



# Hillsborough TPO

## Transportation Planning Organization

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**Plan Hillsborough**

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601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

### ***Meeting of the Transportation Disadvantaged Coordinating Board*** Friday, August 26, 2022, 9:30am

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/9039647367208684816>

Register in advance to receive your personalized link, which can be saved to your calendar.

Dial in LISTEN-ONLY MODE: 1(562) 247-8422 Access Code: 847-888-933

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: Jason Krzyzanowski at 813-836-7327.

#### 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](#).

#### **I. Call to Order and Introductions**

#### **II. Roll Call Vote 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**

#### **IV. Approval of Minutes – June 24, 2022**

#### **V. Action Items**

##### **A. Transportation Disadvantaged Service Plan Amendment** (Joshua Barber, TPO Staff)

#### **VI. Status Reports**

##### **A. Sunshine Line Update** (Karen Smith, Sunshine Line)

##### **B. HART FY2023 Budget** (Loretta Kirk, HART)

- C. Transportation Disadvantaged Return on Investment Study  
(Joshua Barber, TPO Staff)
- D. Health Impact Assessment of LRTP Complete Streets (Joshua Barber,  
TPO Staff)

**VII. Old Business & New Business**

- A. ADA Self-Evaluation and Transition Plan
- B. Next Meeting: October 28, 2022

**VIII. Adjournment**

**IX. Addendum**

- A. TPO Meeting Summary & Committee Report
- B. FDOT SIS Cost Feasible Projects 2035-2050 Draft for Comment
- C. Fact Sheet: Dale Mabry Resurfacing, South Tampa
- D. 56<sup>th</sup> St. Public Meeting Flyer
- E. Announcement: TBARTA Survey

The full agenda packet is available on the TPO's website, [www.planhillsborough.org](http://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](mailto: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](mailto: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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**HILLSBOROUGH COUNTY MEETING OF THE  
TRANSPORTATION DISADVANTAGED COORDINATING BOARD  
HYBRID MEETING OF JUNE 24, 2021  
DRAFT MINUTES**

**I. CALL WORKSHOP TO ORDER**

Chair Myers called the meeting to order at 9:30 AM.

**II. ROLL CALL & DECLARATION OF QUORUM** (Gail Reese, TPO Staff)

**Members Present In-Person:** Commissioner Gwen Myers, Gloria Mills, Glenn Brown, Debra Noel, David Newell, Emily Hughart, Clairedine Senate, Beth Pasek, Mark Harshbarger, Indihra Chambers

**Members Present Virtually:** Councilman Gil Schisler, Kristen Thomas, Meghan Krieger

**Members Excused/ Absent:** Cassandra Blaylock, Artie Fryer, Craig Forsell, Nancy Castellano, Dr. Leslene Gordon, Alexcia Wiggins

**Others Present:** Scott Clark (non-voting), Karen Smith (non-voting) (Sunshine Line); Joshua Barber, Davida Franklin, Jason Krzyzanowski, Elizabeth Watkins, Amber Simmons, Lizzie Ehrreich, Allison Yeh, Gail Reese (TPO Staff); Carla Williams, Kemly Green, Omar Alvarado, Loretta Kirk, Christopher DeAnnuntis (HART); Brian Pessaro (TBARTA)

*An in-person quorum has been met.*

**A. Vote of Consent for Remote Member Participation – if applicable.** (Timestamp 0:02:27)

**Glenn Brown moved to approve remote participation, seconded by Indihra Chambers. Voice vote, motion passes unanimously.**

**III. PUBLIC COMMENT** - None

**IV. APPROVAL OF MINUTES** (Timestamp 0:03:30) – April 22, 2022

**Councilman Schisler moved to accept the April 22, 2022 minutes, seconded by David Newell. Voice vote, motion passes unanimously.**

**V. ACTION ITEMS**

**A. Public Participation Plan Amendments 2022** (Davida Franklin, TPO Staff) (Timestamp 0:04:29)

- Review of the Public Participation Plan.
- Amendments:

- Required Public Review (pg. 24, 25, 26) – TIP Amendment change from 21 to 14 days minimum review period; require no public advertisement, and are generally considered at a public meeting; public notices and/or advertisements may also involve a social media post, notice on the Plan Hillsborough website, a post on the calendars of new media websites, and a press release or newsletter article, and placement of road signs. Showed examples used during the pilot program.
- Amendment 2 – TIP Amendment (pg. 33); removal of the CAC meeting requirement.

**Attachments:**

**Presentation:** [Public Participation Plan Amendment Presentation Slides](#)

Public Participation Plan: [Public Participation Plan 2020 Update \(planhillsborough.org\)](#)

**Recommended Action: Approve the Public Participation Plan Amendments.**

**Discussion:**

It was noted that there is a broader marketing reach with a smaller amount of time.

**Councilmen Schisler moved to approve Public Participation Plan amendments, seconded by Beth Pasek. Voice vote, motion passes unanimously.**

**B. TD Grievance Procedures (Joshua Barber, TPO Staff) (Timestamp 0:11:57)**

- This is done every year to ensure quality control and provide users with a body to review grievances.
- The procedures are in the June Agenda Packet.
- Have not had to convene a Grievance Subcommittee in several years.
- Went over the make-up of the subcommittee. Asked the Chair to appoint a new member, John Vargas is named.

**Recommended Action: Approve the Grievance Procedures and appoint one new member representing a user of transportation services.**

**Glenn Brown moved to approve John Vargas to the Grievance Subcommittee, seconded by Indihra Chambers. Voice vote, motion passes unanimously.**

**Discussion:**

It was asked if people can fill in more than the space allotted on the form. Yes, will expand the field. It was also asked how someone would be able to file a grievance. Filing may be done through the Sunshine Line; there is information in the brochures on how to file a grievance in other ways as well.

**Glenn Brown moved to approve the Grievance Procedures, seconded by David Newell. Voice vote, motion passes unanimously.**

**C. TPO/LCB Annual Bylaws Review (Joshua Barber, TPO Staff) (Timestamp 0:17:32)**

- State law requires this. Done annually.
- Have not been amended in some time; October 2020 when the quorum was lowered to 5 members to achieve quorum. It was noted that the Board can raise it back to the majority if that is the desire of this Board.

**Recommended Action:** Review and (re)approve the LCB Bylaws, amended if necessary.

**Discussion:**

It was asked if it takes 2 readings to the TPO Board for approval. It takes one meeting for the reading and a second for action by the TPO Board. At this time, if any amendments are made, they would take place in September and take effect in October. Clarification was asked for on the official number for the majority. There was a discussion on virtual participation and in-person participation. It was noted that the expectation for an in-person quorum should be reset; in the past, it has not been difficult to get a quorum. It was mentioned that a slight increase might be a compromise. It was brought up that the current standard is sufficient as it has not been a problem allowing online participation.

