



Hillsborough TPO Transportation Planning Organization

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Plan Hillsborough

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Tampa, FL, 33602

Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, November 29, 2023, 5:30pm. – 7:30pm

County Center, 18th Floor – Plan Hillsborough Committee Room

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please communicate to recording secretary, Gail Reese reeseg@plancom.org and Ben Gordon, gordonb@plancom.org if you cannot attend in person for this meeting. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote participation:

Microsoft Teams meeting:

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Meeting ID: 221 498 608 998

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813-498-2121

Phone Conference ID: 878 396 255#

- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Chris English at (813) 836-7380
- Rules of engagement:

Professional courtesy and respect for others at this meeting are expected. Failure to do so may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO's [Social Networking & Media Policy](#).

Agenda

- I. **Call to Order & Introductions**
- II. **Roll Call and Declaration of Quorum** (Gail Reese, TPO Staff)
- III. **Public Comment** – *3 minutes per speaker, for a maximum of 30 minutes.*

Public comments are welcome and may be given during this hybrid meeting by logging into the website above and clicking the "raise hand" button. Comments may also be provided before the start of the meeting by e-mail to gordonb@plancom.org. Written comments will be read into the record, if brief, and provided in full to the committee members.

IV. Members' Interests & Future Topic Requests

V. Approval of Minutes: October 25, 2023

VI. Action Items

- A. 2050 Needs Assessment for Real Choices (Elizabeth Watkins, TPO Staff)
- B. 2050 Plan Needs Assessment for Goods Movement and Hillsborough County Truck Route Plan (AECOM)
- C. 2024 Draft Meeting Calendar (Ben Gordon, TPO Staff)

VII. Old Business and New Business

- A. BPAC Top Ten Advocacy Next Steps

VIII. Adjournment

IX. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. Ian Lockwood Presentation – Roles and Designs of Arterial Streets in Hillsborough County
- C. Hands Free Florida Flyer
- D. FDOT Project Factsheet – Water Works Sidewalk Gaps

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
HYBRID MEETING OF OCTOBER 25, 2023**

I. Call to Order

Vice Chair Shirk called the meeting to order at 5:35 PM

Members Present: Jim Shirk, Katrina Corcoran, Christopher Fellerhoff, Cpl. Julian Anderson, Noliyanda James, Alain Watson, John Marsh, Samantha Flores, Brentin Mosher, Jonathan Forbes, Peter Davitt, David Aylesworth, John Kubicki, Faye Miller, Victoria Klug, Martin Santiago (Mike Disco), David Cillitti

Members Excused/Absent: Tim Horst, Abigail Flores, Jamie Morris, Daniel Rodriguez, Sally Thompson

Others Present: Ben Gordon, Christopher English, Gena Torres, Vishaka Shiva Raman, Lisa Silva, Gail Reese (TPO Staff); Jensen Hackett (FDOT)

An in-person quorum was met

II. Public Comment (3 minutes per speaker) (*Timestamp 0:00:49*) – None

III. Member's Interest (*Timestamp 0:01:04*)

- **Critical Mass ride is on Friday night, October 27th at 6 PM at Curtis Hixon Park**
- **Temple Terrace is having a Walk with the Mayor at 8 AM on November 4, 2023**
- **October is Florida Greenways and Trails Month, the calendar of events can be found on the EPC website**
- **Hillsborough County FLU Update has a few more public meetings coming up.**
- **TPO is doing the Air Quality Monitoring project, Purple Air Monitors can be installed, the kickoff meeting is November 17th**

IV. Approval of Minutes (*Timestamp 0:04:46*)

Peter Davitt moved to approve the minutes from September 27, 2023; seconded by Alain Watson. The motion passed unanimously.

V. Action Items

- A. Florida Department of Transportation (FDOT) Tentative Work Program FY2025 – 2029** (Vishaka Shiva Raman, TPO Staff; Jensen Hackett, FDOT Staff) (*Timestamp 0:05:30*)
- Went over what is included in the Five-Year work program

- The work program ends on June 30th each year, at that point the next year moves up and the fifth year is added with projects moving up. 2024 is an accelerated cycle.
- Went over the programming strategy – there have been project cost increases due to increased pricing
- Highlighted the new projects addressing bike/ped particularly
- Went over the funding breakdowns
- Went over timeline; public comment due by November 13, 2023

Presentation: [FDOT Tentative Work Program Report](#)

Work Program Website: [FDOT District 7 Tentative Five-Year Work Program](#)

Discussion:

There was a question about the financing for add-ons of landscaping and sidewalks. There is a landscaping budget that has to be met, which means there are a lot of standalone projects. FDOT is bound by statute for landscaping. It was noted that there is \$3 million for sidewalks and \$8 million for landscaping. It was asked if there is anything the BPAC can do to get a project into the Work Program. It was noted that the TIP adopted in June is where the priority projects come from that go into the Work Program. The time to add things is during the TIP process. It was brought up that there are other bike/ped projects that are being done as part of other projects including the Southcoast Greenway. This is part of the Sun Trail funding that was noted in the presentation.

Peter Davitt moved to approve the FDOT Tentative Work Program FY2025 – 2029 and forward to the TPO Board for approval, seconded by Victoria Klug. The motion passed with one Nay vote from Jonathan Forbes.

