REVISED Meeting of the TPO Board
Wednesday, November 10, 2021, 10:00 am

All voting members are asked to attend in person, in compliance with Florida’s Government in the Sunshine Law. Please RSVP for this meeting. An accurate head-count will allow us to plan facilities. People attending in person are required to wear a mask while inside the County Center building consistent with CDC guidance. Some voting members may participate via web conference due to the ongoing national and local states of emergency re: COVID-19.

Audience members, presenters, and any others are asked to participate remotely, to minimize the potential for transmitting illness.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from Hillsborough County’s Live YouTube Channel or the County website’s Live Meetings link, also found in the County Newsroom. The agenda packet, presentations, and any supplemental materials are posted on the TPO’s online calendar.

Public comment opportunities:
To speak during the meeting - No later than 30 minutes before the meeting, please sign up here or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 5pm the day before the meeting:
- by leaving a voice message at (813) 756-0371
- by e-mail to tpo@plancom.org
- by visiting the event posted on the Facebook page.
Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

Rules of engagement: Professional courtesy and respect for others at this meeting are expected, and failure may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO’s Social Networking & Media Policy.

Agenda
I. Call to Order & Pledge of Allegiance
II. Roll Call (Gail Reese, TPO staff)
III. Approval of Minutes – October 13, 2021-page 15 revision highlighted
IV. Special Presentation – Vision Zero Hero 2021 (Beth Alden, TPO Director)
V. **Public Comment** - 3 minutes per speaker, please. Staff will unmute you when the chair recognizes you

VI. **Committee Reports** (Bill Roberts, CAC Chair, Davida Franklin, TPO Staff, and Beth Alden, TPO Director)

VII. **Consent Agenda**
   A. Committee Appointments

VIII. **Action Items**
   A. FDOT Tentative Work Program & TPO Comments (Vishaka Shiva Raman, TPO Staff, and Justin Hall, FDOT)
   B. HART Request for Maintenance Facility Support (HART Representative)

IX. **Status Reports**
   A. 56th Street/50th Street Corridor Planning Study (Jennifer Musselman, Kittelson Assoc., FDOT Consultant)
   B. Future Leaders in Planning Jr. Program (Davida Franklin, TPO Staff)

X. **Executive Director’s Report**
   - Sun Coast Transportation Planning Alliance and Tampa Bay TMA Leadership Group Joint Meeting and Workshop on Rail: Friday, December 10, FDOT District 7 office, time to be confirmed
   - Early notification of Supplemental Environmental Impact Statement for Florida High Speed Rail project

XI. **Old Business & New Business**

XII. **Adjournment**

XIII. **Addendum**
   A. Announcements
      - World Day of Remembrance on 11-21-21 @9am @ Bruce B Downs Trail
   B. Project Summaries & Other Status Reports
      - FDOT Vacant Property Update
      - AMPO Legislative Update
      - South 78th St Complete Street Improvements
Factsheet: I-4 Repaving

Factsheet: Courtney Campbell Causeway Sidewalk

C. Correspondence

To Rep. Dianne Hart re: Pedestrian Safety and Mid-Block Crossing Legislation

CI. Articles Related to TPO Work

- **$85 million capacity improvement project along I-275 to commence shortly** | Tampa Bay Business Journal | 10.19.21
- **Project to add lanes to Interstate 275 tp get underway this month** | Patch - Seminole Heights, FL | 10.18.21
- **Hillsborough TPO votes on key Tampa Bay highway projects** | Tampa Bay Business Journal | 10.13.21
- **Tampa Bay Rays pitch state help for Ybor stadium plan. New work on an Interstate 4 exit also could aid transportation near potential site.** | Tampa Bay Times | 10.08.21
- **Tampa’s Downtown Interchange project includes plans for pedestrians and cyclists** | Tampa Bay Business Journal | 10.06.21
- **Brian Pessaro of TBARTA - NASA identifies some locations in Hillsborough County. Where are they?** | WFLA News Radio AM Tampa Bay | 10.04.21
- **Hillsborough TPO Board to consider Transportation Improvement Program (TIP) Amendment** | Tampa Bay Newswire | 09.30.21
- **School Board: Hillsborough’s south county ‘crisis is now a reality’** | Tampa Bay Times | 09.29.21
- **Crosswalk murals aren’t just art; They help slow down drivers** | Tampa Patch | 09.28.21
- **NASA identifies promising locations for air taxis in Hillsborough County** | Tampa Bay Business Journal | 09.28.21
- **Hillsborough County's Capital Improvement Program won't meet identified transportation needs** | Tampa Bay Business Journal | 09.24.21
- **Hillsborough County's unmet transportation needs? $2.2 billion. Approval of a sales tax referendum won’t fulfill a 10-year road, trail and sidewalk plan.** | Tampa Bay Times | 09.23.21
- **Getting There: Safe routes to parks** | Spectrum Bay News 9 | 09.22.21
- **Developer wants to build homes on land that is part of a Tampa cemetery** | Tampa Bay Times | 09.21.21
- **Tampa Riverwalk to expand to west side of waterway** | FOX 13 Tampa Bay News | 09.16.21
- **South Hillsborough residents, county meeting halfway on development** | Spectrum Bay News 9 | 09.16.21

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

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barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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I. CALL TO ORDER, PLEDGE OF ALLEGIANCE

The Chairman, Commissioner Cohen, called the meeting to order at 10:02 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Vice Mayor Cheri Donohue, Joe Lopano, HART Board Member Melanie Williams, Charles Klug, Karen Kress, Plant City Commissioner Nate Kilton, Councilman Guido Maniscalco, Councilman Joseph Citro, Councilman John Dingfelder

The following members were present virtually: Commissioner Mariella Smith, Gina Evans

The following members were absent: Joe Waggoner, School Board member Jessica Vaughn

A quorum was met in person.

Some members are participating virtually because of medical reasons and the local declaration of emergency.

III. APPROVAL OF MINUTES – August 11, 2021

Chair Cohen sought a motion to approve the September 14, 2021 minutes. Councilman Maniscalco so moved, seconded by Councilman Citro. Voice Vote: motion carries unanimously.

IV. PUBLIC COMMENT – No public comment

V. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director)

A. CAC – Bill Roberts (October 6, 2021 meeting) – meeting was virtual, no actions taken

- No objection to transmittal of proposed Letter on Rapid Flashing Beacons in response to HB113 and SB1412; noted that these should be deployed on roads with 35 mph or lower speed limits
- TIP Amendments for the Westshore and Downtown Interchanges and Traffic management Technology Suggestions
  - Consider making noise wall on the west side of I-275 continuous rather than leaving a gap at Robles Park
  - Consider more landscaping along the walls
- Consider narrower lanes and wider sidewalks on 14th St, in coordination with the City of Tampa
- Implement traffic signal prioritization for buses on the ICM corridors, in coordination with HART
- Ensure new fences do not impede walk/bike access opportunities
- Refer to the Downtown Interchange as part of the High Injury Network rather than Vision Zero, which, locally, is more closely identified with Complete Streets projects.

**Status Reports included:**
- Hillsborough County Comprehensive Plan Mobility Element
- The Keys to Mode Shift: Transportation Demand Management
- FDOT Freight Update
- 2021 State of the Union Report

**Discussion:**

**Commissioner Overman:** Report spoke about noise walls on the west side of the interchange and to have it continue to protect Robles Park. Inquired if there was data showing environmental impact of not having a wall. They are called noise walls and that is one environmental impact; we understand other environmental impacts associated with a highway, pollution, and kids play in this park. Opening that area could potentially funnel more pollution onto the park. Inquired if there were other concerns that supported continuing the walls to Robles Park.

**Bill Roberts:** There was no data presented as part of the discussion. It seemed more logical that the wall would continue instead of leaving a gap there. That was the gist of the conversation.

**Commissioner Overman:** Except for the cost savings of continuing the wall, there was no data that supported or refuted the decision to have a wall start and stop.

**Bill Roberts:** Correct

**B. TAC – Davida Franklin, TPO Staff (October 4, 2021 meeting)**

- Unanimously approved TIP Amendment for the Westshore and Downtown Interchanges.
  - Noted that Downtown Interchange operational improvements are much needed
  - Questioned inclusion of noise walls
  - Suggested LPIs or other pedestrian crossing treatments be added at the turn lanes on Boy Scout
  - Consider cyclists riding to Cypress Point Park and the Courtney Campbell Causeway Trail when redesigning on/off ramps on Cypress Street
- Agreed on the TPO Board letter being sent opposing the changes to Rectangular Rapid Flashing Beacons in HB1113 and SB1412 ((add more info))

**Presentations Heard:**
- FDOT Freight Update – Recognized redesign of 62nd St as complicated; need to minimize impacts to the neighborhood; new truck parking off County Line Road made sense as idling noise and emissions would likely not cause issues to residents.
- Pasco County Trail Projects Update – members appreciate the growing trail network in Pasco and hope to see connections to Hillsborough County
2021 State of the System – requested to continue to monitor and receive newer data; maps are helpful in understanding issues
TIP Application Process – City of Tampa thanked staff for including request for prioritizing resurfacing and bridge repair; Health Dept rep. happy to see application process and prioritization effort are more equitable

C. LRC – Davida Franklin, TPO Staff (September 15, 2021 meeting)
- Heard Status Reports
  - Hillsborough County Complete Streets Guidebook
  - Hillsborough County Comprehensive Plan Mobility Section Update
  - Eminent Domain Process
  - HART Transit Oriented Development Pilot Project

D. Policy Committee – Beth Alden, TPO Staff (October 13, 2021 meeting)
- Great discussion about performance-based planning program. In particular, the ongoing monitoring tool we now have available; an online dashboard. Will be creating snapshots out of that dashboard and providing them to the board and public on a periodic basis, quarterly.
- Discussed criteria for prioritizing new projects in the Transportation Improvement Program and tying them back to performance measures. Discussion suggested we continue to focus on our top priority categories of projects of Good Repair and Vision Zero.

