



Hillsborough TPO Transportation Planning Organization

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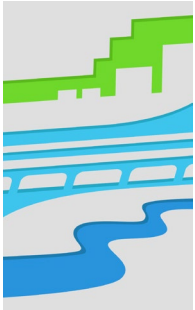
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Plan Hillsborough

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813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, August 23, 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 RSVP for this meeting. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote participation:

- To view presentations and participate on your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/6359345890000584288>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial In Listen Only: 1-415-930-5321 Access Code: 133-563-874
- 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. **Approval of Minutes: June 28, 2023 Meeting & July 26, 2023 Workshop**

V. Action Items

- A. Memorandum of Understanding on Creating a Tampa Bay MPO
(Elizabeth Watkins, TPO Staff)
- B. BPAC Top Ten Project Finalization
(Ben Gordon, TPO Staff and Tim Horst, BPAC Chair)

VI. Status Report

- A. 2050 Plan Needs Assessment for Equity
(Connor Trejos-MacDonald, TPO Staff)
- B. Parking Policy Ideas from “Shoupista” perspective
(Karen Kress, Tampa Downtown Partnership and Christine Acosta, Pedal Power Promoters)
- C. Hillsborough County Transportation Design Manual Update
(Larry Josephson, Hillsborough County Public Works Department)
- D. 2050 Plan Needs Assessment for Real Choices When Not Driving
(Elizabeth Watkins, TPO Staff)

VII. Old Business and New Business

- A. City of Tampa Bicycle Friendly Business Committee Application

VIII. Adjournment

IX. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. Fact Sheet – Interchange Improvement at SR 566 Thonotosassa Road
- C. Fact Sheet – US 301
- D. Fact Sheet – Hillsborough Ave from Bay Path Lane to E of Tudor Dr
- E. [Inaugural World Car Free Day – Tampa Flyer](#)

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Connor MacDonald, (813) 946-5334 o macdonaldc@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
HYBRID MEETING OF JUNE 28, 2023**

I. CALL TO ORDER

Chair Horst called the meeting to order at 5:39 PM

Members Present In-Person: Tim Horst, Jim Shirk, Terrance McKloski, Noliyanda James, Alain Watson, Kelly Fearon, Jonathan Forbes, Peter Davitt, David Aylesworth, Sally Thompson, David Cillitti

Members Present Virtually: Abigail Flores, Savana Vidal, Jason Jackman, John Kubicki, Faye Miller

Members Absent/ Excused: Katrina Corcoran, Jamie Morris, Daniel Rodriguez, Victoria Klug, Martin Santiago (aka Mike Disco)

Others Present: Ben Gordon, Christopher English, Lisa Silva, Gail Reese (TPO Staff); Amber Russo, Brian Hunter (FDOT D7); Frank Coughenour (Plant City); Greg Root (AIM Engineering)

An in-person quorum was met. Jim Shirk moved to approve remote participation, seconded by David Aylesworth. The voice vote passed with 2 Nay votes.

II. PUBLIC COMMENT (3 minutes per speaker) (*Timestamp 0:02:47*) – None

III. MEMBER'S INTEREST (*Timestamp 0:03:05*)

Chair Horst asked if the members would be interested in adding Member's Interest to the agenda after Public Comment. Peter Davitt made this motion, it was seconded by Jim Shirk. The voice vote passed unanimously.

- Tim Horst – Congratulated David Aylesworth for living a year in the City of Tampa for a year. The story can be found on David's LinkedIn page.
- Peter Davitt – Critical Mass ride on Friday 6/30, Noliyanda James pointed out that there was an article in Creative Loafing about the Critical Mass ride.

IV. APPROVAL OF MINUTES (*Timestamp 0:07:26*) – May 24, 2023

Jim Shirk moves to approve the minutes as written, seconded by Alain Watson. The voice vote passes unanimously.

V. STATUS REPORTS

A. US 301 (Fowler Avenue to SR56) PD&E Study (Amber Russo, FDOT) (*Timestamp 0:08:11*)

- Several design changes made since the first round of presentations and the first public hearing.
- Review of project location and study area along with the purpose and need.
- Went over traffic volumes and crash history
- Looked at the preferred roadway typical sections and the changes made since the first hearing.
- Review of Access Management, this is a Class 3 Criteria; Stormwater Management and Floodplain Compensation; the Environmental Effects Assessment
- Went over the updated costs, the new costs will be available at the public hearing (right of way will be increasing even though the acreage is decreasing).
- Second public hearing is scheduled for August 1, 2023; the PD&E will be state-funded

Presentation: [US 301 from Fowler Avenue to State Road 56 Project Development & Environment \(PD&E\) Study](#)

Project Page: [US 301 PD&E Study](#)

Discussion:

Clarification on what was addressed in the study versus the letter sent to FDOT by the TPO about this study. It was asked why this PD&E was done since it is not in the Hillsborough County LRTP. Looking at safety. There was additional discussion regarding current safety features and what is being done. It was asked how many head-on fatal crashes there are in the project area. There were 24 head-on crashes, and 3 were fatalities. Further discussion was had regarding rumble strips and other cost-effective safety improvements that would not include a widening. There was a question about the cost per mile being \$10 million on average without the right-of-way. It was asked about landscaping and connection to the Hillsborough River Park. Landscaping will be coming, and the path will connect to the park trailhead. It was noted that there are a lot of trucks and other motorists going over the posted speed limit of 55 mph. It was expressed that there may not be a political will for this project. There was discussion about the development being done in Pasco County and that the demand is going to be there at some point. Appreciate the project and that many concerns have been addressed. The concern is that this is not on the LRTP and there are no projections on when the work would be done.

B. Vision Zero Streets Study (Hillsborough County Roads in City of Tampa) (Lisa Silva, TPO Staff)
(Timestamp 0:35:47)

- Went over the project area and project team/stakeholders
- Identified roadways are:
 - Waters Avenue – Armenia Avenue to Florida Avenue (1.5 miles)
 - Sligh Avenue – Armenia Avenue to Nebraska Avenue (2 miles)
- Went over tasks and anticipated timeline: Existing conditions (April/May), Community Engagement (July/August), Development of Recommendations, Street Report and Cost Estimate (November/December end date)
- Looked at Improvements by tiers 1 – 3

Presentation: [Vision Zero Streets-County Owned in Tampa](#)

Discussion:

It was asked if the survey was up yet. Not yet, will make sure the link makes it to the committee when it is released.

- C. Hillsborough County Transportation Design Manual Update** (Larry Josephson, Hillsborough County) (*Timestamp 0:41:35*) – no presenter, deferred.

Website: [Hillsborough County Transportation Design Manual](#)

VI. New and Old Business (*Timestamp 0:43:37*)

- A. New Plan Hillsborough Website** – provided a quick show and tell with the site
- B. Lithia Pinecrest Road PD&E Study Public Comment Period** (Ben Gordon, TPO Staff)
- Looked at the project area
 - Went over some of the improvements that could be done
 - Virtual engagement ended on June 6, there was an open house in May 2023

Discussion:

There was a discussion about where this stands. There has been community feedback.

VII. ADJOURNMENT

The meeting adjourned at X:XX PM

A recording of this meeting may be viewed at:

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

**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
HYBRID MEETING OF JULY 26, 2023**

I. CALL TO ORDER

Chair Horst called the meeting to order at 5:30 PM

Members Present In-Person: Tim Horst, Jim Shirk, Katrina Corcoran, Christopher Fellerhoff, Abigail Flores, Noliyanda James, Alain Watson, John Marsh, Kelly Fearon, Daniel Rodriguez, Jonathan Forbes, Peter Davitt, David Aylesworth, Sally Thompson, David Cillitti

Members Present Virtually: Samantha Flores, Victoria Klug, Martin Santiago (Mike Disco)

Others Present: Ben Gordon, Christopher English, Gail Reese (TPO Staff); David Dunigan (UNL)

II. PUBLIC COMMENT (3 minutes per speaker) – None

III. MEMBER'S INTEREST

- Coast to Coast bike class on Friday, July 28th

IV. STATUS REPORTS

A. BPAC Top Ten Project Workshop (Ben Gordon, TPO Staff)

- Went over how voting is going to work
- Narrow down the list to send out to other agencies for plan consideration
- Members went over their choices of areas
 1. US 301 and Gibsonton – discussion about where the bus stops are located. Suggested a crosswalk where the bus stops are located on Boyette. The intersection is not bike friendly. There are other attractions nearby including shopping, a post office, and a library
 2. Florida and Waters – high ridership, transit center, mid-block crossing at one stop, there is a senior home and many of the residents cross mid-block and not at the crossings, the area is also starting to slope, there is high ridership for bikes in this area and is part of the GreenARTery. There isn't really much area to relocate the bus stops but that is recommended, add lighting on the corridor, the intersections and mid-block crossing should be lit. Consider slowing the speed down on Nebraska. Waiting for FDOT to do a resurfacing to change things around.
 3. MLK at Lakewood (east of I-75) – the bus stops are good here, it's a lighting issue here, it needs to be better lit on the crosswalk, there is an apartment complex nearby where the bulk of the ridership is coming from.
 4. Gray St and MacDill