B. 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation (Vishaka Shiva Raman, TPO Staff) (Timestamp 0:33:21)

- Review of the 2050 Plan ingredients; needs assessments; combining the needs assessments and revenue forecast and public input
- Went over the methodology of the Needs Assessment Development using various scenarios
 - Scenario 1 – Trend
 - Scenario 2 – Performance
- Looked at the impact of Congestion Management Treatments
- Reviewed potential reductions in congestion and improvements to safety with investment

Recommended Action: Approve the Draft 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation and forward it to the TPO Board for consideration.

Presentation: [2050 Plan Needs Assessment for Congestion Management & Crash Mitigation](#)

Technical Memo: [Technical Memorandum For Congestion Management and Crash Mitigation](#)

Discussion:

It was expressed that the balance of Congestion and Safety is off. Allowing people to go faster by making things less congested does not increase safety. It was asked if this could be moved forward with an emphasis on safety instead of congestion. It was noted that there will be a loss of workers

if congestion is not addressed. It was brought up that what this is looking at is a needs assessment about what we are spending and the results we are getting. Next month, other topics will be brought to the committee. What happens next, in the LRTP, is asking the public what the most important things are to focus on. Congestion is a problem; when you talk about speed, during congested hours, if the posted speed is 40 mph but the actual speed is 15 mph, this is looking at getting closer to the posted speed. This is one way to measure the current trends and look at what the future could look like. Clarification was asked if this is a small piece of the overall LRTP but it is not prioritizing spending money. The approval is not linked to the priority judgment. The report is based on what is currently in the community and what types of treatments could be applied.

Peter Davitt moved to approve the Draft 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation and forward it to the TPO Board for consideration and would like to emphasize that the BPAC would like to see more emphasis on safety and less on congestion with the understanding that both are not necessarily equal but are important; seconded by David Cillitti. The motion passed unanimously.

C. Consideration of New Citizen at Large Membership Application (Ben Gordon, TPO Staff)
(Timestamp 0:54:03)

- Discuss multiple applications pending for BPAC Citizen At-Large membership.
 - There are five applications to fill the open seat; one
 - Went over highlights of the applications

Recommended Action: Select and recommend one applicant for BPAC membership.

Discussion:

Additional information was requested on how the vacancy was advertised, how long the term is, etc. The term is two years; it is listed on the website and on social media. It was asked how the vacancy came up. It was noted that one candidate answered a question on personal demographic information. That is a standard question.

Alain Watson moved to recommend Gene Peters to the TPO Board for the BPAC Citizen At-Large membership; seconded by Martin Santiago (Mike Disco). The voice vote passed unanimously.

VI. Status Reports

A. 2050 Plan Revenue and Initial Discussion of Cost Feasible Scenarios (Ben Gordon, TPO Staff)
(Timestamp 1:21:27)

- Federal and State Programs
- Metropolitan and regional grants
- Transit and TD
- Local governments
- Summary of available and potential new revenues, FY 2031 – FY 2050
 - Potential local funding
- Looked at the spending patterns in the current 5-year CIPs and Work Program

- Reviewed local governments: funding vs. needs – building and improving the system – funded FY 22 – FY 27
 - Funding priorities by funding buckets
- Putting the pieces together – needs assessments and revenue forecast, public input, Board consideration of preferred scenario
- Presented a preliminary survey for the TPO Board to fill out

Provide feedback to TPO staff on spending priorities and/or funding strategies to explore

Discussion:

It was asked what the lifespan is of a bridge. There was a high-level discussion about the prioritization process. Each of the items has Needs Assessments done. All have predictive models for investment.

VII. Old Business and New Business (Timestamp 1:43:09)

A. The next meeting is November 29, 2023.

B. BPAC Top Ten Project Update and Next Steps – two locations have projects underway, they will remain on the list; went over the preliminary draft. It was suggested that each one has a separate page. Noted that there is going to be a non-motorized count coming up. Five locations on the top ten list will have cameras. There was discussion on possible ways to do additional counts.

C. World Day of Remembrance November 17, 2023

VIII. Adjournment

The meeting adjourned at 7:35 PM

A recording of this meeting may be viewed at:

https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/videos



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2050 Plan Needs Assessment for Real Choices When Not Driving

Presenter:

Elizabeth Watkins, TPO Staff

Summary:

As part of the 2050 Long Range Transportation Plan (LRTP) update, the TPO conducted an analysis of modes captured in the Real Choices When Not Driving TPO Investment Program, which includes:

- Local Bus Service - Bus service that could be provided by Hillsborough Area Transit under different levels of funding through 2050. The bus service analysis demonstrates how increased funding may improve the amount and quality of access to jobs and homes in the future.
- Transportation Disadvantaged Services - Paratransit service that could be provided through the Sunshine Line to county residents who cannot transport themselves to life-sustaining activities due to age, disability, income, and/or lack of access to bus services. The amount of service needed in the future will vary in part with changes with the local bus network.
- Trail and Sidepath Network - This portion of the program evaluates the availability of trails and sidepaths to the county population, based on varying levels of funding through 2050. Trails and sidepaths are paved facilities, typically eight to 12 feet wide, that allow for pedestrians and cyclists to pass each other in opposite directions. Sidepaths are located adjacent to a road but separated from motor vehicle lanes by a boulevard strip and/or a barrier, while trails typically are not located in road rights-of-way.



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The needs assessment is a system-level analysis that addresses levels of service that could be offered at the current funding level and a performance funding level through 2050.

