Meeting of the Intelligent Transportation Systems Committee
Thursday, October 14, 2021, 1:30 p.m.

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 headcount will allow us to plan facilities. People attending in person are required to wear a mask while inside the County Center building consistent with CDC guidance. Some voting members may participate via web conference due to the ongoing national and local states of emergency re: COVID-19.

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

Remote participation:
• To view presentations and participate on your computer, tablet or smartphone: https://attendee.gotowebinar.com/register/224454721549074445

You can also dial in using your phone listen only: 1-(562) 247-8422
Access Code: 834-654-420

Presentations, full agenda packet, and supplemental materials posted here, or phone us at 813-756-0371 for a printed copy.

• Please mute yourself after joining the conference to minimize background noise.
• Technical support during the meeting: Priya Nagaraj at 813-310-9709.

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

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Review and Approval of Minutes
    A. July 8, 2021, Meeting Minutes

IV. Action Items
    A. Transportation Improvement Program (TIP) Amendments: Downtown Interchange, Westshore Interchange and Traffic Congestion Management Technology (Connor MacDonald, TPO Staff and Ed Albritton, FDOT Staff)

V. Status Reports
    A. FDOT Tentative Work Program (Suzanne Monk, FDOT staff)
B. Connected Vehicle Performance Measures for Signal Retiming (Lara Bouck, MetroPlan Orlando)
C. State of the System (Vishaka Shiva Raman, TPO Staff)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum

A. TPO Meeting Summary & Committee Report
B. SIS Virtual Room
C. Smart North Florida

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o barberj@plancom.org, 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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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
I. CALL TO ORDER

Nick An called the virtual meeting to order at 1:31 PM

Members Present Virtually: Nick An, Brian Gentry, Fred Baxter, Jeff Sims, Achilleas Kourtellis

Members Absent: Troy Tinch, Anna Quinones, Justin Willits

Others Present: Vishaka Shiva Raman, Johnny Wong, Priya Nagaraj, Gena Torres, Gregory Colangelo, Allison Yeh, Dayna Lazarus, Joshua Barber, Lisa Silva, Lynn Merenda, Gail Reese (TPO Staff); Ed Albritton, Roger Roscoe (FDOT); Joe Molinaro (Iteris); Majdalawi Wael (Lux Solar); David Aylesworth (CEVE); Lee Woodcock (Atkins Global); Paulinne Nunez (Plant City); Rafael De Dios (Hillsborough County); Brian McCarthy (Temple Terrace); Dean Gustafson (Lochner).

II. WELCOME AND INTRODUCTIONS

Nick An welcomed Vishaka Shiva Raman as the TPO staff committee liaison.

III. PUBLIC COMMENT – None at this time

IV. REVIEW AND APPROVAL OF MINUTES – tabled until October until quorum in person.

Correction noted, Brandon Campbell from Hillsborough County to City of Tampa (update made to April minutes)

V. STATUS REPORTS

A. In-road Safety Lights (Wael Majdalawi)
   - Collective effort from municipalities and the State of Florida
   - Nighttime fatalities make up 52% of traffic fatalities with 27% of vehicle miles traveled at night
   - Summary of Crash Report
   - Showed how Lux Mission and Vision work with Vision Zero
   - Noted driving challenges and communicating with them is difficult – need to look at it from the driver perspective
     - Demonstrated via picture what the driver sees based on speeds
     - Showed stopping sight distance based on speed
     - Conventional tools are not working
   - Went over benefits of visibility technology; Florida is the first state having these tools approved, pioneer in this space.
• In-road light solutions
  o Pedestrian crosswalk (picture and video)
  o Approval from Hillsborough Expressway Authority to install in-road lighting on reversible lanes
  o Railroad crossing
  o School zones
  o Signal runners
  o Bike lanes
  o Road curvature – Florida Turnpike, one-mile installation
  o Wrong way prevention
  o Round-abouts
  o Medians and traffic separators
  o Speed humps/tables
• Noted installations around Florida
• Cost comparisons
• Went over module and how it protects against moisture
• Noted previous studies and evaluations of Florida installations
• Went over Quick Install products
• Resurfacing – remove the unit and replace the cup only

Discussion:

  Achilles Kourtellis: Inquired about the longest deployment so far.

  Johnny Wong: Asked if the lighting has been paired with any detectors. Noted that he went on the Crash Modification website, no studies at this time. Inquired if company has plans to commission a blind study?

  Brian Gentry: Asked about the difference between the 2-year and 5-year warranties.

  Vishaka Shiva Raman: Asked if the in-road lightning interferes with the signal timing.

Presentation: In-Road Safety Lights

B. Smart Cities Master Plan Update (Lee Woodcock)
• Reviewed why there is a Smart Cities Mobility Plan.
• Two Phases
  o Phase 1 –
    ▪ Discovery: developed toolkit of technologies
    ▪ Analysis: GIS Mapping, Workshops, Project Prioritization Matrix
    ▪ Comprehensive Review and summarized in a report and fact sheets
    ▪ Reviewed findings
  o Phase 2 –
    ▪ Project Ideas: investing money is existing capabilities and new capabilities.
    ▪ Prioritization Criteria and Matrix – would like feedback on the criteria
• Next Steps – overall process
• Email Johnny Wong and/or Lee Woodcock with ideas and input
Discussion:

**Nick An:** Coordinate signals, markings, signs, transit, connected vehicles and integrate them together. That way people can make better decisions about travel time and make travel easier.

**Brian Gentry:** Regional operating systems, new capabilities: connected vehicles

**Majdalawi Wael:** In-road safety lights are another tool to communicate with connected vehicles and autonomous vehicles.

**Johnny Wong:** Noted chat comments (included at end of minutes)

**Nick An:** Intelligent technology applied to traditional tools. Integrating highways to parallel arterial streets.

Presentation: **Smart Cities Master Plan Update July 8, 2021**

C. **USB 41/SR 685/Florida Ave/Tampa St Integrated Corridor Management Project** (Edward Albritton, FDOT)
   - TD NEXT is not going to give us enough tools to address the networks; neither is arterial management
   - Integration among multiple modes of transportation; mobility as a mindset
   - Reviewed ICM benefits
   - ICM corridors on map still roll out project by project, when stimulus funds came out, would like to package all projects together including a few extension projects.
   - Review focus on Field Intelligence
   - Verify and get information out about best routes
   - Showed Adjacent Projects and hoping to have a cohesive implementation
   - Went over the Summary of ICM projects
   - Looking at long term decisions for operation and management
   - Showed very rough cost estimates for roll-out as a regional ICM project
   - Schedule – Next Steps: also rough estimates

Discussion:

**Nick An:** Commented that the projects are very good. Inquired about the travel time, did not see any volume collectors. Asked if interstate and arterial integration will be automatic.

**Johnny Wong:** Asked if the stimulus money is going to be enough to pay for this or if they are looking for other funding sources.

Map of project location included in **July 2021 Agenda Packet**

Presentation: **Florida Ave Integrated Corridor Management Program (ICM)**

D. **2021 Title VI and Nondiscrimination Plan** (Joshua Barber and Dayna Lazarus, TPO Staff)
   - Review background of plan and requirements to receive federal money
     - 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
- Six Acts, Executive Orders, Subsequent regulations to carry out the acts and orders issued by USDOT and modal agencies
- Nondiscrimination Assurances
  - Spelled out in the plan
- Nondiscrimination Plan Purpose
  - Compliance, advance processes above and beyond Federal and State requirements within the agency
- Review of Report Outline
  - Sections one through three demonstrate compliance
  - Sections four through six are the advancement above and beyond requirements
- Components
  - One – Community overview and maps; provided examples: demographic, income, and intersections of these groups
  - Two – Engagement, Access, and Representation; must include demographic information of the representation of each of the committees
  - Three – Evaluating Equity Needs and Outcomes: balancing and not creating groups benefiting or assuming burden
  - Four – Evaluating Outreach Effectiveness: make sure everyone has an opportunity to participate find areas of improvement.
  - Five – Organizational staffing and structure
- Part II – Equity Work in TPO Program areas
  - Provided TPO Highlights of the last three years
- Part III – Equity Work in Planning Commission Programs
  - Shared Planning Commission Highlights
- Part IV – Framework for Equity
  - Title VI is equality and distributions
- Part V – History of Discriminatory Planning
  - Staff did a deep dive
- Part VI – Public Engagement
  - Detail how this process was done.
  - Reviewed the results and the relation to ITS.
- Part VII – Recommendations for Advancing Equity
  - Split into three areas
- TPO Recommendations
  - Several items based in past, present, and future.
  - ITS – focus on infrastructure and design policies and lessen the focus on enforcement