E. Public Comments Received Through Email & Social Media – Davida Franklin, TPO Staff
- Noted at the end of the minutes. (Email and Social Media Comments)

VI. CONSENT AGENDA
A. Committee Appointments
- LRC – Krystina Steffen, nominated by THEA as an alternate member

Chair Cohen sought a motion to approve the Consent Agenda. Councilman Maniscalco so moved, seconded by Commissioner Overman; Rollcall vote: motion carries 14 - 0.

VII. ACTION ITEMS
A. TIP Amendments: Westshore Interchange Reconstruction Phase 1; Downtown Interchange Safety & Operations Improvements; and Traffic Congestion Management Technology (Connor MacDonald, TPO Staff; FDOT Representative)
- Consists of 14 amendments requested by FDOT to add funds to FY22. Come from Governor’s announcement for funding of Tampa Bay projects.
  - Downtown Interchange Safety & Operations Adjustments – 3 Amendments ~$154 mil
  - Westshore Interchange Reconstruction Preliminary Phase – 5 Amendments ~$80 mil
  - Traffic Congestion Management Technology – 6 Amendments ~$24 mil
- Near-term benefit: allows traffic to flow reliably and safely during construction; technology will remain after construction to assist in monitoring conditions and responding to incidents.
- Review I-275 / I-4 Interchange Safety and Operation Improvements
  - Will reduce deaths and serious injury through the interchange by nearly half
  - Will open new access point to Ybor City at 14th/15th Streets, traffic calming is a part of the project
- Extends Tampa Heights Greenway and connects to Ybor City, Encore, and Green Spine
- 15th St Improvements will be completed by the City of Tampa as part of the Green Spine project
  - Review 14th and 15th Streets Improvements and costs
  - Review Tampa’s Westshore Interchange Early Works Projects and costs
  - Review Causeway Seawall, Trail and SB I-275 and costs
  - Review Cypress Street at LaSalle Street Intersection and costs
  - Review Kennedy Boulevard at Memorial Highway and costs
  - Review Boy Scout Boulevard at Lois Avenue and costs
  - Review Traffic Congestion Management Technology/ Integrated Corridor Management (ICM)
  - Went over community input from 2017 – 2021 and public outreach
  - Noted Clerical Corrections
  - Reviewed TAC and CAC suggestions

**Recommended Action:** Approval of the Transportation Improvement Program (TIP) Amendments.

**Presentation:** [TIP Amendment - 14 Amendments & Aesthetics](#)

**Website:** [TIP Amendments for Westshore Interchange Reconstruction Prelim. Phase; Downtown Interchange Safety & Operations Adjustments; Traffic Management Technology | Plan Hillsborough](#)

**Motion to approve the TIP Amendments by Commissioner Myers, seconded by Commissioner Overman.**

**Discussion:**

**Commissioner Kemp:** Was disturbed with the information as some things had changed since this project was first discussed. Noted that walls were supposed to be on both sides from the Downtown Interchange to where the project was being finished. Was stunned that there would be no wall at Robles Park. There have been some traditional policies in the past where there were no walls at parks. Believes this is completely inequitable. Noted that she found out about this omission the previous week. Would only support this with an amendment for the noise wall. Was told that an amendment was not possible. The cost for this wall would be ~$500K. Would like to ask FDOT to fund the wall gap at Robles Park and bring back plans to the Board to do that.

**Commissioner Overman:** In the presentation, there were several suggestions. In the TIP Amendment presentation, this wall is documented as a suggestion. Does not want to jeopardize the amendments. Would like to know how to get this to be absolutely clear.

**Commissioner Cohen:** Suggests taking Commissioner Kemp’s motion on it’s own. And then there may be another motion reiterating all of the points made by the CAC and the TAC in order to get answers as we move through the next year. We will have three separate items and can track them individually.

**Councilman Dingfelder:** Point of order. Suggests flipping the order. Would like to see the motions from Commissioner Kemp and Commissioner Overman before the final motion. Would like to see how those go before we support the TIP Amendment.
**Commissioner Cohen:** Understands the idea and point about not wanting to vote on the final motion until the first two are settled. We will continue the discussion for now.

**Commissioner Smith:** The presentation referenced the outreach effort. Making a point about process and policy moving forward. The TPO, not the Board, put out a press release two weeks ago announcing that the TPO Board would be voting on these amendments today. Announcement made it seem like this was a done deal. Believes that all do believe the amendments will pass unanimously after discussion. Prior to any vote where we are asking for public comment, our press releases should be neutral and be open to comment from all sides. Each of us, as public figures and citizens, can comment however we want in other press and media and public meetings about how excited we are. It seems inappropriate to be pieced in a press release from the TPO before our vote. *(Read part of the press release)* Commented on a quote from the Board Chair that was lifted from a quote in the newspaper. *(Read the quote)* Does not disagree with the statements; believes it should have come after the vote.

**Karen Kress:** Echoed support for the TAC and CAC suggestions. Did not see anything about the Smart Trips Program that the FDOT was talking about before we knew funding was happening. It focuses on Transportation Demand Management strategies during the construction period. Would like to make sure that did not get lost.

**Commissioner Cohen:** Expressed the order of the motions and verified that was OK with Commissioner Myers. Will start with Commissioner Kemp’s motion specifically for the noise walls at Robles Park then move to Commissioner Overman’s motion on the other suggestions and then Commissioner Myers’ main motion.

**Commissioner Kemp:** Noted that this jumped out at her and is not sure of the comfort level of addressing it this way.

**Commissioner Kemp moves to make sure that the wall, for $500K, is built to the same standards as everything else at the park and the wall along I-275.** Would like to ask FDOT to fund the wall gap at Robles Park and report back to us as soon as possible how we move forward to make sure that the wall is built completely on the east and west sides. Seconded by Commissioner Overman.

**Discussion:**

**Secretary Gwynn:** Would like to clarify the wall gap. It wasn’t just excluded from the walls. FDOT is following federal process, based on specific guidelines. Not something there is much discretion on. The wall cannot be part of these projects based on federal funding parameters. Can look, with the TPO, on what can be done. There are other options. Can look at landscaping, trellis walls, and other things that are not going to require federal funds. We have options. Do not want to get too lost in the gap. One of the reasons we have the funding is because of the unified voice sent to Tallahassee in support of these projects. Does not want to see it watered down with something where there are alternate options done through a different process. Asked for the trust to work with the TPO. Believes FDOT has shown that they are trying their best with the community to make this as good as possible. Would like to see show of support and allow FDOT to work with the noise wall as a separate issue.
**Commissioner Cohen:** Clarified that the reason this motion was separated was to not interfere with the amendments. It is giving the Board a way to express the desire that FDOT address this concern at Robles Park.

**Commissioner Overman:** Recognized the expertise Secretary Gwynn’s office has for finding funding to move TPO projects forward. While the motion may not be funded with federal money, has confidence that the motion will be funded through grant or other funding. Given the focus on resilience and the need for public health, we do call them noise walls, but they offer protections related to public health. Is sure that finding the data to support that funding can be found. Does not want to jeopardize the TIP Amendments moving forward, made this motion separately to help the state and other partners, in this resiliency, sustainability, and equity effort, to find the funding to help protect that area of the city that is in need of being protected. The noise wall does more than just noise. The motion makes it clear that the funding is very important to making this be continuous instead of having a break at the park.

**Commissioner Kemp:** Expressed that she would be disturbed if it would be any less quantity and quality than the wall that is planned for the other parts. Stated that she had asked about this repeatedly; not disparaging FDOT due to this but was extremely concerned about this. It has been an issue in Seminole Heights. Had people from Seminole Heights coming to the MPO meetings in 2004 asking for a noise wall to be put up. Is surprised that, with the adding of capacity and the environmental impact, there is no wall there. It provides sound barriers but also protection from air pollution and the kinds of things that watershed studies are showing. Would want to know that there will be the same quality of wall, not a different kind of solution for this one neighborhood. Would like to make it clear where she is with this.

**Councilman Dingfelder:** Appreciates the Secretary’s comments and understands the stringent nature of the federal regulations. The question, federal money was emphasized, does the limitation apply to state money as well?

**Secretary Gwynn:** As a point of order, the Robles Park area is not within the limits of what the TPO is voting on today. It is in a completely separate project that is being constructed now. These TIP Amendments are in a separate project. We cannot fund the noise walls as part of this project. Yes, other funds could be used. We can talk with Ms. Alden about using SU funds, those can be reprioritized. As far as state funds, FDOT tries very hard to follow the federal regulations. Once exceptions are made, it is difficult to enforce them anywhere. Willing to talk with Ms. Alden about ways to reprioritize the money to due the noise walls. Would encourage keeping an open mind to other treatments and solutions that can be funded with state dollars. It may not be a noise wall. Noise walls are going in front of Robles Park, it’s a small part where it is not. Not everything makes logical sense, but FDOT is following the federal guidelines. There are other options where state money can be used; if a noise wall is built, SU funds would have to be reprioritized.