Recommended Action:

Recommend approval to the TPO Board

Prepared By:

Elizabeth Watkins, AICP, TPO Staff

Attachments:

[Real Choices When Not Driving Technical Memorandum](#)



Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2050 Plan Needs Assessment for Goods Movement and Hillsborough County Truck Route Plan Update

Presenter:

Lauren Brooks, AECOM

Summary:

This project comprised two main tasks. First, the update of the Hillsborough Truck Route Plan included outreach to residents, agency partners and other stakeholders. This was then combined with origin and destination analysis, as well as evaluation criteria of each route to determine needed additions or removals of roadways from the plan.

The 2050 Long Range Transportation Plan (LRTP) Freight and Goods Movement Technical Memo outlines the need for facilities based on expected population and job growth throughout the region. This includes previously identified projects, as well as needs through 2050 and evaluation criteria to prioritize freight projects based on their performance.

Recommended Action:

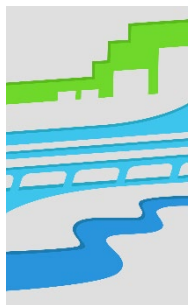
Recommend approval to the TPO Board

Prepared By:

Wade Reynolds, TPO Staff

Attachments:

[2050 LRTP Update Web Page](#)
[Existing Hillsborough County Truck Route Map](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2024 Meeting Calendar

Presenter:

Committee Liaison, TPO Staff

Summary

Staff has prepared a calendar of meetings for 2024. 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 2024 TPO Board and Committees Meeting Calendar

Prepared By:

Cheryl Wilkening, TPO Staff

Attachments:

2024 Draft Calendar



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2024 SCHEDULE OF MONTHLY MEETINGS

| | TAC 1:30 PM | CAC 6:00 PM | TPO Special Meetings 10:00 AM | TPO 10:00 AM | LRC 9:00 AM | BPAC 5:30 PM | ITS 1:30 PM | TDCB 9:30 AM | TMA 9:30 AM | SCPTA 10:30 AM | MPO DIRECTORS 1:30 PM |
|---------------------|---|----------------|-------------------------------------|-------------------------------------|----------------|-----------------|----------------|-----------------|------------------------|-------------------|-----------------------------|
| JANUARY | 8 | 3 | | 10 | 17 | 24 | 4 | | | | 5 |
| FEBRUARY | 5 | 7 | 6 | 14 | 21 | 28 | | 23 | 16 | | 2 |
| MARCH | 4 | 6 | | 20 | 27 | 27 | | | | | 1 |
| APRIL | 1 | 3 | 30 | 10 | 17 | 24 | 4 | 26 | | | 5 |
| MAY | 6 | 1 | | 8 | 15 | 22 | | | 17 Forward Pinellas | | 3 |
| JUNE | 3 | 5 | | 12 (a) @ 6PM TIP Public Hearing | 26 | 26 | | 28 | | | 7 |
| JULY | Recess | Recess | Recess | Recess | Recess | 24 Workshop | 11 | | | | Recess |
| AUGUST | 5 | 7 | | 14 | 21 | 28 | | 23 | | | 2 |
| SEPTEMBER | 9 | 4 | 3 | 11 | 18 | 25 | | | 20 | | 6 |
| OCTOBER | 7 | 2 | | 16 (a) @ 6pm LRTP Public Hearing | 23 | 23 | 3 | 25 | | | 4 |
| NOVEMBER | 4 | 6 | | 6 | 20 | 20 | | | | | 1 |
| DECEMBER | Joint Mtg. 4 @ 12 PM TBD – Offsite Meeting | | 3 | 11 | 18 | Recess | | 20 | 6 Pasco | | Recess |
| Meeting Location | (b) | (b) | (c) | (c) | (b) | (b) | (b) | (b) | | | |

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

BPAC Top Ten Advocacy Next Steps

Presenter:

Ben Gordon, TPO Staff, and Tim Horst, BPAC Chair

Summary:

In September BPAC finalized a list of the “Top Ten Dangerous Locations for Bicyclists and Pedestrians.” Based on submissions from BPAC members, this project may serve as a guide for future initiatives and interagency coordination efforts.

At BPAC’s November workshop, members will vote on whether to approve an informational document based on the approved Top Ten list, with expanded information on each location. The Committee will also discuss next steps to make the list a guide for practical advocacy.

Recommended Action:

Approve the finalized list and discuss next steps.

Prepared By:

Ben Gordon, TPO Staff

Attachments:

BPAC Top Ten List



Top Ten Dangerous Locations for Bicyclists and Pedestrians*

** Very rough initial draft*

Introduction

There are many roadways in Hillsborough County that could benefit from targeted interventions, and this list does not attempt to capture all of them. The numbering of suggestions is also not a rigid order of priority, and each location is worthy of public advocacy and improvements. The purpose of this list is merely to pinpoint the locations that struck BPAC members as uniquely urgent while sharing our Committee's insights and recommendations, alongside background information about each roadway's owner and maintaining agency.

1. Florida Ave (north of Violet St)

Background

TBD

Possible Improvements

TBD

Jurisdiction

TBD

2. 13th St and Hillsborough Ave



Background

High-traffic area for non-motorized modes with high injury risks that should be mitigated. This intersection is also a priority for the City of Tampa and unincorporated Hillsborough County.

Possible Improvements

Pedestrian Hybrid Beacon on crossing.

Jurisdiction:

City of Tampa (13th St) and FDOT (Hillsborough Ave)

3. Nebraska Ave (31st Ave to Genesee St)



Background

This corridor has fast-moving traffic and narrow sidewalks that pass multiple bus stops. However, the existing sidewalks are too cramped for bicyclists and pedestrians to share together.

