Meeting of the TPO Board
Wednesday, October 13, 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 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 any others are asked to participate remotely, to minimize the potential for transmitting illness.

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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.

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Agenda

I. Call to Order & Pledge of Allegiance

II. Roll Call (Gail Reese, TPO staff)

III. Approval of Minutes – September 14, 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

VII. **Action Items**
   A. TIP Amendments for Westshore Interchange Reconstruction Phase 1; Downtown Interchange Safety & Operations Improvements; and Traffic Congestion Management Technology (Connor Macdonald, TPO Staff and FDOT Representative) – *Roll call vote required.*
   B. Letter on Rapid Flashing Beacons at Crosswalks (Gena Torres, TPO Staff)
   C. UPWP Amendment (Allison Yeh and Amber Simmons, TPO Staff)

VIII. **Status Reports**
   A. FDOT Freight Update (Brian Hunter, FDOT District 7)

IX. **Executive Director’s Report**

X. **Old Business & New Business**

XI. **Adjournment**

XII. **Addendum**
   A. Announcements
      - Strategic Intermodal System Virtual Room
      - Planning Commission’s 39th Planning & Design Awards Oct. 29
   B. Project Summaries & Other Status Reports
      - Tampa Palms Complete Street
   C. Correspondence
      - Letters from SCTPA re: SIS Policy Plan
      - Letter to Pete Buttigieg re: Cross Bay Ferry Grant Application by HART
      - Letter to Alejandra Castillo re: East Tampa Works Build Back Better Grant Application
      - Letter to Jennifer Fortunas, FDOT re: West Central Florida MobilityHUB
   D. Articles Related to TPO Work
      - *Tampa Riverwalk to expand to west side of waterway* | FOX 13 Tampa Bay News | 09.16.21
      - *South Hillsborough residents, county meeting halfway on development* | Spectrum Bay News 9 | 09.16.21
The full agenda packet is available on the TPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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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 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 measure across each transit system which results in a total of 28 different measures:
    - Total Fatalities
    - Total Injuries
    - Total Safety Events
    - Fatality Rate per 100k VRM
    - Injury Rate per 100k VRM
    - Safety Event Rate per 100k VRM
    - 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.

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

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 \textit{(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 \textit{(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 \textit{(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 \textit{(re: West Riverwalk Extension TIP amendment)}
“Please expand the Riverwalk with the $24 million from that grant. It will make it even better! Thank You!”

Social Media

Facebook

• Aug. 3
  Chris Vela \textit{[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 \textit{(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
Committee Reports

Meeting of the Livable Roadways Committee (LRC) on September 15

The LRC heard status reports on:
- Hillsborough County Complete Street Guidebooks and HC Mobility Section Update
- Eminent Domain Process
- HART Transit Oriented Development (TOD) Pilot Project

Meeting of the Technical Advisory Committee (TAC) on October 4

TAC members unanimously approved the TIP Amendment for the Westshore and Downtown Interchanges. It was noted that the Downtown Interchange has been discussed for some time and the operational improvements are much needed. There was a question on the inclusion of noise walls; a suggestion to ensure LPIs or other pedestrian crossing treatments are included at the added turn lanes on Boy Scout, providing access from residential on the south to the International Mall; and to consider the frequent cyclists riding to Cypress Point Park and the Courtney Campbell Causeway Trail when redesigning the on/off ramps on Cypress Street.

The TAC members agreed that the TPO Board should send a letter in regard to the changes proposed to Rectangular Rapid Flashing Beacons in HB1113 and SB1412. They noted these changes will not lead to safe pedestrian crossings but likely have the opposite effect and cause hundreds of these proven-effective tools to be removed, many in communities of concern who depend more on walking, biking and transit. It was also not lost on the committee that the family whose child was killed at an RRFB would ideally like to see changes. There is agreement that better defining where they are placed, with engineering guidance, would be a better approach.

