Meeting of the TPO Board
Tuesday, September 14, 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.

All others:
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 – August 11, 2021

IV. Public Comment - 3 minutes per speaker, please. Staff will unmute you when the chair recognizes you.

V. Committee Reports (Bill Roberts, CAC Chair, Davida Franklin, TPO Staff, and Beth Alden, TPO Director)
VI. Consent Agenda
   A. Committee Appointments
   B. Bylaws Amendment for BPAC and LRC Quorum

VII. Action Items
   A. TIP Amendment for Tampa’s West Riverwalk Extension (Vishaka Shiva Raman, TPO Staff) – Roll call vote required.
   B. Public Transportation Agency Safety Plan Performance Targets (Johnny Wong, TPO Staff)
   C. Strategic Intermodal System Policy Plan Update & TPO Letter of Comment (Rich Clarendon, TPO Staff and FDOT Representative)

IX. Status Reports
   A. Economic Impact of Bus System Expansion (Dave Sobush, Tampa Bay Partnership)

X. Executive Director’s Report

XI. Old Business & New Business

XII. Adjournment

XIII. Addendum
   A. Announcements
      • Park Speed Zone Study – survey flyer
      • USF to Green Artery Trail Study – survey flyer
      • Sun Coast Transportation Planning Alliance (SCTPA) Website Launch
      • SCTPA’s Gulf Coast Safe Streets Summit Nov. 2-4: early bird registration through Oct. 1
      • Planning Commission’s 39th Planning & Design Awards Oct. 29
      • Bike Walk Tampa Bay’s “Sprint for Safety” Virtual 5K October 2021
   B. Project Summaries & Other Status Reports
      • NARC’s House vs. Senate Transportation Reauthorization Bills Comparison
   C. Correspondence
      • To Nuria Fernandez, Deputy Administrator re: Areas of Persistent Poverty Grant
      • To Hillsborough County re: 2021/22 – 2025/26 TIP
To City of Tampa re: 2021/22 – 2025/26 TIP
To HART re: 2021/22 – 2025/26 TIP
To City of Plant City re: 2021/22 – 2025/26 TIP
To Temple Terrace re: 2021/22 – 2025/26 TIP

D. Articles Related to TPO Work

- Federal infrastructure bill would funnel billions into Florida transportation projects | Tampa Bay Business Journal | 08.16.21
- Hillsborough nixes job rule from Wimauma land plan | Tampa Bay Times | 08.13.21
- Regional transit agency announces rebranding effort | The Suncoast News | 08.11.21
- Rebrand of the Metropolitan Planning Organization now called the Suncoast Transportation Planning Alliance | ABC Action News | 08.11.21
- Hillsborough blesses new development rules for rural parts of the county | Tampa Bay Times | 08.06.21
- Rebranded Tampa Bay transportation alliance ready to engage | Tampa Bay Business Journal | 08.05.21
- Mayor Castor's latest budget proposal seeks to move on from transportation surtax ruling | Tampa Bay Business Journal | 08.05.21

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

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

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I. CALL TO ORDER, PLEDGE OF ALLEGIANCE

The Chairman, Commissioner Cohen, called the meeting to order at 10:00 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 Cohen, Commissioner Kemp, Commissioner Myers, Mayor Ross, Joe Lopano, HART Board Member Johnson, Charles Klug, Bob Frey, Derek Doughty, Commissioner Kilton, Councilman Maniscalco, Councilman Citro, Councilman Dingfelder (arrived at 9:15), School Board Member Vaughn

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

A quorum was met in person.

III. APPROVAL OF MINUTES – June 9, 2021

Chair Cohen sought a motion to approve the June 9, 2021 minutes. Commissioner Kemp so moved, seconded by Councilman Maniscalco. Voice Vote: motion carries unanimously.

IV. SPECIAL PRESENTATION – Safety and Advocacy Awards (Lisa Silva, TPO Staff)

- 2020 Gulf Coast Safe Streets Summit (GCSSS) Hillsborough TPO’s “Bob the Builder Award
  - Awarded to Robert Campbell, PE, Section Manager, Transportation Engineering, Hillsborough County Public Works Department, presented by Commissioner Cohen

- 2021 Idello Valdes Leadership Advocacy Award
  - Awarded to Arizona Jenkins, Livable Roadways Committee member representing Americans with Disabilities, presented by Councilman Citro

- 2021 International Institute of Transportation Engineers (ITE) Transportation Achievement Award in Planning
  - Awarded to Hillsborough TPO, presented by Paula Flores, P.E.

V. PUBLIC COMMENT

- Kisha Linebaugh – Resident of Hillsborough County, uses transit, attempts to use bicycle, commenting on Transportation Equity Plan. Noted that it is dangerous to be a pedestrian or cyclist in the county. Was run off Bay Shore Drive before more safety measures implemented. Currently lives in Seminole Heights area where there are struggles with sidewalks. Has a hearing disorder that prevents hearing traffic. Speaking for self and community about bringing equity to transit options to be able to enjoy the city without the necessity of a car. Requested that the TPO Board approve the Nondiscrimination & Equity Plan of 2021. It will put Tampa in the right direction to make the city a walkable city.
- **Dyma Abu Oleim** – Stated support for the Hillsborough County Nondiscrimination & Equity Plan and encouraged the TPO Board to vote to approve it. Comforted by the team that led the plan, particularly Dayna Lazarus. Dayna recognized the challenges of systemic racism in Hillsborough County. The team, including Executive Director Melissa Zornitta, has made it a mission to hear the under-represented in the community. They made the extra effort to bring in people of different backgrounds in the community, specifically the Muslim community that she represents. Stated that the leadership has the interest of all members of the community at heart. It makes the good plan, great.

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair & Davida Franklin, TPO Staff)

A. CAC
- On July 14th, the CAC met virtually and heard status reports on:
  - USF Green ARTery Trail Study: CAC members asked about speed reduction along state roads, need for safe crossings, especially the need for the Green ARTery getting across the Hillsborough River safely.
  - I-275 Boulevard Study: members expressed interest in reviving this study.
  - Non-Discrimination Plan Public Involvement Findings: members expressed appreciation for the depth of this research and are looking forward to the final product.
  - Transportation Demand Management: members heard a brief overview and asked for an in-depth presentation at a future meeting.
- On August 4th, the CAC approved one action item: Non-Discrimination & Equity Plan
- The CAC heard status reports on:
  - Gandy PD&E Study Kickoff
  - Heights Mobility Study Next Steps
  - Eminent Domain & Relocation Process
  - Storm Evacuation Forecast & Shelter In-Place Scenarios Study
  - Support the appointment to the CAC on the TPO Board agenda today. Encourages Commissioner Smith to make a new appointment as soon as possible.

B. Meeting of the Technical Advisory Committee (TAC) on August 2
- The TAC approved one action item:
  - Non-Discrimination & Equity Plan
  - One member of the public, Rob Nelson, spoke during public comment in support of the Non-Discrimination Plan and in particular, Ms. Lazarus’ efforts at outreach.
  - TAC members praised the work that went into developing the Plan and noted the many benefits of hearing the history of discrimination and being able to apply lessons learned in their own profession. One suggestion was to provide any future surveys in Spanish.
- The TAC heard status reports on:
  - Heights Mobility Study Next Steps - The presentation was well received. Members appreciated the cross-collaboration between HART, the City of Tampa, and FDOT. Two questions were posed:
On Florida Avenue south of Hillsborough Avenue the road has a slight curve near the bakery, which serves to slow traffic - would the curve be maintained?

Would this project be eligible for funding under the new infrastructure bill?

- Storm Evacuation Forecast & Shelter In-Place Scenarios Study

C. Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on June 25

- Under Action Items, the TDCB approved:
  - Approved Minor Update of the TD Service Plan
  - Approved Annual Bylaws Review
  - Approved Memorandum of Agreement between the FL Commission for the TD and the CTC

- Under Status Reports, the TDCB heard:
  - County School Routes Program Development Process and SRTS Projects
  - Non-Discrimination Plan Public Involvement Findings

D. Meeting of the Livable Roadways Committee (LRC) on June 16

- Meeting virtually, the LRC heard status reports on:
  - Gandy PD&E Study Kick Off
  - Branch Forbes Road and SR 56 ETDM Review
  - FDOT I-275/Downtown Interchange Aesthetics Package
  - Non-Discrimination Plan Public Involvement Findings

E. Bicycle Pedestrian Advisory Committee (BPAC) on June 16 and July 14

- Meeting virtually, the BPAC heard status reports on:
  - Gandy PD&E Study Kick Off
  - FDOT I-275/Downtown Interchange Aesthetics Package
  - Non-Discrimination Plan Public Involvement Findings
  - Discussion on list of roads planned to be resurfaced
  - Ideas for future presentations and discussion topics

F. Meeting of the Intelligent Transportation System (ITS) Committee on July 8

- Meeting virtually, the ITS Committee heard status reports on:
  - In-Road Safety Lights
  - Smart Cities Master Plan Update
  - Florida Avenue ITS Project
  - 2021 Title VI and Non-Discrimination Plan

G. Public Comments Received Through Social Media – July/August

- **Facebook**
  - June 28 - Dayna Lazarus [in response to a post thanking her for leading a FLiP (Future Leaders in Planning) Jr. workshop]:
    “It was my pleasure! I hope we left the kids thinking about how everything around them is planned, and how THEY have the power to influence what gets built in their neighborhoods! Planting seeds”

  - June 6 - Randy Kranjec [in response to Hillsborough TPO receiving the national ITE Transportation Achievement Award]: “Nice job Gena!”

  - July 14 - Fadia Peterson [in response to a FLiP Jr. learning experience involving a TECO streetcar ride]: “👏👏👏” (applause)

- **Twitter**
• 6/13
  - Tampa Sports Girl (in response to HART service changes) “What a joke... we'll be a mediocre city as long as we don't take mass transit seriously.”
  - Amy Leigh (in response to HART service changes) “Awful.”
• 6/14 - Fadia Peterson - “The latest version of @MUTCD (Manual for Uniform Traffic Control Devices) has drawn criticism for failing to consider non-automotive road users. Municipalities across the U.S. including @HillsboroughMPO have asked for an overhaul of the manual.”
• 7/16 - Orla Pease (in response to the Fancy Women Bike Ride on Sept. 19) - “I never heard of this. Very fun!”
• 7/18 - Roc King (in response to an invitation to the FLiP Jr. mural reveal event) - “The cover is fantastically beautiful. ART”
• 7/22 - Paula Flores (in response to Hillsborough TPO receiving the national ITE Transportation Achievement Award): “Congratulations to the @HillsboroughMPO & @GPI1966 winner of the #ITE2021 Transportation Achievement Award - Planning for the TPO's visionary leadership in development of a "Speed Management Action Plan"”
• 7/26 - Roc King (in response to Broward MPO’s panel discussion about climate change and its impact on transportation planning featuring Beth Alden): “One hour of concentrated expertise setting course for the future. Thanks.”
• 8/10 - Roc King (in response to the Aug. 12 Active Transportation Working Group Webinar) “No better person to lead (applause emojis) Gena”

H. Policy Committee
- Detailed discussion on three studies under way, will provide briefings to TPO Board members on request.

VII. CONSENT AGENDA
A. Committee Appointments
- CAC – Joshua Frank, nominated by Hillsborough County School Board
- ITS – Margaret Kubilins, nominated by City of Tampa

B. Interlocal Agreement with USF for Air Quality Monitoring Project
- Full agreement included in the August 11, 2021 Agenda

Chair Cohen sought a motion to approve the Consent Agenda. Councilman Maniscalco so moved, seconded by Commissioner Myers, Voice Vote: motion carries unanimously.

VIII. ACTION ITEMS
A. Federal Quadrennial Certification of TPO (Teresa Parker, Federal Highway Administration)
- Reviewed summary of findings
  - Overview – review team site visit, January 21, 2021
  - Hillsborough Noteworthy Practices Review
    1. Transportation Performance Measures – Safety Target and Methodology
      a. FHW Headquarters, FHW Division, FDOT, and other MPOs in the State of Florida, November 2019.
      b. MPO commended for topics shared at the 2018 Peer Exchange.
2. Transit  
   a. Brandon Corridors and Mixed-Use Centers Study for collaboration.
3. Outreach and Participation – Public Participation Plan  
   a. Public Participation Plan  
      i. Assessable by topic  
      ii. Strategically uses topic photos  
      iii. Readability in both English and Spanish  
4. Outreach and Participation – Data Collection  
   a. Commends MPO for the collection and use of raw data.
5. Long Range Transportation Plan (LRTP) – Resilient Tampa Bay Project  
   a. Commends the project as a lead.
6. LRTP – 2020 Excellence Award  
   a. To the Resilient Tampa Bay Study.
7. LRTP – It’s Time Hillsborough 2045 Plan  
   a. Elevated current needs and future investments in five key areas: Good Repair and Resilience, Vision Zero, Smart Cities, Real Choices When Not Driving, Major Investments for Economic Growth.
   o Hillsborough Recommendation:  
      1. LRTP – Fiscal Constraint/Cost Feasible Plan  
         a. Need to note State versus Federal funds to achieve more transparency.

Presentation: Summary of Findings

Discussion:

Councilman Dingfelder – Looks like we can all take some credit but especially Beth and the staff.

Commissioner Kemp – Inquired about the recommendation and what it means. Ms. Alden said it had been addressed already by adding a note in the LRTP.

Chair Cohen sought a motion to accept the report. Councilman Maniscalco so moved, seconded by Councilman Citro. Voice Vote: motion carries unanimously.