Possible Improvements

The ask is to complete and connect the painted bicycle lanes in both the northbound and southbound directions.

Jurisdiction

Florida Department of Transportation (FDOT)

4. W. Gray Street & N. MacDill Avenue



Background

Gray St is an “unofficial” bicycle boulevard that connects downtown via Cass Cycle Track to the Westshore area. Despite this, various intersections on Gray St have conflicts, and the intersection of Gray St and MacDill Ave currently has no controlled crossing.

Possible Improvements

Rapid Flash Beacons (RFBs) and medians could be installed for improved safety. These improvements have already been completed on Himes Ave nearby.

Jurisdiction:

City of Tampa (both roadways)

5. W. Gray Street & N. MacDill Avenue (Dan and Alain)

Background

TBD

Possible Improvements

TBD

Jurisdiction

TBD

6. Hillsborough Ave (from Dale Mabry to 56th St) (Jim)

Background

TBD

Possible Improvements

TBD

Jurisdiction

TBD

7. Kennedy Blvd and Meridian Ave



Background

The main problem with this roadway is that the vehicles traveling northbound on Meridian do not stop at the red light when making right turns onto Kennedy (eastbound).

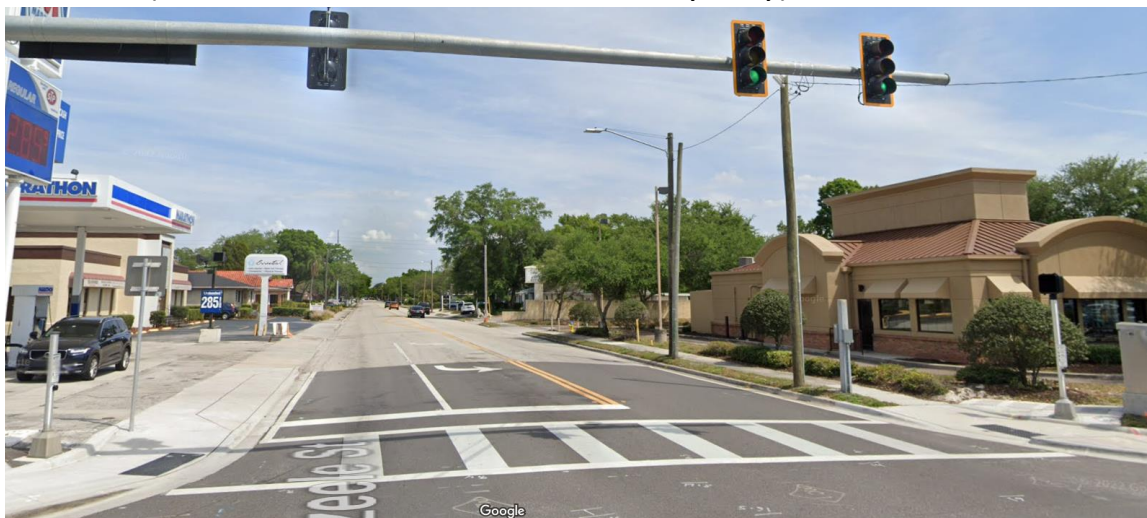
Possible Improvements

The ask is to make it safer for pedestrians and cyclists to cross Meridian through various improvements, which could include banning right turns on red lights, red light enforcement cameras, and automatic pedestrian crossing signals (pedestrian recall like other downtown signals).

Jurisdiction

FDOT (Kennedy Blvd) and Expressway Authority (North Meridian)

8. Azeele St (from Henderson Blvd to Dale Mabry Hwy)



Background

This road segment is witnessing intensification of traffic volumes alongside multiple developments and has experienced four crashes in the past six months, striking four poles and endangering pedestrians.

Possible Improvements

BPAC is requesting that the City of Tampa prioritize the proposed Traffic Calming project from Walk-Bike on the segment of Azeele St from Henderson to Dake Mabry, matching the road diet to the west.

Jurisdiction

City of Tampa

9. US 301 and Gibsonton Dr. (Dan/Alain)**Background**

TBD

Possible Improvements

TBD

Jurisdiction

TBD

10. Kennedy Blvd and Boulevard (David Cellitti)**Background**

TBD

Possible Improvements

TBD

Jurisdiction

TBD

Original submitters (for reference only, not inclusion in final document)

1. Florida Ave north of Violet St (**Jim**)
2. 13th St and Hillsborough Ave. (**Tim and Alain**)
3. Nebraska Ave (31st Ave to Genesee St) (**David Aylesworth**)
4. Gray St and MacDill Ave (**Jonathan**)
5. Florida Ave and Waters Ave (**Dan and Alain**)
6. Hillsborough Ave (from Dale Mabry to 56th St) (**Jim**)
7. Kennedy Blvd and Meridian Ave (**David Aylesworth**)
8. Azeele St (from Henderson Blvd to Dale Mabry Hwy) (**John**)
9. US 301 and Gibsonton Dr. (**Dan/Alain**)
10. Kennedy Blvd and Boulevard (**David Cellitti**)

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING OCTOBER 11, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:06:03)*

Chair Myers called the meeting to order at 08:30 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

II. Roll Call *(Gail Reese, TPO Staff) (Timestamp 0:06:35)*

The following members were present: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Harry Cohen, Commissioner Pat Kemp, Councilmember Alan Clendenin, Councilmember Lynn Hurtak, Councilmember Guido Maniscalco, Charles Klug, Gina Dew, Bob Frey, Justin Willits

The following members were absent/excused: Mayor Nate Kilton, School Board Member Jessica Vaughn, Planning Commissioner Hemant Saria

A quorum was met in person. *(Timestamp 0:11:30)*

III. Approval of Minutes *(Timestamp 0:11:33) – September 13, 2023.*

Chair Myers sought a vote to approve the September 13, 2023 minutes. Commissioner Cohen moved to approve the minutes, seconded by Councilmember Maniscalco. The voice vote passed unanimously.

