Joint Meeting of the Technical & Citizens Advisory Committees

Wednesday, December 15, 2021, 12:00 PM

Please join us for a holiday social starting at noon!

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I. Holiday Social with Refreshments 12:00

II. Conversation with TPO Chair Commissioner Cohen 12:30

III. Call Business Meeting to Order & Introductions 1:00

IV. Public Comment - 3 minutes per speaker, please 1:05

V. Review & Approval of Minutes: 1:25

A. Technical Advisory Committee
   i. December 16, 2020 Joint CAC/TAC Meeting
   ii. January 4, 2021 TAC Meeting
   iii. November 1, 2021 TAC Meeting

B. Citizens Advisory Committee
   i. December 16, 2020 Joint CAC/TAC Meeting
   ii. September 1, 2021 CAC Meeting
   iii. October 6, 2021 CAC Meeting correction page 6-7 of minutes
   iv. November 3, 2021 CAC Meeting
VI. Status Reports
   A. Refresher on Government in the Sunshine and Public Records Law
      (Cameron Clark, TPO Attorney) 1:35

VII. Action Items
   A. USF to Green ARTery Trail Study
      (Jennifer Musselman, Kittelson and Associates) 1:50
   B. Transportation Improvement Program (TIP) Amendments:
      Florida Department of Transportation (FDOT) Safety, Operations
      Lighting, and Railroad Crossing Projects
      (Connor MacDonald, TPO Staff) 2:10
   C. 2021 State of the System Report
      (Vishaka Shiva Raman, TPO Staff) 2:30
   D. 2022 Meeting Calendar
      (Gena Torres and Rich Clarendon, TPO Staff) 2:50

VIII. Unfinished Business & New Business 3:00
   A. Next Meetings: TAC – Jan. 3 at 1:30 PM, CAC – Jan. 5 at 9 AM

IX. Adjournment

X. Addendum
   A. TPO Meeting Summary & Committee Report
   B. FDOT Work Program Virtual Public Hearing Participation
   C. Letter to Beth Alden, TPO Executive Director re: 2023 – 2027 Tentative Work Program

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

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DECEMBER 16, 2020 – JOINT MEETING WITH THE METROPOLITAN PLANNING ORGANIZATION CITIZENS ADVISORY AND TECHNICAL ADVISORY COMMITTEES

The Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, and the MPO Citizens Advisory Committee (CAC), met in Joint Meeting, scheduled for Wednesday, December 16, 2020, at 12:00 p.m., held telephonically.

The following MPO TAC members were present:

Jeffrey Sims, Chairman  
Environmental Protection Commission (EPC)  
Tampa Historic Streetcar Incorporated
Michael English  
Hillsborough County Aviation Authority
Daniel Valentine for Gina Evans  
Tampa-Hillsborough Expressway Authority
Robert Frey  
Mark Hudson for Julie Ham  
City of Plant City
Danni Jorgenson (arrived at 2:14 p.m.)  
City of Tampa (Tampa)
Nicole McCleary  
HART
Brian Pessaro  
Tampa Bay Area Regional Transit Authority
Matthew Pleasant  
Hillsborough County School District
Jonathan Scott  
Tampa
Nicole Sutton  
Florida Department of Health
Michael Williams  
Hillsborough County

The following MPO TAC members were absent:

Jay Collins  
Planning Commission (PC)
Leland Dicus  
Hillsborough County Development Services
Anthony Garcia  
PC
Troy Tinch  
City of Temple Terrace

The following MPO CAC members were present:

William Roberts, Chairman  
Hoyt Prindle
Christine Acosta  
Cliff Reiss
Alexis Boback  
Nicole Rice
Amy Espinosa  
Richard Richmond
Artie Fryer (arrived at 1:49 p.m.)  
Don Skelton, Jr.
Steven Hollenkamp  
Terrance Trott
Edward Mierzejewski
The following MPO CAC members were absent:

David Bailey                      Jeff Lucas
Ricardo Fernandez                 Camilo Soto
Barbara Kennedy Gibson            Leticia Walker
Vivienne Handy

I.  CALL TO ORDER AND INTRODUCTIONS

▶ Cochairman Sims called the meeting to order at 1:00 p.m.  ▶ Mr. Richard
Clarendon, MPO, asked members to introduce themselves.

II.  PUBLIC COMMENT — ▶ None.

III. REVIEW AND APPROVAL OF MINUTES (BY CONSENSUS)

   A.  November 18, 2020, CAC Meeting

▶ Regarding the minutes of the November 18, 2020, MPO CAC meeting, CAC
members offered no comments.

   B.  November 23, 2020, TAC Meeting

▶ Regarding the minutes of the November 23, 2020, MPO TAC minutes, TAC
members had no corrections.

IV.  STATUS REPORTS

   A.  Near Road Air Quality

▶ Cochairman Sims; Mr. Jason Waters, EPC; and ▶ Dr. Amy Stuart, University
of South Florida, shared a presentation.  ▶ Ms. Acosta inquired about a
study regarding the accumulation of pollutants at signalized intersections.
Ms. McCleary made appreciative remarks.  ▶ Cochairman Sims asked if the
committees were in agreement that the presentation should be given to the
MPO Board.  Mr. Clarendon recommended a motion be taken up at the next MPO
TAC meeting. Dialogue ensued.  ▶ Ms. Rice suggested the data include the
date standards were introduced/international standards and believed the data
in the presentation was confusing without supplemental information. Discussion
continued.  Ms. Sutton asserted Dr. Stuart should present first if the item was
taken to the MPO Board.
B. Tampa Vision Zero Projects and Speed Reduction Program

Mr. Calvin Hardie and Ms. Karla Price, Tampa, shared a presentation. Ms. Acosta inquired about micromobility geoblocking and wondered if Tampa had the opportunity to do economic studies regarding the impact of road diets. Mr. Hollenkamp questioned how Tampa was updating the Land Development Code to reflect Vision Zero principles and invited opinions on the transportation problems in the County. Mr. Trott hoped to see Vision Zero philosophies implemented throughout the County. Attorney Prindle asked about the cost of specialized street sweepers for bike lanes.

C. Update on the Tampa International Airport (TIA) Master Plan

Mr. Valentine presented the item. Ms. Acosta asked about airport employment and stated the TIA was the only designated bicycle-friendly airport in the country. Mr. Pessaro inquired if the master plan update gave any consideration to urban air mobility.

V. UNFINISHED BUSINESS AND NEW BUSINESS

A. Plant City Transit Plan Follow-Up

Cochairman Sims announced the item would be continued to the next MPO CAC meeting.

B. Under 30 CAC Representative

Mr. Clarendon touched on the item.

C. Next Meetings: TAC – January 4, 2021 at 1:30 p.m., CAC – January 6, 2021, at 9:00 a.m.

Mr. Clarendon announced the upcoming meeting dates.

VI. ADDENDUM

A. MPO Meeting Summary and Committee Report
VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:28 p.m.

READ AND APPROVED: __________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: __________________________
    Deputy Clerk

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JANUARY 4, 2021 - METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

The Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, January 4, 2021, at 1:30 p.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida, and virtually.

The following members were present:

Jeffrey Sims, Chairman  
(via telephone) (nonvoting member)  
Michael Williams, Vice Chairman  
Grisel Cisneros (via telephone)  
Jay Collins  
Chris DeAnnuntis  

Gina Evans  

Anthony Garcia (via telephone)  
Mark Hudson (via telephone)  
Michelle Jenkins  
Danni Jorgenson  
Nicole McCleary (via telephone)  
Matthew Pleasant  
Anna Quinones  

Jonathan Scott  
Troy Tinch (via telephone)  

The following members were absent:

Leland Dicus  
Michael English  

Environmental Protection Commission (EPC)  
Hillsborough County  
Florida Department of Health Planning Commission (PC)  
Tampa Bay Area Regional Transit Authority  
Hillsborough County Aviation Authority  
City of Plant City  
City of Tampa (Tampa)  
HART  
Hillsborough County School District  
Tampa-Hillsborough Expressway Authority  
Tampa  
City of Temple Terrace  

Hillsborough County Development Services  
Tampa Historic Streetcar Incorporated  

I. CALL TO ORDER AND INTRODUCTIONS  

Vice Chairman Williams called the meeting to order at 1:34 p.m.
II. PUBLIC COMMENT

Mr. Christopher Vela touched on Item V.A., North Downtown Grid Multimodal Improvements.

III. APPROVAL OF MINUTES – NOVEMBER 23, 2020

Regarding the minutes of the November 23, 2020, MPO TAC meeting, Vice Chairman Williams sought a motion. Mr. Collins moved to approve the November minutes, seconded by Ms. Jorgenson, and carried unanimously by members present.

IV. ACTION ITEMS

A. Election of Officers

Ms. Sarah McKinley, MPO, introduced the item and solicited nominations for chairman. Vice Chairman Williams nominated Chairman Sims to be chairman again, seconded by Mr. Collins, and carried unanimously by members present. Ms. McKinley called for nominations for vice chairman. Mr. Collins nominated Vice Chairman Williams for vice chairman, seconded by Ms. Jorgenson, and carried unanimously by members present. Ms. McKinley sought nominations for the MPO alternate. Vice Chairman Williams nominated Mr. Collins, seconded by Ms. Jorgenson, and carried unanimously by members present.

B. Attendance Review and Declaration of Vacant Seats

Ms. McKinley reviewed the item. Mr. Collins moved to accept membership as is, seconded by Ms. Jorgenson, and carried unanimously by members present.

C. Safety Performance Targets

Dr. Johnny Wong, MPO, gave a presentation. Vice Chairman Williams inquired on motorcycle fatality data. Mr. Scott moved to approve, seconded by Ms. Jorgenson, and carried unanimously by members present.

D. Transportation Improvement Program Amendment: Fowler Avenue Multimodal Intersection Improvements

Ms. Vishaka Shiva Raman, MPO, shared a presentation. Mr. Scott moved to approve, seconded by Mr. Collins, and carried unanimously by members present.
V. STATUS REPORTS

A. North Downtown Grid Multimodal Improvements

Ms. Jorgenson shared the report. Mr. Collins questioned the timeline for completing the infrastructure. Ms. McKinley noted the project was a priority project. Chairman Sims asked about plans for the Interstate 275 on- and off-ramps. Dialogue ensued.

B. HART Transit-Oriented Development Pilot Project Update

Ms. McCleary explained the item. Ms. Jorgenson touched on the partnership between Tampa and HART. Mr. Scott asked about bus rapid transit system stops and development challenges in the University of South Florida (USF) area.

VI. OLD BUSINESS AND NEW BUSINESS

A. Near Road Air Quality and the Use of Low-Cost Community and Personal Air Monitors, Motion to Forward the Presentation to the MPO Board

Ms. McKinley introduced the item. Chairman Sims expounded on the request.

Ms. Jenkins made the motion to have the air quality presentation that was previously presented by EPC and USF be forwarded and presented to the MPO Board, seconded by Ms. Jorgenson, and carried unanimously by members present.

VII. ADDENDUM

A. MPO Meeting Summary and Committee Report
B. Federal Certification Review Public Comment Period
C. Nondiscrimination Plan Survey
D. Transportation Disadvantaged Tampa Bay
MONDAY, JANUARY 4, 2021

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 2:49 p.m.

READ AND APPROVED: ________________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ____________________________
   Deputy Clerk

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The Transportation Planning Organization (TPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, November 1, 2021, at 1:30 p.m., held with an in-person quorum and a virtual option for other members and the public.

The following members were present:

Jeffrey Sims, Chair
Jay Collins
Leland Dicus (via telephone)
Gina Evans (via telephone)
Robert Frey (via telephone)
Anthony Garcia
Mark Hudson for Julie Ham (via telephone)
Danni Jorgenson
Brian Pessaro
Anna Quinones
Melanie Calloway for Jonathan Scott
Nicole Sutton (via telephone)
Michael Williams
Justin Willits (via telephone)

The following member was absent:

Michael English

I. CALL TO ORDER AND INTRODUCTIONS

Chair Sims called the meeting to order at 1:36 p.m. Mr. Wade Reynolds, TPO, noted a quorum was present and invited TPO TAC members to introduce themselves.

II. PUBLIC COMMENT - None.
MONDAY, NOVEMBER 1, 2021

III. APPROVAL OF MINUTES – OCTOBER 4, 2021

Chair Sims sought a motion to approve the October 4, 2021, TPO TAC meeting minutes. Ms. Jorgensen moved to approve, seconded by Mr. Collins, and carried unanimously by members present. (Mr. English was absent.)

IV. ACTION ITEMS

A. Florida Department of Transportation (FDOT) Tentative Work Program Fiscal Year (FY) 2023-2027

Ms. Suzanne Monk, FDOT, supplied a presentation. After requesting comments from TPO TAC members for a letter to FDOT regarding adding future projects, Ms. Vishaka Shiva Raman, TPO, deferred to Mr. Siaosi Fine, FDOT, who expounded on a presentation. Subsequent to an inquiry from Chair Sims on coordinating resurfacing projects for Fowler Avenue from 56th Street to Interstate (I) 75, Mr. Collins moved to approve the FDOT Tentative Work Program FY 2023-2027, as well as the letter of comments from the TPO TAC committee, seconded by Mr. Garcia, and carried unanimously by members present. (Mr. English was absent.)

B. 2021 State of the System Report

Tabled to a date to be determined.

V. STATUS REPORTS

A. I-75 Project Development and Environmental Studies

Ms. Ashley Henzel, FDOT, gave a presentation. Mr. Collins queried about the district model containing express lanes/interchange maintenance cost estimates, which Mr. Kirk Bogen, FDOT, addressed. Mr. Frey pointed out tolled express lanes had operations and maintenance costs built into the finances as a benefit. In response to Chair Sims, Ms. Henzel explained potential noise wall/barriers additions would be shown at the December 16, 2021, FDOT public hearing.
B. 56th/50th Street Corridor Planning Study

Ms. Jennifer Musselman, Kittelson and Associates Incorporated, introduced Mr. Brian Shroyer, FDOT, and delivered a presentation. Remarks followed.

C. Tampa Neighborhood Commercial District Plans

Deferred.

VI. OLD BUSINESS AND NEW BUSINESS

Chair Sims announced the joint meeting of the TPO Citizen Action Committee/TAC was scheduled for December 15, 2021. Talks occurred on election of officers and upcoming meetings.

VII. ADDENDUM

A. TPO Meeting Summary and Committee Reports
B. World Day/Mourning of Remembrance on 11-21-21 @9am @BBD Trail
C. FDOT Vacant Property Update

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 2:38 p.m.

READ AND APPROVED: __________________________

CHAIR

ATTEST:
CINDY STUART, CLERK

By: ____________________________
Deputy Clerk

ms
I. Call to Order & Introductions

Chair Roberts called the meeting to order at 9:06 AM

Members Present in Person: David Bailey (in at 9:50A), Hoyt Prindle, Meaza Morrison (in at 9:20A), Steven Hollenkamp, Alexis Boback, Christine Acosta, Bill Roberts

Members Present Virtually: Nicole Rice, Artie Fryer, Nicholas Glover (in at 9:39A), Don Skelton Jr., Jeff Lucas, Cliff Reiss, Sharon Gaumond, Ricardo Fernandez, Terrance Trott (in at 9:36A), Rick Richmond, Joshua Frank

Members Absent: Carolyn Brown, Aiah Yassin, Jonathan Knudsen, Amy Espinosa

Others Present: Rich Clarendon, Vishaka Shiva Raman, Johnny Wong, Cheryl Wilkening, Sarah McKinley, Katrina Corcoran (TPO Staff); Matt Lewis, Paula Flores (HC, GPI), Milton Martinez (City of Tampa), Dwayne Brown, Nicole McCleary (HART)

II. Chairman’s Request: Per the MPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.

III. Public Comment – See end of minutes for Public Comment emails and video link.

IV. Members’ Interests

A. Christine Acosta – commented that the video’s audio was not clear; asked if the public comment letters were related to the video.

B. Hoyt Prindle – commented that our infrastructure needs are substandard in our area compared to other major metro areas in the country. Noted that there is a robust transit and freeway system in Arizona. He would like to see funding comparison for different states. Questioned how many roundabouts in the City of Tampa currently has and how many are planned.

C. Rick Fernandez – concern over Mauricio Rosas, would define as a presentation from FDOT outlining mitigation plans for areas impacted for the DTI, particularly items added to the TIP by amendment in May 2012. Would like a formal presentation. Noted he also had challenges with audio. That was the voice of an FDOT employee from a 2019 workshop explaining various options for interchange and mitigation plans and promises.
D. **Nikki Rice** – individual areas are sold on improvements. Would like to find a way to hold FDOT accountable, before approving highway projects, local and arterial funding projects get completed first. So, on the ground, can move people. Noted how light replacements around the county are now purple and are impeding night sight; it is a safety concern. Would like to know who is responsible, is concerned. Noted that there is a filament issue with the lights; they were sold to other cities from a company out of Ohio. Is concerned about visual impairment due to the lighting. Has the understanding that it is going to be two years before it can be addressed. Concerned that the strength of the lights is also light pollution and is upsetting people where they are located. People who live near them before the filament issue were spraying them with paint to tone them down. Along corridor of Nebraska and Florida, HART has not removed pre-existing stations that have become safety issues and are being used by homeless. Why are the stations being allowed to remain? Believes that the voting board for the TPO needs to be restructured. (Rich Clarendon noted that the lights would be put on a future agenda)

E. **Alexis Boback** – concurred with the lighting issue.

F. **Sharon Gaumond** – recognized the lights being purple as well.

V. **Status Reports**

A. **Hillsborough County Compete Streets Guidebook** (Matt Lewis, Hillsborough County; Paula Flores, GPI)
   - Comprehensive Plan update will include a context-based classification system.
   - Reviewed Context Classification system – take major roadways and assign a context based on what the communities really want for that area.
   - Reviewed Complete Streets Typologies
     - Streets based on economics, neighborhoods, and connecting neighborhoods to each other and to economic centers
     - Roads have mixed purposes within primary use – suburban roads in urban areas
     - Typologies work to extend the land use.
   - Went over Why CS Guide is needed
     - Needs are complex – mobility, health, etc.
     - Area growing
     - Provides approach to providing more choices, connected areas, encourage more walking and rolling, reduce carbon emissions, and encourage healthy outcomes.
   - CS Guide has 7 chapters
     - Introduction – purpose, relation, and definitions
       - no singular design for a complete street
       - provides principles
     - Elements of Compete Streets – not just what happens curb to curb but how it connects to adjacent land uses.
       - Physical
       - Graphical nature from national best practices
     - Placemaking and Health – design of creative placemaking – walkability, quality of life
Street Typologies – unique to the level of users intended
- tables for all the Typologies including characteristics and services
- 11 types
- Allows for retrofitting

Intersections and Midblock Crossings
- Intersections are greatest source of conflict – making them safer for all users

Transit Integration
- Begin as walking trip
- Contemplate the stops and design
- Integration option designs to adapt corridors

Special Considerations
- Developed from national guidance from several sources as well as more local sources
- Next Steps – more presentations to committees, will be looking for support. Will be going through the BOCC

Presentation: Hillsborough County Complete Streets Guide

Discussion:

Terrance Trott: commented that this is really good, Complete Streets program is really important to make where we live nice to be in.

Christine Acosta: Didn’t notice images of transit integration until transit chapter, perhaps bring it in earlier. Inquired whether any source material included AARP and the materials that support “aging-in-place”. Asked about how this can be used to help people understand Future Land Use implications.

David Bailey: Inquired about the GIS integration and if they are available for public use. (located on the county AGOL site)

Steven Hollenkamp: Asked if the work was done in conjunction with what ESRP is doing with FDOT. They are a contractor working on different configurations.

Chair Roberts: Commented that the Future Land Use component is important.

Josh Frank: Questioned if any considerations made for more alternate options such as curb less streets, paseos, bike/ped only.

VI. Approval of Minutes (August 4, 2021) – No changes noted

Steven Hollenkamp moved to approve the minutes from the August 4th meeting as written; seconded by David Bailey. Voice vote passes unanimously.

