Transportation Improvement Program (TIP) Update
FY2021/22 – 25/26
What is the TIP?

25-yr LRTP
- Broad & Visionary

5-yr TIP
- Specific & Accurate
What’s required for adoption?

- TIP must show consistency with adopted LRTP
- Developed in coordination with FDOT & HART
- Include regionally significant projects
- Include highway & transit projects to be funded by FHWA or FTA
- Cost-feasible
- Developed in consultation with the public
- Criteria for prioritizing projects
What projects are in the TIP?

1. **Existing Priorities Funded for Construction:**
   These projects are priorities that are under construction or have funding to begin construction within the next five years. It also includes partially funded projects, which are listed to show community support until they are completed. *(Page Number)*

2. **Candidates for New Funding:**
   These are projects that need funding, ranked in priority order from top to bottom. This means projects that are important to the MPO have not been funded yet. If funding is secured, candidates ordinarily are added to the fifth year of the TIP. *(Page Number)*

3. **All Other Projects Funded in the Next Five Years:**
   This group is quite large. It includes Florida Department of Transportation (FDOT) projects; local Capital Improvement Programs; and a catch-all list reflecting planning studies and miscellaneous projects. *(Page Number)*
Where do these projects come from?

- Projects on this list are priorities of the community & have received some funding
- Projects remain on this list until construction is complete

Existing Priorities Funded for Construction:

These projects are priorities that are under construction or have funding to begin construction within the next five years. It also includes partially funded projects, which are listed to show community support until they are completed. (Page Number)
Where do these projects come from?

- Projects on this list are considered priorities of the community
- The order of projects on the list corresponds to the anticipated effect each will have on a specific area of performance – more on this later
Where do these projects come from?

Projects on this list include:
- FDOT projects
- Local jurisdiction projects
- Planning studies & other projects that defy easy classification
- Local projects included for coordination purposes but not required
- TPO does not control what projects are funded with local dollars

All Other Projects Funded in the Next Five Years:

This group is quite large. It includes Florida Department of Transportation (FDOT) projects; local Capital Improvement Programs; and a catch-all list reflecting planning studies and miscellaneous projects.
How are priorities ranked?

Jurisdictions submit list of projects they want to be added to the priority list

TPO categorizes projects into our investment programs (shown right)

TPO finds data and evaluates impact of each project

Use evaluation to rank each project among other comparable projects

Candidates for New Funding:

These are projects that need funding, ranked in priority order from top to bottom. This means projects that are important to the TPO have not been funded yet. If funding is secured, candidates ordinarily are added to the fifth year of the TIP.
How are projects funded?

- For each priority, the TPO will suggest a funding source that best matches the goals of the project, jurisdiction, and facility type.
- Capital Improvement Programs are typically funded with local dollars (TPO does not control these projects).
TIP Tool shows projects funded in the current TIP, www.planhillsborough.org/transportation-improvement-program-tip/
Highlights from the updated lists

Section 2
Table 1: Existing Priorities Funded for Construction

Projects Completed:

- Marion Transit Concrete Improvements
- Busch Blvd Resurface
- Streetcar Track Maint.
- Stowers & Summerfield Elem. SR2S
- Courtney Campbell Causeway (Pinellas Cty Line to Rocky Point Dr)
- Dale Mabry Hwy (Sligh Ave to Van Dyke Rd)
- HART Airporter
- High Speed Ferry
- Bruce B Downs (Pebble Creek Dr to County Line Rd)

Table 1: Existing Priorities Funded for Construction

- Removed:
  - Rome Ave (Kennedy to Columbus Dr)
  - Selmon Greenway (17th to 19th St, trailhead)
  - Green ARTery segments D&E

### Table 1: Existing Priorities Funded for Construction

- **Added:**
  - Bus replacements
  - Bus stop repairs
  - Maintain vanpool fleet
  - Resurfacing & bridge repairs, various locations
  - Fowler Ave (Florida to 56th St)
  - Fowler Ave (I275 to I75)
  - Green Spine Phases 2a & 3C
  - US41/50th St @Palm River Rd
  - Tampa West Riverwalk Connections
  - Reo St (Gray St to Cypress St) & HFB Trail Connections

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Table 2: Candidates for Funding

