



Hillsborough TPO

Transportation Planning Organization

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Plan Hillsborough

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Meeting of the Livable Roadways Committee

Wednesday, May 17, 2023, 9:00 a.m. – 11:00 a.m.

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 RSVP for this meeting. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote participation:

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- <https://attendee.gotowebinar.com/register/937342889496154968>
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- Dial In Listen Only: 1-415-930-5321 Access Code: 590-243-183
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
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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, Declaration of Quorum, Welcome of Other TPO Board Members (Gail Reese, TPO Staff)

A. Vote of Consent for Remote Member Participation – *if applicable*

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 silval@plancom.org. Written comments will be read into the record, if brief, and provided in full to the committee members.

IV. Approval of Minutes: April 19, 2023

V. Action Items

- A. Hillsborough County Bicycle Network Evaluation
(Wade Reynolds, TPO Staff)
- B. FY24-28 Transportation Improvement Program Update
(Johnny Wong, TPO Staff)

VI. Status Report

- A. Wildlife Permeability Along I-4 (Joel Johnson and/or Brent Setchell, FDOT)
- B. City of Tampa Safe Streets and Roads All Grant Implementation
(Alex Henry, COT)

VII. Old Business and New Business

- A. New Plan Hillsborough Website

VIII. Adjournment

IX. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. Logo Design Contest for Florida Gulf Coast Trail

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
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF APRIL 19, 2023**

I. Call to Order and Roll Call

Chair Citro called the meeting to order at 9:05 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilman Joseph Citro, Yeneka Mills, Kevin O'Hare, David Hey, Emily Hinsdale, Danielle Riffenburg, Larry Josephson, Anna Grundmann, Karen Kress, Rebecca Hessinger, Jesus Peraza Garcia, Catherine Coyle, Gus Ignas, Brynn Dauphinais

Members Present Virtually: Cal Hardie, Jason Jackman, Anna Quinones, Glorimar Belangia

Members Absent/Excused: Carlos Ramirez, Oona Johnsen, Melissa Collazo, Arizona Jenkins

Other Attendees: Lisa Silva, Jason Krzyzanowski, Elizabeth Watkins, Vishaka Shiva Raman, Connor MacDonald, Amber Simmons, Ben Gordon, Beneeta Jose, Gena Torres, Joshua Barber, Lizzie Ehreih, Gail Reese (TPO Staff); Craig Fox, Billy Schmidt (FDOT); Gordon Mullen, Liz Lorello (RK&K); B Anderson (KCA); Tim Heberlein (City of Tampa); Gus Karpas (City of Plant City); Chris Bame (Kittelson)

An in-person quorum was met.

A. Vote for Remote Participation *(Timestamp 0:01:46)*

David Hey moved to allow remote participation, seconded by Catherine Coyle; the voice vote passes unanimously.

II. Public Comment (3 minutes per speaker) *(Timestamp 0:02:36)* – None

III. Recognition of Councilman Citro (David Hey, Planning Commission Staff) *(Timestamp 0:02:41)* – Thanked Councilman Citro for his service to the LRC. Councilman Citro noted it has been a pleasure, there have been great discussions, and the work has been excellent.

IV. Approval of Minutes *(Timestamp 0:05:03)* – March 22, 2023.

David Hey moved to approve the minutes of March 22, 2023, seconded by Kevin O'Hare; the motion passed by voice vote.

V. Status Reports

A. **US 41/CSX Grade Separation Project Development & Environment Study** (Craig Fox, FDOT) (Timestamp 0:05:48)

- US 41 and Causeway Blvd.
- Went over the purpose and project need – supporting truck and vehicle traffic, there are no bike lanes
- Initially approved in May 1994 – being reevaluated now
- Review of the project location – approximately 0.6 miles on Causeway and 1.3 miles on US 41
- These are important corridors, industrial and commercial, freight network, evacuation routes
- Went over typical sections and the proposed typical sections – Causeway will remain four-lane with additional turn lanes; US 41 will remain six-lane with widening additional turn lanes
- Review of stormwater management
- Went over estimated project costs
- Consistent with 2045 LRTP
- Review of project schedule – public hearing will be June 1, 2023

Project Website: [US 41/SR 45/ South 50th Street at CSX Grade Separation Design Change Re-evaluation](#)

Discussion:

