



Hillsborough TPO

Transportation Planning Organization

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Meeting of the Citizens Advisory Committee

Wednesday, September 7, 2022, at 9:00 AM

County Center, 18th Floor – Plan Hillsborough Committee Room

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

Remote participation:

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Presentations, full agenda packet, and supplemental materials are [posted here](#). Please 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: Michael Rempfer 813-273-3774.

Rules of engagement:

Professional courtesy and respect for others at this meeting are expected. Failure to do so 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 & Introductions 9:00

II. Roll Call and Declaration of Quorum (Cheryl Wilkening, TPO staff)

A. Vote of Consent for Remote Member Participation – if applicable

III. Chairman’s Request: *Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.*

IV. Public Comment - 3 minutes per speaker, please 9:15
Public comments are welcome and may be given at this meeting virtually by logging onto the website above and clicking the “raise hand” button. Staff will unmute you when the chair recognizes you.

V. Minutes 9:25

A. Approval of Minutes (August 3, 2022)

- VI. Action Items**
- A. TIP Roll Forward Amendment 2022 (Connor MacDonald, TPO Staff) 9:30
- B. FDOT SIS Cost Feasible Plan – Letter of Comment (Johnny Wong, TPO Staff) 10:00
- C. CAC Organizational Structure (Johnny Wong, TPO Staff) 10:30
- VII. Status Reports**
- A. 2045 Refresher on Funding Scenarios (Johnny Wong, TPO Staff) 11:10
- VIII. Unfinished Business & New Business** 11:40
- A. Next CAC Meeting: October 5, 2022
- B. Vote on Next Month’s Agenda Topics
- C. CAC Position on Referendum Re: Transportation Surtax Funds
- D. Follow up from HART Re: Use of Transportation Surtax Funds
- IX. Members’ Interests & Future Topic Requests** 11:45
- X. Adjournment**
- XI. Addendum**
- A. [Florida Transportation Plan, Implementation Element](#)
- B. [Fact Sheet: Raise 2022 Award](#)
- C. [Fact Sheet: Nebraska Ave Ped Upgrades](#)
- D. [Announcement: Gulf Coast Safe Streets Summit November 3, 2022](#)
- E. [Attendance Roster](#)

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE
HYBRID MEETING OF AUGUST 3, 2022**

I. CALL TO ORDER

Chair Roberts called the meeting to order at 9:04 AM.

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

Members Present In-Person: Bill Roberts, Rick Fernandez, Hoyt Prindle, Christina Bosworth, Don Skelton, Ed Mierzejewski, Joshua Frank

Members Present Virtually: Carolyn Brown, Meaza Morrison, Artie Fryer

Members Absent/ Excused: David Bailey, Aiah Yassin, Steven Hollenkamp, Nicole Rice, Christine Acosta, Nicholas Glover, Jonathan Knudsen, Sharon Gaumond, Terrance Trott, Rick Richmond

Others Present In-Person and Virtually: Johnny Wong, Michael Rempfer, Gena Torres, Allison Yeh, Beth Alden, Elizabeth Watkins, Amber Simmons, Davida Franklin, Lisa Silva, Joshua Barber, Vishaka Shiva Raman, Wade Reynolds, Benjamin Gordon, Gail Reese (TPO Staff); Jason Smeak, Lauren Brooks, Channing Bickford (AECOM); Loretta Kirk, Kimly Green (HART); Siao Si Fine (FDOT); Tammy Vrana (VCI Planning)

A. *(Timestamp 0:00:15)* **Committee introductions** – members introduced themselves

An in-person quorum was met. Ed Mierzejewski moved to allow remote participation by members attending virtually; seconded by Christina Bosworth. The voice vote passed with one NO vote.

III. CHAIRMAN'S Request: Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate and avoid personalities or indecorous language or behavior.

IV. PUBLIC COMMENT *(Timestamp 0:03:15)* – None

V. APPROVAL OF MINUTES *(Timestamp 0:03:50)* – June and July

Don Skelton moves to approve minutes from June and July; seconded by Ed Mierzejewski.

Discussion:

June meeting, Page 7 of minutes, motion 1 Rick Fernandez moved paragraph. First sentence. Offered the reading of the motion. It was noted that the chair restated the motion to strike during the June meeting.

Rick Fernandez moved that the record of this CAC meeting incorporate the actions of the March 2, 2022 motion to strike and report out to the TPO Board that we have recommended striking FPN #s 445056 2 (TIP Amendment 8) and 445057 1 (TIP Amendment 9). *The Chair restated the motion to strike those line items from the TIP. (Correction made to June 1, 2022 minutes on August 4, 2022 by Recording Secretary, Gail Reese)*

The voice vote motion to approve the minutes as amended passed unanimously.

VI. ACTION ITEMS

A. **Freight Supply Chain Resilience Study** (Allison Yeh, TPO Staff; Jason Smeak, Lauren Brooks, AECOM) *(Timestamp 0:07:18)*

- Review of study purpose – mapping, identifying potential vulnerabilities, recommend actions, ongoing engagement.
- Went over the timeline.
- Top 5 Commodities – Food/Groceries, Water & Wastewater Utilities, Housing Material, Urgent Healthcare Services & Medicine, Fuel Distribution Systems
- Disaster Scenarios – Cyber Attack, Flooding/ Wind Event, Transportation Event (Sabotage/ Major Roadway Accident), Climate Change
- Review of stakeholder and community outreach – group interviews, community sessions
- Looked at supply chain map
- Went over the framework
- Noted key stakeholders – agency and private companies
- Went over next steps – interviews, preliminary actionable recommendations, present findings, finalize recommendations and study
- Looked at key recommendations around transportation.

Presentation: [Freight Supply Chain Resilience Study](#)

Website: <https://planhillsborough.org/freight-supply-chain-resilience-study/>

Discussion:

It was noted that there are 80 recommendations; are they ranked or will they be ranked, if so, what methodology is being used? Yes, the broadest impact to most critical within each disruption. The low-hanging fruit would be putting together the Freight Advisory Committee. Looked at the TPO role, anything that could be led there was ranked higher as well. The concern was brought up that the study is lacking in context. The recommendations are truck-related and not transportation related. There seems to be a lack of retreat in some of the areas where pedestrian use is very high. This seems to be a siloed approach and the local engagement with the communities impacted is not being reflected if it was done. It was asked about what happens after

the TPO Board approves this. Would be incorporated into the LRTP and work with coordination efforts. It was questioned what the cost of the study has been to this point. Approximately \$80,000 and the project will be completed in about a month.

It was asked why this is being presented as an action item and not a status report. It is more procedural. Bringing as an action item to recommend it to the TPO Board. Even if approved, there will be time for additional changes.

It was mentioned that FDOT has an active freight program and questioned the necessity of the TPO creating a regional Freight Advisory Committee when it already exists with FDOT, it may not be advisable to duplicate the effort. It can be very difficult working with private entities. Freight is part of transportation and FDOT has incorporated that into Complete Streets. It was noted that the recommendations are not meeting the standards set by FDOT and the TPO, including adding lanes to I-75 and I-4.

It was asked what the reaction has been from the Chambers of Commerce and whether they are aware of the risks when working towards bringing companies to the area. Site selection has been an approach along with resilience. This has come into play more within the last ten years

Ed Mierzejewski moved to approve and move to the TPO Board; seconded by Don Skelton. Roll call vote, the motion fails 10 – 0.

It was requested that the study be brought back to the CAC after it is finalized as an action item so the committee can vote on the final report and recommendations.

B. Public Participation Plan Amendments (Davida Franklin, TPO Staff) *(Timestamp 0:59:02)*

- Went over the Public Participation Plan and that it is updated every two years.
- Amendments:
 - How a notification is done: website, social media, a post on the calendars of news media websites, road signs, direct mailers to residents in impacted areas for projects that require right-of-way acquisition, a press release and/or newsletter article. Showed examples used during the pilot program. This resulted in an increase in public participation from none to over 24 responses.
 - TIP Amendment change from 21 to 14 days minimum review period.

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

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

Recommended Action: Approve the Public Participation Plan Amendments.

Discussion:

It was noted that a different logic is being applied to the TIP Amendment than what is posted for the new TIP projects. If signs are posted for Amendments, are they posted for other TIP projects? It was mentioned that social media posts need to be posted on multiple platforms. It was also noted that most people do not understand what a TIP Amendment is; we need to look

at better education on this. TPO Staff is working on putting together education material in multiple forms. The branding of the TIP needs to be simplified and made for a broader audience. Putting too much information on a sign is not the best approach. Is concerned about the words “generally considered” which implies it may not be heard at all. Staff will look at clarifying the wording; working on the road signs and stating that they are being put at traffic stops but will continue to look at that; will look further into the TBT and how to work with people with visual impairments. The “point of no return” on projects needs to be communicated to the public in some way through the notification process if it applies to the TIP Amendment; this would be best done through the committees and community organizations. The TIP Amendments from October 2021 for the DTI lane movements were included in 14 amendments and FDOT concluded that that vote triggered the “point of no return”. That was unknown to the committee. This is a failure of the Public Participation Plan; this needs to be recognized going forward. A possible solution could be as simple as categorizing projects as red or green. Suggested that community associations in affected areas be reached out to in the notification process along with including the CAC in communications about TIP Amendments. It was noted that the branding and signage are getting better and encourage continuing along those lines. It was noted that transportation comes up in many conversations out in the public.

Christina Bosworth moves to approve the PPP, seconded by Ed M. Roll call vote passes 10 – 0.

VII. STATUS REPORTS

A. HART Transit Development Plan & Budget (Loretta Kirk, HART) (Timestamp: 1:29:00)

- Review of FY 23 Budget Development Calendar. Looking for HART Board approval on September 26, 2022.
- Proposed Service
 - Summarized Fixed Route, Paratransit, Streetcar, and All HART
 - Ridership is steadily increasing
- Review of Revenue – Ad Valorem, Federal Relief Funding, Fares, Federal Operating Grants, State Operating Grants, FDOT Grants and City of Tampa Funding for the Streetcar, Other Income
- Summarized Operating Budget – personnel costs are approximately 70% of the budget, this is in line with most transit systems; healthcare is increasing ~10%, and fuel costs
- The budget is a balanced budget

Discussion:

It was questioned what the impact of not having the ARP funding next year is going to be. The November referendum; would be helpful if HART would come forward with incremental improvements that would be made if the referendum is passed. It was asked what the driver is causing the taxes and fees to go up as an expense. It was also asked why there was a significant jump in the Operational Contract Services then go back down. The contract services is a balancing act for expenses that were expected but were moved to the next FY. They are day-to-day operations contracts; many of them are multi-year. The taxes and fees, HART will send further

details to Dr. Wong for distribution to the committee. Will also provide additional detail on the Operational Contracts. The question about what operational impact may be felt by not having the ARP funding next year was brought back up. From a budgetary perspective, the line item for federal grants, there is a federal grant that is flexible (FTA5307). It can be used for operations or capital. That money increased with the Federal Jobs Act. Because the ARP funding was available, the FTA5307 was shifted to capital. Dr. Wong explained that there is a new state law that prohibits agencies from proactively providing information and from lobbying for taxes; agencies are able to provide information in a factual way if it is in response to a direct question received. HART does want the public to know about HART and the budget/funding. They are taking the presentations to the public after the capital plan is presented to the HART Board. Chair Roberts asked that HART come back in September to give a presentation on whatever is available on the plan for possible tax dollars from the November referendum. It was asked if a representative from HART was in front of a Civic Association and was asked about the impact of the possible funds. That tax is not HART's tax and it would be referred to the HART CEO and Legal Counsel at this time.

B. CAC Organizational Structure *(Timestamp 1:54:00)*

- Review of challenges being addressed – access to meetings, meeting people where they are, improving representation
- Characteristics of Hillsborough County – 51% Female, 13% Age 18 – 25, \$61K Median household income
- Recap of public survey responses – evening start time, hybrid, more geographical representation, support demographic representation, term limits
- Worked through proposals for consideration – start time, hybrid format, keep elected official appointments while adding more seats to fill gaps, fill in demographic representation, challenges with term limits, facilitate ongoing recruitment to fill positions.

Discussion:

Start Time: An evening start time could prohibit lower-income workers on shifts. A 3:30 start time might be a good compromise for workers and public commentators. An evening start time is a good idea as not everyone has flexibility for daytime attendance. Members of other organizations may have challenges attending after-hours meetings.

Hybrid Meetings: Being in person is important. Needs to have more structure but can be open to abuse; perhaps add a certain amount of in-person and hybrid attendance. Elected officials need to make sure their appointees are showing up. Being in person is important. Perhaps having an in-person attendance requirement based on where the representative lives. Hybrid attendees are not as engaged. In-person will be able to vote. Have technical challenges. Figure out a way on how to make it work as it encourages participation. The goal is to have those who really want to participate in the room.

Membership: Representation, today, we barely have enough to meet quorum. In geographic areas, more representation should be from more populated areas along with demographic. The money spent in the urban core is going to be greater than outside of that. The more people on the committee, the more likely a quorum can be achieved however, it could make it difficult for outlying members to show up. It would be good to see areas that have no representation on the

board such as Town and Country, Brandon, and East Tampa. Adding 60 members, the board could become unmanageable. More than 25 participants in any meeting will be difficult to manage and additional members will not necessarily change the voices speaking up. Quality over quantity. The responsibility is with the appointed authority. Each member could represent multiple areas. Increasing the membership number would make the board less effective and efficient. Set the quorum level at 40% of the membership.

Term Limits: Term limits may be sacrificing quality for quantity. A quorum could be maintained at a lower level. Term limits set to five or six years may be good, an onboarding or boot camp that is recurring for board members coming on along with the public might be a good solution.