B. Nondiscrimination & Equity Plan (Joshua Barber and Dayna Lazarus, TPO Staff)  
   • Review background of plan and requirements to receive federal money  
      o Expanded to Plan Hillsborough as a whole for this update. Planning Commission is a beneficiary of federal dollars, there is a staff services agreement with the TPO, shared staff between TPO and Planning Commission  
      o Six Acts, Executive Orders, Subsequent regulations to carry out the acts and orders issued by USDOT and modal agencies  
   • Nondiscrimination Assurances  
      o Spelled out in the plan  
   • Nondiscrimination Plan Purpose  
      o Compliance, advance processes above and beyond Federal and State requirements within the agency
• Review of Report Outline
  o Sections one through three demonstrate compliance
  o Sections four through six are the advancement above and beyond requirements
• Components Part I
  o One – Community overview and maps; provided examples: demographic, income, and intersections of these groups
  o Two – Engagement, Access, and Representation; must include demographic information of the representation of each of the committees
  o Three – Evaluating Equity Needs and Outcomes: balancing and not creating groups benefiting or assuming burden
  o Four – Evaluating Outreach Effectiveness: make sure everyone has an opportunity to participate, find areas of improvement.
  o Five – Organizational staffing and structure
• Components Part II – Equity Work in TPO Program areas
  o Provided TPO Highlights of the last three years
• Components Part III – Equity Work in Planning Commission Programs
  o Shared Planning Commission Highlights
• Components Part IV – Framework for Equity
  o Current Paradigm: focus of Title VI is equality and distribution of benefits and burdens
  o New framework covers much more, including recognition of historical and current inequities
• Components Part V – History of Discriminatory Planning
  o Staff did a deep dive, presented in the spring.
• Components Part VI – Public Engagement
  o Detailed how this process was done.
  o Made recommendations.
• Components Part VII – Recommendations for Advancing Equity
  o Split into three areas.
• TPO Recommendations
  o Evaluate existing transportation conditions, and the impacts of TPO plans and projects in Title VI and EJ areas.
  o Prioritize projects in Title VI and Environmental Justice areas in TPO project areas.
  o Focus Vision Zero efforts on infrastructure and design policies – minimize and equitably guide enforcement.
  o Evaluate representation on TPO Advisory Committees.
  o Support multimodal transportation projects and agencies.

**Recommended Action: Adopt the 2021 Nondiscrimination and Equity Plan.**

**Presentation:** [Nondiscrimination and Equity Plan 2021](#)

**Website:** [Title VI and Nondiscrimination Plan](#)

**Discussion:**

**Councilman Maniscalco** – Thanked Josh Barber and Dayna Lazarus, these are the highlights. Discriminatory planning stood out, goes back a long time here and across the country. Most destructive
would be in the 1950’s with the interstate system. Has spoken to many people in Hillsborough County that have been affected. People started leaving the Urban Center for various reasons; they came back decades later to find Urban Renewal, the interstate, etc. In his six years, has voted against projects continuing to impact these neighborhoods. It appears like new anti-discrimination policies are in place, but the old policies continue under different names. We have to be careful not to continue the discriminatory planning with what we vote for. Need to be careful moving forward not to harm and destroy neighborhoods.

Commissioner Overman – Thanked Councilman Maniscalco, Josh Barber, and Dayna Lazarus. Has reached out to the consultant working with the Board of County Commission that has been contracted to address our equity and inequity on our policy framework where our policies would create inequities. Has sent them the links to the study and to benefit from the outreach already done. Would like to see the overall board see the benefits of the research already done in concert with what the County has started in terms of our analysis. This work can move this region forward in terms of transportation and moving us forward.

Commissioner Kemp – Expressed that this is one of the most important pieces that has come forward. It is addressing our legacy and the legacy of the past. It still exists and reinforces what has happened in the past which destroyed communities with Urban Renewal and highways along with land uses. There is toxic air quality around the interstates with several diseases. Thanked Josh Barber and Dayna Lazarus. Would like to see the Board do an entire rethink what we are doing as a board and what the advisory boards are doing. Busses, they are the number one thing we can provide. Looking at the bicycle things we can provide. We need to work better, beef up transit system (bus based) and not focus on “white collar” and choice ridership. Hillsborough County has the youngest and most diverse population of all the counties near. This drives choices and desires, also look at how we protect affordable housing, this raises a lot of thoughts and policies that lead to the future of what we can do. Hopes to move to a new future.

Commissioner Myers – Pointed out a few things discussed in the report: housing and transportation. Progress Village, East Tampa, West Tampa... historic neighborhoods. Grew up in West Tampa. West Tampa looks the same; East Tampa looks the same. Are we coming back into the community to make a difference? We can talk about it and put it on paper, but we have to work with the community. Would like to see other organizations engaged with. What the staff has done is excellent, but there are opportunities to make sure the story is told. We didn’t talk about inclusion; the inclusion of the African Americans has to be there as well, adding groups like the Urban League and Pastors on Patrol. As District 3, I want to make sure that our voices are heard in the information and the process.

School Board Member Vaughn – Thanked fellow Board members. Is inspired working with this group. Things that stuck out from community engagement: access and powerlessness. Communities feel they are powerless to engage in the policies we make and feel there is very little access to reach out. Loved the recommendations on how to engage the community. Noted having a member from the NAACP on the Citizen Advisory Committee. The School Board is now forming their Citizen Advisory Committee and there are places held for people to represent those organizations and groups to have a voice so that they don’t have to be nominated and appointed to the board. Would like to use this presentation for the School Board to form their policies. Noted that not only transportation needs to be considered for the
disabled but that hiring practices and within all the decisions being made. Disabled community and advocates need to be represented.

**Commissioner Cohen** – This is a high-level summary; the full report is on the website. Most of the members of this board serve in other capacities as well. This study is not just about transportation, it bleeds into the work that we all do. The Council and Commissioners make a lot of land use decisions, the School Board touches all different parts of our life, looking at people that serve from the airport, HART, and the Port Authority, the Expressway Authority, the things in this study have an impact on all of it. The composition of the committees, each of us makes appointments to the different committees, thinking about those appointments in a new paradigm may go a long way towards moving us to equitable representation. Not necessary to appoint someone to a committee that agrees with you. Maybe appoint someone with a different point of view so you can have a robust dialogue. A lot to think about. Thanked Joshua Barber and Dayna Lazarus and the staff for all the hard work that went into the report.

Motion to approve the Nondiscrimination and Equity Plan 2021 by Councilman Maniscalco, seconded by Board Member Vaughn and Commissioner Myers. Voice Vote, motion passes unanimously.

**IX. STATUS REPORTS**

A. **Gandy PD&E Study Kickoff** (Kirk Bogen, FDOT)
   - From 4th Street in Pinellas County to Westshore Boulevard in Hillsborough County.
   - Reduce traffic congestion and improve bicycle/pedestrian travel.
   - Widening and reconstruction; safe routes crossing Gandy Blvd.
   - Three segments:
     - Seg 1 – Pinellas Co.: 3.6 miles from 4th St. to Gandy Bridges on commercial, residential, and recreational land use areas.
     - Seg 2 – Gandy Bridges: 2.6 miles of Gandy Bridges over Old Tampa Bay.
     - Seg 3 – Hillsborough Co.: 1.0 mile from Gandy Bridges to Westshore Blvd on commercial and residential land use areas.
   - Review of current status and safety information.
   - Provided Alternative and Concept Development for all segments.
   - Included milestones in presentation.

**Presentation:** [Gandy PD&E Study](#)

**Website:** [FDOT’s Gandy PDE project study page](#)

**Discussion:**

**Commissioner Kemp** – Asked for clarification on the lanes on the Gandy corridor; if limited access lanes will be tolled (they will not); clarify side-lane access for the bridge and if they are high enough for anticipated sea-level rise.

**Commissioner Overman** – Concerns regarding language, controlled access, clarify that these lanes are not tolled and would not interfere with local street traffic; clarify the accident report and speeds, interface with local traffic at either end of the bridge, controlled access lanes will be interfacing with the
local lanes on the land sides and still be subject to crashes; concerned about capacity and emergency response on the bridge; requested equity of the solution and make sure the design is not creating the same situations with crashes.

Commissioner Cohen – The board has pushed for many years to have bike and pedestrian access on the bridges. Clarified that the controlled access lanes will not be tolled. Noted two choke points - Gandy and Manhattan and Gandy and Westshore. They have been reconfigured and are vastly improved. Make sure that these intersections stay functioning.

X. EXECUTIVE DIRECTOR’S REPORT

- The Board has a copy of the TPO’s quarterly report.
- A new business item: please consider a change to the bylaws for Livable Roadways Committee and Bicycle Pedestrian Advisory Committee to reduce the quorum requirement to 9. The room capacity is not there to hold the current quorum of 12-13 unless the plexiglass is removed, which we had hoped to do but does not seem advisable now with the Delta variant. The BPAC and LRC have not been able to vote since October or November of 2020. If there are no objections, we will bring the quorum change for them back for a vote in September. No objections were raised.
- At our TIP Hearing in June, the discussion on I-275 North of Hillsborough Ave, regarding noise walls being constructed without additional lanes, District 7 provided information for clarification. Statewide DOT policy is holding this back, not federal or state law. Sent letter to central office of FDOT requesting reconsideration of this policy.
- The board also requested a Workshop on CSX Rail Corridors., Want to establish baseline knowledge of fixed-guideway planning. Dedicate September Policy Committee meeting to refresh on where we are with the planning and the steps to move that forward in our county. Follow-up with reaching out to the rest of the region. FDOT, statewide, is going to be updating the State Rail Plan, they are reaching out to the MPOs and asking for participation. Work with the Florida MPO Advisory Council to convene a workshop so MPO leaders from around the state can weigh in on what is important, from a metropolitan perspective, in the State Rail Plan.
- Vision Zero Project Manager, Gena Torres, is a member of the National Association of MPOs, the Active Transportation Work Group. Organized a webinar on August 12, 2021, with Justin Hall, FDOT District 7, talking about multi-agency collaborations for improving multimodal safety, in particular, focusing on the Fowler Avenue project.

XI. OLD & NEW BUSINESS – None

XII. ADJOURNMENT – The meeting adjourned at 11:56 AM
Meetings of the Citizens Advisory Committee (CAC) September 1

The CAC approved today’s action items:

- TIP Amendment: Tampa Multimodal Network & Safety Improvements
  - Committee members were interested in learning about how performance will be evaluated and the details about scooter accessibility, streetcar extension, and bike and pedestrian improvements.
- Public Transportation Agency Safety Plan Performance Targets

Members requested information about what role speeding vehicles play in HART’s safety events, e.g. how frequently are speeding vehicles crashing into HART buses?

The CAC heard status reports on:

- Hillsborough County Complete Streets Guidebook
  - Members commented on the importance of beautification and transit integration to successfully construct complete streets.
  - Members also stressed the importance of coordinating with FDOT regarding its context classification system.
- Hillsborough County Comprehensive Plan Mobility Section
- HART Transit Oriented Development (TOD) Pilot Project
  - Some members commented that they were impressed and interested in participating in the forthcoming workshops on this topic.

The committee was informed that 32 residents sent emails conveying concern about aesthetic, mobility, connectivity and operational improvements pertaining to the Downtown Interchange project. FDOT is preparing a reply, which will be provided to the committee next month.

Meeting of the Technical Advisory Committee (TAC) on September 13

A verbal report will be provided at the board meeting.

Bicycle Pedestrian Advisory Committee (BPAC) on August 11 and September 8

On August 11th, the BPAC met virtually and heard status reports on:

- Park Speed Zone Pilot Study
- Heights Mobility Study Next Steps
A verbal report about September 8 will be provided at the board meeting.

**Meeting of the Transportation Disadvantaged Coordinating Board on August 27**

Under Action Items, the TDCB approved:

- ✔ Forming a subcommittee on the proposed Transportation Tax
- ✔ Public Transportation Agency Safety Plan (PTASP) Targets
  
  Because of questions by TDCB members, TPO and HART staff reviewed and made a correction in the performance data, resulting in a revised recommendation to the CAC, TAC, and TPO Board.

- ✔ Coordination Contract with ACTS

Under Status Reports, the TDCB was briefed on:

- Sunshine Line Update
- FTA 5310 Grant Program Updates
- Heights Mobility Study Next Steps
- Storm Evacuation Forest & Shelter In-Place Scenarios Study

**Meeting of the Livable Roadways Committee (LRC) on August 18**

Meeting virtually, the LRC heard status reports on:

- Hillsborough County Comprehensive Plan Mobility Section
- Heights Mobility Next Steps
- Park Speed Zone Pilot Study
Agenda Item
Committee Appointments

Presenter
None – Consent Agenda

Summary
The Citizens Advisory Committee (CAC) shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen’s perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the MPO Program. CAC members serve two-year terms.

The following has been nominated to serve on the CAC:

- Christina Bosworth, by Commissioner Smith

Recommended Action
That the TPO confirm the above nomination

Prepared By
Cheryl Wilkening

Attachments
None
Board & Committee Agenda Item

**Agenda Item:**
TPO Bylaws Amendment for the Livable Roadways Committee (LRC) and Bicycle Pedestrian Advisory Committee (BPAC) Quorum

**Presenter:**
Consent

**Summary:**
As discussed during last month’s board meeting, the BPAC and LRC have been unable to cast votes since last November’s expiration of the governor’s order suspending the requirement for a quorum to be present in person at public meetings. The BPAC and LRC quorum size is currently 12-13 persons, exceeding the current capacity of the Plan Hillsborough meeting room. It had been hoped that by August, the plexiglass partitions could be removed from the Plan Hillsborough meeting room and the room capacity increased. However, the rise in Covid cases with the Delta variant raises questions about the prudence of removing the plexiglass partitions at this time. Since it is desirable to continue to hold meetings at the Plan Hillsborough meeting room, to facilitate live web broadcasts and live remote participation by the general public, which has improved public access to and participation in these meetings, it is recommended that the quorum for the BPAC and LRC be reduced to 9 persons.

**Recommended Action:**
Approve the proposed amendment to the TPO bylaws

**Prepared By:**
Cheryl Wilkening, TPO Staff

**Attachment**
TPO Bylaws with one proposed change highlighted
1.0 **PURPOSE:** These By-laws are adopted by the Hillsborough County Metropolitan Planning Organization hereinafter called the “MPO” to govern the performance of the MPO’s duties as well as those of MPO committees and to inform the public of the nature of the MPO’s internal organization, operations and other related matters.

1.1 **DOING BUSINESS AS:** Consistent with the Fictitious Name Act (s.865.09, F.S.), and as registered with the Florida Department of State, the MPO will conduct business as the “Hillsborough Transportation Planning Organization.”

2.0 **DEFINITIONS:**

2.1 **EMERGENCY:** Any occurrence or threat thereof, whether accidental or natural, caused by man, in war or in peace, which necessitates immediate action because it results or may result in substantial injury or harm to the population or the MPO or substantial damage to or loss of property or public funds.

2.2 **GOOD CAUSE:** A substantial reason which is put forward in good faith.