Presentations were received on:
- FDOT Freight Update - The presentation was interesting and well received. The redesign of 62nd Street was recognized as complicated in that this is an area with industrial and residential uses. Minimizing impacts to the neighborhood, and enhancing with a wide sidepath, were supported. Also, the location of new truck parking off of County Line Road made sense since the idling trucks would likely not cause emission and noise issues to residents.
- Pasco County Trail Projects Update - Members were appreciative of the growing trail network in Pasco and hope to see connections to Hillsborough County.
- 2021 State of the System - There was a request to continue to monitor and receive newer data (for example, emissions data) for the dashboard. The maps were recognized as helpful in understanding the issues easier, like crash locations.
• TIP Application Process - The City of Tampa representative thanked staff for including their request for prioritizing resurfacing and bridge repair. The Health Department representative was happy to see the application process and prioritization effort are more equitable in the allocation of funds and to ensure communities of concern were part of the methodology.

**Meetings of the Citizens Advisory Committee (CAC) October 6**

Lacking a quorum, the CAC did not take action.

There was no objection to transmittal of a proposed Letter on Rapid Flashing Beacons and Crosswalks, and some discussion that these should be deployed on roads with 35 mph or lower speed limits.

The CAC had several suggestions regarding the TIP Amendment for the Westshore and Downtown Interchanges and Traffic Management Technology. These included:

• Consider making the noise wall on the west side of I-275 continuous rather than leaving a gap at Robles Park.
• Consider more landscaping along the walls.
• Consider narrower lanes and wider sidewalks on 14th St, in coordination with the City of Tampa.
• Implement traffic signal prioritization for buses on the ICM corridors, in coordination with HART.
• Ensure new fences do not impede walk/bike access opportunities.
• Refer to the Downtown Interchange as part of the High Injury Network rather than Vision Zero, which locally is more closely identified with Complete Streets projects.

The CAC also heard status reports on:

• Hillsborough County Comprehensive Plan Mobility Element.
• The Keys to Mode Shift: Transportation Demand Management
• FDOT Freight Update
• 2021 State of the Union Report
Board & Committee Agenda Item

**Agenda Item**
Committee Appointments

**Presenter**
None – Consent Agenda

**Summary**

The *Livable Roadways Committee* shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the TPO. 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 TPO Board Member (appointed by the TPO 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. The following person has been nominated to serve on the LRC:

Krystina Steffen, nominated by THEA as an alternate member

**Recommended Action**

That the TPO confirm the above nomination

**Prepared By**

Cheryl Wilkening

**Attachments**
None
Agenda Item

Transportation Improvement Program (TIP) Amendments for Westshore Interchange Reconstruction Preliminary Phase, Downtown Interchange Safety & Operations Improvements, and Traffic Congestion Management Technology

Presenters

Connor MacDonald, TPO Staff, and FDOT Representative

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](#)
6. [Presentation Slides](#)
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
## Item 445056 1

**Description:** I-4/SR 400 WB TO I-275/SR 93 NB FR W OF 14TH TO FLORIBRASKA AVE  
**LRTP:** S-4  
**Extra Description:** WIDEN LANES, WIDEN RAMP AND ADD LANES, ADD BRT RAMPS

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**Item 445056 1 Totals:** $353,500
### Item 445056 1

**Description:** I-4/SR 400 WB TO I-275/SR 93 NB FR W OF 14TH TO FLORIBRASKA AVE

**LRTP:** S-4

**Related Description:** WIDEN LANES, WIDEN RAMP AND ADD LANES, ADD BRT RAMPS

**Type of Work:** INTERCHANGE - ADD LANES

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**Modified:**

- DIH: $3,000
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- **Total:** $3,236,668

**Modified:**

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

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### Item 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 LANES, ADD NEW EXIT RAMP