It was asked how the TPO Staff recruits committee members. It is posted on the website and there is an application to be filled out. May contact past applicants. For political appointees, look at the location being represented and talk with applicants. There are several people who are interested in serving on the committee. Term limits are an overrated thing. This is a voluntary board, there is no added benefit other than public service, people are engaged and show up. Political appointees have a natural term limit. Something to consider, allow individuals to apply for a different seat after their term, that way experience isn't lost, and it allows for a different lens.

May be able to attract more members by having meetings at different locations. It could encourage public participation and attendance. There should be attendance requirements and they should be enforced. It was noted that moving the meeting around could pose a challenge for those using transit and would really benefit a few versus the majority. It may be possible to hold special meetings around the county.

The overall number of the survey respondents was discussed. It had around 50 public responses from the general public. That provided ideas on how to structure the proposals. The final approval is at the discretion of the CAC. It was asked if it would be valuable for TPO Staff to follow up with people who provide public comments. They could make up a pool of applicants if they are interested in serving.

It was asked that TPO Staff bring a small list of proposals to the next meeting before changing the board.

VIII. UNFINISHED BUSINESS & NEW BUSINESS *(Timestamp 2:36:17)*

- A. Next CAC Meeting is on September 7, 2022**
- B. Vote on next month's agenda topics** – Request information from HART for proposed uses of funds if the tax referendum passes in November. Would like to have information on how the committee can make a recommendation of support (or not) to the TPO Board on the tax referendum. TIP Amendment presentations.
- C. Request for Staff to explore motion to rescind 2 items from the TIP at the June meeting.**
 - With a motion to rescind, there is a notice requirement to the committee. Does not feel comfortable that the notification has been met.

- At the next meeting where there is adequate representation; intends to make the motion to rescind the actions from the June meeting. Alternatively, there is also the option to renew the motions to strike.
- This will be added to the agenda for September.

Discussion:

There was a discussion about the voting records of these items.

IX. MEMBERS' INTERESTS & FUTURE TOPIC REQUESTS (*Timestamp 2:48:10*)

- A. Josh Frank – Follow-up on a request made in June. Asked about the CAC recommendation to the TPO Board about the reapportionment plan and if that has been done in the communication to the Board.

X. ADJOURNMENT (*Timestamp 2:50:27*)

Meeting adjourned at 11:54 AM

A recording of this meeting may be viewed at:

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

TIP Roll Forward Amendment 2022

Presenter:

Connor MacDonald, TPO Staff

Summary:

Every year in July, the Florida Department of Transportation (FDOT) district begins developing its Five-Year Work Program. Following an extensive review process, the Work Program is adopted in July of the following year and a summary “snapshot” of projects listed in the Work Program is provided to the TPO in April. This “snapshot” includes a list of funded projects which are required to appear in the TPO’s TIP.

When the new TIP and Work Program are adopted in June and July, respectively, there are often projects in the previous TIP which had funding programmed but the work was not completed due to delays or a host of other reasons. The programmed funds must then be “rolled forward” into the next TIP so that the work can be completed. The TIP must therefore be amended to include those delayed projects and so that the funding amounts match the Work Program.

This Roll Forward Amendment includes funds for three projects: FDOT’s Westshore Interchange Major Reconstruction, City of Tampa’s Floribraska Avenue Complete Street project, and HART’s New Maintenance Facility. All three projects were budgeted in the last fiscal year and have been delayed into the current fiscal year. It’s now anticipated that these activities will be underway no later than June 30, 2023.

This amendment ensures that year one of the TIP, adopted by the Board on June 8th, 2022, matches year one of the FDOT Work Program, with no funds left on the table.

Recommended Action:

Adoption of the Roll-Forward Amendment to the Transportation Improvement Program for FY 2022/23 through FY 2026/27.

Prepared By:

Connor MacDonald, TPO Staff

Attachments:

[Comparative Report
Presentation](#)



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Hillsborough MPO Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item

FDOT SIS Cost Feasible Plan – Letter of Comment

Presenter

Johnny Wong, TPO Staff

Summary

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities critical to the state's continued economic growth and mobility. Facilities included on the SIS are considered to be significant for interregional, interstate, and even international travel. The SIS Cost Feasible Plan (CFP) illustrates projects that may be financially feasible within a time horizon of 11 to 25 years in the future. This list of projects is updated typically every 2 to 3 years as new revenue projections become available.

Leading up to the CFP update, MPOs around the state are asked to provide comments on projects included in the draft CFP. For FDOT District 7, this includes projects in Citrus, Hernando, Pasco, Pinellas, and Hillsborough counties. All of the projects within Hillsborough County have been reviewed for consistency with both the Transportation Improvement Program and Long Range Transportation Plan, and comments have been offered in the attached Letter of Comment.

In a departure from previous practice, MPOs were invited to submit proposals for projects to include on the District's Priority List and staff have included a list of safety, resilience, and reliability projects on SIS facilities and parallel corridors.

Letters of comment must be submitted to FDOT by September 16, 2022. Advisory committees and Board members are encouraged to provide comments to be considered for inclusion in the letter.

Recommended Action

Approve the Letter of Comment for transmittal to FDOT District 7.

Prepared By

Johnny Wong, PhD, TPO Staff

Attachments

FDOT SIS Cost Feasible Projects, 2035-2050 Draft for Comment

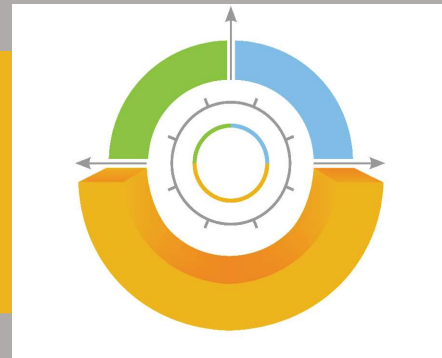
SIS Cost Feasible Plan - Letter of Comment




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

Strategic Intermodal System (SIS)

District Seven
August 2022



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



SIS Long Range CFP Development Process



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

Purpose of the Long Range Cost Feasible Plan

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



The CFP fulfills the following key purposes:

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

2050 SIS Cost Feasible Plan

The 2050 Cost Feasible Plan will reflect:

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

When the 2050 CFP is complete it will contain:

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

SIS Funding Eligibility Guidance



STRATEGIC INTERMODAL SYSTEM

Funding Eligibility Guidance Document

2019



Is the project:

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

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

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

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

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

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

SIS Cost Feasible Plan Funding Window



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

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

2050 CFP Funding Bands and Costs

4 Funding Bands:

Band A – FY 2033 – 2035 (3 years)

Band B – FY 2036 – 2040 (5 years)

Band C – FY 2041 – 2045 (5 years)

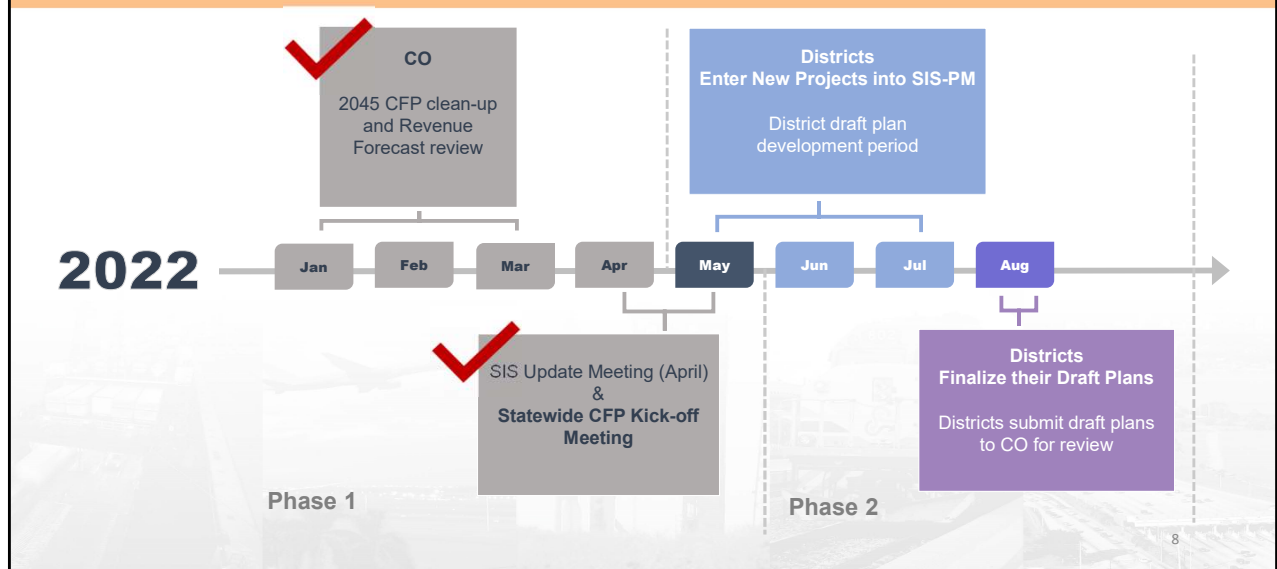
Band D – FY 2046 – 2050 (new)

Project Costs will be in Present Day Costs (PDC)

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

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

Where are we in the process?



Where are we in the process?

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

Where are we going?



Where are we going?

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

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

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

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

- PE, CST – FY 2033 - 2035

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

- PE, CST – FY 2033 - 2035

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

- ROW, CST – FY 2033 - 2035

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

- CST – FY 2033 - 2035

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

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

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

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

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

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

- CST – FY 2033 - 2035

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

- ROW, CST – FY 2033 - 2035

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

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

I-4 from Selmon Connector to Branch Forbes Road

- PE, ROW, CST – FY 2033 - 2035

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

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

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

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

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

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

- ROW, CST – FY 2033 - 2035

I-75 from SR 56 to CR 54

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

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

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

SR 54 at Collier Parkway

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

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

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

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

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

Stakeholder Input

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

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

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

Questions and Comments

Lori Marable

District Seven SIS Coordinator

813-975-6450

Lori.marable@dot.state.fl.us



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

Thank you.



Hillsborough TPO

Transportation Planning Organization

Commissioner Harry Cohen
Hillsborough County
TPO Chair

Commissioner Pat Kemp
Hillsborough County
TPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Councilmember Lynn Hurtak
City of Tampa

Commissioner Nate Kilton
City of Plant City

Adelee Marie Le Grand
HART

Joe Lopano
Hillsborough County
Aviation Authority

Councilman Guido Maniscalco
City of Tampa

Commissioner Gwen Myers
Hillsborough County

Commissioner
Kimberly Overman
Hillsborough County

Cody Powell
Planning Commission

Mayor Andrew Ross
City of Temple Terrace

Greg Slater
Expressway Authority

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden
Executive Director

September 14, 2022

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

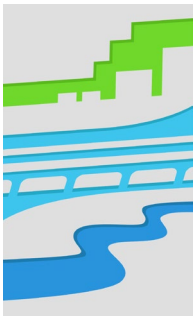
RE: Comments on Strategic Intermodal System Cost Feasible Projects, 2035-2050

Dear Secretary Gwynn,

Thank you for the opportunity to provide comments on the Strategic Intermodal System (SIS) Cost Feasible Plan. The Hillsborough Transportation Planning Organization appreciates the Department's continued partnership supporting the goals of safety, reliability and mobility across the greater Tampa Bay region. During the previous three years, the TPO and FDOT District 7 have worked together to secure funding for some of the top priorities of both the county and region, namely the Downtown Interchange, Westshore Interchange, and Howard Frankland Bridge replacement.

The Hillsborough TPO offers the following observations, comments, and suggestions to the draft SIS Cost Feasible Plan priority list:

- **I-275 from N of Lois Ave to N of Howard Ave and from N of Howard Ave to N of Hillsborough River (#3695, 3715):** The two projects are supported in the TIP and are currently ranked #69 out of 95 on the List of Priority Projects. The additional travel lanes will provide an important connection to the major job clusters of Westshore and Downtown Tampa. For clarity, please specify which managed lane strategies are under consideration and please engage TPO staff early in the process of establishing the toll rate;
- **I-4 (EB) from E of Orient Rd to W of I-75 (#1497):** This project will improve access to I-75 and eastern Hillsborough County. This project should be coordinated with Hillsborough County's road widening project on Orient Rd from Sligh Ave to Columbus Dr;
- **US-41 from S of Pendola Point/Madison Ave to S of Causeway Blvd (#1728):** This project will support goods movements and provide connections to a minor job cluster. The project appears in the TIP, is currently ranked #86 on the List of Priority Projects, and is consistent with the Hillsborough & Polk County Freight Logistics Strategies Plan;



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Tampa, FL, 33602

- **SR60 from Dover Rd to SR39 and from SR39 to Polk County Line (#3289, 3290):** These projects are not included in the 2045 Long Range Transportation Plan, and there are priorities of higher concern. We request that the Department provide the rationale for widening this segment in rural eastern Hillsborough County which lies outside of the urban services boundary. Alternatively, there is an urgent need for safety treatments on SR60, as it is the highest injury roadway in all of Hillsborough County;
- **I-275 Interchange Modifications at Bearss Ave, Busch Blvd, Fowler Ave, and Fletcher Ave (#3270, 3267, 3268, 3269):** Improvements at these interchanges are critically needed. Crash analyses show that there have been nearly 2,000 crashes near these interchanges in just the last five years – some of which have resulted in fatalities and serious injuries, while others have resulted in congestion and contributed to unreliable travel times. Special attention should be paid to the design of treatments located at the on and off ramps and crash reduction should be paramount. High visibility crosswalks, lighting, and speed management strategies should be considered at the off-ramps;
- **I-4 Interchange Modifications EB from E of Orient Rd to W of I-75 and at Polk County Line, McIntosh Rd, and Branch Forbes Rd (#1497, 3795, 3662, 3663):** Diverging Diamond Interchanges should be considered at these locations consistent with FDOT Design Criteria;
- **I-275 from N of Hillsborough Ave to S of Bearss Ave (#3507):** This highway widening project is currently included in the 2045 Long Range Transportation Plan, but is being considered for removal or modification by the TPO Board. At this time, it is not clear whether this project is supported;
- **Various Managed Lane Projects on Interstate Facilities:** For clarity, please specify which managed lane strategies are under consideration. As previously noted, the TPO should be engaged early in the process to participate in the decision-making process regarding toll rates;

The SIS Policy Plan invites MPOs to submit proposals for investments to ensure the safety of all modes of travel. Furthermore, the Florida Transportation Plan has a goal of agile, resilient, and quality infrastructure, as well as enhancing travel time reliability. Please find below a list of proposed projects to include in the forthcoming CFP and the justification for inclusion.