Discussion:

**Vishaka Shiva Raman**: Expressed thanks for highlighting the ITS areas.

Presentation: **2021 Title VI and Nondiscrimination Plan**

VI. OLD BUSINESS AND NEW BUSINESS

A. **Johnny Wong**: ATCMTD announced, closing date for awards applications to be submitted is August 23rd. TPO willing to assist with letters of support for projects.
VII. ADJOURNMENT – Meeting adjourned at 3:45 PM

From Chat:

**Dayna Lazarus** *(to Organizers and Panelists Only)*:

2:34 PM: I would invest in signal timing/coordination with consideration for pedestrians, bicyclists and transit! Or providing new signal technology for bicycles like they have in the Netherlands. I’d also invest in smart ways to solicit real-time feedback from members of the public on infrastructure maintenance and design issues!

**David Aylesworth** *(to Organizer(s) Only)*:

2:36 PM: I second the bike/bed technology for passive detection and providing notifications to drivers

**Joe Molinaro** *(to Organizers and Panelists Only)*:

2:40 PM: Infrastructure to support Active Arterial Management and TSM&O (Communication, Advanced Transportation Controllers (ATC) , Detection Systems, ATSPMs, to name some). If the $10M is not limited to capital investments, I would also include Operations and Maintenance, specifically around more staffing, workforce development, and spare equipment.

**Wael Majdalawi** *(to Organizer(s) Only)*:

2:52 PM: I would invest in improving pedestrian safety by adding in-road lights to existing and future mid block crosswalks with the objective of removing Hillsborough county from the nation’s leader list of pedestrian unsafe area.

**Achilleas Kourtellis** *(to Organizers and Panelists Only)*:

2:52 PM: Ideas would be to invest in ways to reduce congestion when crashes occur due to congestion (one example would be visual barriers for rubbernecker). Invest in cybersecurity hardening especially of traffic network (including cabinets, network switches and TMC).

**Ed Albritton** *(to Organizers and Panelists Only)*:

3:02 PM: In case anyone has anyone follow-up questions for me I can be reached at edward.albritton@dot.state.fl.us or 813-615-8632 or 813-416-9535

**Johnny Wong** *(to Organizers and Panelists Only)*:

3:22 PM: thanks, Achilleas - got it

**Johnny Wong** *(to Organizers and Panelists Only)*:

3:41 PM: thanks for including recommendations specific to ITS, Dayna & Josh
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendments: Downtown Interchange Safety & Operations Adjustments, Westshore Interchange Reconstruction Preliminary Phase, and Traffic Congestion Management Technology

**Presenters**
Ed Albright, FDOT and Connor MacDonald, TPO Staff

**Summary**
The Florida Department of Transportation (FDOT) requested this set of 14 amendments to the 2021/22-2025/26 Transportation Improvement Program to document the addition of state and/or federal funds for regionally significant safety and congestion improvements. The 14 amendments comprise 3 major projects identified in the TPO’s TIP Priority List and Long Range Transportation Plan, including the Westshore Interchange, Downtown Interchange, and various Integrated Corridor Management projects.

This TIP Amendment includes funding for a TPO priority listed in the Major Investments for Economic Growth category. The project comprises three turn movements of the Downtown Interchange: the westbound I-4 ramp to I-275 northbound, the westbound lanes of I-4 to I-275 southbound, and the I-275 southbound to I-4 eastbound ramp. The “quick fix” safety and operational improvements are anticipated to significantly improve safety along this Top 20 Vision Zero Corridor by reducing lane weaving and speeding, reducing congestion in vehicles lining up for exits, and making it easier to get to exits. The presentation will address questions about the incorporation of noise walls, landscaping and walk/bike treatments through this segment.

The Westshore Interchange Reconstruction project has been the region’s top priority for many years and is currently a priority of the TPO in the Major Investments for Economic Growth category. When the project is complete, the reconstruction will reduce congestion and weaving at the interchange of I-275 and SR60 and enhance the local street network by reconnecting Reo, Occident, and Trask Streets. Complementing the Howard Frankland Bridge reconstruction, this project will ultimately provide on/off connections to the bridge’s new express lanes. Today’s amendments are a first step toward completing the larger project. This phase of construction includes funding for an intersection reconfiguration at Cypress and LaSalle Streets; turn lane improvements at the intersection of Kennedy Blvd and Memorial Highway and the intersection of Boy Scout Blvd and Lois Ave; seawall and trail construction on the Howard Frankland Bridge causeway; and pavement rehabilitation and the addition of a westbound general purpose lane along Memorial Highway connecting to the Courtney Campbell Causeway and Veterans Expressway. Additional funding will be needed to complete the full reconstruction of the interchange.
Finally, the amendments also include funding to deploy traffic congestion management technology, known as integrated corridor management (ICM) strategies, along several key corridors, including Florida and Nebraska Avenues from Kennedy Blvd to Bearss Ave, Kennedy Blvd from Memorial Hwy to Ashley Dr, Boy Scout Blvd from the Airport Service Road to Dale Mabry Hwy, MLK Blvd from I-275 to I-4, and Hillsborough Ave from I-275 to I-4. These projects are currently prioritized in the TPO’s Smart Cities investment program. Throughout the multi-year construction of both interchanges, these ICM projects intend to make work zones safer, reduce delay along key corridors, and improve travel time reliability through advanced live-monitoring technology. Specifically, the ICM projects will include traffic signal upgrades, new controllers, Bluetooth sensors, roadside units, advanced detection, dynamic message signs, CCTV, and additional fiber-optic connections.

In order for the funds to be transmitted, the TPO Board is being asked to amend the TIP to reflect that FDOT District 7 has been awarded $257 million in state and/or federal funds.

**Recommended Action**

Approval of the Transportation Improvement Program (TIP) Amendments.

**Prepared By**

Connor MacDonald, TPO Staff

**Attachments**

1. Westshore Interchange Preliminary Phase Concept Diagram
2. Integrated Corridor Management Concept Diagram
3. Downtown Interchange “Safety and Operational Improvements” Concept Diagram
4. Comparative Report
5. [TIP Amendment Webpage](#)
Tampa’s Westshore Interchange
Early Works Projects

- WB SR 60 from N of Spruce Street to Memorial Highway
  FPID 447107-1
- Boy Scout Blvd at Lois Ave Right Turn Lane Addition
  FPID 447976-4
- Cypress St at LaSalle St Intersection Reconfiguration
  FPID 447614-1
- Causeway Seawall, Trail and SB I-275
  FPID 447534-1
- SR 60/Kennedy Blvd at SR 60/Memorial Hwy Turn Lane Improvements
  FPID 447976-2
Integrated Corridor Management (ICM) projects:

- Will allow FDOT to actively manage traffic flow based on near real time traffic conditions
- Will maintain traffic along diversion routes during interstate construction
- Will upgrade technology along key corridors to reduce delays, improve travel time reliability, and enhance safety
Safety and operational improvements to the I-275/I-4 interchange

1. Southbound I-275 to Eastbound I-4 (FPID 445057-1)
   - Widen existing 1 lane flyover ramp to EB I-4 to 2 lanes
   - Modify exit ramps to Ybor City/East Tampa from 21st/22nd Streets to 14th/15th Streets
   - Widen EB I-4 existing frontage road to 2 lanes

2. Westbound I-4 to Northbound I-275 (FPID 445056-1)
   - Widen existing 1 lane ramp from I-4 to NB I-275 to 2 lanes
   - Additional merge lanes on NB I-275 from the interchange to the Dr. MLK Jr., Blvd exit

3. Westbound I-4 to Southbound I-275 (FPID 445056-2)
   - Widen 2-lane ramp from I-4 to SB I-275 to 3 lanes
   - Widen shoulders on SB I-275 from Palm Ave. to Jefferson St.
   - Downtown exit ramp shifted to the west
Transportation Improvement Program (TIP) FY 2021/22 – 2025/26
Amendments - October 2021

Downtown Interchange Safety & Operations Improvements
- 445056-1 Phase 1 I-4 westbound at I-275
- 445056-2 Phase 2 I-275 ramp to westbound I-4
- 445057-1 Phase 1 I-275 southbound off-ramp to eastbound I-4

Westshore Interchange Reconstruction Preliminary Phase
- 447107-1 Phase 1 SR 60 from Spruce St. to Memorial Highway
- 447534-1 Phase 1 -275 from Howard Frankland Bridge to Kennedy Blvd.
- 447614-1 Phase 1 On/off-ramp near Cypress Point Park
- 447976-2 Phase 2 Kennedy Blvd. by Memorial Highway
- 447976-4 Phase 4 Boy Scout Blvd. at Lois Ave.