**Status:** Amended
**Amendment Date:** 10/13/2021
**Amendment Number:** 9

**Type of Work:** INTERCHANGE - ADD LANES

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**Description:** SR 60 WB FROM N OF SPRUCE ST/TIA INTERCHANGE TO N OF MEMORIAL HW 
**Extra Description:** WESTBOUND LANE TO CCC, INDEPENDENCE, VETERANS 
**Related Project:** *SIS* 
**LRTP:** 5-2 
**Project Length:** 1.875 
**Type of Work:** ADD LANES & RECONSTRUCT 

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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   |
| **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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**Project Length:** 1.315

**Type of Work:** MISC. STRUCTURE

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**Amendment Number:** 11

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**Item 447614 1 Totals:** $0 $3,596,741 $0 $0 $0 $0 $0 $0 $0 $3,596,741
**FDOT 5 Year TIP**  
**Hillsborough County, District 7**

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**CONSTRUCTION - MANAGED BY FDOT**

| Added | ARPA | $0 | $125,000 | $0 | $0 | $0 | $0 | $0 | $125,000 |
| **Totals:** | | **$0** | **$125,000** | **$0** | **$0** | **$0** | **$0** | **$0** | **$125,000** |

**PRELIMINARY ENGINEERING - MANAGED BY FDOT**

| Added | ARPA | $0 | $2,055,783 | $0 | $0 | $0 | $0 | $0 | $2,055,783 |
| Item 447976 2 Totals: | | | | | | | | | |
**HILLSBOROUGH COUNTY, DISTRICT 7**

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<td>SR 616/BOY SCOUT BLVD AT LOIS AVENUE</td>
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<td>ADD RIGHT TURN LANE FROM EB SR616 TO SB LOIS AVE</td>
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**Description:**
- **FDOT HIGHWAYS**
- **Item 447976 4 Totals:**
  - **Added DDR:** $0, $4,989, $0, $0, $0, $0, $0, $0, $4,989
  - **Added DIH:** $0, $55,912, $0, $0, $0, $0, $0, $0, $55,912
  - **Added ARPA:** $0, $465,929, $0, $0, $0, $0, $0, $0, $465,929
  - **Totals:** $0, $526,830, $0, $0, $0, $0, $0, $0, $526,830

**Status:**
- **Amended**

**Amendment Date:** 10/13/2021

**Amendment Number:** 14

**LRTP:** P. 35-36

**Type of Work:** ADD RIGHT TURN LANE(S)
### 5 Year TIP
Hillsborough County, District 7

#### HIGHWAYS

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<td>LRTP: Smart Cities, p. 39</td>
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### Amended FY 2021/22-2025/26 TIP

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

**HIGHWAYS**

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### Item 443445 2

**Description:** SR 60/KENNEDY BLVD FROM WEST OF MEMORIAL HWY TO EAST OF ASHLEY DR

**Type of Work:** ITS COMMUNICATION SYSTEM

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### Item 443445 2

**Description:** SR 60/KENNEDY BLVD FROM WEST OF MEMORIAL HWY TO EAST OF ASHLEY DR

**Type of Work:** ITS COMMUNICATION SYSTEM

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

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<td><strong>Description:</strong> SR 574/W MLK BLVD FROM WEST OF DALE MABRY HWY TO EAST OF I-275</td>
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### PRELIMINARY ENGINEERING - MANAGED BY FDOT

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**Description:** SR 574/W MLK BLVD FROM EAST OF I-275 TO EAST OF I-4

**Related Project:** DESIGN BUILD - MANAGED BY FDOT

**Project Length:** 7.541

**Type of Work:** ITS COMMUNICATION SYSTEM

**Extra Description:** INTEGRATED CORRIDOR MANAGEMENT

**LRTP:** Smart Cities, p. 39

**Status:** Amended

**Amendment Date:** 10/13/2021

**Amendment Number:** 18

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| Modified SU           | $0    | $101,001 | $0    | $0    | $0    | $0    | $0    | $0        | $101,001 |
| Totals:               | $0    | $320,761 | $0    | $0    | $0    | $0    | $0    | $0        | $320,761 |