- **Four SIS facilities and parallel corridors are listed among the worst performing** segments for fatal and serious injury crashes. Chief among these is SR60 (Brandon Blvd) from Falkenburg Rd to Dover Rd, which averages approximately 25 crashes per mile, giving it the dishonor of having the highest number of severe crashes per mile countywide. Segments of I-275 and I-4 also rank among the worst, with approximately 16 crashes per mile on I-4 from I-275 to 22nd St and 15 crashes per mile on I-275 from Howard Frankland Bridge to Busch Blvd. Big Bend Rd serves as a connection to both US41 and I-75. The segment between these two SIS facilities averages approximately 17 severe crashes per

mile. A number of safety improvements are already programmed along the I-275 corridor, but the TPO welcomes continued collaboration with FDOT to make progress toward Vision Zero;

- **There are a number of segments and ramps on the SIS which rank among the least reliable for travel time consistency.** The TPO has identified unreliable segments as candidates for treatments ranging from access management to transit service, demand management, and TSM&O. Please consider the following segments for inclusion among the list of District Priority Projects:
 - Busch Blvd from I-275 Ramp to Nebraska Ave
 - I-75 from Manatee County Line to Gibsonton Dr
 - SR60 (Adamo Dr) from 22nd St to 34th St
 - SR60 (Brandon Blvd) from I-75 Ramp to Grand Regency Blvd
 - SR60 (Kennedy Blvd) from Hyde Park Ave to Plant Ave
 - US92 from Mango Rd to I-4 is a corridor parallel to a SIS facility and is both a key economic space in Hillsborough County and Freight Logistics Zone; and

- **Vulnerability to sea-level rise, storm surge, and inland flooding is a critical issue for the Tampa Bay region and resilience adaptations are necessary to avoid major disruptions to life and economic growth.** Please find below a list and attached a map showing moderate to highly vulnerable and critical transportation facilities in need of resilience enhancements, such as pavement hardening, stormwater enhancements, and wave attenuation. Please consider adding these segments among the list of District Priority Projects.
 - Causeway Blvd from US41 to 78th St
 - Channelside Dr from Nebraska Ave to SR618
 - College Ave from US41 to 21st St
 - Hillsborough Ave from Race Track Rd to SR589
 - I-275 from 4th St N to SR60
 - SR60 from I-275 to Church Ave
 - SR60 from Brevard St to Marion St
 - N 21st St from E 2nd Ave to Selmon Expwy
 - N 22nd St from E 2nd Ave to Selmon Expwy
 - S 20th St from Durham St to Maritime Blvd
 - S 22nd St from Maritime Blvd to US41
 - SR60 from Hillsborough Ave to I-275
 - SR60 from 45th St to Consoweld Dr
 - SR60 from 19th St to 39th St
 - US41 from College Ave to Big Bend Rd
 - US41 from CR676A to Distribution Dr
 - W Courtney Campbell Causeway from Bayview Ave to SR589
 - West Shore Blvd from Prescott St to Euclid Ave

Thank you for the opportunity to comment and to propose projects for inclusion in the SIS Cost Feasible Plan. If you have any questions, please contact Beth Alden for further discussion or clarification.

Sincerely,

Commissioner Harry Cohen
TPO Chair

Cc: TPO Board Members
Justin Hall, FDOT District 7 PLEMO Administrator
Brian Hunter, FDOT District 7 Liaison Administrator



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Citizens Advisory Committee Organizational Structure

Presenter:

Johnny Wong, TPO Staff

Summary:

The 2021 Plan Hillsborough Nondiscrimination and Equity (ND&E) Plan made several major recommendations regarding issues of community access, accessibility, and representation and diversity of TPO committees.

During the last meeting, the committee requested that staff return with a proposal regarding committee size, meeting start time, location, format, term limits, and quorum constitution. After facilitating this discussion and collecting feedback for several months, staff have returned with recommendations regarding each of these topics.

Recommended Action:

Approve enhancements to the Citizens Advisory Committee and forward to the TPO Board for consideration.

Prepared By:

Johnny Wong, PhD, TPO Staff

Attachments:

None.



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2045 Refresher on Funding Scenarios

Presenter:

Johnny Wong, TPO staff

Summary:

The “It’s TIME Hillsborough” 2045 Long Range Transportation Plan, adopted in 2019, included two funding scenarios: one with and one without the 1% surtax for transportation approved by Hillsborough County’s voters in 2018. The two scenarios were created in order to forecast future-year performance metrics with and without the new funding. With the invalidation of the 2018 surtax and the debate this year about a possible replacement, the refresher on transportation system conditions and performance forecasts is provided for information.

Recommended Action:

None. For information only.

Prepared By:

Beth Alden, AICP, TPO Executive Director

Attachments:

Presentation slides prepared for March 10 BOCC Workshop on Transportation



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WELCOME
TAMPA



DOWNTOWN TAMPA
DISTRICT
OR CITY



LineStreetcar.org

HART
Regional Transit Authority

goHART.org

FREE
FARES
COMING
FALL
2018



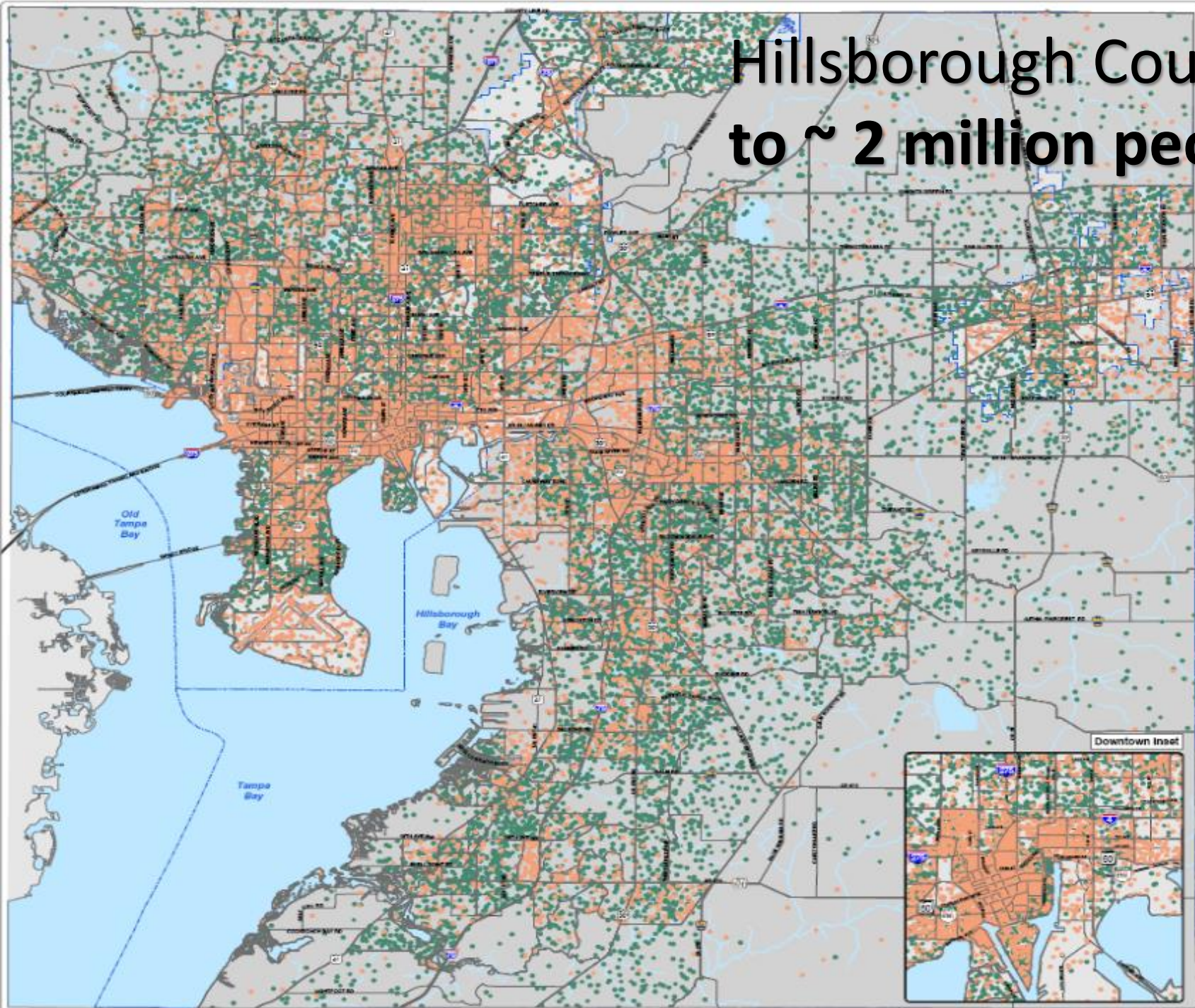
The Long Range Plan and the State of the System

planhillsborough.org



Hillsborough TPO
Transportation
Planning Organization

Hillsborough County will grow to ~ 2 million people by 2045.



Job Density



Population Density

Future land-use focused on urban infill & Transit Oriented Development



Creating the Plan to get there from here...



Create 2045 Growth Scenarios

Public Outreach Summer 2018

Establish Goals & Objectives, Final Population & Employment Projections

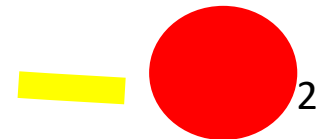
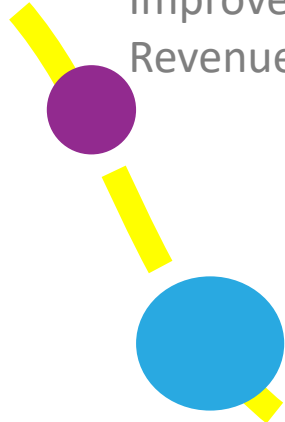
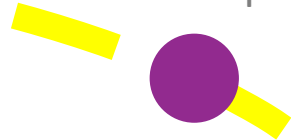
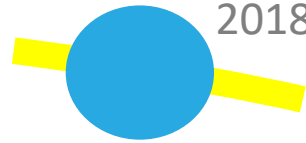
Identify Needed Improvements & Revenue Forecasts

Public Outreach Summer 2019

Complete Needs Assessment

Draft Cost Feasible Plan for Comments

Plan Adoption Nov, 5 2019



What are our community's priorities?

"It's TIME" Survey Conducted Summer 2019



5,219 
PARTICIPANTS

89% county residents

90% work in Hillsborough County

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

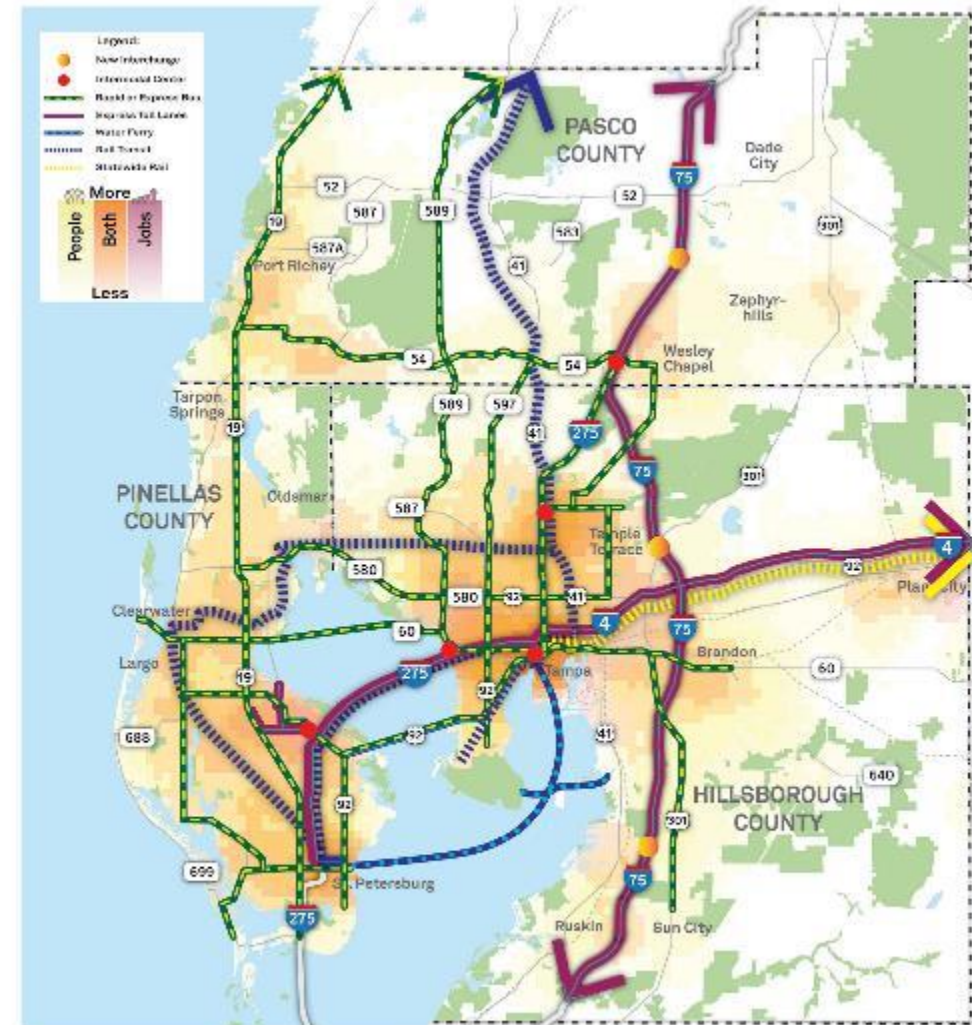
TWO MAJOR THEMES EMERGED

1 mass transit

Bus Rapid Transit
Streetcar Expansion
Light Rail
Passenger Rail

2 multimodal projects

Greenways
Trails
Right-sizing roads
Downtown Interchange



How do we know what our community, working together, can afford?