Traffic Congestion Management Technology
- 443444-2 Phase 2 Florida Ave./Tampa St. corridor
- 443444-3 Phase 3 Nebraska Ave. corridor
- 443445-2 Phase 2 Kennedy Blvd. corridor
- 443445-3 Phase 3 East Martin Luther King Blvd. corridor
- 443445-4 Phase 4 West Hillsborough Ave. corridor
- 443445-5 Phase 5 Spruce St. corridor
**FDOT**

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

**HIGHWAYS**

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### Fund: RIGHT OF WAY - MANAGED BY FDOT

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**Item 445056 1 Totals:** $0 | $26,172,572 | $0 | $0 | $0 | $0 | $0 | $26,172,572 |
**FDOT**

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

### HIGHWAYS

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**ENVIRONMENTAL - MANAGED BY FDOT**

| Added DS            | $0    | $57,510     | $0   | $0   | $0   | $0   | $0    | $57,510     |
| **Totals:**         | $0    | $57,510     | $0   | $0   | $0   | $0   | $0    | $57,510     |

**PRELIMINARY ENGINEERING - MANAGED BY FDOT**

| Added DIH           | $0    | $1,107      | $0   | $0   | $0   | $0   | $0    | $1,107      |
| Added ACNP          | $0    | $1,000      | $0   | $0   | $0   | $0   | $0    | $1,000      |
| Added ARPA          | $0    | $690,492    | $0   | $0   | $0   | $0   | $0    | $690,492    |
| **Totals:**         | $0    | $692,599    | $0   | $0   | $0   | $0   | $0    | $692,599    |

**RAILROAD & UTILITIES - MANAGED BY FDOT**

| Added ARPA          | $0    | $995,000    | $0   | $0   | $0   | $0   | $0    | $995,000    |
| **Totals:**         | $0    | $995,000    | $0   | $0   | $0   | $0   | $0    | $995,000    |
| Item 445056 2 Totals: | $0   | $60,469,405 | $0   | $0   | $0   | $0   | $0    | $60,469,405 |
**Item Number:** 445057 1  
**Description:** I-275/SR 93 SB OFF RAMP TO I-4 FR N OF FLORIBRASKA TO W OF 21ST  
**Extra Description:** WIDEN RAMP, ADD LINES, ADD NEW EXIT RAMP  
**Related Project:**  
**Project Length:** 1.985  
**Type of Work:** INTERCHANGE - ADD LANES  

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### 5 Year TIP
Hillsborough County, District 7

**HIGHWAYS**

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<td>SR 60 WB FROM N OF SPRUCE ST/TIA INTERCHANGE TO N OF MEMORIAL HW</td>
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<td>WESTBOUND LANE TO CCC, INDEPENDENCE, VETERANS</td>
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**ENVIRONMENTAL - MANAGED BY FDOT**

| Added ARPA | $0 | $150,000 | $0 | $0 | $0 | $0 | $0 | $150,000 |
| **Totals:** | $0 | $150,000 | $0 | $0 | $0 | $0 | $0 | $150,000 |

**PRELIMINARY ENGINEERING - MANAGED BY FDOT**

| Added DIH | $0 | $6,090 | $0 | $0 | $0 | $0 | $0 | $6,090 |
| Added ARPA | $0 | $2,740,500 | $0 | $0 | $0 | $0 | $0 | $2,740,500 |
| **Totals:** | $0 | $2,746,590 | $0 | $0 | $0 | $0 | $0 | $2,746,590 |

**RAILROAD & UTILITIES - MANAGED BY FDOT**

| Added ARPA | $0 | $100,000 | $0 | $0 | $0 | $0 | $0 | $100,000 |
| **Totals:** | $0 | $100,000 | $0 | $0 | $0 | $0 | $0 | $100,000 |

**Item 447107 1 Totals:**

| $0 | $36,752,188 | $0 | $0 | $0 | $0 | $0 | $36,752,188 |
# FDOT
## 5 Year TIP
### Hillsborough County, District 7

### HIGHWAYS

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<td>I-275/SR 93 FROM N OF HOWARD FRANKLAND BRIDGE TO S OF SR 60</td>
<td>NORTH SEAWALL AND TRAIL PROJECT</td>
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| Added ARPA            | $0    | $1,060,000 | $0 | $0 | $0 | $0 | $0 | $1,060,000 |
| Totals:               | $0    | $1,060,000 | $0 | $0 | $0 | $0 | $0 | $1,060,000 |

| PRELIMINARY ENGINEERING - MANAGED BY FDOT |
| Added DIH             | $0    | $6,000 | $0 | $0 | $0 | $0 | $0 | $6,000 |
| Totals:               | $0    | $6,000 | $0 | $0 | $0 | $0 | $0 | $6,000 |

| RAILROAD & UTILITIES - MANAGED BY FDOT |
| Added DDR             | $0    | $2,500 | $0 | $0 | $0 | $0 | $0 | $2,500 |
| Added ARPA            | $0    | $100,000 | $0 | $0 | $0 | $0 | $0 | $100,000 |
| Totals:               | $0    | $102,500 | $0 | $0 | $0 | $0 | $0 | $102,500 |

| Item 447534 1 Totals: | $0    | $36,905,500 | $0 | $0 | $0 | $0 | $0 | $36,905,500 |
## Amended FY 2021/22-2025/26 TIP
### FDOT
#### 5 Year TIP
**Hillsborough County, District 7**

### HIGHWAYS

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| **ENVIRONMENTAL - MANAGED BY FDOT** |       |      |      |      |      |        |           |
| Added ARPA            | $0    | $7,500 | $0   | $0   | $0   | $0    | $0 $7,500  |
| **Totals:**           | $0    | $7,500 | $0   | $0   | $0   | $0    | $0 $7,500 |

| **PRELIMINARY ENGINEERING - MANAGED BY FDOT** |       |      |      |      |      |        |           |
| Added DIH             | $0    | $1,000 | $0   | $0   | $0   | $0    | $0 $1,000 |
| Added ARPA            | $0    | $357,466 | $0  | $0   | $0   | $0    | $0 $357,466 |
| **Totals:**           | $0    | $358,466 | $0  | $0   | $0   | $0    | $0 $358,466 |

| **RAILROAD & UTILITIES - MANAGED BY FDOT** |       |      |      |      |      |        |           |
| Added ARPA            | $0    | $240,000 | $0  | $0   | $0   | $0    | $0 $240,000 |
| **Totals:**           | $0    | $240,000 | $0  | $0   | $0   | $0    | $0 $240,000 |

Item 447614 1 Totals: $0 $3,596,741 $0 $0 $0 $0 $3,596,741
**FDOT**

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

**HIGHWAYS**

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**PRELIMINARY ENGINEERING - MANAGED BY FDOT**

| Added | ARPA | $0 | $125,000 | $0 | $0 | $0 | $0 | $125,000 |
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| Item 447976 2 Totals: | | $0 | $2,055,783 | $0 | $0 | $0 | $0 | $2,055,783 |
### FDOT 5 Year TIP
#### Hillsborough County, District 7

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

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- **Adopted**
- **Adopted Date:** 06/09/2021