VII. Action Items
A. **TIP Amendment: Tampa Multimodal Network & Safety Improvements** (Vishaka Shiva Raman, TPO Staff)

- West River District Build Multimodal Improvements
- Requested by FDOT
- City of Tampa project
- Reviewed TIP Amendments, design build, and funding for FY 21 – 22
- Showed project location
- Explained needs and benefits
  - Mainly for safety and mobility
  - Includes Complete Streets treatments
  - Connects main downtown areas
  - Includes economic growth and resiliency
- Showed the money with a 20/80 split between grants and local funds
- Public Involvement
  - Presented to boards and committees
  - Posted notice signs for September 14th meeting
  - Released fliers with reference information and areas to leave comment/feedback
- Design build project

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**Recommended Action:** Approve the Amendment to the FY 2021/22 TIP and recommend approval to the TPO Board.

**Presentation:** [TIP Amendment: Tampa Multimodal Network & Safety Improvement](https://www.tampa.gov/tss/west-river-build)

**Additional Information:**

**Discussion:**

**Christine Acosta:** Noted that the project is very important and transformative. Inquired if it will be required to install counting devices. They have been installed on the East Side Riverwalk. Asked what the shared micro-mobility device platform will be; will they be permitted on the West Riverwalk. Questioned if there is connection between East and West on the Northern Loop at the Columbus Street Bridge.

**Milton Martinez (City of Tampa):** One requirement of grant program is pre and post data collection to show results including volume (counting). May be supplemental if not included in the grant funds. Will also be looking at severe crashes in the project area. Going from pilot program to city wide micro-mobility program. Will need to follow-up on what portions will be accessible to micro-mobility. Incorporating East and West, other improvements are going on in conjunction. Coordinating with Hillsborough County with resurfacing, including Columbus. Looking at safety improvement, enhanced crosswalks. Looking at funding for the Columbus Drive project and do as part of the resurfacing to add protected bicycle lanes on that crossing. Similar to Platt Street corridor. One grant agreement between the city and USDOT, broke out into six segments, easier to clear each project as categorical exclusions and approve as independent facility. Utilizing one design build.
Nikki Rice: Inquired who the private investor is in this project. (That is how the initial funding was sought. At this time, it will be fully funded by the city.) Priority for the city, is hearing transportation alternative for bicycle or pedestrian over 12 miles as more recreation than transit. Would like to see protected bike lanes and not paint. Would like to see how the swaths of Right-of-Way portioned for the bike lanes be incorporated with streetcar expansion into these areas. Did not hear about connecting downtown, West Shore, and the airport (Cypress) areas in this plan. Expressed the need to protect Cypress in order to have a corridor to bring people to downtown and to work. Requested clarification re: construction on Columbus. Is it separate, the beginning of the project? Does not want to see work being done twice. Inquired if the streetcar expansion can be put into the design instead of primary recreation for the proposed 12 miles. Would like to see it shown as connective.

Milton Martinez: The resurfacing from Dale Mayberry to Nebraska being done by the county has not started yet. It could be some type of utility and not roadway construction. Intended to be non-vehicle centric project. “Riverwalk” is not in the project name and it will not have the same feel. Intended to be low-stress alternative to get to destinations. Aware of the opportunity that Cypress Street affords. It is being looked at for Complete Streets improvements and preserving transit opportunities.

Chair Roberts: called for a motion to approve the recommended TIP Amendment

Christine Acosta made the motion to approve; seconded by Rick Richmond. Voice vote passes unanimously.

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 at a future time.
  - Rule require setting targets and measure for:
    - Total Fatalities
    - Total Injuries
    - Total Safety Events
    - Fatality Rate per 100k VRM
    - Injury Rate per 100k VRM
    - System Reliability (average distance between mechanical failures)
    - Total Safety Events
    - Safety Event Rate per 100k VRM

- Fatalities are any incident resulting in 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.
- 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: 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 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.
  - All modes across five years were zero
  - Proposed targets will also be zero
  - Streetcar – most common safety challenge are vehicles making incorrect turns, riding on the line, and hitting the streetcar.

- Next steps:
  - Take comments from committees and boards to the TPO Board for approval
  - Report PTASP targets to FDOT
  - Develop performance methodology to evaluate impacts on transit safety targets for TIP and LRTP

**Recommended Action:** Approve the CY2021 transit safety targets and make recommendation to the TPO Board.

**Presentation:** Public Transportation Agency Safety Plan Targets
**Website:** Transportation System Performance | Plan Hillsborough

**Discussion:**

Christine Acosta: Commented on speed analytics and inquired about the relationship between crashes in HART and speed of street or roadway. Requested that this data be put on a future agenda.

Chair Roberts: Requested Dr. Wong to bring that data in an update to a future meeting.

Chair Roberts asked for a recommended action to approve the safety targets and forward to the TPO Board.

Nicholas Glover made the motion to approve; seconded by Steven Hollenkamp. Voice vote passes unanimously.

**VIII. Status Reports (Return)**

A. Hillsborough County Comp Plan Mobility Section Public Meetings (Katrina Corcoran, PC Staff)
   - Reviewed project website.
Includes project and scope
- Comp Plan going through phased update
- Includes draft language – subject to update and open for public comment and up for agency review
- Reviewed timeline
  - Virtual public meetings
  - Planning Commission briefings
  - BOCC briefing
  - Public hearings
  - Public engagement – sign up for email updates and register for public meetings
- Shared documents area
- Shared contact information
  - Will be returning with a more in-depth presentation closer to public hearings.

Website: Mobility Section Project Page

Discussion:

Chair Roberts: As part of the Comp Plan, inquired if the project is looking at all forms of mobility.

Christine Acosta: Asked about information about mobility and access to jobs.

B. HART Transit Oriented Development (TOD) Pilot Project (Sarah McKinley, TPO Staff)
- FTA grant awarded in 2019 and kicked off in 2020
- HART, City of Tampa, Hillsborough County coordination
- Reviewed study goals
- Went over the progress of the study
- Defined TOD – Transit Oriented Development
  - Walkability and connectivity
  - First mile / Last mile of transit stops
- Completed early research
  - Context assessment of the corridor
  - Market analysis
  - Strategies to move forward
- Simultaneous projects
  - Streetcar development
  - HART arterial BRT study
- Showed study area – same as arterial BRT study; overlay of land use and development map
  - High growth and Underserved communities overlap
  - Information on TOD opportunities
- Strategies – refresher, getting everyone on the same page
  - Improve safety and facilities
  - Housing affordability
  - Missing middle in housing density
- Potential development areas and they types of opportunities
Presentation Slides: HART Transit Oriented Development Pilot Project
Website: https://goharttod.org/

Discussion:

Alexis Boback: Noted between Hillsborough and Sligh are fences close to sidewalks and wanted to know if they can widen sidewalks or is there are limitations for this.

Christine Acosta: USF area is rebranding to be Uptown. Asked if the study could reinforce this new branding. Also asked if it is possible to engage the Department of Health at this point in the study to conduct a community health impact. It has been noted that transit users are healthier than vehicle users due to the built-in walk time to and from transit stops.

Nicole McCleary: Commented that another health impact assessment had been done and it could possibly be overlayed on this study area. Have been coordinating with the city that have influence with zoning, etc.

Nikki Rice: Asked if a conversation could happen about retrofitting in the corridor with existing buildings. Would like to figure out a way to create equity for small businesses versus developers. Requested that the Building Department and Zoning go to the upcoming meetings. More groups could be working together on this.

Rich Clarendon: Requested that if you are not speaking to mute yourself, there is a lot of feedback. Reminded everyone to ask the Chair to be recognized before speaking.

IX. Unfinished Business & New Business

A. Bus Stop Maintenance and Improvements – Topic that came up at previous meeting about bus stop maintenance.

Dwayne Brown (HART): Basic Infrastructure Project Manager

- Addressed benches disappearing – benches outside of the shelters are not owned by HART, owned by Creative Outdoor and are permitted by the city and county. HART does not have any say on how/when they are moved. Benches inside shelters along Nebraska Ave., there is a bigger homeless community on the corridor. BRT shelters are being used as homes. HART has been trying to relocate the homeless via signs and law enforcement. Safety concern and it take time to go through the process. HART is trying to make it uncomfortable for homeless to stay there.

- Addressed stops in Progress Village where there are benches only and no shelters. That is Route 8. In November and December of 2020, HART approached by a company being used by Hillsborough County to do some improvements. Gave needs for improvement. There are going to be some road improvements made. In order to put in a shelter, need to look at ridership, space, and availability of shelters. 20 or more riders in a day is the threshold for putting in a shelter. Would like to have shelters everywhere, not possible right now. Some areas there is not enough space (FDOT, HART, and ADA). Last, current shelter inventory is old, in the process of
getting new shelters. They have 600 shelters to cover 2057 stops. The corridor between Causeway and Progress and Progress to 301, they have about 30% covered, which matches availability. If there is a particular stop, send it in and they can assess the stop.

B. Hillsborough Mobility Report (Rich Clarendon, TPO Staff) – Came up at the July meeting via attachment as an addendum to the packet. Information that FDOT puts together for all the MPOs in the state. It is limited in that the data is up through 2019 and covers roadways that are on the state or national highway system. It does provide good information across the state to see how Hillsborough County is performing in comparison.

C. Eminent Domain Process Follow-Up re: TIP TOW Estimates (Rich Clarendon, TPO Staff) – Follow-up to the process. Amy Espinosa asked what happens if the estimated cost is higher. The agency has to go back and find the money. It could come from another project. FDOT has an involved process and that their estimates are pretty accurate.

D. Next Meeting: October 6, 2021

X. Adjournment Meeting adjourned at 12:06 PM

XI. Handouts

A. Section 7 DTI Aesthetics 2021
B. MPO STWG Modern Roundabouts September 2017

A recording of this meeting can be viewed on the TPO YouTube Channel: https://www.youtube.com/watch?v=ymblWoWE0yQ

From Chat:

Rick Fernandez (to Organizers and Panelists Only): 9:19 AM: is the audio better at your end, Johnny? wondering if we could have this video sent to CAC members (link)
Beth Alden (to Organizers and Panelists Only): 9:26 AM: Maricopa County (Phoenix) voters approved a one-cent sales tax for transportation more than a decade ago.
Beth Alden (to Organizers and Panelists Only): 9:30 AM: For info on transportation projects in City of Tampa, and to make comments, visit: https://www.tpamoves.org/ Note there is a tab for their Vision Zero Action Plan.
Beth Alden (to Organizers and Panelists Only): 9:35 AM: Nikki, can you email us specific locations you're concerned about?
Joshua Barber (to Organizers and Panelists Only): 9:35 AM: i think the purple lighting are defective lights
Beth Alden (to Organizers and Panelists Only): 9:45 AM: Just FYI, Nikki's question about the voting members of the TPO Board will be evaluated when we update the Apportionment Plan, after the 2020 Census Data is released. It may be six months before you receive a presentation on that topic.
Johnny Wong (to Organizers and Panelists Only): 10:34 AM: Chair - we need to wrap up this presentation in about 5mins to stay on track for time.
Rick Fernandez (to Organizers and Panelists Only): 12:06 PM: thank you
Rick Fernandez (to Organizers and Panelists Only): 12:07 PM: thank you
**Public Comment email:**

The following email text was received from the listed individuals.

“Please add to the CAC agenda FDOT’s many promises made to community members in its 2019 alternative public workshop regarding areas impacted by the new targeted construction from 15th Street to Hillsborough Avenue. The presentation included everything from reconnecting certain streets, sound walls, bike trails, and artful treatments at overpasses. Somehow these issues have been overlooked during recent discussions related to the Downtown Interchange Operational Improvements.

The CAC should add the following recommendations:

1. Reconnect Robles Park at Emily and Adalee.
2. Build a walk/bike pass at Plymouth Street and 26th Avenue.
3. Create a greenway on the west side parallel to I-275.
4. Rebuild the 14th Street bridge.
5. Fund additional buses for Florida Avenue and Nebraska Avenue to ease the traffic impact from the construction.
6. Create a greenway along Taliaferro Road.
7. Create a greenway along 14th Avenue parallel to I-4.
8. Repave and enhance Chelsea Avenue damage from previous construction.

Thank you for your consideration,”

- Amy Rust – Citizen of Old Seminole Heights
- Ashley Messer
- Becky Gleason – 5709 N Branch homeowner
- Brad Rentfrow – added: **SOUND WALLS, SOUND WALLS, SOUND WALLS, SOUND WALLS, SOUND WALLS!** Not to mention it keeps cars from flying into our yards from the highway – YES, it happens about once a month or so.”
- Brenton Wiernik
- Cara Davis
- Christy Gore
- Cindy Horton – 711 W Idlewild Avenue, Tampa
- Cori Toler
- Doreen Jesseph – added: “P.S. There is no chance that FDOT will honor these promises unless pressured to do so. Sadly, they have a terrible track record of keeping commitments that they make to communities disrupted by invasive road construction. The elected members of the TPO/MPO have been similarly disappointing in failing to keep their promises and cannot be counted on to hold FDOT accountable. Please try.”
- Jena Alfonso, RN
- Jennifer Bosson – Seminole Heights resident
- Jennifer Grubb
- Joshua Crockett
- Jude McCormick
- Julia Irwin
- Karl Petersen, Ph.D., 123 W. Hollywood Street, Tampa
- Katrin Pesch
- Kelly O’Neill
• Ken Hacek
• Matt Tack
• Mauricio Rosas – added: Please include this video on YouTube https://youtu.be/60PmAYAqV20 as part of my submission. 118 West Mohawk Ave, Tampa
• Mike Pearson – zip: 33604
• Rachel and Ryan Grannan
• Robert and Ann Delach – 5405 N. Seminole Ave, Tampa
• Sharlene Hartford – President of South Seminole Heights Civic Assn., - added: "Improve surface and safety on 100-400 West Chelsea St from damage from previous construction AND repeated water main breaks, which elevated the road and causes standing water and Inadequate drainage. AND complete the promised pedestrian crosswalk at West Chelsea St and Highland Ave"
• Tim Keeports – President, Old Seminole Heights Neighborhood Association – added: “I am writing this morning concerning the continued FDOT expansion plans along I-275 north of the DTI. For multiple iterations and years past, FDOT has "offered" and "promised" our community that expansion would remain within the existing envelope and improvements would be made including those listed below. We NEED reconnected streets which I-275 severed and negatively impacted our neighborhood and businesses, the addition of functional and decent-looking sound walls, bike trails, and improvements to the interstate underpasses that are in alignment with our historic neighborhood with decent lighting. Many if not all of these have been included and promised in the past, yet the construction "budgets" always fall short and are not implemented -- WHY?
• Will Peterson
• William Hunter

From: Mackensie Haverkamp
To: Johnny Wong
Subject: Preparing funding with new infrastructure bill - exploring fit
Date: Thursday, August 26, 2021 4:53:09 PM

Hi Wong,
I hope you don’t mind my reaching out. I’m Mackensie with mySidewalk, a community data company, and work with organizations in transportation. I'm reaching out to get your reaction to the new infrastructure bill that the US Senate just passed, as it pertains to Hillsborough County MPO.
The pour of over $1 trillion into community infrastructure green-lights overdue projects requiring new criteria: strong community use cases for funding. Our data library is the biggest bank of community data to capture this.
Funds are abundant but not unlimited and I’m wondering if you have a plan for allocation? Here is an example of a custom transportation dashboard we created for a transportation planning agency to engage outcomes with public interest. I’d love to share another strong example if you can take a call? This link is synced to my calendar.
Thank you,
Mackensie

FDOT Responses:
From: Hall, Justin
To: Beth Alden; Johnny Wong; Roscoe, Roger; Monk, Suzanne  
Cc: Rich Clarendon  
Subject: RE: Comments re: DTI  
Date: Wednesday, September 1, 2021 9:16:11 AM  
Attachments: image002.png  
image003.png  
Good morning Johnny,

FDOT understands that you have received several comments regarding our efforts to modernize I-275 through and north of Downtown Tampa. We know that the community has participated in numerous meetings over the past 5 years, and they are aware of our conversations throughout the environmental study processes. We would like to be very clear about the “mitigating factors” that residents have mentioned in their comments. In late 2015/early 2016, we collected many community ideas during our three rounds of design charettes that were facilitated by Florida Center for Community Design and Research from USF. Those ideas were collected in the context of a full reconstruction of the I-275/I-4 interchange, which would have required a large footprint and the purchase of around 200 additional properties. Through much coordination with the community, FDOT selected a preferred alternative that consists of only safety and operational improvements to the I-275/I-4 interchange, which has a much smaller footprint, including the purchase of less than 10 additional properties. Because FDOT scaled back the improvements to the interchange, there are fewer opportunities to mitigate. However, we have continued to look for ways to incorporate the spirit of the community ideas into the plans. We have now progressed into the design phase and have more details on the underpass improvements, landscape opportunities, and bicycle and pedestrian trail connectivity in the project.

We have prepared the following response to the public inquiries:

1. Reconnect Robles Park at Emily and Adalee / Build a walk/bike pass at Plymouth Street and 26th Avenue.

   The Robles Park area falls within the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS), which was approved in September 2020. The Final SEIS preferred alternative consists of safety and operational improvements that require very little roadwork and no right of way in the Robles Park area. The preferred alternative does not include local street reconnections at Robles Park, because we are no longer reconstructing the interstate in this area. Therefore, the interstate in this area will remain relatively unchanged from a community perspective. Early in the SEIS, we did look at more complex options (e.g. Options A & B) which required full reconstruction of the interstate in this area allowing for reconnection opportunities and requiring additional right of way, but this option was not favored by the community.

2. Create a greenway on the west side parallel to I-275.

   The Tampa Heights Greenway was constructed in 2006 and currently runs parallel to I-275 on the west side from 7th Avenue to Amelia Avenue in Tampa Heights. As a part of the Downtown Tampa Interchange (I-275/I-4) Safety and Operational Improvements, FDOT is planning to extend the trail from Amelia Ave. north to Columbus Drive, relocate the existing trail from Palm Ave. south to 7th Avenue and extend the trail from 7th Avenue to Perry Harvey Park. We have attached a concept development plan that illustrates the location of the planned trails. Beyond the extensions referenced above, state right-of-way west of I-275 is constrained and therefore any further trail extension would need to be undertaken by the City of Tampa.

3. Rebuild the 14th Street bridge.

   FDOT is planning underpass improvements at I-275 and 14th/15th Streets. The sloped walls will be cut back and replaced with a 5-ft half-wall to allow for a 15-foot-wide walk along each side of 14th and 15th Streets. In addition to the wide walks, this plan also accommodates the north-south
connection of the Green Spine from Historic Ybor to VM Ybor. Aesthetic treatments (matching the existing interstate façade/pedestrian treatments) and lighting enhancements will also be added. FDOT also conducted a roadway safety audit (RSA) in the 14th/15th Street area to identify other safety improvements that could be incorporated along 14th/15th Streets. Two new signals will be added along 13th Avenue at 14th and 15th Streets (on the south side of I-275) and two new signals will be added along 14th Avenue at 14th and 15th Streets (on the north side of I-275). In addition, traffic calming, new signage, and pavement markings are being incorporated on 14th and 15th Streets.

4. Fund additional buses for Florida Avenue and Nebraska Avenue to ease the traffic impact from construction.

SafeTRIP is FDOT’s comprehensive approach to maintaining traffic during construction, which includes four key elements: Traffic management, regional demand strategies (including transit), Innovation, and public information. FDOT is working with HART to identify opportunities to enhance transit during construction. We are working with TBARTA to further promote strategies like teleworking, alternative work schedules, car/vanpooling, etc. In addition, we have identified several corridors that will likely see more traffic as a result of construction, and we are adding roadway improvements and new technologies along these corridors prior to construction to actively manage traffic during construction and beyond.

5. Create a greenway along Taliaferro Road / Create a greenway along 14th Avenue parallel to I-4.

The Downtown Tampa Interchange (I-275/I-4) Safety and Operational improvements do not require additional right of way along the east side of I-275 north of Forest Ave. Therefore, the interstate footprint along the majority of Taliaferro Rd. will remain relatively unchanged.