The 2045 Plan accounts for three major factors:



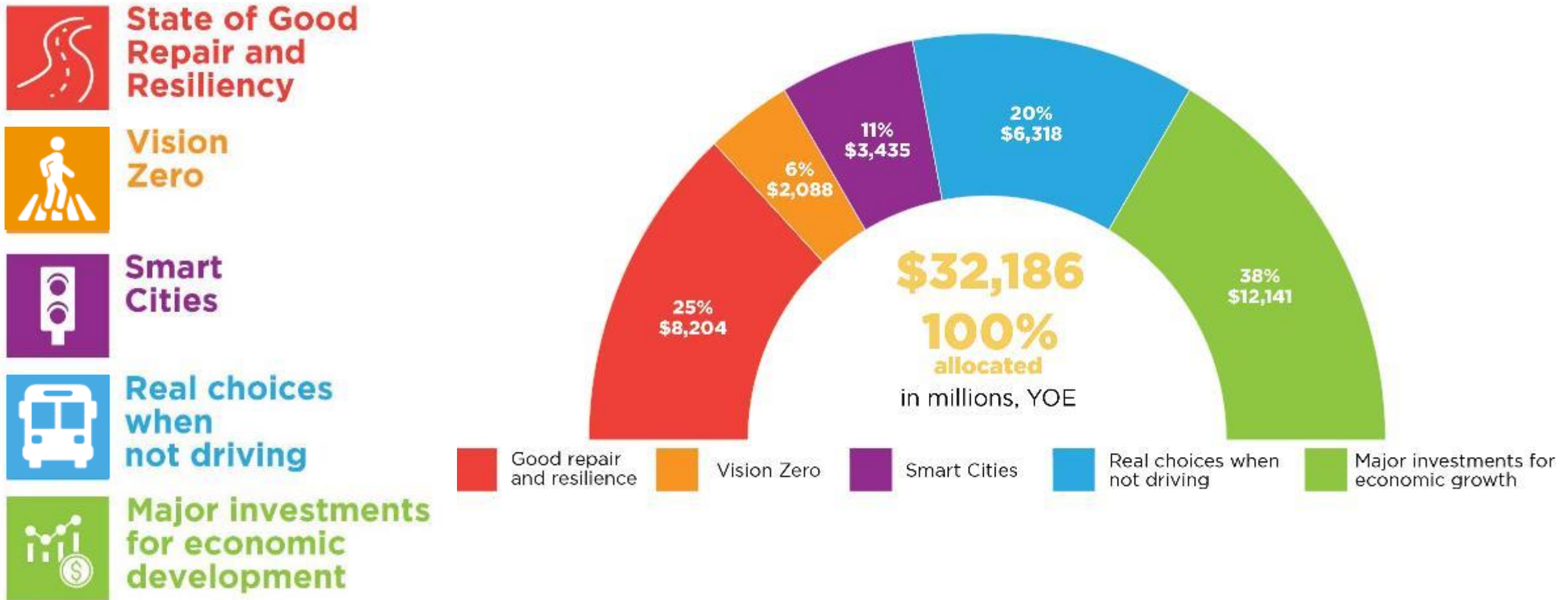
Funding Forecast

- Federal
- State
- Local

The eligible uses of each revenue source

Allocation of revenue to Programs & Major Projects

Proposed Allocation of Future Funding '26-'45 including state and federal funding, THEA, HART, more



Funding Available to Meet Hillsborough's Needs, 2026-2045 (all sources)



■ Federal & State (for SIS only)
 ■ Federal & State (for non-SIS)
 ■ Local Roads & Transit

Without the surtax,

66% of

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

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

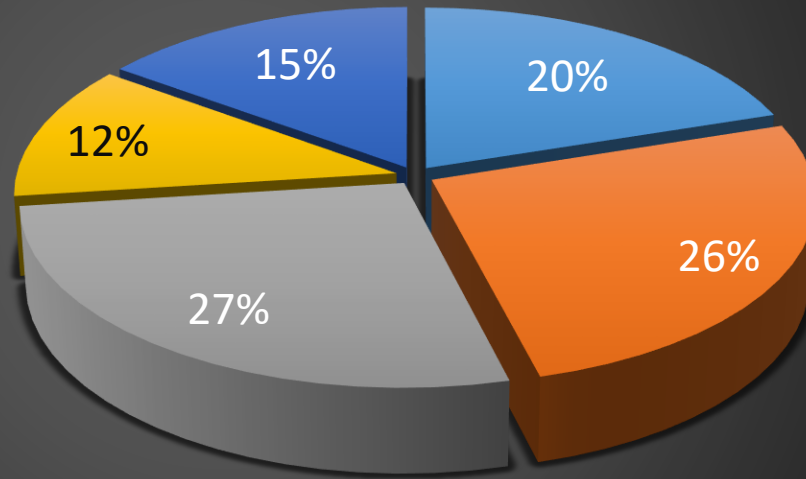
55.5% transit funds

84.3% local roadway funds

The previously approved 1% surtax's 84% increase in funding for local roadways.... was to be spent on what? It was based on the performance-based long-range plan adopted in 2014.

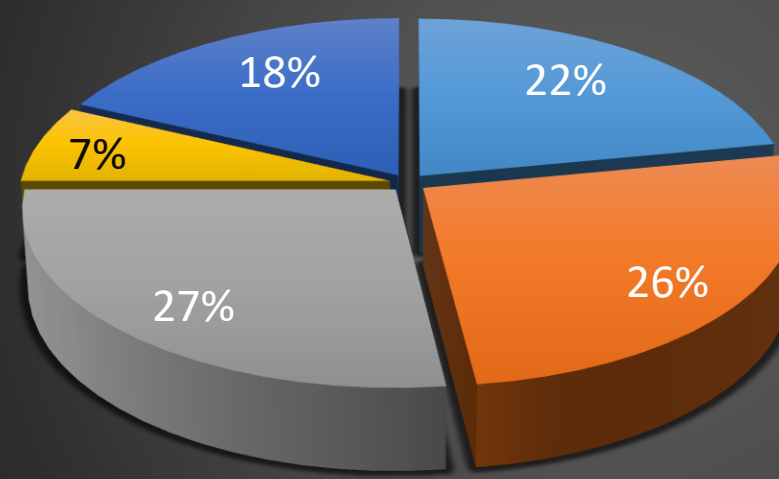
Uses of Surtax General-Purpose Portion

- Maintenance & Vulnerability Reduction
- Congestion Reduction
- Safety Improvements
- Network Improvements
- Remaining Funds

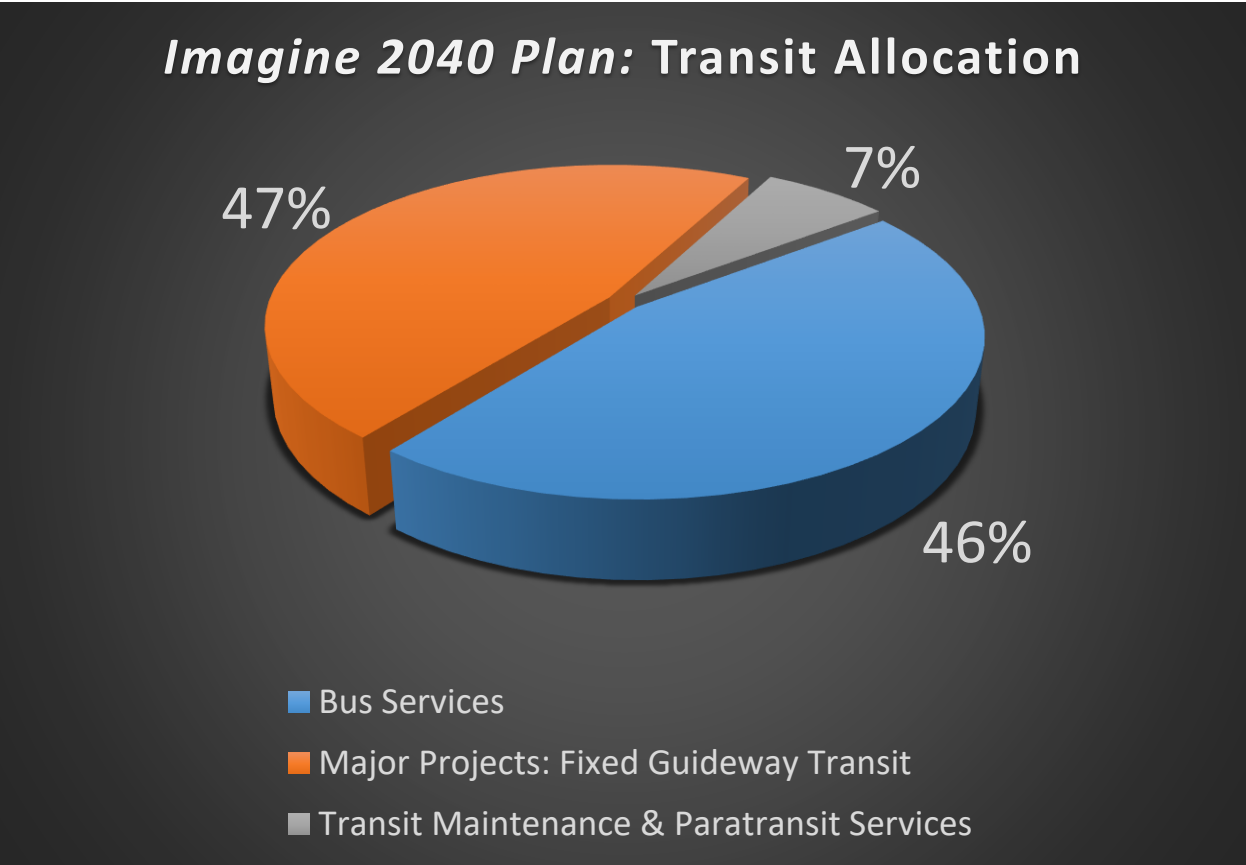
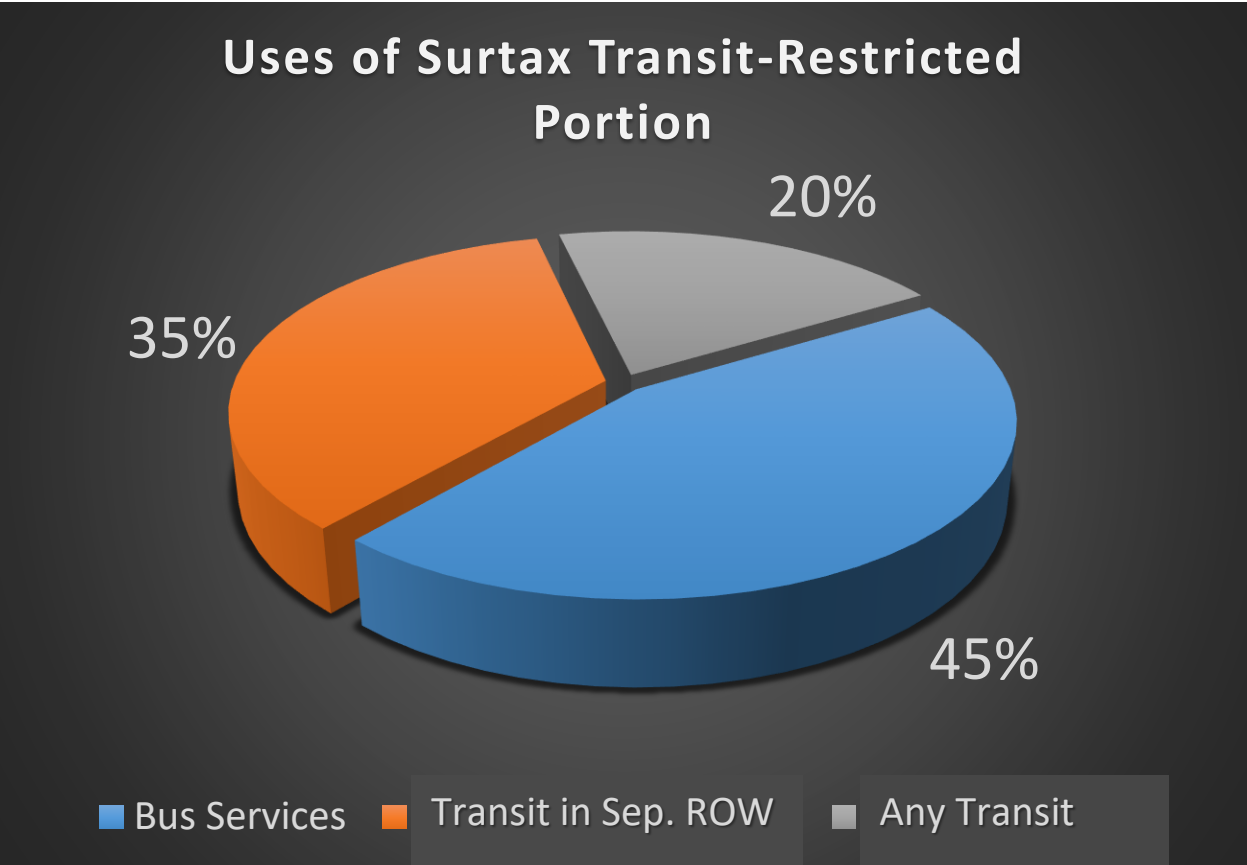


Imagine 2040 Plan: Non-Transit Portion

- Preserve the System
- Minimize Traffic for Drivers & Shippers
- Reduce Crashes & Vulnerability
- Real Choices When Not Driving
- Major Projects



The previously approved 1% surtax's 55% increase in funding for transit... was to be spent on what? Again, it was based on the performance-based long-range plan adopted in 2014.