**Glenn Brown moved to approve the LCB Bylaws to be amended to the majority of in-person attendance, seconded by Indihra Chambers. Voice vote, motion passes unanimously.**

**VI. STATUS REPORTS**

**A. Sunshine Line Update** (Scott Clark, Sunshine Line) *(Timestamp 0:28:32)*

- Received an Innovation Development Service Grant Award, they have been recommended for a \$1 million grant which should be finalized at today's meeting. It is a tri-county project with Hillsborough, Pinellas, and Pasco. Thanked everyone for their support.
- Started transportation to the children's summer water safety program.
- Key Service Indicators.
  - On-time – 91%, YTD – 89.4%. Does not believe they will meet the standard of 90%. Are operating at 50% of drivers.
  - Trips per revenue hour – 1.4, up from 1.3 at the last report.
  - Calles handled – 5500 with a 95% answer rate. 12 compliments and 3 complaints
  - Accidents are a bit higher than normal.
  - Cost per trip \$68.36
- 20 vacancies at this time and 3 drivers off the road long-term. Averaging about 26 drivers on the road out of 56. OT on the last pay period was ~350 hours; it is now down to 76 hours. Focusing on core, Monday – Friday service
- Started transportation for Aging Services supporting 7 sites. Have not started Adult Day Care at this time due to the maximum of transit time being 2 hours in total for the day.
- Purchase service for overflow, pending vendor and driver documentation.
- Outreach – HCSO homeless, HC Virtual Neighborhood Expo. Upcoming outreach includes Healthy Living and another homeless outreach in August.

Discussion:

It was asked about the driver shortage, how is training going, and what is being done about the shortage. Have continuous recruitment going on. It was asked if Career Source is being utilized as a hiring source. Yes, they are working with them. A new program with bus tickets and a voucher system was questioned and if there is something similar provided through Sunshine Line. Will work a bit more off-line on this.

**B. TBARTA Regional Rapid Transit Concept of Operations (Brian Pressaro, TBARTA) (Timestamp 0:39:11)**

- Since May 2019, have been working on the PD&E study for the RRT project. It is a planned, 41 miles rapid transit system connecting Pasco, Hillsborough, and Pinellas Counties utilizing I-75 and I-275 going from Wesley Chapel to St. Petersburg.
- Review of the purpose of RRT.
- 9 stations in total: 4 stations in Pinellas, 3 in Hillsborough, and 2 in Pasco.
- Reviewed the four overlapping routes with frequency and stops. Wesley Chapel to Westshore; Wesley Chapel to USF area; UST to Westshore Intermodal Center; Downtown St. Petersburg to Downtown Tampa with a stop at the Tampa International Airport.
- Hope to conclude the study by the end of the year.

Presentation: [RRT Concept of Operations](#)

Discussion:

It was asked if the maps could be printed for the visually impaired to look at. Yes, that will be printed after the meeting. It was asked if the overlay was including HART or LPA routes only for frequency. It was asked what the expected ridership would be. Currently anticipating ~3800 daily riders. It was asked if there would be ADA/Paratransit or is it express and not requiring these. There is no ADA service planned at this time. It was asked how Federal dollars would be applied for if ADA is not required. Will follow up with that information as it relates to the RRT. It was noted that this is much needed to be able to get to the places that ADA customers need that are in other counties. Unfortunately, the TBARTA was vetoed by the Governor. It was noted that the stretch from Pinellas County with PSTA does have ADA but would not have the frequency. HART and Go Pasco may have overlapping routes with ADA services but not the frequency. It was asked if this is wheels on the ground or light rail. This is a bus service.

**C. HART Transit Development Plan & Budget (Loretta Kirk, HART) (Timestamp: 0:50:41)**

- Omar Alvarado introduced himself. Noted he has experience with TDPs. Has been with HART for ~2 weeks.
- Is working on putting goals and strategies together with his team and finalizing that part of the TDP.
- Anticipates being able to have a more comprehensive update in the next month or so.

**VII. OLD BUSINESS & NEW BUSINESS (Timestamp 0:52:56)**

- A. TD Tampa Bay Program** – had it in 2020. TBARTA applied for the Service and Innovation grant and ran service on a grant for 9 months. Sunshine Line applied for the same grant and has received it.

Look for that to start in the next six months. TBARTA requested funding from the State Legislature to revive the TD Tampa Bay Program in the five-county region. It was vetoed by the Governor.

**B.** Joshua Barber will be out for the month of July. Will try to answer any emails during that time.

**C. Next meeting: August 26, 2022 at 9:30 AM**

VIII. **ADJOURNMENT** – adjourned at 10:25 AM

DRAFT



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Transportation Disadvantaged Service Plan Amendment

### **Presenter:**

Joshua Barber, TPO Staff

### **Summary:**

The Transportation Disadvantaged Service Plan (TDSP) is the state required planning and operational guide for the TD Program. It provides a needs assessment of program services, socio-economic data on the TD community; goals and strategies; quality assurance standards, service rates and operational information. The TDSP is updated annually to reflect changes in operations, policies, rates and/or information relating to the administration of the program. Amendments are conducted on an as-needed basis.

Through the Local Coordinating Board's involvement in the review and approval of the Service Plan, the Board can guide and support the Coordinator in implementing transportation efforts and locally developed service standards that are consistent with the needs and resources of the community.

The CTC are proposing an amendment to the 2022-2026 TDSP to expand the income requirement for client eligibility from 125% to 150% of the Federal Poverty Guidelines based on household income. This will increase the number of eligible clients and allow the CTC to better serve individuals and households in need and respond to the rising cost of living. In addition, this change will also better align Sunshine Line with other Federal and Local needs assessment guidelines. For example, Hillsborough Healthcare uses 175% of Federal Poverty Guidelines, Supplemental Nutrition Assistance Program (SNAP) uses 200%, and Hillsborough Housing Assistance uses 150%.

### **Recommended Action:**

Approve the amendment to the TDSP to expand the income requirement for client eligibility from 125% of the Federal Poverty Guidelines to 150% based on household income.

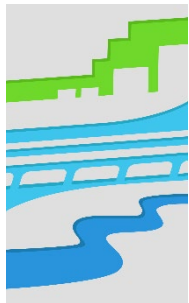
### **Prepared By:**

Joshua Barber, TPO Staff

### **Attachments:**

Amended Transportation Disadvantaged Service Plan Page

Letter to CTD Executive Director



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In addition, clients must know the correct address of both the origin and destination. Due to the high volume of calls received, reservationists cannot contact doctor's offices or look up this information for clients.

### Cancellations

Clients are requested to make cancellations as early as possible, but no later than two hours before the scheduled pick-up time. Cancellations can be made 24 hours a day by calling (813) 272-7272 and selecting option two (2). Voicemail is available for cancellations when the reservations office is closed, which is before 8:00 a.m. and after 5:00 p.m.

### No-Shows

If a client fails to cancel a trip at least two hours before the scheduled trip, he/she will be considered a no-show. A door hanger indicating the time the vehicle arrived, the vehicle number, and the driver's name will be left for the client. Drivers can wait for only five minutes. If the client is not ready, the driver will continue to his/her next pick-up. After three no-shows within a 30-day period, the client will be notified that service will be suspended for 30 days unless he/she can provide a valid explanation for the no-shows. The client is provided time to appeal prior to a no-show suspension. A client who has been suspended for no-shows and who "no-shows" three times within a 30-day period within 6 months of having their service reinstated after the suspension, will be suspended for 60 days for the subsequent no-show policy violation.