**Councilman Dingfelder:** Asked Commissioner Kemp to consider having staff and Secretary Gwynn come back in a designated time frame, 60 or 90 days, with a report on this issue. It is not part of the TIP Amendments today, but it is important. Will keep moving along until we can do it. Not thrilled with planting trees, and that sort of thing, does not believe it has the impact that a “wall” would have.
Mr. Lopano: Agrees with Councilman Dingfelder; sounds like something we should ask the FDOT to evaluate and come back to us. Will need engineering reports to determine the size and scope of the wall that should be built. Cannot mandate that on this day. Additionally, there is a quarter billion dollars-worth of projects in front of us and we are spending an hour on this. Agrees it is important but need to keep perspective and get through this.

Commissioner Kemp: Does not know what it will take for FDOT to report back but would like to have an update in 90 days. Initially thought the wall was part of what the Board is funding today. She has been focused on for quite a long time and it was part of a large discussion. Reiterating the motion; and does want to see a wall. Believes it is important to have the same quality and protection at Robles Park as the other construction areas on the interstate. The motion is: To ask FDOT to fund the wall gap at Robles Park with the same quality as the wall that is everywhere else and to report back to us in 90 days with an update of how we can do this.

Commissioner Cohen: To be clear, this is a separate motion from the TIP Amendments in the main motion.

Rollcall Vote: motion passes 14 – 0

Commissioner Overman: In light of recent discussion; in the TIP Amendment are suggestions from the TAC and CAC. It will not change today’s TIP Amendment, moves that FDOT return to the Board, in concert with the presentation for the noise wall, with a presentation and a funding conversation, funding sources, for each of the suggestions that are made by the TAC and CAC so that we can get some certainty whether those suggestions are being included in the design for the amendments that we are considering today; seconded by Councilman Maniscalco.

Rollcall Vote: motion passes 14 – 0

Commissioner Cohen: Point of order, the suggestions are listed on page 42 of today’s presentation, for reference.

Commissioner Cohen: Back to the main motion offered by Commissioner Myers and seconded by Commissioner Overman. The motion is to approve the TIP Amendments for the Westshore Interchange, the Downtown Interchange, and the Traffic Management Technology.

Discussion:

Commissioner Kemp: We are very please with the project as it ended up. Appreciates Secretary Gwynn with the work that has been done. It is important to do this minimized Downtown Interchange project. We saved hundreds of homes from being taken down with this project. It has been a long process working with the community to do the best project possible. Pleased with the Traffic Management, the Smart Technology, particularly the signalization for the bus on Florida and Nebraska Avenue. Happy about the improvements on the parallel, important arterial streets.
Commissioner Cohen: The Downtown work is overwhelmingly supportive of what the public wants to see; a less extensive rebuild which was initially suggested but still one that improves traffic flow and safety in the area. To Commissioner Smith’s earlier point, a lot of our enthusiasm was palpable when the announcement was made. Perhaps it got the better of us. The reason, this is going to be transformative to the airport, for commuters, and hopefully make a big difference from a safety point of view as well.

Rollcall Vote: the motion passes 14 – 0

B. Letter on Rectangular Rapid Flashing Beacons at Crosswalks (Gena Torres, TPO Staff)

- Explained what a RRFB is and how it is effective at a crosswalk.
  - Traffic control device used at crosswalks; to increase driver awareness at the crosswalk
  - Activates when crosswalk button pushed by pedestrian; alerts drivers to someone in the crosswalk and to yield
  - Cheaper alternative than HAWK; which creates a traffic signal that cycles to yellow, then to red, and back to green.
  - RRFB is ~ $20K to install; full traffic signal is ~ $200K

- Hillsborough County has ~ 170 RFBS; Pinellas County, which piloted these 3 years ago, has more than 300

- Documented to be very effective at influencing motorist’s behavior. Increase to driver yielding to pedestrians in the crosswalk from 18% to 88%.

- RRFB is recommended by FHWA as one of the “Spectacular 7 Counter Measures”

- Fletcher Avenue near USF, high crash area between Bruce B Downs and Nebraska; since RFB installation at crosswalks, 46% reduction in injury crashes and 60% reduction in deaths.

- Third time coming before legislature; is a result of a crash that resulted in a young girl losing her life.

- Florida Legislature bill introduced that would require changes to the Rectangular Rapid Flashing Beacons (RRFBs) used at mid-block crosswalks
  - Result of crash on East Coast where girl pressed the button and was killed by a motorist who did not yield.
  - Bill says beacons should be removed and converted to traffic signals. If cannot be converted, remove them.

- Removing is costly
  - Will be counter to improved pedestrian safety
  - Recommended to participate in a letter-writing campaign

- Letter requests that our legislative representatives not support changes to the RRFB’s proposed in HB 1113 and SB 1412
  - Regional support for this letter
  - Committees support this letter

Recommendation: The TPO send the attached letter to state legislators requesting they oppose HB 113 & SB 1412 and, instead, allow local and state agencies to ensure that RRFB’s are installed in proper locations on appropriate roadways.
Letter is attached to the October 13, 2021, Agenda Packet.

Discussion:

Commissioner Overman: The letter in the packet was signed and supported at the most recent Sun Coast Transportation Planning Alliance. It was signed to make sure these are not banned. They play an incredibly important role in creating safety in our communities. There is a recommendation of limiting them in areas of 35 mph or lower, we have areas that are critically important. Rather than go further and ask for more, this is a good way to make sure we have these tools to help create safety. Several examples are used in the letter from the Sun Coast Transportation Planning Alliance. In Hillsborough County, on Bearrs Avenue in front of Mort Elementary, the speed limit is 45 mph. There is a school zone in the area but does not go all the way to the Tampa Health Center. These should be permissible, regardless of speed limit, where there is a two-mile radius protection zone that the state has mandated that children walk to school. This is a great start, and we need to protect these tools.

Commissioner Overman made the motion to approve that a letter be sent from the Hillsborough TPO supporting the use of these beacons, seconded by Mr. Lopano and Councilman Maniscalco.

Discussion:

Councilman Dingfelder: Question in regard to education; a critical component of this is educating not only the driving public but the walking public, including tourists, about the safe way to use these. They are very effective not just in Hillsborough but at the beach. Inquired to Ms. Alden about any educational campaigns hand-in-hand with the construction of these?

Gena Torres: CUTR was asked by the state to do some education. They did extensive education on Fletcher before that project and also on Bush Boulevard; they also hid behind some locations after and did some observations about how pedestrians and drivers behaved. Results were impressive for both pedestrians and drivers. Takes time and effort to do that kind of outreach, but they did. There are other ways: they did pamphlets, chalk on the ground near the RFBs that said, “Push the button here”. There are different things that can be done.

Councilman Dingfelder: Was thinking about to the driving public. It’s a little confusing in terms of exactly how you are supposed to handle that. Do you stop, slow down, look both ways to make sure all pedestrians have passed? Was thinking about public service announcements; a mass campaign.

Beth Alden: With recent installations, there has been signage on the roadside that gives direction to the drivers. There is a sign at the pedestrian push button alerting the pedestrian to check that traffic has stopped before stepping into the street. We are getting better at making sure that people understand what this new tool is.

Commissioner Overman: Would like to make sure that a strategy is developed to reach out to our delegation and state leaders so they understand why it’s so important. That may be an effective way of educating the State Legislature about how important this is to the safety of our citizens and residents. Make sure the legislative support teams from each of the jurisdictions receives a copy of the letter and are aware at how important this is,
Rolcall Vote: motion passes 14 – 0.

C. **UPWP Amendment** (Allison Yeh and Amber Simmons, TPO Staff)
   - Set out in State Law as Florida’s top priority network of transportation facilities important to moving people and freight, linking Florida’s regions. Includes largest and most significant airports, public seaports, the space port, freight rail terminals, passenger rail and inter-city bus terminals, railways, walkways, and highways.
   - Plan is updated every five years.
   - FDOT has asked for TPO review and comment.
   - This plan does not include specific facilities for improvements, that is done later. This is the start of the update. There will be a five-year plan, a second five-year plan, it goes out twenty years, and includes an unfunded section.
   - Showed video
   - Highlights from letter
     - Happy to see SIS funds can be used for safety. Encourage a Vision Zero plan for the SIS.
     - Flexibility of use for SIS funds for parallel transit facilities and connecting roads.
     - Strongly urge that the SIS plan not only encourage inter-regional connection of cities and regions but also intra-regional connecting the Tampa Bay region to adjacent cities and counties including corridors and not just stations.

Recommended Action: Approve the UPWP Amendment proposed updates and documentation.

Presentation: [UPWP Presentation](#)
Additional Information: [UPWP Consolidated Documents](#)

Discussion: None

Motion to approve UPWP Amendment, by Councilman Maniscalco, seconded by Commissioner Myers. Rolcall vote: motion passes 13 – 0 with 1 non-vote by Joe Lopano.