As shown on the attached plans, FDOT will construct a shared use path parallel to the north side of I-4 from Columbus Dr. to 15th Street and parallel to the south side of I-4 from Nebraska Avenue to 21st Street. On the east side of I-275, the shared use path will be constructed from 7 Avenue to Nebraska Avenue. The shared use path will be 12 feet wide except for areas of constrained right-of-way that only allow for a 10-foot-wide path. The path will have pedestrian scale lighting and several new signalized crossings. FDOT is committed to working with the City of Tampa and the local communities to identify other community uses of the buffer areas on the north and south sides of I-4 in the VM Ybor and Historic Ybor communities.

6. To repave Chelsea damaged by previous FDOT projects.

FDOT is unaware of previous damage mentioned in your comment. The current plans do not include repaving Chelsea Street.

However, FDOT will improve the I-275 underpasses from Floribraska Avenue to Hanna Avenue, as a part of Section 7-Phase I (transition project), which was recently awarded for construction. FDOT will widen the sidewalks and add lighting to enhance pedestrian use and improve safety. Aesthetic treatments to I-275 within the Seminole Heights Historic District will be consistent with treatments included in other historic districts including brick-patterned panel faces on the interstate walls. The City of Tampa will also install public art following the completion of construction at the Osbourne Avenue and Hillsborough Avenue underpasses. The attached presentation, given by FDOT to the Hillsborough TPO in June 2021, provides information related to project aesthetics.

FDOT is making significant investments at the community level given constrained right-of-way. We haven’t been making as many presentations lately, because we are uncertain of which projects will be funded in the near-term as a part of a federal stimulus or authorization bill. We hope to have more definitive answers on what will be programmed within the next month. Then community outreach will resume to a more active pace. If you have any questions regarding these
We will edit the previous response to include responses to the new questions.

Thank you,
Justin

From: Beth Alden <aldenb@plancom.org>
Sent: Thursday, August 26, 2021 12:21 PM
To: Hall, Justin <Justin.Hall@dot.state.fl.us>; Roscoe, Roger <Roger.Roscoe@dot.state.fl.us>; Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>
Cc: Clarendon, Rich <ClarendonR@plancom.org>
Subject: RE: Comments re: DTI

EXTERNAL SENDER: Use caution with links and attachments.

It looks like some of these questions are similar to the ones raised earlier by Mauricio Rosas and answered by Ed M. – but there are some new ones.

From: Johnny Wong <wongj@plancom.org>
Sent: Thursday, August 26, 2021 12:16 PM
To: Hall, Justin <Justin.Hall@dot.state.fl.us>; Roscoe, Roger <roger.roscoe@dot.state.fl.us>; Suzanne. monk@dot.state.fl.us
Cc: Beth Alden <aldenb@plancom.org>; Rich Clarendon <clarendonr@plancom.org>
Subject: Comments re: DTI

Hi Justin et al.,

I’m writing to let you know that we have received the following comment from approximately a dozen or more residents (and counting) regarding the DTI. Prior to the CAC meeting, I will package them all up and transmit to you for your records but, in the meantime, I’d like to share in case anyone would like to prepare a response during the committee meeting.

Please add to the CAC agenda FDOT’s many promises made to community members in its 2019 alternative public workshop regarding areas impacted by the new targeted construction from 15th Street to Hillsborough Avenue. The presentation included everything from reconnecting certain streets, sound walls, bike trails, and artful treatments at overpasses. Somehow these issues have been overlooked during recent discussions related to the Downtown Interchange Operational Improvements.

The CAC should add the following recommendations:
1. Reconnect Robles Park at Emily and Adalee.
2. Build a walk/bike pass at Plymouth Street and 26th Avenue.
3. Create a greenway on the west side parallel to I-275.
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6. Create a greenway along Taliaferro Road.
7. Create a greenway along 14th Avenue parallel to I-4.
8. Repave and enhance Chelsea Avenue damage from previous construction.

Again, thank you for your time and consideration,
This has been my response to all commenters: Thank you for submitting your comment regarding the Downtown Interchange and its impacts. The Citizens Advisory Committee will meet next Wednesday, 1 September @ 9a. More information can be found here about how to attend and participate. If you’re unable to attend, I will be happy to share your comments with the committee during the public comment portion of the meeting for their consideration. I will also pass it to our administrative staff to record this in the meeting minutes. Thanks, and please contact me if I can be of further assistance. Best,
Best,
Salaam=peace,
Johnny Wong, PhD
Executive Planner
wongj@plancom.org • 813.699.7370
planhillsborough.org
All incoming and outgoing messages are subject to public records inspection.
He/him
Call to Order & Introductions
Chair Roberts called the meeting to order at 9:02 AM

Members Present In-Person: Carolyn Brown

Members Present Virtually: Bill Roberts, Hoyt Prindle, Christina Bosworth, Meaza Morrison, Steven Hollenkamp, Alexis Boback, Christine Acosta, Aiah Yassin, Artie Fryer, Nicholas Glover, Don Skelton, Jr., Cliff Reiss, Sharon Gaumond, Eric Lam, Ricardo Fernandez, Rick Richmond, Joshua Frank

Members Absent: David Bailey, Nicole Rice, Jeff Lucas, Jonathan Knudsen, Terrance Trott, Amy Espinosa

Quorum is not met in person. Virtual meeting.

Others Present: Rich Clarendon, Johnny Wong, Beth Alden, Connor MacDonald, Vishaka Shiva Raman, Michael Rempfer, Christopher English, Lisa Silva, Joshua Barber, Amber Simmons, Lizzie Ehrreich, Allison Yeh, Davida Franklin, Wade Reynolds, Gail Reese (TPO Staff); Katrina Corcoran (Planning Commission Staff); Mary Lou Godfrey, Brian Hunter, Siaosi Fine, Ashley Henzel, Suzanne Monk, Roger Roscoe (FDOT); Sara Hendricks (CUTR); Abigail Flores (Hillsborough County); Kenneth Boden (TBARTA); Genet Stewart (Children’s Board); Chris Vela, Brian Sayers

Chairman’s Request: Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.

Approval of Minutes – September 1, 2021

Rick Fernandez – page 1, under C, his name, 2012 should be 2021 (Corrected October 6, 2021)

Public Comment

A. Chris Vela – Is hoping the CAC does not have a quorum and would like the CAC to delay Agenda VI, B, the TIP Amendments. He would like people to have more time to understand what is going on. He is opposed to expansion and anything that goes along with it. Asked the CAC to question why the TPO is recommending this. The Non-discrimination Plan was just adopted; Vision Zero programs have been launched; other equity and land use programs tied to transportation have been launched. Questioned how these amendments fit into the context of those programs. Vision Zero, to him, is a street that is under 30 mph and all people can use the road. That ability is not true of the interstate. Does not believe this is a Vision Zero corridor and will never be. Freight
lobbies Washington, DC to go above 50 mph; that speed will kill somebody. Pedestrians are not allowed to be on the interstate system. Does not understand how FDOT is framing this as Vision Zero. Does not understand why the TPO Staff is recommending this. It is in conflict with all their other programs. For the past six years, this discussion about the interstate system has been had. Said the committee knows what is going on with blight, pollution, and so forth. The Westshore Interchange is actually connecting streets across their system; FDOT is keeping the neighborhoods broken and divided. The amendments do not go towards a non-discrimination plan. Believes it needs to be funded but not go forward. Requested to delay the action and have more conversations with TPO staff about this.

V. **Action Items** (for information, comment and suggestions by the committee)

A. **Letter on Rapid Flashing Beacons (RFB) at Crosswalks** (Beth Alden, TPO Staff)
   - Explained what a RRFB is and how it is effective at a crosswalk.
     - Traffic control device used at crosswalks; to increase driver awareness at the crosswalk
     - Activates when crosswalk button pushed by pedestrian; alerts drivers to someone in the crosswalk and to yield
     - Cheaper alternative than HAWK; which creates a traffic signal that cycles to yellow, then to red, and back to green.
     - RFB is ~ $20K to install; full traffic signal is ~ $200K
   - Hillsborough County has ~ 170 RFBS; Pinellas County, which piloted these 3 years ago, has more than 300
   - Documented to be very effective at influencing motorist’s behavior. Increase to driver yielding to pedestrians in the crosswalk from 18% to 88%.
   - RFB is recommended by FHWA as one of the “Spectacular 7 Counter Measures”
   - Fletcher Avenue near USF, high crash area between Bruce B Downs and Nebraska; since RFB installation at crosswalks, 46% reduction in injury crashes and 60% reduction in deaths.
   - Florida Legislature bill introduced that would require changes to the Rectangular Rapid Flashing Beacons (RRFBs) used at mid-block crosswalks
     - Result of crash on East Coast where girl pressed the button and was killed by a motorist who did not yield.
     - Bill says beacons should be removed and converted to traffic signals. If cannot be converted, remove them.
     - Removing or converting is costly
     - Will be counter to improved pedestrian safety
     - Recommended to participate in a letter-writing campaign
   - Letter requests that our legislative representatives not support changes to the RRFB’s proposed in HB 1113 and SB 1412
     - Would like support of committees to transmit a similar as the one attached to the agenda
     - Invites members to share this letter with others

**Discussion:**
**Rick Fernandez:** Supports the request. Inquired if there is a speed limit in areas where there are beacons. Hypothetical, if there is a 2 mile stretch of a 45-mph speed limit, is there a reduction of speed leading up to an installed beacon? Believes having the beacons is irresponsible where vehicles are moving at 45, 50, 55, or 60 mph. Drivers routinely exceed the speed limit. If people can be in a crosswalk where the speed limit is sufficiently low and the human has a chance to survive, that would make sense. Asked if there is a lobbying effort to support the removal and, if so, who is behind the effort.

**Beth Alden:** DOT guideline is to have beacons in areas 35 mph or less. Noted that regional discussion shows support for speed reduction and that may be a way to move forward with the legislature. Could trigger a discussion about reducing a speed limit in an area where it may be appropriate. Bill filed by Randy Fine; young girl was killed in his area. No lobbying group specifically identified.

**Christine Acosta:** Is also in favor of retaining the RRFBs. Positive outcome of RRFBs is that motorists who use the corridor begin to anticipate that they might need to slow down. The ongoing speed reduction and awareness on these routes is the long-term benefit. Appreciates the success but noted that 20% failure is still high. Understands that some feel it is a band-aid but feels that it is necessary to keep the tool. Asked if four-way stops could be used as a more cost-effective measure as opposed to full signal.

**Beth Alden:** Four-way stops are less expensive. Many locations are on four-lane roads with a predominate traffic direction. Typical four-way stops are used at intersecting two-lane roads that may not have a predominate traffic flow. Engineers would like to tailor the strategy based on the context. The point of the coalition is to keep the tool in the box to manage speed appropriately.

**Josh Frank:** Important to remember that this is a tool, one of many, used where roads are over-engineered. Create a safe pedestrian environment when there is not a safe environment. Need less beacons and make safer roads in the first place. Keep the engineering in mind for the bigger picture.

**Rick Fernandez:** Noted the Spectacular 7 Counter Measures and inquired what the other six are.

**Beth Alden:** FHWA has a program where states share information. One is called Safe Transportation for Every Pedestrian. Bundled together things that have proven to have a benefit to safety: RRFB, Leading Pedestrian Interval (light for pedestrian crossing comes on just a moment before the light turns green for the drivers), Road Diets, Raised Crosswalks, Refuge Islands, HAWK, crosswalk lighting and signage.

**Chair Roberts:** Likes the beacons. Have been very effective along Fletcher Avenue and has personal experience. Anything that can give the pedestrian a slight delay before the pedestrian steps out is good. Is in favor of keeping them and supporting the resolution. Would like to report to the TPO Board, although no action is taken, the committee did not express objection. Committee approved.
B. **TIP Amendments: Downtown Interchange Safety & Operations Adjustments and Aesthetics, Westshore Interchange Reconstruction Preliminary Phase, and Traffic Congestion Management Technology** (Mary Lou Godfrey, FDOT and Connor MacDonald, TPO Staff)

- Review of aesthetics replacement at 14th and 15th Streets
- Consists of 14 amendments requested by FDOT to add funds to FY22.
  - Downtown Interchange Safety & Operations Adjustments – 3 Amendments ~$154 mil
  - Westshore Interchange Reconstruction Preliminary Phase – 5 Amendments ~$80 mil
  - Traffic Congestion Management Technology – 6 Amendments ~$24 mil
- Near-term benefit: allows traffic to flow reliably and safely during construction; technology will remain after construction to assist in monitoring conditions and responding to incidents.
- Review I-275 / I-4 Interchange Safety and Operation Improvements
  - Listed in the LRTP as a priority and as part of Vision Zero
  - Will open new access point to Ybor City at 14th/15th Streets, traffic calming is a part of the project
  - Extends Tampa Heights Greenway and connects to Ybor City, Encore, and Green Spine
  - 15th St Improvements will be completed by the City of Tampa as part of the Green Spine project
- Review 14th and 15th Streets Improvements and costs
- Review Tampa’s Westshore Interchange Early Works Projects and costs
- Review Causeway Seawall, Trail and SB I-275 and costs
- Review Cypress Street at LaSalle Street Intersection and costs
- Review Kennedy Boulevard at Memorial Highway and costs
- Review Boy Scout Boulevard at Lois Avenue and costs
- Review Traffic Congestion Management Technology/ Integrated Corridor Management (ICM)
- Went over community input from 2017 – 2021 and current public outreach
- Reviewed Clerical Corrections

**Recommendation:** Approve the Amendments to the FY 2021/22 TIP and recommend approval to the TPO Board.

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

**Discussion:**

**Chair Roberts:** Clarified time for meeting as this is going to go in front of the TPO Board for the October 13 meeting.

**Rick Fernandez:** Introduced himself and the fact that he lives in the shadow of the Downtown Interchange. Noted that he is opposed to the amendment process outside of the annual review and that a TIP review just ended in June of this year. These amendments are elaborate and extensive. Inquired as to what we know now, in October 2021, that we didn’t know during the review in June of 2021 that would have precluded these presentations at that time when they would have had more public scrutiny.

**Johnny Wong:** Noted that there is nothing new known at this point. The amendment indicates that state and federal funds have been directed towards these projects that were not allocated earlier.
Projects were already in the priority list. The Governor’s office found money, made it available, and can be directed towards these projects.

**Rick Fernandez:** Inquired about the DTI aesthetics. Concerned with the stretch of I-275 from MLK to Columbus being impacted by capacity. Did not hear anything about the aesthetics in that section of the corridor. The frontage road, Elmore from Floribraska to Columbus and the border of Robles Park to the east; did not hear anything about improving aesthetics to that area. Full disclosure, this is the street where he lives.

**Mary Lou Godfrey:** There is a project that just entered construction phase in that area adding additional noise barriers; DTI improvements compliment that project. That section is considered a transition area. Would be happy to show more; it is included in the Section 7 aesthetics and already under construction. That section is not up for vote in these amendments.

**Rick Fernandez:** Inquired what mitigation is being done at Robles Park and Elmore, as general information.

**Mary Lou Godfrey:** There are noise barriers, not at Robles Park as that was not indicated as a generator during the FHW analysis. Anything on either side has been covered with noise barriers as part of the project. All of the Tampa Interstate guidelines are being followed.

**Rick Fernandez:** Is concerned about noise barriers along Robles Park and Floribraska to Columbus. There are no noise barriers at Robles Park. The barriers along Floribraska are the walls of the flyover; it is white, reflective of heat, reflective of noise, and is a detriment to the neighborhood. Would like to discuss landscaping opportunities and the facing opportunities for those walls. Believes those concerns would be shared in VM Ybor and Historic Ybor City. Will follow-up directly with Mary Lou Godfrey.

**Josh Frank:** Asked about the first section of the TIP Amendment, ~$154 mil; how this is a project for Vision Zero.

**Johnny Wong:** Vision Zero is ranked using the number of injuries and deaths per center line mile. Does not believe pedestrian access is a criterion used to identify the high-injury network.

**Beth Alden:** Identification of high-injury network based on the density of crashes resulting in death or incapacitating injury. This interchange area, specifically I-275 in the vicinity of I-4, was in the top 20 segments of the county.

**Josh Frank:** From his perspective, Vision Zero is not adding capacity to the interstate. Vision Zero is reducing trips and not adding trips to the network. Believes it is borderline offensive to the Vision Zero movement. Segment for 14th and 15th Streets, similar to other conversations around Vision Zero, seeing this with 11’ lanes and 5’ or 6’ sidewalks is also inadequate towards achieving Vision Zero and having a decent street section. Tampa is working on 15th and adding a bike path there and those have 10’ lanes. This needs to be Ybor City and not FDOT standards. Ybor City does not want these exits and does not want inadequate exits. Asked Chair Roberts to include that sentiment to the TPO Board. Questioned the Nebraska Avenue ITS portion and whether or not it is going to give Metro Rapid any signal prioritization that was promised a decade ago. Would be beneficial for FDOT to put this into the project. Would like to see that promise fulfilled.
Johnny Wong: Have been working with project managers to come to the ITS Committee and give further detail. Projects are received in fairly simple terms and could be a range of implementations. Not sure which corridors are getting the treatments.

Chair Roberts: Inquired to FDOT representatives on the call if they know the answer to the signal timing on this corridor.

Justin Hall: Looking into this right now. Will let the committee know as soon as he hears from the project manager. FDOT has been working with the City of Tampa on the 14th Street section. Recommends feedback go to them as well. Open to calming traffic on that road.

Christine Acosta: Question for Mary Lou, chain link and fencing that goes around the projects; the installation precludes access for disabled, pedestrians and cyclists getting to other street crossings. Asked that sensitivity be given to sidewalk access for pedestrians in the traffic flow. West Shore has examples where a cul de sac was created cutting off the flow for vehicles but inadvertently cut off the flow for people walking and biking.

Justin Hall: Yes, meeting with HART is set up for signal prioritization in response to Josh Frank.

Rick Fernandez: Asked for clarification of the survey results broken down as presented today; people who live in the DTI area, their preference was for the No-Build option.

Johnny Wong: Slide is second phase of LRTP survey. The No-Build received highest scores from people who live in the DTI area. Other area responses were mixed.

Rick Fernandez: For those who live in the immediate area was No-Build; for those in the rural area, the preference was Full Rebuild; the average for the area was the Quick-Fix.

Johnny Wong: Not an unfair summary but the responses from the immediate area showed support across all responses.

Rick Fernandez: Questioned what the total number of responses where to this survey.

Johnny Wong: 5200

Bill Roberts: Would like to give the TPO Board a sense of this committee. Significant questions are being raised and there is much territory covered in these 14 amendments. There is no consensus to support or not support the amendments as presented.

Christine Acosta: Would be fair to include the public comment and that several CAC members ask that the Vision Zero terminology be removed.

Johnny Wong: We are still collecting comments, if any members feel strongly that their concerns have not been addressed, they can contact TPO staff and comments will be given to the TPO Board.

VI. Members’ Interests

A. Cliff Reiss: Intersection Improvement for Balm-Riverview and Symmes, where they intersect. Noted a public engagement from Hillsborough County. Most favor installing a traffic signal instead of a roundabout. The county is in favor of the roundabout. **Lower cost but not determining factor**
and surprised it was a less expensive alternative\(^1\) (updated with clarification 11/4/2021 GLR); the roundabout will not impact residences except a right-of-way acquisition (mostly vacant property and a little of one residential property). The roundabout proposal includes sidewalks, striping, pedestrian islands, bike lanes, etc. Reached out to project manager and asked about the roundabout capacity. A single lane that can handle 2200 vehicles per day is proposed. He is more concerned about high traffic volume. Asked for feedback on: driver entering has a yield, Florida drivers tend to not use turn signals and they do not know how to use roundabouts. Is concerned about the size of the roundabout for throughput and the heavy traffic during morning and evening rush hours.

Christine Acosta: Is disappointed that price was the primary reason for choosing the roundabout. They are safer and more environmentally friendly. Has used roundabouts all around the world. Once you get the hang of it, it has slower speeds and better sightlines. The decision moment will fade after time of use.

Rick Fernandez: Had opportunity for road trip to Vermont and back. Tried to avoid interstates. Was struck by the effect of walls and landscaping between what he saw up the East Coast and what he sees in Tampa. The word “tree” has not come up. The sound walls are almost universally bordered by 20 – 25 ft trees. Is asking the extent to which the corridor is being considered for trees or some variation. Would like a presentation on the amenities considered from MLK to Columbus and to the Westside of the interstate. The Eastern border of the Tampa Heights neighborhood. Would like detailed aesthetics plan.