2.3 **INTERESTED PERSON:** Any person who has or may have or who represents any group or entity which has or may have some concern, participation or relation to any matter which will or may be considered by the MPO.

2.4 **MEMBER(S):** The MPO consists of sixteen (16) official members, with FDOT designated as a non-voting advisor. Each member government or authority may also appoint an alternate member, who may vote at any MPO meeting in place of a regular member. MPO committee membership is as provided in these By-laws.

2.5 **PUBLIC HEARING:** A meeting of the MPO convened for the purpose of receiving public testimony regarding a specific subject and for the purpose of taking action on amendment to or adoption of a plan or program. A public hearing may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the public hearing to another time may be taken unless a quorum is present.

2.6 **REGULAR MEETING:** The regular scheduled meeting of the MPO at which all official business may be transacted.
2.7 **SPECIAL MEETING:** A meeting of the MPO held at a time other than the regularly scheduled meeting time. All official business may be transacted at a special meeting.

2.8 **WORKSHOP:** A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.

3.0 **MPO OFFICERS:** There shall be a Chair and a Vice-Chair. All officers shall be voting members of the MPO.

3.1 **TENURE:** All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members. No officer may serve for more than two years consecutively.

3.2 **SELECTION:** At the regular meeting in December, the members shall nominate one or more candidates to fill each office. Immediately following the close of nominations, the MPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected. New officers shall take office immediately upon the conclusion of the election of officers.

3.3 **VACANCY IN OFFICE:** A vacant office shall be filled by the MPO at its first regular meeting following the vacancy. The officer so elected shall serve the remainder of their predecessor’s term in office.

3.4 **DUTIES:** The officers shall have the following duties:

3.4.1 **CHAIR:** The Chair shall:

(a) Preside at all regular and special meetings, workshops and public hearings.

(b) Represent the MPO on the West Central Florida MPO Chairs Coordinating Committee (CCC) and the Florida MPO Advisory Council (MPOAC).

(c) Establish such ad hoc committees as the Chair may deem necessary and appoint their members and chairs.

(d) Call special meetings and workshops and public hearings.

(e) Sign all contracts, resolutions, and other official documents of the MPO, unless otherwise specified by the *By-laws or Policies*.

(f) Express the position of the MPO as determined by vote or consensus of the MPO.

(g) See that all actions of the MPO are taken in accordance with the *By-laws, Policies* and applicable laws.

(h) Perform such duties as are usually exercised by the Chair of a commission or board, and perform such other duties as may from time to time be assigned by the MPO.
3.4.2 Vice-Chair: The Vice-Chair shall, during the absence of the Chair or the Chair’s inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the MPO.

4.0 COMMITTEES:

4.1 AD HOC COMMITTEES:

4.1.1 Chair and Expiration: An ad hoc committee shall consist of a committee chair, who shall be a member of the MPO. All ad hoc committees shall have an expiration time identified by the Chair at the time of creation or shall dissolve at the expiration of the Chair’s term.

4.1.2 Purpose: The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by the Chair.

4.2 STANDING COMMITTEES:

4.2.1 Appointment of Committee Members: Members and alternate members of all committees shall be appointed by action of the MPO. Members representing an organization on a committee, as specified in the committee membership list, shall be nominated in writing by their organization. Members representing the citizens of Hillsborough County, and not representing any particular entity as specified in the committee membership list, shall be recommended for membership by action of the committee on which they would like to serve. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The MPO shall not appoint committee applicants who are affiliated with private MPO consultants or contractors. If such an affiliation occurs, an existing committee member shall be deemed to have resigned.

4.2.2 Termination of Committee Membership: Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee’s activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The MPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the MPO will warn the member in writing, and if applicable the member’s nominating organization, thirty days in advance of an action to rescind membership. The MPO Chair may immediately terminate the membership of any committee member.
for violations of standards of conduct, defined as conduct inconsistent with Florida Senate Administrative Policies and Procedures. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual’s membership may also be rescinded by the nominating organization, by letter to the Chair.

4.2.3 Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the MPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.

4.2.4 Conduct of Committee Meetings: Sections 5 through 9, excluding Section 8.1, of these MPO By-laws shall be used for the conduct of all MPO committee meetings.

4.2.5 Standing Committee Sub-Committees: An MPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These MPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the MPO committees.

4.2.6 MPO Technical Advisory Committee (TAC): Established pursuant to Section 339.175, Florida Statutes, the 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 TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

TAC Membership: The TAC shall be composed of technically qualified representatives for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Metropolitan Planning Organization area boundary.

The membership shall be composed of: two (2) members from Hillsborough County, two (2) members from City of Tampa, two (2) members from the Hillsborough County City-County Planning Commission, one (1) member from the Tampa Hillsborough Expressway Authority, one (1) member from the Hillsborough Area Regional Transit Authority, one (1) member from Environmental Protection Commission, one (1) member from the Tampa Port Authority, one (1) member from City of Temple Terrace, one (1) member from the Tampa Bay Regional Planning Council, one (1) member from the Florida Department of Environmental Protection, one (1) member from City of Plant City, one (1) member from the Hillsborough County Aviation Authority, one (1) member from the Tampa Bay Area Regional Transportation Authority, one (1) member from the Tampa Historic Streetcar, Inc., one (1) member from the Department of Health-Hillsborough and one (1) member from the Florida Trucking Association.

Terms of Membership: Members shall serve terms of indefinite length at the pleasure of their respective nominating organizations and the MPO.

4.2.7 MPO Citizens Advisory Committee (CAC): The CAC shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen’s perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the MPO Program.

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-
effective transportation system. Minorities, the elderly and persons with disabilities must be adequately represented on the CAC.

All members must be residents of Hillsborough County. Membership will be as follows: one (1) member nominated by each member of the Board of County Commissioners serving on the MPO, one (1) member nominated by each member from the City of Tampa serving on the MPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6) at-large members nominated by local organizations representing the following constituencies or through application directly to the CAC as provided in Section 4.2.1. These shall comprise one (1) person of Hispanic ethnicity, one (1) person of African-American descent, one (1) person under the age of 30, one (1) woman, one (1) person to represent neighborhoods, and one (1) person to represent the business community.

Terms of appointment shall be for a two-year period with an opportunity for reappointment thereafter, unless the official who appointed the member leaves office or the MPO board during the term of the member’s appointment. In that case, the member shall be deemed to have resigned from the CAC and the new official shall have the right to appoint a new member or reappoint the same member. A member of the committee whose term has expired shall continue to serve until they are reappointed or replaced. The terms of appointment notwithstanding, CAC members shall serve at the pleasure of the MPO.

4.2.8 MPO Policy Committee: The MPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the MPO and for development of recommendations to the MPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the MPO’s responsibilities to manage a continuing, cooperative and comprehensive transportation planning process and the development of transportation plans and programs.

Membership: The Policy Committee shall be composed of at least five (5) members of the MPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the MPO meeting at
which the Chair is elected and at any MPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those MPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual MPO member shall be so appointed by action of the MPO and shall serve terms that last until the next MPO meeting at which the Chair is elected.

4.2.9 Transportation Disadvantaged Coordinating Board (TDCB): The primary purpose of the 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 agencies or groups shall be represented on the TDCB as voting members:

- an elected official serving on the Hillsborough County MPO who has been appointed by the MPO to serve as TDCB Chairperson;
- a local representative of the Florida Department of Transportation;
- a local representative of the Florida Department of Children & Families;
- a local representative of the Public Education Community, which could include, but is not limited to, a representative of Hillsborough County Public Schools, School Board Transportation Office or Head Start Program;
- a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- a person recommended by the local Veterans Service Office representing the veterans in the county;
- a person who is recognized by the Florida Association for Community Action (President) as representing the economically disadvantaged in the county;
- a person over sixty years of age representing the elderly citizens in the county;
- a person with a disability representing the disabled citizens in the county;
- two citizen advocates in the county, one of whom must be a user of the transportation services of the coordinated transportation disadvantaged system as their primary means of transportation;
- a local representative for children at risk;
- the chairperson or designee of the local mass transit system’s board except when they are also the CTC;
- a local representative of the Florida Department of Elder Affairs;
• a local representative of the local for-profit transportation industry;
• a local representative of the Florida Agency for Health Care Administration;
• a local representative of the Regional Workforce Development Board;
• a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;
• A local representative of the Agency for Persons with Disabilities.

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the MPO.

TDCB Duties. The TDCB shall perform the following duties which include those specified in Chapter 41-2, Florida Administrative Code and Section 427.0157, Florida Statutes.

a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the MPO Chairperson;

b. Review and approve the CTC’s memorandum of agreement and the transportation disadvantaged service plan;

c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the MPO with an evaluation of the CTC’s performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the MPO. Recommendations relative to performance and the renewal of the CTC’s memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;

d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the MPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;

e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies
should also encourage multi-county and regional transportation service agreements between area CTCs and consolidation of adjacent counties when it is appropriate and cost effective to do so;

f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;

g. In coordination with the CTC, jointly develop applications for funds that may become available;

h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the MPO;

i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;

j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;

k. Assist the MPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);

l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;

m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

4.2.10 MPO Intelligent Transportation Systems (ITS) Committee: The ITS Committee is responsible for assisting in the development of Intelligent Transportation System (ITS) planning work programs, as well as reviewing ITS related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the MPO and/or other agencies. ITS Committee recommendations to the MPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs. The ITS Committee shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.
ITS Committee Membership: The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit Authority, the City of Plant City and the City of Temple Terrace. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the MPO.

4.2.11 MPO Bicycle/Pedestrian Advisory Committee (BPAC): The 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 BPAC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

BPAC Membership: The BPAC shall be composed of up to twenty-five members. One member shall represent each of the following entities, except as noted: City of Tampa (three seats), City of Temple Terrace, City of Plant City, Hillsborough County (three seats), University of South Florida USF, the Environmental Protection Commission of Hillsborough County, the Hillsborough County City-County Planning Commission, HART, and the Florida Health Department. The remaining members shall be citizen representatives.

All members of this Committee shall serve for a two-year term, ending on June 30th of its respective year. Without restriction, each member can be appointed to serve an unlimited number of two-year terms.

4.2.12 MPO Livable Roadways Committee (LRC): The LRC shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a
transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service; providing information and assistance to the MPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among MPO member agencies and public participation in the transportation planning process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

LRC Membership: The 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 MPO. Members will represent the following: City of Plant City; City of Tampa Parks and Recreation Department, Public Works, Transportation Division, or Urban Development Department (up to two members); City of Temple Terrace; Hillsborough County Planning and Infrastructure (up to two members); Hillsborough Area Regional Transit; Hillsborough County MPO Board Member (appointed by the MPO to serve as chair of the committee); Hillsborough County City-County Planning Commission; Tampa Hillsborough Expressway Authority and five members from professional organizations whose mission is consistent with the principles of Livable Roadways (such as American Planning Association; American Society of Landscape Architects; Urban Land Institute; Institute of Transportation Engineers; Congress for New Urbanism and American Institute of Architects); University of South Florida; New North Transportation Alliance; Tampa Downtown Partnership; Westshore Alliance; Person with disabilities; Neighborhood representative; Transit user representative; Citizen advocate for livable communities and/or multimodal transportation; and School District and/or School Parent representative.

5 MEETINGS:

5.1 SCHEDULE OF MPO MEETINGS:

5.1.1 Regular Meetings: Regular meetings shall take place on the first Tuesday of each month, unless otherwise decided by the MPO and shall be held in the Chamber of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.2 Special Meetings and Workshops: Special meetings and workshops shall be held at the call of the Chair or majority of officers. Special meetings and workshops shall convene at a time designated by the Chair and shall be held in the Chambers of the
Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.3 Public Hearings: Public hearings of the MPO shall be held at a time designated by the Chair. A public hearing can be continued until a date and time certain, with due allowance of time for public notice of the continuation of the public hearing. Public hearings shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.2 SCHEDULE OF STANDING COMMITTEE MEETINGS: Each standing committee shall meet monthly, with the exception of the Intelligent Transportation Systems Committee and the Transportation Disadvantaged Coordinating Board which shall meet every two months, at a regular date and time designated by the Chair.

5.3 SCHEDULE OF AD HOC COMMITTEE MEETINGS: Each ad hoc committee shall meet at the call of the committee chair. Ad hoc committee meetings shall not be scheduled during the times reserved for MPO meetings. Ad hoc committee meetings shall be held at a suitable location designated by the committee chair.

5.4 NOTICE OF MPO AND COMMITTEE MEETINGS: The Executive Director of the MPO shall be responsible for providing written public notice of all MPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and the MPO’s Public Participation Plan.

5.5 AGENDA OF MPO AND COMMITTEE MEETINGS: The agenda for all MPO regular and special meetings, workshops and public hearings shall be established by the Chair with the assistance of the Executive Director. Members or the Executive Director may request that an item be placed on the agenda by communicating such request to the Executive Director at least ten (10) days prior to the meeting date. The Chair shall consider with the Executive Director on a month to month basis whether there shall be a consent agenda.

The agenda for each committee meeting shall be established by the committee chair and shall be prepared by the Executive Director or designated MPO support staff. Members of a committee or the Executive Director may request that an item be placed on a committee agenda by communicating such request to the MPO support staff assigned to the
committee, or the Executive Director at least ten (10) days prior to the committee meeting date.

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the MPO Chair or the committee chair.

The agenda for any MPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

5.6 RULES OF ORDER: Except where they are inconsistent with the By-laws, Roberts Rule of Order shall be used for the conduct of all MPO and committee meetings.

5.7 QUORUM: A simple majority of the total non-vacant membership of the MPO or MPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC, five (5) members shall constitute a quorum for the TDCB and nine (9) members shall constitute a quorum for the LRC and BPAC. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

5.8 CONDUCT OF MEETINGS:

5.8.1 Chair Participation: The presiding MPO Chair, or committee chair, shall not be deprived of any rights and privileges by reason of being presiding Chair, but may move or second a motion only after the gavel has been passed to the Vice-Chair or another member.

5.8.2 Form of Address: Each member shall address only the presiding Chair for recognition; shall confine his/her remarks to the question under debate; and shall avoid personalities or indecorous language or behavior.

