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Transportation Planning Organization

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Plan Hillsborough

planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, August 24, 2022, 5:30 – 7:30 p.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote participation:

- To view presentations and participate your computer, tablet or smartphone: <https://attendee.gotowebinar.com/register/8862941554971676428>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-631-992-3221 Access Code: 831-126-634
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Chris English at (813) 836-7380.

Rules of engagement:

Professional courtesy and respect for others at this meeting are expected, and failure may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO's [Social Networking & Media Policy](#).

Agenda

- I. Call to Order and Introductions**
- II. Roll Call and Declaration of Quorum** (Gail Reese, TPO Staff)
 - A. Vote of Consent for Remote Member Participation** – *if applicable*
- III. Public Comment** - 3 minutes per speaker, please

Public comments are welcome and may be given in person at this teleconference meeting by logging into the website above and clicking the "raise hand" button. Comments may also be provided before the start of the meeting by e-mail to reynoldsw@plancom.org. Written comments will be read into the record, if brief, and provided in full to the Committee members.

- IV. Members' Interests**
- V. Approval of Minutes** – June 22, 2022

VI. Action Items

A. Approval of New Members (Wade Reynolds, TPO Staff)

- a. Peter Davitt
- b. Kelley Azcona

VII. Status Reports

A. 56th St/50th St Corridor Planning Study (Sigal Carmenate, Kittelson)

B. Plant City Canal Connector Trail Study (Wade Reynolds, TPO Staff)

C. Hillsborough County Bicycle Network Evaluation (Wade Reynolds, TPO Staff)

VIII. Old Business & New Business

IX. Adjournment

X. Addendum

A. TPO Meeting Summary and Committee Reports

B. FDOT SIS Cost-Feasible Projects 2035-2050 Draft for Comment

C. Fact Sheet: Dale Mabry Resurfacing, South Tampa

D. Announcement: TBARTA Survey

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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SUMMARY OF THE HILLSBOROUGH COUNTY BICYCLE PEDESTRIAN ADVISORY COMMITTEE AND TRI-COUNTY BPAC WORKSHOP OF JULY 27, 2022

I. Group Ride – 4:30 PM – 5:30 PM

II. Welcome and Introductions

Chair Horst called the meeting to order at 5:30 PM

Members Present In-Person: Robyn Baker (HC BPAC, City of Plant City); Abigail Flores (HC BPAC, Hillsborough County Public Works); Joan M Rice (Pinellas County Public Works); Jonathan Forbes, Tim Horst, Jim Shirk (Hillsborough County TPO BPAC, Members at Large); Peter Davitt (HC BPAC, City of Temple Terrace); Jason Jackman (HC BPAC, USF); Dacia Mitchell (Pasco County); John Marsh (HC BPAC, City of Tampa); Becky Afonso (Forward Pinellas BPAC, Florida Bicycle Assn); Johnny Koors, Tina Russo (Pasco County MPO); Anthony Chechile (Pasco County BPAC)

Others Present: Emmeth Duran (JMT, FDOT); Debbie Voiles (Run Tampa); Wade Reynolds, Gail Reese (Hillsborough County TPO Staff)

III. Discussion: US Bike Route 15

- December 2021 – Adventure Cycling brought the proposed route for cross-country cyclists. Route 15 runs from Valdosta, GA south.
- Pasco BPAC cannot support the route for safety reasons.
 - There are safer routes that accomplish the same goal including the Coast to Coast from Pasco to Pinellas
 - There will be a trail that goes to 301
 - They are up for negotiation but will not recommend the route for locals and can recommend other routes.
 - Agreement will depend on Hillsborough County

Discussion:

It was asked if an alternate route has been proposed. Yes, they have been. At this time, 39 is not a safe route. That is the connection to 301 and it is a truck route with no bike facilities. There was discussion about trail marking and if there were no markings, would that make it easier for Pasco to agree? The only place it would be marked would be on the Adventure Cycling website. Most cyclists would be able to find alternatives and it was mentioned that perhaps Adventure Cycling would put alternatives on their website. It was noted that this has been brought up to FDOT. Currently,

Hillsborough does not have the best of options once across the bay from Pinellas. When the route gets to Plant City, none of the route is on roads owned and maintained by the city.

IV. Update: Upper Tampa Bay Trail Study Progress

- The study is underway and due to go to the public in the fall. In PD&E
- Studying all possible routes including Gunn Highway as road work is planned.
- Van Dyke is on Long Range to be widened from 2 to 4 lanes with bike lanes.
- There was a discussion about the history of the area and the trail.
- It was noted that people need to be taught how to cross the road. Overpasses are not the best options. Pasco is working on mid-block crossings where it is safe.

Discussion:

It was asked if there is a right-of-way with options 4 & 5. No, there is private property and the owner is not willing to allow the trail. However, it has been a long time since the owner was approached, so that could be an option again. It has been difficult to get an answer about when the last time anyone talked to the landowner was. Overall, everyone is being told that they have to wait until this is ready to go to the public. There was an opportunity to get the gap closed at one time in the past, but it was not taken.

V. Nonmotorized Counting Program (Tina Russo, Pasco County)

- FDOT uses a consultant to loan out nonmotorized counters.
- Pasco has 5, Pinellas has 7, and Hillsborough has 9
- Infrared is used for pedestrians and tubes are used for the bike counts. Pasco did counts in February and August; Hillsborough did counts in February. Each count was over a two-week period.
- Pasco is looking to purchase and install permanent counters. FDOT will be able to use the loaners on other trails.
- Pasco put them on 54 (long-term counter) which is on the Suncoast.
- Good data has allowed for the option for permanent counters. Location is key. Really looked at Why a counter would be important in certain locations. If there isn't a good Why, it falls off the list.
- Using verification of users is important – knowing what types of things are going over the counters.
- There was a discussion about different types of counters.
- How data is analyzed was talked about. It comes from the counter as raw data via Bluetooth and goes to the cloud. The companies that specialize in the counts have specific software that works with the data. Eventually, the consultants are looking to turn this over to the District. It will be possible to hire a company to pull the data and provide it in a form that is usable.
- It was asked if there is speed data being collected. There is but not necessarily what type of device is responsible for the speed. Wade Reynolds will follow up on this.