VIII. **STATUS REPORTS**

A. **FDOT Freight Update** (Brian Hunter, FDOT District 7)
   - Review of FDOT Mission and Vision
     - 140 mil square feet of industrial building in Hillsborough County; supports 18.5% of county employment
     - 56 mil tons of imported material annually, with a value of $55 billion
     - 28 mil tons exported with a value of $37 billion
     - 64% by truck, 23% through the seaport, and ~12% through rail
     - Department provides a safe and reliable movement to support the industries and movement
• Updated Freight Priorities
  o District 7 – 2021 Freight Priorities Capacity / Major Investment Needs
    ▪ Truck parking facilities, Corridor or Segment Locations, Tampa Bay Next Corridor Location
  o District 7 – 2021 Freight Priorities Operational / Interim needs
    ▪ 18 Corridor/Segment locations
  o Tampabayfreight.com
• Review of National Highway Freight Program – freight projects from FY 2019 – 2025
  o Apply to the FHWA which gives the state ~$55 mil year
  o District applies to central office; projects must be on the National Highway Freight Network: all of I-4 & I-275 from the DTI to the West; I-75; a couple of intermodal connectors that connect to the port along Causeway and US 41; and connector point from I-75 to Redwing
  o Have had 14 projects funded for ~71.6 mil; additional 3 projects for ~$25 mil
• Freight Bottleneck Analysis – done on State Roads
  o 10 Group Ranked locations of bottleneck locations and their related county and cause.
    ▪ 6 locations in Hillsborough, 2 in Pinellas, 1 in Pasco, and 1 in Hernando
    ▪ Process can be done quickly – easier to measure improvements and value
• Review of Freight Operation Improvements in 2019 and 2020
  o Users able to input issues verbally, email, through website
  o Issues evaluated, validated, prioritize, create concept, and use push-button design/build solutions
  o Have done 13 of these projects; have $2 mil (Updated 11/4/2021 GR) annual budget for the program; will address another 4 or 5 issues this FY.
• Review of completed projects
• Review of Freight Sub Area Studies – look at established industrial developments to see where they are now, support/improve current conditions, and what happens if/when they are redeveloped; new buildings, increased volume, etc.
  o Sabal Park – had several improvements come out including operational; simple, like striping, and signal timing
  o Drew Park – realignment, safety opportunities, truck parking and staging
• Review of Truck Parking on I-4 – site concept
  o Reduced time of operations for truck drivers
  o Electronic logging devices on the trucks – drivers have to park where they can instead of safe and secure areas with services that they need.
  o Expanding rest areas
  o Construction of new truck parking facility near industrial area on County Line Road.
• Review of 62nd Street – CSX Access – older facility, using SIS Quick Fix program to improve, Complete Streets project
• Safety Message – The NO ZONE of trucks – be aware of the blind spots

Presentation Slides: FDOT Freight Update
Website: https://tampabayfreight.com/
Discussion:

Commissioner Cohen: In the freight bottleneck analysis, some of the items in the Top 10 list are actually addressed by the TIP Amendments passed today. Hopefully some of those bottlenecks will be improved as a result of those actions.

Charles Klug: Appreciates the update. Important to the port, which has 10K truck moves per day. All the improvements are very important; they increase the efficiency and, more importantly, the safety of the trucks moving.

Karen Kress: Heard on NPR this morning about extreme shortage of truck drivers and possibility of going back to longer drive times. Maybe the new facilities won’t be needed. May make these changes unnecessary. Questioned how removing medians for easier truck turns, which makes sense, but how is this making things safer for pedestrians.

Brian Hunter: Medians have not been removed; they have been modified. Our partner is Traffic Operations. They manage the push-button design process. They focus on safety and bring that to the table when we do this. We make sure we are making it safe for every single roadway user out there.

Karen Kress: Maybe it will come to committees at some point. Does not understand how removing a median makes it safer for pedestrians. May not be an idea worth pursuing but, hates to see new parking lots built for one purpose. Possible to share with another transit agency for a park-and-ride; maybe thinking outside the box and collaborating for other transportation uses.

Commissioner Kemp: One project being followed is grade separation between CSX and the road at the Causeway area. One would-be favorite transit routes. Apparently, US 41 down the coast through Gibsonton, Apollo Beach, and Ruskin have not been used due to the CSX trains several times a day that load and deploy there, sometimes blocking US 41 for 15 to 20 minutes at a time during peak times. Knows that this is why grade separation is a priority but also years away due to funding. Asked for clarification where jurisdiction lies. Understands there are statutory restrictions in terms of CSX or any rail blocking a thoroughfare or road for certain amounts of time. Who has that jurisdiction? There were CSX repairs done in Tampa, no one knew about it, and it caused a huge confusion about jurisdiction and announcements. For that particular place, has heard that US 41 is almost unusable; in lieu of when a grade separation gets built there, who has jurisdiction over that; how is it enforced; are there statutory limitation to the amount of time the road can be blocked? How can that be dealt with?

Brian Hunter: That is outside the realm of his knowledge. Will look into it and provide the information to Ms. Alden.

IX. EXECUTIVE DIRECTOR’S REPORT
A. Thanked Brian Hunter for presentation. Freight and logistics sector is important for wage sector. How do we improve access safely while making it easier for the trucks to get around as well; very important work being done by District 7.
B. Letter that was supported last month with comments on FDOT’s Intermodal Policy Plan has been received in Tallahassee. It was well received. Moving forward with some of the flexibility provisions and requests about looking at context classifications in local government plans for priorities for future roads. They are moving forward with those. Expect to have a draft policy plan out in late 2021 or early 2022. Overall, the staff reaction was very positive. Encouraged about what happens next with our ability to collaborate with FDOT on the Strategic Intermodal System.

C. Regional workshop scheduled on Planning for Rail. Will be at the regular time for Sun Coast Transportation Planning Alliance scheduled for Friday, December 10th at District 7 office. Speakers from FDOT along with coordination from around the region about how to move forward with rail corridors.

D. Monitoring federal funding debate.

E. Shout out to FDOT staff retiring, Ed McKinney. He did a lot of work reshaping what came out of TBX and became Tampa Bay Next. This is the last Board meeting he is participating in and he is in the audience.

Commissioner Cohen wished great retirement and thanked him for his many years of service.

X. OLD & NEW BUSINESS –

A. Commissioner Kemp: Under new funding that has or may be passed, plan to run Amtrak from Union Station in Tampa to Orlando then to South Florida once a day to three times a day. People talk about Brightline, not highspeed but a luxury rail, and won’t be here for at least ten years. Wondered why we haven’t activated Amtrak and make that something usable. Would like more information to confirm; can we write a letter of support; wonderful, fast, short-term answer for the need of a connection to Orlando.

Karen Kress: Working on lot of improvement projects at Tampa Union Station. Took Amtrak to conference in Miami, great way to travel.

Commissioner Cohen: The President is a long-time Amtrak rider. Understands that part of this infrastructure bill is the largest investment in Amtrak ever. Has a feeling that is where this is coming from. Is in support of whatever we can do. Noted that Commissioner Myers was shaking her head as well. Knows that Congresswoman Castor is also in support of this. If there are other federal representatives that we can lobby on this issue, believes it would be worth the time to do so.

B. Next meeting November 10, 2021, starting with the Policy Committee at 8:30 AM with the Board meeting from 10:00 AM – 12:00 Noon.

XI. ADJOURNMENT – The meeting adjourned at 11:50 AM

The recording of this meeting may be viewed on YouTube: Meeting Recording

Public Comment via Email & Social Media
Emails

- **10/8**
  Chris Vela asked “How does one get a tip amendment in front of the board and approved from start to end?”

- **10/7**
  Justin Ricke, Vice President of the Tampa Height Civic Association: “I was hoping we could have some help from the county urging FDOT to apply raised grants funds to improve Florida Avenue and Tampa Street with Complete Streets instead of simply paving.”

- **10/7**
  Tim Keeports, President Old Seminole Heights Neighborhood Association: “Is there a document addressing sound walls from the Downtown Interchange north up to Bearrs Avenue?”

- **10/11**
  Lynn Remund, President of Downtown Partnership: sent a letter of support. “We believe the safety and operational improvements to the Downtown Interchange are urgent and imperative for continued growth and safety of Tampa’s Downtown and the Tampa Bay region. As such, we urge you to vote in support of funding this effort and approve the TIP amendments.” Left Voice Mail: “The addition of noise barriers, lighting, signage, walk/bike treatments, landscaping, and aesthetic treatments along the Downtown Interchange will enhance the safety and connectivity between the central business district and Tampa Heights.”

- **NOTE:** There were a few more email that are included in your Agenda Packet and we had social media comments that are included in the packet. None of the social media comments pertained to today’s action items.

Social Media

- **Twitter**
  - **10/9**
    Roc King (in response to a retweet from the Tampa Bay Times about potential state funding for streets and sidewalks near a new stadium)
    “I think our needs are elsewhere.”

  - **9/29**
    Jeff Redding (in response to a tweet about Tampa’s Crosswalks To Classrooms mural project)
    “Did you know 10 #Pedestrians die every month in #Florida at Unmarked Mid-Block Crosswalks?

  - **9/27**
    Jeff Redding (in response to a retweet from FDOT District 7 about their planned safety improvements for drivers and pedestrians)
    “Please hire Engineers that know Utility Posts belong in the Utility Strip and not in the middle of the sidewalk.”
9/27  Roc Kings (in response to a retweet from the City of Tampa about the Green Spine cycle track along Cass St.)
   “Now get the vehicles off..”

9/27  Jeff Redding (in response to a retweet from the City of Tampa about the Tampa Bay Citizen’s Academy on Transportation)
   “Hi Neighbors, I have a page with a lot of important stuff about #pedestrians in #Florida. - Blinded Vet/Pedestrian Safety Advocate [http://pedestriansmatter.org].”

9/24  Jeff Redding (in response to a retweet from the Tampa Bay Business Journal about transportation shortfalls in the County’s Capital Improvement Program)
   “#1 way for MPO’s to significantly reduce #Florida #Pedestrian Deaths: Identify and remove Mid-Block Crosswalks that violate these Federal Safety Guidelines.”