State of Good Repair & Resilience
2018-2022 Targets

<table>
<thead>
<tr>
<th>Category</th>
<th>Target Condition</th>
<th>2018-2022 Actual</th>
<th>Actual %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Pavements</td>
<td>≥60% in Good</td>
<td></td>
<td>59.5%</td>
</tr>
<tr>
<td></td>
<td>condition (target)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate Pavements</td>
<td>≤5% in Poor</td>
<td></td>
<td>0.3%</td>
</tr>
<tr>
<td></td>
<td>condition (target)</td>
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<td></td>
</tr>
<tr>
<td>Non-interstate NHS Pavements</td>
<td>≥40% in Good</td>
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<td>36.3%</td>
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<td>condition (target)</td>
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</tr>
<tr>
<td>Non-interstate NHS Pavements</td>
<td>≤5% in Poor</td>
<td></td>
<td>0.1%</td>
</tr>
<tr>
<td></td>
<td>condition (target)</td>
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<td></td>
</tr>
<tr>
<td>NHS Bridges</td>
<td>≥50% in Good</td>
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<td>76.38%</td>
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<tr>
<td></td>
<td>condition (target)</td>
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<tr>
<td>NHS Bridges</td>
<td>≤10% in Poor</td>
<td></td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>condition</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table 2: Candidates for Funding

State of Good Repair & Resilience
2018-2022 Targets

- **Rolling stock target**: ≤28% of assets NOT in a State of Good Repair; 40.56% actual
- **Equipment target**: ≤19% of assets NOT in a SGR; 32.54% actual
- **Facilities**:  
  - Passenger/Parking facilities target: ≤10% rated below 3 on TERM scale; 0% actual  
  - Administrative/Maintenance facilities target: 0% rated below 3; 28.57% actual
- **Infrastructure target**: 0% of segment with performance restrictions; 0% actual
Table 2: Candidates for Funding

State of Good Repair & Resilience

Added Priority:

2. Repair/Replacement of HART Heavy Maintenance Facility

- $65M estimate
- HART staff currently phasing into a series of smaller projects
- HART’s top priority

Table 2: Candidates for Funding
Vision Zero

2021 Targets

- **Number of Fatalities** (2021 Year-end Total): 190
- Number of Fatalities (Five-year Rolling Average, Annual Fatalities): 194
- Number of Motorcycle Fatalities (Five-year Rolling Average): 35.00
- **Number of Serious Injuries** (Five-year Rolling Average, Annual Serious Injuries): 1,201
- Number of Nonmotorized Fatalities and Serious Injuries (Five-year Rolling Average, Annual Fatalities + Serious Injuries): 230
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year Rolling Average): 1.38
- Rate of Serious Injuries per 100 MVMT (Five-year Rolling Average): 8.49
Table 2: Candidates for Funding

Vision Zero

5yrs sum of fatal & serious injury crashes per centerline mile

<table>
<thead>
<tr>
<th>Added Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. Dale Mabry (W Mango Ave to W Pearl Ave)</td>
</tr>
<tr>
<td>8. West Shore Blvd Complete Street</td>
</tr>
<tr>
<td>(Kennedy Blvd to Boy Scout Blvd)</td>
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<tr>
<td>10. SR 574 (US301 to Turkey Creek Rd)</td>
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<tr>
<td>13. Sidewalk around Tomlin Middle School</td>
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<tr>
<td>15. Sidewalk around Marshall Middle School</td>
</tr>
<tr>
<td>16. Lois Ave (Kennedy Blvd to Boy Scout Blvd)</td>
</tr>
<tr>
<td>17. Bullard Pkwy (Glen Arven to 78th St)</td>
</tr>
<tr>
<td>18. Davis Rd (Morris Bridge to Temple Terrace Hwy)</td>
</tr>
<tr>
<td>19. West Shore Blvd (Fair Oaks Ave to Neptune Way)</td>
</tr>
<tr>
<td>22. Ashley Dr (Tyler St to Laurel St)</td>
</tr>
</tbody>
</table>

Table 2: Candidates for Funding

Smart Cities

2018-2022 Targets

- **Interstate Reliability**: ≥75% of network reliable (target); 75% actual
- Interstate Reliability for Freight: ≤2.00 index score (target); 1.89 actual
- Non-interstate NHS Reliability: ≥50% of network reliable (target); 81% actual
Table 2: Candidates for Funding

Smart Cities

Peak period Travel Time Index; Travel Delay in mins; Delay on 1/4mi approaches; Delay within 1sq mi; On-time performance

**Added Priority:**

32. Alexander St @ Jim Johnson Rd
34. Alexander St @ James L Redman Pkwy
35. South Park Rd @ Coronet Rd
37. HART Scheduling Software

Table 2: Candidates for Funding

Real Choices When Not Driving

Population density within 1/4mi of trail/sidewalk; Pop density within 1/4mi of frequent bus service