It was asked how funding will be obtained. It is on the SIS Network, pursuing options there and looking at other funding. Clarification was asked about the speed limits. With speeds being 50 mph, treatment for bike lanes was questioned. With the sidewalks being 10', are they not considered side or multi-use paths? With the focus on Target Zero in FDOT, illustrating the bike lanes and treatments should be shown on cross sections. It was noted that the paint striping alone is not considered buffered with the speeds. If there is going to be a 10' "sidewalk", make it a little wider and more friendly for current and future use; and make it a shaded, tree-lined path (FDOT policy does not include landscaping). It was suggested that the frontage road include a multi-use path since that is where bike/ped is going to be encouraged. It was asked how the frontage road will merge back into US 41. It will blend into the local road system. It was asked if there is any coordination with the county for the upgrade of the local substandard roadway system. There has been. There was a discussion about transitions from US 41 to local roadways. It was noted that Hillsborough County is developing new design standards for bike lanes by taking them off the street and using multi-use trails/sidepaths with shaded landscaping. There was discussion on possible safety design measures on these roadways. It was noted that this is number 1 Freight priority thus freight funding may be available. It was noted that there is no lighting in this area and that it should be added. The retention ponds and the aesthetics were talked about and how they might be made better and more appealing. FDOT said it is not policy to add fencing on ponds of this type now. The long-term community plan for Palm River is for commercial remaining while adding multi-family developments; the community is going to change and the roads should be designed with that in mind. It was asked if there is a future possibility of this area being a robust transit corridor. It is a possibility but not currently forecasted. It was noted that the design should include transit development as well. The design does not preclude transit. There were suggestions

for safe crossings for pedestrians. There was a lot of discussion about bike/ped facilities and how they interact with the speeds. It was asked if any entity pays insurance at the CSX crossings; no. It was noted that the current projected budget is going to increase significantly before it hits the Work Program, for that amount of money, committee thought it should be safe for all users.

B. Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP) (Connor MacDonald, TPO Staff)
(Timestamp 0:48:48)

- Review of background – purpose, demand, infrastructure.
- Schedule of the project – December 2022 through June/ July 2023.
- Went over existing plans – National, Florida, Other (Orlando), Hillsborough Area.
- Review of EV & charging infrastructure fundamentals – benefits, barriers, types of EVs.
- Went over participant feedback from the pilot and concerns with technology.
- Looked at the overview of charging infrastructure.
 - Existing – levels 1 through 3
 - Current land development codes and comprehensive plan language
- EV adoption trends – 2018 through 2021; preliminary and projected EV adoption findings
 - Adoption scenarios/ forecasts, preliminary findings
 - Public outreach – committees, stakeholder sessions, public survey
 - Went over online survey responses – 69 responses.
- Went over next steps – complete outreach, provide recommendations, final report

Presentation: [Hillsborough TPO Electric Vehicle Infrastructure Plan](#)

Discussion:

It was suggested that some basic EV charging data be presented such as the time it takes to charge a vehicle on the various chargers. With the different types/brands of chargers, they need to be part of the public engagement. It was noted that users typically purchase adapters. Additional research will look into this. It was asked that a comparison be made to where charging stations are in relation to gas stations. There are apps that show where charging stations are located. There is an EV analysis for the City of Tampa that has been done. TECO has also done a study and is doing a pilot on EVs, Westshore Trans Cmte. has seen the presentation.

C. 2050 Long Range Transportation Plan Initial Steps (Vishaka Shiva Raman and Elizabeth Watkins, TPO Staff) (Timestamp 1:08:13)

- Section 1 – Initial Steps
 - Provided background on what the LRTP is – updated every five years and it is a twenty-five-year plan.
 - Looked at the 2020 map with the population and employment.
 - Went over the population and employment growth and projections to 2050 by jurisdictions.
 - Showed the map showing the projections of where traffic volume will be in 2050 and went over the timeline of the update.
 - The three major pieces of the update are Public Engagement, cost Feasible Scenarios (local and regional), and Forecasting System Performance in 2050

- Reviewed the major areas, what is needed, and how much it costs. Also looked at freight needs and equity needs.
- Section 2 – Revenue Forecast
 - Went over how it is estimated what the community can afford – federal, state, and local.
 - Looked at an example of possible project funding based on specific revenues.
 - Showed existing funding sources.
 - Went over possible unlevied sources for future consideration.
- Showed overview of Next Steps

Presentation: [2050 Long Range Transportation Plan Initial Steps and Revenue Forecast](#)

Discussion:

It was brought up that ad valorem is the largest tax that can be levied on the citizens in the incorporated areas. It was requested that a report be developed on the millage increase. A tax or fee could be brought to parking spaces in multifamily dwellings that people have and bring those funds to transit; this could be developed and noted that the parking fees are going to XYZ transportation. It was noted that tourism taxes may be a possible source. It was suggested that areas like South County have a special tax levied to provide transit in that area only. Toll roads coming into the city core might be a source, other major cities have done this for long-term maintenance.

D. 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation (Vishaka Shiva Raman, TPO Staff) (Timestamp 1:40:06)

- Went over the purpose of the needs assessment.
- Review of performance measures: system performance, freight movement, congestion management and air quality, safety performance measures
- Looked at the background, data selection, methodology, and tool structure.
- Review of potential safety and operational improvements.
- Went over the next steps – summer of 2023 through 2024 and the 2050 plan adoption in November.

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

Discussion:

Increasing the number of vehicles and the amount of time they are sitting increases the amount of particulate matter. This needs to be measured as well. It was noted that this is a piece of the LRTP that looks at congestion. It was brought up that “Road Diet” has been considered a political slur and should be reconsidered. It was asked if there will be a partitioning of road ownership and the plans associated with the entities that will be funding the projects.