9/23  Roc King (in response to a post about of a Tampa Bay Times article that discussed shortfalls of the proposed sales tax referendum)
   “Perhaps a sound voice of support for Congressional Infrastructure Legislation would help.”

9/23  Jeff Redding (in response to a retweet about FDOT’s Strategic Intermodal System Virtual Room)
   “Since 1/3 #Pedestrians in #Florida are killed in Mid-Block Crosswalks that violate Federal safety Guidelines. STOP VIOLATING FEDERAL SAFETY GUIDELINES!”

9/22  SojournerNow (in response to a retweet from Walk Bike Tampa about the the Macfarlane Park Elementary School Crosswalk to Classroom project)
   “No masks, no vaccine... how many children are you going to sacrifice?”

9/17  Jeff Redding (in response to a retweet about FDOT’s Strategic Intermodal System Virtual Room)
   “You should also focus on: Non-Compliant Mid-Block Crosswalks, Sidewalk Obstructions, Pedestrian Access to Veteran Medical Clinics.”

9/16  Jeff Redding (in response to a retweet about the Fancy Women Bike Ride)
   “I like bikes!”
9/16
Jeff Redding (in response to a retweet from Creative Loafing about a community forum on racism as a public health crisis)
“My Complaints have nothing to with the #ADA, other than how the Government is misrepresenting it: Unmarked Crosswalks, Sidewalk Obstructions, VA Clinic Access. #Florida every month 10 #Pedestrians are killed at Misplaced Curb Cuts. (not #Wheelchair Users, not gators)”

9/14
Don Kostelec (in response to a retweet from 10 Tampa Bay about Tampa’s “FIX IT FAST initiative”)
“It would be great to compare that to how long it takes for sidewalk hazards to be repaired after they are reported.”

Return to Minutes
Committee Reports

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on October 13

The BPAC approved the following action items:

- Transportation Improvement Program Amendment: Westshore Interchange and Downtown Interchange Aesthetics. A motion was also approved requesting a sidepath along the north side of Kennedy Blvd. From Reo Street to the Westshore mall. This would provide a direct route between a major destination and the Howard Frankland Bridge Trail’s terminus at Reo.
- Rectangular Rapid Flashing Beacons Letter to the Legislature. This was strongly supported by the membership.
- FDOT Tentative Work Program Comments – The committee supported the comments on the tentative 5-year work program noting that on a resurfacing project on West Kennedy Blvd, a mid-block crossing had previously been proposed between Lois and West Shore. FDOT has since responded that this did not meet crossing warrants.

The BPAC heard status reports on:

- Hillsborough County Comprehensive Plan Mobility Element

Meeting of the Intelligent Transportation System Committee (ITS) on October 14

The ITS Committee approved the action item:

- Transportation Improvement Program Amendment: Westshore Interchange and Downtown Interchange - The TIP amendment had already been presented at the October Board; any additional questions were considered. Members heard an update of the comments that the TAC and the CAC committee provided. This was followed by a presentation on one of the things funded by the amendment, the I-275 Integrated Corridor Management Program, and its benefits.

The ITS Committee heard status reports on:

- FDOT Tentative Work Program Comments – The committee supported the projects in the FDOT Tentative Work Program for FY 2023-2027.
- Connected Vehicle Performance Measures for Signal Retiming – Metroplan Orlando staff presented their signal retiming program which uses data from Wejo technology.
Meeting of the Livable Roadways Committee (LRC) on October 20

The LRC approved action items:

- Rectangular Rapid Flashing Beacons Letter to the Legislature
- FDOT Tentative Work Program Comments
- Select Gulf Coast Safe Streets Summit Award Recipient

The LRC heard status reports on:

- State of the System Report

Meeting of the Transportation Disadvantaged Coordinating Board on October 22

The TDCB approved action items:

- Major Update of the Transportation Disadvantaged Service Plan
- Annual Operating Report of the Community Transportation Coordinator
- TPO Committee Meeting Calendar for 2022
- FDOT Tentative Work Program Comments

The TDCB heard status reports on:

- Sunshine Line Update
- Hillsborough County Comprehensive Plan Mobility Element

Meeting of the Technical Advisory Committee (TAC) on November 1

The TAC approved the following action item:

- FDOT Tentative Work Program Comments

The TAC heard status reports on:

- I-75 PD&E Study – Members received clarification on transition points between express and general lanes; how capacity would be managed on express lanes, which may include tolling; and inquired about maintenance costs. Members noted that if tolled, maintenance costs would be funded in future years.
- 56th Street/50th Street Corridor Planning Study – Members noted that there are many different users and contexts in this corridor, and safety improvements are needed.

Meeting of the Citizens Advisory Committee (CAC) November 3

The Citizens Advisory Committee met on November 3, 2021 without a quorum present, so the CAC did not act on any motions. They received reports and commented on:

- FDOT’s Tentative Work Program: they echoed the BPAC’s concern seeking more specifics on bicycle and pedestrian features included as part of roadway projects, including lane reductions. Individual CAC members also said they did not support projects on I-275 and the Downtown interchange and felt the MPO should emphasize the need for a commitment from FDOT to construct noise walls adjacent to Robles Park. Lastly, the CAC asked FDOT to forward any comments received from the public during
the review period, and expressed concern with the minimal participation during FDOT’s online public hearing.

- I-75 Project Development & Environment Studies: members asked for more details on the proposed express lanes, specifically access points and whether tolling is contemplated; members also brought up induced demand that would result, and asked if High Occupancy Toll (HOT) lanes have been considered to provide an alternative for those who may not be able to afford or want to pay tolls.

- HART’s Autonomous Vehicle Pilot Project on Marion St and in the Armature Works area

- FDOT’s Corridor Planning Study for 56th/50th Street

- A recap of Plan Hillsborough’s Future Leaders in Planning Jr. initiative
Board & Committee Agenda Item

Agenda Item
Committee Appointments

Presenter
None – Consent Agenda

Summary

The *Livable Roadways Committee (LRC)* shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the TPO.

The following have been nominated to serve on the LRC:

- Alex Bourne, by the Institute of Transportation Engineers, Greater Tampa Section, as an alternate member

The purpose of the *Transportation Disadvantaged Coordinating Board (TDCB)* is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following have been nominated to serve on the TDCB:

- Indihra Chambers, by Careersource Tampa Bay

The *Bicycle/Pedestrian Advisory Committee (BPAC)* shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians.

The following have been nominated to serve on the BPAC:

- Robyn Baker, by Plant City
- David Aylesworth and Victoria Klug, by the BPAC as At-Large members
The *Technical Advisory Committee (TAC)* shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs.

The following have been nominated to serve on the TAC:

- Jennifer Malone, by the Planning Commission

**Recommended Action**

That the TPO confirm the above nominations

**Prepared By**

Cheryl Wilkening

**Attachments**

None
Board & Committee Agenda Item

**Agenda Item**
Florida Department of Transportation (FDOT) Tentative Work Program & TPO Comments

**Presenter**
Vishaka Shiva Raman, TPO Staff, and Justin Hall, FDOT Staff

**Summary**
The Florida Department of Transportation (FDOT) staff will present a status update on the projects listed in the new [FDOT Tentative Work Program](#) for fiscal years 2022/23 through 2026/27.

FDOT develops the Tentative Work Program after receiving the TPO’s annual update of the priority list for the Transportation Improvement Program (TIP). The newly funded projects are to be included in the TIP in the following annual update. The TIP will list all projects funded by FDOT by phase and year.

During the review period for the FDOT Tentative Work Program, anyone may submit a comment, and in addition, MPOs have the opportunity to offer objections. FDOT briefed all the TPO committees, hosted an online public hearing from October 25-29, 2021, and hosted an open house on October 29, 2021 at the District 7 office, to provide opportunities to review and comment on the work program. After the public comment period ends, the Tentative Work Program will be reviewed by the Florida Legislature and the State Governor and will be adopted on July 1, 2022.

This presentation will provide an overview of the new projects that are to be included in the FY 2023-2027 TIP, which will be adopted at a public hearing in June of 2022. It includes new funding for some of the priority projects that were on the list adopted at last summer’s TIP hearing.

Staff has prepared a draft letter of comment for consideration, including feedback from the TPO advisory committees.

**Recommended Action**
Approve transmittal of the letter of comment on the FDOT Tentative Work Program

**Prepared By**
Vishaka Shiva Raman, TPO Staff

**Attachments**
- Letter of Comment (Draft)
- Florida’s Turnpike Enterprise Tentative Work Program Summary of Projects
- FDOT Presentation slides
November 10, 2021

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

Dear David,

Re: FY2023-2027 Tentative Work Program

We would like to thank you and your staff for presenting the list of projects in the Tentative Work Program to the Hillsborough Transportation Planning Organization (TPO) committees during October and November 2021. Following the committees’ and the board members’ review, the TPO would like to share the following comments.

We are excited about the Governor’s recent announcement to reinstate funding for the preliminary phase of the reconstruction of the Westshore Interchange. This vital project has been the region’s top priority for many years. We are eager to see the subsequent phases of the Westshore Interchange move into the funded Work Program as well.

The Tentative Work Program provides new funding for several projects which have been high on the TPO’s priority list. Notably, the safety improvements on SR 580/Busch Boulevard through Carrollwood/Twin Lakes/Forest Hills have been discussed for several years as part of our shared work on Vision Zero, and it is encouraging to see full funding for construction now scheduled. In addition, we appreciate the Department’s response to our earlier request for the Fowler Ave project to be extended farther east to improve multimodal connections between the USF area and Temple Terrace. New funds for intersection improvements at US 92 & Macintosh Road and at Adamo Drive & 26th Street are also appreciated.