**Added Priority:**

39. 14th St (N of Columbus Dr to S of 13th Ave) in the Green Spine corridor
40. Adamo Dr Greenway Gap (22nd St to 34th St)
43. Whiteway Dr footbridge
45. South Tampa Greenway (Picnic Island Park)

Table 2: Candidates for Funding

**Major Investments for Economic Growth**

2045 Employment density; 2045 V/C Ratio; 2045 Delay Reduction per centerline mile

**Added Priority:**

48. Westshore Interchange Major Reconstruction
51. N/S MetroRapid Construction – Tampa Arterial BRT
52. Brush St (Whiting St to Kennedy Blvd) Gateway to Water St Tampa
55. Gibsonton Dr (I75 to US301) Widening
58. Big Bend Rd (US41 to Covington Garden Dr and Simmons Loop Rd to US301) Widening

Table 3: All Other Projects Funded in the Next 5 Years

Added:

• More than 100 projects to maintain pavement, bridges & transit assets
• About 40 safety projects
• About 30 reliability/congestion relief projects
• 13 multimodal projects to encourage walking, biking, transit
• 23 major projects for economic growth

Full List found here: [http://www.planhillsborough.org/wp-content/uploads/2020/06/Table-3_All-Other-Projects-Funded-in-the-Next-Five-Years_28May2021.pdf](http://www.planhillsborough.org/wp-content/uploads/2020/06/Table-3_All-Other-Projects-Funded-in-the-Next-Five-Years_28May2021.pdf)
Table 3 Funding Allocation by Project Type

- Real Choices: $3,554,033,568, 61%
- State of Good Repair & Resilience: $887,347,370, 15%
- Smart Cities: $95,438,868, 2%
- Vision Zero: $92,244,861, 2%
- Major Investments for Economic Growth: $671,166,402, 11%
- Miscellaneous Projects & Planning Studies: $519,290,341, 9%
- Miscellaneous Projects & Planning Studies: $73,040,800, 9%
Snapshot of Projects with New Funding

Projects with new funding in this year’s TIP update include:

- Maintain and replace buses, bus stops, vanpool fleet
- Repave roadways, improve drainage and repair bridges
- Modernize and extend streetcar – Downtown Tampa to Tampa Heights
- Improve HART bus service – Route 11 Westshore
- Fowler Ave – walk/bike/transit improvements; study, design & build FY22-26
- Widen Reo St – from 2 to 4 lanes between Gray and Cypress, sidewalk, traffic signal, $4.5 million
- ITS technology for traffic flow and safety – I-4 and parallel roads from Polk County line to Central Tampa
- Intersection improvements ($4 million) – Brandon Blvd @ St Cloud Dr, Palm River Rd @ 50th St, US 301 intersections from Bloomingdale Ave to MLK Blvd
- I-4 @ I-75 Interchange – between Orient & Mango Rds; auxiliary lanes, ramp improvements, $74 million
- Safety enhancements ($22 million) – Twiggs St in Downtown Tampa, design & build; Tampa St & Florida Ave in Tampa Heights, build; Busch Blvd in Forest Hills/Old Carrollwood, right-of-way

New projects to consider making a priority for future funding:

- Safety enhancements – 14th St north of Ybor City; Ashley Dr @ I-275; Brush St, Downtown Tampa; Bullard Pkwy, Temple Terrace; Dale Mabry, south of Gandy; Tomlin and Marshall Middle School areas, Plant City; West Shore Blvd and Lois Ave north of Kennedy; West Shore Blvd from Fair Oaks to Neptune
- Intersection Improvements in Plant City – Alexander St @ Jim Johnson Rd, Alexander St @ James L Redman Pkwy, Park Rd @ Coronet Rd
- Greenway/trails – Adamo Dr Greenway, 22nd to 34th St; Balm Rd sidepath east of US 301; South Tampa Greenway, Picnic Island to Gadsden Park; Whiteway Dr light vehicle/footbridge, Temple Terrace
- Bus Rapid Transit – from USF to Downtown Tampa on Fowler and Florida Ave corridors
- Widen Gibsonton Dr – from 4 to 6 lanes between I-75 and US 301
- Widen Big Bend Rd – east and west of the I-75 interchange project, from US 41 to US 301
Next Steps