### Eligibility

Until 2017, client eligibility for transportation funded by the (TDTF), various grant-related programs, or County funds was determined over the phone by reservations staff. Currently, a signed and approved written application with supporting documentation is needed to determine eligibility. However, reservations staff are able to pre-screen door-to-door clients over the phone and provide temporary service for 90 days while the paperwork is processed. Client eligibility for transportation funded by the TDTF is based on the following criteria:

- Are not allowed to make a self-declaration of their eligibility.
- Must have no other means of transportation available or cannot purchase transportation.
- No other funding sources can be available to provide them transportation.
- Are eligible if they: have a physical/mental disability or are children-at-risk as defined in F.S. 411.202, are sixty years of age or older, or their household income is less than ~~125~~ 150 percent of the Federal Poverty Guidelines.
- Eligibility for bus passes must include inability to purchase transportation by meeting the income eligibility above. The CTC may consider a supplemental application to consider living expenses for bus pass applicants who are not "low-income" based on the above income criteria, but have a financial hardship paying transit fares.
- Must use the fixed-route/ADA transit system, if available, and they have the ability.



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Beth Alden, AICP  
Executive Director

August 26<sup>th</sup>, 2022

*Mr. David Darm*  
*CTD Executive Director*  
*605 Suwannee Street MS-49*  
*Tallahassee, FL 32399*

RE: TDSP Amendment for Contract No: G2947 (FY 22/23)

Dear Mr. Darm:

By this letter, the Hillsborough County Board of County Commissioners and their operator, the Sunshine Line, is requesting an amendment to our adopted Transportation Disadvantaged Service Plan. This amendment has been reviewed and approved by our Local Coordinating Board at their August 26<sup>th</sup>, 2022, meeting. We request that the Commission accept this amendment effective September 1<sup>st</sup>, 2022.

The amendment revises the incomes requirement for client eligibility from 125% to 150% of the Federal Poverty Guidelines based on household income. This will increase the number of eligible clients and allow the CTC to better serve individuals and households in need, which is especially needed in-light of the rising cost of living. This will also better align Sunshine Line with other Federal and Local needs assessment guidelines. For example, Hillsborough Healthcare uses 175% of Federal Poverty Guidelines, SNAP uses 200%, and Hillsborough Housing Assistance uses 150%.

If this request is accepted, please signify by signing below, and returning a copy of the signed letter to us. Upon receipt, we will then consider the amendment accepted. If this is not acceptable, or further information is needed before it can be accepted, please advise us in writing within ten days

Thank you for your consideration of this request.

Sincerely,

The Commission for the Transportation Disadvantaged hereby agrees and accepts this amendment to the above references TDSP, effective \_\_\_\_\_ (date)

\_\_\_\_\_  
CTD Executive Director

\_\_\_\_\_  
Date



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

HART FY 2023 Budget

### **Presenter:**

Loretta Kirk, HART Chief Financial Officer

### **Summary:**

HART staff will present an overview on the Fiscal Year 2023 Proposed Budget components. Staff will explain the Fiscal Year 2023 Proposed Operating Budget, Proposed Capital Budget, and Five-Year Capital Plan.

### **Recommended Action:**

None. For information only.

### **Prepared By:**

Elizabeth Watkins, AICP, TPO Staff

### **Attachments:**

[Presentation slides](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Transportation Disadvantaged Return on Investment Study

### Presenter:

Joshua Barber, TPO Staff

### Summary:

In 2008, the Florida State University (FSU) College of Business conducted a Return on Investment (ROI) study for Florida's Transportation Disadvantaged system with the purpose of, "calculat[ing] the return generated by funds invested by the State of Florida on transportation disadvantaged programs." The study identified the five common types of TD trip purposes—Medical, Employment, Education, Nutrition, and Life-Sustaining—and estimated returns for each purpose. The study found that the State of Florida received a payback of 835% on the TD program, or \$8.35 for each \$1.00 invested, and that "transportation disadvantaged programs are an excellent investment and worthy of continued study and funding."

In 2016, Hillsborough Transportation Planning Organization (TPO) staff updated figures from the 2008 ROI study for Hillsborough County specifically. This updated ROI accounted for changes in inflation since the 2008 study, including cost per trip and other cost increases, and made minor updates to the methodology of the 2008 study. Although the benefit estimates in the 2016 study were modest in comparison to those reported in the 2008 study, all five trip categories continued to produce benefits above their cost, particularly medical and nutrition trips.

The purpose of this study was to calculate up-to-date returns on investment for Hillsborough County's TD programs. This study replicates the methodology used in FSU's "Florida Transportation Disadvantaged Programs Return on Investment Study" from 2008. ROI values were calculated in the form of 1) economic activity generated as a result of five specific activities that are supported and 2) as a result of the State being able to 'avoid' costs because of the investment. In other words, the ROI is provided in the form of either economic gains or avoided costs. The ROI was calculated for five specific trip purposes: 1) Medical-Related Trips, 2) Employment Trips, 3) Nutrition Trips, 4) Education-Related Trips, and 5) Life Sustaining/Other Trips. Staff will provide a status update on the study and preliminary findings.

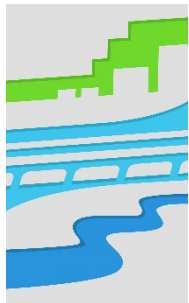
### Recommended Action:

None, for information only

### Prepared By:

Joshua Barber, TPO Staff

### Attachments:



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[Transportation Disadvantaged Return on Investment Study Draft](#)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Health Impact Assessment of Complete Streets in LRTP

### **Presenters:**

Joshua Barber, TPO Staff

Curtis Ostrodka, VHB

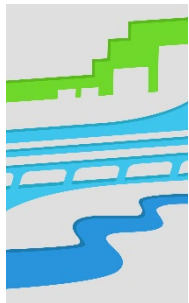
### **Summary:**

Building upon several major health planning initiatives, including the Health in All Policies Resolution and Hillsborough County Health Atlas, the TPO commissioned a health impact assessment of the complete streets projects in the 2045 Long-Range Transportation Plan in early 2022. The major project goal is to explore and evaluate how implementation of Complete Street treatments would impact public health conditions and potentially reduce risk levels. Staff will provide an update on the status of this project, review materials received, and discuss results.

The impact assessment is composed of five basic parts:

- Collect data, and using VHB's Healthy Mobility Model establish a baseline health risk map for Hillsborough County.
- Evaluate the relationship between mobility variables and health outcomes
- Choose sample roadways based on context classification and identify a set of "typical" treatments for each
- Apply "typical" treatments to the top 350 miles of high-crash roadways and evaluate the impacts to health.

To date, staff have received drafts of the baseline health risk map for Hillsborough County, the statistical analysis of mobility variables and health outcomes, and draft "typical" treatments based on roadway context. Next steps include finalizing the "typical" treatments and evaluating the impacts 350 miles of complete streets have on health risks.



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### **Recommended Action:**

None. For information only.

### **Prepared By:**

Joshua Barber, TPO Staff

### **Attachments:**

None.

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING AND PUBLIC HEARING, JUNE 8, 2022  
DRAFT MINUTES**

**I. CALL TO ORDER, PLEDGE OF ALLEGIANCE\_***(Timestamp 0:05:03)*

Commissioner Cohen, called the meeting to order at 6:00 PM and led the pledge of allegiance. The Public Hearing was held in person and virtual via WebEx.