We noted that funding for “Urban Corridor Improvements” has been set aside on three road segments where resurfacing projects are scheduled: on Brandon Blvd, Park Rd, and South Dale Mabry Hwy. Addressing multimodal safety needs while a road is being resurfaced is a cost-effective practice which we commend. Our Bicycle/Pedestrian Advisory Committee and Citizens Advisory Committee have requested information about what features may be included and how decisions will be made. The Transportation Disadvantaged Coordinating Board also expressed interest to know about the considerations that are taken for the people who have challenges using the corridor. We will reach out to your team to arrange a briefing.

We have anticipated for several years the funding of an important project on the National Highway Freight Network, for the US 41/CSX Grade Separation (FPN 440749-1). Located immediately outside a primary Port Tampa Bay facility, the project is a priority of the Hillsborough + Polk Freight Logistics Zone Plan and thereby qualifies for priority consideration in state freight programs. We were disappointed to see no new funding for it. Please let us know if we can assist in advancing this project.

In addition, we request your consideration of funding a traffic signal at the intersection of Spruce St/Boy Scout Road and Manhattan Ave. This project appears on our priority list as priority #35, but would have ranked higher if we had evaluated its potential safety benefits in addition to its benefits for traffic flow. Sadly, two fatal crashes at the intersection in the last year have
spotlighted the importance of the project. We urge you to consider the project a candidate in our higher priority Vision Zero category.

Finally, as you’re aware, the TPO has expressed concern about a gap at Robles Park in the wall to be built along I-275. This portion of I-275 was built through established neighborhoods in the 1960’s, including several neighborhoods with concentrations of residents now protected under the Executive Order on Environmental Justice. Living adjacent to high volume roadways is statistically linked to several chronic health conditions, and walls provide some protection and benefit for the closest parcels, such as this well-used park and playground. Leaving a gap in the wall at Robles Park creates the perception of perpetuating the inequities of the past. We look forward to your positive response at an upcoming meeting.

In future years, our Citizens Advisory Committee would like the opportunity to hear what public comments the Department has received about the Tentative Work Program. We appreciate the Department’s continued support and collaboration in improving the safety, good repair, and reliability of our transportation system for our shared community.

Sincerely,

Beth Alden, AICP
Executive Director
DISTRIBUTION SEVEN PROJECT OVERVIEW

In FY 2021 and FY 2022, Florida’s Turnpike Enterprise funded construction of various major transportation infrastructure improvements in District Seven, totaling over $33 million. Notable projects include:

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Facility</th>
<th>Location</th>
<th>FPN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resurfacing</td>
<td>Suncoast Parkway / SR 589</td>
<td>MP 44.5 to MP 55.2</td>
<td>445913-1</td>
</tr>
<tr>
<td>Interchange</td>
<td>Suncoast Parkway / SR 589</td>
<td>SR 54 (MP 19)</td>
<td>444486-1</td>
</tr>
<tr>
<td>Partnership / Interchange</td>
<td>Suncoast Parkway / SR 589</td>
<td>Ridge Road (MP 26)</td>
<td>258958-1</td>
</tr>
</tbody>
</table>

Florida’s Turnpike Enterprise continues to make project investments in District Seven. In FY 2023 through FY 2027, Turnpike projects with construction funding total over $385 million within Hillsborough, Pasco, Hernando, and Citrus Counties.

The following summarizes project phase information that is referenced in subsequent project tables:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Funding Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>31, 32</td>
</tr>
<tr>
<td>ROW</td>
<td>41, 43, 45, 4B</td>
</tr>
<tr>
<td>CST</td>
<td>52, 53, 54, 58, 61, 62</td>
</tr>
</tbody>
</table>

Summary of Major Project Funding by Project Type

The table below summarizes the funding programmed for the major Turnpike projects in the Tentative Five-Year Work Program (FY 2023 through FY 2027) that are located in District Seven.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FY 2023</td>
<td>FY 2024</td>
</tr>
<tr>
<td>Resurfacing</td>
<td>$7,350,000</td>
<td>$2,044,000</td>
</tr>
<tr>
<td>New Road Construction</td>
<td>$88,364,000</td>
<td>$14,020,000</td>
</tr>
<tr>
<td>Total</td>
<td>$95,714,000</td>
<td>$16,064,000</td>
</tr>
</tbody>
</table>

1 – As of September 21, 2021
Summary of Major Projects by County

The major Turnpike project expenditures by county in the Tentative Five-Year Work Program are shown in the following table.

<table>
<thead>
<tr>
<th>County</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hillsborough</td>
<td>$7,350,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$7,350,000</td>
</tr>
<tr>
<td>Pasco</td>
<td>$0</td>
<td>$2,044,000</td>
<td>$21,098,000</td>
<td>$0</td>
<td>$0</td>
<td>$23,142,000</td>
</tr>
<tr>
<td>Citrus</td>
<td>$88,364,000</td>
<td>$14,020,000</td>
<td>$11,750,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$316,907,000</td>
</tr>
<tr>
<td>Total</td>
<td>$95,714,000</td>
<td>$16,064,000</td>
<td>$32,848,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$347,399,000</td>
</tr>
</tbody>
</table>

Hillsborough County Projects

Resurface the Veterans Expressway Spur / SR 568 from MP 0 to MP 3
FPN: 445885-1,-2

The project resurfaces the Veterans Expressway Spur / SR 568 from MP 0 to MP 3. Work includes milling and resurfacing, guardrail installation, lighting improvements, and signing and pavement marking improvements.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>FY 2023: $7,350,000</td>
<td>$7,350,000</td>
</tr>
<tr>
<td>CST</td>
<td>FY 2027: $0</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$7,350,000</td>
<td>$7,350,000</td>
</tr>
</tbody>
</table>

Pasco County Projects

Resurface the Suncoast Parkway / SR 589 from MP 17.5 to MP 28.5
FPN: 447702-1,-2

The project resurfaces a segment of the Suncoast Parkway / SR 589 from MP 17.5 to MP 28.5. Work includes milling and resurfacing, guardrail installation, and signing and pavement marking improvements.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>FY 2024: $2,044,000</td>
<td>$2,044,000</td>
</tr>
<tr>
<td>CST</td>
<td>FY 2027: $21,098,000</td>
<td>$21,098,000</td>
</tr>
<tr>
<td>Total</td>
<td>$2044,000</td>
<td>$23,142,000</td>
</tr>
</tbody>
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**Citrus County Projects**

### Construct Suncoast Parkway 2 / SR 589 – SR 44 to CR 486
**FPN: 442764-1**

The project constructs a section of Suncoast Parkway 2 / SR 589 from SR 44 to CR 486. The proposed 3-mile roadway will be a four-lane, divided, limited-access facility that will feature an all-electronic tolling (AET) system. The project also includes extending the Suncoast Trail from SR 44 to CR 486. The goal of the Suncoast Parkway 2 is to serve the future traffic needs of Citrus County as well as the public traveling to and from the Tampa area through Citrus County. It will also assist with evacuation and recovery in the event of a hurricane or other emergency.

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</thead>
<tbody>
<tr>
<td></td>
<td>FY 2023</td>
<td>FY 2024</td>
</tr>
<tr>
<td>ROW</td>
<td>$1,999,000</td>
<td>$0</td>
</tr>
<tr>
<td>CST</td>
<td>$86,365,000</td>
<td>$2,120,000</td>
</tr>
<tr>
<td>Total</td>
<td>$88,364,000</td>
<td>$2,120,000</td>
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### Construct Suncoast Parkway 2 / SR 589 – CR 486 to CR 495
**FPN: 442764-2**

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<tr>
<td>ROW</td>
<td>$0</td>
<td>$11,900,000</td>
</tr>
<tr>
<td>CST</td>
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<td>$0</td>
</tr>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
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<td>$0</td>
<td>$0</td>
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<td>$5,970,000</td>
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<tr>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$7,790,000</td>
</tr>
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<td>Minor Projects Total</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$37,410,000</td>
</tr>
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</table>

Summary of All Project Funding with Construction in the Tentative Five-Year Work Program

<table>
<thead>
<tr>
<th>Projects</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
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<td>$202,773,000</td>
<td>$0</td>
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<tr>
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<td>$127,804,000</td>
<td>$21,384,000</td>
<td>$32,848,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$384,809,000</td>
</tr>
</tbody>
</table>
Project Development and Environment (PDE) and / or Preliminary Engineering (PE) Projects

The table below provides a summary of the projects in District Two that have funding for Project Development and Environment (PDE) and / or Preliminary Engineering (PE) phases but are not currently funded for construction in the Tentative Five-Year Work Program (FY 2023 through FY 2027). The projects listed below are not included in the previous funding tables or map.