**Item 443445 3 Totals:** $0 $3,810,472 $0 $0 $0 $0 $0 $3,810,472
### FDOT

#### 5 Year TIP

**Hillsborough County, District 7**

#### HIGHWAYS

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## HIGHWAYS

**Item Number:** 443445 5  
**Description:** SR 616/SPRUCE ST/BOY SCOUT BLVD FROM AIRPORT SERVICE RD TO DALE MABRY  
**Related Project:** DESIGN BUILD - MANAGED BY FDOT  
**Extra Description:** INTEGRATED CORRIDOR MANAGEMENT  
**Type of Work:** ITS COMMUNICATION SYSTEM  
**Project Length:** 1.791  
**LRTP:** Smart Cities, p. 39  

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Board & Committee Agenda Item

**Agenda Item:**
Letter on Rapid Flashing Beacons at Crosswalks

**Presenter:**
Gena Torres, TPO Staff

**Summary:**
Florida Legislature has introduced bills that would require changes to the Rectangular Rapid Flashing Beacons (RRFBs) used at mid-block crosswalks, that if not made would force them to be removed, leaving mid-block crossings unprotected and less safe for users.

These beacons are recognized by the Florida Department of Transportation, MPOs/TPOs from around the state, and many local governments, as cost-effective tools, where appropriately installed, for providing safe pedestrian crossings. In a state that leads the country in pedestrian deaths, installing RRFBs increases the visibility of people crossing a roadway and alerts drivers that someone is at an approved crossing location.

The attached letter requests that our legislative representatives not support changes to the RRFB’s proposed in HB 1113 and SB 1412 as those changes will not likely receive federal approval and lead to the costly removal of hundreds of currently installed devices around the Tampa Bay area. Instead, we will work together to ensure that RRFB’s are installed in appropriate locations on roadways based on sound professional engineering.

**Recommended Action:**
That the TPO send the attached letter to state legislators requesting they oppose HB 1113 & SB 1412 and instead allow local and state agencies to ensure that RRFB’s are installed in proper locations on appropriate roadways.

**Prepared By:**
Gena Torres, TPO Staff

**Attachments:**
1. Sun Coast Transportation Planning Alliance signed letter
2. Draft letter from TPO
September 17, 2021

RE: Pedestrian Safety and Mid-Block Crossings Legislation

To Whom it May Concern:

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

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

On behalf of our partners in state and local government across the Tampa Bay region, we urge you to consider the following points in your consideration of potential legislation concerning mid-block crossings and RRFBs:
Since their start in 2004, RRFBs have proven to increase motorist response to people using crosswalks from 18% to 88%. Their success starting in Pinellas County has led to more than 300 devices located throughout the County on state and local roadways, 170 in Hillsborough County, and hundreds more in counties large and small across Florida and the U.S.

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

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

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

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

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

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

Sincerely,

Hillsborough County Commissioner Kimberly Overman
Chair, Tampa Bay TMA Leadership Group
A committee of the Sun Coast Transportation Planning Alliance

Policy and Technical Contacts:
Whit Blanton, Forward Pinellas  wblanton@forwardpinellas.org
Beth Alden, Hillsborough TPO  aldenb@plancom.org
Pete Yauch, ITE Puerto Rico and Florida  pyauch@iteris.com
Evan Mory, City of St. Petersburg  Evan.Mory@stpete.org
Danni Jorgenson, City of Tampa  danni.jorgenson@tampagov.net
Tom Washburn, Pinellas County  twashburn@co.pinellas.fl.us
Charles Barmby, City of Lakeland  Charles.Barmby@lakelandgov.net
October 13, 2021

Dear Representative/Senator _________ –

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

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

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

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Rather than legislating against a specific safety device that has been proven effective, the Legislature should turn its focus instead to other legal remedies to **protect vulnerable road users**, fund educational efforts adequately and provide more flexible transportation funding options to regions and communities. Those measures would go further toward improving safety on our roadways.