The 2045 Plan, adopted in 2019, set new performance goals using the 1% surtax



State of Good Repair and Resiliency

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

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

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



Smart Cities

reduce delay from future traffic growth by **80%**
improve travel time reliability by **30%**



Vision Zero

Install streetlights on **500** miles of unlit major roads
fill **1,400** miles of sidewalk gaps
complete streets treatments on **350** miles of high crash roads
Reduce crashes by **35%**



Real choices when not driving

improve bus frequency on approximately **800** miles of roads
build **150** miles of trails
transition **34%** of paratransit trips to fixed-route

2045 Plan performance-based investment programs include:



Pavement, bridge, coastal protection, transit maintenance



"Complete Streets" treatments and other safety enhancements



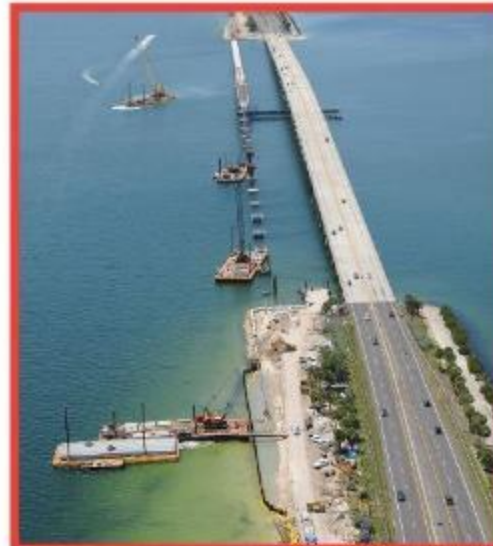
Better intersections, signals, and advanced traffic management systems



Expanded bus services and trails/paths separated from roadways



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

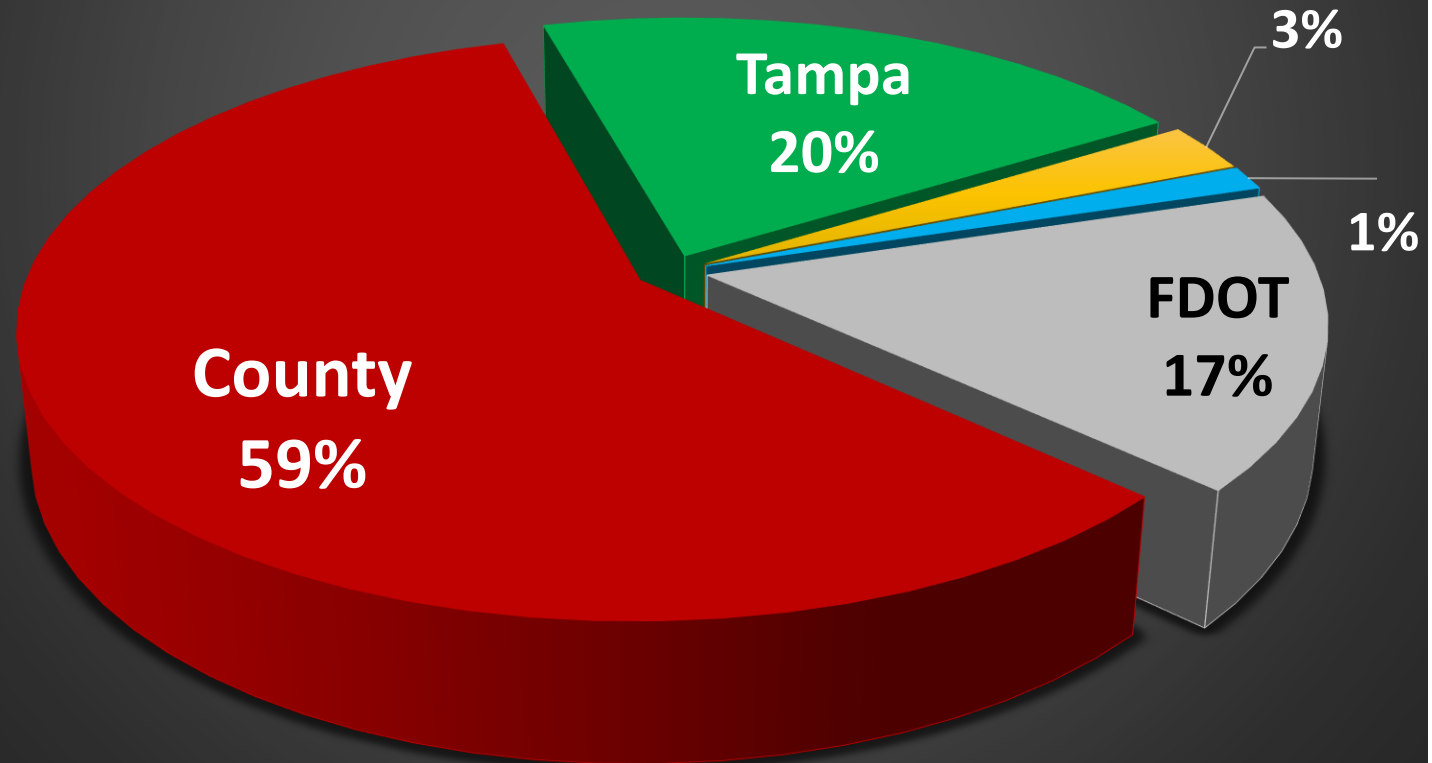




Good Repair & Resilience Part One: Pavement State of Repair

- On average, 5% of lane-miles should be resurfaced every year, to be on a 20-year cycle
- Hillsborough County and City of Tampa are currently at less than 1%

Who Owns The Lane-Miles?





Good Repair & Resilience Part One: Pavement State of Repair



2020 data from Hillsborough County

- Local roads: 26% poor-failed 2030 conditions, if no new funding: **79% poor-failed**
- Major roads: 18% poor-failed 2030 conditions, if no new funding: **65% poor-failed**

2020 data, FDOT

- Interstate is 60% good condition (meets target)
- Other FDOT Hwys are 36% good (below target)

OPERATIONS AND MAINTENANCE	ASSET PRESERVATION		
<p data-bbox="682 761 919 793">Good Condition</p> 	<p data-bbox="1225 761 1498 793">Fair to Satisfactory</p> 	<p data-bbox="1671 761 1933 793">Poor to Very Poor</p> 	<p data-bbox="2109 761 2356 793">Serious to Failed</p>  <p data-bbox="2321 882 2491 1039">Cost per mile doubles!</p>
<p data-bbox="682 1082 1003 1115">Routine Maintenance</p> 	<p data-bbox="1225 1082 1556 1115">Preventive Treatments</p> 	<p data-bbox="1671 1082 1972 1115">Major Rehabilitation</p> 	<p data-bbox="2109 1082 2333 1115">Reconstruction</p> 



Bridge State of Repair

The 2045 Plan Forecast

- Existing funding provides for continued routine maintenance plus 1 major and 1 minor rehab project per year
- With the 1% surtax, 14 major or minor rehab projects are cost feasible per year, plus continued routine maintenance

2020 Data Update

- Half+ of bridges are maintained by FDOT, 86% in good condition as of 2020, meeting target of 50%
- ~One-third of bridges are maintained by Hillsborough County
 - 72% good condition today
 - **Drops to 9% good condition in 2030** if funding not increased





Transit Fleet State of Repair



The 2045 Plan Forecast

- With existing funding
 - Fleet of 202 buses, with 10% older than 12 years
 - Average 8 road-calls (breakdowns) per weekday
- With the 1% surtax
 - Fleet of 283 buses and 100% replaced on time
 - Half as many road calls per bus!

2020 Data from HART

- 41% of vehicles not in a state of good repair
- 31 fixed-route buses and 21 paratransit vans have met their useful life and are ready for retirement

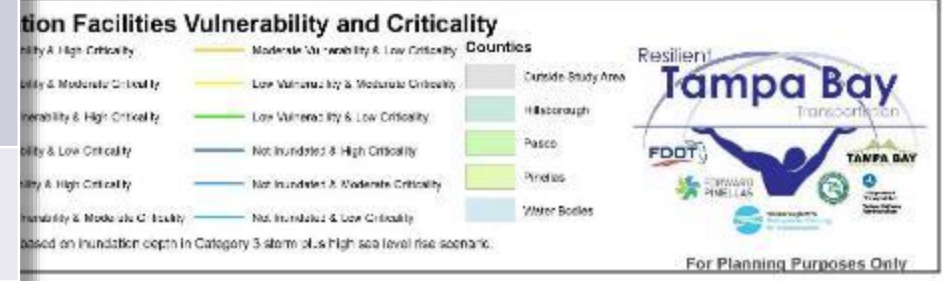


What do we mean by resilience in transportation?

~115 miles of Critical Roads that are highly or moderately vulnerable



Representative Project	Adaptation Strategies	Cost (million)
Gandy Bridge (approaches)	Raise profile	\$74.0
Big Bend Rd	Drainage, enhanced road surface, vegetation	\$3.7
Gulf Blvd	Beach/shoreline enhancement, Cross drains and swales	\$12.4
Roosevelt Blvd	Enhanced road surface, drainage, raised median	\$16.4
US 19	A) Raise profile B) Beach/shoreline, raise intersections, vegetation	\$136.3 \$71.0
SR 54	Drainage, raise median, raise intersection profiles	\$8.8





Stormwater Funding: Trend vs. Resiliency Need

- » Current funding for stormwater:
~ **\$46 M/year**
 - Local govt. CIPs + FDOT work program

- » Additional funding needed to expand stormwater systems:
 - Focus on critical roads that are highly to moderately vulnerable: ~115 miles
~ \$427 M total or
.. **need to increase funding ~\$22 M annually for 20 years**





Road Surface Funding: Trend vs. Resiliency Need

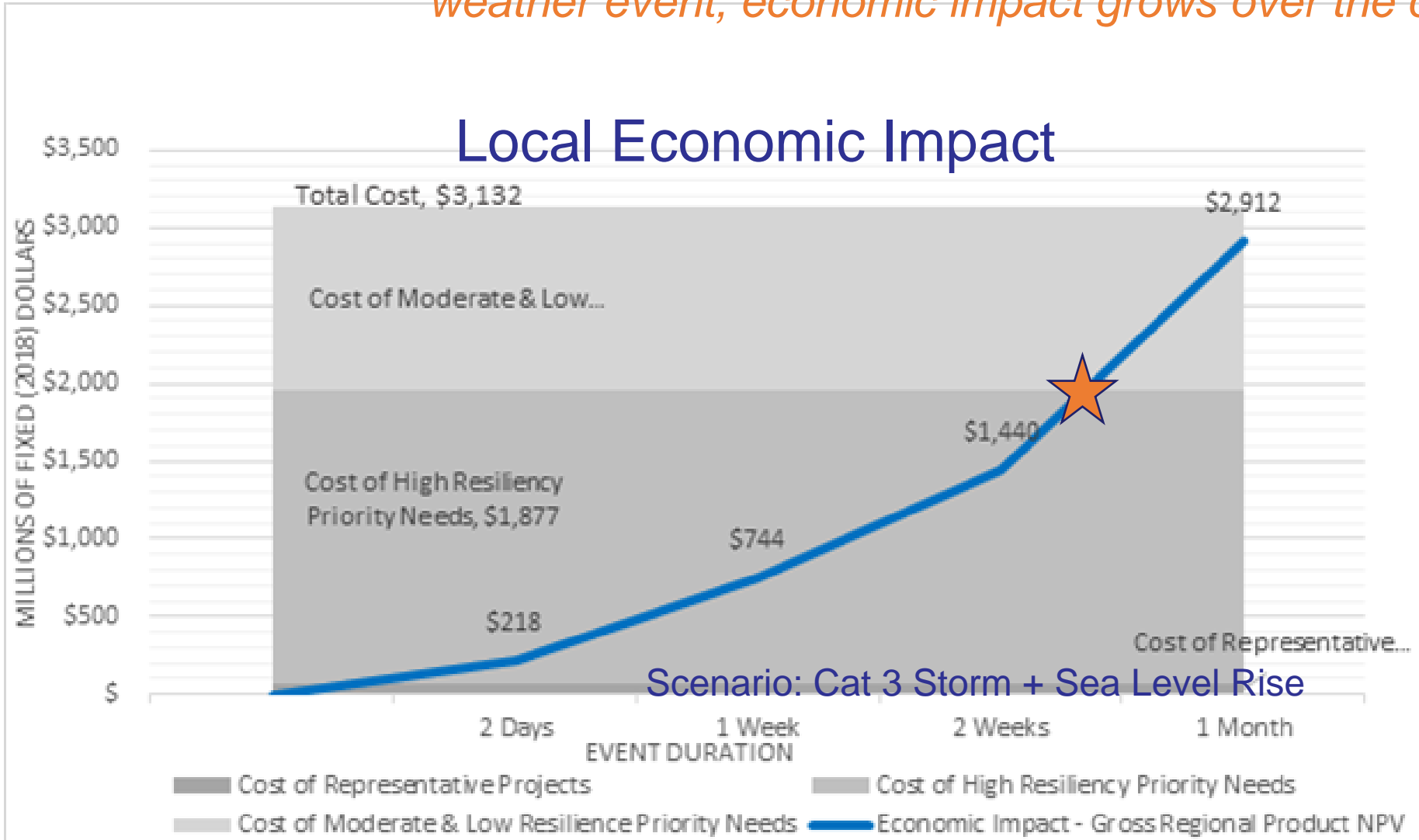
- » Current funding for road maintenance:
~ **\$84 M/ year**
 - Local govt. CIPs + FDOT work program
 - » Additional funding needed for:
**hardening pavement & sub-base,
raising profile of road, shoreline presv.,
wave attenuation**
 - Focusing on critical roads that are highly to moderately vulnerable: ~115 miles
 - ~ \$1,439 M total or
- .. need to increase funding ~\$72 M annually for 20 years**





ROI: Resilience & The Cost of Doing Nothing

If the vulnerable & critical roads are washed out/ impassible after a severe weather event, economic impact grows over the course of a month.