Air Quality Monitoring Pilot Study: [Low-Cost Air Quality Monitoring Pilot Study](#)

VI. Chair Citro asked the committee to challenge authority and do it with respect; he also asked that if the TPO merges into a regional TPO (which he is against), the committee continue to work for Hillsborough County and the City of Tampa.

VII. Old Business & New Business *(Timestamp: 1:55:16)*

- A. Next meeting is on May 17, 2023
- B. May is National Bike Month and there are lots of events
- C. There is a survey out for the Future Growth of Unincorporated Hillsborough County
- D. Painted Crosswalk to Classroom is on May 13, 2023 with East Tampa CRA; Sidewalk Stompers will be there supporting
- E. HART deploying service changes in May

VIII. ADJOURNMENT Meeting adjourned at 11:08 AM

A recording of this meeting can be viewed on YouTube: [Hillsborough County TPO YouTube Channel](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough County Bicycle Network Evaluation

Presenter:

Wade Reynolds, TPO Staff

Summary:

Committed to improving the mobility and safety of all residents, Hillsborough County and the TPO are looking to identify, evaluate, and prioritize bicycle facility needs along the County's roadway transportation network. Establishing a data-driven methodology and process to address the mobility and safety needs of people on bicycles will assist in realizing the commitment and desire to provide a safe, connected, and inviting network of bicycle facilities. As a result of this screening, four (4) corridors have been prioritized for initial conceptual design:

- Waters Avenue – Sheldon Road to Veterans Expressway
- Causeway Blvd/W Lumsden Rd – S Falkenburg Road to Brandon Parkway
- Shell Point Road – US41 to 24th Street SE
- Balm Riverview Road – Boyette Rd to McMullen Rd

Recommended Action:

Recommend Approval to TPO Board

Prepared By:

Wade Reynolds, TPO Staff

Attachments:

[Project Webpage](#)



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Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

FY24-28 Transportation Improvement Program Update

Presenter

Johnny Wong, TPO Staff

Summary

Staff have prepared the annual update to the Transportation Improvement Program document for the fiscal year period of 2023/24 – 2027/28. The TIP document includes three important lists, which are integral parts of the plan and organized into the following tables:

1. **Existing priorities funded for construction:** under construction or have funding to begin construction within the next five years. This list also includes partially funded projects listed to show community support while they await completion.
2. **Candidates for new funding:** need federal and state funding because they address urgent transportation needs in the community. This list organizes projects into the appropriate investment program and ranks them in priority order based on their estimated impact on the community's goals.
3. **All projects to be funded in the next five years:** a large list of projects programmed by FDOT District 7 based on the previous year's priority list. It also catalogs all projects in local Capital Improvement Programs, even though the TPO does not control what projects appear in the CIPs. The table indicates the status of each project, what type of project it is, and the costs associated with each phase.



Staff will present the updated TIP document, including the three lists mentioned above, and describe any changes or additions made during this annual update.

The TPO Board will hold its annual public hearing to review and adopt the TIP on June 14th, 2023. Following the hearing, the TPO must submit the adopted TIP to FDOT by August 1st. Federal funds expenditure may be authorized using this TIP starting October 1, 2023.

Recommended Action

Approve the FY23/24 – 27/28 Transportation Improvement Program and forward to Board for consideration.

Prepared By

Johnny Wong, PhD, TPO Staff

Attachments

1. [TIP Flyer for June 14 Public Hearing \(English version\)](#)
2. [Folleto del TIP para Junio 14 Audiencia Pública \(versión en Español\)](#)
3. [DRAFT Transportation Improvement Program for FYs 2024-2028](#)
4. [DRAFT Table 1: Existing Priorities Funded for Construction](#)
5. [DRAFT Table 2: List of Candidates for Funding](#)



Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Wildlife Permeability Along I-4

Presenter:

Joel Johnson and/or Brent Setchell, FDOT

Summary:

Vehicle collisions are a significant source of mortality and directly impact the Florida panther population through reduction in panther numbers and limiting the potential for population expansion. Northward expansion of panthers across the Caloosahatchee River and I-4 are necessary for the panther to continue to make progress toward recovery. However, the highway and adjacent land uses, known as the I-4 corridor, constitute a major barrier to wildlife movement, including range expansion of the Florida panther.

The U.S. Fish and Wildlife Service's (Service's) Florida Panther Recovery Implementation Team (PRIT) requested the Transportation Sub-Team to coordinate with the Florida Department of Transportation (FDOT) to provide a report on the permeability of the I-4 corridor. The Transportation SubTeam was assembled to help address the issues of vehicle mortality and habitat loss associated with transportation systems. Please find attached "Wildlife Permeability Along Interstate 4," a report prepared by the Transportation SubTeam.

The Service and FDOT have been coordinating closely on the planning and construction of wildlife crossings associated with upcoming projects along the I-4 corridor. This report identifies prospects and limitations for helping to re-establish safe passage of panthers across I-4, which is crucial to the future of the panther.