5.8.3 Public Participation: Any member of the public may address the MPO or MPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the MPO Staff for a specific item. When recognized by the Chair, a member of the public shall state their name, address, the person on whose behalf they are appearing and the subject of their testimony.
Each member of the public shall limit his or her presentation to three (3) minutes unless otherwise authorized by the Chair.

5.8.4 Limitation of Testimony: The Chair may rule testimony out of order if it is redundant, irrelevant, indecorous or untimely.

5.8.5 Motions: The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.

5.8.6 Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests. Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.

5.8.7 Reconsideration: A motion to reconsider an item on which vote has been taken may be made only by a member who voted with the prevailing side. The motion to reconsider must be made on the day the vote to be reconsidered was taken, or at the next succeeding meeting of the same type of meeting at which the vote to be reconsidered was taken (i.e., at the next succeeding regular meeting if the vote to be reconsidered was taken at a regular meeting). To be in order, the motion to reconsider must be made under the consideration of old business. Adoption of a motion to reconsider requires the approval of at least a simple majority of the votes cast. If a motion to reconsider is adopted, the members shall consider the need for additional notice to interested persons before a vote subject to the motion for reconsideration was taken at a special meeting or a public hearing for which no subsequently scheduled meeting will provide an opportunity for reconsideration of the item, then the motion to reconsider may be made at the next regular meeting in the manner provided.

5.9 ORDER OF BUSINESS AT MEETINGS: The order of business shall be determined by the Chair; however, the following is provided as a guide:

5.9.1 Regular MPO Meetings:

(a) Call to Order and Pledge of Allegiance
(b) Approval of minutes of prior meetings, workshops and public hearings.
(c) Public input on Agenda Items, MPO Committee Reports
(d) Presentation of the Chair’s Report
(e) Presentation of the Executive Director’s Report
(f) Consideration of Action Items
(g) Consideration of Status Reports
(h) Public input regarding general concerns
(i) Consideration of items under old business
(j) Consideration of items under new business
(k) Adjournment
5.9.2 Special Meetings or Workshops
(a) Call to Order
(b) Consideration of individual agenda items
(c) Adjournment

5.9.3 Public Hearings
(a) Call to Order
(b) Consideration of individual agenda items
   1. Presentation by staff
   2. Public comment
   3. Board deliberation
(c) Adjournment

5.9.4 Order of Consideration of Action Items: The order of consideration of any individual agenda item shall be as follows unless otherwise authorized by the Chair:
(a) Chair introduces the agenda item.
(b) Staff presents the agenda item.
(c) Other invited speaker(s) make presentations.
(d) MPO or committee members ask questions.
(e) Motion is made, seconded and debated.
(f) Vote is taken.

The Chair may expand all time limitations established by this section.

5.9 OPEN MEETINGS: All MPO regular and special meetings, workshops and public hearings, MPO committee meetings, and all meetings of the committees are open to the public as provided by Florida’s Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

6.0 ATTENDANCE: Members are expected to attend all regular and special meetings, public hearings and workshops of the MPO and its committees.

6.1 EXCUSAL FROM MEETINGS: Each member who knows that his/her attendance at a regular or special meeting, public hearing or workshop will not be possible, shall notify the Executive Director, or committee support staff, of the anticipated absence and the reason thereof. The Executive Director, or committee support staff, shall communicate this information to the Chair who may excuse the absent member for good cause.

7.0 CODE OF ETHICS:

7.1 COMPLIANCE WITH LAWS: Members shall comply with the applicable provisions of the Code of Ethics for Public Officers and Employees, Part III, Chapter 112, Florida Statutes.
7.2 **REQUESTS FOR INFORMATION:** Members may request information readily available to the general public directly from the appropriate staff person. Requests for information not readily available to the general public, or information which would involve the expenditure of staff time in preparation or compilation, shall be made to the Executive Director, who may consult with the Chair for guidance.

7.3 ** LOBBYING ACTIVITIES:** Members shall use their discretion in conducting private discussions with interested persons regarding MPO business, as long as all interested persons are treated equally. Any written material received by a member in connection with a private discussion with an interested person shall be given to the Executive Director for distribution to other members and as appropriate, to staff.

7.4 **GOVERNMENT IN THE SUNSHINE:** Members shall refrain from participating in any private communications regarding MPO business involving two or more members. For purposes of this section, a private discussion is one that is not conducted in accordance with the requirements of Florida’s Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

Any written material received by a member in connection with MPO Business shall be given to the Executive Director or the member’s committee support staff for distribution to other members and as appropriate, to staff.

7.5 **STATEMENTS BY MEMBERS:** Members will from time to time be asked to give their opinions regarding matters which have been or will be considered by the MPO or one of its committees. No member shall be prohibited from stating his/her individual opinion on any matter; however, in doing so, each member shall take care to make clear that the opinion expressed is his/her own, and does not constitute the official position of the MPO or one of its committees.

8.0 **ADMINISTRATION:** The administration of MPO activities shall be accomplished through official actions of the MPO in accordance with the following guidelines:

8.1 **POLICIES:** The MPO shall adopt, by a vote of a majority of the total membership, Policies to guide the administration of the MPO. The Policies shall be published in conjunction with the By-laws. The Policies may be amended from time to time by a vote of a majority of the total voting membership of the MPO.

8.2 **STATUTES:** The MPO shall abide by legislation authorizing and specifying its duties and functions and all other requirements of Florida law.

8.3 **STAFF:** The staff of the MPO shall consist of the Executive Director and such additional employees as provided by the Hillsborough County City-County Planning Commission. The staff shall be directed by the Executive Director of the MPO.
9.0 **RULES OF CONSTRUCTION:** The following rules apply to the text of this document.

9.1 The particular controls the general.

9.2 The word “shall” is mandatory and not discretionary. The word “may” is permissive.

9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.

9.4 Words not defined shall have the meaning commonly ascribed to them.

10.0 **AMENDMENT:** The By-laws may be amended by two-thirds majority vote of the total voting membership of the MPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.
Board & Committee Agenda Item

Agenda Item
Transportation Improvement Program (TIP) Amendment for Tampa’s West Riverwalk Extension

449008-1 Phase 1 West Riverwalk from Platt Street to Brorein Street
449008-2 Phase 2 West Riverwalk from Kennedy Blvd to Palmetto St/Rome Ave
449008-3 Phase 3 Platt Street from Rome Avenue to Bayshore Boulevard
449008-4 Phase 4 Rome Avenue from Platt Street to Columbia Drive
449008-5 Phase 5 Columbia Drive from Rome Avenue to North Boulevard
449008-6 Phase 6 Ridgewood Park from North Boulevard to Columbus Drive

Presenter
Vishaka Shiva Raman, TPO Staff

Summary
This set of amendments was requested by the Florida Department of Transportation (FDOT) to add construction funds to the City of Tampa for multimodal network and safety improvements. The City of Tampa received notice of a $24 million award from the U.S. Department of Transportation under the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program in Fall 2020, which will fund 80 percent of the project with the remaining 20 percent to be covered by the City. There are 6 projects in this amendment that will be added to the Transportation Improvement Program (TIP) FY 2021-22 for the City to receive the funding.

A primary goal of the project is to provide safe walk/bike connections to Downtown Tampa from adjacent neighborhoods, including North Franklin Street/"Yellow Brick Row", Hyde Park, North Hyde Park, West Tampa, Riverside Heights, Bowman Heights, and Ridgewood Park. This will be achieved through the multiuse trail that is being constructed in 6 phases.

The grant will be used towards completing the 12-mile multiuse pathway and installing enhanced crossing features at major roadways. In addition to the multiuse trail, the City of Tampa will construct 'complete street' enhancements on adjacent street routes through the surrounding neighborhoods to improve access and provide additional, safe transportation alternatives. The adjacent city streets will also be enhanced to include sidewalks, signalized crosswalks, lane arrow markings, and curb bulb-outs, which will expand connections and provide a variety of safe mobility options for pedestrians and bicyclists throughout the neighborhoods that make up the West River area.

In order for the funds to be transmitted, the TPO Board is being asked to amend the TIP to reflect that the City of Tampa has been awarded the $24 million grant.

More information can be found at the City of Tampa’s website at https://www.tampa.gov/tss/west-river-build
Recommended Action
Approval of the Transportation Improvement Program (TIP) Amendment: 449008 1 through 449008 6

Prepared By
Vishaka Shiva Raman, TPO Staff

Attachments
Project Detail Sheet
Project Location Map
Comparative reports
Presentation Slides
Tampa Multimodal Network and Safety Improvements

(West River BUILD Grant Project)

City Project No: 1002096

Project Location

This project provides for approximately 12 miles of contiguous multi-modal path separated from vehicle traffic, with complete streets and traffic calming improvements. The project will connect downtown Tampa, the University of Tampa, West Tampa, Tampa Heights, Bayshore, Hyde Park and Ybor City with multimodal paths, complete streets and under bridge/over water segments, site work, new pavement, guard rails, lighting, landscaping, and seawall repair. This project will improve safety in an area experiencing a high number of pedestrian and bicycle crashes by completing segmented sidewalks, signalized crosswalks, lane arrow markings, and curb bulb-outs. The project supports quality of life and economic competitiveness by providing a dedicated pedestrian and bicycle link between the disadvantaged communities in the project area, downtown employment centers, and essential services. The improvements will support environmental sustainability by reducing debris and runoff into Hillsborough River. Seawall repair and restoration of native shoreline will also increase wildlife rehabilitation, filter stormwater runoff, and increase resiliency to high tides, storms and hurricanes.
Additional Project Information

Project Costs and Schedule

| Phase               | Firm   | Cost    | Funding Source             | Schedule Start | Schedule Finish |
|---------------------|--------|---------|----------------------------|----------------|----------------|----------------|
| Planning            | HNTB   | $447,150| City Multi-Modal Fees      | July 2021      | July 2022      |
| Design-Build Const. | TBD    | $30,000,000 | FHWA Grant + City                  | Feb 2023      | Jun. 2027      |
Figure 1 - Project Map

Phase 1 – West Riverwalk (Platt St to Brorein St)
Phase 2 – West Riverwalk (Kennedy Blvd to Rome Ave)
Phase 3 – Platt St.
Phase 4 – Rome Ave
Phase 5 – Columbus Dr.
Phase 6 – Ridgewood Park
**FDOT**

**5 Year TIP**
Hillsborough County, District 7

**MISCELLANEOUS**

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**LF - Local Funds**
**TIGR - TIGER/ BUILD Highway Grant**
## TAMPA MULTI-MODAL NETWORK & SAFETY IMPROVEMENTS BUILD - PHASE 3

**Item Number:** 449008 3  
**Description:** PLATT STREET FROM ROME AVENUE TO BAYSHORE BOULEVARD  
**Type of Work:** BIKE PATH/TRAIL  
**Extra Description:** PLATT STREET FROM ROME AVENUE TO BAYSHORE BOULEVARD  

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## TAMPA MULTI-MODAL NETWORK & SAFETY IMPROVEMENTS BUILD - PHASE 4

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**Type of Work:** BIKE PATH/TRAIL  

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**Description:** TAMPA MULTI-MODAL NETWORK & SAFETY IMPROVEMENTS BUILD - PHASE 5  
**LRTP:** Choices When Not Driving, p. 43

**Extra Description:** COLUMBUS DRIVE FROM ROME AVENUE TO NORTH BOULEVARD  
*NON-SIS*

**Type of Work:** BIKE PATH/TRAIL

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**LRTP:** Choices When Not Driving, p. 43

**Extra Description:** RIDGEWOOD PARK FROM NORTH BOULEVARD TO COLUMBUS DRIVE  
*NON-SIS*

**Type of Work:** BIKE PATH/TRAIL

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Board & Committee Agenda Item

**Agenda Item**
Public Transportation Agency Safety Performance (PTASP) Targets for 2021

**Presenter**
Johnny Wong, PhD, TPO Staff

**Summary**
Under a new federal rule, the Federal Transit Administration (FTA) is requiring public transit agencies, state DOTs and MPO/TPOs to adopt performance targets for four transit safety measures. 2021 is the first year of an ongoing effort for which performance must be tracked and targets must be established. Moving forward, transit safety targets must be reviewed and updated every year.

The FTA has neither specified how transit providers must set their targets nor established a required methodology. While guidance has not been prescribed, FTA has suggested that agencies may choose to select targets based on either the previous year’s performance, or several years of available data, or benchmarking performance against peer agencies. Because this is a new rule and guidance has not been prescribed, the methodologies employed by HART and TBARTA to determine their targets have not been coordinated.

The four safety categories for which targets must be established are fatalities, injuries, safety events, and system reliability. Fatalities are deaths due to collision, suicide, derailment, fire, hazardous material spills, Acts of God (i.e. natural hazards), or other safety events. Injuries are defined as any harm to a person requiring that person to be transported from the scene of an incident to a hospital or medical facility. Safety events include collisions, derailments, fires, hazardous material spills or evacuations. System reliability means any major mechanical failure preventing a vehicle from completing or starting a schedule trip.

For 2021, TPO staff is proposing to set transit safety performance targets in accordance with what both the HART and TBARTA governing boards have established.

- HART's Streetcar targets were developed by benchmarking safety performance against peer agencies while targets for Fixed Route and HARTFlex/HARTPlus modes were determined according to organizational goals and objectives.
- TBARTA has established a target of 0 for all performance measures and these were determined in consideration of five years of historical data.

The TPO Board prioritizes projects for federal and state funding but currently does not have a program dedicated to funding projects that specifically enhance the safety of the public transit system. This topic should be revisited in advance of the next Transportation Improvement Program update and/or Long Range Transportation Plan update.
Recommended Action
Approval of Public Transportation Agency Safety Performance Targets for 2021

Prepared By
Johnny Wong, PhD, TPO Staff

Attachments
Presentation slides
Public Transportation Agency Safety Plan Targets
Board & Committee Agenda Item

**Agenda Item:**
Strategic Intermodal System Policy Plan Update

**Presenter:**

**Summary:**
The Strategic Intermodal System (SIS) is Florida’s high priority network of transportation facilities important to moving people and freight, linking Florida’s regions, and investing in strategic transportation facilities. FDOT is updating the SIS Policy Plan, which sets the policy direction for designating, planning, and implementing the SIS. It is developed in consultation with statewide, regional, and local partners.

During this presentation, FDOT will show a short video and discuss the process for updating the SIS Policy Plan; its various components; emerging trends and focus areas including safety, resilience, technology & innovation, urban mobility & connectivity, and rural mobility & connectivity; and the initial thoughts for potential changes in this plan.