**II. ROLL CALL\_** (Gail Reese, TPO Staff) *(Timestamp 0:00:00)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Commissioner Mariella Smith, Councilmember Guido Maniscalco, Councilmember Joseph Citro, Councilmember Lynn Hurtak, Mayor Andrew Ross, Commissioner Nate Kilton, Joe Lapano, Greg Slater, Charles Klug

The following members were present virtually: Adalee Le Grand

The following members were absent/excused: Cody Powell, Jessica Vaughn

A quorum was met in person.

**A. Vote of Consent for Remote Member Participation.**

**Councilman Maniscalco so moved, seconded by Councilman Citro; Voice vote, motion passes unanimously.**

**III. APPROVAL OF MINUTES\_***(Timestamp 0:07:10)* – May 11, 2022

**Chair Cohen sought a motion to approve the May 11, 2022 minutes. Councilman Maniscalco so moved, seconded by Commissioner Kemp. Voice vote: motion carries unanimously.**

**IV. PUBLIC COMMENT ON ITEMS OTHER THAN THE TIP** *(Timestamp 0:07:27)* (30 minutes total, with up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- None at this time.

**V. COMMITTEE REPORTS & ADVANCE COMMENTS ON ITEMS OTHER THAN THE TIP** (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff) *(Timestamp 0:00:00)*

**A. CAC – Bill Roberts, CAC Chair (June 1, 2022 meeting)**

- In-person quorum voted to allow virtual members to participate.
- Considerable discussion about items in the TIP. Have discussed the TIP on three occasions, 2 regular meetings and a workshop

- Heard 2 public comment emails. One about the toxic dust from construction on I-275 north of I-4 and one about the South County Ferry.
- Passed three motions at the meeting.
- Recommended that FDOT items 440511-7 and 440511-8 be removed from the TIP as a result of the removal of the BRT lanes on Florida and Tampa Streets. Those being deferred and transferred to HART. FDOT's Justin Hall joined virtually. He explained that the road improvements included that those TIP provisions are needed to make the BRT lanes on those two streets.
- Requested specific explanations about the intent to impose tolls on the express lanes to be built on the Howard Franklin Bridge on the segment between Downtown and Westshore.
- Discussed the funds for the Westshore Interchange. It was not clear that the funding described in the TIP was budgeted through the five-year Work Program. Justin Hall explained how the Work Program works and that the funds are there.
- There was a discussion about the Downtown Interchange. Line items 66 and 67. It was pointed out that two general-purpose lanes north of the interchange were previously removed at the request of the TPO Board.
- A vote was taken on the TIP. The CAC Vice-Chair noted that the action of approving the TIP amounts to rescinding a prior action taken by the CAC regarding those two general-purpose lanes north of the junction. Subsequently, the TPO Legal Council affirmed the appropriateness of the CAC's action in recommending the TIP to you.

**B. TAC – June 6, 2022** (Davida Franklin, TPO Staff)

- Approved
  - TIP update and priority list approval – questioned timetable for the Dale Mabry Overpass (#71 on the table 2 – list of candidates for new funding, received clarification that the overpass is included in the State Road 60 interchange project with construction in 2030.

**C. LRC – May 25, 2022** (Davida Franklin, TPO Staff)

- Approved
  - TIP update and priority list.
    - Passed a motion to consider the integration of transportation demand management strategies and commuter assistance into the process of allocating funds for the next TIP update.
    - Reflected on a previous motion to require that all projects should start with a Vision Zero lens and then apply other criteria.

**D. BPAC – May 25, 2022** (Davida Franklin, TPO Staff)

- Approved
  - TIP update and priority list.
    - Confirmed that priorities come from jurisdictional applications and will complete projects already underway.

**E. Public Comments Received Through Email & Social Media** (Davida Franklin, TPO Staff).

Detailed [Email](#) and [Social Media](#) are located at the end of the minutes.



**VI. CONSENT AGENDA** (Timestamp 0:15:06)

**A. Committee Appointments**

- TDCB – Kristen Thomas representing Veterans' Affairs, with Meghan Krieger as the alternate.
- LRC – Waldo Carbo, Jr. representing Westshore Alliance

**B. Proposed edit of TPO Bylaws, Sections 4.2 and 7.6** – included in the [June 8, 2022 Agenda Packet](#)

**Motion to approve the consent agenda from Councilman Maniscalco, seconded by Commissioner Kemp. Voice vote, the motion passes unanimously.**

**PUBLIC HEARING:** (Timestamp 0:15:23)

**A. Transportation Improvement Program (TIP) Annual Update** (Timestamp 0:15:45) Effective October 1, 2022 – September 30, 2027

**Staff Presentation** (Johnny Wong, TPO Staff)

- Review of the three tables in the TIP and their purpose.
- Went over how projects are submitted by the jurisdictions and agencies.
- Identified how projects are funded and pointed out new funding sources for this year that are included in Table 2
- Review of Table 1 – existing priorities funded for construction
  - Noted projects that have been completed and removed for this update.
- Review of Table 2 – the priority list. Identified the columns and what they mean. Added the column of “No Return” and if funding is received and allocated, it is at the point of no return would indicate a joint action from the TPO Board and FDOT.
- Quick review of Table 3 – these are CIP projects and are allocated outside the TPO purview.
  - Went over funding percentages of the projects.
- Next Steps
  - Coordination with and reviewed by partners and committees
  - Regional Project review for TRIP and MUT being presented to the Sun Coast XXX on Friday, June 10, 2022.
  - Will make sure the TIP is all in compliance with rules and regulations with FDOT.

**Presentation:** [TIP FY2022/23 - 26/27 Presentation](#)

**Draft:** [Measures of Effectiveness Report](#)

**Public Hearing Flyer (English):** [TIP Public Hearing Flyer - English Version](#)

**Public Hearing Flyer (Spanish):** [TIP Public Hearing Flyer - Spanish Version](#)

**FY2022/23 – 26/27 TIP Tables 1, 2, 3 Included:** [TIP FY22/23-26/27](#)

[Priority Request Letters submitted to the TPO by the Jurisdictions](#)

**Recommendation: Approve the TIP Update for FY2022/23 – 26/27 And Approve the TIP Priority List (Table 2).**

**Public Comment on the TIP** – *Time allotted to each speaker may be adjusted by the chairman to accommodate as many as possible. (Timestamp 0:35:00)*

**Rick Fernandez** – Is out of Tampa Heights and is the CAC Vice-Chair. Incorporates, by reference, written comments. The principal ask is to have the TPO strike the three DTI Lane Movements making up the Quick Fix project in Table 1: FPN #s 20561, 20562, and 0571. There are other pressing concerns including dedicated transit lanes on Florida and Tampa Streets, the retention walls along the eastern boundary of Tampa Heights, and several underpasses in Tampa Heights and Seminole Heights. Expressed disappointment by the Boards engagement with the public, especially the locally elected members. Noted that the acceptance of the TIP tonight would indicate approval of Jim Crow era racism and environmental pollution; suggests approval of people being displaced from their homes in VM Ybor, intrusion of interstate retention walls in Tampa Heights, disruption of residents' quiet enjoyment and threats to their health and safety all along the urban interstate corridor, devaluation and damage to private property, FDOT's disregard for historic preservation and community standards, abandonment of dedicated transit lanes for BRT on Florida and Tampa, and the failure of FDOT's and the TPO Board's public outreach related to the Quick Fix project. It was asked that the TPO Board strike the lane movements in Table 1, stop the intrusion of the retention walls in Tampa Heights, support the dedicated transit lanes on Tampa and Florida Streets, and step into the discussion of vertical retention walls at Floribraska, Lake, Osborn, and Chelsea underpasses.