### Item Number:
- **443444 2**

### Description:
- USB 41/SR 685/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARSS AVE

### Type of Work:
- ITS COMMUNICATION SYSTEM

### Project Length:
- 12.871

### Related Project:
- Extra Description: INTEGRATED CORRIDOR MANAGEMENT

### Status
- **Amended**

### Amendment Date:
- 10/13/2021

### Amendment Number:
- 15

### Item Number:
- **443444 2**

### Description:
- USB 41/SR 685/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARSS AVE

### Type of Work:
- ITS COMMUNICATION SYSTEM

### Project Length:
- 12.871

### Related Project:
- Extra Description: INTEGRATED CORRIDOR MANAGEMENT

### Status
- **Amended**

### Amendment Date:
- 10/13/2021

### Amendment Number:
- 15

### Item Number:
- **443444 2**

### Description:
- USB 41/SR 685/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARSS AVE

### Type of Work:
- ITS COMMUNICATION SYSTEM

### Project Length:
- 12.871

### Related Project:
- Extra Description: INTEGRATED CORRIDOR MANAGEMENT

### Status
- **Amended**

### Amendment Date:
- 10/13/2021

### Amendment Number:
- 15

### Item Number:
- **443444 2**

### Description:
- USB 41/SR 685/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARSS AVE

### Type of Work:
- ITS COMMUNICATION SYSTEM

### Project Length:
- 12.871

### Related Project:
- Extra Description: INTEGRATED CORRIDOR MANAGEMENT

### Status
- **Amended**

### Amendment Date:
- 10/13/2021

### Amendment Number:
- 15

### Item Number:
- **443444 2**

### Description:
- USB 41/SR 685/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARSS AVE

### Type of Work:
- ITS COMMUNICATION SYSTEM

### Project Length:
- 12.871

### Related Project:
- Extra Description: INTEGRATED CORRIDOR MANAGEMENT

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### Description:
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### Item Number:
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### Description:
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### Type of Work:
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### Related Project:
- Extra Description: INTEGRATED CORRIDOR MANAGEMENT

### Status
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### Amendment Date:
- 10/13/2021

### Amendment Number:
- 15

### Item Number:
- **443444 2**

### Description:
- USB 41/SR 685/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARSS AVE

### Type of Work:
- ITS COMMUNICATION SYSTEM

### Project Length:
- 12.871

### Related Project:
- Extra Description: INTEGRATED CORRIDOR MANAGEMENT
## FDOT 5 Year TIP
### Hillsborough County, District 7

### HIGHWAYS

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*SIS*
## HIGHWAYS

### Item 443445 2

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**Related Project:** 3.194  
**Type of Work:** ITS COMMUNICATION SYSTEM  
**Extra Description:** INTEGRATED CORRIDOR MANAGEMENT  
**LRTP:** Smart Cities, p. 39  

**Status:** Adopted  
**Adopted Date:** 06/09/2021  

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<table>
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<th>&lt;2022</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>&gt;2026</th>
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<td>Totals:</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
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| Item 443445 3 Totals: | $0 | $3,810,472 | $0 | $0 | $0 | $0 | $0 | $3,810,472 |
### 5 Year TIP
Hillsborough County, District 7

**HIGHWAYS**

<table>
<thead>
<tr>
<th>Status</th>
<th>Amended</th>
<th>Amendment Date: 10/13/2021</th>
<th>Amendment Number: 19</th>
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<tbody>
<tr>
<td>Item Number:</td>
<td>443445 4</td>
<td>Description: US 92/SR 580/SR 600/HILLSBOROUGH AVE FROM VETERANS TO WEST OF I-4</td>
<td>LRTP: Smart Cities, p. 39</td>
</tr>
<tr>
<td>Related Project:</td>
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<td>Extra Description: INTEGRATED CORRIDOR MANAGEMENT</td>
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<tr>
<td>Project Length:</td>
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<table>
<thead>
<tr>
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<th>&lt;2022</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>&gt;2026</th>
<th>All Years</th>
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<tbody>
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<td>Added</td>
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<td>$0</td>
<td>$51,368</td>
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<td>$0</td>
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<td>$3,261,204</td>
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<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$3,312,572</strong></td>
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<tr>
<td>Item 443445 4 Totals:</td>
<td></td>
<td><strong>$0</strong></td>
<td><strong>$3,312,572</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$3,312,572</strong></td>
</tr>
</tbody>
</table>
### 5 Year TIP
Hillsborough County, District 7

**HIGHWAYS**

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<thead>
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<th>Amended</th>
<th>Amendment Date: 10/13/2021</th>
<th>Amendment Number: 20</th>
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</thead>
<tbody>
<tr>
<td>Item Number:</td>
<td>443445 5</td>
<td>Description: SR 616/SPRUCE ST/BOY SCOUT BLVD FROM AIRPORT SERVICE RD TO DALE MABRY</td>
<td>LRTP: Smart Cities, p. 39</td>
</tr>
<tr>
<td>Related Project:</td>
<td></td>
<td>Extra Description: INTEGRATED CORRIDOR MANAGEMENT</td>
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</tr>
<tr>
<td>Project Length:</td>
<td>1.791</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type of Work</td>
<td>ITS COMMUNICATION SYSTEM</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2022</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>&gt;2026</th>
<th>All Years</th>
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</thead>
<tbody>
<tr>
<td>Added</td>
<td>DIH</td>
<td>$0</td>
<td>$28,787</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Added</td>
<td>ARPA</td>
<td>$0</td>
<td>$1,539,836</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,539,836</td>
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<tr>
<td><strong>Totals:</strong></td>
<td></td>
<td><strong>$0</strong></td>
<td><strong>$1,568,623</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$1,568,623</strong></td>
</tr>
<tr>
<td>Item 443445 5 Totals:</td>
<td></td>
<td><strong>$0</strong></td>
<td><strong>$1,568,623</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$1,568,623</strong></td>
</tr>
</tbody>
</table>
Board & Committee Agenda Item

**Agenda Item**
Florida Department of Transportation (FDOT) Tentative Work Program FY 2023-2027

**Presenter**
Susanne Monk, FDOT staff

**Summary**
The Florida Department of Transportation (FDOT) staff will present a status update on the projects listed in the FDOT Tentative Work Program for the Fiscal Year (FY) 2022/23-2026/27. The Transportation Improvement Program (TIP) lists all projects by phase and year funded in the FDOT Work Program. The Work Program highlights will focus on the important projects that are proposed to be funded in the FDOT Work Program through FY 2027.

This presentation will provide an overview of the new projects that will be included in the FY 2023-2027 TIP, which will be adopted at a public hearing in June of 2022. FDOT staff will also provide an update on the priority projects from the current TIP FY 2022-2026 that will be added to the new work program effective July 1, 2022.

FDOT will also provide additional opportunities for providing comments at the following events:

- Online Public Hearing: October 25-29, 2021
- Public Hearing Open House: October 29, 2021, 9a-6p, at the FDOT District 7 HQ Auditorium, located at 11201 McKinley Dr, Tampa, FL 33612

Further information and Open House details will be available at the FDOT Work Program Website: [https://www.d7wpbh.com/](https://www.d7wpbh.com/)

**Recommended Action**
None, for informational purposes only

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

**Attachments**
Tentative Work Program Online Public Hearing Notice
Florida's Turnpike Summary
TENTATIVE FIVE-YEAR WORK PROGRAM
ONLINE PUBLIC HEARING

FISCAL YEAR 2023 TO FISCAL YEAR 2027

Visit www.fdot.gov/wpph/district7 beginning October 25, 2021
Public Comments due by November 12, 2021

OPEN HOUSE DATE
OCTOBER 28, 2021
FROM 9 AM TO 6 PM

FDOT DISTRICT 7 OFFICE
11201 N. MCKINLEY DR., TAMPA, FL 33612

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Roger Roscoe, at (813) 975-6411, (800) 226-7220 or email: roger.roscoe@dot.state.fl.us.

Si usted tiene preguntas o comentarios o si simplemente desea mas informacion sobre este proyecto, favor de ponerse en contacto con el señor Manuel Flores, al teléfono (813) 975-4248 o correo electrónico manuel.flores@dot.state.fl.us.