VI. Ideas for future presentation and discussion topics

- How to lessen fatalities of bike riders and pedestrians across the three counties, have a deeper discussion. Look at road classifications for trends. Check the numbers of 2022 over 2021; looks like it will be busier. Are trails closing at night forcing people into dangerous areas? Some parks are not open early in the morning, runners training have to run on the street. Cycling has increased since 2020, how well are people educated about safety? There is an online poll and safety guide.
- Pinellas County has different trail use than Pasco, bikes on one side and pedestrians on the other moving in both directions. There is no consistency between the counties and the facilities. It was noted that it might be a good idea to put the rules of the trails on the regional map. Education around road rules: pedestrians go against traffic; bikes go with traffic. It was also pointed out that the level of users on particular trails can dictate the flow.
- The usage of green bike markings; FDOT is looking at retrofitting this. They have a list of products and vendors that meet specific criteria. Agencies can reach out to FDOT for information on the products, vendors, and proper installation.

VII. Open Discussion

- Safe Kids Florida Suncoast is looking for members: <https://www.safekids.org/coalition/safe-kids-florida> // <https://www.safekids.org/coalition/safe-kids-florida-suncoast> They are also looking for part-time instructors to teach during school hours in a structured environment.
- The next section of the Pinellas Trail is opening on August 5th with a ribbon cutting at 9:30AM. Being held at Countryside Recreational Center.

VIII. Next Tri-County BPAC Meeting Discussion (Pasco)

- Looking at Wednesday, November 2nd. Will have a ride. Location TBD.

IX. Adjournment

Meeting adjourned at 6:57 PM

A recording of this meeting may be viewed at:

https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/videos



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

56th/50th Street Corridor Planning Study

Presenter

Sigal Carmenate, Kittelson & Associates, Inc.

Summary

FDOT District 7 is studying 56th/50th Street from the Selmon Expressway to Fletcher Avenue to evaluate multimodal solutions to create a corridor that allows for safe travel of all users.

Part of the study limits, from Sligh Avenue to Busch Boulevard, was identified in the Vision Zero Action Plan as one of the top 20 High Injury Corridors in Hillsborough County. The study will determine how best to meet the needs of current and future users and establish a long-term plan to guide the evolution of the corridor that appropriately balances land use and transportation planning and lead to the elimination of severe and fatal crashes.

The results of the 56th Street/50th Street Corridor Planning Study will include a range of short-, mid- and long-term solutions that will inform roadway design decisions. A preferred concept plan is scheduled to be completed in October 2022.

Recommended Action

None. For informational purposes only.

Prepared By

Wade Reynolds, TPO Staff

Attachments

[Presentation slides.](#)



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Board & Committee Agenda Item

Agenda Item:

Plant City Canal Connector Trail Study

Presenter:

Wade Reynolds, TPO Staff

Summary:

The Canal Connector Trail was identified as one of three catalyst projects in the Plant City Walk-Bike Plan prepared by the Hillsborough TPO in 2018. The City currently has a limited amount of active transportation or recreational trail options that would fit the description of regional in context. Introducing an iconic trail has been known to activate community space and place, provide connectivity for residents to community-based programs, and support the use of alternative transportation modes for exercise, shopping and commuting to work. The planned Canal Connector Trail will extend the on-street system and connect residential communities, commercial areas, and other points of interest for pedestrians and cyclists. This trail is proposed to extend south of Downtown Plant City to McIntosh Preserve, north of Interstate 4.

Recommended Action:

None, for informational purposes only.

Prepared By:

Wade Reynolds, TPO Staff

Attachments:

[Project Web Page](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough County Bicycle Network Evaluation

Presenter:

Wade Reynolds, TPO Staff

Summary:

Committed to improving the mobility and safety of all residents, Hillsborough County and the TPO are looking to identify, evaluate, and prioritize bicycle facility needs along the County's roadway transportation network. Establishing a data-driven methodology and process to address the mobility and safety needs of people on bicycles will assist in realizing the commitment and desire to provide a safe, connected, and inviting network of bicycle facilities.

Recommended Action:

None, for information only

Prepared By:

Wade Reynolds, TPO Staff

Attachments:

[Project Webpage](#)



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Transportation Planning Organization

Committee Reports

Meeting of the Livable Roadways Committee (LRC) on June 22

The LRC approved the following action items:

- ✓ Public Participation Plan Amendments 2022
- ✓ Comments on ETDM Project #14503 Suncoast Parkway Widening - The LRC moved to transmit the following comments:
 - Rec 1: Include any “widening” be replaced with “capacity increase” and include prioritizing alternatives such as rail and rapid transit.
 - Rec 5: Include additional, long-term environmental impacts due to the “capacity increase” be evaluated.
 - Rec 7: Add language to include all airborne contaminants, following all health and safety protocols.
 - Add language that the additional capacity must be compatible with the Hillsborough County LRTP and community needs.