**James Dunbar** – Resident and works along Tampa Street. Excited to see some of the changes to make it safer. Has worked there for ten years and has seen many, many fatalities along those corridors. They are three-lane highways in each direction. Noted that he drove to County Center on the Crosstown and realized that the roads in front of his house and work are wider than the Crosstown. The speeds driven on the three-lane roads are vey high. Noted Tampa and Florida going from Tyler to Floribraska changes will make great impact going through the southern part of The Heights creating more safety for walkability, the designated bus lanes, and the sidewalks. What doesn't make sense is north of Floribraska to MLK. There is a ½ mile from Floribraska to MLK, where he lives, which will continue to be three lanes in each direction. Sees the reduction above and below this stretch but not in this ½ mile.

**Mauricio Rosas** – *(Chair Cohen went through the list of individuals who signed up donating their time to Mr. Rosas).* Thanked the TPO Board and HTV for allowing the playing of a video. Thanked Secretary Gwynn for opening up FDOT and working with the public. Went over changes that have taken place in the urban corridor and the history of racial injustices. Gave an example of what New York City has done with its infrastructure. Referenced that if the current path is followed, there will be no mass transit in the region. Noted that East Tampa is a food desert; place-making is critical. Asked that FDOT be proud of what they are doing with beautification and aesthetics with the DTI project and underpasses. Stated that trees are necessary along the roads to make them beautiful and walkable in the sun and pedestrian-friendly. Said that the only way to get to Vision Zero is by reducing the number of vehicles on the road. Video shown with interviews of two residents of East Tampa and I-275 roadway.

**Michael Maurino** – Executive Director of the Westshore Alliance. Sent in a letter but would like to highlight a few things. The presented TIP, there are two projects in Vision Zero that are in

Westshore; a signal at Boy Scout and Hatton. That came from the community and was identified in 2018. Lois Ave. is a Complete Streets project. There are two others for Westshore. Those types of projects move Vision Zero forward but also increase community and economic development. The Gray Street Bicycle project; with the projects of the Westshore Interchange, there is the real possibility for a pedestrian-friendly neighborhood where one does not exist. There is a gap in the system, that is Gray Street. Elements are there, it would get the East-West connection before 2030 when the interchange is done.

**Candace Lane Savitz** – Homeowner in Tampa Heights. Speaking up about the FDOT I-275 project; it is toxic and hurting the residents. In Tampa Heights, Seminole Heights, and Ybor Heights. Asked that her environmental reports receive attention and be looked into further. Stated that the dust from the project is in violation of the Clean Air Act and subsequent amendments. The Robles Park Community has federal protections.

**Shane Ragiell** – Resident of Tampa Heights. Fifth-year speaking to the TPO Board during the TIP Hearing. Is asking that the promises to make transit a priority are upheld. The county is transforming rapidly and it needs transformation. Noted that the county looks nothing like it did five years ago and asked why the TIP has the same priorities. Enough roads cannot be built to keep up with the population growth, need to have mass transit so that cars are optional. Stop leaving things in the TIP until FDOT can better define them. FDOT is focused on cars; they can come back and amend the TIP when they have better definitions. Objects to projects that increase capacity, impact historic neighborhoods and sacrifice the urban core. Increased capacity is for the increasing population of neighboring counties and leads to urban sprawl.

**Will Greaves** – Lifetime Tampa resident, business owner, and is on the Boards of multiple local non-profit organizations. Is engaged and passionate about this city. No one has asked for the widening of I-275, believes it is a mandate from Tallahassee. Residents of the city and county have been asking for real transit options. That can be seen in the votes for the AFT in 2018 and the push to return it to the ballot in 2022; it can also be seen in the ridership of the ferry and streetcar. We do not need a decades-long project that further divides our communities and be inadequate when complete. Let's put the money where it can do the best good and in projects that the local citizens want.

**Sharon Graham Barrett** – Resident and healthcare worker in Tampa. Widening highways perpetual racism and it is ineffective in solving our transportation and traffic concerns. Invest in focused, public transportation infrastructure. Walking and bicycle paths have health benefits by way of decreased rates of asthma, cancer, heart disease, obesity, and diabetes. Is asking for no further intrusion of the interstate into Tampa Heights, VM Ybor, Ybor City, Seminole Heights, and Old Seminole Heights and to remove all highway expansion from the annual transportation budget. Replace it with sidewalks, bike lanes, bus lanes, and mass transit. In 2020, this Board wrote a resolution supporting racial justice. It acknowledged that the construction of I-275 and I-4 was used to divide African American communities and eliminate the Central Avenue Business District. Asked that the TPO Board vote in line with the resolution.

**Cindy Davis** – Is the co-owner of Paws Paradise for Life on George Road. Is primarily concerned about the George Road and Memorial Boulevard intersection, they see about one to two accidents a month if not more that result in bodily injuries, property damage, and have seen a

pedestrian being hit while trying to cross the road. People park on the sidewalks instead of in the 7Eleven parking lot causing problems with pedestrians walking along the sidewalk. Something has to be done about this intersection. The accidents are traumatizing to watch. It is a small area and feels that small areas get pushed to the back burner, feels this needs to get pushed to the front burner.

**Dayna Lazarus** – Has learned a lot about the TIP process since first standing in front of the Board in 2016. The TPO Board does not have the ability to put projects into the TIP, that is up to implementing agencies. Noted that it must be frustrating when the community begs for transit, protected bike lanes, wider sidewalks, safety infrastructure, etc. The Board has expressed the desire to want to make a difference. The power is in being able to take things out of the TIP and in prioritizing what is there. Asked that the Board remove projects that widen highways and slash through communities. The staff has done their best to put together a TIP based on the requests and funding sources available. It is time for the Board to remove items and prioritize items the community really wants. You are the only ones who can tell FDOT no. There are funding sources in the pipeline and the future pipeline.

**Zulema Ramos** – Has lived in Tampa for fifteen years and runs a local non-profit. The state of public transit and gentrification is dire to people living in the city. Immediate free 24-hour access and real safety measure can mean the difference between making it to a hospital and dying on the street. Saw a man dead in a bush because he couldn't afford to call 911 and there wasn't a bus or a tram available. Remembers when she was a disabled college student and was stuck in the city because her work schedule made her late for the last bus. Jobs require time past midnight. Human trafficking victims would have a better chance of escape. Transportation is a right and honors the people the Board is supposed to be working for. Public transit should be free and expanded without TBX, there would be fewer accidents and deaths. Change the way we travel and where structures are built to reduce the number of crashes, amount of pollution, and criminal acts of survival. Transit reduces the amount of gasoline burned. If it was solar-powered, imagine how much better our kids could breathe. For every \$10 million of transit investment, business sales increase by \$30 million. Solutions are there. Taxes would not have to increase if the bloated police and sheriff's budgets were used for transportation.