IV. Public Comment On Agenda Items *(Timestamp 0:07:37)* (up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) may be requested.

Rick Fernandez - Deferred

Michael Maurino – Westshore Alliance, provided a letter of support for the MOU, which is on the agenda today. Their position is based on the regional and local needs in Westshore. The MOU gets to the point of having those two connections going forward. There are big projects going forward, the Westshore Interchange is a good example of that. It blends with all of the local items addressed on Westshore Boulevard. That blend going forward is important to the Westshore Alliance as the TPO goes forward in the process.

Dr. James Davison – Brought to the Board’s attention the revenue estimates. The CAC addressed the revenue estimates, they did not feel confident in them and did not pass them on affirmatively to the TPO Board. He noted that there is \$19 billion missing from the sales tax scenario from 2045 and \$9 billion from the trends scenario. That was supposed to be the existing revenue scenario; \$7 billion from state and federal and \$2 billion from local. It was brought up that the scenarios cannot be done without more specific revenue information. It was noted that it is unfair to the people of the county to pretend that the TPO Board has a grasp on the transportation problems when 61% of the sales tax scenario is missing and 40% of the existing revenue scenario. It is more than a

vision. It was held up that certain things would happen with a sales tax. It wasn't going to happen as there was already \$9 billion missing from the local sales tax; so, instead of \$31 billion, there was \$23 billion. Urge the Board to take a concerned look at the revenue estimates. A gentleman told the BOCC that there was going to be \$7.8 million for the gas tax and told TPO Staff there would be \$50 million a year. It can't be both.

V. Committee Reports and Advance Comments (Rick Fernandez, CAC Chair and Gena Torres, TPO Staff) *(Timestamp 0:11:50)*

A. CAC Meeting October 4, 2023 (Rick Fernandez, CAC Chair) – the written report is available upon request

- Approved the following:
 - 2050 Plan Needs Assessment for Equity
- Did not approve the following:
 - TPO Apportionment Plan
 - Memorandum of Understanding on Creating Tampa Bay MPO
 - 2050 Plan Revenue Forecast

B. Other Committees

- Hillsborough TPO Electric Vehicle Infrastructure Plan
 - The Livable Roads, Technical, and Citizens advisory committees all moved to approve the Plan. Both the TAC and CAC had received a follow-up presentation to address initial concerns about parking requirements, having TECO as a partner, and how housing costs might increase, their concerns have been satisfactorily addressed in the Plan and hence it was approved.
- TPO Apportionment Plan
 - You've heard the CAC concerns in Mr. Fernandez' report. The Technical Advisory voted to approve the apportionment plan as presented.
- MOU on Crating a Tampa Bay MPO
 - The Livable Roadways Committee approved forwarding the MOU and added a motion to maintain a Livable Roadways Committee and that all three counties include a school board representative.
 - The Technical Advisory Committee felt the MOU was a policy decision for the Board rather than a technical matter for the TAC, so no action was take. But they did offer comment that there is a need for continued regional coordination and also that there is representation from all of the agencies currently on the TAC.

C. Emails and Social Media: No emails were received, social media comments and letters are available upon request. These were provided to the TPO Board on October 10, 2023.

VI. Consent Agenda *(Timestamp 0:22:13)*

A. Committee Appointments

- TAC – Alex Henry, by the City of Tampa Mobility Department
- CAC – Greg James, to fill the at-large seat representing Westchase
- LRC – Casey Bauer, by the Tampa Downtown Partnership, as an alternate
- ITS – Shari Callahan, as an alternate by THEA; Ameer Khawaja, by the City of Temple Terrace and Brian McCarty, as an alternate

Motion to approve the Consent Agenda made by Commissioner Cohen, seconded by Councilmember Maniscalco; the voice vote passed unanimously.

VII. Action Items

A. **Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP)** (Connor MacDonald, TPO Staff; Chris Bame, Kittelson) *(Timestamp 0:22:36)*

- Looked at Why Now – adoption, cost of chargers
- Reviewed what was heard from the public
 - Where vehicles are charged
 - Trips that exceed range
 - Facilities requested
 - Key incentives – fast public charging on highways, lower purchase price, discounts for installing home charging
 - Key barriers – cost, range, dependability of EVs in emergencies
- Went over what is included in the EV Plan
 - Forecast EV Adoption
 - Estimate needed chargers
 - Prioritize areas for charging
 - Disadvantaged communities
 - Commercial delivery / TNC
 - Transit
- Policy recommendations
 - Accessibility
 - EV installed requirements
 - Fleets
- Went over how the plan can be used
 - Inform LRTP, Pursue grants, adopt policies, review development proposals

Recommended Action: Approve the Electric Vehicle Infrastructure Plan (EVIP).

Discussion:

It was asked how binding to the county, city, and the Planning Commission when these plans are adopted. It is not a policy; it is a recommendation. It was noted that most people prefer faster charging in multi-family dwellings. There has been a challenge noted that the electric infrastructure of some buildings does not have higher voltage for certain chargers.