Break-even point for investing in the most critical roads: ~ 2 ½ weeks.

It's even sooner if you focus on less-expensive improvements (i.e. not raising the road profile).



2045 Plan: Vision Zero Investments



Existing funding: ~\$18 m/yr

By 2045 we can build:

- 130 miles of Complete Streets projects
- ~15% reduction in fatal & injury crashes if the projects are on the high-injury rds

With the 2018 surtax: ~\$62 m/yr

By 2045 we can build:

- 350 miles of Complete Streets projects
- 500 miles of streetlights on dark roads
- 1400 miles of sidewalk gaps filled
- >35% reduction in fatal & injury crashes if the projects are on the high-injury rds

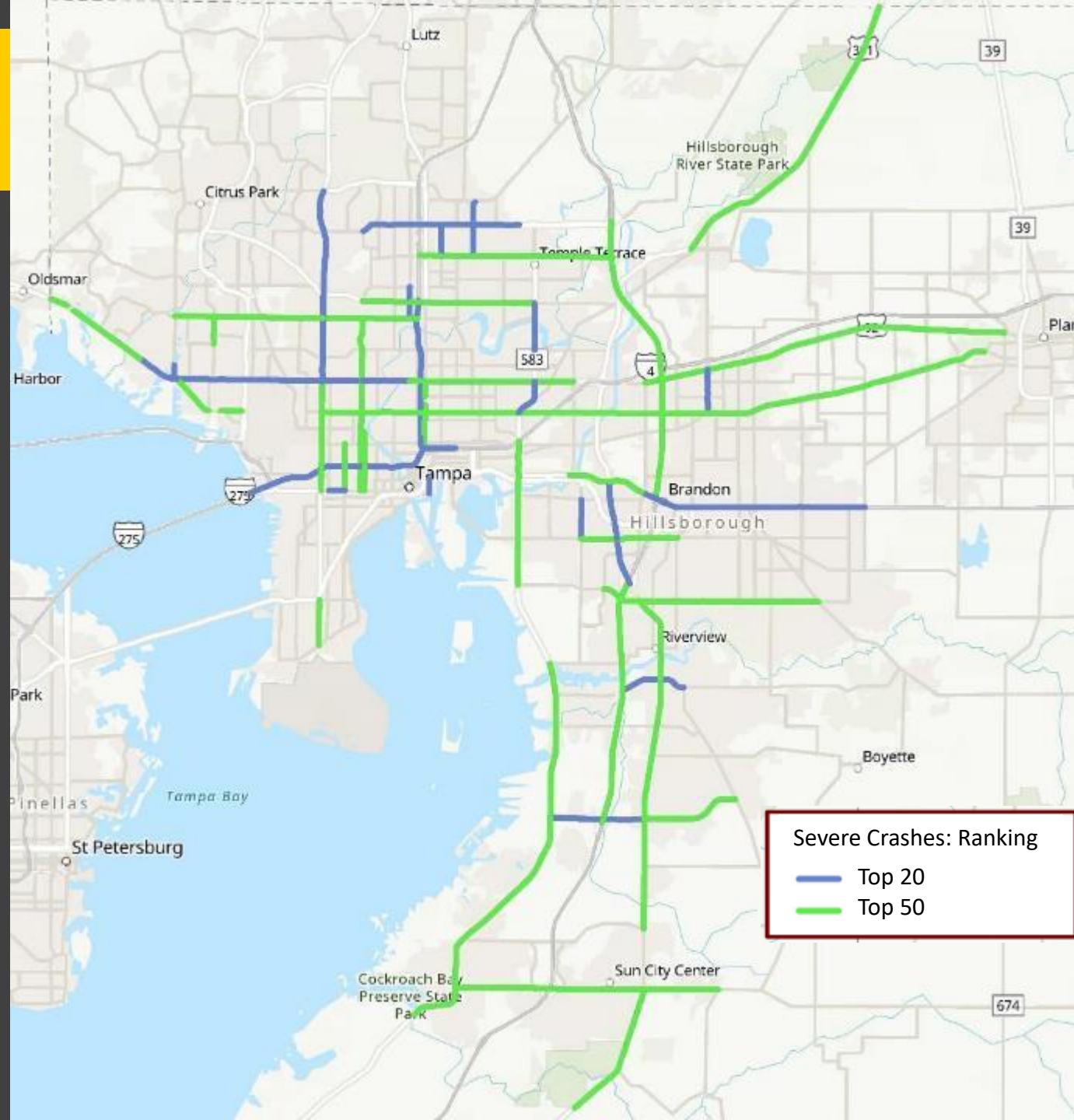


That means ~70 lives saved per year!



High Injury Roads

- Bloomingdale Ave** - US Hwy 301 to Lithia Pinecrest Rd
- US Hwy 41** - Gulf City Rd to Riverview Dr
- US Hwy 301** - 19th Ave to Bloomingdale Ave
- M L King Blvd** - Dale Mabry Hwy to Parson Ave
- US Hwy 41** - Madison Ave to I4
- Big Bend Rd** - I75 to Balm Riverview Rd
- Busch Blvd** - Armenia Ave to 56th Street
- SR 674 (Sun City Ctr Blvd)** - US Hwy 41 to CR579
- I-75** - SR 60 to Fletcher Ave
- Hillsborough Ave** - Florida Ave to Orient Rd
- Waters Ave** - Sheldon Road to Dale Mabry Hwy
- Fowler Ave** - I275 to I75
- US Hwy 301** - SR 674 to Lightfoot Rd
- I-75** - Big Bend Rd to US Hwy 301
- SR 60 /Adamo Dr** - Orient Rd to Falkenburg Rd
- Causeway Blvd** - 78th St to Providence Rd
- Waters Ave** - Dale Mabry Hwy to Nebraska Ave
- Progress Blvd** - Falkenburg Rd to US Hwy 301
- Hillsborough Ave** - Race Track Rd to Longboat Blvd
- Memorial Hwy** - Hillsborough Ave to Veterans Expwy
- Hanley Rd** - Woodbridge Blvd to Waters Ave
- Dale Mabry Hwy** - Interbay Blvd to Gandy Blvd
- Howard Ave** - Kennedy Blvd to Tampa Bay Blvd
- Dale Mabry Hwy** - Kennedy Blvd to Hillsborough Ave
- US Hwy 92** - Falkenburg Rd to Thonotosassa Rd
- Nebraska Ave** - Columbus Ave to Hillsborough Ave
- US Hwy 301** - Stacy Rd to County Line
- Armenia Ave** - Tampa Bay Blvd to Waters Ave
- MacDill Ave** - Kennedy Blvd to Columbus Dr
- M L King Blvd** - McIntosh Rd to Sammonds Rd



2045 Plan: Smart Cities Investments



- Intersection improvements
- Transit signal priority
- Loop detection
- Enhanced incident management
- Speed harmonization
- Ramp metering
- Smart messaging
- Advanced Traffic Management
- CCTV

With existing funding we can:

- Improve 130 miles of major roads, primarily the State Highway System
- Improve 2045 travel time 10%

With the previous 1% surtax:

- Improve 220 miles of major roads, now including County Roads
- Improve 2045 travel time 30%

Integrated Corridor Management Concept

- | | | |
|-----------------------|-------------------------------|------------------------------|
| 1 Smart intersections | 4 Multi-modal transit station | 7 Active traffic management |
| 2 Smart ramp meters | 5 Active arterial routing | 8 Dynamic parking management |



Real Choices When Not Driving

2045 Plan Investments, Part 1: Trails & Sidepaths



Existing funding: ~\$2 m/ year

- **More than 600,000 people in walking distance**
- **50 new miles** of trails & sidepaths
- Sample projects:
 - Upper Tampa Bay Trail gap
 - Bypass Canal Trail
 - Green ARtery Trail
 - South Tampa Greenway
 - I-275 Greenway

With 2018-approved surtax: ~\$6 m/ year

- **More than 1,000,000 people in walking distance**
- **150 new miles** of trails & sidepaths
- **Nearly complete buildout of proposed trail network!**
 - South Coast Greenway
 - Cross County Greenway
 - Memorial Highway Trail
 - USF Connection to Downtown
 - Connections to Plant City, Polk County, Manatee County & Pasco County



Real Choices When Not Driving

2045 Plan Investments, Part 2: Bus Service

With existing funding:

- **~300 miles of roads** with somewhat frequent service or better
- Longer hours on 22 routes

With 2018-approved surtax:

- **~800 miles of roads** with somewhat frequent service or better
- **Nearly 1/2 of people & jobs** near frequent (great) service
- Disadvantaged people unserved by transit: 34% lower!
- HART currently updating plans





Real Choices When Not Driving

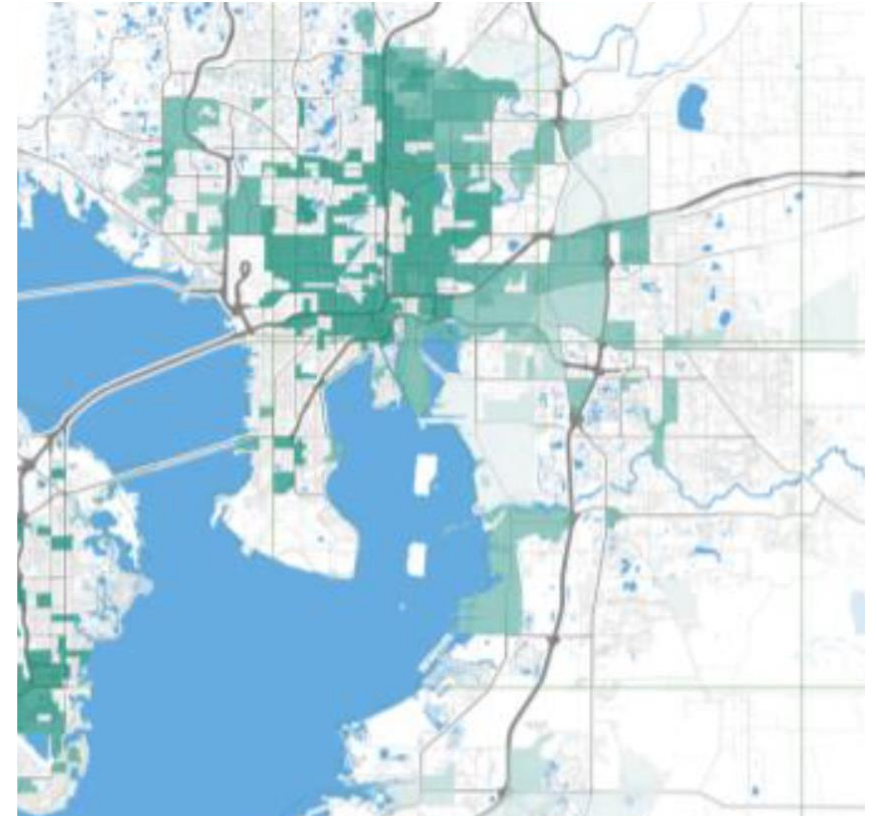
2045 Plan Investments, Part 2: Bus Service



The Bus System & Prosperity

- Tampa Bay is in the top 20 large metro's and has one of the smallest bus systems
- Inadequate bus service and low educational attainment are our region's two biggest obstacles to prosperity, per USF MUMA College of Business
- Expanding the bus system per HART's plan could, per a Tampa Bay Partnership study:
 - Make **29% more jobs accessible** to the typical resident
 - Make **52% more jobs accessible** to residents in high poverty and low auto ownership areas, or **74 thousand more jobs** accessible to each of these residents

Areas with low auto ownership or high poverty





Real Choices When Not Driving

2045 Plan Investments, Part 3: Paratransit



Life-sustaining services for the most vulnerable

- ~110 thousand residents, growing to ~150 in 2045, have a disability, low income, &/or advanced age (at least 2 factors)
- HART provides door-to-door trips for persons with disabilities in the bus service area, per ADA law
- Sunshine Line provides bus passes and “last resort” trips, primarily to med. apptmts. and Aging Services care/nutrition
- We estimate the need for more than **1 million door-to-door trips per year** for vulnerable people who can't use HART or HART paratransit, after 2045 population growth
- In FY20 Sunshine Line was able to provide **142 thousand** such trips (13% of the anticipated need)



Initial investment needs:

- Evening, weekend service beyond HART
- Trips to destinations in adjacent counties
- Real-time coordination systems between HART and Sunshine Line