**Kat** – Gas is the highest it has ever been. Is a teacher and either subs or is full-time depending on the time of year. The average pay for subs is between \$8 and \$12. Does not understand how we can expect teachers to be able to afford to live and drive to get to work. Other cities around the country that are poorer have free public transport. Tampa is a much richer city. Does not understand why buses aren't treated as a public service here. Was trying to bike on Dale Mabry to Downtown. There were no sidewalks and a lot of car exhaust in the air that had an effect on his health. None of the residents want more highways. They want more transit. *(speaker went off the topic of the TIP, Chair Cohen requested that comments be kept to items in the TIP).*

**Lena Young Green** – Noted that we are here, again, for another year. Asked that the TPO Board be sensitive to those in the Urban Core, particularly to those in Tampa Heights. Thought there were changes when working with TBX. This year, there are walls changing. Tampa Heights has been overburdened by the interstate. Have talked about this many times. Tampa Heights has been the most impacted in the urban core. The environmental injustice map released a few weeks shows

how disadvantaged this area of the city is. This map shows that Tampa Heights has had a legacy of pollution, health burdens, particulate matter exposure, traffic proximity, and traffic volumes. The community speaks up at every opportunity to tell the Board how they are impacted by the highway and high-traffic areas. Are asking for the removal of the three lane movements. Also asking to move forward with the Heights Mobility project with the dedicated transit lanes on Florida and Tampa Streets. Thanked the Board for including the Green ARtery. She personally worked with 22 communities on that project. Asked that concrete walls not be built at Robles Park at the interstate and to use trees and plants as the noise walls instead to improve the quality of air in that area.

**David Coleman** – Noted that he was told there would be positive things done for safety. Noted that gun violence is a terrible thing needlessly taking lives and something needs to be done. Said he felt the same about traffic deaths. In Hillsborough last year, there were 255 deaths and 7300 hits and runs. At a recent event with the City of Tampa Mayor, the speed limit on I-275 from Busch Boulevard to the Howard Franklin was stated incorrectly by the mayor's traffic person. There are few signs and no enforcement on this stretch. Noted that in two days, three people were killed on North Florida Avenue. One was by a police officer going 66 mph in an unlit, residential area. Began attending FDOT meetings. Did not receive adequate responses as to why there was nothing being done to reduce the deaths in the county. Signs won't help as redesigns are necessary. Lowered limits won't help because there is not enough enforcement. Spent hundreds of thousands of dollars with a Miami company on landscaping the apex in front of Avalon with a flashing crosswalk because of the direction from Tallahassee. It was unneeded and not asked for. Believes that other citizens would be willing to add a few more minutes to their travel times, lowering and obeying speed limits on secondary roads with the 35 Arrive Alive Campaigns is warranted. Using black spot signs where people have been killed would make a difference. Increased penalties for leaving the scene of an accident involving a pedestrian are needed. The speed limit on I-275 in the city limits is 55 mph and is the best-kept secret in Tampa.

**Kevin O'Hare** – Lives in Westshore and works in Ybor City. Asked that the three additional lane movements from the DTI Quick Fix project be stricken from Table 1; support additional funding for the Green ARtery Trail sections D and E; and continue funding the Heights Mobility Study and the arterial bus rapid transit project not on the highway to encourage urban core transportation and reduce traffic. Noted that in 2018, the citizens of Hillsborough County voted for no further interstate expansion. Noted that the speakers tonight are all asking for the same thing. Asked for a diverse set of options to move around Hillsborough County.

**Summary of Public Comments on the TIP Submitted in Advance** (Davida Franklin, TPO Staff)  
(Timestamp 1:41:46) – included at the end of the minutes in the [Email](#) and [Social Media](#) sections.

#### **Board Discussion and Action** (Timestamp 1:48:10)

**Councilman Maniscalco** – Noted that this is his 8<sup>th</sup> TIP hearing. Has never been a supporter of widening the interstate. Has seen the destruction from the past and what will happen in the future by accommodating vehicles and not the communities. Said there are many beneficial projects in the TIP update. The Westshore Interchange includes new express lanes, but he does not agree with those or widening the highway. The Downtown Interchange, he does not support those TIP projects.

There are items that are already funded and do not believe they can be removed. Asked if that is possible.

**Cameron Clark** – Removal from the TIP has to do with the stage of development of a project. Things can be removed only by joint action of the MPO and the FDOT. The statute does not define the “design stage or preliminary engineering phase”. The TPO Staff does not track the stages of the projects. There is no legal guidance from a legal standpoint. It’s not that something has been in the TIP in the past, it’s what stage of development the project is at.

There was a discussion about Table 2 and the column labeled as “Point of no return” and clarification.

It was clarified that that this column is included to let the Board members know what stage a project is at. That information is provided by the agencies requesting the project. Anything that has been reported as being in the design, design/construction, or construction phase is designated with a “Yes” in that column. Transit projects do not follow the same stages as construction projects, an example is bus replacement. Once that money is allocated, it can’t be taken back as buses will be purchased and can’t be returned.

Board members stated that there are a lot of amazing projects on this TIP such as the Vision Zero projects. It was asked if the three lane movement in Table 1 are able to be removed or if there is any influence the Board can have on design. It was also noted that the community would like connections and not more segmentation. Secretary Gwynn defined the “design” stage and when a project reaches it. There is some flexibility, but the contract will be awarded soon. There are new underpass designs and will be bringing them back to the community,

The Board asked about the dedicated transit lanes in The Heights Mobility project. FDOT is waiting for HART to submit their final application based on their study and what type of premium service will be offered for those lanes. Once that is done and approved, FDOT will approve it and incorporate it. FDOT is using the RAISE Grant funds to get the roadway ready for the dedicated transit lane. FDOT is not a transit provider, that is why they are waiting on HART.

The Vision Zero project involving Fowler Avenue was asked about. It has pieces on Tables 2 and 3. It looks like the part from 56<sup>th</sup> Street to I-75 is going to linger and slip further down. It was stated that there is a recommendation to allocate \$5 million in 2027 for design and will be in the 2027 FDOT Work Program.

There was discussion about the additional lanes on I-275 north of the DTI to Bearrs and how to get the process started to remove them from the LRTP. They are no longer in the TIP and want to explore options for the future.

**Commissioner Kemp moved to begin the process to remove the additional two lanes of I-275 North from the LRTP so that they are no longer there, seconded by Councilmember Hurtak.**

**Discussion:**

It was noted that this could have dramatic future consequences and that this is a multi-step process. It was also pointed out that the current TPO is dealing with things that were done decades ago. It



was asked if this changes is being asked for the current LRTP or the LRTP update coming in the next two years,

**Commissioner Kemp modified her motion to have this set for the August 2022 agenda. Does not want future TPOs to get stuck with this. Would like to get the process started now to avoid the problems that the DTI is causing now. Seconded by Commissioner Myers.**

It was noted that there is a public notification process for changing the current LRTP and that staff will need to bring back information regarding traffic impacts. Asked for clarification on what the TPO Board would like to have brought back in August.

**Commissioner Kemp** – Would like the process to start for the 2050 LRTP to address these two lanes.

**Roll Call vote – passes 14 to 0**

The HART Heavy Maintenance Facility was asked about. It is in the Major Investment section of Table 2 at #94. The City of Tampa and Hillsborough County have put money to match funding. This facility is critical and unsafe. It is low on the priority list due to the criteria used to rank projects. Will be working with HART to find funding. It was also noted that HART has indicated that #95 needs to be at the same and the cost goes to \$125 million. HART is waiting until the FDOT Work Program is updated in December as well. One year of vehicle replacement funds has been moved to the heavy maintenance facility; it still requires four additional years of funding. It would be beneficial to move it higher on the list particularly if HART has identified that this project is more important than the passenger rail study. HART confirmed that this facility is their number one priority.