The LRC heard status reports on:

- HART Budget for FY23
- Hillsborough County Corridor Preservation Best Practices Report
- Tampa Vision Zero Implementation Through Maintenance

Meetings of the Bicycle Pedestrian Advisory Committee (BPAC) on June 22 and July 27

The BPAC approved the following action item:

- ✓ Public Participation Plan Amendments 2022

The BPAC heard the following status reports:

- Hillsborough County Corridor Preservation Best Practices Report
- Tampa Vision Zero Implementation Through Maintenance

The BPAC met with the Tri-County BPAC and discussed the Upper Tampa Bay Trail Gap at a workshop on July 27, 2022. Members asked about the timing of the current study; public outreach is expected in fall 2022. Members also discussed the future of the nonmotorized count program and the proposed US Bike Route 15 through Pasco and Hillsborough Counties.

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) of June 24

The TDCB approved the following action items:

- ✓ Public Participation Plan Amendments 2022
- ✓ TDCB Grievance Procedures
- ✓ TDCB Annual Bylaws Review – The TDCB requested an amendment to change the quorum requirements from five (5) persons to a majority of the sitting board.

The TDCB heard status reports on:

- Sunshine Line Update
- TBARTA Regional Rapid Transit Development Concept of Operations
- HART Transit Development Plan

Meetings of the Citizens Advisory Committee (CAC) of July 13 and August 3

The CAC voted to forego its July recess and hold an optional meeting to clear the backlog of status reports deferred from previous meetings. The committee heard status reports on July 13:

- County Corridor Preservation Best Practices Report – The CAC appreciated learning from peer metros to better assess effectiveness.
- Tampa Vision Zero Implementation Through Maintenance – Members were excited to learn more about the City's public-private partnerships as a means of reducing the cost burden of much needed improvements, and requested more information about how the CAC can help deliver safety funds.
- CAC Organizational Survey. The committee was presented with several proposals to address the representational deficiencies of membership, namely geographic and demographic, for consideration and future discussion. Some ways to address the deficiencies include expanding membership from 21 seats to potentially 60 or more; creating more seats reserved for underrepresented geographic areas and demographic groups; and moving the committee start time to the evening to be more accessible.

The CAC approved the following action item on August 3:

- ✓ Public Participation Plan (PPP) Amendments - The CAC recommended that the TPO update the list of print media outlets in the PPP; requested to add information about when projects cannot be unilaterally rescheduled or removed from the Transportation Improvement Plan (TIP), per the Florida State Statutes; commended the TPO for improving its public engagement strategies; and suggested additional strategies which the TPO staff agreed to utilize, such as increased outreach to persons with disabilities and community groups, rebranding the TIP and providing more public education about it, and redesigning roadside signs to make them simpler to read.

The CAC also heard a presentation on the Freight Supply Chain Resilience Study, and did not approve the report after suggesting the report should consider the Vision Zero mission. Several committee members cautioned that the TPO should not create a Freight Advisory Committee, as this could duplicate efforts occurring at both the regional and state level.

The CAC heard status reports on August 3:

- HART FY2023 Budget - Concern was expressed that the American Rescue Plan (ARP) funding constitutes a large share of HART's funding and committee members wonder what may happen when that funding expires. The committee requested that HART staff return at a later date and provide information about why some line items in the agency's budget have increased and how the agency would invest surtax funds if the Transportation Sales Surtax Referendum is approved by voters.
- CAC Organizational Structure - The committee was encouraged to provide feedback on proposals presented during the July meeting. While there was no action, there was general agreement that evening start times are preferable, and that the hybrid meeting format should remain as long as there are safeguards in place to prevent members from abusing that privilege. Regarding geographical and demographic representation, there was general agreement that more diversity is a goal that we should pursue. Several members expressed concern about expanding membership to 60 seats, with some remarking that membership should be capped at 30. Members requested that, at the next meeting, staff present five specific proposals covering start time, format, the number of seats, number reserved for geographies and demographics, and term limits.

Meeting of the Intelligent Transportation Systems Committee (ITS) of July 14

The ITS Committee heard status reports on:

- Freight Supply Chain Resilience Study – Members appreciated the study and commented on fuel impacts during Hurricane Irma and disruption to communication systems.
- FDOT District 7 Smart Corridors Plan – Members discussed speed management on the interstates and the challenges for enforcement. There are opportunities for speed control and a possibility of a pilot project for variable speed limit signs on I-75. Temple Terrace and Plant City expressed interest in knowing more about the bike and pedestrian counts.
- One.Network Traffic Management Platform – One.Network is a traffic management platform for coordinating roadway interruptions due to incidents, events and work zone activities. One platform is used for data input, centralization and data sharing between the different jurisdictions. Members of the public can create customized maps and routes, and sign up to be notified of any future planned events.
- I-4 Florida's Regional Advanced Mobility Elements (FRAME) Project and FDOT Connected and Automated Vehicles (CAV) Program – FRAME deployment is underway and includes work zone traffic management, wrong way driving warning, traffic incident management, speed harmonization, freight management aspect and predictive analytics feature that predicts crash risk based on real-time data. The system can provide information to roadside units (RSUs) which can broadcast information to nearby vehicles, notifying of any incidents.

Technical Advisory Committee (TAC) on August 1

The TAC approved the following action item:

- ✓ Public Participation Amendments were approved unanimously. There was discussion on ways to demonstrate compliance with the improved procedures for informing the public

on TIP amendments, including pictures of sign postings and sharing public comment received on project webpages.

- ✓ The committee heard the presentation on Freight Supply Chain Resilience Study. There was appreciation for the methodology and comprehensiveness of the study but the committee wanted an opportunity to review the recommendations with the inclusion of additional input from the Health Department. A motion was made to accept the draft recommendations with an understanding that a second review and approval action will be taken at a future meeting.

The TAC heard status reports on:

- Tampa International Airport Master Plan Process
- The 56th/50th Street Corridor Planning Study was well received. The focus on speed reduction through design was commended. Members were interested in future updates on design, funding, and construction.
- The HART FY2023 Budget item was delayed until the following month due to technical difficulties in the Plan Hillsborough Room

Beth Alden

Subject: FDOT District 7 - DRAFT Cost Feasible Plan for SIS 2033-2050

From: Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>

Sent: Wednesday, July 27, 2022 10:29 AM

To: Beth Alden <aldenb@plancom.org>

Subject: D7 - DRAFT - SIS CFP information

Good morning, Beth.