Chair Roberts: Asked if this could be addressed at the next meeting.

VII. Status Reports

A. Hillsborough County Comprehensive Plan Mobility Element (Katrina Corcoran, PC Staff)
   - Reviewed background and working group members
   - Implementation
     - Reviewed process
   - Noted key changes to Mobility Section. Last version was in 2008
   - Overview of Goals and Objectives of six sections
     - Equity
     - Vision Zero
     - Maintain System in Good Repair, Preserve Assets, and Improve Resiliency
     - Provide Choices When Not Driving
     - Build a Smart System
     - Ensure Compatibility with Context
   - Implementation and Monitoring – guidance documents and standards forthcoming
   - Project page for review of draft language and provide comment, review project presentations, listed upcoming meeting dates.
   - Reviewed briefings to several committees for the county and the city.
   - Planning Commission Public Hearing on November 8\(^{th}\). BOCC Public Hearing on December 16\(^{th}\).
Josh Frank: Questioned if this is entirely different from design plan in the Comp Plan. If not, is there going to be a design plan in the Comp Plan update?

Katrina Corcoran: The design component will be included in the Future Land Use section tentatively planned to be updated in 2022. Some of the language did come from the Future Land Use. County is in the process of updating design and technical manuals as well.

Josh Frank: One section that caught eye is FL Statute 336.045.6. Tool to give the County and/or TPO more power on how to construct facilities. Second question, revisit slide for equitable outcome, noticed the photograph. It is an interstate exit with improvements but inequitable on the local network. Important to point out level of dissidence in the FDOT portion of the meeting between what is described as Vision Zero elements and Equity. But what is happening are poorer outcomes. Suggests that #1 & #2 are brought in in a bigger way.

Christina Bosworth: Asked about the equity side, wants to ensure the definition of underserved communities are not just urban but rural areas as well.

Katrina Corcoran: Noted that there is a map on the project page at the very bottom. The underserved communities map is included in there. They are draft at this time. More information plan can be found on the non-discrimination plan.

Rich Clarendon: Wimauma is one of the communities.

Artie Fryer: One of the items mentioned is identifying and correcting past injustices. Is curious about what has been done about identifying those with disabilities and ethnic or racial injustices. What process has been done to identify so as not to repeat in rural or urban areas.

Katrina Corcoran: Worked closely with the planners that developed the Non-discrimination Plan to develop the language. Regarding past injustices, considering highway expansion impacting neighborhoods traditionally and historically and looking at specific policy language for priorities in underserved communities.

Rich Clarendon: Appreciates the question. There are a couple of different answers. The most prominent example of past injustices is where decisions have been made to put highways through existing urban fabric and overlooking communities. Ms. Bosworth referenced Wimauma, that community is on the urban fringe and developed in a haphazard manner. “Streets” have not been accepted by the county and are substandard, people live on them, the county’s hands are tied as those are privately owned streets. Receives phone calls on what can be done. It is an area where we can do better. The whole point to the goal to achieve equity is to be sensitive to those historic actions and avoid repeating them. Reaching out to the community to find out the needs prior to developing.
B. **Introduction of Christina Bosworth** – appointed by Commissioner Smith; lives in Wimauma and has been in Hillsborough County for 10 years; has not been involved in transportation but is an avid bike rider; was involved in the Wimauma Village plans. Is retired but has history in movement and logistics.

C. **The Keys to Mode Shift: Transportation Demand Management** (Sara Hendricks, CUTR; Christine Acosta, Pedal Power Promoters; Ken Boden, TBARTA)
   - We all benefit from understanding how the projects we review and discuss and how they play a part in achieving the goals.
   - Defined what Transportation Demand Management (TDM) is – how things are applied to community in which you are working with. Remove barriers to people meeting their transportation needs. Focusses on travel decisions prior to them starting their journey.
   - Review of how many miles trips consist of – 45% are 3 miles or less
   - Worked on a project – West Tampa Redevelopment Area
     - Land-use is being prepared where TDM is concerned
     - Have the potential to affect modal changes with incoming residents.
     - Looked for TDM solutions around the country and globally
       - Short and Long-Term bike parking
       - Curb Management – include commerce in first and last mile, prioritized preferential choices
       - Technology and Programming – real-time screens that exist for users to have up-to-date information on transportation modes.
   - Work with employers for commuter alternatives
     - Employers want to package a transportation benefit for employees to obtain corporate goals
       - Vanpool is an example; four or more people volunteer to ride in a van to and from work. TBARTA offers a $400/ month subsidy cost.
       - Report vanpool numbers to NTD which establishes transit funding for the region.
       - Vanpool qualifies for pretax benefit; up to $270/ month per vanpool occupant.
       - 161 vanpools in the region: 71 to James A Haley, 54 to MacDill, 7 to TPA in Hillsborough
       - In August, saved 757K vehicle miles, average one-way trip is 31 miles, longest trip is ~86 miles. These services are not easily accommodated by local transit operators.
       - CAC can advocate for Vanpools through the TPO to seek funding.
   - Revisit the Tax Code information, Section 132 – allows employers fringe benefits including a transportation benefit, that is the $270 per employee; reduces income tax for the employee and the FICA tax for the employer.
   - What would be a good starting point for the TPO? Staff to look into a commuter benefits ordinance at the local level. 7 different cities already doing this. Would require the employers to set aside the $270.
   - TDM is a part of the Comp Plan Mobility Section. People and organizations either do things because they want to or because they have to. Need a framework to measure the goals.

**Presentation:** [Transportation Demand Management](#)
Discussion:

Chair Roberts: if there is a draft or sample ordnance that can be provided to staff, that would be a good starting point.

Johnny Wong: Clarify what the suggestion is to the TPO Staff; research what a commuter benefit ordinance would look like or if one already exists.

Sara Hendricks: The TPO Staff to better understand what it is and how it has been applied across the US. Better sense of what it could potentially do in Hillsborough. Become comfortable with it being a possible recommendation to the TPO to advance to the local governments to consider implementing.

D. FDOT Freight Update (Brian Hunter, FDOT)

- Review of FDOT Mission and Vision
  - 140 mil square feet of industrial building in Hillsborough County; supports 25K jobs
  - 56 mil tons of imported material with a value of $55 billion
  - 28 mil tons exported with a value of $37 billion
  - 648% by truck, 23% through the seaport, and ~12% through rail
  - Department provides a safe and reliable movement to support the industries and movement

- Updated Freight Priorities
  - District 7 – 2021 Freight Priorities Capacity / Major Investment Needs
    - Truck parking facilities, Corridor or Segment Locations, Tampa Bay Next Corridor Location
  - District 7 – 2021 Freight Priorities Operational / Interim needs
    - 18 Corridor/Segment locations
  - Tampabayfreight.com

- Review of National Highway Freight Program – freight projects from FY 2019 – 2025
  - Apply to the FHWA which gives the state ~$55 mil year
  - District applies to central office; projects must be on the National Highway Freight Network: all of I-4 & I-275 from the DTI to the West; I-75; a couple of intermodal connectors that connect to the port along Causeway and US 41; and connector point from I-75 to Redwing
  - Have had 14 projects funded for ~71.6 mil; additional 3 projects for ~$25 mil

- Freight Bottleneck Analysis – done on State Roads
  - 10 Group Ranked locations of bottleneck locations and their related county and cause.
    - 6 locations in Hillsborough, 2 in Pinellas, 1 in Pasco, and 1 in Hernando
    - Process can be done quickly – easier to measure improvements and value

- Review of Freight Operation Improvements in 2019 and 2020
  - Users able to input issues verbally, email, through website
  - Issues evaluated, validated, prioritize, create concept, and use push-button design/build solutions
  - Have done 13 of these projects; have $13 mil annual budget for the program; will address another 4 or 5 issues this FY.
• Review of completed projects
• Review of Freight Sub Area Studies – look at established industrial developments to see where they are now, support/improve current conditions, and what happens if/when they are redeveloped; new buildings, increased volume, etc.
  o Sabal Park – had several improvements come out including operational; simple, like striping, and signal timing
  o Drew Park – realignment, safety opportunities, truck parking and staging
• Review of Truck Parking on I-4 – site concept
  o Reduced time of operations for truck drivers
  o Electronic logging devices on the trucks – drivers have to park where they can instead of safe and secure areas with services that they need.
  o Expanding rest areas
  o Construction of new truck parking facility near industrial area on County Line Road.
• Review of 62nd Street – CSX Access – older facility, using SIS Quick Fix program to improve, Complete Streets project
• Safety Message – The NO ZONE of trucks – be aware of the blind spots

Presentation Slides: [FDOT Freight Update](#)
Website: [https://tampabayfreight.com/](https://tampabayfreight.com/)

Discussion:

Christine Acosta: Asked if this presentation is being given at the West Shore Alliance. Would like to suggest it for the Drew Park area.

E. 2021 State of the System Report (Vishaka Shiva Raman, TPO Staff)
• Updated every 2 to 3 years. This time is 3 years.
• Six Performance Measures
  o Safety  o Roadway Level of Service  o Transit
  o Non-motorized  o Infrastructure  o Emissions
• Urban SDK – building online platform to see the data sources, publicly available.
• Review of Performance Measures

Presentation: [2021 State of the System](#)
Website: [https://dashboards.urbansdk.com/dashboards/hillsborough-SoS/Safety](https://dashboards.urbansdk.com/dashboards/hillsborough-SoS/Safety)

Discussion:

Josh Frank: Expressed curiosity for the transit data as far as map data in comparison to other indicators in presentation. Would like to see ridership per route on a map to equity impact. Inquired if it has been looked into to add that into a more graphic map format. This data is valuable and difficult to find. Also looking for information on who owns what roadways and where jurisdictions start and stop; having one place for that information may be beneficial.
Vishaka shiva Raman: This is a work in progress. Can look into it. Went with federal measures required. Can work with HART to try and incorporate. Have the roadway data; it is being displayed differently at this time. Can look into additional levels of measure including jurisdictional.

Johnny Wong: Noted that this is just Hillsborough Counties program. Have been working regionally to get everyone on the same platform. The vendor has other jurisdictions around the state on the platform. Looking at bringing all the MPO/TPO’s onto this platform to have a statewide picture. Are in early stages but seems very promising.

VIII. Unfinished Business & New Business

A. Transportation Surtax Joint Subcommittee with TDCB (Joshua Barber, TPO Staff)
   - Looking for volunteers to join the subcommittee
   - Ultimately looking for support for a new surtax
   - Volunteers – Rick Fernandez and Carolyn Brown

B. Next Meeting: November 3, 2021; Chair Roberts will be unavailable, meeting will be led by Vice-Chair Fernandez.

IX. Adjournment  Meeting adjourned at 12:04 PM

A recording of this meeting can be viewed on the TPO YouTube Channel: https://www.youtube.com/watch?v=ymblWoWE0yQ

From Chat:

Rick Fernandez (to Organizers and Panelists Only):

9:00 AM: I'm here

Michael Rempfer (to Organizers and Panelists Only):

9:08 AM: Mr Vela's audio is now connected for public comment

Rick Fernandez (to Organizers and Panelists Only):

9:47 AM: Chair ... I will have questions ... Fernandez

Christine Acosta (to Organizer(s) Only):

10:20 AM: Did we do new member intro for Christina Bosworth?

Rick Fernandez (to Organizers and Panelists Only):
10:31 AM: thank you

Beth Alden (to Organizers and Panelists Only):

10:52 AM: The photo Mr. Frank pointed out of the street missing a sidewalk shows a street that is not owned by FDOT.

Josh Frank (to Organizers and Panelists Only):

10:54 AM: FSS 336.045 (6) If the governing body or a county or municipality has adopted a design element as part of its comprehensive plan pursuant to part II of chapter 163, the department shall consider such element during project development of transportation facilities. The design of transportation facilities constructed by the department within the boundaries of that county or municipality must be consistent with that element to the maximum extent feasible.

Rich Clarendon (to Organizers and Panelists Only):

11:14 AM: Just a brief note on Josh Frank's comment on the comp plan mobility section. While we brought this to the CAC for your info and input, I'd like to make clear that it's the County's plan and will go the Board of County Commissioners for adoption.

in person Presenter (to Organizers and Panelists Only):

12:04 PM: Carolyn Brown would like to serve on that committee
I. **Call to Order & Introductions**

Vice Chair Fernandez called the meeting to order at 9:02 AM

Members Present in Person: Carolyn Brown, Christina Bosworth

Members Present Virtually: David Bailey (in at 9:49 AM), Hoyt Prindle, Meaza Morrison, Nicole Rice, Alexis Boback, Christine Acosta, Nicholas Glover, Don Skelton Jr., Jonathan Knudsen, Sharon Gaumond, Eric Lam (alternate), Ricardo Fernandez, Rick Richmond, Joshua Frank, Cliff Reiss

Members Absent: Steven Hollenkamp, Aiah Yassin, Artie Fryer, Bill Roberts, Jeff Lucas, Terrance Trott

Others Present: Rich Clarendon, Davida Franklin, Beth Alden, Vishaka Shiva Raman, Michael Rempfer, Christopher English, Joshua Barber, Amber Simmons, Gail Reese (TPO Staff); Justin Hall, Ashley Henzel, Brian Shroyer, Siaosi Fine, Kirk Bogen (FDOT); Dan Rodriguez (HART); Jennifer Musselman, Leyi Zhang, Jady Chen (Kittelson); Jeff Novotny (ACP Florida); Steven Gordillo (WSP)

II. **Chairman’s Request:** Per the MPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.

III. **Public Comment** – None

IV. **Members’ Interests** – None

V. **Approval of Minutes** September 1 & October 6, 2021

No action was taken due to lack of a quorum; however, Cliff Reiss emailed a clarification to his comment from Member’s Interest section in the minutes dated October 6, 2021. The roundabout cost was not a determining factor for the county. That was mentioned as he was surprised the roundabout was a less expensive alternative. Correction made in the minutes for October 6, 2021 reflecting this clarification on November 4, 2021.

VI. **Action Items** (No quorum, for information and discussion purpose)

A. **Tentative Work Program and Comments** (Justin Hall, FDOT)
   - Five-year Work Program – new tentative plan will cover FY 2023 – FY 2027
   - FDOT seeking to preserve existing work program, capture cost estimate updates, add new projects.
• Reviewed how projects are added
• The purpose is to cover what is new. Projects move on priority list, there are adjustments to funding, etc. are some of the reasons projects appear or are removed.
• Reviewed Hillsborough TPO Priority projects
• Showed breakdown of funding. Noted that many improvements, such as bike/ped, are incorporated into other projects and specific funding is not tracked at this time. Working on a way to add identifier for capacity or resurfacing projects where complete streets is being incorporated with fixing sidewalks, closing gaps, adding a trail, etc.
• Went over schedule.

Presentation: FDOT Tentative Five-Year Work Program FY 2023 - FY 2027
Website: www.fdot.gov/wp/h/district7

Discussion:

Christine Acosta: Big Thank You in effort to attempt to quantify how many projects and dollars being devoted to non-vehicular projects. Requested confirmation on the Busch Blvd project including Chamberlain HS. A student was killed while trying to get to school. Catalyst for Vision Zero. Very difficult crossing area due to students and motorist behavior. Asked if it is possible to add RR crossing to the list of those being repaired, the one at UT that runs across Cass St and intersects at North Blvd. It is a critical route for bicyclists. Has personally had two flat tires on two separate bikes. Has pictures that she will make available.

Rick Richmond: Noted items from BPAC, asked about roads being resurfaced, are any adding bike infrastructure such as restriping? Asked about the analysis that is done for bike/ped facilities for resurfacing projects.

Justin Hall: A roadway safety audit (RSA) is done for all resurfacing projects looking at all users including bike/ped, transit, etc. 75% - 80% of resurfacing projects that don’t have bike/ped infrastructure, FDOT is looking to add it. Biggest challenge on 3R projects (resurfacing, restoration, rehabilitation), generally do not have a right-of-way phase on them. If RSA identifies bike/ped facilities are needed that requires right-of-way, a new project has to be programmed. In general, right-of-way does not go with resurfacing projects. FDOT is looking closer at this process due to the need to close sidewalk gaps and adding this phase to the project when it is identified. Resurfacing projects are always two years ahead of the Five-Year Work Program.

Josh Frank: Please talk about adding a new category to projects for what specific expenditures are. Codes don’t give accurate representation on how things are broken down. Not sure the airport should be considered transit. Having sub-categories being more specific is important. Some of those things are required and aren’t necessarily new spending. Would like to see things broken into lane reduction and lane expansion. Easier to see where the priorities lie in the Five-Year Work Program.

Justin Hall: Difficult in an antiquated system. FDOT is trying to work on that to do a better job.

Nikki Rice: Missing the larger picture of what is being done across the state. Noted construction happening from behind Disney Springs through the Green Swamp. There are large boulevards with no options for transit, no options for bike/ped. Same format of problems we have here and infill leading
up to a toll road. Questioned what FDOT would tell people on this board about the larger picture from
their materials and information about the state as a whole.

Justin Hall: This is on District 7. We have given more information than other districts. The website,
www.fdot.gov/wpph, includes a state-wide map. You can filter by category. It has new and old
connections. Is not familiar with the project in central state.

Nikki Rice: There is tons of infill and green space being decimated. Everything is brand new and some
are FDOT roads. There has been no accommodation for alternate modes of transportation. If anyone
wants to see what is happening, take US 301 to the back side of Disney. Nikki was stunned. There will
be nothing left from Disney to here and there is no infrastructure.

Justin Hall: The map is fully interactive with several criteria. If it doesn’t work, please contact him.
FDOT District 7 was the first to adopt Google API; it looks like a Google map. The rest of the state has
adopted.

Christine Acosta: Responding to Nikki, she saw a presentation from the Florida Chamber of
Commerce. Presented a vision plan where there would be highway access across the entire state in
order for the Florida ports to serve the rest of the nation. For Justin, for the safety audits and repaving
projects, where does one go to see those. There are missed opportunities if there isn’t much public
engagement. She’s thinking specifically about Howard Ave and that it is a major entertainment area. It
was recently repaved, very smooth, cars accelerating, and lots of people walking around.

Justin Hall: Replying to Christine, look online at the work program as a whole, look under design,
those are the next resurfacing projects coming up. Ahead of that, will need to see if that is on a
forward-facing site.

Rich Clarendon: TPO has an interactive project viewer map on the website under the TIP. Resurfacing
projects are there for FDOT work program and capital programs from the city and the county.
Updated every year around October 1. It’s multi-colored lines, broken down by different categories.
Includes most major repair projects.

Christine Acosta: Asked if that includes everything including maintenance projects. Will follow-up
later.

Vishaka Shiva Raman: Clarified that the TIP Tool includes what is in the CIP. If anyone is interested in
specific projects, contact her for further details.

Rick Fernandez: Stated he went to the FDOT online public hearing. Clarified that the public comment
period is open until November 12. Asked if they have received any comments from the portal and
what it would take to get access to the comments being left by the public.

Justin Hall: That is public information, a request would suffice.

Rick Fernandez: Noted that the CAC is being asked to give input on the program and represent the
public in the middle of the public comment period. Would be good to see the comments. Noted that
comments could have been incorporated into the presentation given today or as part of the agenda
packet. Inquired about the Open House held on October 28th at District 7 and about the attendance.
Asked if it was fair to say that there was no public comment from that meeting. Requested that staff
get access to the public comment and bring back to committee and make available to the TPO Board. Questioned whether FDOT has seen the draft letter. On page 2 of proposed letter, TPO would like FDOT to consider funding the noise walls to fill the gap at Robles Park.

**Justin Hall:** Stated that the Open House had three people in attendance and they were consultants. FDOT is meeting with staff as well as Federal Highway on what can be done about the noise walls.

**Rick Fernandez:** Clarified that, at this time, there is no commitment to put the noise walls in.

**Justin Hall:** Correct, through federal guidelines, based on the environmental impact statement, there is no evidence that the noise wall needs to be installed. Stepping out of normal process and working with federal partners to see what is possible.