Recommended Action:

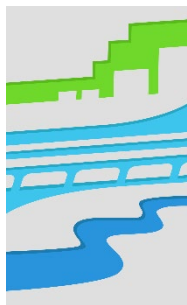
None; for information

Prepared By:

Lisa K Silva, RLA, AICP

Attachments:

1. [Wildlife Permeability Along I-4 report](#)
2. [Presentation slides](#)
3. Letter of Support



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Kimberly Byer, Assistant County Administrator – Hillsborough County
Danni Jorgensen, Transportation Engineering Manager – City of Tampa
Julie Ham, Planning & Zoning Manager – City of Plant City
Michael Sherman, Community Development Director – City of Temple Terrace
Bob Frey, Planning Director – Tampa Hillsborough Expressway Authority
Brian Hunter, Government Liaison Administrator – FDOT District 7

March 8, 2023

Re: Wildlife Crossings

Dear Colleagues:

Due to the safety and environmental benefits of wildlife crossings, the Hillsborough TPO directed its staff and encourages its local governments and partner agencies to incorporate wildlife crossings into their planning processes. Wildlife crossings are structures through, over, and under which wildlife can traverse the transportation network, and there are more than 60 wildlife crossings in the state of Florida. We encourage studies and plans for wildlife crossings, such as the FDOT I-4 Wildlife Permeability Study. Furthermore, the TPO directed staff and advises partners of the opportunity to coordinate with local and state planning agencies as well as environmental agencies and organizations, such as the Jan K. Platt Environmental Land Acquisition and Protection Program and the Florida Fish and Wildlife Conservation Commission (FWC), to identify ideal locations for wildlife crossings.

In the context of transportation, the primary challenges are to improve safety conditions for drivers, passengers, and wildlife and to decrease habitat fragmentation. Vehicle collisions with wildlife have steadily increased since 2000 in Florida and are expected to continue to increase with population growth. Collisions can be life-threatening and are detrimental to drivers and passengers, as well as wildlife populations, particularly endangered species. Wildlife crossings decrease the number of collisions and expand habitat connectivity to improve survival, reproduction rates, and genetic diversity among wildlife as growth and development continue.

Many conservation lands across Hillsborough County and Florida are fragmented and intersected by multilane roads, which wildlife must cross to access suitable habitats and necessary resources. For example, in the case of Florida panthers, the U.S. Fish and Wildlife Service's (FWS) Species Status Assessment for the Florida Panther report suggests reducing risks of vehicle collisions and habitat expansion are ways to decrease extinction probabilities. FWS identified the Green Swamp, north of I-4 as a potential future habitat capable of supporting reproducing females; however, the Green Swamp is surrounded by interstates. In addition to panthers, many other animals also benefit from wildlife crossings and habitat corridors, such as Florida back bears, deer, bobcats, alligators, turtles, etc.

The population of Hillsborough County is expected to reach 2 million by 2045, 39% higher than in 2020, which suggests interactions between people and wildlife will also increase. In planning for our shared future, the TPO supports the Hillsborough County

Comprehensive Plan Mobility Policy that wildlife underpasses and overpasses shall be used to address transportation infrastructure's potential impact on wildlife corridors and habitats. We stand ready to assist and coordinate with our local government and agency partners. For further information please contact me, or Lizzie Ehrreich at ehrrreichl@plancom.org.

Beth Alden, AICP
Executive Director
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aldenb@plancom.org

CC:
Ross Dickerson – ELAPP
John Patrick, AICP – C&IP
Melissa Zornitta, FAICP – The Planning Commission
Robert Wassum, PE – City of Plant City
Brian McCarthy, PE – City of Temple Terrace
Suzanne Monk, FCCM, Joel Johnson, and Brent Setchell, PE – FDOT



Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

City of Tampa Safe Streets and Roads for All Grant Implementation

Presenter:

City of Tampa Representative

Summary:

The Bipartisan Infrastructure Law established a new Safe Streets and Roads for All (SS4A) program providing \$5 billion in grants over the next 5 years. The SS4A supports initiatives that prevent roadway deaths and serious injuries. Both the City of Tampa and Hillsborough County were successful in being awarded nearly \$40 million to make streets safer for bicyclists and pedestrians.

Today the City of Tampa will highlight the projects they plan to build using the \$20 million they are receiving for their T-SAFE: Tampa — Systemic Applications for Equity effort. The money will be used to install pedestrian mid-block crosswalks, backplates with reflective borders that improve the visibility of traffic signals, flashing beacons, high visibility crosswalks and signs along the city's road network. Tampa also will install new sidewalks and implement safety measures — like street light upgrades, separated bike lanes and school speed zone flashers — near several schools, parks and transit routes.



Recommended Action:

None. For information only.