As discussed yesterday, the Department needs the SIS Long Range Cost Feasible Plan (CFP) and attached presentation inserted into the TPO Board's Agenda [Packet] for August.

Any comments/questions received on the presentation or plan, should be forwarded to Lori Marable [lori.marable@dot.state.fl.us] by September 16, 2022.

Please let me know if you need anything else.

Thanks,

Suzanne Monk, FCCM

Government Liaison
Florida Department of Transportation, District 7
11201 N. McKinley Drive, Tampa, Florida 33612
813-975-6721



FDOT D7 Cost Feasible Plan (CFP) with 2020 costs

DRAFT
as of
07/25/2022

ID	FPN	FACILITY	FROM	TO	Design			ENV	Right of Way / Construction			IMPRV TYPE	DISTRICT PRIORITY (2022)	NOTES	COUNTY
					PDE	PE	TOTAL		ROW	CON	TOTAL				
3695	434045-2	I-275	N of Lois Avenue	N of Howard Avenue		9,000,000		1,750,000		142,900,000		MGLANE	1	Hillsborough TPO Priority #67	Hillsborough
3715	434045-3	I-275	N of Howard Avenue	N of Hillsborough River		10,000,000		300,000		157,000,000		MGLANE	2	Hillsborough TPO Priority #67	Hillsborough
3735	449109-1	I-275	N of 38th Avenue	N of 4th St N						247,000,000		A2-6	3	Forward Pinellas Priority #12	Pinellas
3736	449109-2	I-275	N of I-375	N of 38th Avenue N						110,000,000		A2-6	4	Forward Pinellas Priority #13	Pinellas
3755	424501-7	I-275	54th Avenue South	I-375						57,580,000	57,580,000	A1-3	5	Forward Pinellas L RTP	Pinellas
1497	430338-1	I-4 (EB)	E of Orient Rd	W of I-75					10,302,700	124,117,521	134,420,221	M-INCH	6	Hillsborough TPO L RTP	Hillsborough
3271	431746-4	I-4	E of Branch Forbes Road	Polk Parkway		2,995,110	2,995,110			298,096,261	298,096,261	MGLANE	7	Hillsborough TPO L RTP	Hillsborough
3508	431746-3	I-4	Selmon Connector	Branch Forbes Road		6,840,612	6,840,612		30,213,600	919,003,751	949,217,351	MGLANE	8	Hillsborough TPO L RTP	Hillsborough
3281	437650-2	I-75	at Gibsonton Drive							50,375,697	50,375,697	M-INCH	9	Hillsborough TPO Priority #79	Hillsborough
3775	447107-5	SR 60 EB	N of Spruce ST/TIA Interchange	N of Memorial Highway		515,072	515,072			46,179,264	46,179,264	A2-8	10	Hillsborough TPO Priority #67	Hillsborough
3507	431821-3	I-275	N of Hillsborough Ave	S of Bearss Ave		2,266,385	2,266,385			223,531,797	223,531,797	HWYCAP	11	Hillsborough TPO Priority #66	Hillsborough
3270	431821-4	I-275 at Bearss Ave	S of Bearss Ave	N of Bearss Ave		909,835	909,835		1,648,200	77,682,248	79,330,448	M-INCH	12	Hillsborough TPO Priority #66	Hillsborough
3289	435750-2	SR 60	Dover Road	SR 39					14,563,100	98,400,670	112,963,770	A2-6	13		Hillsborough
3290	255819-1	SR 60	SR 39	Polk County Line		800,000	800,000		2,550,000	7,202,691	9,752,691	A2-6	14		Hillsborough
3267	443775-1	I-275 at Busch Blvd	Florida Ave	Nebraska Ave		126,000	126,000			4,332,312	4,332,312	M-INCH	15	Hillsborough TPO L RTP	Hillsborough
3268	443776-1	I-275 at Fowler Ave	SB I-275 Off Ramp	Nebraska Ave		136,320	136,320			6,372,242	6,372,242	M-INCH	16	Hillsborough TPO L RTP	Hillsborough
3269	443777-1	I-275 at Fletcher Ave	SB I-275 Off Ramp	NB On Ramp		126,000	126,000			2,395,368	2,395,368	M-INCH	17	Hillsborough TPO L RTP	Hillsborough
1728	430056-2	US 41	S of Pendola Point/Madison Ave	South of Causeway Blvd					4,900,900	20,867,635	25,768,535	A2-6	18	Hillsborough TPO Priority #84	Hillsborough
1632	419235-6	I-75	S of US 301	N of Bruce B Downs Blvd		13,662,688	13,662,688		66,911,400	2,101,343,092	2,168,254,492	MGLANE	19	Hillsborough TPO L RTP	Hillsborough
1634	433793-1	I-75	N of Bruce B Downs Blvd	N of I-75/I-275 Apex		26,748,000	26,748,000		35,325,500	164,072,000	199,397,500	MGLANE	20	Hillsborough TPO L RTP	Hillsborough
3278	419235-5	I-75	Manatee CO/L Rd	South of US 301		5,438,808	5,438,808		24,283,400	796,229,224	820,512,624	MGLANE	21	Hillsborough TPO L RTP	Hillsborough
3654	256931-4	US 92/SR 600/SR687/SR694/GANDY BLVD	4th St	W of Gandy Bridge					33,334,500	257,949,720	291,284,220	A2-6	22	Forward Pinellas Priority #18	Pinellas
3300	441250-2	US 92 (Gandy Bridge)	West end of Gandy Bridge	East end of Gandy Bridge		5,309,802	5,309,802			414,953,156	414,953,156	A2-6	23	Forward Pinellas Priority #18 (Pinellas Portion)	Hillsborough
3655	441250-3	US 92 (Gandy Bridge)	East end of Gandy Bridge	West Shore Blvd		1,908,384	1,908,384			9,421,603	9,421,603	A2-6	24	Hillsborough TPO L RTP	Hillsborough
3795	444434-1	I-4 at County Line Road	S of South Frontage Road	I-4 WB ramps						2,971,231	2,971,231	M-INCH	25	Operational Improvement	Hillsborough/ Polk
3298	TBD	US 19	Pinellas/Pasco County Line	Pasco/Hernando County Line	1,000,000		1,000,000					STUDY	26		Pasco
3293	256998-1	SR 686 / Roosevelt Boulevard	I-275/SR 93	W of 9th St N/MLK St N						100,323,234	100,323,234	M-INCH	27	Forward Pinellas Priority #20	Pinellas
1517	433798-1	US 19	S of Lake St	Pinellas Trail (Tarpon Interchange)		8,860,000	8,860,000			87,955,250	87,955,250	N-INCH	28	Forward Pinellas L RTP	Pinellas
1514	433799-1	US 19	CR 95	N of Nebraska Ave						152,082,330	152,082,330	M-INCH	29	Forward Pinellas Priority #19	Pinellas
3286	TBD	I-75	North of Bruce B. Downs	North of SR 52	2,000,000		2,000,000					PDE	30		Hillsborough
3661	433796-1	US 19	South of Timberlane Rd	South of Lake Street (Klosterman Interchange)						113,733,138	113,733,138	SERVE	31	Forward Pinellas Priority #26	Pinellas
3662	447157-1	I-4 at McIntosh	S of US 92	N of Dickey Rd					16,305,464	16,305,464	32,610,928	M-INCH	32	Hillsborough TPO L RTP	Hillsborough
3663	447159-1	I-4 at Branch Forbes Rd	S of US 92	Harvey Tew Rd					14,159,452	14,159,452	28,318,904	M-INCH	33	Hillsborough TPO L RTP	Hillsborough
3287	TBD	I-75	North of SR 52	Hernando/Sumter County Line	750,000		750,000					PDE	34		Hernando
1635	433794-1	I-75	SR 56	CR 54		12,019,000	12,019,000		52,807,457	60,094,886	112,902,343	MGLANE	35	Pasco MPO L RTP	Pasco
1501	258736-3	I-75	N of CR 54	N of SR 52		23,754,000	23,754,000		10,437,000	118,769,000	129,206,000	MGLANE	36	Pasco MPO L RTP	Pasco
1502	411014-3	I-75	N of SR 52	Pasco/Hernando C/L		4,848,000	4,848,000		15,002,000	317,822,916	332,824,916	MGLANE	37	Pasco MPO L RTP	Pasco
1505	411011-5	I-75	Pasco/Hernando C/L	S of SR 50		3,939,000	3,939,000					MGLANE	38		Hernando
1506	411012-3	I-75	S of SR 50	Hernando/Sumter C/L		4,207,000	4,207,000					MGLANE	39		Hernando
1508	411012-1	I-75	Hernando/Sumter C/L	CR 476-B		2,319,000	2,319,000					MGLANE	40		Hernando
1512	430051-1	SR 50	Brooksville ByPass	Lockhart Road		6,300,000	6,300,000		8,100,000	69,200,000	77,300,000	A2-6	41		Hernando
1511	433800-1	SR 50 (Cortez Blvd)	Suncoast Pkwy	Cobb Road		4,600,000	4,600,000		19,500,000	13,868,000	33,368,000	A2-6	42		Hernando
3288	445197-1	SR 54	at Collier Parkway			15,000,000	15,000,000		30,000,000	100,000,000	130,000,000	N-INCH	43	Priority #13 in Pasco MPO L RTP	Pasco