Thank you for your interest and concern. Please contact me, or our Executive Director Beth Alden, if you have any questions or would like to have a dialogue.

Sincerely,

Councilman Harry Cohen
Chair, Hillsborough TPO
Board & Committee Agenda Item

Agenda Item
Unified Planning Work Program (UPWP) Amendment

Presenter
Amber Simmons, TPO Staff

Summary
The TPO periodically amends its UPWP to reflect grant funding and budget changes. A few changes in the adopted UPWP are currently proposed. Following approval by the board of this amendment, grant agreements and funding amounts in the Transportation Improvement Program (TIP) will also be updated to reflect these changes. The changes include:

- Consistency with the actual grant allocation for FY 2022 from the Federal Transit Administration (FTA) 5305 program.
- Shifts in the allocation of Federal Highway Administration (FHWA) grant funds between UPWP Tasks 2 and 3, to align with project schedules.
- Addition of $15,000 awarded by the State Transportation Innovation Council to acquire low-cost air pollution sensors.
- Addition of a new project in Task 6, financial support for a Florida MPO Advisory Council rail and planning priorities workshop.

As background, the TPO’s transportation planning functions are supported primarily by federal and state grants. These functions must be identified in advance for two fiscal years. The UPWP also documents the use of federal funds for metropolitan transportation planning conducted by other agencies, including FDOT and HART.

The currently adopted FY21 & FY22 UPWP is available on the MPO website. http://www.planhillsborough.org/unified-planning-work-program/

Recommended Action
Approval of the UPWP Amendment

Prepared By
Amber Simmons, TPO Grants and Budget Coordinator

Attachments:
1. UPWP Presentation
2. UPWP Consolidated Documents
Board & Committee Agenda Item

**Agenda Item:**
FDOT Freight Update

**Presenter:**
Brian Hunter, FDOT Staff

**Summary:**
The Florida Department of Transportation District 7 Freight Coordinator will provide a brief update on the following freight related topics:

- Updated freight priorities
- National Highway Freight Program
- Freight Bottleneck Analysis
- Freight Operational Improvements
- Freight Sub-Area Studies
- Truck Parking
- 62nd Street

**Recommended Action:**
None. For information only.

**Prepared By:**
Lisa K. Silva, AICP, PLA, TPO Staff

**Attachments:**
Presentation slides
The Florida Department of Transportation (FDOT) and the City of Tampa are working together to design the Tampa Palms Boulevard Complete Streets Project. This project is located on Tampa Palms Boulevard at Ebensburg Drive and pauses at the Bruce B. Downs Boulevard southern intersection. The project then continues from the Bruce B. Downs Boulevard southern intersection to the Bruce B. Downs Boulevard northern intersection.

The Tampa Palms Boulevard Complete Street Project is proposed to provide safety enhancements and traffic calming techniques through the use of lane repurposing, buffered bicycle lanes, rapid reflective flashing beacons, and school queuing lanes in the New Tampa area.

**PROJECT BENEFITS**

- ADA improvements to the existing shared use path and sidewalks
- Pedestrian safety improvements to crosswalks by installing rapid flashing beacons (RFBs)
- Repurposing outer lane to a 5-foot bike lane with a 4-foot buffer
- Designated school queue lane for Tampa Palms Elementary and Lawton Chiles Elementary that will convert to a bike lane during non-school zone hours
- Proposed roundabouts on Compton Drive to improve traffic flow and safety

**CONTACT**

- **FDOT Project Manager:**
  Kevin Lee
  (813) 975-6426
  Kevin.Lee@dot.state.fl.us

- **City of Tampa Project Manager:**
  Ben Money, P.E.
  (813) 274-8514
  Ben.Money@tampagov.net

**JOIN US AT THE VIRTUAL PUBLIC MEETING**

Tuesday, September 28, 2021
6:00 p.m. to 8:00 p.m.

To register for the virtual meeting, please use the following link or scan the QR Code.