Prepared By:

Gena Torres

Attachments:

[T-Safe. Tampa Systemic Applications for Equity](#)

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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING APRIL 12, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:05:00)*

Mayor Ross, called the meeting to order at 10:00 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 0:00:00)*

The following members were present in person: Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Harry Cohen, Commissioner Pat Kemp, Councilmember Joseph Citro, Councilmember Lynn Hurtak, Councilmember Guido Maniscalco, Charles Klug, Greg Slater, Angela Paye

The following members were present virtually: Board Member Jessica Vaughn, Gina Dew, Planning Commissioner Hemant Saria

The following members were absent/excused: Mayor Nate Kilton, Commissioner Gwen Myers

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Councilmember Maniscalco moved to allow remote participation, seconded by Commissioner Cohen; the voice vote passed unanimously.

Vice Chair Ross read Chair Myers's memo of absence.

III. Approval of Minutes *(Timestamp 0:07:09) – March 8, 2023.*

Vice Chair Ross sought a motion to approve the March 8, 2023 minutes. Councilmember Citro so moved, seconded by Commissioner Cohen; the voice vote passed unanimously.

IV. Public Comment on Agenda Items *(Timestamp 0:00:00)* (30 minutes total, with up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- **Michael Maurino** – Executive Director of the West Shore Alliance. The Alliance provides a letter in support of the TIP Amendment for the safety improvements on Boy Scout Blvd. Received a note from International Plaza also provided support. This was started by citizens of the area as the intersection is very dangerous.
- **Chris Vela** – Commented on regionalizing the MPOs; there is already the SCTPA Board with the regional TPO/MPOs represented in existence. The MOU is not a “check box” item, and Mr. Vela is opposed to the combining of the MPOs/TPOs. The combined MPO would allow people from Pinellas and Pasco Counties to fund projects using Hillsborough tax dollars.

V. Committee Reports & Advance Comments (Rick Fernandez, CAC Chair; Gena Torres, TPO Staff; and Beth Alden, TPO Executive Director) (*Timestamp 0:12:19*)

A. CAC – April 5, 2023 (Rick Fernandez, CAC Chair)

- Action Items
 - TIP Amendments on the TPO Board agenda today, West Boy Scout Blvd and US 301. There was a lack of design features of the intersections provided.
 - Performance Targets for Pavement and Bridge Condition Travel Time Reliability – was approved. Asked TPO Staff to explore the reliability of benefits of ramp metering on limited access facilities; to consider supplementary metrics to communicate a more holistic explanation of the factors impacting congestion and reliability; and to explore the health effects of congestion for those sitting in traffic jams.
- Put forth a resolution intended to publish the sense of the committee related to agency participation in support of requested committee action. Expect to have some action on this within a couple of months.
- Status Reports
 - Bike Boulevard Presentation from Chris Vela. Well received and expressed appreciation of the mapping concept. Approved recommending publication of the report to the Board.
 - THEA – connected vehicle pilot results
 - City of Tampa – Safe Streets and Roads for All Grant Implementation.

Other Committee Reports

Regarding the Board's two action items today, you've heard from the Citizens Advisory Committee, in addition, both the Technical Advisory and Intelligent Transportation Systems Committees received presentations on those two items.

The ITS Committee approved the TIP Amendment for W. Boy Scout Blvd & US 301 Traffic Signalization and Intersection Improvements with a discussion on whether signal preemption for emergency vehicles and the option of roundabouts were considered in the study.

The ITS Committee also approved the Performance Targets for Pavement and Bridge Condition and for Travel Time Reliability, commenting on how traffic flow has changed after the pandemic and the target should change in the coming years.

The TAC did not attain a quorum to take action; the committee did not pose any questions or concerns on either of the action items.

Many other great presentations were heard

- FDOTs Safety Outreach on High Injury Network
- Connected Vehicles Pilot Results
- City of Tampa Quick Build Program & Safe Streets and Roads for all grant application
- Bicycle Boulevard Special Presentation
- Regional Resiliency Action Plan (RRAP)
- TPO's Electric Vehicle Infrastructure Plan (EVIP)
- 2050 Long Range Transportation Plan Initial Steps (this one is on your agenda today)

B. Public Comments Received Through Email & Social Media (Gena Torres, TPO Staff).

No Facebook comments were received.

On Twitter, in response to a post on bus accessibility, Kevin O'Hare complimented the cover photo of "Tampa legend" Arizona Jenkins.

In response to a post about the Tampa Streetcar, Daniel Brightls asked what HARTs ridership is for the entire transit network for the same 3 months.

And in a post about Tampa ranking in the top 15th for riskiest drivers, Sarah H asked about the safety ranking for pedestrians.

Emails were exchanged with Mr. George Niemann who requested that the full correspondence is shared with the TPO Board, and indeed it is included in your folder. The subject centers around better defining what is appropriate or inappropriate to include in meeting minutes, specifically social media posts. TPO staff will be sure to exclude extraneous commentary.