These projects are highlighted in the presentation

	FY 2033 to FY 2035 (3 years)	
	FY 2036 to FY 2040 (5 years)	
	FY 2040 to FY 2045 (5 years)	
	FY 2045 to FY 2050 (5 years)	New Band

NOTES

- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CONS2) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.

IMPROVEMENT TYPES

- A1-3: Add 1 Lane to Build 3
- A2-4: Add 2 Lanes to Build 4
- A2-6: Add 2 Lanes to Build 6
- A2-8: Add 2 Lanes to Build 8
- A4-12: Add 4 Lanes to Build 12
- A1-AUX: Add 1 Auxilliary Lane
- A4-SUL: Add 4 Special Use Lanes

- ACCESS: Access
- BRIDGE: Bridge
- FRTCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- PTERM: Passenger Terminal
- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes

- M-INCH: Modify Interchange
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan


Long-Range Cost Feasible Plan (CFP) FY 2033 - 2050

Strategic Intermodal System (SIS)

District Seven
August 2022



Welcome to the District Seven Strategic Intermodal System 2050 Long Range Cost Feasible Plan presentation.



SIS Long Range CFP Development Process



We will start with discussing the SIS Long Range Cost Feasible Development Process

Purpose of the Long Range Cost Feasible Plan

- Ensure consistency with the goals of the Florida Transportation Plan (FTP) and the objectives of the SIS Policy Plan
- Evaluate the SIS needs considering projected future revenues
- Develop a phased plan for SIS improvements
- Meet statutory requirement of Chapter 339.64(4)(d), F.S.



The CFP fulfills the following key purposes:

- It ensures consistency with the goals of the Florida Transportation Plan (FTP) and the objectives of the SIS Policy Plan,
- It evaluates statewide and local needs considering projected future revenues to determine the most strategic use of SIS funds,
- It contributes to the SIS's overall long-range planning efforts in the form of a phased plan for SIS improvements, and
- It meets the statutory requirements set forth in Chapter 339.64(4)(d), F.S..