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 7 | PROJECTS FUNDED JULY 1, 2022 TO JUNE 30, 2027
DISTRCT SEVEN PROJECT OVERVIEW

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

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

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

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

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

Summary of Major Project Funding by Project Type

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

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

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

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

Hillsborough County Projects

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

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

<table>
<thead>
<tr>
<th>Phase</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>$7,350,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$7,350,000</td>
</tr>
<tr>
<td>Total</td>
<td>$7,350,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$7,350,000</td>
</tr>
</tbody>
</table>

Pasco County Projects

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

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

<table>
<thead>
<tr>
<th>Phase</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>$0</td>
<td>$2,044,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$2,044,000</td>
</tr>
<tr>
<td>CST</td>
<td>$0</td>
<td>$21,098,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$21,098,000</td>
</tr>
<tr>
<td>Total</td>
<td>$0</td>
<td>$2,044,000</td>
<td>$21,098,000</td>
<td>$0</td>
<td>$0</td>
<td>$23,142,000</td>
</tr>
</tbody>
</table>
Florida’s Turnpike Enterprise
Tentative Five-Year Work Program - FY 2023 through FY 2027
Summary of Projects
FDOT District Seven

Citrus County Projects

Construct Suncoast Parkway 2 / SR 589 – SR 44 to CR 486
FPN: 442764-1
The project constructs a section of Suncoast Parkway 2 / SR 589 from SR 44 to CR 486. The proposed 3-mile roadway will be a four-lane, divided, limited-access facility that will feature an all-electronic tolling (AET) system. The project also includes extending the Suncoast Trail from SR 44 to CR 486. The goal of the Suncoast Parkway 2 is to serve the future traffic needs of Citrus County as well as the public traveling to and from the Tampa area through Citrus County. It will also assist with evacuation and recovery in the event of a hurricane or other emergency.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FY 2023</td>
<td>FY 2024</td>
</tr>
<tr>
<td>ROW</td>
<td>$1,999,000</td>
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<td>CST</td>
<td>$86,365,000</td>
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<tr>
<td>Total</td>
<td>$88,364,000</td>
<td>$2,120,000</td>
</tr>
</tbody>
</table>

Construct Suncoast Parkway 2 / SR 589 – CR 486 to CR 495
FPN: 442764-2
The project constructs a section of Suncoast Parkway 2 / SR 589 from CR 486 to CR 495. The proposed 6-mile roadway will be a four-lane, divided, limited-access facility that will feature an all-electronic tolling (AET) system. The project also includes extending the Suncoast Trail from CR 486 to CR 495. The goal of the Suncoast Parkway 2 is to serve the future traffic needs of Citrus County as well as the public traveling to and from the Tampa area through Citrus County. It will also assist with evacuation and recovery in the event of a hurricane or other emergency.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FY 2023</td>
<td>FY 2024</td>
</tr>
<tr>
<td>ROW</td>
<td>$0</td>
<td>$11,900,000</td>
</tr>
<tr>
<td>CST</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$0</td>
<td>$11,900,000</td>
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</tbody>
</table>
Summary of Minor Project Funding by Project Type

Minor projects may include bridge paintings / rehabilitations, intelligent transportation systems (ITS) upgrades, signing / pavement markings, guardrail / safety improvements, landscaping, and other miscellaneous types. The table below summarizes the funding programmed for minor projects for Turnpike facilities throughout the District.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ITS Upgrades</td>
<td>$23,650,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$23,650,000</td>
</tr>
<tr>
<td>Signing / Pavement Markings</td>
<td>$650,000</td>
<td>$5,320,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$5,970,000</td>
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<tr>
<td>Miscellaneous</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$7,790,000</td>
</tr>
<tr>
<td>Minor Projects Total</td>
<td>$32,090,000</td>
<td>$5,320,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$37,410,000</td>
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</table>

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

<table>
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<th>Projects</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor Projects Total</td>
<td>$32,090,000</td>
<td>$5,320,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$37,410,000</td>
</tr>
<tr>
<td>Major Projects Total</td>
<td>$95,714,000</td>
<td>$16,064,000</td>
<td>$32,848,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$347,399,000</td>
</tr>
<tr>
<td>Total</td>
<td>$127,804,000</td>
<td>$21,384,000</td>
<td>$32,848,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$384,809,000</td>
</tr>
</tbody>
</table>
Project Development and Environment (PDE) and / or Preliminary Engineering (PE) Projects

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

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

**Agenda Item**
Connected Vehicle Performance Measures for Signal Retiming

**Presenter**
Lara Bouck, Senior Planner, MetroPlan Orlando

**Summary**
MetroPlan Orlando manages an annual traffic signal retiming program, including a before and after evaluation to report of travel time, delay and emission improvements. For the past 5+ years, MetroPlan Orlando has used Bluetooth™ data collection to evaluate travel time savings on retimed corridors. With the development of data collection challenges during the 2019-2020 MetroPlan Retiming Before/After Studies due to the COVID-19 pandemic, alternative data collection methodologies were explored. One of these data sources was Connected Vehicle (CV) data from Wejo. This data set is similar (in sample size) to data obtained from GPS-equipped floating car runs and includes data points from GM cars model years 2015 and more recent. CV data was used to calculate travel time savings for several corridors during the 2019-2020 MetroPlan Retiming Before/After Studies.

Ms. Lara Bouck, MetroPlan Orlando, will give a presentation on evaluating traffic signal retiming using CV data providing an overview of the type of CV data used, comparison of CV data to the Bluetooth™ data previously used, and the performance measures that can be used to assess the effectiveness of signal retiming using this data set.

**Recommended Action**
None, for informational purposes only.

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

**Attachments**
None
Board & Committee Agenda Item

Agenda Item
2021 State of the System Report

Presenter
Vishaka Shiva Raman, TPO Staff

Summary
The 2021 State of the System Report demonstrates performance trends across a three-year period from 2018 to the end of 2020. The performance evaluation includes measures related to infrastructure condition, resiliency, crashes, transit assets, travel reliability, and mobility. The report is typically updated bi- or triennially to assess the impact of our transportation investments across these key areas.

Whereas previous versions of the State of the System report were static, the new report will be presented in an interactive dashboard which allows users to toggle through the various measures and explore the report in a new way. The dashboard is a product of a yearlong TPO effort to organize and consolidate the county’s data sources into one location and build a platform capable of producing analytics. The data and analytics platform is called Urban SDK; and the presentation will guide users to visualize the tool and export tables, charts and maps for their use.

Recommended Action
None. For informational purposes only.

Prepared By
Vishaka Shiva Raman, TPO Staff

Attachments
None
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 Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Mayor Andrew Ross, Gina Evans, Charles Klug, Derek Doughty, Commissioner Nate Kilton, Councilman Joseph Citro, Councilman John Dingfelder

The following members were present virtually: Commissioner Mariella Smith, HART Board Member Melanie Williams, Bob Frey, Board Member Jessica Vaughn

The following members were absent: Councilman Guido Maniscalco

A quorum was met in person.

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

III. APPROVAL OF MINUTES – August 11, 2021

Chair Cohen sought a motion to approve the August 11, 2021 minutes. Commissioner Kemp so moved, seconded by Commissioner Overman and Commissioner Myers. Voice Vote: motion carries unanimously.

IV. PUBLIC COMMENT

A. Secretary Gwynn (FDOT)

- Gov DeSantis announced significant funding for Tampa Bay Region
- Next month, will be coming back for TIP Amendments
  - Westshore Interchange project which is funded for 2026 is being shifted to Summer 2023. Advertising for a contractor in 2022 and awarded in two years.
  - Downtown Interchange projects, Gov DeSantis announced that he is providing $150 mil for that project in this FY. Will be under contract by June 2022.
  - Early Work projects will start later in 2021 that will help to build additional capacity by adding technology solutions to a number of corridors along area of Westshore Interchange and areas that may take traffic during construction.
- Advancing pedestrian improvement projects.
- Advancing resurfacing of SR 60 from Turkey Creek to Countyline Road.
The fact that we spoke as a region and with one voice went a long way in increasing our chances for the extra funds.

It gives us hope that if we speak as a region for other major projects, such as rail, it will go a long way with the State Legislature.

Discussion:

**Commissioner Cohen:** Many of these projects have been worked on by the TPO for many years.

**Commissioner Kemp:** Asked for Secretary Gwynn to speak to Florida Avenue between Kennedy and Bearrs.

**Secretary Gwynn:** This is part of managing traffic during construction of major projects. It is using advanced technology including video and other types of data collection and the ability to actively manage the signals along the corridors that will be carrying more traffic. Instead of normal day and weekly plans to match the day of the week, will be able to actively change those conditions on a real-time basis.