**Commissioner Smith moved to move #94 and #95 to the top of the Major Improvement Projects, seconded by Mayor Ross and Councilmember Citro.**

**Discussion:**

**Commissioner Kemp** – Noted that HART desperately needs this; it is the number one need to move people in the region.

**Roll call vote, motion passes 14 – 0.**

**Councilmember Hurtak moved to move item #65 further down the priority list after #75, CSX has expressed that they have no interest in this at this time. There is no second.**

**Discussion:**

There was discussion about the fact that the CSX conversation has been on the list for several years, HART has it scheduled to be moved forward in 2027. Does not believe moving the maintenance facility up will change the prioritization of the CSX study. Reviewed what was heard at TBARTA. On a regional level, it will be looked at how passenger rail could evolve over time in the entire region. Item #65 is the only anchor keeping this on the TIP. This was moved from #95 last year.

There was discussion regarding the project in Table 2, item 67, referencing new express lanes. There was a discussion at the TPO level that for any project that addresses express lanes the TPO Board would have communication on what managed express lanes will be. Either they are tolled or not. This project references managed express lanes. Would like clarification on this. Does not want this

to mean that they are approving toll lanes. Secretary Gwynn stated that the Westshore Interchange project is 8 to 10 years from opening up. As it gets closer to opening, FDOT will hold public hearings and the strategies for the express lanes. There will be opportunities for the public and the TPO Board to have input on this. It was asked for clarification on the standing that this project is at the point of no return and whether or not lane management would be able to be addressed in the future. It has been agreed on in the past that when the Board is voting on any item that includes managed lanes, they would have the information on the management strategy before the vote. Secretary Gwynn stated that a contractor will be selected in the next few months, will take 8 to 10 years since traffic has to keep flowing, and will cost \$1.2 billion. It will be built in multiple phases. They do not know what management options will be available closer to the time the lanes open up. It can be built for tolls and then not be tolled. There is precedent for that in Florida. Tolling or not tolling is a policy decision and not related to the RFP.

**Councilmember Hurtak** – Noted that she cannot support the TIP with this on it.

**Charles Klug moved to approve the TIP, seconded by Joe Lopano.**

**Commissioner Cohen** – Thanked everybody for a good discussion. There is a lot of good stuff in the TIP. Every year we hear the public pleading with us for transit and additional safety measures. There has been enormous frustration with our inability to deliver on major transit solutions for this community. It is no accident that the five County Commissioners sitting on this Board placed something on the ballot this November to try and give our community some options on how to move forward. Safety and the idea of reducing the number of cars on the road by giving other options are at the centerpiece of the directions we are trying to move. We are doing the best we can with the money we have. There is a lot of money left on the federal and state table because we don't have the money to match. And if we had the money to match, we would be in an entirely different circumstance.

**Roll call vote, motion passes 12 – 2. (“No” votes from Councilmembers Maniscalco and Hurtak)**

**VII. OLD & NEW BUSINESS (Timestamp 3:10:46)**

- A. Councilmember Citro – Wishes Ronald Weaver a Happy Birthday, is usually in the audience at TPO meetings.
- B. Commissioner Cohen – Some members of the Board are going to the meeting of the Suncoast Transportation Planning Alliance and the TMA Leadership Group on June 10<sup>th</sup>.
- C. Next meeting is on August 10, 2022.

**VIII. ADJOURNMENT** – The meeting adjourned at 9:07 PM

**The recording of this meeting may be viewed on YouTube: [Meeting Recording](#)**



## Summary of Committee Reports and Public Comments – June 2022

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### Pertaining to the action items:

- Transportation Improvement Program (TIP) update and priority list
  - Approved by the Citizens Advisory Committee, Technical Advisory Committee, Bicycle Pedestrian Advisory Committee, and Livable Roadways Committee
  - The Citizens Advisory Committee
    - Passed two motions, expressed that a more detailed description of the management strategy would better inform their decision-making process, voting 8-2 for each
    - One motion amends the description of TIP Table 1 Item: Howard Frankland Bridge Replacement w/ 4 new Express Lanes to refer to “managed toll lanes” rather than “express lanes”.
    - The other motion amends the description of TIP Table 2 Item 67: Westshore Interchange to refer to “managed toll lanes” rather than “express lanes
  - The Technical Advisory Committee
    - Questioned the timetable for the Dale Mabry Overpass (#71 on the table 2 - list of candidates for new funding), received clarification that the overpass is included in the State Road 60 interchange project with construction in 2030.
  - Bicycle Pedestrian Advisory Committee
    - Confirmed that priorities come from jurisdictional applications and will complete projects already underway
  - The Livable Roadways Committee
    - Passed a motion to consider the integration of transportation demand management strategies and commuter assistance into the process of allocating funds for the next TIP update
    - Reflected on a previous motion to require that all projects should start with a Vision Zero lens and then apply other criteria

## Summary of Public Comments – June 2022\*

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### \*Comments received through Facebook, Twitter, and email

- Shared concerns about the increasing rate of bicycle and pedestrian deaths in the County
  - Jose Menendez
  - Jeff Redding
- Candace Savitz - concerned about toxicity of construction dust at I-275 widening project
- Neil Consentino
  - Supports NASA Regional Air Mobility project in Tampa
  - Supports repurposing the soon-to-be demolished segment of the Howard Frankland bridge as a solar array/pedestrian green way
- Ansh Bhatt – lives in Valrico, suggests commuter rail along CSX tracks can help ease worsening traffic congestion
- Peter Crosby
  - Build more mass transit



- Plant more trees
- Preserve historic neighborhoods
- Stop overbuilding south of Gandy Blvd.
- Andrew Morris – requests support for passenger rail to Pinellas County
- Mauricio Rosas – opposes land-use policies that create sprawling suburbs, because they are a detriment to Vision Zero
- Chris Vela – opposes nonelective seats and state legislators determining future projects
- Hillsborough County Commissioner Gwen Myers thanked the TPO for attending her town hall meeting
- Corine Linebrink – thanked TPO staff Johnny Wong and Conner MacDonald for presenting to the Ybor Community Redevelopment Area committee
- Pedal Power Promoters congratulated the TPO for Plan Hillsborough’s award from League of American Bicyclists

Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members on the morning of June 8.

This concludes my report.