2050 SIS Cost Feasible Plan

The 2050 Cost Feasible Plan will reflect:

- Projects deferred during the previous Work Program Development Cycles
- Remaining project phases from the SIS 2045 Cost Feasible Plan
- Projects advanced from the *SIS 2045 Multi-Modal Unfunded Needs Plan*
- New projects identified as priorities

When the 2050 CFP is complete it will contain:

- Projects deferred during previous Work Program Development Cycles,
- Projects remaining from the SIS 2045 CFP,
- Projects advanced from the *SIS 2045 Multi-Modal Unfunded Needs Plan*, and
- New projects identified as priorities

SIS Funding Eligibility Guidance



STRATEGIC INTERMODAL SYSTEM

Funding Eligibility Guidance Document

2019



Is the project:

- of statewide importance?
- contributing to the expansion of major SIS roadway trade and tourism corridors?
- contributing to the completion of a SIS corridor?
- contributing to the overall connectivity of the SIS?

The Funding Eligibility Guidance is a part of the SIS planning process and receives its direction from the FTP and SIS Policy Plan. This guidance document contains criteria that is used to identify eligible SIS projects.

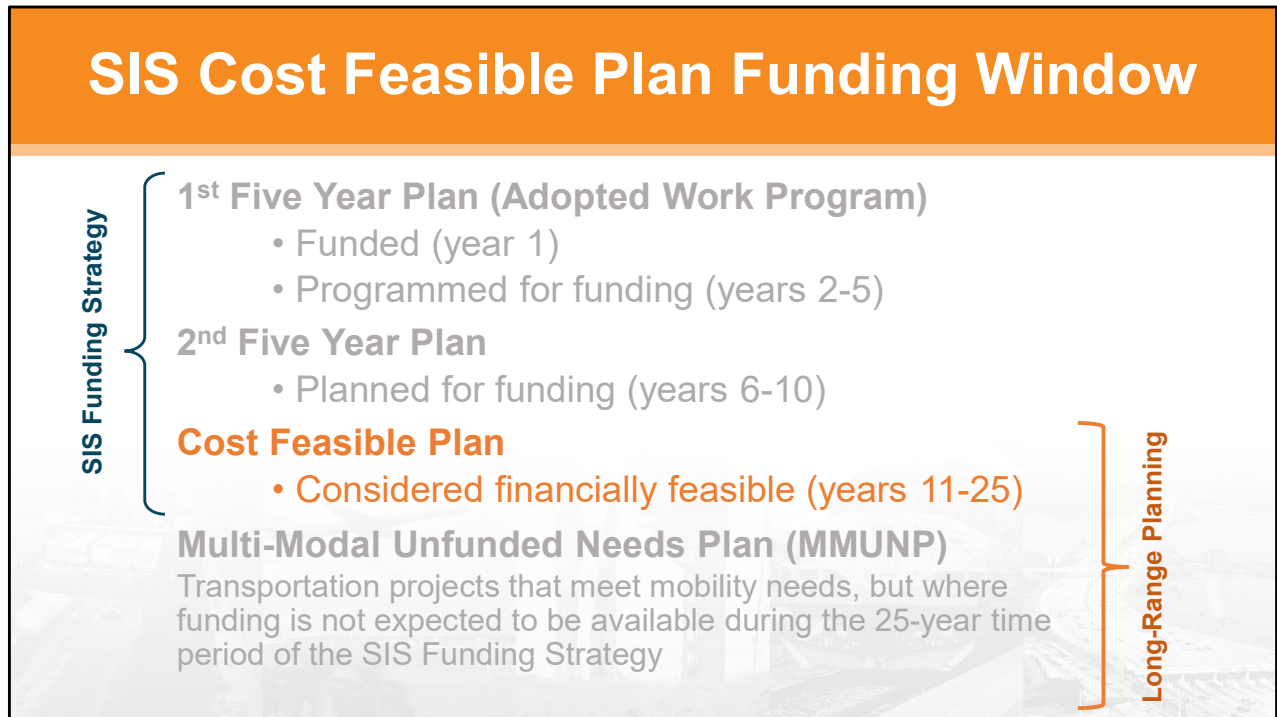
This document, which also serves as a guide for the overall SIS long range planning process, provides direction to the CFP from a planning perspective in the form of its project selection criteria. The SIS Central Office Staff will be using these criteria when identifying projects for the Statewide CFP.

Key criteria to be considered when submitting projects for the CFP are:

- Is the project of statewide importance,
 - Does the project contribute to the expansion of major roadway trade and tourism corridors,
 - Does the project contribute to the completion of a corridor,
 - Does the project contribute to the overall connectivity of the SIS?
- *For more information, please see the Funding Eligibility Guidance Document on the FDOT SIS Website*

<https://www.fdot.gov/planning/systems/documents/brochures/default.shtm>

SIS Cost Feasible Plan Funding Window



The SIS Funding Strategy includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. These documents are the first and second five-year plans, and the CFP.

- All projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25-year period.
- The CFP years 11 – 25 or FY 2033 to 2050, along with the Multi-Modal Unfunded Needs Plan, represent the SIS's two long-range planning documents.