**Rick Fernandez:** Is a resident of the area and is familiar with what residents of the area are concerned about, sound walls are an important issue. Was surprised there was nothing in the work document and surprised to see the comment from the TPO Board in the letter. Requested that the emphasis on the sound walls be communicated back to FDOT. Does not know what the environmental impact said but can assure that the sound wall in that area is critical.

**Justin Hall:** Appreciate the comments. FDOT is continuing to meet with committee members on items and appreciates the comments. Will continue to participate whether there is quorum or not.

**Vishaka Shiva Raman:** Commenting on proposed letter from TPO: It serves as a letter to FDOT after the board hearing on November 14. Currently taking additional comments until it is transmitted to FDOT. Projects highlighted at this meeting have been included. You can email staff with additional comments. Also, in the agenda packet are the turnpike projects; she requested that the CAC look at those and provide comments/questions.

**Rick Fernandez:** Noted that the CAC has been asked to approve the transmittal letter. No quorum. Will take comments on the letter at this time.

**Christine Acosta:** Concerned that FDOT program is in the middle of the public comment period and the CAC has not seen the comments received from the public. Did not get an invitation to the open house at FDOT HQ. Usually knows about those things.

**Rick Fernandez:** Would like it noted that he would not vote to approve the letter to the TPO board. Sited the timing with the public comment period as one of the reasons; believes it is premature until public comment is closed. With the letter, disagrees with paragraph 2 on page 1... “We are excited about...” The CAC has voted to strike various sections of Tampa Bay Next; in particular the Downtown Interchange Section 5, 6 and 7. These have been heated debates and votes. The CAC has made recommendation to the Board to strike sections. Not fair to say that the CAC has supported these projects in full or part. One page 2, the section about the sound walls; the language is extremely weak. Over a period of five years of meetings, sound walls have been a principal concern for the residents of the impacted area. The idea about having no sound walls at Robles Park is mind boggling. Requested the language state that the TPO wants this to be done and not just “considered”. The letter is poorly timed and poorly drafted and does not express what this committee has voiced over the last five years.
**Nikki Rice:** Stated that none of these things express the feelings of this committee and does not reflect its opinions. FDOT has not come to the table with any fix to remove the bottleneck with the interchange. There were many concerns around the Fowler Avenue Study with walkability and feasibility. Would not vote for this letter. It does not have anything that has been asked for by this committee; it does not reflect the views or concerns of the CAC.

**Nicholas Glover:** Asked for clarification that this letter is on behalf of the TPO Board and not any of the subcommittees.

**Christine Acosta:** Noted that the wording of “excited” does not reflect the opinion of the CAC. Suggested that the CAC should draft their own letter. Asked staff what the CAC should be doing with it.

**Rich Clarendon:** Letter was drafted by staff and reflects comments made previously by other committees and the TPO Board. It is not finalized. Has been brought to this committee for input.

**Hoyt Prindle:** Echoed Rick’s comments. Troubling trend that each of the projects are portrayed that everyone is excited about and no one objected to them. Believes that there needs to be more holistic representation on what these projects are. Wants to make sure that the voices of the impacted communities are heard.

**Vishaka Shiva Raman:** Would like to note that this is in draft stage. Has taken note of the comments and will update the letter. Since there is no quorum, that will give staff more time to redraft the letter.

**Rick Fernandez:** Would hope that the letter would be redone. Would like to have a new copy forwarded to the CAC for review. Will take personal responsibility for his public comments. Noted that this letter will be reviewed by the TPO Board next week.

**Rich Clarendon:** Requested that FDOT forward comments received up to this point to staff so they can be provided to the committee.

**Josh Frank:** Believes the letter is inaccurate representation to many committees and neighborhood organizations. It is too rosy of what have been and will likely remain highly debated projects. There have been motions and debate from the CAC and the TPO Board as well. Believes it is far from an accurate representation.

**Justin Hall:** Noted that he checked and there has been no public comment on the Tentative Work Program outside of consultants. This is consistent with previous years. Public comment period is open until November 12, 2021.

**Rick Fernandez:** Asked if this was involving the portal.

**Josh Frank:** Asked Justin Hall if this might be a problem; one comment in three years. It might be time to take a step back and change the way public comment is collected.

**Justin Hall:** Noted that FDOT receives engagement throughout the year, just don’t get “comments”. They are trying to find better ways to better communicate. Are using social media, invitations in the board and committee agendas, buy media ads, and send out mailers. FDOT gets comments as the projects come up. Receive comments regularly on D7 study and Tampa Bay sites. The public may prefer to interact on a per project basis versus the work program.
Josh Frank: Stated he understands that trying to engage the public is challenging. Something is not working. Receiving feedback from other areas; project by project. Perhaps time to step back and rethink how this is done. Zero comment on a five-year work program is embarrassing.

Justin Hall: Noted that three years ago with TBX, FDOT received hundreds of comments. Used to receive more comments. Will talk to counterparts and check trends. This is the first year that the FDOT website is hosted by Tallahassee. Will check to see if they are getting comments on the general page instead of the District 7 page. Will get numbers and respond.

Rick Fernandez: Appreciates that getting people to comment is difficult. Even at the height of TBX comments, was predicted by Dr. Johnny Wong that engagement would decrease. Could be from fatigue, giving up, COVID response; people have other things to worry about. The people that are concerned, at some point, it may appear to them that no one is listening. Need to work a little harder to get people engaged. FDOT saying they have the website and online public hearings is great for PR and a talking point in presentations. It doesn’t get mentioned that nobody is showing up. Would like presentations to report holistically so that people know whether or not the avenues being used are effective.

Nikki Rice: Questioned how the FDOT District 7 website was put in the hands of the state. There used to be a lot of engagement. Is confused by this decision. Seems like a way to discourage public engagement.

Justin Hall: Tallahassee did not like that each district was communicating information differently. They took it there for 2021 at central FDOT office.

VII. Status Reports

A. I-75 PD&E Studies (Ashley Henzel, FDOT)
   • Reviewed projects’ purpose and need.
   • Southern Study – Moccasin Wallow Road to south of US 301
     o Overview of project
     o Review of current build section and preferred build section
     o Interchange improvements at Big Bend Road, Gibsonton Drive, and SR 674
   • Northern Study – south of US 301 to north of Bruce B Downs Blvd
     o Overview of project
     o Review of current build section and preferred build section
     o Interchange improvements at Dr. Martin Luther King, Jr. – being addressed under separate FDOT project; all other interchanges will be addressed by this study
   • Environmental Effects
     o Cultural Resources
     o Natural Resources
     o Social Environment
     o Physical Environment
   • Summary of projects review
   • Went over preliminary project costs
o Northern Study – Design = $116.2 M, Right-of-Way = TBD, Construction = $1,660.8 M
o Southern Study – Design = $47.7 M, Right-of-Way = $20.3 M, Construction = $525.0 M

Schedule
- Stakeholder meetings and analysis is ongoing
- 2nd Public Hearing end of January 2022 (in-person and virtual)
- Finalize PD&E Documents – Winter 2021
- PD&E Approval – Spring 2022

Presentation: I-75 PD&E Study

Discussion:

Christina Bosworth: Questioned the southern portion express lanes and whether they will be limited access or tolled. Asked what makes them express versus additional lanes.

Ashley Henzel: Lanes will be managed in some capacity with limited ingress and egress from the general use lanes into the express lanes.

Christina Bosworth: Asked which section would be first.

Ashley Henzel: There is no funding for these currently. Which section will be first has not been determined yet.

Josh Frank: Stated that there has been a launch of an online calculator for increased traffic induced by such interstate projects. He ran this project through this peer-reviewed calculator. For both projects, at four lanes each, 24 miles in the south and 18 miles in the north, will add 168 new lane miles to the interstate system. Will induce 800,000 to 1.3 million new vehicle miles traveled per year, or the equivalent of 109K new cars or light trucks and 57 million gallons of gasoline. Cumulative emissions projections are 4 – 13.2 million metric tons of new CO2 emissions. This is a generator of carbon emissions and a net negative impact to removing tree canopy and possible ecological impact which has yet to be determined. Encourages FDOT to use this tool in the PD&E process. This type of project further incentivizes people to drive. The lanes will fill up and then the process will have to be repeated in 20 – 30 years if not sooner. Believes this is not congestion relief but congestion creator. It seems like FDOT magically finds funds for these types of projects. Does not know who is asking for this project or who wants it. It has been in the TIP for a while. Seems like there are higher needs. Encourages FDOT to shift thinking to ask why this project instead of others designed to shift users off the network.

Website: https://shift.rmi.org

Hoyt Prindle: Asked if Ashley Henzel has personally aware of an express lane project that has not been tolled. Or if she is aware of an express lane project that was not ultimately tolled.

Kirk Bogen (FDOT): The only express lanes that District 7 has done have been related to TB Next and have been tolled.
Hoyt Prindle: Is not familiar with any express lanes in District 7 or the state that have not been tolled. If there aren’t any, questioned why the access isn’t being stated as toll lanes instead of undetermined limited access controls.

Kirk Bogen: FDOT will evaluate the need whether the demand will need to be controlled by tolling, which is one of the ways to control access. Will need to provide for safety and reliability. Could be tolled and/or access controlled to manage the congestion.

Hoyt Prindle: Has a concern that there is no chance that these lanes will not be tolled. The commuters need to know this. Is a little confusing to the access because there are few interchanges in south county.

Ashley Henzel: The intent is to provide a through-trip from south to north county and not general access lanes.

Hoyt Prindle: Questioned if FDOT had considered making these HOT (High Occupancy Toll) lanes. The hybrid between toll and HOV where single use vehicles pay a toll and high occupancy vehicles do not.

Kirk Bogen: HOT lanes are used where there are existing HOV lanes and allowing for single occupancy via a toll.

Hoyt Prindle: Noted that there is nothing preventing the state from making new HOT lanes from a legal standpoint.

Kirk Bogen: Believes there is a mechanism for the state to use HOV lanes to be controlled. It could be controlled via a HOT lane.

Hoyt Prindle: Asked if there are any HOT lanes used by District 7 or the state.

Kirk Bogen: None in District 7 but believes there are converted HOV lanes in the Miami area.

Hoyt Prindle: Has concern about repeated use of toll lanes in the area. Commuters of moderate means having to pay a lot of money to use the toll lanes. Would hope that the state would consider HOT lanes to give commuters the choice to carpool and use express lanes without fees.

Nikki Rice: When we looked at this last year, the state said that all future express lanes would be tolled. Asked for clarification. No one seems to know the answer.

Rick Fernandez: Noted that he does not believe that policy is still in effect.

Nikki Rice: Stated that the language being used can be confusing. Need to be transparent with the public; that these may bring a cost to the public, that they will not be available to everyone. Would
like to show up for public meeting since she doesn’t feel that she has an answer at this time. Feels that major details are glazed over. Noted that people living in these areas cannot afford the tolls and to use the lanes.

**Rick Fernandez:** Questioned the right-of-way and the terminology being used. Was not familiar with the language for the underlying reason for right-of-way acquisition.

**Ashley Henzel:** There is a need for right-of-way for storm water management, pond sites, and flood plain compensation sites; some right-of-way acquisitions are around some of the interchanges for ramp improvements.

**Rick Fernandez:** Asked for clarification on what flood plain compensation sites are.

**Ashley Henzel:** When the road is widened to the median or outside and the flood plain is impacted, need to compensate somewhere else in the project for those impacts.

**Kirk Bogen:** Any time you impact the flood plain you have to compensate area for area impacted. That could involve scraping down uplands. The net impact for the flood plain on the project has to be zero.

**Rick Fernandez:** Have the areas to be impacted by the right-of-way acquisition been identified?

**Ashley Henzel:** Yes, they will be showed at the public hearing and any products for the public hearing.

**Rick Fernandez:** Inquired if the right-of-way acquisition would involve the taking of individual property such as homes, apartments, businesses, etc.

**Ashley Henzel:** Noted that there are some relocations but does not have the exact numbers with her today. There are some business and residential relocations on both segments.

**Rick Fernandez:** Asked for a ballpark figure of how many people would be impacted, if not buildings. Noted this is something they will want to have for public hearing. Asked if notifications have been put out to those individuals “in the line of fire” regarding right-of-way acquisitions.

**Ashley Henzel:** Will locate the information and provide it. Small conversations have been had along with group meetings on the corridor. Will send out notifications for larger meetings in January.

**Josh Frank:** Asked if the right-of-way acquisition is to mitigate impact to wetlands.

**Kirk Bogen:** No, this is for flood plains, making sure there is a zero rise. Wetlands are mitigated in other areas.

### B. HART Autonomous Vehicle Pilot Project (Dan Rodriguez, HART)
• BEEP (a private sector vendor) is partnering with HART for a one-year pilot program for a self-driving shuttle on the Marion Street transitway in downtown Tampa
  o 0.6 miles along Marion/0.2 loop
  o 8 signalized intersections with DSRC (Dedicated Short-Range Communications)
  o Vehicles traveling near 15 mph
  o 10-minute headways
  o 1 year pilot – 24 monthly extensions
• First in the Tampa Bay region funded by FDOT
• HART specified measures of success – must provide a transportation service to the customer
  o Safety, real and perceived
  o Learn about technology as it matures
  o Reliable – operation hours and quality of service
  o Allowing for unique funding or business models that can be replicated
• Five Phases
  I – Prepare  II – Conduct testing  III – Conduct pilot
  IV – Continue pilot  V – Expand pilot
  (optional)  (optional)

• Fairly easy for stakeholders to do testing and validation; BEEP is located in Lake Nona, FL.
  o Tampa Fire Rescue and Tampa Police Department were able to train on vehicle familiarity including battery disconnections and vehicle entry.
  o HART Staff attended several Roll Call meetings for Tampa PD
• Has leadership buy-in
• Community Engagement – included ADA community in roll-out.
• Monthly reports from BEEP submitted. For May 2021
  o Vehicle availability ranged from 92% - 99%.
  o Over first two months, ~ two dozen hard braking events recorded, associated with busses in the transitway. Modified AV to merge into median when a bus approaches. No hard braking events in month 4 and beyond
  o One incident with pedestrian walking out in front of the shuttle. No other safety incidents recorded
• Lessons learned
  o Apply technology to transit need not just for the sake of technology
  o Define terms of operating expectations, participant roles, and vehicle requirements – the more the better
  o Involve leaders early
  o Involve first responders
  o Look for opportunities to reduce vendor and agency risk
  o Allow ample time for vendors to respond
  o Clearly define “must haves”, “nice to haves”, and “aspirational” activities
  o Market to customers based on success measures
  o Get business community involved
o Test and verify capabilities – found ramp slope was at 12% and it needed to be 8%; wheelchair tie downs were a tripping hazard. LIDAR systems did not perform well in the rain.

• Pilot ended June 30, 2021
  o New route is under evaluation
  o Looking for new ridership opportunities
  o Looking for public-private partnership funding opportunities

• New Route – along Riverwalk – Armature Works, Water Works and Barrymore Hotel, and the Straz Center/ Glazer Children’s Museum.

• Remaining funding will run out in a few months – seeking future funding options.

Further Information: [AV (gohart.org)] and [HART | Beep (ridebeep.com)]

Discussion:

Josh Frank: Believes the pilot was successful and a lot of good lessons learned. Noted that the health of the street is key to transit projects. Marion is an inactive environment with no business fronts, etc. The new pilot area is similar. Suggests that the best use would be to connect areas that have higher use such as Armature Works to Ybor City. Suggests more thought go into how this can be implemented to better solve connectivity challenges in much higher traveled areas.

Dan Rodriguez: Agreed that there could be a better location to test. Needed to meet many requirements and the funding was running out. Did the test where it could be approved. For the one near Riverwalk now, had to reduce the speed of the road to get approval.

Rick Fernandez: Commented to those in attendance that this update was done as a response to Member’s Interest request.

C. FDOT 56th Street/ 50th Street Corridor Planning Study (Jennifer Musselman, Kittelson; Brian Shroyer, FDOT)

• Review of project scope
  o Identify safety solutions and countermeasures
  o Improve the corridor
  o Develop vision
  o High crash corridor

• Overview of study area – 8.5 miles from Selmon Expressway to Fletcher Ave.

• Went over major milestone – deliverables and public engagement process

• PAG Members
  o City of Tampa
  o Temple Terrace
  o Hillsborough County
  o HC TPO
  o HC Planning Commission
  o HART
  o THEA
  o Florida Highway Patrol
  o USF
  o HC Public Schools

• Review stakeholders

• Identified opportunities for Multimodal Improvements on the Corridor
- High multimodal activity area
- Robust transit corridor
- School pick-up/drop-off congestion
- Redevelopment focused within Temple Terrace
- High posted and operating speeds
- Serves diverse population

- Went over draft Purpose statement
- Review of draft Needs
- Next steps – hybrid public meeting December 2, 2021 (may be moved), PAG Meetings

**Presentation:** [FDOT 56th/50th Street Corridor Study](#)

**Discussion:**

**Rick Fernandez:** Did not hear the “buzz term” of Transit Oriented Development, TOD. Asked if that concept figured into anything being done on this corridor.

**Jennifer Musselman:** Did not use that formally to this point. The development area in Temple Terrace has the potential for TOD and has been going that way. Will continue to coordinate with HART on this to possibly formalize those opportunities.

**Rick Fernandez:** Suggested that it become a more targeted feature of the study, analysis, and presentations. Sounds like it is there but not intentionally.

**D. Future Leaders in Planning Jr. (FLiP Jr.) Recap** (Davida Franklin, TPO Staff)

- Acknowledged partners, sponsors, and staff
- Review of program overview
- Supporting the 2021 Nondiscrimination Plan for the program
- Successes and Lessons Learned
  - Kids learned about bike/ped safety, basics of zoning, transportation options, advocacy, safe spaces/beautiful places
  - We learned – flexibility, unique challenges, community-centric issues, real life effects of poor road design, community support, resiliency in planning, supports Nondiscrimination Plan
- Opportunities
  - Increasing diverse representation in the Planning field.
  - Civic engagement, Planner field experience, community problem solving, emotional intelligence
  - Creating opportunities for young people to care
  - Partnership and funding opportunities
  - Identified other opportunities for activities, feedback, and getting the word out.

**Presentation:** [FLiP Jr. 2021 Review](#)

**Discussion:**
Rick Fernandez: Resident of Tampa Heights, this means a lot and enjoyed the enthusiasm of the presentation.

Josh Frank: AIA has a similar program working with elementary and middle school students talking about architecture and the environment, potential partnership. Also suggested School of Architecture and Community Design at USF and the Florida Center for Community Design and Research.

Rick Fernandez: Noted that he would like to see the funding opportunity communicated more. He would like to investigate potential to contribute going forward.

VIII. Unfinished Business & New Business

A. Data Requests Status Update (Rich Clarendon):
   - Question about streetlights and why they are turning purple. Information in the Agenda Packet. TECO is making an effort to replace them, it is a defect.
   - Who is in charge of what road – information has been provided within the City of Tampa.
   - Public Transportation Safety Targets, relationship between accidents involving transit and vehicles. Not something that HART is compiling on a consistent basis. Will continue digging into that and update as more information is gained.

B. Next Meeting: Joint Meeting of TAC and CAC: December 15, 2021

C. Nikki Rice: Committed to be at the Joint Meeting in December. With the defective streetlights for TECO, questioned if they are going to be actively searching them out or if they have to be reported by the public.

   Rich Clarendon: Not sure, likely a bit of both. Noted the news article. TECO is finding them as they are out but are also encouraging the public to report them. If there are problems or concerns, best to contact TECO.

D. Rick Fernandez: Noted that the committee needs to have an in-person quorum in order to take action. Asked that members who have issues that need resolved, should bring them up to him or Bill Roberts.

   Nikki Rice: Asked that something be sent out to be effective in January for 2022 meetings so that committee members can plan accordingly.