# Hillsborough TPO

## 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 56<sup>th</sup>/50<sup>th</sup> 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**

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

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**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](mailto: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

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) <b>New Band</b>

**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 (CON52) 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)

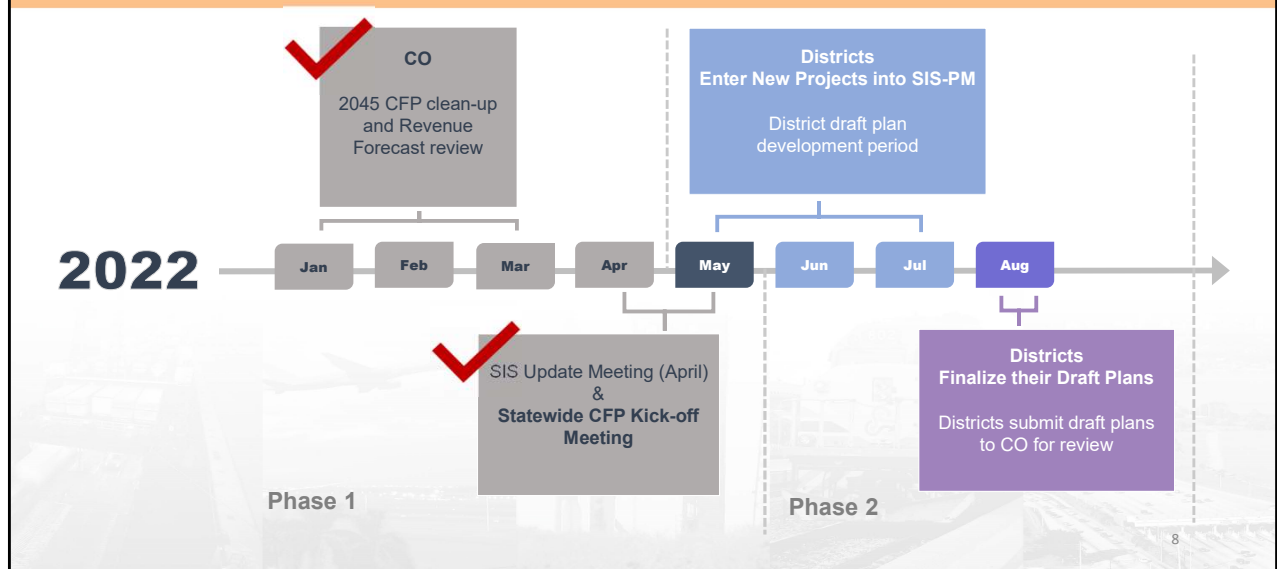
*Band D – FY 2046 – 2050 (new)*

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 11<sup>th</sup> year following the 1<sup>st</sup> Five-Year Plan and 2<sup>nd</sup> 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 38<sup>th</sup> Avenue to N of 4<sup>th</sup> Street N**

- ROW, CST – FY 2033 - 2035

### **I-275 from N of I-375 to N of 38<sup>th</sup> 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 38<sup>th</sup> Avenue to N of 4<sup>th</sup> Street N - Right of Way and Construction – FY 2033 – 2035**

**I-275 from N of I-375 to N of 38<sup>th</sup> Avenue N - Construction – FY 2033 – 2035**

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

### **I-275 from 54<sup>th</sup> 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 54<sup>th</sup> 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](mailto:Lori.marable@dot.state.fl.us)

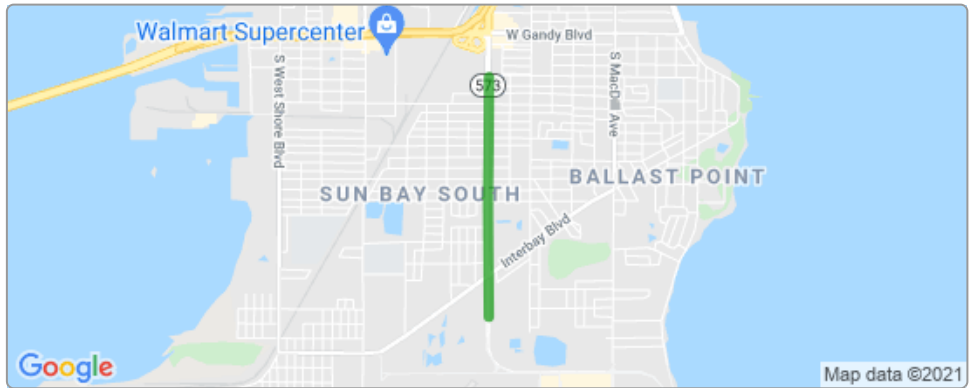


If you have any questions or comments please contact the District Seven SIS Coordinator, Lori Marable.

Thank you.

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

Project Details	
<b>Work Type</b>	Repaving
<b>Phase</b>	Design
<b>Limits</b>	from south of Pinewood St. to north of Ballast Point Blvd
<b>Length</b>	1.5 miles
<b>City</b>	Tampa
<b>County</b>	Hillsborough
<b>Road</b>	Dale Mabry Hwy SR 573
<b>Design Cost</b>	\$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	
<b>Design Manager</b>	Charlie Xie 813-975-6287 Charlie.Xie@dot.state.fl.us
<b>Media Contact</b>	Kris carson 813-975-6060 Kristen.Carson@dot.state.fl.us



# Public Meeting



Hillsborough County, FL

**TWO IN-PERSON OPTIONS**  
**5:30 P.M. – 7:30 P.M.**  
 Tuesday, August 30, 2022  
 Wednesday, August 31, 2022

**ONE VIRTUAL OPTION**  
**12:00 P.M – 2:00 P.M.**  
 Wednesday, August 31, 2022

## MEETING PURPOSE

The Florida Department of Transportation (FDOT) District Seven invites you to participate in a Public Meeting on Tuesday, August 30, 2022, and Wednesday, August 31, 2022 for the **56th Street/50th Street Corridor Planning Study from the Selmon Expressway to Fletcher Avenue**. There are two in-person and one virtual meeting options to choose from. The same content will be shared at each meeting.

The study is developing potential solutions to improve multimodal safety, operations, and connectivity. The intent is to develop a comprehensive vision to implement continuous multimodal facilities that connect the communities and destination along the corridor.

The study team will share the study background, purpose and needs, and gather feedback on potential alternatives and intersection treatments.

## WHEN AND WHERE?

**IN-PERSON**  
**Tuesday, August 30, 2022**

**Holiday Inn Express & Suites Tampa East**

2520 North 50th Street, Tampa, FL 33619

**Wednesday, August 31, 2022**

**Lesley Miller Jr. All People's Community Park & Life Center**

6105 E Sligh Ave, Tampa, FL 33617

**VIRTUAL**  
**Wednesday, August 31, 2022**

Join at <https://meet.goto.com/658282773>

Or dial in using your phone.

United States (Toll Free): 1 866 899 4679

Access Code: 658-282-773

One-touch: tel:+18668994679,,658282773#



## HAVE COMMENTS?

Visit the project website to share ideas at specific locations along the corridor:

<https://www.fdotd7studies.com/projects/56thstreetcorridor/public-involvement/virtual-comment-tool/>

For more information about this project, please contact Brian Shroyer FDOT Project Manager at 813-975-6449 or by email at [Brian.Shroyer@dot.state.fl.us](mailto:Brian.Shroyer@dot.state.fl.us).

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to Title 23 of the United States Code, Section 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

**Comuniquese Con Nosotros:** Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyector, por favor ponerse en contacto con el señor Manuel Flores al teléfono 813-975-4248 o al correo electrónico: [manuel.flores@dot.state.fl.us](mailto:manuel.flores@dot.state.fl.us)

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Roger Roscoe, Public Involvement Coordinator, Florida Department of Transportation, District Seven, MS 7-500, 11201 N. McKinley Drive, Tampa, FL 33612; 813-975-6411.



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COMPANY/ORGANIZATION  
TITLE  
RECIPIENT NAME  
BUILDING X  
123 STREET, SUITE A  
SOMEWHERE, FL 00000

PLACE  
POSTAGE  
HERE

FDOT DISTRICT SEVEN  
11201 MCKINLEY DRIVE  
TAMPA, FLORIDA 33612



**Beth Alden**

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

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**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](http://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.*