2050 CFP Funding Bands and Costs

4 Funding Bands:

Band A – FY 2033 – 2035 (3 years)

Band B – FY 2036 – 2040 (5 years)

Band C – FY 2041 – 2045 (5 years)

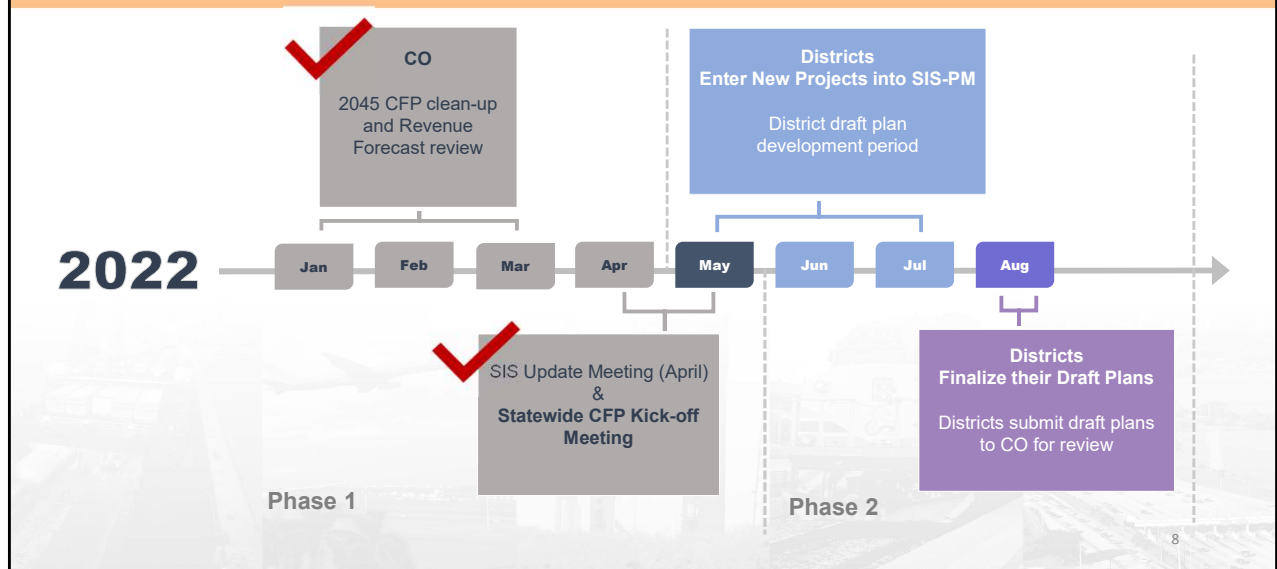
Band D – FY 2046 – 2050 (new)

Project Costs will be in Present Day Costs (PDC)

- Conversion to Year of Expenditure (YOE) will be done by Central Office upon final approval

- The 2050 CFP will have 4 funding bands.
- The first year in Band A (FY 2033) reflects the 11th year following the 1st Five-Year Plan and 2nd Five-Year Plan SIS Work Program. During this update cycle we are adding Band D to coincide with the new planning horizon (2050).
- The plan will be developed in Present Day Costs (PDC) and converted into Year of Expenditure (YOE) once approved.

Where are we in the process?



Where are we in the process?

- Phase 1 CFP development process contained tasks solely executed by DOT Central Office.
- Phase 2 (is where we are now) consists of District and MPO/TPO's coordination and collaboration. Districts will be responsible for developing their districtwide draft CFP plans. MPO/TPO's will review the draft CFP Plan and provide comments. At the completion of this phase in August, districts will submit their draft CFPs to Central Office for review and incorporation into the Draft Statewide CFP.

Where are we going?



Where are we going?

- Phase 3: central office will develop the statewide draft CFP, which is rooted in the districts draft CFP plans, and seeks senior management input.
- Phase 4: District, with input from MPO/TPOs, will review and revise the statewide CFP draft plan. Districts will submit their revision to central office at the end of this phase.
- During Phase 5 Central Office will be making final revisions, seeking approval of the draft statewide CFP from senior management, and publication of the final CFP in spring of 2023.
- This schedule is subject to change and none of these dates are set in stone. If there is a change central office staff will notify all districts of that change.
- Communication and coordination between Central Office, districts, and MPO/TPOs, should be free flowing across all phases.

Note: Keep in mind that the dates and targets reflected in this schedule are subject to change, especially in later phases towards the end of the CFP update process. We want to ensure that ample time is built into to the schedule for coordination which includes draft plan review and partner outreach.

Sample of Long-Range SIS Projects (FY 2033 – 2050)

I-275 from N of Lois Avenue to N of Howard Avenue

- PE, CST – FY 2033 - 2035

I-275 from N of Howard Avenue to N of Hillsborough River

- PE, CST – FY 2033 - 2035

I-275 N of 38th Avenue to N of 4th Street N

- ROW, CST – FY 2033 - 2035

I-275 from N of I-375 to N of 38th Avenue N

- CST – FY 2033 - 2035

I-275 from N of Lois Avenue to N of Howard Avenue – PE and Construction – FY 2033 – 2035

I-275 from N of Howard Avenue to N of Hillsborough River – PE and Construction – FY 2033 – 2035

I-275 N of 38th Avenue to N of 4th Street N - Right of Way and Construction – FY 2033 – 2035

I-275 from N of I-375 to N of 38th Avenue N - Construction – FY 2033 – 2035

Sample of Long-Range SIS Projects (FY 2033 – 2050)

I-275 from 54th Avenue S to I-375

- CST – FY 2033 - 2035

I-4 (EB) from E of Orient Road to W of I-75

- ROW, CST – FY 2033 - 2035

I-4 from E of Branch Forbes Road to Polk Parkway

- PE – FY 2033 - 2035 / CST – FY 2036 - 2040

I-4 from Selmon Connector to Branch Forbes Road

- PE, ROW, CST – FY 2033 - 2035

I-275 from 54th Avenue S to I-375 - Construction – FY 2033 - 2035

I-4 (EB) from E of Orient Road to W of I-75 - Right of Way and Construction – FY 2033 - 2035

I-4 from E of Branch Forbes Road to Polk Parkway - PE – FY 2033 - 2035 / Construction – FY 2036 - 2040