No internet access? Call to listen to the meeting at the following toll free number:
1-877-309-2074 and enter code: 194-916-181

In accordance with the Americans with Disabilities Act ("ADA") and Section 286.26, Florida Statutes, persons with disabilities needing a reasonable accommodation to participate in this public hearing or meeting should contact the City of Tampa’s ADA Coordinator at least 48 hours prior to the proceeding. The ADA Coordinator may be contacted by phone at 813-274-3964, email at TampaADA@tampagov.net, or by submitting an ADA - Accommodations Request online form available at tampagov.net/ADARequest.
September 17, 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 an update on FDOT’s SIS Policy Plan. We would like to stay closely involved as the Department updates the 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. We look forward to continued dialogue between the Department and the MPOs/TPOs. Please contact any of the MPOs/TPOs of the Tampa Bay TMA Leadership Group – Forward Pinellas, Pasco MPO, and Hillsborough TPO – with any questions you may have.

Sincerely,

Hillsborough County Commissioner Kimberly Overman
Chair, Tampa Bay TMA Leadership Group
A committee of the Sun Coast Transportation Planning Alliance
October 1, 2021

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

RE: Cross Bay Ferry grant application by HART, Tampa Bay

Dear Secretary Buttigieg,

We are pleased to support the ferry grant application by the Hillsborough Area Regional Transit agency ("HART") for the purchase of a single passenger ferry vessel for the Cross Bay Ferry project. This is a unique regional partnership with the City of St. Petersburg, City of Tampa, and Hillsborough and Pinellas Counties to support intercity ferry service as part of a broader vision for water-borne transit.

The project is a direct result of a feasibility study prepared by our organization, which pointed to the opportunity for competitively serving two travel markets with one ferry vessel: a commuter service to MacDill Air Force Base during the week; and an entertainment and tourism market between the Downtowns on the weekends.

The initial pilot project, which operated for three seasons with funding from the regional partners, focused on the Downtown service, using a ferry vessel chartered from the Boston area. The pilot project achieved exceptionally strong ridership gains during its first three seasons, prior to the COVID pandemic, with annual ridership increases of over 33% since the initial season. Acquiring a vessel, as proposed in this grant application, enables expansion of the ferry service beyond the initial pilot, and significantly reduces operational costs.

The Cross Bay Ferry is consistent with the It’s TIME Hillsborough 2045 Long Range Transportation Plan (LRTP). The LRTP includes two programs that aim to expand public transit options in the greater Tampa area: Real Choices When Not Driving and Major Investments. Major Investments includes fixed guideway transit projects that will make key, strategic connections to and between major activity centers, and Real Choices focuses on expanding the local bus network, including providing feeder service to fixed-guideway stations. The Cross Bay Ferry is specifically identified as one of four fixed-guideway transit initiatives our community will pursue.

Thank you for your favorable consideration.

Sincerely,

Beth Alden
Executive Director
October 4, 2021

Ms. Alejandra Y. Castillo
U.S. Assistant Secretary of Commerce for Economic Development
U.S. Department of Commerce, EDA Headquarters
1401 Constitution Avenue, NW, Suite 71014
Washington, DC 20230

RE: East Tampa Works Build Back Better Grant Application

Dear Ms. Castillo:

We are pleased to support the vision for the East Tampa Works – Smart Manufacturing Regional District proposed by the Tampa Bay Economic Development Council (TBEDC). This important initiative aims to enhance the public realm, provide access to economic opportunity, build equitable workforce capacity, and spur community investment in East Tampa, a Federal Opportunity Zone.

While the population and economy in the Tampa Bay Region continues to grow at record levels, the East Tampa community has remained stagnant. This initiative will bring technological solutions to our manufacturing process and sustainable investments to our community, creating conditions that will provide more equitable access to learning and professional growth. It will strengthen a workforce that is sorely needed for our manufacturing clusters, a cornerstone to the region’s economic development strategy.