**Commissioner Kemp:** Has been wondering when something would be done in real-time. Living near Florida and Hillsborough, sees areas open and approaching streets unable to move due to traffic signals. Will this address that? If a road is open that the other lanes would move traffic through?

**Secretary Gwynn:** Yes, it could. We have started implementing technology in other areas in the district. One challenge is that it requires a lot of data collection in real-time. This will allow us to put a lot of this out there.

**Commissioner Overman:** How does this coordinate with the system that the City of Tampa is working on? Is the data shared? Is it coordinated?

**Secretary Gwynn:** We are working closely with the City of Tampa. On the State Road System, we typically work with the signal maintenance agency. This will be augmenting that capability.

**Commissioner Cohen:** As the Howard Franklin Bridge and the Westshore Interchange gears up, there is going to be more pressure on Gandy. Gandy is basically finished and running smooth. Is there any of this technology being deployed down there in anticipation of the upcoming construction? The Gandy and Westshore corridor area.

**Secretary Gwynn:** We can look at that, not on this list. We will be able to keep an eye on it.

**Mayor Ross:** Questioned about the release of unexpected funds. Does this allow for a cascade down to free up other funds that may serve to accelerate the Fowler Avenue projects?

**Secretary Gwynn:** This is a multiphase process that we are following right now. The legislature had allocated an additional $1.6 bil to the State Transportation Trust Fund for FY 22 and FY 23. That is
the money we are talking about today. The projects we are talking about were programmed for FY 24, 25, & 26. Next will be looking at backfilling those years where we have freed-up revenue to advance other project. We are not talking about federal funds that may be able to advance projects at this time. We continue to see more revenues being generated into the Transportation Trust Fund. Has the feeling that over the next few months, more projects will be given the opportunity to be moved further in the Work Program.

Councilman Dingfelder: Acknowledged that there will likely be additional questions as things evolve over the next several months. Gave a Thank You to Secretary Gwynn for the hard work to get the money and get these projects moving.

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

A. CAC – Bill Roberts (September 1, 2021 meeting)

- Echoed Councilman Dingfelder
- Made 2 recommendations to the board, TIP Amendments and Safety Plan Performance Targets
  - TIP Amendments - 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.
  - Safety Plan Performance Targets - Members requested information about what role speeding vehicles play in HART’s safety events, e.g., how frequently speeding vehicles crash into HART buses.
- Status Reports – Complete Streets Guide, HART Transit Oriented Development Transit Corridor, Hillsborough County Comprehensive Plan Mobility Section
  - Complete Streets Guidebook - Members commented on the importance of beautification and transit integration to successfully construct complete streets; stressed the importance of coordinating with FDOT regarding its context classification system.
  - HART TOD - Some members commented that they were impressed and interested in participating in the forthcoming workshops on this topic.
- Thanked Commissioner Smith for the committee appointment on agenda today.

B. TAC – Davida Franklin, TPO Staff (September 13, 2021 meeting)

- Recommended the Safety Plan Performance Targets.
  - Recognized targets need to be reasonable even though the acceptable number of expected injuries continued to move downward.
  - There was also some confusion on the reliability target changing and if the increase meant a benefit to safety or not.
- Complete Streets Guide Update
  - Asked whether the typologies would be woven into the land use maps in the Comprehensive Plan. They confirmed that the context classifications WILL be in the Comprehensive Plan, but the Complete Streets Guide is considered the next step in implementation.
Also, the Health Department’s representative appreciated how place-making was integrated into the guide, recognizing its ability to improve the health of the community.

Discussed how complete streets guidelines are integrated with limited access highways. The response was that where limited access highways touch down onto the street network, they'll pay special attention to drivers that are entering a different place, and consideration of how to help at those transition points could be added to the guide.

- **HART TOD**
  - The project was well-received by the Technical Advisory Committee for being in a prime location
  - HART staff also confirmed that Justin Willits will be the point of contact for the study.

- **Park Speed Zone Pilot Study**
  - Confirmed that county and city parks staff (and others) were directly involved on the stakeholder team, weighing in on prioritization and existing conditions.
  - Supported the name change to the Safe Access to Parks Study.

C. **TDCB** – Davida Franklin, TPO Staff (August 27, 2021 meeting)
- Recommended the Safety Plan Performance Targets.
- Formed a subcommittee on the proposed Transportation Tax
- Approved the Coordination Contract with ACTS.
- Heard status reports on Heights Mobility Study next Steps, Sunshine Line Update, FTA 5310 Grant Program, and the Storm Evaluation Forecast & Shelter In-Place Scenarios Study.

D. **BPAC** – Davida Franklin, TPO Staff (September 8, 2021 meeting)
- Meeting virtually
- **Hillsborough Complete Streets Guide**
  - Requested clarification on which roads or sections the guide could be applied to based on commercial or residential context and whether it represented local standards or national best practices (it represents national best practices).
  - Federal Department of Transportation (FDPOT) staff suggested bringing this item to the Community Traffic Safety Team.
- **HART TOD**
  - Noted the need for additional crossings in the area and asked whether Right of Way is being taken for expanded sidewalks.
  - Members also noted that the rent numbers used in the study may have substantially increased, and they noted the need for Accessory Dwelling Units and the reduction of parking requirements.
- Heard update on Heights Mobility Study Next Steps, Hillsborough County Comprehensive Plan Mobility Section.

E. **Policy Committee** – Beth Alden, TPO Staff
- Held workshop on rail and bus rapid transit projects in Hillsborough County and their status. Detailed slide presentation available in the *Policy Committee Agenda Packet*.
- Discussion talked about how corridors will support future growth; identify and prioritize best opportunities; and connecting the corridors to provide seamless transfers.

F. **Public Comments Received Through Email & Social Media** – July/August – Davida Franklin, TPO Staff
- Noted at the end of the minutes. ([Go](#))
VI. CONSENT AGENDA
A. Committee Appointments
   • CAC – Christina Bosworth, nominated by Commissioner Smith

B. Bylaws Amendment for BPAC and LRC Quorum
   • Reducing the quorum size for each committee to 9 in-person due to capacity restrictions and COVID-19 protocols in the specified meeting room.

Chair Cohen sought a motion to approve the Consent Agenda. Commissioner Overman so moved, seconded by Councilman Citro; Roll-call vote: motion carries 15 - 0.

VII. ACTION ITEMS
A. TIP Amendment: Tampa Multimodal Network & Safety Improvement (Vishaka Shiva Raman, TPO Staff)
   • West River District Build Multimodal Improvements
   • Six amendments requested by FDOT
   • City of Tampa project
   • Reviewed TIP Amendments, design build, and funding for FY 21 – 22
   • Showed the funding with a 20/80 split between grants and local funds
   • Showed project location with the six phases
   • Explained needs and benefits
     o Mainly for safety and mobility
     o Includes Complete Streets treatments
     o Connects main downtown areas
     o Includes economic growth and resiliency
   • Showed how funds are being distributed
   • Public Involvement
     o Presented to boards, committees, and local agencies
     o Posted notice signs for September 14th meeting
     o Released notification release referencing information and areas to leave comment/feedback
   • Next Steps – All steps to be completed by the City of Tampa
     o Complete Grant Agreement and Budget Narrative; program local funding match and NEPA clearance
     o Prepare Design Build Contract Package
     o Execute Grant agreement and Design and Construction
     o Hillsborough County TPO is conducted public outreach through road signs and social media posts. Completed on 8/31/2021, 14 days prior to meeting.

Recommended Action: Approval of the Transportation Improvement Program (TIP) Amendment: 449008 1 through 449008 6.
Motion to approve the TIP Amendment 449008 1 through 449008 6 by Commissioner Overman, seconded Councilman Citro.

Discussion:

Commissioner Cohen: Believes this is a transformative project that will connect sections that need to be connected. This is putting together several years of work by many different agencies, offices, and individuals.

Commissioner Kemp: Is very happy to see these projects moving forward. Curious on the process. Does the City of Tampa have a hearing on this as well? Was surprised to see the signs put up by TPO.