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<tr>
<th>FPN</th>
<th>County</th>
<th>Project Type</th>
<th>Location / Limits</th>
<th>Phase</th>
<th>FY</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>448068-1</td>
<td>Hillsborough, Pasco</td>
<td>Add Lanes</td>
<td>Widen Suncoast Parkway / SR 589 from South of Van Dyke Road / CR 685A to SR 52 (MP 13 to MP 27)</td>
<td>PDE</td>
<td>2024</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>442665-1</td>
<td>Hillsborough</td>
<td>Add Lanes</td>
<td>Widen Suncoast Parkway / SR 589 from Van Dyke Road / CR 685A to SR 54 (MP 13.5 to MP 19.75)</td>
<td>PE</td>
<td>2027</td>
<td>$4,560,000</td>
</tr>
</tbody>
</table>
DISTRICT SEVEN PROJECT OVERVIEW

In FY 2021 and FY 2022, Florida’s Turnpike Enterprise funded construction of various major transportation infrastructure improvements in District Seven, totaling over $33 million. Notable projects include:

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Facility</th>
<th>Location</th>
<th>FPN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resurfacing</td>
<td>Suncoast Parkway / SR 589</td>
<td>MP 44.5 to MP 55.2</td>
<td>445913-1</td>
</tr>
<tr>
<td>Interchange</td>
<td>Suncoast Parkway / SR 589</td>
<td>SR 54 (MP 19)</td>
<td>444486-1</td>
</tr>
<tr>
<td>Partnership / Interchange</td>
<td>Suncoast Parkway / SR 589</td>
<td>Ridge Road (MP 26)</td>
<td>258958-1</td>
</tr>
</tbody>
</table>

Florida’s Turnpike Enterprise continues to make project investments in District Seven. In FY 2023 through FY 2027, Turnpike projects with construction funding total over $385 million within Hillsborough, Pasco, Hernando, and Citrus Counties.

The following summarizes project phase information that is referenced in subsequent project tables:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Funding Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>Preliminary Engineering</td>
</tr>
<tr>
<td>ROW</td>
<td>Right of Way</td>
</tr>
<tr>
<td>CST</td>
<td>Construction</td>
</tr>
</tbody>
</table>

Summary of Major Project Funding by Project Type

The table below summarizes the funding programmed for the major Turnpike projects in the Tentative Five-Year Work Program (FY 2023 through FY 2027) that are located in District Seven.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resurfacing</td>
<td>$7,350,000</td>
<td>$2,044,000</td>
<td>$21,098,000</td>
<td>$0</td>
<td>$0</td>
<td>$30,492,000</td>
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<tr>
<td>New Road Construction</td>
<td>$88,364,000</td>
<td>$14,020,000</td>
<td>$11,750,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$316,907,000</td>
</tr>
<tr>
<td>Total</td>
<td>$95,714,000</td>
<td>$16,064,000</td>
<td>$32,848,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$347,399,000</td>
</tr>
</tbody>
</table>
Summary of Major Projects by County

The major Turnpike project expenditures by county in the Tentative Five-Year Work Program are shown in the following table.

<table>
<thead>
<tr>
<th>County</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hillsborough</td>
<td>$7,350,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$7,350,000</td>
</tr>
<tr>
<td>Pasco</td>
<td>$0</td>
<td>$2,044,000</td>
<td>$21,098,000</td>
<td>$0</td>
<td>$0</td>
<td>$23,142,000</td>
</tr>
<tr>
<td>Citrus</td>
<td>$88,364,000</td>
<td>$14,020,000</td>
<td>$11,750,000</td>
<td>$202,773,000</td>
<td>$0</td>
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</table>

**Hillsborough County Projects**

Resurface the Veterans Expressway Spur / SR 568 from MP 0 to MP 3
FPN: 445885-1,-2

The project resurfaces the Veterans Expressway Spur / SR 568 from MP 0 to MP 3. Work includes milling and resurfacing, guardrail installation, lighting improvements, and signing and pavement marking improvements.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>$7,350,000</td>
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</tr>
<tr>
<td>Total</td>
<td>$7,350,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Pasco County Projects**

Resurface the Suncoast Parkway / SR 589 from MP 17.5 to MP 28.5
FPN: 447702-1,-2

The project resurfaces a segment of the Suncoast Parkway / SR 589 from MP 17.5 to MP 28.5. Work includes milling and resurfacing, guardrail installation, and signing and pavement marking improvements.

<table>
<thead>
<tr>
<th>Phase</th>
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</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
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Citrus County Projects

Construct Suncoast Parkway 2 / SR 589 – SR 44 to CR 486
FPN: 442764-1

The project constructs a section of Suncoast Parkway 2 / SR 589 from SR 44 to CR 486. The proposed 3-mile roadway will be a four-lane, divided, limited-access facility that will feature an all-electronic tolling (AET) system. The project also includes extending the Suncoast Trail from SR 44 to CR 486. The goal of the Suncoast Parkway 2 is to serve the future traffic needs of Citrus County as well as the public traveling to and from the Tampa area through Citrus County. It will also assist with evacuation and recovery in the event of a hurricane or other emergency.

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Construct Suncoast Parkway 2 / SR 589 – CR 486 to CR 495
FPN: 442764-2

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Board & Committee Agenda Item

**Agenda Item:**
HART Request for Maintenance Facility Support

**Presenter:**
HART Representative

**Summary:**
Hillsborough Area Regional Transit (HART) intends to apply for a Federal Transit Administration grant to fund a major reconstruction of HART’s primary maintenance facility at 21st Ave. Effective maintenance of the HART fleet is essential for good repair and reliability of transit service.

HART requests a letter of support, and further, that the funds that the TPO has set aside for a number of years for HART’s vehicle replacement program be made available for the maintenance facility project instead. Reassigning those funds to the maintenance facility project will require a TIP amendment in the future. In the meantime, the TPO is asked to consider providing a statement in its letter of support.

**Recommended Action:**
Approve transmittal of the attached letter

**Prepared By:**
Beth Alden, AICP

**Attachments:**
Letter of Support (Draft)
November 10, 2021

Pete Buttigieg, Secretary, US DOT
Federal Transit Administration
1200 New Jersey Avenue SE
Washington DC 20590

RE: FTA Bus & Bus Facilities grant application by HART

Dear Secretary Buttigieg,

The Hillsborough TPO fully supports Hillsborough Area Regional Transit’s (HART’s) grant application for a new transit heavy maintenance facility. In addition, should this grant be awarded, we agree to reallocate up to $20 million of Surface Transportation Block Grant funds we previously prioritized for HART’s use under our “Good Repair & Resilience” program to support this project, as part of a combined federal, state, and local funding package.

HART has identified the construction of a new heavy maintenance facility as its top funding priority. HART’s current facility is more than forty-five years old, subject to flooding, fails to meet current building codes, and is unable to support a modern transportation system.

Construction of the new facility will have two additional benefits to HART and to our region. First, the new facility will support HART’s planned transition to a zero-emissions electric bus fleet by 2035. Second, the facility will serve as a workforce high-tech training campus, in partnership with Hillsborough Community College, to create a much-needed pipeline of skilled technicians in the areas of smart grid technology and electric bus maintenance. Providing workforce training, especially for those in underserved populations, will result in new job creation and economic opportunities for our region.

Thank you for your attention and favorable consideration of this vital project.

Sincerely,

Beth Alden, AICP
Executive Director

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602
Board & Committee Agenda Item

**Agenda Item**
56th/50th Street Corridor Planning Study

**Presenter**
Jennifer Musselman, Kittelson & Associates, Inc.

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

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

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

**Recommended Action**
None. For informational purposes only.

**Prepared By**
Gena Torres, TPO Staff

**Attachments**
Presentation slides
Board & Committee Agenda Item

Agenda Item
Future Leaders in Planning Jr. (FLiP Jr.) Program

Presenter
Davida Franklin, TPO Staff

Summary
In 2019, Plan Hillsborough received a special call-to-action to join other planning partners in serving 40 participants enrolled in the Tampa Heights Junior Civic Association (THJCA) summer program. As a result, the agency launched its first ever summer series of planning and transportation safety workshops geared towards elementary and middle school-aged children.

When given the opportunity to partner with THJCA again this year, organizers drew inspiration from Future Leaders in Planning (FLiP), Plan Hillsborough’s highly acclaimed three-day summer program for high school students. The result was FLiP Jr., a workshop series designed with younger children and their families in mind.

The goal of FLiP Jr. was to give children the knowledge and hands-on experience that would help them serve as planning and transportation safety ambassadors in their homes and community.

This year’s program spanned eight weeks and served 60 participants across three locations in Tampa Heights, Palm River, and Town ‘n’ Country. Workshops involved various topics such as bike safety and city planning. The highlight of the experience was an outdoor beautification project at THJCA that involved landscape restoration and the creation of a mural.

Recommended Action
None; For informational purposes only

Prepared By
Davida Franklin, TPO Staff

Attachments
Presentation slides
173 TRAFFIC DEATHS JANUARY - OCTOBER 2021 in Hillsborough County
#WDoR2021

JOIN US ON
Sunday | 11.21.21 | 9am

FOR A
MOURNING OF REMEMBRANCE
IN MEMORY OF LOVED ONES KILLED IN TRAFFIC CRASHES

Bruce B Downs Trail (meet in old Sweetbay parking lot)

Join neighbors and staff from Plan Hillsborough, City of Tampa, Hillsborough County, FDOT, USF, HART and Bike/Walk Tampa Bay to honor the 2021 victims and families of traffic violence.

Parking in old Sweetbay parking lot at 17605 Bruce B Downs Blvd, Tampa, FL 33647 and walking 0.4 miles to Flatwoods Park and back.

We asked that attendees carry the Vision Zero banner, hold a Vision Zero sign, or poster with name and date of death of a traffic victim (provided). Families or friends who know someone hurt or killed in traffic are encouraged to carry a photo of their loved one. 2021 victims’ names will be read aloud at Flatwoods.