The initiative furthers the goals of the TPO’s adopted Hillsborough+Polk Freight Logistics Zone (FLZ) Strategic Plan, which aligns transportation investments with logistics-led economic development and improved access to opportunity. The Hillsborough+Polk FLZ is located in one of the most economically productive centers of freight activity in Florida, featuring the largest seaport in the State in terms of cargo tonnage and area, a major international airport, an Intermodal Logistics Center, and a Foreign Trade Zone. It encourages a robust program of local development incentives such as ad valorem tax and impact fee exemptions, regulatory assistance, and a variety of grant programs to attract the interest of businesses from around the world.

East Tampa is immediately adjacent to the FLZ. The East Tampa Works initiative will leverage the FLZ’s assets, cultivate workforce development, and expand access to living-wage jobs and job training. We therefore fully support the TBEDC’s grant application and its potential to strategically grow our manufacturing base and transform the East Tampa community and region. Thank you for your favorable consideration.

Sincerely,

Beth Alden
Executive Director
October 5, 2021

Jennifer Fortunas, Office Manager
FDOT Forecasting & Trends Office
605 Suwanee Street
Tallahassee, FL 32399

Re: West Central Florida MobilityHUB, a shared regional resource

Dear Jennifer,

Thank you for taking the time to learn about our MobilityHUB project, which has been extended across the Suncoast Transportation Planning Alliance (SCTPA) in the hope of providing equal access to mobility data and analytics for all the partner agencies across the region. We would like to sincerely thank FDOT for offering to sponsor this project, which arose from a strong partnership among FDOT District 7 and the six MPOs of Hernando-Citrus, Pasco, Polk, Pinellas, Hillsborough, and Sarasota-Manatee. The SCTPA understands that the Discovery Phase of the project has recently kicked off and we are excited about the opportunity to collaborate.

The launch of the MobilityHUB signals a shift in the traditional ways that transportation data have been siloed within department and agencies. By sharing data and standardizing the analytics we use to evaluate performance, FDOT will seamlessly receive locally derived datasets like pavement condition, transit asset and safety reports, multimodal levels of service, corridor counts, lane closures, and work zone information. At the same time, MPOs will receive data that previously was hosted and maintained across multiple platforms, including bridge condition, crashes, traffic incidents, speed, and several others.

Before FDOT’s offer of full-cost sponsorship, our MPOs agreed to be financial partners in this project because it is fundamental to our performance monitoring. The use of performance metrics in planning is not only federally required, but also valuable in improving resource allocation and transparency. The opportunity to share the monitoring data with each other and with FDOT in real time, through this tool, will expand understanding of and collaboration on our region’s most pressing challenges.
If expanded to other regions in the future, this tool also has the potential to streamline FDOT’s coordination with all of Florida’s MPOs on performance monitoring and target setting. Accordingly, while the MobilityHUB has the capacity to support sharing of many kinds of data, we request that the functionalities related to planning-level performance monitoring and target setting be given a top priority.

Close coordination among FDOT, MPOs, and the consultant team will be essential to this project’s success. We envision regular meetings, such as on a biweekly basis, to ensure that developmental milestones are being met. We look forward to discussing the project management arrangement with you and the rest of the team.

Again, thank you for your support of this innovative project.

Sincerely,

Johnny Wong, PhD
Executive Planner, Hillsborough TPO
Project Manager

On behalf of the Sun Coast Transportation Planning Alliance Staff Directors Team:
Beth Alden, Hillsborough TPO Executive Director
Whit Blanton, Forward Pinellas Executive Director
Chandra Frederick, Polk TPO Executive Director
Dave Hutchinson, Sarasota-Manatee MPO Executive Director
Carl Mikyska, Pasco County MPO Coordinator
Carlene Riecss, Hernando-Citrus MPO Transportation Planner III

Cc: Ken Spitz, FDOT District 7 Transportation Planning Manager
    Alice Price, Atkins
    Lee Woodcock, Atkins
    Drew Messer, UrbanSDK