FDOT welcomes comments and questions on the SIS Policy Plan from the TPO and its advisory committees, as well as the public at large. A form is attached for this purpose.

**Recommended Action:**

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
- Frequently Asked Questions Regarding the SIS Policy Plan Update
- Public Question Form
FREQUENTLY ASKED QUESTIONS REGARDING THE SIS POLICY PLAN UPDATE

**What is the Strategic Intermodal System (SIS)?**

The SIS is a statewide network of high-priority transportation facilities, including the state’s largest and most significant airports, spaceports, public seaports, freight rail terminals, passenger rail and intercity bus terminals, railways, waterways, and highways.

These facilities represent the State’s primary means for moving people and freight between Florida’s regions, as well as between Florida and other states and countries.

**What is the SIS Policy Plan?**

The SIS Policy Plan establishes the policy framework for planning and managing the SIS during the next five years. It identifies objectives and approaches to address changing trends and position the SIS for future opportunities. The Plan includes policies related to designating facilities as part of the SIS, identifying and establishing investment priorities, and collaborating with partners to plan for the future of the SIS.

**Why is the SIS Policy Plan being updated?**

Florida Statute indicates “the plan shall be consistent with the Florida Transportation Plan developed pursuant to s. 339.155 and shall be updated at least once every 5 years, subsequent to updates of the Florida Transportation Plan.” The current SIS Policy Plan was adopted in March 2016.

**How is the SIS Policy Plan being developed?**

Florida Statute requires the Department to update the SIS Policy Plan at least once every 5 years following the update to the Florida Transportation Plan. The plan is developed by:

- reviewing the most recent FTP goals and objectives to ensure the SIS Policy Plan aligns with the FTP,
- considering current trends and conditions, including applicable performance measures, to ensure the plan addresses key issues and opportunities for the SIS, and
- gathering input through various partner and public outreach efforts such as partner briefings, social media outreach, virtual information sharing, and website publications.

**What is FDOT’s process for reaching out to their partners and the public during the update of the SIS Policy Plan?**

Florida Statute requires FDOT to provide metropolitan planning organizations, regional planning councils, local governments, transportation providers, affected public agencies, and citizens with an opportunity to participate in and comment on the development of the update. FDOT is gathering input through various partner and public outreach efforts such as partner briefings, brochures, virtual events, and the department’s website. There will also be a public comment period for the draft plan.
When will the SIS Policy Plan update be completed?

Following our targeted outreach efforts, we will draft the plan based on the input received. We will review the information with the FTP/SIS Implementation Committee and FDOT management. The draft plan will be available for public comment toward the end of 2021. The final plan is anticipated to be adopted by early 2022.

What are the focus areas for this SIS Policy Plan update?

The 2022 SIS Policy Plan will focus on these 5 areas:

- **Safety** – how does the SIS, as a key element of the state’s transportation system, contribute to our vision of eliminating fatalities and serious injuries on Florida’s transportation system?
- **Resilience** – how can we reduce vulnerabilities of SIS infrastructure to risks including extreme weather, sea-level rise, coastal and inland flooding, wildfires, and extreme heat?
- **Technology and innovation** – how do we prepare the SIS for emerging technologies such as automated, connected, electric, and shared vehicles?
- **Urban mobility and connectivity** – how do we address the impact of congestion in both major and developing urban areas while ensuring the efficiency and reliability of the SIS for interregional travel, especially in areas where there are limited options for adding capacity to SIS corridors or limited modal alternatives to SIS highways?
- **Rural mobility and connectivity** – how can the SIS support rural revitalization and economic development and facilitate emergency evacuation and response, while supporting environmental stewardship goals and community visions?

Will there be a public comment period for the draft plan?

A public comment period will accompany the draft final plan. It is anticipated the public comment period will take place at the end of 2021.

How is the SIS Policy Plan update related to the recent update of the FTP?

The Florida Transportation Plan (FTP) is the state’s long-range transportation vision and policy plan for all of Florida, created by, and providing direction to, all organizations involved in planning and managing Florida’s transportation system. The SIS is the state’s highest priority for transportation capacity investments and a primary tool for implementing the FTP.

Will the SIS Policy Plan update change the designation of a facility?

The SIS Policy Plan is the guiding document for policy and investment decisions for the SIS. It is not facility or project specific. The updated plan may identify changes to SIS designation policies; however, designation of a facility happens during the Designation Review process or through a Designation Change Request (DCR).

Why does the SIS not include all transportation facilities?

The SIS was established by the Governor and Legislature in 2003 to enhance Florida’s economic competitiveness by focusing state resources on the transportation facilities most critical for statewide and interregional travel. Other FDOT and partner funding programs can assist with facilities not designated as part of the SIS.
Will my SIS facility receive funding as a result of the SIS Policy Plan update?

The SIS Policy Plan is the guiding document for policy and investment decisions for the SIS. It is not facility or project specific. SIS funding is considered through a set of three inter-related sequential documents known as the SIS Funding Strategy which identifies SIS projects in various stages of development.

- The First Five Year Plan illustrates capacity projects on the SIS that are funded by the Legislature in the FDOT Adopted Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 Years.
- The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program. Projects in this plan could move forward into the First Five Year Plan as funds become available.
- The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (Years 11 to 25) of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could move forward into the Second Five as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections.

The FDOT Systems Implementation Office also produces a fourth document which is related to, but not part of, the SIS Funding Strategy. The Unfunded Needs Plan identifies transportation projects on the SIS that help meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy. Projects in this plan could move forward into the SIS Funding Strategy as funds become available.

When will implementation of the SIS Policy Plan update begin?

The SIS Policy Plan is being updated over the course of 2021. It is anticipated that the plan will be adopted in early 2022. Following adoption, FDOT Central Office staff will begin the process of implementing the strategies identified in the plan. The timeframe for implementation will be determined following the adoption of the SIS Policy Plan.
PUBLIC QUESTION FORM

The Florida Department of Transportation encourages public inquiries. This form is subject to public records law.

Name: ____________________________________________

Organization: _____________________________________

Contact Information: ________________________________

Date or Meeting Attended: __________________________

The FDOT is currently answering questions. Please make your questions(s) as specific as possible and offer suggestions to address your concerns. You may continue on the back, if necessary. This form is part of the public record.

QUESTION(S): ______________________________________

___________________________________________________________________________________

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___________________________________________________________________________________

Please give your completed form to FDOT Staff or email to Lori Marable, D7 SIS Coordinator, lori.marable@dot.state.fl.us. If you wish to mail your question form please send to: Lori Marable, Florida Department of Transportation, MS 7-500, 11201 N. McKinley Dr., Tampa, Florida, 33563.

In addition to the comments received via this form, FDOT will provide a public comment period in late 2021 to receive comments on the draft SIS Policy Plan.

Please visit www.fdot.gov/planning/sis, for more information on the plan update.
September 14, 2021

Ms. Lori Marable, Strategic Intermodal System Coordinator
FDOT District Seven, MS 7-500
11201 N. McKinley Dr.
Tampa, FL 33563

Re: Strategic Intermodal System (SIS) Policy Plan Update

Dear Lori,

Thank you for providing this update to the TPO and its advisory committees. We would like to stay closely involved as the Department updates the SIS Plan, and want to offer the following comments for the Department’s consideration now:

- We support the Plan’s focus on resilience, technology and innovation, urban mobility and connectivity.
- We are especially pleased to see that SIS funds may be used to support safety improvements. We encourage the Department to prepare a Vision Zero Action Plan for the SIS.
- We are also very pleased at the growing flexibility for use of SIS funds on parallel and connecting roads and on transit. For example, interconnected traffic management systems can improve safety and operations across jurisdictions. Growing use of transit modes is also essential as metropolitan populations continue to rapidly increase and space for lanes does not.
- We ask that the SIS Plan include not just “interregional” transit, such as connections between the Tampa Bay region and the greater Orlando region, but regionally significant transit in general, including corridors and not just stations. This would be consistent with the Plan’s stated focus on urban mobility, which is essential for Florida’s economy, with the majority of state gross domestic product coming from metropolitan areas.

Thank you again for the opportunity to comment. Please contact me or Rich Clarendon if further information is needed.

Sincerely,

Beth Alden, AICP
Executive Director

Cc: Roger Roscoe, FDOT
Agenda Item:
Economic Impact of Bus System Expansion

Presenter:
Dave Sobush, Tampa Bay Partnership

Summary:
A study by the Tampa Bay Partnership and the University of Minnesota revealed that the greatest economic benefit of investing in transit in our county and region would come from expansion of the bus system. “If the Pinellas Suncoast Transit Authority and the Hillsborough Area Regional Transit Authority were to significantly expand their bus routes and increase frequencies, enhancing reliability would create new job accessibility for more than 26,000 people,” reported the Tampa Bay Business Journal.

Expanding the bus system to serve more areas, with longer hours, and with greater frequency (which reduces time spent waiting for connections) is an essential part of the “It’s TIME Hillsborough” long range transportation plan (LRTP). The amount of bus service which can be provided to Hillsborough’s citizens with and without the additional funding approved by voters in the 2018 transportation sales surtax referendum is described in the LRTP executive summary.

Recommended Action:
None; for information

Prepared By:
Beth Alden

Attachments:
- Tampa Bay Business Journal Article
ACCESS TO OPPORTUNITY: THE CONNECTION BETWEEN JOBS AND TRANSIT IN TAMPA BAY

FEBRUARY 2021
That's the mission of the Tampa Bay Partnership, and the motivation for its long history of engagement in regional transportation policy and research.

Since 2016, business leaders from the Partnership's Transportation Working Group have studied the issues, learned from local and national thought leaders, visited other markets, and advocated for projects and policies to improve transportation – and specifically mass transit – in Tampa Bay.

We fervently believe that our region is stronger when our county and municipal agencies coordinate and collaborate to the maximum extent possible, planning for the future of Tampa Bay together, rather than separately.

This research embodies those beliefs and quantifies the benefits of a coordinated set of transit projects. It shows future scenarios where the opportunity for economic mobility isn't hamstrung by a lack of transportation options. It is technical, data-driven, and provides a quarry of mineable data for subsequent analysis.

But most importantly, it shows what could be.

Namely, that transit, implemented as a regional system, can help change the trajectory of prosperity for some of our region's historically marginalized and transit-dependent neighborhoods, and assist the recovery from COVID-19 disruptions.

We are pleased to provide this research in support of a Tampa Bay where people prosper and businesses flourish.

Sincerely,

Chad Loar  
Regional President,  
West and Central Florida  
PNC Bank  
Chair, Tampa Bay Partnership

T.J. Szelistowski  
President  
TECO Peoples Gas System  
Chair, Transportation Working Group

Rick Homans  
President & CEO  
Tampa Bay Partnership
## CONTENTS

4 EXECUTIVE SUMMARY

5 KEY FINDINGS

6 ORIGIN AND NEED

7 METHODOLOGY

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21 FINDINGS FOR COMMUNITIES OF CONCERN

22 COMPETITIVENESS RANKINGS

23 ACKNOWLEDGEMENTS
Access to opportunity drives regional competitiveness and prosperity. In fact, recent research by the University of South Florida’s Muma College of Business (published in the annual E-Insights Report) demonstrates that availability of transit positively impacts employment, gross regional product, household earnings, and economic mobility.

Yet with respect to transit connectivity to jobs, Tampa Bay has historically fallen short of the mark; a landmark 2011 Brookings analysis examining the largest regions in the nation ranked the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area (MSA) just 93rd out of 100.

But the tide could be turning, as across Tampa Bay – and specifically in the core area composed of Hillsborough, Pasco, and Pinellas counties – multiple transit projects have been envisioned and several key improvements are poised for near-term implementation.

This research, underpinned by work conducted by the renowned Accessibility Observatory at the University of Minnesota, shows how these transit improvements (using several potential scenarios) could positively impact job access for Tampa Bay residents.

Researchers compared transit coverage and frequency to location-based data for workers and jobs in the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area (MSA). The difference between the number of jobs accessible under each scenario, and the number of jobs accessible in the baseline of current transit service, is the primary unit of analysis and performance outlined in this report.

This research differentiates itself from more typical analyses conducted in conjunction with transit planning in several ways, but most importantly in that it takes a system-wide approach across multiple operators, treating the region as a market rather than a collection of individual communities.

Additionally, this work provides alternate criteria for project phasing and return on investment, going beyond ridership, reduction in vehicle miles traveled, environmental benefits and other typical planning metrics. This research identifies the extent to which transit improvements can impact the accessibility of jobs, and by extension the host of positive outcomes associated with employment.
Implementing frequent local bus service along arterial roads, as outlined in the transit development plans of county-based transit agencies, would provide the greatest impact and **increase job access by 29%** (26,000 additional jobs) for the typical Tampa Bay worker.

The addition of a planned regional service – the Regional Rapid Transit – that would effectively connect three county-based transit systems to create a regional transit system would have a larger **impact on job access** than planned premium service projects that serve a single county.

A robust service network, modeled upon the full vision scenario of local and regional transit providers, would increase by 57.9% the number of jobs accessible to the average Tampa Bay worker, putting **over 52,000 additional jobs within a 60-minute commute**.

High poverty and transit-dependent neighborhoods, in the full vision scenario, would see an average **increase of nearly 75,000 additional jobs** (52.0%) compared to 52,000 region-wide.

Workers in neighborhoods most deeply impacted by job loss due to COVID-19 disruptions, in the full vision scenario, would see an average **increase of 76,300 additional jobs** (55.7%) compared to 52,000 region-wide.

The full vision scenario would **impact job access for many Tampa Bay workers**, with a varied impact based largely on where the worker lives: 270,000 workers will be able to access more than 100,000 additional jobs; 116,000 workers will be able to access more than 150,000 additional jobs; and 31,500 workers will be able to access more than 200,000 additional jobs.

Implementing the full vision scenario network would catapult Tampa Bay from 15th to 9th in job access rankings among the 20 Regional Competitiveness Report markets, ahead of competitors including Charlotte, Phoenix, and Raleigh. Among the 50 largest MSAs in the United States, **Tampa Bay would jump from 41st to 27th in job access**.
ORIGIN AND NEED

Missed Opportunity: Transit and Jobs in Metropolitan America, released in 2011, represented a landmark research effort of the Metropolitan Policy Program at Brookings, a Washington, D.C.-based, non-partisan think tank. Its findings first shed light on the relative paucity of transit in the Tampa Bay area. Among the 100 largest Metropolitan Statistical Areas (MSAs), the Tampa-St. Petersburg-Clearwater area (Hernando, Hillsborough, Pasco, and Pinellas counties) ranked just 93rd in terms of job access.