Section 3
### Equity Analysis

<table>
<thead>
<tr>
<th>TIP Projects</th>
<th>Miles in TIP</th>
<th>Population in County</th>
<th>Percent of Total Miles in TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Major Capacity Projects</strong></td>
<td>36.3 mi.</td>
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<td></td>
</tr>
<tr>
<td>...in Racial Minority Neighborhoods</td>
<td>5.8 mi.</td>
<td>17.8%</td>
<td>16%</td>
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<tr>
<td>...in Ethnic Minority Neighborhoods</td>
<td>7.5 mi.</td>
<td>18.4%</td>
<td>21%</td>
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<td>...in Low-Income Neighborhoods</td>
<td>11.6 mi.</td>
<td>16.1%</td>
<td>32%</td>
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<tr>
<td><strong>Total Good Repair Projects</strong></td>
<td>99.1 mi.</td>
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<tr>
<td>...in Racial Minority Neighborhoods</td>
<td>12.1 mi.</td>
<td>17.8%</td>
<td>12%</td>
</tr>
<tr>
<td>...in Ethnic Minority Neighborhoods</td>
<td>7.9 mi.</td>
<td>18.4%</td>
<td>8%</td>
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<td>...in Low-Income Neighborhoods</td>
<td>27.6 mi.</td>
<td>16.1%</td>
<td>28%</td>
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<td><strong>Total Vision Zero Projects</strong></td>
<td>53.8 mi.</td>
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<td>...in Racial Minority Neighborhoods</td>
<td>15.7 mi.</td>
<td>17.8%</td>
<td>29%</td>
</tr>
<tr>
<td>...in Ethnic Minority Neighborhoods</td>
<td>12.4 mi.</td>
<td>18.4%</td>
<td>23%</td>
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<tr>
<td>...in Low-Income Neighborhoods</td>
<td>17.5 mi.</td>
<td>16.1%</td>
<td>33%</td>
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<tr>
<td><strong>Total Smart Cities Projects</strong></td>
<td>120.6 mi.</td>
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<td>...in Racial Minority Neighborhoods</td>
<td>35.2 mi.</td>
<td>17.8%</td>
<td>29%</td>
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<td>23.3 mi.</td>
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<td>19%</td>
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<td><strong>Total Real Choices Projects</strong></td>
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<td>...in Low-Income Neighborhoods</td>
<td>5.0 mi.</td>
<td>16.1%</td>
<td>17%</td>
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</table>

*Green = higher investment, Red = lower investment*
Regional Coordination

• To be eligible for funding, regional projects will be consistent with Hillsborough TPO priority list as adopted June 9

• Regional priority list to be adopted on June 25
Transportation Regional Incentive Program (TRIP) Priorities

Existing
1. Westshore Interchange
2. Roosevelt Connector
3. Little Rd ATMS Phase 1
4. Little Rd ATMS Phase 2
5. Barclay Ave (SR50 to Powell Rd) Widening
6. Old Pasco Rd (SR54 to SR52) Widening
7. SR60 @ Belcher Rd Intersection Improvement

New Submissions
- Citrus/Hernando County Line Rd (US19 to Broad St)
- Big Bend Rd (US41 to Covington Garden Dr and Simmons Loop Rd to US301)
- Tower Rd (Rangeland Blvd to US41)
New Submission

Big Bend Rd (US41 to Covington Garden Dr and Simmons Loop Rd to US301); widening from 4-to-6 lanes

• requesting $13.8M for CST
# Regional Multi-Use Trail (MUT) Priorities

## Existing

1. Upper Tampa Bay Trail Phase 4
2. Duke Energy Trail
3. South Tampa Greenway
4. Tampa Bypass Canal Trail
5. Orange Belt Trail
6. Dunnellon Trail Connector
7. South Coast Greenway
8. Marine Parkway Blvd Trail Overpass
9. Gandy Bridge
10. Dale Mabry Overpass
11. Joe’s Creek Trail
12. Three Sisters Springs Trail Connection

## New Submissions

- Adamo Drive (N 22\textsuperscript{nd} St to N 34\textsuperscript{th} St) 12’ wide asphalt trail, sidewalk replacement, gaps filled, intersection enhancements
- SR54 Overpass at Starkey Blvd
Regional Transportation Priorities

Existing

1. I-275 St. Petersburg Express lanes & continuity
2. Downtown Interchange safety fixes
3. I-75 interchange @ Gibsonton Dr
4. US41 (SR44 to SR200)
5. Desoto Bridge Replacement
6. Bradenton-Palmetto Connector
7. CR557 (I-4 to US17/92)
8. Regional Rapid Transit in the I-275 corridor
9. HART study of CSX ROW
Public Comment Prior to Adoption

• Document & Tables posted on TIP webpage
• Public comment period open for 30+ days
  • Facebook
  • Twitter
  • Hotline
  • Emails
• June 9th: TIP public hearing
Recommended Action:

Approve the Transportation Improvement Program Update for FY2021/22 – 2025/26
AND
Approve the TIP Priority List (Table 2)
Questions & Discussion