2045 Plan Major Investments for Economic Growth

Part One: Road Widening & Extension

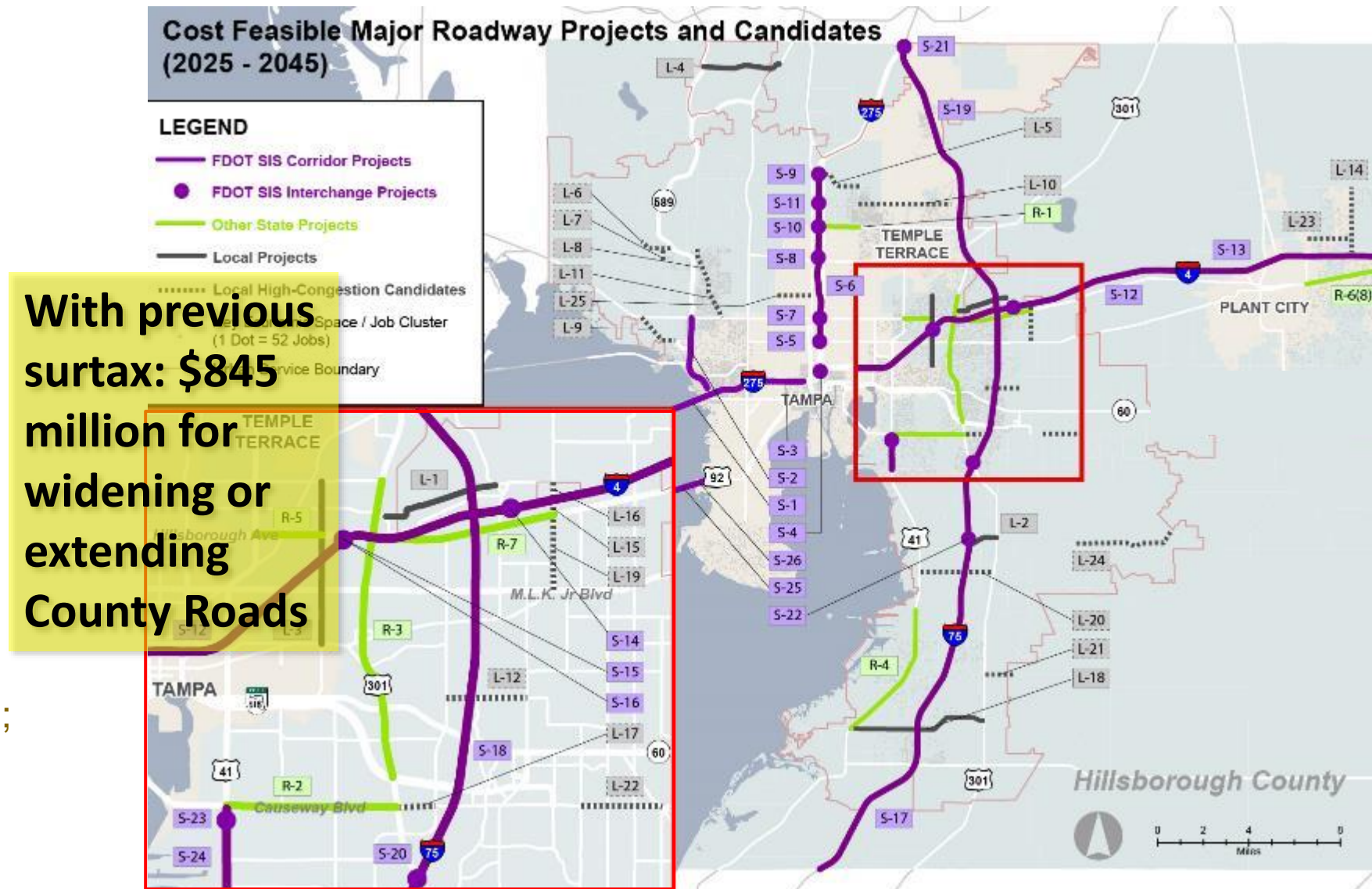


State & Federal:

- **I-75, I-4:** new express lanes
- **50th St at Causeway Blvd, Rail crossing:** new overpass
- **Downtown Interchange:** “Quick Fix” to ramps for safety & traffic
- **I-275 N of Downtown:** add 2 lanes & improve interchanges
- **Gandy Bridge:** replace, add trail
- **Widen US 301, Causeway, US 41 South, US 92, Hillsborough Ave**

Hillsborough County:

- Widen 19th Ave NE, Gibsonton Dr, Orient Rd, and Lutz Lake Fern Rd; extend Sligh Ave
- **Addl. Road Widening TBD** by County using surtax funds





Major Investments for Economic Growth

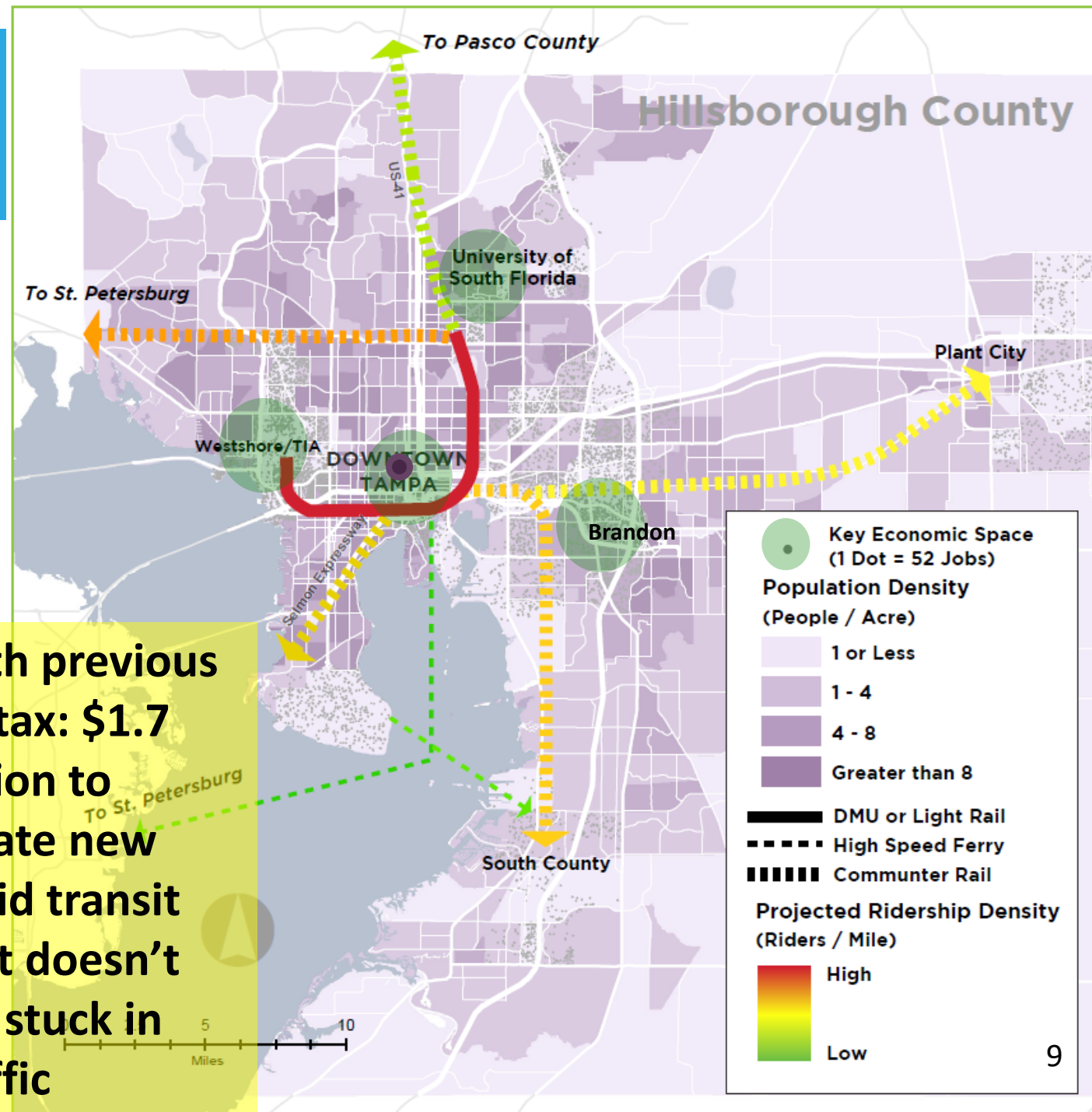
Part Two: Transit

Fixed-Guideway Transit Potential

It's TIME survey widespread support for:

- Rapid bus in special lanes
- Reusing freight rail corridors
- Westshore/Airport to Downtown new rapid transit connection
- Modernize downtown streetcar and extend to bus hub & Tampa Heights
- Water transit to MacDill AFB, Southshore, St. Pete

With previous surtax: \$1.7 billion to create new rapid transit that doesn't get stuck in traffic



Fixed-Guideway Transit: The Bottom Line

Whether rubber-tire or steel-wheel, the previous 1% surtax's set-aside for transit in dedicated ROW had the capacity to fund several fixed-guideway projects over the next two decades.

The number of projects depends on our community's future success in winning federal and state competitive grants, to match and leverage our local dollars.

Much planning/advance work has already been done, to compete for those grants. The barrier to moving forward is lack of local funding to operate and maintain the new service, and lack of a local match for the federal and state construction grants.



After the Planning ...

ENTITY



RESPONSIBLE FOR

Determining where transit services will be, including transit in dedicated ROW if funding becomes available



Determining which of their roadways should be improved or expanded



Hillsborough
County Florida



Hillsborough TPO
Transportation
Planning Organization

The performance monitoring of the Plan, and support our partners with feasibility studies & cost estimates

Thank You



CLEARWATER MULTIMODAL TRANSIT CENTER

RAISE AWARD AMOUNT: \$20,000,000

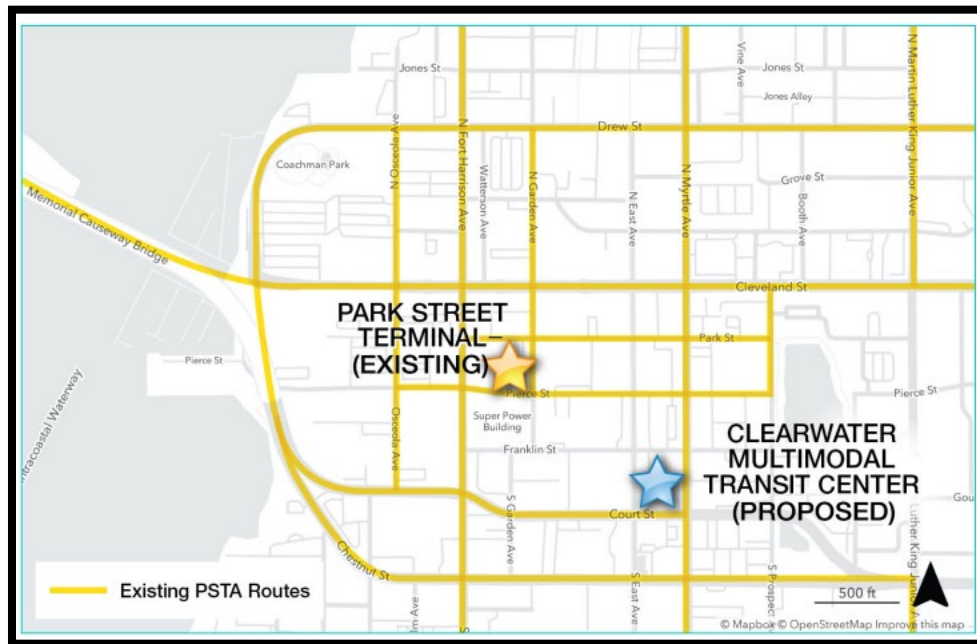
APPLICANT: PINELLAS SUNCOAST TRANSIT AUTHORITY

STATE: FLORIDA

URBAN

Project Description: This project in Downtown Clearwater will replace the existing Park Street Terminal with a new, more energy-efficient facility that includes approximately 17 bus bays, two electric bus charging stations and capacity for future charging stations, access for future light rail on South East Avenue, ticketing and restroom facilities, and a drop off area for ride hailing/sharing.

Project Benefits: The existing Park Street Terminal has long been overcrowded and in need of significant repairs. The new facility will be reconstructed at a nearby site that will accommodate the existing bus fleet, improve options to use ride-share, bike, or walk, support PSTA's future electric fleet conversion and service expansions, and remedy significant safety and accessibility concerns. The new facility will be more energy efficient by using a high performing thermal building envelope, high efficiency mechanical equipment, schedule optimization software/sensors, and assumed net-zero power utilization with the grid tied solar system on the building roof.



NEW BERTH 301

RAISE AWARD AMOUNT: \$12,600,000

APPLICANT: TAMPA PORT AUTHORITY

STATE: FLORIDA

URBAN

Project Description: The project will construct a new Berth 301 at the Port Redwing facility, which will connect Berths 300 and 302 with a 1,025-foot dock. The facility will have a 3,000- linear-foot berth capable of simultaneously docking three of the largest dry bulk/multi-purpose cargo vessels that can navigate the newly expanded Big Bend Channel.

Project Benefits: The new berth will reduce the number of vehicles truck miles and reduce vessel idling times. The project will add capacity and make shipping more efficient which will help alleviate supply chain challenges, while creating more than 800 full time jobs. In the first year of operations, the applicant estimates that the project would reduce truck travel by 2.84 million miles and reduce 7,722 tons of emissions, while saving on highway infrastructure maintenance.