Beth Alden: Signs, press release, and social media post are part of the TPO expanded involvement being tested for TIP Amendments. This is as a result of talking about shortening the notification timeframe from 3 weeks to 2 weeks and offsetting that by our outreach by targeting the particular demographics and areas impacted. We have not shortened the timeframe at this time. Will report back in the spring with some results. This amendment has received comments and some news coverage.

Councilman Dingfelder: The City does not have anything formal. The City of Tampa and the Mayor are doing a lot of outreach. For formal things, there is $6 mil in budget for this. When the contracts are being made, that is a time when the public can express input. There is nothing else formal.

Commissioner Cohen: There are a lot of people that ride their bikes along Bayshore Blvd and connect to the Riverwalk. The bridge over is a bit treacherous. This is going to be transformative. It will allow for people to go all the way up the Hillsborough River, down to Bayshore with a huge continuous stretch.

Roll Call Vote, motion passes 14 to 0 with 1 Non-Vote by HART Board Member Melanie Williams.

B. Public Transportation Agency Safety Plan Performance Targets (Johnny Wong, TPO Staff)

- Transit safety is one of several transportation measure the TPO is required to track.
- All measures originate from MAP-21 legislation (FTA)
  - Required to set targets for measure for project planning in hopes of achieving targets for the coming calendar year.
  - Rule require setting targets and measure for seven measures across each transit system which results in a total of 28 different measures:
    - Total Fatalities
    - Fatality Rate per 100k VRM
    - Fatality Rate per 100k VRM
    - Injury Rate per 100k VRM
    - Total Injuries
    - Total Safety Events
    - Total Safety Events
    - System Reliability (average distance between mechanical failures)
  - Defined safety concerns as set forth in the government rules.
    - Fatalities are counted any time there is a resulting death.
- Injuries are counted if any person must be transported to a medical facility and they are hurt within a transit vehicle, facility, or station.
- Safety Events – include collisions, fire/smoke, derailments, evacuations
- System Reliability and Function – distance traveled by a vehicle between vehicle failures

**Commissioner Overman** questioned System Reliability not including crashes as they dramatically impact the roads, and they fail.

**Johnny Wong** – Records are maintained by how HART reports them. Collision will be reported as a safety event or possibly other system failures. Will have to check with the HART Safety Officer to see how they are reported.

- Noted that this is not how targets are planned to be set in the future. Hoping to bring alongside Vision Zero targets.
- TBARTA, HART and FDOT are required to track and set targets as well.
  - Sunshine Line was given a delay. Once they have a plan, they will need to set targets. TPO will need to take those into consideration in a future year.
- Rule published in 2018: delays, slow rollout, COVID delays
- Final deadline for TPO to set targets and transmit to DOT is September 30, 2021
  - Late in the year, targets set for CY 2021
  - In future years, anticipates targets will be set early in the year by transit agencies. TPO has 180 days to follow.
  - Every time the TIP and LRTP are amended, the targets will need to appear in those documents.
- Reasons for setting and measuring targets
  - Coordination: requires agencies to work together and collaboratively propose targets for the Board to adopt. Keeps all agencies on same page.
  - Safety Investments: reviewing data annually will provide metrics to see if the investments are getting desired results.
  - Accountability: goals will be put into TPO processes; projects approved for funding will take transit safety into account.
- Reviewed CY2021 Performance & Targets by Mode. Targets prepared by a consultant responsible for producing Safety Plan. The numbers may not be the same moving forward. Average of five-year period 2016 through 2020.
  - Streetcar trending down.
  - Busses have been generally consistent.
  - HARTFlex/HARTPlus have been generally consistent.
  - TBARTA has not yielded any safety events that would show up in a graph. Will revisit the target for next year target setting.
- Next steps:
  - Report PTASP targets to FDOT
  - Develop performance methodology to evaluate impacts on transit safety targets for the investments prioritized in the TIP and LRTP.

**Recommended Action:** Approval of the Public Transportation Agency Safety Performance Targets for CY2021.
Presentation: [Public Transportation Agency Safety Plan Targets](https://example.com)

Website: [Transportation System Performance | Plan Hillsborough](https://example.com)

Discussion:

**Bob Frey:** Asked to clarify that HART was involved in this reporting and setting the targets.

**Johnny Wong:** Clarified that TBARTA and HART were involved in the reporting. Coordinated with the HART Safety Officer to revisit the numbers and methodology. Provided support with the targets. Have been working closely with this report.

**Motion to approve the Public Transportation Agency Safety Performance Targets for 2021 by Commissioner Myers, seconded by Commissioner Kemp. Roll-call vote, motion passes 15 – 0.**

**C. Strategic Intermodal System Policy Plan Update and TPO Letter of Comment** (Rich Clarendon, TPO Staff; Justin Hall, FDOT Representative)

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

**Recommended Action:** Authorize the Executive Director to sign and transmit letter of comment

**Letter of comment draft attached to September 14, 2021 Agenda**

Presentation: [SIS Policy Plan Update](https://example.com)

Discussion:

**Commissioner Kemp:** Liked the suggestions and comments. Questioned whether or not the SIS takes the CSX tracks into consideration.

**Justin Hall, FDOT District 7:** As part of the policy update, those are the types of conversations being had. That is the point of the letter, to direct FDOT to look at some of those alternatives. Regional...
significance either relieves congestion from a regional route or a regional facility. Noted the Heights project as an example. The CSX rails are part of this update and it’s in discussion now.

**Commissioner Kemp:** Asked for clarification if the CSX tracks around the state are under the SIS.

**Justin Hall, FDOT District 7:** Some of the other transit projects throughout the State are under the SIS. This District is having the conversation now.

**Commissioner Kemp:** Noted that the state has talked about setting up electric charging stations. Seems as though those should be private. Why would we intercede instead of private sector?

**Rich Clarendon:** State has structured an electric vehicle infrastructure master plan. Some would be along major highways, such as rest stops to encourage more adoption of EVs.

**Justin Hall, FDOT District 7:** EV plan would be a combination of public/private partnership much like the vendor contract with the vending machines providing food service at rest stops.

**Commissioner Kemp:** Commented that, at this time, state statute says we allocate 50% of transportation funding to the SIS. Is that accurate? We, as a state, outdo what is required. Asking because she believes there has been a focus on the SIS to the detriment of the arterial roads which could use investment. Asking about the requirement and what we do that’s above and beyond.

**Justin Hall, FDOT District 7:** The funding percentage is accurate. This is the beginning of the policy update process. MPO and TPO feedback statewide is very important to see what the State should focus on. At the beginning of the SIS, there were more projects than funds. That has changed. There is now an open conversation of what outside of the interstate system that benefits the region.

**Commissioner Overman:** We have a better understanding of how the funding can be used. Looking at how this SIS evolves, should include staging and planning out how transit fits in to this plan. Important to recognize that if transit isn’t in the SIS, alternate types of transit won’t be able to move forward, such as expanding our ground transit system or incorporating a rail system. CSX moves freight around, but it has the potential to move people around safely. Safety and Vision Zero are a priority in the SIS, there is no conflict. The SIS sets the stage for several years, we need to set the agenda to set a timeline to prioritizing a potential passenger rail. If we know it’s in the plan, we can make sure we make strides on it.

**Commissioner Smith:** Asked to go back to the slide addressing improving rural mobility and connectivity. Would have liked to have had the presentation ahead of time. That slide heavily stresses rural mobility and connectivity and emphasizes controlled access and context classification. We are currently working on context classification for the county since the State looked at it. Concerned about how we do context classification and what it is going to say about roads through rural areas. This Board has voiced opposition to roads that would be sprawl magnets and opposing funding such roads over urban infrastructure and needs. Noted that the SIS focuses on five areas. The letter highlights the fourth element of urban mobility and connectivity. It does not highlight the fifth which is rural mobility.
and connectivity. Rural is listed on par with urban mobility and connectivity. The State notes requesting feedback for how to support rural revitalization, economic development, and facilitate emergency evacuation and response while supporting environmental goals and community vision. The concern is that the goal could mean different things to different people. It could be agriculture or it could be housing. In the letter, noted the first bullet point. Recommends adding a caveat, yes, we support urban mobility and connectivity though we remain concerned about extending roads through rural areas in ways that attract sprawl development. Requested to hear from Ms. Alden about that while considering making a motion to add that language to the letter.

