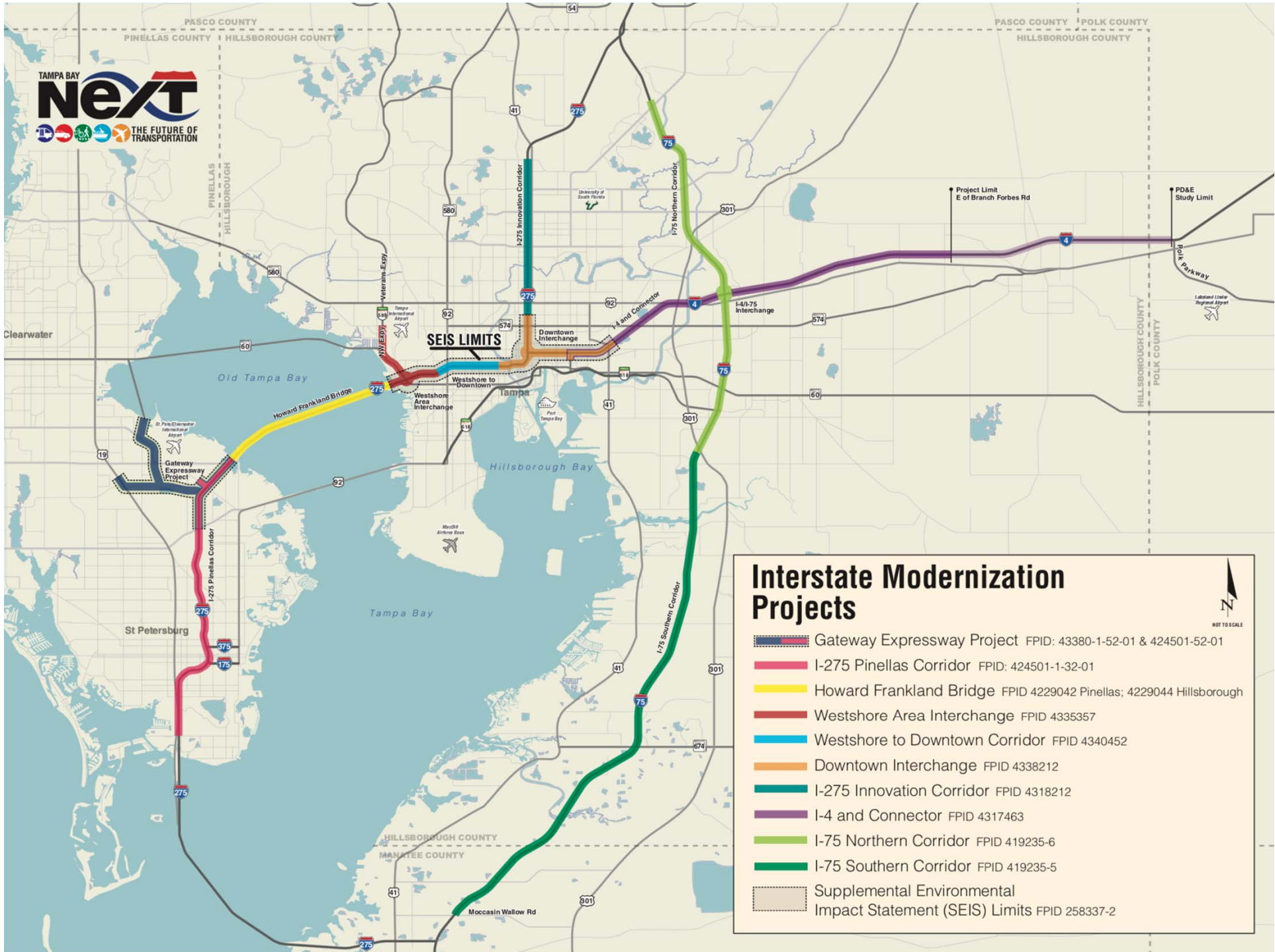
Major Capacity Projects for Economic Growth

2024 Priority #	Location	Phase & Funding
36	I-75 at Big Bend, ultimate buildout	CST FY22
	I-75 MLK interchange	CST FY22



Tampa Bay Next: Current Status

Last Year's Priority #	This Year's Priority #	TBN Section	Project Location and Limits	Project Request Status
32		3	I-275 Howard Frankland Bridge to SR 60	Moved to Table 1, Cost reduced to \$54M, DSB FY20
32	29	4	I-275/SR 60 Westshore Interchange	Added \$74M in ROW, TMA Priority
32		5	I-275 from Lois Ave to Willow Ave	SEIS underway, no additional funding
32		6	I-275 Downtown Interchange from Willow to MLK	SEIS underway, no additional funding
32		6	I-275 from N of I-4 to N of MLK	Add auxiliary lanes, DSB FY23, TMA Priority
32	27	7	I-275 from N of MLK to Busch Blvd	I-275 from N of MLK to Hillsborough Ave, add lanes, DSB FY23, TMA Priority



Interstate Modernization Projects

- Gateway Expressway Project FPID: 43380-1-52-01 & 424501-52-01
- I-275 Pinellas Corridor FPID: 424501-1-32-01
- Howard Frankland Bridge FPID 4229042 Pinellas; 4229044 Hillsborough
- Westshore Area Interchange FPID 4335357
- Westshore to Downtown Corridor FPID 4340452
- Downtown Interchange FPID 4338212
- I-275 Innovation Corridor FPID 4318212
- I-4 and Connector FPID 4317463
- I-75 Northern Corridor FPID 419235-6
- I-75 Southern Corridor FPID 419235-5
- Supplemental Environmental Impact Statement (SEIS) Limits FPID 258337-2