5. Gray St and Lois
 - Gray is often used as a cycle track. These intersections need lighted intersections for cyclists and pedestrians to cross. This is a major commuter area for bikes as well as a way to get to the Westshore area.
 - Would like controls with RFBs. First choice would be at MacDill. Could set it up like Hines. It was noted that there are plans with the City of Tampa in partnership with the Westshore Alliance for Gray St. Gray is two-lane, residential, parked cars, and some speed tables. It was asked why this is the preferred east/west; it is very quiet, has stop signs, it is between Kennedy and Cypress.
6. N 13th and E Hillsborough Ave – looked at all crash data across Hillsborough, this is a hot spot; there are shops and bus stops generating a lot of foot traffic. This is a difficult crossing for bike and pedestrian, it is very residential in the area
7. MLK at 12th St – this is the only crossing on 12th that is very difficult, there is no crosswalk, and it is very uncomfortable to get across due to the volume of traffic and speed. Would like a PHB (pedestrian hightbred beacon) crossing. Leveraging a separate project also happening might be a good approach. FDOT is currently looking for comment now, Kelly Fearon will send out the project website.
8. N 18th and E Busch Blvd – another identified hotspot with a high concentration of crashes. A PHB would be beneficial in this area as well; there is no crossing, highly residential. This is a great bike boulevard as well; it crosses the Hillsborough River
9. Fletcher (Nebraska to Bruce B Downs) – part of the HIN, there has been worked on it, low-income world, a lot of pedestrians, there are sidewalks on both sides, there is a shoulder on the side and turn lanes, progress has been made and FDOT has project plans for this area. Hillsborough County has projects for this corridor.
10. Fletcher (42nd to 46th) – north end of USF campus. There are potential conflicts with bike lanes and cars turning. It was noted that there is a potential one-way for 42nd. The crossings do not have refuges and are crossing several lanes of traffic. A pedestrian bridge may be a option. USF needs to be involved in this area.
11. Bruce B Downs (Bearss to Fowler) – This would be to connect trails. There are several medical centers, the school, and lots of people. Would need to narrow the scope.
12. Bayshore Blvd and Bay to Bay – there are seven different types of usage at this intersection, high profile; would like to see better visibility for all users and add an auditory component for the crosswalks. There are a lot of signs and posts, there is a lot going on. Look at some source of education done by the city. It was noted that it is important but it has received a lot of attention. There is also concern about speeding in the area and people are not using the crosswalks that are provided.
13. Howard Ave to Bayshore – there is a lot going on, advocating for better visibility and signage and a dedicated bike lane. There is a resurfacing on Howard, north of Kennedy for 2024, now would be a good time to provide comment.
14. East Fowler (301 to Main St) – no bike lanes, no sidewalks, it is a 40 mph zone; would like sharrows, signs, and drop to 35 mph. Low-income areas and they are the users. The next stretch is much nicer, would like the shoulders painted and the bike lanes repainted. The next section is like the first. This road has three sections that are inconsistent. Make it consistent all the way. Looking for signs and paint.

15. 40th St (south of Columbus) – on the curve, there is a bike lane has not been cleaned in four years and the delineators are gone.
16. East Fowler (30th to Nebraska) – same issue, the bike lanes have not been cleaned and there are lot of driveways. The lane delimiters have made the bike lanes useless.
 - Might be a good idea to make a second list for low-hanging options
17. Rome (Cass to Platt) – south of Kennedy, no crossings and speeding traffic. The ideal proposal would be to have beacons at Cleveland and Platt on Rome and/or bike lanes. This would be to take full advantage of the protected bike lanes. Rome is on an improvement plan with the City of Tampa. No designs are done yet. There will be an opportunity for public feedback down the line.
18. Kennedy and Boulevard – exceptionally busy intersection, there is a crosswalk but needs additional protection at the four corners. Cars and trucks go over where pedestrians and bikes are waiting. There is also a water collection point at that intersection when it rains. There is a lot of pedestrian activity.

From Chat:

David Dunigan (to Organizers and Panelists Only):

6:05 PM: Given the multiple suggested projects, I'm curious as to what is the distribution between "city" and "county". How are these projects prioritized? How are they advocated for? Where does the decision lie? Who decides?

Once everything is pulled together, Ben Gordon will determine who is responsible for the road and that is where the advocating will be directed.

Victoria Klug (to Organizer(s) Only):

6:32 PM: Do you have some crash data on these locations?

Does not have crash data at this time.

Remaining submissions will be brought up in subsequent meetings until all have been reviewed on the first pass.

V. ADJOURNMENT

The meeting adjourned at 7:30 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:

Memorandum of Understanding on Creating a Tampa Bay MPO

Presenter:

Elizabeth Watkins, TPO Staff

Summary:

For about 30 years there has been a periodic discussion about forming a regional metropolitan planning organization (MPO) to serve the Tampa-St. Petersburg urbanized area that comprises most of Pinellas, Pasco and Hillsborough Counties. Whether stemming from the Governor of Florida, the business community, or local elected officials, the impetus for creating a single regional transportation planning body for the Tampa Bay area is to better harness the collective strength of the region to garner more funding from federal, state, and local sources and advance significant transportation projects to better support the region's growth and sustain its quality of life. That notion is often countered by the different needs for transportation based on geography, land use patterns and trends, and distinct socioeconomic considerations among the three counties.