For information about Vision Zero visit: planhillsborough.org/vision-zero/

Questions: TORRESG@PLANCOM.ORG | 813.334.2341
#VisionZERO813 | facebook.com/VisionZeroHillsborough
Hillsborough County Transportation Planning Organization
601 E. Kennedy Boulevard, 18th Floor
Tampa, FL 33602

RE: UPDATE on Vacant Buildings Owned by FDOT in the Downtown Tampa area

As a continuing effort to keep our partners apprised of activities undertaken by the Florida Department of Transportation (FDOT), I am providing you an update on vacant buildings since our last memorandum in March 2018 when FDOT owned three buildings in VM Ybor and two building in Tampa Heights. Since the time of our last memo, FDOT sold the building located at 1018 14th Ave in VM Ybor and the building that was located at 604 Frances Avenue in Tampa Heights. The property owner relocated the latter building to 602 Frances and rehabilitated the building in 2019/2020.

VM Ybor neighborhood area
In late 2018, FDOT advertised the two historic buildings located at 2506 N. Avenida Republica de Cuba and 1306 E. 14th Avenue and contracted with potential buyers that were planning to relocate and rehabilitate the buildings. Unfortunately, in late 2019 those contracts fell through. This past summer, 2506 N. Avenida was awarded to a new interested party who hopes to relocate the building within the next several months. District staff continue to work with neighborhood representatives and real estate professionals to locate an interested party willing to relocate and rehabilitate 1306 E. 14th Ave.

Tampa Heights neighborhood area
FDOT purchased the building at 1902 Lamar Avenue in 2015 and provided information to several interested parties throughout the years, but no offers to purchase were received until earlier this year. Unfortunately, after about six months that contract to relocate 1902 Lamar also fell through. Police reports show that the building has had a long history of criminal mischief even before the FDOT acquired the building and although boarded and secured numerous times, continues to be a nuisance for the area. Police have been called 41 times primarily for misdemeanor trespassing, but also a few arrests have been made for more serious crimes such as drug possession, battery, and arson. FDOT has completed the required HABS documentation and anticipates being ready to begin demolition as early November 2021.

I will continue to update you on project activities and progress. As always, I am happy to discuss this or other transportation related matters. I can be reached at Richard.Moss@dot.state.fl.us or 813-975-6133.

Sincerely,

Richard Moss, P.E.
District 7 Transportation Development Director
Policy Alert  October 29, 2021

Last night, Congress passed H.R. 5763, the Further Surface Transportation Extension Act of 2021 (another extension of the FAST Act). The House voted 358-59 to pass the bill and the Senate cleared it by unanimous consent. The legislation extends Highway Trust Fund authorizations at FY21 funding levels through December 3, 2021. This date coincides with the expiration of the current continuing resolution (CR) providing funding for federal agencies and the estimated deadline before which Congress must address the debt ceiling. Congress had to pass this extension because the Speaker of the House could not muster enough Democrats to vote for the bill. Roughly 10-12 Republicans were expected to vote for the bill, but those votes would not offset the number of expected no votes from within the Democrat caucus.

Earlier this week, an announcement of an agreement and framework on the Build Back Better (BBB) reconciliation bill appeared to open the possibility of a vote on the infrastructure package. Unfortunately, progressive Democrats were not satisfied with a framework alone and insisted on publication of the legislative text and a vote on the reconciliation bill occur before moving forward with the infrastructure vote. The BBB reconciliation bill can be found here. The section-by-section of the BBB can be found here.

If you have any questions, please contact staff@ampo.org.

Thank you,
AMPO Staff
I-4 repaving from east of McIntosh Rd to County Line Road 445380-1-52-01

<table>
<thead>
<tr>
<th>Project Details</th>
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<tbody>
<tr>
<td><strong>Work Type</strong></td>
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<td><strong>Phase</strong></td>
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<tr>
<td><strong>Road</strong></td>
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<tr>
<td><strong>Design Cost</strong></td>
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**About**

This project will repave the interstate, ramps and frontage roads between McIntosh Rd (Exit 14) and County Line Road (Exit 25) in eastern Hillsborough County.

The project is currently being designed. Construction is anticipated to begin in the fall of 2023.

**Contact Information**

**Design Manager**
Charlie Xie
813-975-6287
Charlie.xie@dot.state.fl.us

**Media Contact**
Kris Carson
813-975-6060
Kristen.carson@dot.state.fl.us
Project Description:

The purpose of this 0.292 mile project is to construct sidewalk on the north side of SR 60 to fill an existing sidewalk gap. The alignment of the road will not be altered from the existing conditions and all improvements are to be made within the existing right-of-way.

Project Location:

SR 60/Courtney Campbell Causeway from east of Rocky Point Drive to east of Rocky Point Creek in Tampa, Florida.

Schedule:

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<td>Right-of-Way</td>
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Project Costs:

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</table>

* Please note that cost estimates may fluctuate as the project progresses.

FDOT Project Manager
Michael MacKinnon, P.E
11201 N. McKinley Drive, MS 7-600
Tampa, FL 33612
Office Phone: (813) 975-6431
Toll Free: 1 (800) 226-7220
E-Mail: Michael.Mackinnon@dot.state.fl.us

Public Information Officer
Kris Carson
11201 N. McKinley Drive, MS 7-1100
Tampa, FL 33612
Office Phone: (813) 975-6202
Toll Free: 1 (800) 226-7220
E-Mail: Kristen.Carson@dot.state.fl.us
October 13, 2021

Representative Dianne "Ms. Dee" Hart
Chair, Hillsborough County Legislative Delegation
3911 North Tampa Street
Tampa, FL 33603-4745

RE: Pedestrian Safety and Mid-Block Crossings Legislation

Dear Representative Hart,

During the last two sessions, the Florida Legislature has introduced and advanced bills that purport to improve pedestrian safety by restricting use of certain safe crossing devices at mid-block crosswalks. These bills actually run counter to improving pedestrian safety, using a tragic fatality to keep Florida’s roadways “dangerous by design” and inaccessible for everyone needing to use a public roadway. Introduced as HB 1113 and SB 1412 in the 2021 Session, they would require certain lighting and location changes to mid-block crosswalks, or state and local governments would be forced to remove the protective flashing beacon devices, thus leaving mid-block crossings unprotected and less safe for users.

Known as Rectangular Rapid Flashing Beacons (RRFBs), the yellow flashing pedestrian crossing devices increase the visibility of people crossing a roadway to make vehicle drivers aware of their legal right and presence at an approved crossing location. The RRFBs are a recommended practice in the Federal Highway Administration’s (FHWA) Every Day Counts Program and acknowledged as an effective safety device in the Manual on Uniform Traffic Control Devices (MUTCD). Federal approval to change the lights from yellow to red is extremely unlikely, despite formal requests for pilot treatments. They are recognized by FHWA, the Florida Department of Transportation, the state’s MPOs and many local governments as a cost-effective tool in the transportation safety toolbox to help combat Florida’s nationally recognized status as the least safe state for people walking or bicycling.

On behalf of our partners in state and local government across the Tampa Bay region, we urge you to consider the following points in your consideration of potential legislation concerning mid-block crossings and RRFBs:

- Since their start in 2004, RRFBs have been proven to increase motorist response to people using crosswalks from 18% to 88%. Their success starting in Pinellas
County has led to more than 300 devices located throughout the County on state and local roadways, 170 in Hillsborough County, and hundreds more in counties large and small across Florida and the U.S.

- The unfunded mandate of removing these devices will be an enormous fiscal burden on state and local governments. The human cost will be much greater. Bicycle and pedestrian fatalities on our roadways are rising rapidly, and while no traffic control device is 100% capable of preventing serious injuries and fatalities, RRFBs have a proven safety record of reducing fatalities and crashes by 47 percent. They save lives every day, but that doesn’t make the press.

- On Fletcher Avenue, which serves the University of South Florida area, RRFBs at mid-block crossings have helped to create a dramatic transformation. Prior to installation, Fletcher Ave. was the highest fatality corridor in Hillsborough County. In 2014, RRFBs and other safety measures were installed. The post-construction study competed in 2019 demonstrated a 46% reduction in serious injuries and 60% reduction in fatalities.

- The FDOT and many local governments in Florida have adopted Vision Zero goals of no traffic deaths on our roadways. The use of RRFBs as approved is one part of the solution involving engineering, education, and enforcement to meet those goals and defined safety targets.

- Restricting these RRFBs and removing mid-block crossings is an equity concern because data show that underserved and minority communities bear an outsized burden of fatal and serious crashes involving vulnerable road users (people on foot, bicycle or motorcycle). In these neighborhoods, residential areas are often separated from commercial areas by higher speed multi-lane roads.

The prior legislation has brought greater awareness to the issue of mid-block crossings, RRFBs and pedestrian safety in general. We agree that there should be some restrictions on the location of mid-block crossings with RRFBs based on sound professional engineering. FDOT’s Traffic Engineering Manual calls for RRFBs to be limited to roadways with marked, special emphasis crosswalks, four or fewer through lanes (with a refuge island required on five lane facilities with two-way left turn lanes), and a posted speed limit of 35 MPH or less. It is not a simple measure for state or local governments to change the posted speed limit on a roadway without supporting data and analysis that follows specified criteria.

Rather than legislating against a specific safety device that has been proven effective, the Legislature should turn its focus instead to other legal remedies to protect vulnerable road users, fund educational efforts adequately and provide more flexible transportation funding options to regions and communities. Those measures would go further toward improving safety on our roadways.
Thank you for your interest and concern. Please contact me, or our Executive Director Beth Alden, if you have any questions or would like to have a dialogue.

Sincerely,

[Signature]

Commissioner Harry Cohen
Chair, Hillsborough TPO

CC: Hillsborough County Legislative Delegation members
    Bill sponsors
    Committee chairs