Seeking to understand how proposed enhancements to transit service might improve job access, using an enhanced methodology relative to the Brookings analysis, the Partnership in 2019 and 2020 worked with the University of Minnesota’s Accessibility Observatory and modeled several levels of investment within the Tampa-St. Petersburg-Clearwater MSA.

The Regional Competitiveness Report, produced annually since 2017, benchmarks the larger Tampa Bay region against 19 peer and aspirational communities across more than 50 indicators of economic competitiveness and prosperity. In each edition of the report, produced by the Tampa Bay Partnership in collaboration with the Community Foundation of Tampa Bay and United Way Suncoast, the larger region has ranked dead last in terms of transit supply as measured by vehicle revenue miles.

A complementary research effort, Tampa Bay E-Insights, produced by the Center for Analytics and Creativity at the USF Muma College of Business, has identified transit supply as the key to lowering the poverty rate, dampening rising income inequality, and improving economic mobility among Tampa Bay’s residents.

Significant transit investments do more than take cars off the road, enhance air quality, and promote sustainable growth – they can change the trajectory of lives.

Among the 100 largest Metropolitan Statistical Areas (MSAs), the Tampa-St. Petersburg-Clearwater area (Hernando, Hillsborough, Pasco, and Pinellas counties) ranked just 93rd in terms of job access.

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1Report available at www.stateoftheregion.com
2Ibid
While many observers apply attention and scrutiny to individual transit projects, routes or station locations, a systemic view of transit – multiple projects working in concert – provides a very valuable perspective. This research utilized a scenario-based approach in order to measure changes to job access as a result of transit investment. The University of Minnesota’s Accessibility Observatory estimated increases in job access via transit, for the typical worker in the Tampa-St. Petersburg-Clearwater MSA, compared to the current baseline, within a 60-minute commute time for the following investment scenarios:

**SCENARIO A: LOCAL BUS**
Increased local routes and frequencies to meet current and future needs of county-based transit travel (represented by the 10-year vision plans of the county-based transit agencies).

**SCENARIO B: LOCAL BUS AND LOCAL PREMIUM**
Select local premium transit projects (SunRunner, Florida Avenue BRT, Tampa Streetcar Modernization and Extension), plus the increased routes and frequencies of the county-based transit agencies.

**SCENARIO C: LOCAL BUS, LOCAL PREMIUM AND REGIONAL RAPID TRANSIT**
Regional Rapid Transit, plus select local premium transit projects, plus the increased routes and frequencies of the county-based transit agencies.

**SCENARIO D: REGIONAL VISION NETWORK**
The TBARTA Regional Vision Network, including significant investments in fixed-guideway transit such as passenger rail on CSX lines and multiple BRT and express bus projects, plus Regional Rapid Transit and select local premium transit projects, plus the increased routes and frequencies of the county-based transit agencies.

Further discussion on the Accessibility Observatory’s methodology, as well as a complete list of projects included in each investment scenario, can be found in their report *The Connection Between Jobs and Transit in Tampa Bay* (August 2020).
JOB ACCESS CHANGE

For each scenario, this section presents a table of results summarizing job access gains at the 60-minute threshold, as well as the resulting share of all jobs in the MSA accessible via transit. Note that in the 60-minute threshold map accompanying each scenario discussion, access gains (see legend) at the neighborhood level vary widely from the municipal and county-level data presented in the table, highlighting the significant localized impacts of transit investment.

JOB ACCESS CHANGE BY SCENARIO: NUMERIC SUMMARY

The number of additional jobs accessible within a 60-minute transit commute

JOB ACCESS CHANGE BY SCENARIO: PERCENTAGE SUMMARY

The percentage of additional jobs accessible within a 60-minute transit commute
JOB ACCESS CHANGE: SCENARIO A

LOCAL BUS
Increased local routes and frequencies to meet current and future needs of county-based transit travel (represented by the 10-year vision plans of the county-based transit agencies).

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<th>Resulting Share of MSA Jobs</th>
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- Local Bus Service (increased routes and frequencies)
- Local Premium Transit Projects (SunRunner, Florida Avenue BRT, Tampa Streetcar Modernization and Extension)
- Regional Rapid Transit
- Additional Premium Transit Projects (CSX Passenger Rail, BRT, Express Bus)
- Typical MSA Worker 60-Minute Job Access Change (#)
- Typical MSA Worker 60-Minute Job Access Change (%)
- Share of MSA Jobs Accessible to Typical MSA Worker (60-Min)
In this scenario, enhanced local bus service – in terms of coverage and frequency – produces the most significant gain in job access. Areas of greatest impact include southern Hillsborough County, the SR 580 corridor in Town N’ Country, the SR 54/56 corridor in central Pasco County, and the Alt. 19 Corridor in northern Pinellas County.
**JOB ACCESS CHANGE: SCENARIO B**

**LOCAL BUS AND LOCAL PREMIUM**
Select local premium transit projects (SunRunner, Florida Avenue BRT, Tampa Streetcar Modernization and Extension), plus the increased routes and frequencies of the county-based transit agencies.

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- Local Bus Service (increased routes and frequencies)
- Local Premium Transit Projects (SunRunner, Florida Avenue BRT, Tampa Streetcar Modernization and Extension)
- Regional Rapid Transit
- Additional Premium Transit Projects (CSX Passenger Rail, BRT, Express Bus)
- Typical MSA Worker 60-Minute Job Access Change (#) 26,006 27,270 31,582 52,035
- Typical MSA Worker 60-Minute Job Access Change (%) 29.0% 30.4% 35.2% 57.9%
- Resulting Share of MSA Jobs Accessible to Typical MSA Worker (60-Min) 9.2% 9.3% 9.7% 11.3%
Layering in local premium projects – SunRunner, Florida Avenue BRT and the Tampa Streetcar modernization and extension – included in Scenario B, brings increased job access primarily to workers who live near those projects. Residents of St. Petersburg and Tampa see higher job access gains – versus the baseline – than the average worker in Pinellas or Hillsborough counties.
JOB ACCESS CHANGE: SCENARIO B

CUMULATIVE IMPACT OF LOCAL BUS AND LOCAL PREMIUM

Change in jobs within 60 minutes (Transit)

- 0% - +10%
- +10% - +25%
- +25% - +50%
- +50% - +100%
- +100%
JOB ACCESS CHANGE: SCENARIO C

LOCAL BUS, LOCAL PREMIUM AND REGIONAL RAPID TRANSIT

Regional Rapid Transit, plus select local premium transit projects, plus the increased routes and frequencies of the county-based transit agencies.

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Scenario A  Scenario B  Scenario C  Scenario D

Local Bus Service (increased routes and frequencies)  X  X  X  X
Local Premium Transit Projects (SunRunner, Florida Avenue BRT, Tampa Streetcar Modernization and Extension)  X  X  X
Regional Rapid Transit  X  X
Additional Premium Transit Projects (CSX Passenger Rail, BRT, Express Bus)  X

Typical MSA Worker 60-Minute Job Access Change (#)  26,006  27,270  31,582  52,035
Typical MSA Worker 60-Minute Job Access Change (%)  29.0%  30.4%  35.2%  57.9%
Resulting Share of MSA Jobs Accessible to Typical MSA Worker (60-Min)  9.2%  9.3%  **9.7%**  11.3%
With the Regional Rapid Transit (RRT) project connecting the proposed projects highlighted in Scenario B, job access increases at an appreciable rate (30.4% to 35.2% from B to C, compared with 29.0% to 30.4% from A to B) demonstrating the benefit of premium regional transit connecting the enhanced county-based systems. While increased job access is evident throughout the region, one can see even more enhanced gains in East Tampa, the Fowler Avenue corridor east of I-275, Westshore and Pinellas Park/Lealman.
JOB ACCESS CHANGE: SCENARIO C

CUMULATIVE IMPACT OF LOCAL BUS, LOCAL PREMIUM AND REGIONAL RAPID TRANSIT

Change in jobs within 60 minutes (Transit)

- 0% - +10%
- +10% - +25%
- +25% - +50%
- +50% - +100%
- > +100%
REGIONAL VISION NETWORK

The TBARTA Regional Vision Network, including significant investments in fixed-guideway transit such as passenger rail on CSX lines and multiple BRT and express bus projects, plus Regional Rapid Transit and select local premium transit projects, plus the increased routes and frequencies of the county-based transit agencies.

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With the implementation of Scenario D, the Regional Transit Vision, significant job access gains are the norm. The addition of improved transit along the SR 54/56 corridor in Pasco results in pointed gains at the 60-minute commute shed. Frequent service along the study area's major thoroughfares connect residents to activity centers and employers to talent. Workers living in exurban nodes such as Dade City (Pasco) and Mango/Seffner (Hillsborough) see urban jobs reachable within a predictable transit commute.
JOB ACCESS CHANGE: SCENARIO D

CUMULATIVE IMPACT OF REGIONAL VISION NETWORK

Change in jobs within 60 minutes (Transit)

- 0% - +10%
- +10% - +25%
- +25% - +50%
- +50% - +100%
- > +100%
FINDINGS FOR COMMUNITIES OF CONCERN

HIGH POVERTY & TRANSIT DEPENDENT

As part of this research, we investigated the impact of increased transit on neighborhoods considered high poverty and transit dependent. By implementing the Regional Vision Network (Scenario D), workers residing in these disadvantaged communities enjoy average job access gains of 52% within a 60-minute commute, and nearly 75,000 additional jobs relative to the baseline.

The connection between increased transit and reduced poverty is straightforward. For most households, the pathway out of poverty is income earned through a job. Households with limited vehicle access experience unique challenges accessing jobs in Tampa Bay. These residents depend on timely and reliable transit service and they can only seek jobs with predictable working hours during transit service times. Not surprisingly, many neighborhoods with limited vehicle access also exhibit high poverty rates.

In this analysis, we define high poverty neighborhoods as those with household poverty rates in excess of 20%, and limited vehicle access neighborhoods as those where 20% or more households had no vehicles available or where 75% or more households had only one vehicle available. In Tampa Bay, according to the American Community Survey’s 5-Year estimates for 2014-2018, 580 of the MSA’s 2,004 populated block groups (or 28.9% of all such block groups) meet both the high poverty and limited vehicle access standards and are home to 290,111 workers.

+74,403 JOBS
52.0% JOB ACCESS INCREASE
17.3% OF JOBS ACCESSIBLE
FINDINGS FOR COMMUNITIES OF CONCERN

COVID-19 UNEMPLOYED

In the full regional vision scenario, workers residing in neighborhoods with the highest COVID-related unemployment enjoy average job access gains of 55.7% within a 60-minute transit commute, and more than 76,300 additional jobs relative to the baseline.

As this project approached completion, the COVID-19 pandemic gripped Tampa Bay and the rest of the world. As governments near and far took measures to combat the spread of the disease, the economy seemingly disappeared in the blink of an eye. The effects were deep and immediate, with claims for COVID-related unemployment benefits spiking throughout the region. Separate analysis has revealed that the highest number of unemployed residents came from low and middle wage jobs in the service, retail and hospitality industries. As these workers seek new jobs, in the recovering economy, transit may play a critical role for individuals with limited vehicle access.

In this analysis, we define COVID-related unemployment neighborhoods as those ZIP codes where 5% or more of the pre-pandemic workforce made an initial claim by April 4, 2020 for re-employment assistance. These are the workers most affected by initial safer at home directives and would be similarly impacted by subsequent restrictions. In Tampa Bay, 41 of 139 Zip Codes (29.5% of all ZIP Codes) met the initial 5% claim threshold, and are home to 414,617 workers.

+76,374 JOBS
55.7% JOB ACCESS INCREASE
17.0% OF JOBS ACCESSIBLE
In their report “Access Across America: Transit 2018,” University of Minnesota Accessibility Observatory researchers ranked large US metros in terms of job access via transit. This report shows that Tampa Bay ranks 15th out of the 20 markets identified in the Regional Competitiveness Report. However, with implementation of the Regional Transit Vision, Tampa Bay would jump to 9th place on that list. We can use this same report to see how Tampa Bay fares against 49 other metro areas in the U.S. Currently ranked 41st, Tampa Bay would move to 27th.

<table>
<thead>
<tr>
<th>CURRENT STATE</th>
<th>FUTURE STATE</th>
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</thead>
<tbody>
<tr>
<td>Portland</td>
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<td>Denver</td>
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<td>Seattle</td>
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<td>Baltimore</td>
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<td>San Antonio</td>
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<td>Austin</td>
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<td>Mpls-St. Paul</td>
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<tr>
<td>#15 Tampa Bay</td>
<td>#9 Tampa Bay</td>
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</table>
ACKNOWLEDGEMENTS

This work would not have been possible without the steadfast support of the investors of the Tampa Bay Partnership and the guidance of the Transportation Working Group co-chairs and members.

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ACKNOWLEDGEMENTS

TRANSPORTATION WORKING GROUP CHAIRS (2016-2020)

<table>
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<tr>
<th>Name</th>
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<th>Name</th>
<th>2016-2018</th>
<th>Name</th>
<th>2018-2020</th>
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<tr>
<td>T.J. Szelistowski</td>
<td>Jeff Vinik</td>
<td>T.J. Szelistowski</td>
<td>Chad Loar</td>
<td>Barry Shevlin</td>
<td>Jeff Vinik</td>
<td>Chad Loar</td>
<td>T.J. Szelistowski</td>
</tr>
<tr>
<td>TECO Peoples Gas</td>
<td>VOLOGY</td>
<td>TECO Peoples Gas</td>
<td>PNC Bank</td>
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<td>VOLOGY</td>
<td>TECO Peoples Gas</td>
<td>PNC Bank</td>
</tr>
</tbody>
</table>

TRANSPORTATION WORKING GROUP MEMBERS

Barry Alpert, Raymond James Financial  
Anthony Anselmo, Fifth Third Bank  
John Astrab, PNC Bank  
Chris Bailey, Charter Communications  
Christina Barker, Vinik Family Office  
Brent Barnhisel, HCA West Florida  
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Jim O’Connell, Vinik Family Office  
Keith O’Malley, USAA  
David Pizzo, Florida Blue  
Ben Pratt, The Mosaic Company  
Amy Rettig, Nielsen  
Darryl Shaw, BluePearl Veterinary Partners  
Ed Stillo, Vistra Communications

RESEARCH SUPPORT

We are thankful to have collaborated on this study with the University of Minnesota’s Accessibility Observatory. Lead Researcher Brendan Murphy provided the analysis that serves as the backbone of this report. His colleagues Andrew Owen (Center Director) and Michael McCarthy provided much-appreciated strategic guidance.