IX. Adjournment Meeting adjourned at 11:58 PM

X. Handouts

A. Mourning of Remembrance - November 21, 2021
A recording of this meeting can be viewed on the TPO YouTube Channel: Hillsborough County TPO YouTube Channel CAC Meetings
Board & Committee Agenda Item

Agenda Item
Refresher on Government in the Sunshine and Public Records Law

Presenter
Cameron Clark, TPO Attorney

Summary
TPO committees are subject to the requirements outlined in the Sunshine Law. In general, the law is in place to ensure transparency in government and does so by requiring meetings to be open to the public, notices to be provided, and minutes to be taken. There is also guidance on committee members discussing topics that could come before their board for action. The TPO’s attorney will provide insight on both topics.

Recommended Action
None. For information only.

Prepared By
Cheryl Wilkening, TPO Staff

Attachments
1. Link to information about the “Sunshine” Law
Board & Committee Agenda Item

**Agenda Item:**
USF to Green ARTery Trail Study

**Presenter:**
Jennifer Musselman, Kittelson & Associates

**Summary:**
The USF to Green ARTery Trail Study evaluates connections from the University area to the existing and proposed trail system in Tampa and Hillsborough County. With the redevelopment of the University Mall (RITHYM), expansion of the Veterans Administration, and continuing growth around the University of South Florida, safe nonmotorized spaces are an increasing priority. The study area contains several high-volume roadways, and safe crossings and connections are a primary consideration.

The study kicked off in March 2021 and explored the feasibility of a trail connecting the University of South Florida (USF) and Veterans Hospital with the planned Green ARTery Perimeter Trail and other neighborhoods to the south of Fowler Ave., including proposed safe crossing locations on Fowler and other roadways. This study focuses on the potential alignments for the trail, and in coordination with area property owners and agency partners, provides recommendations on the feasibility of each alignment.

**Recommended Action:**
Recommend Approval of the USF to Green ARTery Trail Study to TPO Board

**Prepared By:**
Wade Reynolds, AICP

**Attachments:**
1. Link to presentation slides
2. USF to Green ARTery Trail Study on Project Webpage
Board & Committee Agenda Item

Agenda Item
Transportation Improvement Program (TIP) Amendments: Florida Department of Transportation (FDOT) Safety, Operations, Lighting, and Railroad Crossing Projects

Presenters
Connor MacDonald, TPO Staff

Summary
The Florida Department of Transportation (FDOT) requested this set of 9 amendments to the 2021/22-2025/26 Transportation Improvement Program to document the addition of state and/or federal funds for safety and operational adjustments. The nine amendments include I-4 and I-75 Safety and Operational Adjustments, State Road 60 and US 301 Lighting Projects, State Road 60 Railroad Crossing Alterations, and S Dale Mabry Pedestrian Safety Modifications. Concept diagrams and/or location maps in the presentation are attached.

Two amendments in this group comprise I-75 lane modifications. These include the addition of auxiliary lanes on northbound and southbound I-75 from south of the Tampa Bypass Canal to south of Fowler Avenue, a southbound distance of 1.29 miles and a northbound distance of 1.43 miles. They include the widening of bridges over Tampa Bypass Canal, Harney Road, and US 401. The purpose of these modifications is to improve safety and operations between the I-4 Interchange and Fowler Interchange by reducing merging and diverging maneuvers.

Two other amendments include I-4 lane modifications by adding an auxiliary lane on westbound I-4 from east of the Seffner weigh station to west of McIntosh Road, a distance of 0.725 miles. The purpose is to improve safety and operations between the I-4 weigh station and McIntosh Road by extending the McIntosh Road westbound I-4 entrance ramp. The goal is to improve the merging length and reduce hazardous maneuvers. It also includes the addition of an auxiliary lane on eastbound I-4 from east of Bethlehem Road to west of Branch Forbes Road, a distance of 0.57 miles. The objective is to improve safety and operations by extending the Branch Forbes Road eastbound exit ramp.

No additional right-of-way is anticipated to be needed for these auxiliary lane projects. These projects also include Integrated Corridor Management (ICM) / traffic congestion management technology. Specific technologies to be used are currently being scoped by FDOT and are to be determined.

This group of amendments also includes street lighting projects SR 60 from west of SR 39 to west of Clarence Gordon Jr Boulevard, US 301 from west of Crescent Park Drive to north of Elm Fair Boulevard, and US 301 from north of Hampton Oaks Parkway to west of Jackson Road. These projects will replace high-pressure sodium fixtures with LED fixtures on existing FDOT light poles.
Another amendment is a railroad crossing project located on SR 60 east of Clarence Gordon Jr Boulevard. The existing crossing will be replaced with a concrete tub and include a sidewalk over the crossing.

Finally, these amendments include the installation of signalized pedestrian crossings on South Dale Mabry Highway at West Mango Avenue, West Wisconsin Avenue, and West Pearl Avenue. These signals will feature pedestrian hybrid beacons with the aim of enhancing connectivity and safety for pedestrians.

To enable the commitment of funds to these projects, the TIP needs to be amended to add a total of $3.55 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. I-75 Southbound and Northbound Auxiliary Lane Concept Diagrams
2. I-4 Westbound and Eastbound Auxiliary Lane Concept Diagrams
3. S Dale Mabry Pedestrian Signals Concept Diagrams
4. Comparative Report
5. Presentation
6. TIP Amendment Webpage
Board & Committee Agenda Item

**Agenda Item**
2021 State of the System Report

**Presenter**
Vishaka Shiva Raman, TPO Staff

**Summary**
The State of the System Report summarizes the performance of the transportation system across Hillsborough County. The report is prepared using a "data-driven" approach to evaluate performance.

The 2021 State of the System Report analyses trends across the previous three years and summarizes the areas of strength and weakness. This report will highlight data collected from various sources and jurisdictions, that has been built into an interactive dashboard. This allows users to toggle through the various measures, explore data using maps and charts, and create reports for their needs. The dashboard is the product of a yearlong TPO effort to organize and consolidate data sources into one location and build a platform capable of producing analytics. It will include both the federally required performance measures, and additional data including Functional Classification and Roadway Ownership by Jurisdiction for roads, Trip Length and Duration, Level of Traffic Stress, and Accessibility to grocery stores, hospitals, and schools.

A sample of the performance measures and data to be reported include:

- Crash data
- Reliability
- Non-motorized Travel
- Infrastructure Conditions
- Jobs and Population

At the request of the TPO Policy Committee, the 2021 State of the System Report will represent the first edition of a series of quarterly performance reports. Production and distribution of these reports will allow for more informed decision-making and prioritization of investments based upon need.

**Recommended Action**
Approve the 2021 State of the System Report

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

**Attachments**
2021 State of the System Report Draft
State of the System Report 2021

The Hillsborough Transportation Planning Organization (TPO) publishes this executive report to summarize results of transportation data analysis tracking our community’s progress towards a safe, convenient, reliable, affordable, and well-maintained transportation system.

INTRODUCTION

The purpose of the State of the System report is to look at how our transportation system has performed in recent years, and whether we have made progress toward achieving our goals and federally reported targets. The data has been collected from several sources that date to 2010, and from the FDOT Work Program and Capital Improvement Programs (CIPs) of the jurisdictions to report the current spending trends for FY2021 through FY 2026.

During this reporting period, the COVID-19 pandemic caused one of the most significant disruptions to travel patterns in the past several decades. It dramatically impacted the ways that we travel, commute, and engage in recreational activities like walking or biking. As the pandemic raged on in the spring and summer of 2020 and health measures restricted travel, vehicle miles traveled (VMT) in Hillsborough County decreased by nearly 20%. The decrease reversed a decade-long trend of increasing VMT, which averaged approximately +3% annually since 2010, outpacing the population growth rate of 2.3% over the same period. More recent travel trends from FHWA indicate that the VMT growth has returned, increasing by almost 8% nationally, and almost by 9% in the Southeast region, in September 2021 compared to that in September 2020. It is also estimated that VMT will increase to the pre-COVID levels by the end of this year. In the context of transportation performance tracking, nearly all measures must be contextualized against the backdrop of the unusually low VMT during this reporting period as a result of travel restrictions, supply chain disruptions, and the increase of telecommuting.

Also, during the three years since the previous State of the System report, the City of Tampa served as a destination for a few major events, notably the Super Bowl & Stanley Cup in 2021. These events brought visitors and allowed our traffic management systems to test route diversion plans and communication strategies with travelers.

Transportation performance measurement is one step in a continuous cycle toward addressing the community’s needs. The cycle includes evaluating current conditions, setting goals and targets to improve conditions, prioritizing investments to make progress towards goals, and then evaluating conditions again as improvements are made. The 2045 Long Range Transportation Plan (LRTP) outlines our community’s long-term goals, and it groups projects into five categories based on their benefit to performance measures. These categories are as follows: State of Good Repair and Resiliency, Vision Zero, Smart Cities, Real Choices When Not Driving, and Major Projects for Economic Growth. The Transportation Improvement Program (TIP) reports annually on investments in each of those categories and sets priorities for each coming year’s round of investments. The State of the System Report is the third leg of the stool, tracking our community’s progress in each of these five categories over time.
GROWTH TRENDS

Since 2018, Hillsborough County has added approximately 61,000 people. While this number might seem large to some, the rate of growth over this three-year period (1.3%) was the lowest that it has been since the Great Recession of 2007-09. Unless otherwise noted, this report’s per capita performance measures are calculated using the most recent population data from the Census American Community Survey, which is 1,459,762 residents.

Looking ahead, the 2045 Population and Employment map shows the areas experiencing the most growth and development and indicates where people will mostly likely live and work in the future. These projections give us an idea of where investments need to be focused to meet demand.

![2045 Employment and Population Map](image)

Figure 1: 2045 Employment and Population Map

State of Good Repair & Resilience (SGR)

The SGR performance measures evaluate the condition of pavement, bridge, and transit assets, as well as stormwater & drainage. Maintaining the assets that we already own represents the single greatest need
and expense across the county. With more than 12,000 lane miles, 862 bridges and more than 200 buses, ensuring that these assets do not fall into a state of disrepair is a critical need.

**Pavement Condition**

Hillsborough County has more than 12,000 lane miles of pavement divided among the unincorporated County (62%) Tampa Hillsborough Expressway Authority (THEA) (1%), FDOT (11%) and the cities of Tampa (22%), Plant City (3%) and Temple Terrace (1%). Quality of pavement is measured using a Pavement Condition Index (PCI) scale ranging from 0-100. Hillsborough County has categorized the PCI values into 4 categories, 0-25, 26-55, 56-85 and 86-100, with the higher range indicating a good pavement. While each jurisdiction has its own PCI goals, this scale is an objective classification of quality of the pavement. The LRTP has set a broad goal to repave the major roads once every 17 years, yet only about 60% of the roads will be able to be resurfaced in this timeframe with the current levels.

The 11% of lane-miles in our county boundary maintained by FDOT include both State Roads and the National Highway System (NHS). The federal government requires monitoring of the NHS roads in two groupings: Interstate and Non-Interstate. NHS pavement condition in Hillsborough County is currently as follows:

- Percentage of Interstate roads in **good condition** is 59.5% (while statewide it is 68.5%)
- Percentage of Interstate roads in **poor condition** is 0.3% (statewide 0.3%)
- Percentage of Non-Interstate NHS roads in **good condition** is 36.3% (statewide 41%)
- Percentage of Non-Interstate NHS roads in **poor condition** is 0.1% (statewide 0.2%)

Hillsborough's percent of Interstate and Non-Interstate NHS pavement in good condition lags behind our peers in the Tampa Bay Region (Pasco 95% and 58%; Pinellas 67% and 41%; Sarasota 94% and 34%) and the percentages narrowly fail to meet the TPO's 2018 Pavement Performance Measures target. The detailed chart showing the pavement condition in Hillsborough County compared with the other counties across Florida and pavement condition map by PCI value can be found [here](#).

A majority of the lane-miles inside our county boundary are maintained by Hillsborough County -- about 7,250 lane miles -- and more than one-third of these are on major roads. With such a staggering inventory of pavement to maintain, the need is rapidly outpacing the annual funding commitment. Though today 18% of the major roads and 26% of the local roads are in poor or worse condition, that percentage is expected to rise to 65% and 79% respectively by 2030 if a more sustainable funding source for good repair does not become available. Recent estimates show that by 2031, the need is projected to be 10 times higher than available funding.

**Bridge Condition**

The National Bridge Inventory reports inspections for 819 bridges in Hillsborough County for 2021. Of that, 646 (76% of the bridges) were reported to be in good condition and only 4 (1%) of the bridges were found to be in poor condition. The Hillsborough County Bridge Condition is shown [here](#).
Of these bridges, **491 are NHS structures**, with 420 (86%) rated in good condition and 0% poor. On average, NHS bridges in Hillsborough County stand in a better condition than in other parts of Florida. Further, this performance greatly exceeds the **TPO's target** to have more than 50% of NHS bridges in good and less than 10% in poor condition.

Hillsborough County owns the next largest share of bridges, reporting on 275 structures, of which 249 are rated on the National Bridge Inventory. The County reports that as of 2021, **about 72% of its bridges are in good condition** They are maintained with approximately $2 million each year, and unless funding increases to an estimated $12 million annually, the number of bridges in good condition is projected to drop to just 9% by 2030. Unfortunately, without timely attention to bridges falling into fair condition, costs mushroom quickly. The 2045 Long Range Transportation Plan (LRTP) found that the average cost for a major bridge rehab is $5.2 million while the average for minor repairs is just $122,000.

**TRANSIT ASSETS**

HART provides transit service over 1,200 square miles within the county and to approximately 810,000 people. The HART fleet includes fixed-route buses, paratransit vans and streetcars.

**The 2020 HART fleet plan shows that 31 fixed-route buses, 21 paratransit vans, no streetcars, and 9 non-revenue vehicles have met their useful life and are now ready for retirement.** It also indicates that about 41% of vehicles are not in a state of good repair. The 2045 LRTP estimates that if HART buses were replaced on time, the number of bus service calls/breakdowns on the road could be reduced by about half.

The Federal Transit Administration recommends that heavy-duty large buses reach a minimum of 12 years or 500,000 miles before retirement to ensure the effective use of federally funded assets. HART buses typically accumulate 60% more than that, or approximately 800,000 miles before retirement from service.

According to the 2021 HART Budget report, 58 paratransit vans were purchased over the last two years to replace aging vehicles, and almost the entire fleet has been replaced. Currently, the average van age is 1.5 years.

**RESILIENCE**

About 20% of the major road network in Hillsborough County is vulnerable to inundation from a Category 3 hurricane’s storm surge. Another 11% is vulnerable to inland flooding as a result of severe rainfall events, defined as 9” of rain or more in 24 hours. Both types of severe weather events are becoming more common due to climate change. Because of these trends, when bridges are rebuilt, the new structures are frequently higher; for example, FDOT design standards for coastal bridges call for superstructure to be a minimum of one foot above 100-year wave crest including storm surge and wind. However, even as bridge structures are rebuilt, the waterway crossing may remain vulnerable because of low-lying causeways leading up to the bridge.

Our roads’ vulnerability may make them impassible not only while the waters are high, but afterwards as well, if the waters scour and erode the ground and any structures on which the roads depend. Roads
remaining impassible after a severe storm event will hinder recovery efforts as well as reconstruction. The TPO’s Resilient Tampa Bay study identified **115 miles of critical road segments that are highly or moderately vulnerable** and estimated that the economic impact of these roads remaining impassible for only 2½ weeks would outweigh the cost of investing in resilience now.

Resilience investments include expanding and improving stormwater drainage systems, hardening the pavement and sub-base of roads, strengthening the shoreline, and adding breakwaters to reduce wave impact along coastal roads, and even raising the profile of some roads. These investments are most cost-effective when included in regular road or bridge maintenance activities. The 2045 LRTP estimated that including such investments in the local and state governments’ good repair programs would require **increasing the budget for stormwater systems by about half and nearly doubling the budget for resurfacing projects.**

**SPENDING ON STATE OF GOOD REPAIR AND RESILIENCE**

Investing in pavement, bridges, and transit to preserve existing assets is the TPO’s top priority. These investments are critical to ensuring a safe and efficient transportation system that is both resilient and reliable. In total, the jurisdictions across the county have allocated **nearly $48 million for bridge rehabs and repairs** as shown [here](#), and **$432 million for pavement maintenance** over the next 5 years, shown [here](#). In addition, the City of Tampa, Hillsborough County and the State have allocated roughly **$195 million for maintaining stormwater and drainage systems**. In combination, FDOT and HART have allocated **nearly $268 million toward maintaining transit assets** and repairing/replacing vehicles for the next 5 years. In addition to this, FDOT allocates money for general maintenance work including minor electrical and lighting repairs which totals to approximately $19 million each year. This means all the jurisdictions within Hillsborough County have allocated over **$1 billion or approximately $208 million annually for the next 5 years for all maintenance projects which include roads, bridges, transit maintenance and other general structural maintenance.** A detailed breakdown of spending by each jurisdiction in this category can be found [here](#).

**Vision Zero**

Vision Zero refers to a vision of zero traffic deaths for all road users, including drivers, pedestrians, and bicyclists. In the past few decades, driver and passenger death rates have declined with the implementation of vehicle safety features and on-road improvements such as guardrails, while pedestrian and bicyclist deaths have grown.

One of the biggest impacts of the COVID-19 pandemic on traffic safety was the national trend of fewer vehicles on state highways and arterials and, as a result, much faster average speeds. Data collected from red-light cameras that monitor drivers reported a 7% increase in speed during April 2020, when there were lockdown orders and travel restrictions in the Tampa Bay area. As reported by the FHWA, although the pandemic generated a nationwide reduction in VMT in 2020, the number of deaths did not decrease proportionately. The resulting fatality rates were considerably higher, which is likely attributable to the increase in travel speeds. While 2020 was an unusual year, 2021 has thus far shown a concerning number of crashes and fatalities across the county.
Traffic Crashes reported are based on the crash reports collected from the law enforcement to the Florida Highway Safety Motor Vehicles (FLHSMV) and are updated frequently. According to the data collected from the FLHSMV in early December of this year, there have been over 25,000 crashes in the Hillsborough County boundaries with over 200 fatalities since the beginning of 2021. Unfortunately, these numbers are higher than the previous year, at the same time that traffic appears to be returning to pre-COVID levels.

- **Number of Fatalities:** In 2019, Hillsborough County suffered from another year of exceptionally high traffic fatalities (219). At the outset of the pandemic in 2020, and as Annual Average Daily Traffic (AADT) decreased by as much as 20%, we witnessed a slight decrease in the number of fatal crashes through the first 6-8 months of that year; but it picked up in the last quarter of 2020. **Unfortunately, from the beginning of 2021 through the end of November, FLHSMV reports that there have already been over 200 fatalities.** The number of fatalities reported from 2018-2021 can be found [here](#).

- **Rate of fatalities:** The rate of fatalities is the total number of fatalities per 100 million Vehicle Miles Traveled (MVMT) over a five-year period. The average rate of fatalities from 2018-2020 was 1.42. To meet the performance target set by the TPO, the rate would need to drop to 1.38 or lower for the 2017-2021 period.

- **Number of serious injuries:** The number of serious injuries is calculated as the total number of crashes with at least one person with a serious injury during a calendar year. The number of serious injuries has continued to drop in the last 3 years since 2018 as shown on the chart. During the period from 2018-2020, the average annual number of crashes with serious injuries was 1,176, which is lower than the TPO adopted target for 2021 (five-year rolling average) of 1,201.

- **Rate of serious injuries:** The rate of serious injury crashes is calculated as the total number of serious injury crashes per 100 MVMT in a calendar year. The rate of serious injury crashes during the period from 2018-2020 was 8.48 and is anticipated to be 7.26 for 2021. If the trend holds, then this will be better than the TPO adopted target (five-year rolling average) of 8.49.

- **Number of non-motorized crashes with serious injuries and fatalities:** Since the last reporting period, the average number of non-motorized (for example, walking and bicycling) fatal and injury crashes has increased significantly, with over 220 crashes reported in 2020, and almost the same number reported since the beginning of this year as shown [here](#). This is higher than the previous years, which could be attributed to more people cycling and walking for recreation, in the context of pandemic travel restrictions. The TPO’s target is for the five year rolling average number of annual crashes to be below 230 by the end of 2021.

Our peer counties in Florida reported a dip in crashes and crash rates in 2018 and then an increase in 2019. A comparison chart between Hillsborough County and other peer metros can be found [here](#).