**Commissioner Cohen:** Would like to raise the concern about the environmental impacts on rural areas. That was one of the major objections at the Board of County Commissioners. Was thinking a motion may be appropriate to amend the letter.

**Beth Alden:** Perhaps add to the letter an additional bullet point addressing concerns about adding roads through rural areas that attract sprawl and create environmental impacts. And perhaps supporting the context classification approach to identifying strategies for rural mobility. The local comprehensive plans and local governments should be consulted.

**Commissioner Smith:** Noted that context classification has been done on a State basis; the time for supporting that is past. The County has begun a context classification on county roads. Keep it simple with our concerns about roads in rural areas on both attracting sprawl and environmental impact.

**Motion to amend letter language by Commissioner Smith; Seconded by Commissioner Kemp and Commissioner Overman.**

**Discussion:**

**Commissioner Kilton:** Asked for definition on what is meant by rural. Would like to understand the impact to Plant City. Asked Ms. Alden to clarify that there would be consultation with the local Comprehensive Plan in this matter.

**Beth Alden:** That would be the suggestion. Clarified that Commissioner Smith was correct, an initial determination of context classification has been made by FDOT; FDOT will be updating that initial assessment, particularly when they look at specific corridors. They will take a look at the context classification for each road as they take a look at road improvements. Noted that it is still valuable to ask FDOT to consult with the local government before they make a determination of the context class.

**Commissioner Smith:** Agrees that the local government and Comprehensive Plan should be part of that process.

**Commissioner Kemp:** Thanked Commissioner Smith for bringing this up. Have voted twice, unanimously, against the program for “toll roads in the wilderness”. There was $200 million spent over years on it. It is important that we provide feedback in the overarching discussion.
Voice vote on Commissioner Smith’s motion, passes unanimously.

**Commissioner Overman:** Does not see important element in the SIS, specifically that significant research has been done at the local level on equity.

Moved to add language that equity in funding and decisions be taken into consideration for those communities that are underserved or have been disregarded, as projects are approved through, as it pertains to transportation. Seconded by Councilman Dingfelder. Voice Vote passes unanimously.

Motion to transmit the letter of comment on the SIS Policy Plan, as amended, by Commissioner Overman, seconded by Commissioner Myers. Roll-call vote, motion passes 14 to 0 with 1 Non-vote by THEA Representative, Bob Frey.

VIII. **STATUS REPORTS**

A. **Economic Impact of Bus System Expansion** (Dave Sobush, Tampa Bay Partnership)
   - Overview of study: Previous 2011 study, although not completely transferable to methodology, ranked Tampa 93 out of 100 of the largest metros in terms of people being able to access jobs within a 90-minute transit commute.
   - Took information across several agencies and modeled.
   - Four scenarios in comparison, they build on each other from basic to visionary.
   - Reviewed each scenario.
   - Reviewed how an Equity Lens was used in the study including COVID-Affected and High Poverty/ Few Vehicles
   - Showed current and future state where Tampa would rank with investment of Scenario D.
   - Key Takeaways include Job access, local bus service (work horse), regional rapid transit (show horse), Envision 2030.

   Presentation: [Job Access Study](#)

   Discussion:

   **Commissioner Kemp:** The focus of every transit system except New York and DC is the bus. Appreciates the bus system being highlighted. Noted that the typical standard metric she has seen is 45 minutes instead of 1 hour.

IX. **EXECUTIVE DIRECTOR’S REPORT**

A. The Job Access Expansion presented, and the growth in job accessibility, is consistent with the bus system expansion that was proposed with the transportation surtax.

B. Reiterated Secretary Gwynn’s announcement. Also, monitoring federal legislation.

C. Friday morning, TMA Leadership Group meeting, 930 AM, Pinellas Transit Authority Office, information is on the website: SuncoastTPA.org

X. **OLD & NEW BUSINESS** –
Next meeting October 13, 2021 starting with the Policy Committee at 8:30 AM with the Board meeting from 10:00 AM – 12:00 Noon.

XI. **ADJOURNMENT** – The meeting adjourned at 12:04 PM

The recording of this meeting may be viewed on YouTube: Transportation Planning Organization - 09.14.21 - YouTube

Public Comment via Email & Social Media

**Emails**

- **Aug. 11**
  Jesse Schein (re: Mathog Traffic during school pick up/drop off)
  “I am frustrated . . . takes at least 20 minutes or longer to drive the last quarter mile into my neighborhood due to KCC parents illegally parked on Mathog Road."

  TPO Principal Planner Lisa K. Silva, AICP, PLA addressed the concern per Board Member Jessica Vaughn’s request.

- **Aug. 11**
  Megan Johnson (re: the Plan Hillsborough Nondiscrimination and Equity Plan)
  “Plan Hillsborough’s Nondiscrimination & Equity Plan Has reach many different people for the chance to have their voices heard. The work the team put in is extraordinary and should be put in high consideration.”

- **Aug. 23**
  Edward McKinney, FDOT District 7 Planning and Environmental Administrator (re: The Downtown Interchange)
  Prepared a response to Mauricio Rosas’ request to reconnect streets and provide pedestrian friendly pavement as part of the I-275/I-4 interchange project. The response addressed five items, and it included maps.

- **Aug. 28**
  Andrew Morris (re: Passenger Use of the CSX-owned Freight Rail Corridors through Tampa)
  “I currently live in Largo, but I would love to be able to take some form of rail transit to Downtown Tampa or Downtown St Petersburg from Largo.

- **Sept. 4**
  Mauricio Rosas (re: The Downtown Interchange)
  “I will continue to push for all the underpasses along our corridor and more bike-walk paths joining east to west . . . it’s in our community’s interest to create more safety enhancements along a highway corridor with so many schools within a half-mile radius.”
• Sept. 7
Senoia Brantley (re: West Riverwalk Extension TIP amendment)
“...wholeheartedly support the expansion of the Riverwalk in the West Tampa neighborhood. This will ensure a safe modality for walkers and bikers while connecting surrounding communities. Thank you!”

• Sept. 9
Frank Miller (re: West Riverwalk Extension TIP amendment)
“Always for bicycle/pedestrian improvements ... may we also not ignore the many benefits of connecting the southern end of the Riverwalk to Bayshore.”

Wade Reynolds, TPO staff, responded with a map showing, per the City of Tampa, improvements to Bayshore Blvd. as part of Phase I of the Riverwalk extension.

• Sept. 12
Mauricio Rosas (re: FDOT’s response to his concerns about The Downtown Interchange)
“I’m encouraged to read improvements will be made to all the underpasses within the corridor up to and including Hanna. ... Recommendation: Consider ramp signaling on the flyover to help prevent back-ups. ... bottlenecks (happen) before entering the flyover ... Increasing the lane capacity is not enough.”

• Sept. 13
Kim Magic (re: West Riverwalk Extension TIP amendment)
“Please expand the Riverwalk with the $24million from that grant. It will make it even better! Thank You!”

Social Media

Facebook
• Aug. 3
Chris Vela [in response to the West Riverwalk Extension TIP Amendment]:
“I rather the TIP amendment be the removal of current and planned interstate projects. Then, work on a Racial Impact Statement as a vetting tool for FDOT’s projects and yours.”

Twitter
• 8/23
Tampa Hillsborough Expressway Authority (in response to a post highlighting the Selmon Extension)
“Thanks for sharing!”

• 8/21
Axel Clauberg (in response to a retweet about proposed Amtrak routes through the State of Florida)
“Love this. @HillsboroughMPO let’s start planning on how to improve the Tampa Train station for connections to the airport with incoming Amtrak and High-Speed Rail. Maybe a total redesign of that area with shops and transportation hub.”

- 8/17
Roc King (in response to the Resilient Tampa Bay video featuring Beth Alden)
“30%+ roads and trans systems down. It can happen. Galveston, New Orleans, east coast predictors of our potential disaster. Well done, succinct and prophetic. More of the same on commercial tv during prime time, during an injury break football game.”

- 8/16
T. Ralph (in response to a retweet of a Tampa Bay Business Journal article on the monetary costs Tampa Bay commuters will endure when returning to the office)
“Why doesn’t it take into account those costs? It should.”

Return to Minutes