Tindale Oliver, a planning, design and engineering consultancy, converted future transit projects into readable computer code, aligning routes for maximum efficiency. We are grateful for the work performed by Elisabeth Schuck, Jessica Mackey, and the leadership of Bill Ball.

Adie Tomer, lead author of 2011’s Missed Opportunity: Transit and Jobs in Metropolitan America, and Senior Fellow with the Brookings Institution, provided helpful thoughts on the execution of this research.

Rick Homans, CEO of the Tampa Bay Partnership, provided strategic vision and leadership. Dave Sobush, Director of Policy and Research, managed the investigation and analysis of findings. Jennifer Mikosky, Vice President of Communications, supervised the report layout and production.

Graphic design and production provided by www.kunstfarmwerkstatt.com
Business leaders who advocate for modern buses zipping across Tampa Bay or a light rail system as ways to link employees to employers may need to shift their perception.

Exclusive to the Tampa Bay Business Journal are the results of a new study from the Tampa Bay Partnership and the University of Minnesota that evaluated planned future transit modes for the area with the sole focus of what it would mean to connect employees to employers.

Job access for employees would significantly help fill in the gaps of a talent pipeline for existing employers. It would substantially help Tampa obtain more visibility for corporations seeking to relocate or enter a new market. It also provides a new direction for targeted business community advocacy around transit development.

The study results show premium modes of transit that residents and business executives have voiced support for would minimally impact job growth. But what would have the most impact might surprise a lot of people.

“We thought we would see some remarkable results for one project [the proposed 40-mile bus regional rapid transit line]. I thought there was a mistake,” Tampa Bay Partnership CEO Rick Homans said. “It showed little impact to job access, and that led us to understand nothing is going to happen if we don’t build out infrastructure and other premium projects.”

Homans said the initial motivation for the study was to evaluate the $353 million regional bus rapid transit line that would connect through Pinellas, Hillsborough and Pasco counties, a project Tampa Bay Area Regional Transit Authority is undertaking. It was envisioned to link residents and workers, given many employees commute to work from various counties.
The Partnership's study then included other emerging transit projects coming to fruition and what they would mean for job accessibility, which is an entirely different focus than other research that has concentrated on one project at a time, costs and general potential ridership.

If the Pinellas Suncoast Transit Authority and the Hillsborough Area Regional Transit Authority were to significantly expand their bus routes and increase frequencies, enhancing reliability would create new job accessibility for more than 26,000 people, the results show.

"Having someone who is not in transit doing this analysis, just for pure reasons, to understand really what is the best way to get people to better-paying jobs is valuable," HART CEO Adelee Le Grand said. "We count on local businesses to be supportive of opportunities to recruit the best talent. Better-paying jobs make the Tampa Bay area more attractive to not only talent but quality employers."
The study reveals the benefits of expanded bus capacity, which serves as the backbone of Tampa Bay’s transit connectivity, can deliver the most service to neighborhoods. Planned premium transit would complement it and create a network of linking transit modes, eliminating the need to rely on a car to commute to work fully.

“Knowing where fixed-route service stands today [such as rail], buses have the nimbleness to better serve the region,” said Adie Tomer, a fellow at the Brookings Institution Metropolitan Policy Program, where he conducts research studies including those that rank metros by their infrastructure.

“The challenge for places like Tampa is it was built with a suburban design,” he said, explaining it limits the modes of transit Tampa neighborhoods can handle.

It would also put Tampa on a leveled playing field when pitching the area as a site for corporate relocations.

“From a site selection standpoint, public transit is up at the top of the list. We compete against Charlotte and Denver, which has come a long way,” CareerSource Tampa Bay CEO John Flanagan said.

“We saw that with the Amazon HQ2 search. We were eliminated immediately because we didn’t have transit in Tampa Bay,” Homans said, citing an example of an enormous opportunity the region didn’t meet the mark for due to lack of transit.

If Tampa Bay implemented a full vision scenario (see the scenario D map below), which includes bus service and premium transit, it would shift Tampa Bay from 15th to ninth place in job access rankings among the 20 Regional Competitiveness Report markets, which uses information from the University of Minnesota’s Access Across America: Transit 2018 study. If Tampa were to move to No. 9, it would put the region ahead of Charlotte, Raleigh, Nashville and others.
SCENARIO A vs. Scenario B

The darker areas on the map indicate larger clusters that create the most impactful workforce accessibility with Scenario A.

SCENARIO A

Expanded local bus routes and increased service frequency.
Necessary for Tampa’s workforce

Large employers, especially those in hospitality, depend on bus connections and other transit modes for employees and guests.

The need for transit options is also growing as Covid-19 vaccines are being administered; many commuters are returning to work while others are revisiting travel plans.

"For us, parking is coming back and events are coming back. Anything we can do to minimize parking needed, we would," said Ron McAnaugh, general manager of Marriott International Inc., including the newly opened JW Marriott and neighboring Marriott Tampa Water Street.

In metro areas where bus service is the primary mode of transportation, many employers will subsidize bus passes for workers, which can be an incentive to attract employees. The dire need for transit is more apparent today as hotels wrestle with rebuilding their workforce after cutting many jobs during the pandemic.

Having more transit options would bridge the employers to the talent pools to help rebuild that pipeline, decrease the need for many parking spaces and benefit hotel guests.

McAnaugh said he would subsidize bus passes for employees; however, the closest bus stop from the hotel is about a mile away.
A closer placement of bus stops to employers like hotels would mean employers not having to create as many parking spaces.

"If you develop a hotel, you are required to have a certain amount of parking and parking per employee and guests. The more you have to build, the more expensive it will be," said Joe Collier, president of Mainsail Lodging and Development, the management group for the Epicurean Hotel in Tampa and the Karol Hotel in Clearwater.

A parking space can cost more than $20,000, according to industry standards.
Transit has always been the region's economic Achilles' heel due to a lack of funding.

"The real key to providing more frequency is the operating expenses. It means more fuel, bus drivers and ongoing added expenses," PSTA CEO Brad Miller said.

Typically, a route costs $7 per mile to operate on. Additionally, it costs bus agencies $100 per hour for bus service, Miller said.

One solution to balancing the need for more frequent and growing service and ensure gains in ridership and the bottom line is to work with employers. For example, PSTA works with St. Petersburg College; the college pays for students to ride the buses.

"We've expanded that to private business, and we have had the most success along the beaches with hoteliers," Miller said.

HART is seeking to do the same and will continue working with businesses. Le Grand said HART wants to engage with every major employer in Hillsborough County — from Water Street Tampa hoteliers, the school district and MacDill Air Force Base to small, locally-owned businesses.

"We are targeting every employer in Hillsborough County who has employees who need to get to their location physically," Le Grand said.

Part of HART's analysis will be to determine where the demand is and then ensure we have the appropriate supply to meet that demand, she said.

HART was relying on Hillsborough County's All for Transportation surtax, which collected more than $500 million. HART was designated to receive 45% that would expand bus service and other projects, but the surtax was deemed unconstitutional by the Florida Supreme Court earlier this year.

However, county commissioners plan to establish a surtax to replace AFT's and have it on the ballot in 2022.

Meanwhile, grants are one of the largest sources of funding to capture for public bus agencies.

"We're going to be aggressive in this next grant cycle to make sure we get the funding not only to provide more service but to improve upon our service and also create corridors where it's not just about waiting for a vehicle and getting on, but while you're waiting at a shelter, we want to offer a great experience with amenities that enhance the community," Le Grand said.

For PSTA, Miller is hoping under the Biden administration, the U.S. Transportation and Infrastructure Committee will initiate a new federal program to fund the increasing frequency of bus lines, which would directly impact job accessibility.
Do you feel safe traveling to your Park?

PARK SPEED ZONE STUDY

Tell us the issues that are most important to you, so together we can improve safety on roadways near our parks.

Please place your comment on the interactive map or fill out a quick survey by scanning the code below or visiting: planhillsborough.org/park-study

Got Questions? Contact Lisa Silva at: 813.665.1329 or silval@plancom.org
WE WANT TO HEAR FROM YOU!

Give your input on the USF to Green ARTery Trail Study

Help us explore several options for connecting your neighborhood with the planned Green ARTery Trail. Participating is as easy as:

1. Look at the proposed routes on the connector map
2. Visit www.bit.ly/2Wj2Kjd or use the QR code below
3. Take the survey to tell us what you think

SURVEY CLOSE DATE: SEPT 27TH

QUESTIONS?
CONTACT WADE REYNOLDS, AICP
REYNOLDSW@PLANCOM.ORG 813.793.2361
VIRTUAL Sprint FOR SAFETY

5K or 1 Mile Fun Run or Walk
In honor of NATIONAL PEDESTRIAN SAFETY MONTH

• Free entry
• Prize drawings
• Commemorative 5K medal
• Share your photo moments

October 2021

Join the VIRTUAL CHALLENGE at: bit.ly/sprintforsafety2021
## House vs. Senate Reauth Bills

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<thead>
<tr>
<th></th>
<th>House</th>
<th>Senate</th>
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<tbody>
<tr>
<td><strong>Name</strong></td>
<td>Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act,</td>
<td>Surface Transportation Reauthorization Act</td>
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<tr>
<td><strong>Length</strong></td>
<td>5 years; first year is FAST ext.</td>
<td>5 years</td>
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<tr>
<td><strong>Dollars</strong></td>
<td>$547B for transportation ($715B overall); $334.1B in highway spending</td>
<td>$304B for highways; $78B for rail/freight (separately)</td>
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<tr>
<td><strong>Contains</strong></td>
<td>Full reauthorization, rail title</td>
<td>Highway and rail (not transit)</td>
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<tr>
<td><strong>Current Status</strong></td>
<td>Passed full House</td>
<td>Passed EPW and Commerce</td>
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<td><strong>Needs</strong></td>
<td>A Senate companion (with a revenue title ($)</td>
<td>Finance ($), Banking (Transit)</td>
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<td><strong>New issue areas</strong></td>
<td>Climate, resilience, equity</td>
<td>Climate, resilience, equity</td>
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<tr>
<td><strong>Distribution formula</strong></td>
<td>Based on SAFETEA-LU shares, 95% min. (safe streets exempt)</td>
<td>Based on SAFETEA-LU shares, 95% min., +2% over ‘21 and +1%/year</td>
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<tr>
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## House vs. Senate Reauth Bills

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<td>$65.3 billion</td>
<td>$64.8 billion (-$0.5 billion)</td>
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<td>STP Suballocation</td>
<td>Increased to 60% by 2026</td>
<td>55%</td>
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<td>STP Populations</td>
<td>Adds 50-200K band</td>
<td>Adds 50-200K band</td>
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<td>TAP</td>
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<td>TAP Suballocation</td>
<td>Increased to 65%</td>
<td>Increased to 65%</td>
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<tr>
<td>Safety</td>
<td>$15.5 billion (-$0.1 billion)</td>
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<td>CMAQ</td>
<td>$14.5 billion</td>
<td>$13.2 billion (-$1.3 billion)</td>
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<td>Planning Policy</td>
<td>Lots of new MPO responsibilities</td>
<td>Many fewer new MPO responsibilities</td>
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<td>Grade Crossings</td>
<td>$1.2 billion</td>
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<tr>
<td>Freight</td>
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<td>NHPP</td>
<td>$140.6 billion (-$7.4 billion)</td>
<td>$148 billion</td>
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## House vs. Senate Reauth Bills

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<td><strong>New Programs</strong></td>
<td>Safe Streets for All, Pre-disaster Mitigation, Carbon Reduction, Clean Corridors</td>
<td>PROTECT Resilience Program, Carbon Reduction Program</td>
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<td>Pay for</td>
<td>Ha</td>
<td>Ha</td>
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<tr>
<td>Earmarks</td>
<td>Yes ($5.7B in House bill; allows for $14.7B)</td>
<td>Not yet</td>
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<tr>
<td>Floor Time</td>
<td>Passed</td>
<td>July?, may have to move w/o Banking</td>
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Bipartisan Framework Agreement

- 21 Senators endorsed, 10 moderate Senators negotiated agreement with the White House
- New spending + baseline (over 5 years) = $973B
  - $578B in new spending (vs. $2.2T in Biden’s American Jobs Plan)
- New spending + baseline (over 8 years) = $1,209B
- Assumes Senate reauthorization, water infrastructure bills
- Has funding for power, EVs, resiliency, airports, broadband

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<th>Roads (incl. HSIP), Bridges, Major Projects*</th>
<th>Baseline</th>
<th>Original Biden</th>
<th>House Dem</th>
<th>Senate EPW/CST Bills</th>
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August 13, 2021

Nuria Fernandez, Deputy Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Hillsborough Area Regional Transit Authority’s (HART’s) Application for Areas of Persistent Poverty Grant

Dear Administrator Fernandez:

The Hillsborough Transportation Planning Organization (TPO) supports Hillsborough Area Regional Transit Authority’s (HART’s) application for the Areas of Persistent Poverty Grant.

The grant will allow our bus operator, HART, to better understand the state of access to affordable housing, healthy food, and infrastructure needs of transit dependent populations in Tampa, Temple Terrace, and Hillsborough County.

This project supports the TPO’s Health in All Policies Resolution, Resolution on Racial Equity, and our Strategic Plan focus on Linking Land-use and Transportation. Our Strategic Plan initiative has specifically delved into the topic of the accessibility of affordable housing via transit, and has brought forward redevelopment policies for consideration in the County’s comprehensive plan, complementing HART’s proposed project.

Not only does this project address the goals of expanding access to affordable housing, jobs, health care, and healthy food sources, it does so in a neighborhood with many low-income households and minority residents. With its benefits for equity as well as the economy, we strongly support this project.