TIP PRIORITIES

FY 2021-25



Prioritization Process

- Based on *Imagine 2040 Long Range Plan* performance measures:



Preserve System:

Transit state of good repair, bridges, and resurfacing



Reduce Crashes & Vulnerability:

Total crashes, bike/ped crashes, and crashes/mile



Minimize Traffic for Drivers & Shippers:

Planning Time Index (PTI) and Travel Time Reliability



Real Choices When Not Driving:

Density rating based on Population Density



Major Capacity Projects For Economic Growth:

2040 job density and forecasted traffic congestion, volume/capacity (V/C)



Updating the Priorities

- Tables 1 and 2: MPO's priorities – last Adopted **June 12, 2018**
- MPO staff met with jurisdictions & agencies in **February**
- Jurisdictions provided updated priority letters **March 15**
- MPO staff provided new draft 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 11** for final adoption of the **TIP for FY2020-2024** and the **TIP Priorities for FY2021-2025**



New Priority Requests:

2025 Priority #	Project Location and Limits	Project Sponsor	Project Request
3	Fowler Ave (I-275 to I-75)	FDOT	Complete street, operational and safety improvements
4	56th/50th St (SR60 to Busch Blvd)	FDOT	Safety Corridor Study, \$750K requested
5	US41/40th St (SR60 to Hillsborough Ave)	FDOT	Roundabout and Safety Corridor Study, \$500K requested
11	Dale Mabry at Spruce	FDOT	Safety Improvements, \$750K requested for design
16	US 301 at Riverview Dr	Hillsborough County	Intersection improvements, CIGP application received, \$279,440 requested for CST
17	50th/US41 at Palm River	Hillsborough County	Intersection improvements, CIGP application received, \$1.5M requested for CST
18	US92 (I-4 to Polk County Line)	FDOT	Intersection Improvements various locations, \$2M requested for design



New Priority Requests:

2025 Priority #	Project Location and Limits	Project Sponsor	Project Request
27	I-275 from North of MLK to N of Bearss Ave	FDOT	Partial funding: \$40M in FY23 for MLK to Hillsborough Ave. Additional funding requested for CST of whole segment with one general purpose lane each direction, noise walls, hardened shoulder, walk/bike, and lighting at under passes.
28	I-275 to and from I-4 (Downtown Interchange Safety/Operational Improvements)	FDOT	<p>New Since Mail-out → Reconfiguration of the I-4 eastbound exit to Ybor City will be evaluated in consultation with the City of Tampa.</p> <ul style="list-style-type: none"> • Addition of a second lane on the Southbound I-275 to I-4 “flyover” ramp that currently has only one lane. The approach to the ramp will also be widened to allow for two stacking lanes and reconstructed to correct the changes in profile around Columbus Drive (the roller-coaster effect). • Minor reconstruction and additional auxiliary lanes on the ramp from Westbound I-4 to Southbound I-275 & Downtown Tampa. This will correct an existing weave movement and “lane dive” dive issue that occurs on the I-4 mainline on the approach to the interchange. • Addition of a second lane on the ramp from Westbound I-4 to Northbound I-275. • Estimate: \$50-70M <p>NOTE: FDOT is currently refining concept designs and at this point believe all three options are feasible without the acquisition of additional Right-of-Way. FDOT anticipate these improvements will generate safety benefits by reducing reduce rear-end and sideswipe crashes. Additionally, new sound walls will be looked at in the areas of improvement and installed where feasible.</p>
30	Gibsonton at I-75	Hillsborough County/FDOT/TMA	Funding needed for ultimate interchange modification. PE \$4.5M unfunded, CST \$32.4M unfunded
40	Big Bend Rd extension (Boggy Creek to Balm Rd)	Hillsborough County	Road Extension, \$650K requested for PD&E
44	Balm Rd (US 301 to Clement Pride Rd)	Hillsborough County	Road widening with sidepath, \$900K requested for PD&E



TMA Leadership Group Recommendations

- Funded Priorities:

- Howard Frankland Bridge Replacement
- Gateway Expressway
- I-75 Interchange at Overpass Rd (Phase 1)
- I-275 Express Lanes from I-375 to Gandy Blvd
- I-75 Interchange at Big Bend Rd

- Unfunded Priorities:

- I-275/SR 60/Westshore Interchange (#29)
- I-75 Interchange at Gibsonton Dr (#30)
- I-75 Interchange at Overpass Rd (Phase 2)
- I-275 Operational Improvements North of Downtown Tampa (#27)
- Central Ave BRT

Committee Recommendations

Citizens Advisory Committee:

- Approved the TIP with the request to remove the following priorities:

2025 Priority #	Project Location and Limits	Project Sponsor
27	I-275 from North of MLK to N of Bearss Ave	FDOT
28	I-275 to and from I-4 (Downtown Interchange Safety/Operational Improvements)	FDOT
40	Big Bend Rd extension (Boggy Creek to Balm Rd)	Hillsborough County
44	Balm Rd (US 301 to Clement Pride Rd)	Hillsborough County

Livable Roadways Committee:

- Approved the TIP with the request that a comprehensive analysis of the land-use implications be done related to the realignment of exit-ramps in Ybor along I-4, (related to TIP Priority 28)

The Technical Advisory Committee and Bicycle Pedestrian Advisory Committee both approved the TIP with no recommendations for changes.



Recommended Actions

1. Approve amending the Long Range Transportation Plan for:
 - Consistency with FAST Act by including the System Performance Report
 - Eliminating the express toll lanes on I-275 north of Downtown Tampa, making it consistent with the preferred alternative for Tampa Bay Next Section 7 PD&E
2. Approve the Transportation Improvement Program for Fiscal Years 2020 – 2024, and the Transportation Improvement Program Priorities for future funding.