Mauricio Rosas submitted 3 emails:

1. He shared a letter to Federal Highway from the National Association of City Transportation Officials regarding Improving Safety for All Users on Federal Aid Projects. Mr. Rosas calls specific attention to the letter highlighting:
 - In the United States, "highways" are commonly thought of as high-speed, limited access roads designed for motor vehicle travel only. However, 70% of the National Highway and Federal-aid Highway Systems is not limited-access, and millions of people live, walk or roll, ride bikes, take transit, push strollers, go to work and school on these roadways. In many places, these streets are the main streets of a community—and Federal regulation and practice contributes to making them unsafe. By overhauling regulations the U.S. can remove impediments to rapidly saving lives on some of the most dangerous streets in the country.
2. Mauricio also emailed his opposition to forming a regional MPO. He included into the record a 1989 report commissioned by Governor Bob Martinez highlighting:
 - MPOs should be the lead agency for public transit investment.
 - FDOT should be funding capital transit projects.
 - The local jurisdiction should have taxing authority.
3. Mr. Rosas' last email was regarding I-275 north of downtown, Mr. Rosas emphasized the damage the highway has had on Tampa's historic neighborhoods causing illness, death, and displacing thousands. A video link was included from the Los Angeles DOT on the inequitable, long-lasting damage to their urban core neighborhoods due to highway building.

A letter of support was received from the City of Tampa for the action item regarding the TIP amendment for intersection and pedestrian improvements at Boy Scout Blvd and Manhattan Ave. The letter speaks to the number of serious injury crashes and praises the collaboration between

the City, TPO, FDOT and the business groups and residents who have all supported this much-needed project.

- Please note: The email Cheryl Wilkening sent to board members on April 11, 2023 is available on request.

C. TPO Policy Committee (Beth Alden, TPO Executive Director)

- The focus was on this year's update of the Transportation Improvement Program. There was an overview of the process; heard from the jurisdictions on the projects they would like prioritized.

VI. Consent Agenda (Timestamp 0:22:36)

A. Committee Appointments

- LRC – Larry Josephson and Anna Grundmann as alternate (Hillsborough County Public Works); Rebecca Hessinger (Hillsborough County Development Services)
- BPAC – Abigail Flores and John Merine as alternate (Hillsborough County Public Works); Daniel Rodriguez (HART)
- ITS – Bryan Zayas (Hillsborough County)
- TAC – Omar Alvarado as alternate (HART)
- CAC – Steven Hollenkamp (Plant City Commission); Christina Bosworth (resident of the Wimauma area, at-large seat); Sarah Thomas (resident of the Brandon area, at-large seat); Kit Werremeyer (resident of the Valrico area, at-large seat); Chris Vela (American Indian resident, at-large seat); Chris Gonzalez (Hispanic resident, at-large seat)

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

VII. Action Items

A. TIP Amendment: West Boy Scout Blvd & US 301 Traffic Signalization and Intersection Improvements (Johnny Wong, TPO Staff) (Timestamp 0:22:55)

- Reviewed project summaries.
 - Secure federal authorization from FHWA.
 - Went over project improvements. W Boy Scout Blvd. is the top priority in the TIP priority list. Initially put on the TIP as a signal project, was reevaluated as a major safety project.
 - The improvements on US 301 were reviewed and safety implications were noted. Will align trails as well.
 - Looked at financial breakdowns. All construction will be completed in FY24.
- Went over Public Outreach of this amendment.
- TAC did not have a quorum to approve but had positive comments. CAC did not approve due to a lack of design documents. ITS did approve.

Recommended Action: Approve the FY 22/23 TIP Amendment: W Boy Scout Blvd & US 301 Traffic Signalization and Intersection Improvements.

Comparative Report

Presentation: TIP Amendments April 2023

Discussion:

It was asked if the lack of information being provided to the CAC is a one-off and if that will be prevented in the future. TPO Staff is working very diligently on receiving as much documentation as possible prior to the meetings. It was asked that a presentation in the future be made on how to get signals and the warrants required. There is a manual on Uniform Traffic Devices that are required for traffic signals. Warrants can be overruled based on engineering judgment. It all comes down to the engineer's recommendation. Signals increase crashes but can mitigate severe or incapacitating crashes. It was asked if the same rules apply to two county or city roads. FDOT does not approve those, it would be the jurisdictions. FDOT would be the enforcement of the rules. It was asked if there is a list where everything is rated by where crashes occur. The TPO website has a lot of that information and can be provided. It was requested that that information be presented to the TPO Board on an annual basis.

Commissioner Cohen moved to approve the TIP Amendments; seconded by Commissioner Kemp. Roll call vote passed 14 – 0.