Sincerely,

Beth Alden, AICP
Executive Director
August 17, 2021

John Patrick, AICP, Division Director
Community and Infrastructure Planning Department
Hillsborough County Public Works
PO Box 1110
Tampa, FL 33601-1110

Re: FY 22 - FY 26 Transportation Improvement Program (TIP)

Dear John,

The Transportation Planning Organization (TPO) has completed the annual update of the Transportation Improvement Program for the fiscal years 2021/22 - 2025/26, which becomes effective October 1, 2021. We are writing to express our sincere thanks to you and your staff for participating in the TIP prioritization process, which is directly responsible for the prioritization of over $4 billion in transportation projects over the next five years to address some of the most crucial problems across our community. That amount includes important projects requested by the County and funded in previous years, such as the reconstruction of the Big Bend Rd interchange with I-75, and portions of the South Coast Greenway.

This year, we were pleased to be able to add new funding in the TIP for advanced traffic management systems all along the I-4 corridor and its parallel and connecting roads, including SR 60, US 92, Macintosh Rd, Mango Rd, and others. Construction is slated between summer 2022 and summer 2024. Some additional funding was also added to advance a larger I-4 project that will ultimately benefit commuters from many parts of the county. The heavily used and often unreliable I-4 interchange with I-75 is being incrementally funded for ramp improvements and merging lanes.

Approximately $4 million has been added for several minor intersection improvements in the unincorporated county:

- Brandon Blvd @ St Cloud Dr
- Palm River Rd @ 50th St
- US 301 intersections between Bloomingdale Ave and MLK Blvd

Looking to future years, the following projects requested by Hillsborough County have now been added to the priority list to seek funding:

- Gibsonton Dr widening project, from I-75 to US301;
- Big Bend Rd widening project on either side of the I-75 interchange, for lane continuity from US41 to US301; and,
In addition, we would like to draw to your attention two projects requested by the City of Tampa which have been added to the priority list and which may require coordination with Hillsborough County:

- Westshore Blvd Complete Street, from Kennedy Blvd to Boy Scout Blvd, ranked as priority #9 due to crash severity;
- Twiggs St, from Ashley Dr to Nebraska Ave.

We appreciate the work of the Hillsborough County staff as you seek innovative solutions to the county’s transportation problems, such as the Dale Mabry Hwy ATMS project and Bruce B Downs Blvd project, funded through the TIP process in previous years. We look forward to working with you and FDOT to implement these projects and to continue coordinating projects that address the County’s transportation needs. The next step for your team is to contact the FDOT District Seven office to execute any necessary grant agreements. Funds become available in the fiscal years noted in the TIP and can be used in that fiscal year after agreements are executed.

The complete TIP document that was adopted by the TPO Board is available on our website at: http://www.planhillsborough.org/transportation-improvement-program-tip/

Please contact me or TIP Project Manager Johnny Wong if we can be of further assistance.

Sincerely,

Beth Alden, AICP
TPO Director
Aug 17, 2021

Mr. Vik Bhide, Director
City of Tampa, Mobility Department
306 East Jackson Street, Suite 6 East
Tampa, Florida 33602

Re: FY 22-26 Transportation Improvement Program

Dear Vik,

The Transportation Planning Organization (TPO) has completed the annual update of the Transportation Improvement Program for the fiscal years 2021/22-2025/26, which becomes effective October 1, 2021. We are writing to express our sincere thanks to you and your staff for participating in the TIP prioritization process, which is directly responsible for the prioritization of over $4 billion in transportation projects over the next five years to address some of the most crucial problems across our community.

This year, as a direct result of your active participation in the TIP process, and ongoing coordination with the TPO and FDOT, we are pleased to inform you that new/additional funding has been allocated to:

- The Heights Mobility Study program of projects;
- Fowler Ave multimodal improvements – including PD&E, design, and construction phases to create BRT and walk/bike/trail facilities;
- Busch Blvd safety improvements;
- ML King Jr Blvd safety improvements;
- Twiggs St in Downtown Tampa;
- Reo St improvements at the SR60 interchange in the West Shore district;
- Walk/bike connections to the new Howard Frankland, which includes a ped bridge.

We also congratulate the City of Tampa on a successful BUILD grant application, with five segments along the West Riverwalk receiving funding in FY21.

In addition, we were pleased to be able to add new funding in the TIP for advanced traffic management systems all along the I-4 corridor and its parallel and connecting roads, including SR 60, ML King Jr Blvd and Hillsborough Ave. Construction is slated between summer 2022 and summer 2024.

Looking to future years, the following projects submitted in the City of Tampa’s priority request letter have now been added to the TPO priority list to seek funding:

[End of letter]
- West Shore Blvd Complete Streets project (Kennedy to Boy Scout Blvd);
- Lois Ave (Kennedy to Boy Scout Blvd);
- West Shore Blvd (Fair Oaks Ave to Neptune Way);
- Ashley Dr (Tyler to Laurel St);
- 14th St (N of Columbus to I-4);
- Adamo Dr Greenway Gap;
- South Tampa Greenway; and,
- Brush St (Whiting to Kennedy Blvd).

Again, congratulations to the City of Tampa for receiving grants to fund improvements! Your team has been exceptional in willingness to produce full documentation to prove the eligibility, feasibility and priority of each of these competitive projects.

We look forward to working with you and FDOT to implement these projects. The next step for your team is to contact the FDOT District Seven office to execute the necessary grant agreements. Funds become available in the fiscal years noted in the TIP and can be used in that fiscal year after agreements are executed. Some of the projects requested by the City may be executed by FDOT, in which case no financial agreements with the City will be necessary.

The complete TIP document that was adopted at the Board is available in our website at: http://www.planhillsborough.org/transportation-improvement-program-tip/

We appreciate the opportunity to assist the City of Tampa as it continues to ambitiously explore innovative solutions to safety, reliability, and multimodal challenges. Please contact me or TIP Project Manager Johnny Wong if we can be of further assistance.

Sincerely,

Beth Alden, AICP
TPO Director
August 17, 2021

Ms. Adelee LeGrand
Chief Executive Officer, HART
1201 E. 7th Avenue, 3rd floor
Tampa, FL 33605

Re: FY22–26 Transportation Improvement Program (TIP)

Dear Adalee,

The Transportation Planning Organization (TPO) has completed the annual update of the Transportation Improvement Program for the fiscal years 2021/22-2025/26, which becomes effective October 1, 2021. We are writing to express our sincere thanks to you and your staff for participating in the TIP prioritization process, which is directly responsible for the prioritization of over $4 billion in transportation projects over the next five years to address some of the most crucial problems across our community.

We are pleased to let you know that the following projects requested by HART are funded in the TIP. Supporting HART in its goals of maintaining a state of good repair, the TPO has continued to rank these projects high in the TPO priority list. As a result, Surface Transportation Block Grant funds will be transferred from the Federal Highway Administration to the Federal Transit Administration for HART’s use for these projects:

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Funding</th>
<th>Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>414963-2: Bus Replacements</td>
<td>$48,440,000</td>
<td>All; annual amount varies</td>
</tr>
<tr>
<td>443852-1 Bus Stop Capital Repairs</td>
<td>$6,000,000</td>
<td>FY 24, 25, 26 @ $2 million/yr</td>
</tr>
</tbody>
</table>

We are also very pleased to let you know of significant new funding this year to support HART’s Tampa Arterial BRT project. Multimodal improvements on both Fowler Ave and Florida Ave have continued to rank near the top of the TPO’s priority list because of their crash reduction benefits. This year, Fowler Ave was allocated nearly $20 million for PD&E through construction phases of a project that will create a dedicated busway or bus lanes, a wide trail/sidewalk, and other enhancements for walking, bicycling, and transit. Similarly, the Heights Mobility program of projects continues to move forward with multimodal enhancements on Florida Ave and Tampa St. The Heights Mobility project is partially funded and remains on the TPO priority list to seek additional funding.

A major project added to the TIP this year was the Extension & Modernization of the Tampa Downtown Streetcar (437608-2), at upwards of $234 million in capital funds.
The TIP documents FDOT’s commitment of $67 million from the Florida New Starts grant program, which requires an equivalent amount of local matching funds in the year the grant agreement is signed, and the balance to come from the FTA Capital Investment Grant program. Once completed, this project will provide a high-capacity transit connection to some of the most important destinations in the downtown area.

Several of the other projects requested by HART are included in the TPO’s Priority List to seek funding in future years:

- Repair/Replacement of Heavy Maintenance Facility
- HART CSX Study
- Electric Bus and Bus Infrastructure
- Real Estate Acquisition
- New Satellite Maintenance Facility

We look forward to working with HART and FDOT to implement these projects, and to continue coordinating projects that enhance transit mobility. The next step for your team is to contact the FDOT District Seven office to execute the necessary grant agreements. Funds become available in the fiscal years noted in the TIP and can be used in that fiscal year after agreements are executed.

The complete TIP document that was adopted by the TPO Board is available in our website at:
http://www.planhillsborough.org/transportation-improvement-program-tip/

Please contact me or TIP Project Manager Johnny Wong if we can be of further assistance.

Sincerely,

Beth Alden, AICP
TPO Director
Dear Bill,

The Transportation Planning Organization (TPO) has completed the annual update of the Transportation Improvement Program for the fiscal years 2021/22-2025/26, which becomes effective October 1, 2021. We are writing to express our sincere thanks to you and your staff for participating in the TIP prioritization process, which is directly responsible for the prioritization of over $4 billion in transportation projects over the next five years to address some of the most crucial problems across our community.

We were pleased to be able to add new funding in the TIP for advanced traffic management systems all along the I-4 corridor and its parallel and connecting roads, including US 92, SR 60, Park and Alexander. Construction is slated between summer 2022 and summer 2024. We will continue to work with you, FDOT, and Hillsborough County to seek additional funding for new lanes at some of those congested US 92 intersections as well.

In addition, a feasibility study to identify safety improvements just to the west of Plant City, on SR 574 from Turkey Creek Road to US 301, has been funded in fiscal year 2023, based on the priority list the TPO adopted last year. Improving the lighting along this important commuting corridor was funded as well, between Turkey Creek and Sydney Dover Roads.

We were also pleased to be able to fund your request for a Canal Connector Trail Feasibility Plan in the current fiscal year, in the TPO’s Unified Planning Work Program. We will be in touch with your team to draft a scope of work before the end of 2021.

Some of the other projects you requested in your March letter have earned a new spot on the TPO’s priority list, to seek funding in future years, including:

- Sidewalk improvements around Tomlin & Marshall Middle Schools – moved up to priority #14; and,
- Intersection Improvements at Alexander Street and Jim Johnson Road; Alexander Street and James Redman Parkway; and South Park and Coronet Road – funds
for engineering have been allocated, and the projects remain on the list to make them eligible for funding for construction.

Again, we would like to congratulate you and your staff for meeting with us and providing documentation to demonstrate the eligibility, feasibility, and priority of each of these competitive projects. We would also like to thank your staff for reaching out to discuss opportunities to move these projects forward by becoming LAP certified and submitting grant applications. We are happy to assist in any way that we can.

We look forward to working with Plant City and FDOT to seek funding for these projects in the future and to continue coordinating on grant opportunities to address the community’s transportation issues.

The complete TIP document that was adopted at the Board is available in our website at:
http://www.planhillsborough.org/transportation-improvement-program-tip/

Please contact me or TIP Project Manager Johnny Wong if we can be of further assistance.

Sincerely,

Beth Alden, AICP
TPO Director
August 17, 2021

Charles Stephenson, City Manager
11250 N 56th Street
P.O. Box 16930
Temple Terrace, FL 33687

Re: FY22–26 Transportation Improvement Program (TIP)

Dear Charles,

The Transportation Planning Organization (TPO) has completed the annual update of the Transportation Improvement Program for the fiscal years 2021/22-2025/26, which becomes effective October 1, 2021. We are writing to express our sincere thanks to you and your staff for participating in the TIP prioritization process, which is directly responsible for the prioritization of over $4 billion in transportation projects over the next five years to address some of the most crucial problems across our community.

We were very pleased to be able to add significant new funding for Fowler Ave multimodal improvements this year. Fowler Ave has been near the top of the TPO’s priority list as a “Vision Zero” safety project, and this year it was allocated nearly $20 million, in fiscal years 2022, 2024, and 2026. The first phase, the PD&E study for the segment from 56th St to Florida Ave, will redefine Fowler Ave walk/bike/transit facilities with a wide trail/sidewalk separated from the motor vehicle lanes as well as a dedicated busway or bus lanes. The engineering and construction phases are funded for the segment west of 50th St. The project will be executed by the FDOT District 7 office. Thanks to Mayor Ross’ quick action at our board meeting, the project remains on the TPO priority list to ensure that construction will be funded between 50th and 56th St as well. The TPO is pleased to support this important multimodal connection between the City of Temple Terrace, USF campus, and the Uptown district.

We were also pleased to fund your request for a trail feasibility study, in the TPO’s Unified Planning Work Program. Because the corridor you requested we study, the Fowler Ave corridor, will now be studied by FDOT as described above, we have expanded the geographic scope of the study to define trail connections from Fowler northward to the Veterans Affairs hospital complex and southward to the City of Tampa’s “Green Artery” trail near the Hillsborough River. We look forward to continuing to expand the network of trail connections in partnership with you.

Finally, we would like to highlight that several of Temple Terrace’s priority projects shown below, including new trails and safety enhancements, are now included in the TPO’s Priority List to seek funding in future years:

- Bullard Parkway (Glen Arven Ave to 78th St);
• Davis Road (Morris Bridge Rd to Temple Terrace Highway);
• Whiteway Dr footbridge; and
• Bypass Canal Trail – we have included your request for $683,000 for construction of the Fowler to Harney segment upon completion of the County’s current PD&E study.

Again, we would like to congratulate you and your staff for meeting with us and providing documentation to demonstrate the eligibility, feasibility, and priority of each of these competitive projects. We look forward to working with Temple Terrace and FDOT to implement these projects, and to continue to position candidate projects for funding to address the community’s transportation needs.

The complete TIP document that was adopted by the TPO Board is available in our website at:
http://www.planhillsborough.org/transportation-improvement-program-tip/

Please contact me or TIP Project Manager Johnny Wong if we can be of further assistance.

Sincerely,

Beth Alden, AICP
TPO Director