Commissioner Kemp moved to approve the Electric Vehicle Infrastructure Plan (EVIP), seconded by Commissioner Cohen. The voice vote passed unanimously.

B. **TPO Apportionment Plan** (Elizabeth Watkins, TPO Staff) *(Timestamp 0:33:50)*

- Went over what the apportionment plan is and why it is required
- Reviewed the requirements for the TPO Board membership

- Went over the history of updating the apportionment plan; the plan is due to FDOT November 15th
- Looked over requirements mandated for apportionment plans
- Reviewed what has changed – MPO/TPO exploring a merger
- Went over the current apportionment
- Looked at the TPO Committee approval votes

Recommended Action: Approve the TPO Apportionment Plan.

Presentation: [TPO Apportionment Plan Presentation](#)

Discussion:

It was noted that there has been a series of discussions on this over the last year or two and votes have been taken. It was asked if the governor’s approval is required to maintain the status quo. Yes.

Commissioner Cohen moved to approve the TPO Apportionment Plan, seconded by Councilmember Maniscalco. The voice vote passed with two Nay votes from Councilmember Hurtak and Commissioner Kemp.

C. 2050 Plan Revenue Forecast and Initial Discussion of Cost Feasible Scenarios (Dr. Johnny Wong and TPO Staff) (Timestamp 0:42:49)

- Federal and State Programs
- Metropolitan and regional grants
- Transit and TD
- Local governments
- Summary of available and potential new revenues, FY 2031 – FY 2050
 - Potential local funding
- Looked at the spending patterns in the current 5-year CIPs and Work Program
- Reviewed local governments: funding vs. needs – building and improving the system – funded FY 22 – FY 27
 - Funding priorities by funding buckets
- Putting the pieces together – needs assessments and revenue forecast, public input, Board consideration of preferred scenario
- Presented a preliminary survey for the TPO Board to fill out

Recommended Action: Accept the 2050 Revenue forecast Technical memo

Provide feedback to TPO staff on spending priorities and/or funding strategies to explore

Presentation: [2050 Transportation Plan Revenue Forecast Technical Memo](#)

Discussion:

It was brought up that a millage increase was voted down in the City of Tampa. The CIT is expiring soon and that is up to the Commission to put on the ballot. Looking at how much revenue the CIT brings in, it is very important for it to be renewed. 40% is collected from people visiting the

county. It was noted that the word “vehicles” was used a lot. It has to be decided whether or not the concentration is going to be on moving vehicles or people and goods. Until people and goods are the focus, nothing is going to change. The City of Tampa moved money out of parking to repaving and surface work. It was asked that the Board and the County support a 1% sales tax in the City of Transportation for transportation. It was brought up that there are challenges at intersections being blocked; Smart Technology needs to address that challenge better. It was stated that HART is the most underfunded transportation system in the US in cities of comparable size. There were additional comments about the CIT and where the funding would go. One thing that has not been on the CIT but should be is capital funding for HART. Surrounding counties have already increased the fuel tax, Hillsborough has not done that and really needs to consider it. It was asked if there is a drill-down report of the financial breakdown that can be looked at. It was asked if the needs of Wimauma and Ruskin are treated the same as the City of Tampa. Individual communities are not treated differently. For safety projects, equity is taken into consideration as a tiebreaker. Regarding tree canopy, it is for information purposes only. It was asked why it was put in the report. It was included more for the local communities in selecting projects and awarding funds. It was asked how focusing on equity improves transportation and appears like a waste of time. Clarification was provided that equity was included after requests by the TPO Board on two different occasions. It was recommended in the approval of the Nondiscrimination Plan adopted and with the UPWP. It was noted that the efforts be focused on transportation planning. It was brought up that FDOT does look at how equity has been taken into account for federal grants. It was asked how priorities for major projects are considered. Each local government partner is brought in along with conversations with the TPO Board. It was brought up that communities may need to be treated differently based on where the population is growing in the county and that capacity projects should be a priority. It was expressed that this is trying to come up with a plan for a 25-year horizon. The survey this board is being asked to complete, all the items are important and everything is dependent on the timing. The ranking will be completed based on how things are today. This will become a template for future planning. This is a concern. It was expressed that there is a lot of discussion for each of the items. There is more common ground and discussions that need to be had. It was pointed out that what the TPO Board can do is make decisions about a lot of different spots that affect each other. Discussions about specifics will come. The questionnaire is not binding, it is an opportunity to express what gets brought back. There will be several more opportunities to discuss priorities. It was noted that there is a perception that nothing is being done about congestion, particularly when it comes to moving freight to the distribution centers. That has been observed from the companies that own the centers. It was noted that it comes down to resources. There is a mismatch between the needs/wants to resources. In the survey, it is asked what the board would like to hear more about. There are some things that can be done locally now for the short term. The long-range needs to be kept in mind without losing focus on the now.

Councilmember Maniscalco moved to accept the 2050 Revenue Forecast Technical Memo; seconded by Commissioner Kemp. The voice vote passed unanimously.

D. Memorandum of Understanding on Creating a Tampa Bay MPO (Elizabeth Watkins, TPO Staff)
(Timestamp 1:47:47)

- Review of legislation prompting the feasibility report

- Went over the pros and cons of a merger
- Looked at the MOU Summary – apportionment, governance structure, balancing local and regional needs, funding, outreach, federally required plans and programs, agreements, existing staff
- Went over the proposed timeline
- Review of public input survey results – top goals for transportation and budget priorities
- Review of governance
- Presented the TPO Committee actions and comments
- Went over the timeline and next steps
- Went over a late request from Pasco County made on October 10th. It is about Article 4 and the termination clause. Strike Article 7. Attorney Clark provided an opinion regarding the changes.