I-4 from Selmon Connector to Branch Forbes Road - PE, Right of Way, and Construction – FY 2033 - 2035

Sample of Long-Range SIS Projects (FY 2033 – 2050)

US 41 from S of Pendola Point/Madison Avenue to South of Causeway Blvd

- ROW, CST – FY 2033 - 2035

I-75 from SR 56 to CR 54

- PE – FY 2033-2035, CST – FY 2040 - 2045

SR 50 (Cortez Blvd) from Suncoast Parkway to Cobb Road

- PE – FY 2033 - 2035, CST – FY 2040 - 2045

SR 54 at Collier Parkway

- PE, ROW – FY 2033 - 2035 / CST – FY 2036 - 2040

US 41 from S of Pendola Point/Madison Avenue to South of Causeway Blvd – Right of Way and Construction – FY 2033-2035

I-75 from SR 56 to CR 54 – PE – FY 2033-2035 and Construction – FY 2040 - 2045

SR 50 (Cortez Blvd) from Suncoast Parkway to Cobb Road – PE – FY 2033 – 2035, Construction - CST – FY 2040 - 2045

SR 54 at Collier Parkway – PE and Right of Way – FY 2033 - 2035 / Construction – FY 2036 - 2040

Stakeholder Input

- Review existing 2045 SIS Long Range Cost Feasible Plan to ensure projects reflect current and future stakeholder priorities
- Review Draft 2050 SIS Long Range Cost Feasible Plan prepared by District 7
- Review current LRTP to determine what new projects should be added to the 2050 CFP
- Coordinate with adjacent MPO/TPOs and/or counties
- Comments should be sent to Lori and are due by August 31, 2022

Stakeholders can do a few things to help with the development of the statewide CFP such as:

- Review existing 2045 CFP to ensure that the projects listed accurately reflect current and future stakeholder priorities.
- Review the Draft 2050 CFP prepared by District 7 staff
- Review existing LRTPs to see if new projects should be added to the 2050 CFP
- Coordinate with adjacent MPO/TPOs and/or counties
- Comments should be sent to Lori and are due by August 31, 2022 – This date is subject to change.

Questions and Comments

Lori Marable

District Seven SIS Coordinator

813-975-6450

Lori.marable@dot.state.fl.us

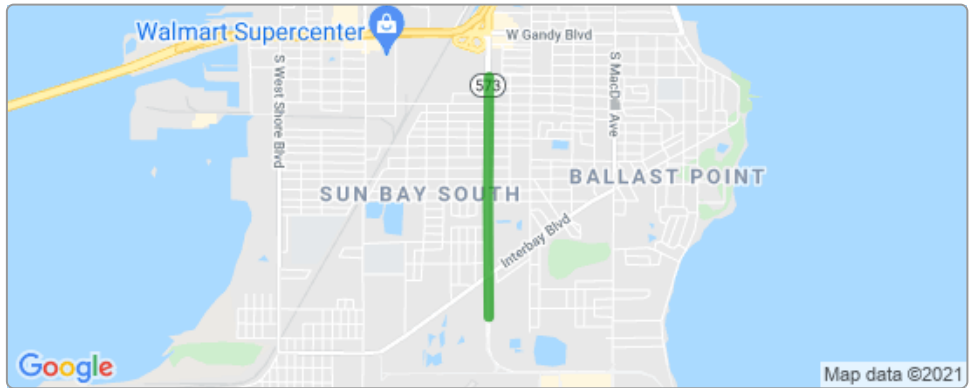


If you have any questions or comments please contact the District Seven SIS Coordinator, Lori Marable.

Thank you.

SR 573 (Dale Mabry) Repaving from Pinewood St. to Ballast Point Blvd. 443347-1-52-01

Project Details	
Work Type	Repaving
Phase	Design
Limits	from south of Pinewood St. to north of Ballast Point Blvd
Length	1.5 miles
City	Tampa
County	Hillsborough
Road	Dale Mabry Hwy SR 573
Design Cost	\$808,000



About

This project will repave Dale Mabry Hwy between Pinewood St. and Ballast Point Blvd. in south Tampa. In addition to repaving the road, the traffic signal at the intersection of Dale Mabry Hwy and Oklahoma Ave will be replaced with hurricane resistant poles.

Design activities are currently underway. Construction is anticipated to begin in 2024.

Contact Information	
Design Manager	Charlie Xie 813-975-6287 Charlie.Xie@dot.state.fl.us
Media Contact	Kris carson 813-975-6060 Kristen.Carson@dot.state.fl.us

Beth Alden

Subject: Clearwater Aerial Gondola public survey open thru Aug.31

From: Chris Jadick <chris.jadick@tbarta.com>
Sent: Friday, August 12, 2022 1:32 PM
To: Beth Alden <aldenb@plancom.org>
Subject: Clearwater Aerial Gondola public survey now open

Should Clearwater build an aerial gondola to help you get to Clearwater Beach faster? TBARTA is conducting a survey this month and wants to hear from everyone in Tampa Bay! The anonymous survey is just 10 questions and takes only a couple minutes to complete. The information you provide will help future transportation considerations. Take the survey now at <https://www.surveymonkey.com/r/STNN6RJ>

Important to note – I think you are aware, but want to make clear TBARTA has no plans to build a gondola and we are not proposing one, this is simply a feasibility study. The project is part of the Innovative Transit Development funds received from the FL Legislature in 2019.

Please let me know if you have questions – thanks! Chris

Chris Jadick

Director of Communications
Office: (813) 639-7743
www.TBARTA.com



Florida has a very broad Public Records Law. Most written communications to or from State and Local Officials regarding State or Local business are public records available to the public and media upon request. Your email communications may therefore be subject to public disclosure.