B. Performance Targets for Pavement & Bridge Condition and Travel Time Reliability (Connor MacDonald, TPO Staff) (Timestamp 0:43:40)

- Went over the background and due date of June 14, 2023.
- Review of pavement and bridge condition evaluations
 - Pavement and bridge performance measures
 - Data used to calculate pavement and bridge conditions.
 - Previous Board action was in 2018 – supported FDOT's targets and submitted a letter asking D7 to continue to invest in pavement & bridge conditions in order to exceed the statewide target.
 - Looked at the proportion of lane miles by maintaining agency: 59% Hillsborough County, 20% City of Tampa, 3% Plant City, 1% Temple Terrace, 17% FDOT // Proportion of bridges by maintaining agency: 50% FDOT, 33% Hillsborough County, THEA 9%, City of Tampa 4%, Turnpike Authority 2%, Other 2%.
 - Went over Pavement and Bridge Condition Measures – meeting and/or exceeding in all areas.
 - TIP Projects to Improve Pavement and Bridge Condition – went over the projects.
- Travel Time Reliability system performance – went over what it means and how it is measured.
 - The TPO elected to establish its own targets in 2018 as reliability is trending downward across Hillsborough County and is projected to continue in the future.
 - Went over projects to improve reliability.

Recommended Action: Approve supporting the statewide Pavement & Bridge Condition Targets; transmit letter to FDOT requesting that NHS pavements & bridges continue to be maintained in

a condition exceeding the statewide target; approve establishing the Hillsborough-specific Travel Time Reliability Targets.

Presentation Slides: [Performance Targets for Pavement & Bridge Condition and Travel Time Reliability](#)

Discussion:

It was pointed out that the presentation noted FDOT roads but the FAST Act had provisions for all roads and conditions. It was asked if the performance targets were for FDOT federal aid roads only or all federal aid roads; they are for the FDOT roads only. Clarification was asked about how Travel Time Reliability is measured. It would be collected at the same time over several weeks. It was noted that the number one impact on travel time reliability are crashes. It was brought up that the data is being collected differently by different providers. It could be from Blue Tooth-enabled devices registering on the network. Peak travel times are compared against non-peak travel times excluding holidays and weekends. It was asked if that information is available on a real-time basis. FDOT maintains the contracts with the vendors. Based on the TPO partnership, it is a lot of data and staff is using partners to assist in analyzing it. Smart cameras and lights are monitoring traffic along with the overhead notification boards. FDOT is currently in the process of redoing the signals, they have the ability to be programmed for emergency and transit prioritization both in the programming and manually. These are starting to come online now.

Commissioner Kemp moved to approve supporting the statewide Pavement & Bridge Condition Targets; transmit letter to FDOT requesting NHS pavements & bridges continue to be maintained in a condition exceeding the statewide target; approve establishing the Hillsborough-specific Travel Time Reliability Targets; seconded by Councilmember Maniscalco. The voice vote passes unanimously.

VIII. STATUS REPORTS

A. 2050 Long Range Transportation Plan Initial Steps (Vishaka Shiva Raman and Elizabeth Watkins, TPO Staff) *(Timestamp 1:03:38)*

- Section 1 – Initial Steps
 - Provided background on what the LRTP is – updated every five years and it is a twenty-five-year plan.
 - Looked at the 2020 map with the population and employment.
 - Went over the population and employment growth and projections to 2050 by jurisdictions.
 - Showed the map showing the projections of where traffic volume will be in 2050 and went over the timeline of the update.
 - The three major pieces of the update are Public Engagement, cost Feasible Scenarios (local and regional), and Forecasting System Performance in 2050
 - Reviewed the major areas, what is needed, and how much it costs. Also look at freight needs and equity needs.
- Section 2 – Revenue Forecast

- Went over how it is estimated what the community can afford – federal, state, and local.
- Looked at an example of possible project funding based on specific revenues.
- Showed existing funding sources.
- Went over possible unlevied sources for future consideration.
- Showed overview of Next Steps

Presentation: [2050 Long Range Transportation Plan Initial Steps and Revenue Forecast](#)

Discussion:

There was a discussion around adding a \$0.01 sales tax. It was asked if there is consideration given to EV charging and the impact of EVs on the gas tax. It was suggested that TPO Staff reach out to Tampa Bay Water so that they see the growth projections being used for the LRTP. At this time, there is no consensus on the BOCC for future funding. There are going to be discussions on the reauthorization of the CIT. The gas tax is dwindling due to EV and vehicle efficiency. There was a discussion about the regional travel demand model; that information will be part of the LRTP.

B. Transportation Disadvantaged Program Update (Joshua Barber, TPO Staff and Jerry Stickney, Interim Director Hillsborough County Sunshine Line) *(Timestamp 0:00:00)*

- Provided a review of the Transportation Disadvantaged Program
- Went over the Sunshine Line and the services provided
- Looked at the role of the TPO Staff
- Review of the System Evaluation, 5-Year Trip Trend, and TD Tampa Bay
- Went over current challenges and opportunities

C. Role of the Policy Committee (Beth Alden, TPO Executive Director) *(Timestamp 1:36:30)*

- Went over the summary of Peer MPO's Policy Committees.
- Review of upcoming topics at the TPO Board and Policy Committee for the remainder of the year. Noted that there will be careful consideration for duplication of presentations.
- The committee would limit public comment because the item will come back to the Board for action and public comment would be heard then.

Discussion:

There was discussion on the number of candidates being presented as semi-finalists for the Executive Director position. It was noted that it was helpful to take deeper dives on the Policy Committee for things that are of particular interest to specific members and that other Board members are welcome to attend.