PORTMIAMI NET ZERO PROGRAM: CARGO MOBILITY OPTIMIZATION AND RESILIENCY PROJECT

RAISE AWARD AMOUNT: \$16,000,000

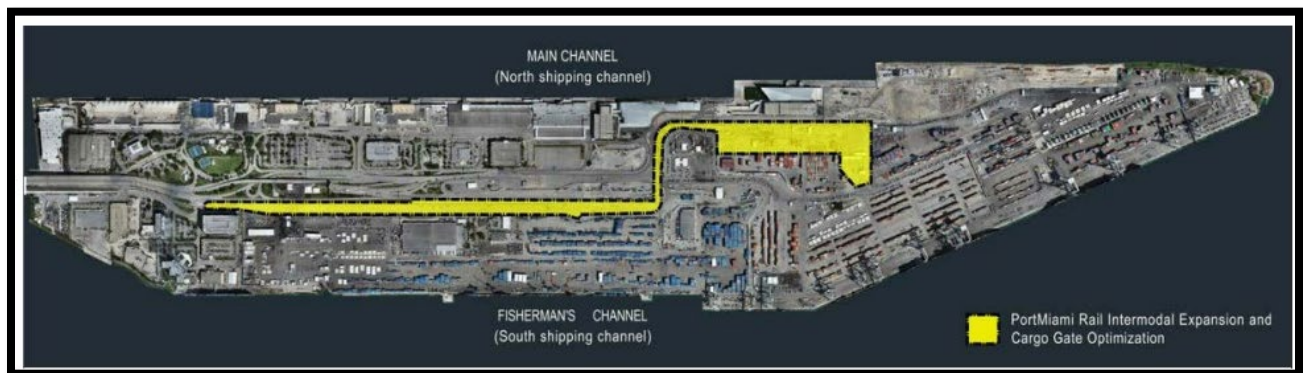
APPLICANT: COUNTY OF MIAMI-DADE

STATE: FLORIDA

URBAN

Project Description: The Project consists of two elements: (1) Expanded Intermodal Rail Capacity, and (2) Cargo Gate Optimization. The rail capacity component constructs two new rail tracks approximately 3,200 feet long, acquires three new electric-rubber-tired cranes, reconstructs apron areas on all sides of the track, installs LED lights, and reconstructs the stormwater drainage system to address sea level rise. The cargo gate optimization project will include roadway realignments to and from cargo gates, rehabilitation of the stormwater management system to address sea level rise, cargo gate canopies, staging areas for trucks, direct access to rail yard gates, and gate technology upgrades.

Project Benefits: The upgrades will result in more efficient freight movement that will alleviate supply chain issues. The rail capacity expansion is expected to promote a modal shift from truck to rail, resulting in environmental sustainability and safety benefits as well.





EAST COAST CORRIDOR TRESPASSING AND INTRUSION MITIGATION PROJECT

RAISE AWARD AMOUNT: \$24,934,138

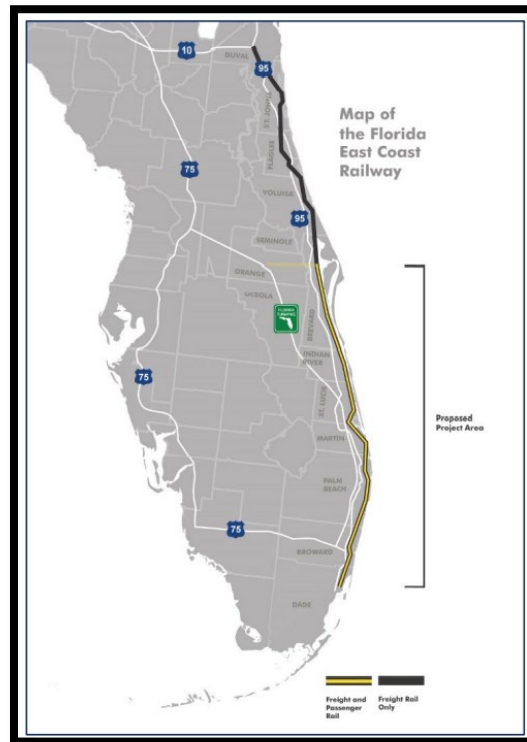
APPLICANT: FLORIDA DEPARTMENT OF TRANSPORTATION

STATE: FLORIDA

URBAN

Project Description: This project will fund the final design and construction of supplemental safety measures at targeted locations along 195 miles of the shared-use Florida East Coast Railway/Brightline railway corridor. These include fencing and landscaping improvements, delineators and roadway striping, rail dynamic envelopes (RDE), crisis support signs, and "Do Not Stop on Tracks" signs.

Project Benefits: The project will reduce vehicle collisions and trespassing along a dangerous corridor, estimated by the applicant at more than 140 avoided collisions over the next 20 years. Reduced collisions also avoids delay for freight and passenger trains. The project will use innovative technology, particularly with RDEs to visually highlight the zone at railroad crossings that drivers, bicyclists, and pedestrians should not stop and delineators, which are newer technologies that have demonstrated positive results for preventing vehicle intrusion.



SMART ST. AUGUSTINE

RAISE AWARD AMOUNT: \$12,263,159

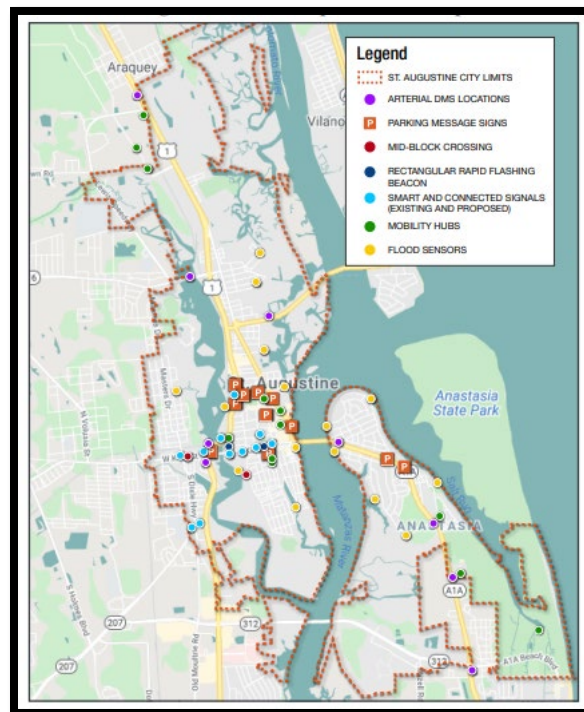
APPLICANT: FLORIDA DEPARTMENT OF TRANSPORTATION

STATE: FLORIDA

RURAL

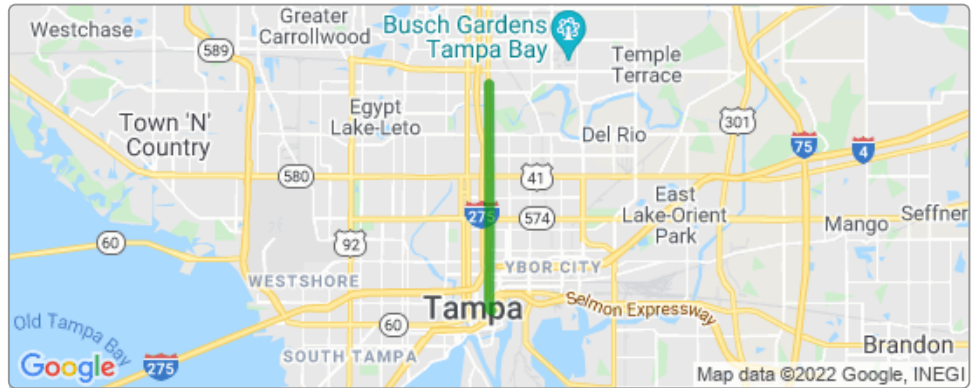
Project Description: The project includes a citywide deployment of innovative transportation technologies such as smart parking, bicycle and pedestrian improvements, electric vehicle charging stations, and other transportation improvements. Improvements include six mid-block rectangular rapid-flashing beacons in high pedestrian traffic areas, automatic pedestrian and bicycle detection, pedestrian walk time extension for low mobility pedestrians, smart lighting sensors at three mid-block crossings and audible pedestrian countdown signals at approximately 23 locations.

Project Benefits: St. Augustine receives an estimated 6 million visitors annually, and according to the grant application, 53 percent of the city’s population lives in areas of persistent poverty. Over 20 percent of those residents are employed in tourism-related jobs in the downtown historic district, but tourism is threatened by congestion and mobility challenges that discourage visitors. Smart parking and bicycle amenities, among other improvements, will facilitate tourist access. The pedestrian safety improvements, such as audible countdown signals, also address equity as they will assist students who attend the St. Augustine Florida School for the Deaf & Blind, the largest school in the nation for hearing impaired students.



US 41 (Nebraska Ave) Pedestrian Upgrades From Kennedy Blvd to Arctic St. 443492-1-52-01

Project Details	
Work Type	Urban Corridor Improvements
Phase	Design
Limits	from Kennedy Blvd to E. Arctic St.
Length	5.4 miles
City	Tampa
County	Hillsborough
Road	Nebraska Ave (Hillsborough) US 41
Design Cost	\$798,470



About

This project will add various pedestrian features along Nebraska Avenue between Kennedy Blvd and E. Arctic St. in Tampa. These features include mid-block crossings, rectangular rapid flashing beacons, pedestrian signals, pedestrian refuge islands, pedestrian lighting and pedestrian hybrid beacon signals.

The project is in the design phase. Construction is anticipated to begin in 2023.

Contact Information	
Design Manager	Dinyar Sharifabad 813-975-6172 dinyar.sharifabad@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us



REGISTER
TODAY



GULF COAST
Safe Streets Summit

MOVING
SAFETY
FORWARD

TOGETHER
AGAIN.

Nov. 3, 2022

R.P. Funding Center
Lakeland, Florida

The Central Florida region is consistently listed as one of the **most dangerous places to drive, walk and ride.**

Be a part of the solution.

After two years as a virtual event, we are excited to come back together as a community to **make our roads and cities a safer place to live, work and play.** The 2022 Safe Streets Summit is a regional conference celebrating five years of providing top speakers, the latest in safety information and invaluable networking opportunities.

CONFERENCE SCHEDULE

9:30 to 1 p.m. - Fair Activities and Lunch

Experience more than 14 immersive activities including an **ADA Awareness Trail, motorcycle riding simulators, seatbelt convincer, truck blind spot experience and car crash demonstrations.** Interactive mobile tours will be available on a limited basis. Requires RSVP.

1 to 5 p.m. - Afternoon Session

Hear speakers cover a wide range of safety-related topics. Speakers include Keynote **Melissa Wandell, President of the National Coalition of Safer Roads** and **Polk County Sheriff Grady Judd.** An awards ceremony recognizing leaders in transportation safety will also be held.

Visit GulfCoastSafeStreetsSummit.org for more information.

GulfCoastSafeStreetsSummit.org
(863) 534-6486



SCTPA
Sun Coast Transportation Planning Alliance



Polk Transportation
Planning Organization

**HILLSBOROUGH MPO
CITIZENS ADVISORY COMMITTEE
2022 ATTENDANCE REPORT**

CAC Member	Representing	Appointed By	Appointed	Term Expires	Term												TBD
					1/5/22	2/2/22	3/2/22	4/6/22	5/4/22	6/1/22	7/13/22	8/3/22	9/7/22	10/5/22	11/2/22		
Trott, Terrance	African-American Origin	Member-at-Large	3/3/2020	3/3/2022	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No				
Roberts, Bill	Aviation Authority	HCAA Board	6/30/2020	6/30/2022	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Gaumont, Sharon	Business Community	Member-at-Large	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No				
Hollenkamp, Steven	City of Plant City	City Commission	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No				
VACANT	City of Tampa	Councilwoman Hurtak	VAC	VAC	Yes	Yes	VAC	VAC	VAC	VAC	VAC	VAC	VAC				
Rice, Nicole	City of Tampa	Councilman Maniscalco	2/12/2020	2/11/2022	No	No	Yes	No	Yes	Yes	No	No	No				
Acosta, Christine	City of Tampa	Councilman Citro	2/12/2020	2/11/2022	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No				
Aiah Yassin	City of Temple Terrace	City Council	5/12/2021	5/12/2023	No	Yes	No	No	No	Yes	Yes	Yes	No				
Ed Mierzejewski	Expressway Authority	Joe Waggoner	2/12/2022	2/12/2024	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Glover, Nicholas	HART	HART Chair	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No				
Prindle, Hoyt	Hillsborough County	Commissioner Kemp	10/1/2019	9/30/2021	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes				
Bailey, David	Hillsborough County	Commissioner Overman	1/13/2021	1/13/2023	Yes	Yes	No	No	No	Yes	No	No	No				
Bosworth, Christina	Hillsborough County	Commissioner Smith	9/14/2021	9/14/2023	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes				
Brown, Carolyn	Hillsborough County	Commissioner Myers	1/13/2021	1/13/2023	VAC	VAC	Yes	Yes	Yes	No	Yes	Yes	Yes				
Morrison, Meaza	Hillsborough County	Commissioner Cohen	6/9/2021	6/9/2023	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes				
Fernandez, Ricardo	Hispanic Origin	Member-at-Large	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
VACANT	Neighborhoods	Member-at-Large	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC				
Knudsen, Jonathan	Persons <30	Member-at-Large	4/14/2021	4/14/2023	Yes	Yes	No	No	No	No	No	No	No				
Skelton Jr., Don	Port Tampa Bay	Port Authority CEO	7/28/2020	7/28/2022	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Fryer, Artie	Transp. Disadvantaged	TDCB Chair	4/2/2019	4/1/2021	Yes	No	Yes	No	No	No	Yes	Yes	Yes				
VACANT	Women	Member-at-Large	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC				
Richmond, Rick	Planning Commission	Planning Commission	6/30/2020	6/30/2022	Yes	Yes	No	Yes	No	Yes	No	VAC	VAC				
Frank, Josh	School Board	Cindy Stuart	8/11/2021	8/11/2023	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes				
Members Present					18	17	16	15	14	11	12	10	0	0	0	0	0
CAC Membership Less Declared Vacancies					20	20	21	21	21	22	23	22	22	22	22	22	22
Needed for Quorum					7	7	7	7	7	7	7	7	7	7	7	7	7
Quorum Achieved					YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO	NO	NO

Legend:	YES = Attended
	NO = Did Not Attend
	VAC = Vacant
	DVAC = Seat Declared Vacant
	NO = Three (3) or More Consecutive Absences
	Attended Virtually
	= Term Expired; Member may continue until reappointed or replaced.

The MPO may review & consider rescinding the appointment of any member who fails to attend three (3) consecutive meetings.