**Transit Safety**

In 2021, the TPO adopted Public Transportation Agency Safety Plan (PTASP) targets for the first time. Transit safety performance garnered much attention in 2019 following a tragic incident in which a passenger fatally stabbed a HART bus driver. This incident prompted HART to implement numerous security measures. In the time since, HART has invested more than $1 million to install plexiglass barriers on 180 buses and 12 HARTFlex vans. HART reports an average of less than 6 safety events per 100,000 revenue miles, which is less than the adopted PTASP targets for this year.
SPENDING ON VISION ZERO

To accomplish the goals of the Vision Zero program, the 2045 LRTP identified a bundle of improvements with documented safety benefits for all road users, referred to generically as Complete Streets improvements. The analysis done for the LRTP indicated that additional funding equivalent to a 1-cent sales tax invested in safety projects could reduce crashes by an additional 35% by 2045; and that in the absence of that funding, crashes could be reduced by about ten percent with the trend spending of $18 million per year. Though the amount of funding for safety is not close to the $65 million per year needed for a 35% reduction, we are pleased to report that $132 million has been programmed over the next five years by all the jurisdictions in Hillsborough County, which amounts to almost $27 million annually. The detailed spending by the jurisdictions within Hillsborough County can be found here.

Smart Cities

The focus of the Smart Cities program is to make use of operational strategies, traffic management systems, and technologies to improve traffic flow, Travel Time reliability and air quality.

TRAVEL DATA

According to FDOT, the total daily vehicle delay for National Highway System (NHS) roads in Hillsborough County in 2019 was 48,700 hours; and Vehicle Miles Traveled (VMT) were 21.9 million miles in 2019. This dropped to 19.4 million miles in 2020, accounting for about 11% reduction. The reduction in travel in the beginning of 2020 owing to the travel restrictions due to COVID-19 pandemic picked up towards the end of the year. People were limiting their travel to local destinations, especially within Florida. Data collected from FDOT’s Highway Mileage and Travel, and the American Community Survey indicate that the VMT greatly dropped in 2020. The Annual Daily Vehicle Miles traveled in all Hillsborough County roads for 2020 was 36.3 million miles, which was a 10% drop compared to the previous year. Pandemic travel restrictions and the decision by many to work from home caused the daily average VMT to drop to 13.26 miles per person per day in 2020. The State Highway System (SHS) VMT also declined, from 15.6 to 13.9 in 2020. VMT on all public roads in Hillsborough County followed a similar trend, dropping from 27.4 miles per person per day in 2019 to 24.9 in 2020, illustrated here.

One research study from 2020 indicates that more than half of all American workers wish to telecommute after the pandemic ends, although there has been an increase in vehicle miles traveled through September 2021 nearing pre-pandemic levels, according to the Federal Highway Administration (FHWA) Traffic Volume Trend report. This possibly indicates a shift in travel trends, where there has been a rise in travel for non-commuting purposes.

The mean travel time to work reported from Census data for 2019 was 27.5 minutes, which has increased by about 7% over the last 5 years. The increase may or may not indicate increased delay experienced by travelers; another cause could be people moving farther away from their workplaces and tolerating a longer commute, as housing prices have increased over the same time period.
**Travel Time Reliability**

Travel Time Reliability (TTR) is a measure of how frequently the traffic is unpredictable. While some traffic congestion in major metro areas like Tampa Bay is inevitable, occasional severe spikes in delay are disruptive, creating unexpected costs for shippers, service people, and others who are depending on being able to adhere to a schedule. In this section, reliability means that four out of five weekdays, the travel time stays less than 50% longer at peak hour than at off-peak.

Interstate reliability: Speed data collected for 2019 show that interstate highways were 89% reliable during AM peak hour and 66% reliable during the PM peak hour. **As of 2020, overall travel times on the interstate are reliable in Hillsborough County 75% of the time.** This performance meets the TPO’s target for system reliability precisely.

Non-interstate reliability: The non-interstate NHS roads comprise a greater proportion of roads in Hillsborough County than interstates. For this reason, non-interstate NHS may be a better indicator of overall performance than interstate reliability. Speed data obtained from 2019 report indicated that the non-interstate highways were reliable for almost 89% of the time during AM peak hour, and 77% during PM peak hour. In 2020, non-interstate NHS roads were considered reliable about 81% of the time, which greatly exceeds the TPO’s adopted target of 50% as reported by FDOT.

**Truck Travel Time Reliability**

The Truck Travel Time Reliability (TTTR) Index is the metric used to assess truck movement reliability on the NHS, and is a tougher standard, evaluating the level of unpredictability one day out of twenty, as opposed to one day out of five. **HERE data show that Hillsborough County has a TTTR of 1.89,** which means that on the worst travel days, the average truck trip takes 89% longer than usual. This performance achieves the TPO target of score 2.00 or less.

**Air Quality**

Vehicular air pollution is a direct outcome of traffic volume and congestion and is a public health threat in almost every urbanized area across the US. National air quality standards are monitored at the state and local levels by the Florida Department of Environmental Protection and the Environmental Protection Commission of Hillsborough County (EPC). The EPC operates 30 air monitors and 12 special purpose monitors that report Carbon Monoxide, Lead, Nitrogen Oxide, Ozone and Particulate Matter levels. **The average 2020 readings for ozone, nitrogen dioxide, sulfur dioxide, and particulate matter (PM) 2.5 all rated “good” on the Air Quality Index (AQI) scale. The average readings for PM 10 rated “moderate” on the AQI scale.** The highest 1-hour average recorded for PM 10 was 61.1 in early July, which is rated “unhealthy” on the AQI scale and was likely due to fireworks, of which PM 10 is a notable pollutant.

Recently there has been a shift towards electric vehicles in the county. Increasing use of electric vehicles helps reduce the health impacts of specific air emissions. Although alternative fuels are gaining popularity, increases in VMT and traffic congestion are offsetting emissions savings that could be gained from electric vehicles.
**SPENDING ON SMART CITIES**

Investing in Smart Cities projects can effectively relieve congestion and improve delays to help traffic flow. The 2045 LRTP identified that Hillsborough County can reduce delay at major intersections by almost 44% with additional revenue generated from the equivalent of a 1-cent sales tax, thereby **improving travel time reliability by 20%**. Investments in intersection improvements, advanced traffic management system (ATMS) projects, traffic monitoring CCTV, advanced vehicle detection, real-time signal timing adjustments, ramp metering and speed harmonization can dramatically improve systemwide performance.

The various jurisdictions within Hillsborough County have programmed **$217 million**, or $43 million per year, to fund various Smart Cities projects for the five-year period from 2022-2026. This amount represents a **15% reduction in funding** when compared to the five-year period from 2015-2019. If this trend in existing funding continues, we will fall short of achieving the TPO’s forecast for 2045 of reducing delay on major roads by 40%. Hillsborough County estimates the shortfall in funding for its intersection improvement program at $296 million over the next five years; $415 million is needed and $119 million is available.

**Real Choices When Not Driving**

According to the [Census Bureau](https://www.census.gov), about 2.3% of the population lives in a zero-vehicle household. The TPO’s Transportation Disadvantaged Service Plan estimates about 2.8% or 43 thousand residents of Hillsborough County are disabled or have no access to a vehicle, putting them in a critical need category. By contrast, 31% of the county’s residents have the potential to be transportation disadvantaged due to age, income, or disability, and may need to county on transit, walking, bicycling or other modes in order to access daily needs.

**TRANSPORT SERVICE**

*Transit Service Availability* is an important factor to measure the amount of transit service available on our roads. Over the past three years, Vehicle Revenue Miles (VRM) dropped by more 60% compared to the pre-pandemic average, likely due to Mission Max, in which HART reduced service on several routes in an effort to provide more efficiencies and live within its budget. Looking at the amount of vehicle revenue miles provided per capita is a way to compare HART’s service levels with transit systems in other cities. HART’s VRM/ capita dropped by 25% in 2021 compared to 2020, as HART scaled back service during the pandemic.

*People and Jobs Served* – Using the current service routes for HART, it was found that about **10% of the population and jobs in Hillsborough County are served with transit routes with 30-minute frequency** or better, while about 19% of the people and 39% of the jobs are served by a transit route with a 60-minute service or better. The chart representing the jobs and people served by HART transit service can be found [here](#).

*Ridership* – HART currently serves more than 800,000 people and has an estimated ridership of 9.2 million as of 2020. HART ridership declined following a 2017 service area contraction and was greatly impacted
again in 2020 due to the COVID-19 pandemic. Data from July 2021 show a decrease in ridership of about 28% (5,302,633 trips) for all fixed route modes compared to the previous year.

Transit Trip Length - Average Transit Trip Length in 2020 is 4.73 miles as reported by the National Transit Database (NTD).

On Time Performance - HART has an average on-time performance rate of over 75% as reported in 2020. The average monthly on-time performance for the streetcar in 2020 was 99.79%, according to HART.

Passengers per Revenue Hour - is a measure used to quantify service usage and the number of passengers on each bus. This is calculated based on the total number of riders, divided by total number of hours the service is in operation and available to passengers. This measure is also helpful in looking at the different routes and comparing them. On average, Passengers per Revenue Hour dropped by nearly 39% from July 2020 to July 2021 according to HART’s Budget Report presented to their Board in September 2021, again in relation to the pandemic. The best performing routes were Route 34-Hillsborough Ave, Route 1–Florida Ave and Route 400-Nebraska/Fletcher MetroRapid, which all had approximately 16 passengers per revenue hour. The streetcar line had a higher passenger per revenue hour rate with a monthly average of 23.8 in 2020 despite a 43% drop between January and December.

NON-MOTORIZED TRAVEL

Non-motorized travel includes walking, biking and micro-mobility modes including electric scooters, carts, and bikes that operate at low speeds. Hillsborough County has over 554 miles of bike lanes, 1,225 miles of sidewalks, and 925 miles of paved trails and shared-use paths. Access to basic needs like food, education and healthcare is a challenge to these residents. This map shows the places of interest that are accessible via a sidewalk.

LEVEL OF TRAFFIC STRESS

The TPO established a new standard to assess the bike and walk facilities in the county. Level of Traffic Stress (LTS) is a way of accounting for the stress experienced by vulnerable road users. It is estimated based on the number of lanes, signal timing, posted speed limit, average daily traffic and existing walking and biking facilities on roadways. Roadways with LTS 1 offer less stress and comfortable to all road users, while LTS 4 indicates that the facility is uncomfortable for bicyclists and pedestrians. The Bike and Pedestrian LTS is an indicator for evaluating the streets which are safe and comfortable for bicyclists and pedestrians. It helps to recognize the improvements to the existing facilities to make it safe and comfortable for users and prioritize dollars accordingly.

In Hillsborough County 56% of roads are LTS 4 or worse for walking, and 70% are LTS 4 or worse for cycling.

SPENDING ON REAL CHOICES WHEN NOT DRIVING

Investments in multimodal options will help build a connected network of trails, multi-use paths, transit, and paratransit services for the transportation disadvantaged. $635 million will be invested by all the jurisdictions on approximately 80% of the roads, build over 150 miles of trails, and improve transit and paratransit services.
Performance Based Planning and Programming

Performance-Based Planning and Programming requires the MPOs in areas of 200,000+ population to establish targets for the performance measures to ensure that the states, transit agencies and the TPOs carry out transportation planning and focus on investments to prioritize the projects to achieve the targets. The TPO establishes policies and plans and support decisions to fund the longer-term visions through it LRTP as well as through the specific projects in TIP that helps to achieve the near-term goals as a result of the performance-based planning process.

One of the main objectives of the performance-based planning process is to report the current state of the transportation system and compare it with the target. This is achieved through the State of the System report. The 2021 State of the System report is a representation of how the Hillsborough County has been performing in the last three years. In the upcoming reports, which will be updated frequently, there will be a focus on the measures that require immediate attention as part of the TPO’s plan to maintain the goals and vision of the county. This helps to keep the regional planning partners involved in our plans and allows decision-makers to make informed decisions and channel the investments towards projects that have been identified in our transportation plan.
Board & Committee Agenda Item

**Agenda Item:**
2022 Meeting Calendar

**Presenter:**
Committee Liaison, TPO Staff

**Summary**
Staff has prepared a calendar of meetings for 2022. We ask that each TPO advisory committee review and approve its meeting dates. Upon approval by the TPO Board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

**Recommended Action**
Review and approve the 2022 TPO Board and Committees Meeting Calendar

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

**Attachments:**
2022 Draft Calendar
## 2022 Schedule of Monthly Meetings

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### Meeting Locations
- (a) BOCC Chambers, County Center, 601 East Kennedy Blvd., 2nd Floor
- (b) Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd, 18th Floor
- (c) 26th Floor, Rooms A&B, County Center, 601 East Kennedy Blvd
- (d) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd, 18th Floor

### Acronyms
- TAC: Technical Advisory Committee of the TPO Board
- CAC: Citizens Advisory Committee of the TPO Board
- Policy: Policy Committee of the TPO Board
- TPO: Transportation Planning Organization Board
- LRC: Livable Roadways Committee of the TPO Board
- BPAC: Bicycle-Pedestrian Advisory Committee of the TPO Board
- ITS: Intelligent Transportation Systems Committee of the TPO Board
- TDCB: Transportation Disadvantaged Coordinating Board
- TMA: Tampa Bay Transportation Management Area Leadership Group
- SCTPA: Sun Coast Transportation Planning Alliance

### Meeting Locations
- (a) BOCC Chambers, County Center, 601 East Kennedy Blvd., 2nd Floor
- (b) Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd, 18th Floor
- (c) 26th Floor, Rooms A&B, County Center, 601 East Kennedy Blvd
- (d) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd, 18th Floor
I. **CALL TO ORDER, PLEDGE OF ALLEGIANCE**

The Chairman, Commissioner Cohen, called the meeting to order at 10:01 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, Councilman Guido Maniscalco, Councilman Joseph Citro, Mayor Andrew Ross, HART Board Member Melanie Williams, Joe Waggoner, Charles Klug, Planning Commissioner Cody Powell, School Board Member Jessica Vaughn

The following members were present virtually: Commissioner Mariella Smith, Commissioner Nate Kilton

The following members were absent/excused: Councilman John Dingfelder, Joe Lopano

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** – October 13, 2021

Chair Cohen sought a motion to approve the October 13, 2021 minutes. Commissioner Kemp so moved, seconded by Commissioner Myers. Voice vote: motion carries unanimously.

IV. **SPECIAL PRESENTATION** – Vision Zero Hero 2021 (Beth Alden, TPO Director) - deferred

V. **PUBLIC COMMENT** –

**Rick Fernandez:** Introduced himself and residence address; thanked the Board. Noted he is the Vice Chair of the CAC but is here as a private citizen. Said he is commenting on Action Item, Agenda Item 8A; the proposed letter from the TPO to FDOT regarding the Tentative Work Program. Has concerns that have been expressed to the Board in writing via Facebook and email. Would like to focus on the item on page 2 of the letter about the noise walls at Robles Park and concerns spanning the entire eastern border of Tampa Heights along I-275. Notes from the letter that the Board has expressed concerns about the gap in the noise wall at Robles Park; FDOT does not intend to put sound barriers of any sort along that part. That was confirmed at the CAC meeting on November 3, 2021. Hopes the Board will drill down on this topic. Expressed that, if there aren’t enough deal breakers already, if there are no barriers along that section with the
increase in noise and pollution with the planned capacity increases is not acceptable. Stated that all of the sound walls along Tampa Heights are impacted and affected. Does not believe there are enough discussions in the letter or elsewhere about architectural improvements and landscaping along that area; specifically noted the flyover ramp from I-275 SB to I-4 EB between Floribraska and Columbus. That is not a sound wall, it is little more than a supporting wall/barrier ramping cars above and through the area. When looking up from the ground level, you can see the superstructure. It is not a sound barrier, it is not a berm, it does not protect the neighborhood from noise or pollution. Would hope that it will be addressed to what, exactly, a sound wall means especially along that area of eastern Tampa Heights and the border of the historic district.

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

A. CAC – Bill Roberts (November 3, 2021 meeting) – meeting was virtual, no actions taken
   - Heard some of the feedback in Public Comment
   - Heard report on FDOT Tentative Work Program.
   - Heard report on I-75 Environmental Details on the Express Lan
   - Heard report from HART on AV pilot proj

B. BPAC – Davida Franklin, TPO Staff (October 13, 2021 meeting)
   - Approved the following Action Items:
     o Transportation Improvement Program Amendment: Westshore Interchange and Downtown Interchange Aesthetics. A motion was also approved requesting a side path along the north side of Kennedy Blvd. from REO Street to the Westshore Mall. This would provide a direct route between a major destination and the Howard Frankland Bridge Trail’s terminus at Reo.
     o Rectangular Rapid Flashing Beacons Letter to the Legislature. This was strongly supported by the membership.
     o FDOT Tentative Work Program Comments – The committee supported the comments on the tentative 5-year work program noting that on a resurfacing project on West Kennedy Blvd, a mid-block crossing had previously been proposed between Lois and West Shore. FDOT has since responded that this did not meet crossing warrants.
   - Heard Status Reports on:
     o Hillsborough County Comprehensive Plan Mobility Element

C. ITS – Davida Franklin, TPO Staff (October 14 meeting)
   - Approved the following Action Item:
     o Transportation Improvement Program Amendment: Westshore Interchange and Downtown Interchange – The TIP amendment had already been presented at the October Board; any additional questions were considered. Members heard an update of the comments that the TAC and the CAC committees provided. This was followed by a presentation on one of the things funded by the amendment, the I-275 Integrated Corridor Management Program, and its benefits.
   - Heard Status Reports on:
The committee supported the projects in the FDOT Tentative Work Program for FY 2023-2027.

Connected Vehicle Performance Measures for Signal Retiming – Metroplan Orlando staff presented their signal retiming program which uses data from Wejo technology.


**D. TAC** – Davida Franklin, TPO Staff (November 1, 2021 meeting)
- Approved the following Action Item:
  - FDOT Tentative Work Program Comments
- Heard Status Reports on:
  - I-75 PD&E Study – Members received clarification on transition points between express and general lanes; how capacity would be managed on express lanes, which may include tolling; and inquired about maintenance costs. Members noted that if tolled, maintenance costs would be funded in future years.
  - 56th Street/50th Street Corridor Planning Study – Members noted that there are many different users and contexts in this corridor, and safety improvements are needed.

**E. LRC** – Davida Franklin, TPO Staff (October 20, 2021 meeting)
- Approved the following Action Items:
  - Rectangular Rapid Flashing Beacons Letter to the Legislature
  - FDOT Tentative Work Program Comments
  - Select Gulf Coast Safe Streets Summit Award Recipient
- Heard Status Report on
  - State of the System Report

**F. TDCB** – Davida Franklin, TPO Staff (October 22, 2021 meeting)
- Approved the following action items:
  - Major Update of the Transportation Disadvantaged Service Plan
  - Annual Operating Report of the Community Transportation Coordinator
  - TPO Committee Meeting Calendar for 2022
  - FDOT Tentative Work Program Comments
- Heard Status Reports on:
  - Sunshine Line Update
  - Hillsborough County Comprehensive Plan Mobility Element

**G. Policy Committee** – Beth Alden, TPO Staff (November 10, 2021 meeting)
- Focused on Fowler Ave corridor.
  - Coordination with roadway improvements with the HART BRT concept.
  - Will invite HART to speak to the board about their recommendation after the HART Board has an opportunity to recommend a preferred concept for that study.
  - Will look to integrate that with the work that FDOT is doing.
- Discussed coordination with land use redevelopment and housing.
  - Great points about the need for affordable housing, labor pool access, and taking another look at the minimum parking requirement.
- Joint conversation with representatives from the City of Tampa, Hillsborough County, and the Planning Commission about a possible, inter-local agreement for a coordinated approach to address those issues.
H. Public Comments Received Through Email & Social Media – Davida Franklin, TPO Staff
   • Comments pertaining to Action Items on today’s agenda were posted online and received by email from Rick Fernandez, who called in and spoke during Public Comment.