Recommendation: Sign the Creating a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding

Survey Results

Presentation: [MOU on Creating a Tampa Bay MPO Board](#)

Discussion:

It was noted that this is talking about major issues. It was brought up that the survey was not scientifically driven. It was asked that this type of methodology not be used to drive the decisions of the TPO Board. It was brought up that the TMA discussion went into governance and other areas that are ahead of the approval process. It was asked that the TPO Board have discussions about how a possible merger is going to work so that the voting members are able to represent and advocate for the Hillsborough TPO Board. One of the things brought up was the increased costs and the cost benefits of being housed as separate TPO/MPOs. This could become the role of the Policy Committee. It could be decided that the entire board review the material or a subset with the board members welcome to attend. It was noted that there is a lot to talk about and that a subcommittee(s) bring back recommendations. It has been observed that the Hillsborough TPO is not leading the merger conversation; Hillsborough should be the leading seat. Right now, Hillsborough is in a reaction position. It was recommended that the City of Tampa have a workshop at a council meeting to address the merger so the city can have a role in the decision-making process. The proportions of the counties were discussed, and it was expressed that Hillsborough County would be paying more of the costs. The discussions at a regional level are “what to do about Hillsborough”. It was recommended that a workshop be done for the TPO Board as well so further understanding of how this could play out in real practice. It was noted that the purpose is to get the region to speak with one voice. Before getting that far, there is already contention. It was pointed out that the needs of each county are different. Each member of the City Council and the TPO Board is going to be weighing their votes based on their own feelings. The merger has to get the votes through in order to happen. All parties need to feel they have been included at the table. It has to be made clear to the TMA that apportionment is going to be at the top of the list. It was brought up that it is going to be difficult to not see this as TBARTA 2.0.

Secretary Gwynn brought up that he has spoken to all three MPO/TPO Boards. He is hearing the same thing from each one. The concerns are legitimate. From the FDOT point of view, they would like to see something like a regional MPO. The business community supports a merger. All three counties and the City of Tampa have veto power. Recommends that the representatives are open to listening and participating in the discussion. Speaking as one region gives greater clout to get money to fund projects. Transit and wider roads are talked about in either / or. The reason transit isn't being talked about is because there isn't a local match.

Commissioner Wostal moved to approve the Pasco changes to the MOU, seconded by Mayor Ross. The voice vote passed with one Nay vote from Councilmember Maniscalco.

Mayor Ross moved to accept the MOU, seconded by Commissioner Wostal. The voice vote passed unanimously.

VIII. Executive Director's Report (*Timestamp 2:25:16*)

- A. **November 8th, 8:30 a.m. Policy Committee meeting - cancelled**
- B. Beth Alden thanked the TPO Board for having the opportunity to work with them over the last several years. The group is forward-thinking and potentially collaborative. Has a lot of optimism about what will come next. Members of the TPO Board thanked Ms. Alden for her service.

IX. Old Business & New Business

- A. **Commissioner Kemp** – Asked if meetings are going to be moved to 8:30 (No). It was requested to make the calendar invite clearer. It was recommended that the Policy Committee resume in November at 8:30 AM with the TPO Board meeting at 10:00 AM. Requested that a workshop be scheduled for merger topics after the general meeting at 10:00 AM. The Policy meeting will be canceled in November with workshops being scheduled for merger.
- B. **Commissioner Kemp** – requested a future topic around a train striking a vehicle in Plant City. Asked that a presentation be brought to the TPO Board about protected railroad crossings. Also, asked about the controlling of the gate arms, how they operate, and where to go with this in the future. FDOT noted they are happy to participate however they can. It was brought up that this is something the TAC could evaluate and be involved with.

X. ADJOURNMENT – The meeting adjourned at 11:02 AM

The recording of this meeting may be viewed on YouTube: [Meeting Recording](#)



Hillsborough TPO
Transportation
Planning Organization

Summary of Committee Reports and Public Comments

In regard to today's Board Action Items:

Hillsborough TPO Elective Vehicle Infrastructure Plan:

The Livable Roads, Technical and Citizens advisory committees all moved to approve the Plan. Both the TAC and CAC had received a follow up presentation to address initial concerns about parking requirements, having TECO as a partner, and how housing costs might increase, their concerns have been satisfactorily addressed in the Plan and hence it was approved.

TPO Apportionment Plan

You've heard the CAC concerns in Mr. Fernandez' report. The Technical Advisory voted to approve the apportionment plan as presented.

2050 Plan Revenue Forecast

The Livable Roadways and Technical Advisory Committees approved the Revenue Forecast. The TAC noted that the gas tax funds will likely decline over time.

MOU on Creating a Tampa Bay MPO

The Livable Roadways Committee approved forwarding the MOU and added a motion to maintain a Livable Roadways Committee and that all three counties include a school board representative.

The Technical Advisory Committee felt the MOU was a policy decision for the Board rather than a technical matter for the TAC, so no action was take. But they did offer comment that there is a need for continued regional coordination and also that there is representation from all of the agencies currently on the TAC.

Emails

No emails received.

Facebook Comments

Dave Coleman posted a comment questioning a post on Tampa's population growth that in other places, zoning can be used to keep areas more rural to protect the aquifer

and avoid the projected unbridled growth. He added that building more density with affordable housing is a better approach than building sidewalks in rural south and east county.