IX. EXECUTIVE DIRECTOR'S REPORT *(Timestamp 0:00:00)*

- A. May 10: cancel Policy Committee and convene Board at 9 AM.
- B. TMA Leadership Group meeting of March 24 highlights: draft MOU "Creating a Tampa MPO" to be discussed at the May 10th TPO meeting.

- C. Options to accelerate executive director hiring schedule. Options are limited due to calendars. Could be accelerated by two weeks if there is a special meeting of the TPO Board in August. Decided to keep the schedule as is.

X. OLD & NEW BUSINESS *(Timestamp 1:47:37)*

- A. Next meeting is on May 10, 2023.
- B. It was noted that this is Councilmember Citro's last meeting. Appreciation of service was expressed.

Councilmember Citro expressed his pleasure in serving on the Board and working with TPO Staff.

Commissioner Kemp expressed gratitude for serving with Councilmember Citro on the regional TMA

Commissioner Cohen expressed thanks for serving with Councilmember Citro on the Tampa Bay Regional Council.

XI. ADJOURNMENT – The meeting adjourned at 12:00 PM

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



Hillsborough TPO
Transportation
Planning Organization

Committee Reports

Livable Roadways Committee (LRC) Meeting on March 22

The LRC heard public comment and status reports on:

- Public Comment on 2022 Bicycle Boulevard presentation
- Bicycle Boulevard Special Presentation and Public Comment on last year's Bike Blvd)
- Walk, Bike Safety Outreach on High Injury Network with Geofencing
- Connected Vehicles Pilot Results
- City of Tampa Quick Build Program

Bicycle Pedestrian Advisory Committee (BPAC) Meeting on March 22

The BPAC heard status reports on:

- Bicycle Boulevard Special Presentation
 - Cal Hardie suggested that some of the proposals could be incorporated into the City of Tampa Quick Build Program
 - BPAC members asked about the potential for the proposed bike boulevard network to be expanded outside the 15-mile radius presented, and were told that this is already underway.
- City of Tampa Quick Build Program
 - Committee members pointed out that cars parking on Cass Street, particularly concrete trucks, are slowing bicyclists and pedestrians down.
 - Members also asked about the limited extent of the bike lane on the Cass Street Bridge, and were told that the lane does not extend the entire way due to the cycle track on the other side of the bridge.
 - BPAC members asked about future projects and the funding source of the project, and were informed that projects for Main Street and 14th Street are underway, and that the funding will come from grant money and CIP funds.
 - BPAC members asked if bike boulevards would be part of the project and were told that they will be; Gray Street and other projects are being worked on.

- 2050 Long Range Transportation Plan Initial Steps
 - BPAC members had no major questions or comments on this item.

Technical Advisory Committee (TAC) Meeting of April 3

- The TAC did not achieve a quorum, but heard reports on the following action items:
- TIP Amendment: W Boy Scout Blvd and US 301 Traffic Signalization and Intersection Improvements
 - No questions but comments noted the need at Boy Scout and Harney Rd/US 301
- Performance Targets for Pavement and Bridge Condition Travel Time Reliability
 - No questions or comments
- Status Reports:
- Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP)
 - Several questions and comments were received and answered
 - Airport has several chargers and they have heavy utilization. Also Hertz is coming into an electric heavy fleet and they will need more chargers
 - Question: Is ADA compliance required for parking spaces? Still working this out
 - Question about number of level 2 vs. 3 and why there are more level 2s. Answer - Level 3s may be more expensive to install
 - Noted that private facilities are seeming to provide most chargers currently. The plan is for more public. Should we be pursuing grants for implementation?
- 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation
 - Q: How do safety improvements fit with other types of projects? A: Implementing agencies try to include safety components with other types of projects as well.

Citizens Advisory Committee (CAC) Meeting of April 5

A verbal report will be provided at the meeting.

Logo Design Contest: Florida Gulf Coast Trail

We Need Your Help!

Florida DEP and Trust for Public Land will launch a design contest and public vote to create a logo for the [Florida Gulf Coast Trail](#). The winning design will become the iconic visual symbol for the trail and appear up and down the trail's length. The winning artist will receive a \$5,000 prize!

The Florida Gulf Coast Trail will be a 336-mile long destination trail crossing seven southwest Florida coastal counties. And we want to give the people of Florida a voice in the future of this trail. That's why we'll launch a design contest on National Trails Day (June 3, 2023) and then a public vote on the top designs in October 2023 during Florida Greenways and Trails month.

Here's Where You Come In

We're asking our trusted partners to get involved in promoting this competition to your networks across social media, email, and at your events.

Key dates

- June 1 (or sooner) We'll send you a digital toolkit to begin promoting the call for artists to submit their logo designs.
- October 1: We'll send you another digital toolkit to help promote the public vote on the top designs.

Questions? Contact Charles.Hines@tpl.org.
Program Director, Florida Gulf Coast Trail.