VII. CONSENT AGENDA
A. Committee Appointments
   • LRC – Alex Bourne, nominated by the Institute of Transportation Engineers, Greater Tampa Section
   • TDCB – Indihra Chambers, nominated by Careersource Tampa Bay
   • BPAC – Robyn Baker, nominated by Plant City; David Aylesworth and Victoria Klug, nominated by the BPAC as At-Large members
   • TAC – Jennifer Malone, nominated by the Planning Commission

Charles Klug: Recused himself from the Consent Agenda and voting on this matter.

Chair Cohen sought a motion to approve the Consent Agenda. Commissioner Myers so moved, seconded by Councilman Maniscalco. Voice vote: motion carries unanimously with one abstention from Charles Klug.

VIII. ACTION ITEMS
A. Tentative Work Program and Comments (Justin Hall, FDOT)
   • Five-year Work Program – new tentative plan will cover FY 2023 – FY 2027
   • FDOT seeking to preserve existing work program, capture cost estimate updates, add new projects.
   • Reviewed how projects are added./
   • The purpose is to cover what is new. Projects move on priority list, there are adjustments to funding, etc. are some of the reasons projects appear or are removed.
   • Reviewed Hillsborough TPO Priority projects.
   • Showed breakdown of funding. Noted that many improvements, such as bike/ped, are incorporated into other projects and specific funding is not tracked at this time. Working on a way to add identifier for capacity or resurfacing projects where complete streets is being incorporated with fixing sidewalks, closing gaps, adding a trail, etc.
   • Went over schedule.
   • Provided website information; noted that several social media posts had been made based on comments from the CAC.

Presentation: FDOT Tentative Five-Year Work Program FY 2023 - FY 2027
Website: www.fdot.gov/wpph/district7
Letter and Turnpike Tentative Work Program Summary of Projects: November 2021 TPO Board Agenda Packet
Discussion:

Commissioner Overman: Requested clarification on the I-275, SR 93, SR 60 interchange and if it is the Downtown Interchange project.

Justin Hall: Not on the presentation, is in the Work Plan Document. It is the Westshore Interchange.

Commissioner Overman: Asked for clarification on the Downtown Interchange project not appearing and if that is because it has already been approved.

Justin Hall: Correct, that project is funded in the current fiscal year. The Work Program being looked at today starts next fiscal year.

Commissioner Overman: We heard earlier from the CAC regarding the noise walls. Noted that the reason anything is being done on the Downtown Interchange is to increase safety. Knows that improvements are being made under each of the major overpasses for the city intersections. Each of the cross streets are not being addressed. That is missing the mark when it comes to safety. The north side of the southbound lanes, those concerns are not being addressed. FDOT needs to consider doing that in their design.

Beth Alden: Noted that, after the Board discussion is completed, Vishaka Shiva Raman would like to go over the proposed letter of comment to FDOT.

Commissioner Cohen: Clarified that the Board would be able to add comments to that letter.

Mayor Ross: Asked about the resurfacing project of Fowler Avenue between Bruce B Downs and River Hills and how they will fit in with the two re-design projects on Fowler Avenue east and west of 56th Street. Questioned how this resurfacing project fit in with that scheme.

Justin Hall: The redsins retain their existing pavements. They are reconfiguration with middle sections or outside lanes. The pavement condition needs to be addressed ahead of time; it won’t make it to that project. Have done a lot of coordination with that project on the scope so there is no wasted work.

Mayor Ross: Clarified that the resurfacing will happen before the redesign

TPO Letter of Comment to FDOT:

Vishaka Shiva Raman:
Noted that the Florida Turnpike Enterprise has several projects within District 7 and Hillsborough County. Those are included in the November Agenda Packet.

Letter of comment to the FDOT. Thanked FDOT for bringing the update. Noted the project for the Westshore Interchange has advanced to construction. The Work Program highlights several projects with concern for safety improvements that are moving into construction. Would like to have FDOT’s response to the Fowler Avenue project and extending it. There is additional funding for US 92 and McIntosh Road and at Adamo and 26th Street. It was noted that three projects are urban development; Brandon Boulevard, Park Road, and South Dale Mayberry. The CAC, BPAC, and TDCB expressed interest in additional details for these projects and how decisions were made. The TDCB inquired how decisions are being made considering people with challenges needing to use these
corridors. The letter expresses the desire for FDOT to provide briefings on these concerns in the future. The funding for US 41 grade suppression, did not see funding for that. Asked to see if the TPO could assist to add funding for this project. In addition to these requests, there was a safety project that was proposed as a traffic signal at the intersection of Spruill Street, Boy Scout, and Manhattan Avenue. It was listed as a traffic signal with a lower priority. The letter brings this to FDOT’s attention since there has been two fatal crashes recently. Are requesting this project be given a higher priority under the Vision Zero category. Talked about the Robles Park gap in the noise wall as part of the I-275 reconstruction. Expressed concern in the letter asking FDOT to consider a positive response and address this concern. At this time, would like to add comments from the TPO Board.

Requested Action: To approve the letter and transmittal to FDOT.

Discussion:

Commissioner Kemp: Believes it is a complete letter. Is pleased that the wall is included as the Board unanimously supported it. Noted that Mr. Fernandez talked about a noise wall at the higher level around the interchange. Not sure how to go into that specifically. Another challenge not in the letter but is a concern is I-75 at Gibsonton. I-75, at certain times, is gridlocked. One accident leads to another resulting in people being 30 to 60 minutes late for work. It is good news that this interchange is on the Work Plan. It will be critical to address the pile up of cars at the end of the exit. The capacity of the exit will not be able to be handled on the road. That needs to be a consideration as we move forward before we have another issue.

Commissioner Cohen: Noted in Mr. Fernandez’s comments that he made a specific reference to the lack of a sound barrier on the flyover to I-4 from I-275 at Floribraska to Columbus. Would like to have that item, specifically, included in the letter. It should be pointed out exactly where the gaps are that we would like to see filled. This is in addition to what has already been said about Robles Park.

Justin Hall: Noted that there are noise walls in that area that are already existing. The new project does not include removing those walls. In a previous request from Mr. Fernandez, he requested that those noise walls be taller. Based on the design guidelines, they are as tall as they can be. The only area in this project where there is a gap is Robles Park. It is something that was gone over at the construction open house; that question has been asked before. The gap at Robles Park is being worked on with TPO Staff and Federal Highway on what can be done there.

Commissioner Overman: Requested that the FDOT representative address the section approaching from the north, heading southbound; I-275 being resurfaced to create the additional lanes and safety of the approach to the flyover.

Justin Hall: An additional lane is being added and there will be minor resurfacing to tie the new pavement into the existing pavement.

Commissioner Overman: In order to add the lane, additional surface is being added. Not necessarily widening but reconstructing the pavement on the approach. A road is being repaved and not being completely fixed. Having the blind lane design, vehicles come over a hill doing 60 mph with traffic stopped on the other side, no matter how many lanes. Without having a straight road, there will
continue to be crashes this construction is trying to avoid. The safety fixes in this project are not addressing one of the core reasons this area is so dangerous. People traveling in the second and third lane are crashing into the people stacking up to go onto I-4. The additional lane will not address the safety issue caused by the rise and fall over every crossing along I-275: Sly, Hillsborough, Hanna, Osbourne, and Floribraska. Requested that this be considered in the planning and design, it would be appropriate; or plan for it in the future when it is determined that what we are doing now is insufficient.

Motion to approve the transmittal of the letter of comment on the FDOT Tentative Work Program made by Councilman Maniscalco, seconded by Commissioner Overman. Rollcall vote: motion passes 14 – 0

B. HART Request for Maintenance Facility Support (Beth Alden, TPO Executive Director; Teri Wright, HART)

- HART made request at the beginning of November for support of this grant. It is due very soon. A vote on this letter does not constitute an amendment to the Transportation Improvement Program. Will require future, roll call vote, to amend the TIP.
- HART intends to apply for a Federal Transit Administration grant to fund a major reconstruction of HART’s primary maintenance facility at 21st Ave.
- For consideration is a request for support for the HART Heavy Maintenance Facility.
  - Current facility is 40 years old and past useful life.
  - Building and surrounding property are in need of enhancement/replacement.
  - Challenges include flooding, sinkholes, failing roof, building not ADA compliant, lack of vertical space to lift vehicles, insufficient storage.
- HART is requesting that the funds that the TPO has set aside for a number of years for HART’s vehicle replacement program be made available for the heavy maintenance facility project.
- HART is requesting the TPO Board considers a letter on behalf of HART to the FTA Administrator for HART’s bus and bus program grant application.
- Effective maintenance of the HART fleet is essential for good repair and reliability of transit service.

Recommended Action: To approve the transmittal of the letter of support for the grant.

Letter is attached to the November 10, 2021, November 2021 TPO Board Agenda Packet.

Commissioner Kemp made the motion to approve, seconded by Commissioner Smith.

Discussion:

Commissioner Kemp: Noted that when she was on the HART Board in 2017, it was stated as a dire emergency at the time. It has not gotten any better. This is a $100 million project. The matching funds search has been extensive. HART is the most underfunded system in the nation for a metro area of
this size. It is grossly underfunded and has been for decades. Beyond trying to expand bus service, the building and facilities are in terrible shape. Nothing more critical in the entire region for moving people than the bus and maintenance facility. Is happy this is a top priority for the new CEO of HART. Pleased to have the opportunity to move this forward.

**Commissioner Smith:** As Chair of HART Board, very much hoping that we can get this done. The deadline for the federal grant is November 19, 2021. Important that the Board support this and that local, matching funds are provided. There are several funding sources being lined up from local, state, and federal sources to improve the heavy maintenance facility. It is in dire straits. When it floods, it floods up to the vehicle headlights. There is extensive damage to the ceilings, there is corrosion, there is damage to the braces and brackets. The facility is falling apart and is not going to last. It is in bad shape and does not comply with ADA standards. It does not have the ability to move into the future with electric vehicles and does not have the ability to service the current fleet. This is the top priority of funding need for HART now. It has been put off. We are in a position to put together funding sources. Need the TPO funding that is in place for HART repurposed and prioritized to this project. Asking for everyone’s approval on this item moving forward.

**Commissioner Myers:** Would like to see that the vote on these items is separate. There is a letter of support as one and the redirection of funding as the second. Inquired what plans HART has to come up with to possibly replenish these funds or what they will do if we shift these funds in the grant application.

**Teri Wright:** Met with the FTA privately. Presented the need of the heavy maintenance facility; discussed bus replacement as well as increased frequency. FTA expressed that the new infrastructure package for bus replacement has 25% set aside for CNG busses. 63% of HART fleet is CNG vehicles. That infrastructure and busses are in place which positions HART very well to apply for those moneys. FTA expressed that many facilities are not looking at CNG and are going directly to electric. The pool for the CNG funding will be a smaller one. That is the plan for bus replacement funding that HART hopes to have reallocated to the heavy maintenance facility.

**Commissioner Cohen:** He is the only County Commissioner from the TPO Board not on the HART Board. Had an opportunity to speak with the HART Executive Director on November 9th. She brought this issue up. He had been aware of the challenges with the facility but not the dire nature of the situation. He is in support of this and hopes that is passes.

Chair Cohen asked to start with the motion directing staff to send a letter of support to the FTA for the grant HART is applying for. Councilman Maniscalco so moved, seconded by Commissioner Myers. Rollcall vote: motion passes 14 – 0.

Chair Cohen asked for a motion to begin the process to move the HART allocated funds from the bus replacement pool to the heavy maintenance facility funding for future TIP amendment. Motion originally made at the start of discussion by Commissioner Kemp, seconded by Commissioner Smith.

Discussion:
Commissioner Smith: Thanked everyone for supporting the letter of support in the effort to pull together funding for this critical need and priority project. This motion is where we put our money where our mouth is. Noted that it’s one thing to support a letter and another to prioritize it with the funding.

Commissioner Overman: Requested clarification on the amendment if it is going to swap money from bus replacement to the maintenance facility.

Beth Alden: We do not have documentation for a TIP amendment at this time. Will bring that back to the Board for a vote in the future.

Commissioner Overman: Asked if the Board is making this motion to start that process.

Beth Alden: Correct

Rollcall vote: motion passes 14 to 0

IX. STATUS REPORTS

A. FDOT 56th Street/ 50th Street Corridor Planning Study (Jennifer Musselman, Kittelson; Brian Shroyer, FDOT)
   - Review of project scope
     o Identify safety solutions and countermeasures
     o Improve the corridor
     o Develop vision
     o High crash corridor
   - Overview of study area – 8.5 miles from Selmon Expressway to Fletcher Ave.
   - Went over major milestone – deliverables and public engagement process
   - PAG Members
     o City of Tampa
     o Temple Terrace
     o Hillsborough County
     o HC TPO
     o HC Planning Commission
     o HART
     o THEA
     o Florida Highway Patrol
     o University of Florida
   - Identified opportunities for Multimodal Improvements on the Corridor
     o High multimodal activity area
     o Robust transit corridor
     o School pick-up/drop-off congestion
     o Redevelopment focused within Temple Terrace
     o High posted and operating speeds
     o Serves diverse population
   - Went over the draft Purpose statement
   - Review of draft Needs
- Next steps – hybrid public meeting December 14, 2021, PAG Meetings, additional reviews and presentations to the committees, board and public.

Presentation: FDOT 56th/50th Street Corridor Study

Discussion:

Commissioner Kemp: Noted that it is interesting to see; this is one of the most major transit ways and there is a lot of opportunity. Questioned if it is known how this area ranks as an employment center or what the size of the number of how many people are employed in this area.

Jennifer Musselman: Do not have that information but it is something that can be looked into.

Commissioner Kemp: Would be very interested in knowing that. That park looks like it has the potential for additional redevelopment.

Beth Alden: That area was identified as one of the county’s top 12 key economic spaces. The cluster was identified at greater than 5,000 and not down at the low end. It is likely around 10,000 to 20,000 level.

A. Future Leaders in Planning Jr. Program (Davida Franklin, TPO Staff)
   - Program provides an opportunity for children to see their community through the lens of a planner.
   - Started as Vision Zero program in 2019 by Gena Torres. Returned in 2021 and managed by Public Outreach from Plan Hillsborough.
   - Acknowledged partners, sponsors, and staff. Served 60 – 80 homes.
   - Supporting the 2021 Nondiscrimination Plan for the program
   - Successes and Lessons Learned
     - Kids learned about bike/ped safety, basics of zoning, transportation options, advocacy, safe spaces/ beautiful places
     - We learned – flexibility, unique challenges, community-centric issues, real life effects of poor road design, community support, resiliency in planning, supports Nondiscrimination Plan
   - Opportunities
     - Increasing diverse representation in the Planning field.
     - Civic engagement, Planner field experience, community problem solving, emotional intelligence
     - Creating opportunities for young people to care
     - Partnership and funding opportunities
     - Identified other opportunities for activities, feedback, and getting the word out.

Presentation: FLiP Jr. 2021 Review
X. **EXECUTIVE DIRECTOR’S REPORT**

A. Welcomed new Board Member, Cody Powell, representing the Planning Commission.

B. Sun Coast Transportation Planning Alliance and Tampa Bay TMA Leadership Group Joint Meeting and Workshop on Rail: Friday, December 10, FDOT District 7 office, time to be confirmed. First in the state listening sessions on Passenger Rail Planning. Will be joined by FDOT Assistant Secretary Brad Thoburn. Commissioner Cohen is representing the Board on the SCTPA along with three Board members on the TMA. Hybrid reservation options.

**Commissioner Overman:** Requested that TPO Staff invite all the TPO Board members since some had to leave before this notification. Would like members to understand the importance of this opportunity to discuss rail. It has been brought up at all of our meetings, would not want any members to miss this opportunity.

C. TPO Staff received an early notification of Supplemental Environmental Impact Statement for the Florida High Speed Rail project between Tampa and Orlando. This invitation is for staff to comment on Historic Resources. There will be additional steps coming up, but it is underway. We have the proposed route in conceptual maps.

**Commissioner Kemp:** Asked for clarification on “historic” or “legacy” and if that means the Amtrak rail.

**Beth Alden:** It is part of the National Environmental Policy Act; any major transportation projects need to look at impact. This request is to look at historic buildings; they reached out to the City of Tampa Office for Historic Preservation to make sure there have not been any changes since the original EIS was done in 2005.

**Commissioner Kemp:** Questioned if this is talking about the connection of Amtrak from Orlando to Tampa.

**Beth Alden:** This is looking at the former highspeed rail alignment. There was an Environmental Impact Statement for that route which was largely in the I-4 median. The original alignment would have come out of the I-4 median in a flyover very close to the Downtown Interchange on the east side and come into an intermodal station just south of I-275 next to the Marion Transit Center. The new alignment being studied comes out of I-4 around 14th and 15th Streets, comes down Nuccio, and terminates near the Amtrak station. It is different looking at the historic resources. There will be impact that needs to be looked at.

**Commissioner Overman:** Asked if this is the preempt study that is going to give Brightline a footprint in this direction. This will provide an idea of where Brightline might land.

**Commissioner Kemp:** Asked who was initiating these steps.
Beth Alden: It is coming out of the Federal Rail Administration.

D. At next month’s Board meeting, we will be providing a legislative update of new opportunities coming out of the recently passed, federal bill. There are new opportunities that we should be able to take advantage of. In particular, one set aside for improving resilience. We have spent a fair amount of time looking at this area, specifically hardening the roadways, we are well positioned to advance some projects with new funding. We will be looking at transit options as well.

E. The annual election of officers will be at the December meeting for the 2022 year. People will have the opportunity to speak up during the meeting if they would like to serve on leadership or one of the committees. If interested or there are any question, please reach out to Beth Alden in advance.

XI. OLD & NEW BUSINESS –

A. Next meeting December 7, 2021, from 10:00 AM – 12:00 Noon.

XII. ADJOURNMENT – The meeting adjourned at 11:41 AM

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

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on November 10

The BPAC approved action items:

- Memorandum of Agreement for Bike/Ped Counters with FDOT
- Comments on FDOT RRR Studies
  - The Committee heard a report on two resurfacing projects on Dale Mabry and Park Road. Plant City staff provided comments in support of maintaining the 6 lanes currently on Park Road but also supported on-road bike facilities.
- 2022 Meeting Calendar

The BPAC heard status reports on:

- FDOT 56th Street/50th Street Corridor Planning Study
- City of Tampa Neighborhood Commercial District Plans
- Tampa Downtown Partnership Bicycle and Pedestrian Counts
- US Bicycle Route 15 through Hillsborough County
  - This bike route has been identified by the Adventure Cycling Association, which is seeking to engage communities along the proposed route including Hillsborough County and Plant City. Membership offered to work with the Association and Plant City Staff on the proposal.

Meeting of the Livable Roadways Committee (LRC) on November 17

The LRC approved action items:

- Brightline SEIS Historic Resource Review comments
- 2022 Meeting Calendar
- USF to Green ARTery Trail Study - with the suggestion the draft study and alignments be reviewed by the Hillsborough County School District for feedback before finalization.

The LRC heard status reports on:

- FDOT 56th Street/50th Street Corridor Planning Study
- Tampa Downtown Partnership Bicycle and Pedestrian Counts
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November 30, 2021

Ms. Beth Alden, AICP
Executive Director
Hillsborough County Transportation Planning Organization
601 E Kennedy Blvd, 18th FL
Tampa, FL 33602

Re: FY 2023-2027 Tentative Work Program

Dear Ms. Alden:

Thank you for your November 10 letter regarding the Tentative Work Program for Fiscal Years 2023-2027.

We want to assure you that we are continuing to work closely with Central Office to restore funding for the US 41/CSX Grand Separation project (440749-1) in the earliest possible year.

In response to your request for a traffic signal at the intersection of Spruce St/ Boy Scout Road and Manhattan Ave, we are currently in the beginning development and review of this intersection.

FDOT is aware of the TPO’s concerns regarding a gap in the wall at Robles Park and is actively working on solutions to present to the TPO at the January meeting. We appreciate the partnership that we have developed with the TPO and look forward to working together to improve safety and mobility in Tampa Bay.

Sincerely,

[Signature]

David Gwynn, P.E.
District Seven Secretary

cc: Justin Hall, Planning & Environmental Administrator, FDOT
Kelli Bradley, Program Management Administrator, FDOT

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