Carlos Gonzalez responded that one solution could be re-using surface parking lots, strip malls, and other blighted commercial areas along roads for infill. He wrote that instead of sprawling to Riverview, we should build towns and cities with fewer road widenings and more money for HART

Mike Kramer added his support for better mass transit!

Twitter

Silvia Vargas wrote in appreciation of being chosen as a judge for the Planning & Design Awards.

Stephanie P left a comment to PlanHillsborough staff in support of efforts to hold Tampa Comp Plan meetings in spite of the threatening hurricane, that people do care about the future of the city.

Letter

Lastly, a letter was received from **Westshore Alliance** in support of the Memorandum of Understanding to study the consolidation of the Hillsborough, Pinellas and Pasco MPOs. The letter cited the opportunity for greater connections between job centers and community destinations, balancing local and regional transportation needs, and improving on the current efforts of the TMA and SCTPA to speak with one voice for the region.



Hillsborough TPO
Transportation
Planning Organization

Roles & Designs of Arterial Streets

in Hillsborough County

Accelerate reform and help build a consensus for change

Hosted by the Hillsborough TPO Technical Advisory Committee



Plan Hillsborough Room

601 E Kennedy Blvd
18th Floor | Tampa, FL



December 4, 2023

1:30 p.m. – 3:30 p.m.

[Meet Our Guest Speaker](#)

Ian Lockwood

Livable Transportation
Engineer



[*More Info](#)

Approved for AICP 1.5 CM Credits & 1.5 Professional
Engineer CE Course Hours

***Participate virtually or in person**

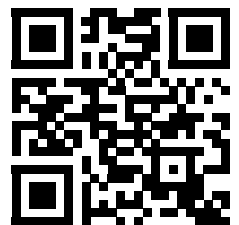


OUR BUSINESS SUPPORTS SAFE DRIVING AND HANDS-FREE CELL PHONE USE

SAVE LIVES
Just Drive.



Sign the petition at:
HandsFreeFlorida.org



IT'S TIME TO GO HANDS-FREE FLORIDA

FAST FACTS

FROM 2020-2022 THERE WERE



160,155
CRASHES

in Florida caused by
distracted driving.



8,154
SERIOUS
INJURIES

as a result of distracted
driving on Florida roads.



935
DEATHS

caused by distracted driving
in Florida.

DOES HANDS-FREE REALLY MAKE A DIFFERENCE? Yes. In 12 of the first states to adopt a Hands-Free law, they saw traffic fatalities **decrease by 16%**.

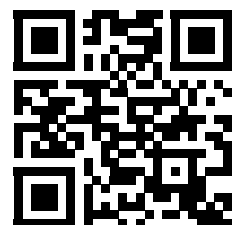
WHAT ELSE CAN I DO TO SUPPORT THIS CAUSE? Share the pledge with your friends, family and colleagues. Contact your local and state representatives and let them know you support a Hands-Free Florida. And **lead by example! Put the phone down and drive.**

WHAT ARE THE STATS ON PHONES, DRIVING AND CRASHES? Drivers who text while driving are **23 times more likely to be involved in a crash** or a near-miss event. You are **four times more likely to be involved in a crash** just by having a phone in your hand.

Save lives. Just drive.

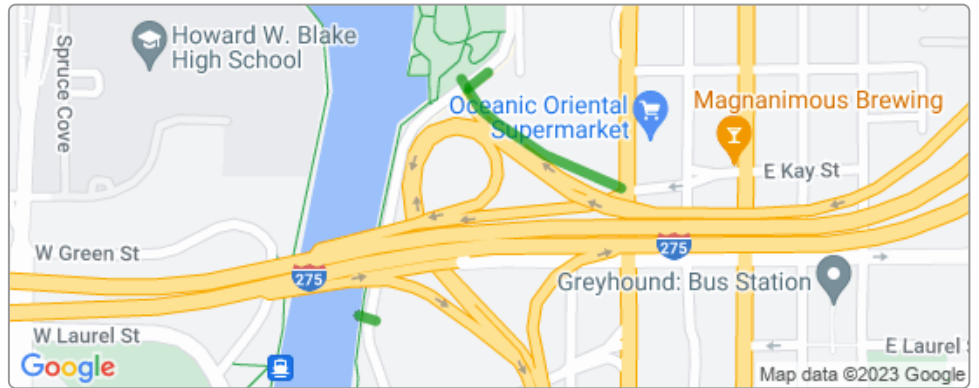


Sign the petition at:
HandsFreeFlorida.org



Water Works Sidewalk Gap - Various Locations 452877-1

| Project Details | |
|--------------------|---|
| Work Type | Pedestrian Enhancements |
| Phase | Design |
| Limits | From East of Doyle Carlton Dr. to West of Tampa St. |
| Length | 0.5 Mile |
| City | Tampa |
| County | Hillsborough |
| Road | I-275 |
| Design Cost | \$400,717 |



About

The Water Works Sidewalk Gap project will enhance multi-modal connectivity by eliminating key sidewalk gaps within the Tampa Heights district along I-275 near Water Works Park.

A direct wide sidewalk connection from Tampa Street to Doyle Carlton Drive adjacent to the barrier-separated I-275 exit ramp and a Doyle Carlton Pedestrian Crossing South of I-275 will be added.

Construction is anticipated to begin in late 2024.

| Contact Information | |
|-----------------------|--|
| Design Manager | David Guttenplan 813-975-6078 David.Guttenplan@dot.state.fl.us |
| Media Contact | Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us |