With the dissolution of the Tampa Bay Area Regional Transit Authority and a sense that the Tampa Bay area is not competing effectively for funding with other regions in Florida and elsewhere, there continues to be a push to form a regional planning and decision-making body for transportation. The Florida Legislature passed a law requiring the three MPOs submit a study on the benefits, costs, and process to merging by December 31st.

The three MPOs are considering Creating a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding (MOU) that sets forth a framework and necessary steps for the creation of a regional MPO. The draft MOU puts key provisions and considerations in writing to advance the conversation toward achieving this objective in a reasonable time frame. The Hillsborough TPO, Forward Pinellas, and Pasco MPO will consider executing the MOU in Fall 2023 and the target date for merging the MPOs is July 2027.

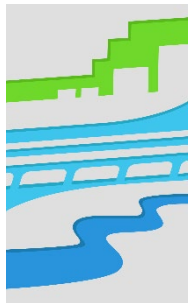
A survey will be available from July 5th through August 20th to solicit feedback from the public.

Recommended Action:

Recommend the Board sign the Creating a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding

Prepared By:

Elizabeth Watkins, AICP, TPO Staff



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601 E Kennedy Blvd
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Attachments:

1. Creating a Tampa Bay MPO – MOU
2. [Presentation Slides](#)

Creating a Tampa Bay Metropolitan Planning Organization

Memorandum of Understanding

Among

The Hillsborough Transportation Planning Organization, The Pasco Transportation Planning Organization and Forward Pinellas

Updated Working Draft

March 27, 2023

Whereas, the Hillsborough Transportation Planning Organization (TPO), the Pasco County TPO and Forward Pinellas (the “Parties”) collectively desire to create a Tampa Bay Metropolitan Planning Organization (MPO) to improve regional transportation planning and define regional transportation priorities by entering into the Memorandum of Understanding (MOU);

Whereas, the Tampa Bay metropolitan area of Pasco, Pinellas and Hillsborough County has a combined population of 3.5 million and is projected to grow by more than one million people over the next 20 years;

Whereas, the Pasco, Pinellas and Hillsborough County MPOs or TPOs all function within the single Tampa-St. Petersburg Urban Area that covers much of the population within all three counties;

Whereas, since 1990 the State of Florida has requested that the three MPOs in the urban area consolidate into a single MPO unless they can sufficiently justify why they need to remain separate due to their complexity, unique conditions, and diversity within the region while also fostering a strong cooperative regional transportation planning process that addresses shared data, identifying regional needs, coordinated project development, and establishment of regional transportation priorities;

Whereas, the West Central Florida Chairs Coordinating Committee is established in state statutes (now Sun Coast Transportation Planning Alliance or SCTPA) and has interlocal agreements among the six MPOs serving the broader West Central Florida region and a subcommittee known as the Tampa Bay Transportation Management Area Leadership Group (TMA LG) serving the Pasco, Pinellas and Hillsborough MPOs that establish such a regional coordination and prioritization process;

Whereas, the pending sunset of the Tampa Bay Area Regional Transit Authority (TBARTA) will leave a void in regional transportation planning and project development, without dedicated staff and a governing board assigned to advance regional transportation activities and priorities;

Whereas, the process for forming a new regional MPO involved a number of steps to create required establishing planning documents as well as changing the hosting arrangements and MPO boundaries. As there is little precedent in Florida to rely on for guidance regarding de-designating an MPO, it will be important from a federal transportation funding cashflow to have a new MPO fully up and running at such time as existing MPOs are de-designated;

Whereas, MPOs receive federal planning funds through quarterly reimbursement that come with federal and state restrictions on how those funds may be used, there will need to be a substantial and long-term local commitment to provide sustainable and flexible funding for a regional MPO to be effective;

Whereas, the Florida Department of Transportation has committed through its approved Planning Funds (PL) distribution formula in 2014 that any MPOs in Florida that merge will continue to receive the base amount of PL due to each MPO prior to the merger.

NOW, THEREFORE, IN RECOGNITION OF THE FOREGOING, the involved MPOs hereby jointly understand, agree and commit as follows:

ARTICLE 1. PURPOSE

The purpose of this MOU is to document the mutual understanding between the Parties and to set forth the terms for their cooperation.

ARTICLE 2. AGREEMENTS AND OBLIGATIONS OF THE PARTIES

- A. The Pasco, Pinellas and Hillsborough County MPOs agree to investigate the formation, organizational and governance structure of a new regional MPO to serve the urban area of Pasco, Pinellas and Hillsborough Counties as reflected by the 2020 Census, with the goal of certifying the MPO by July 1, 2027. Other key steps toward formation may occur sooner than that date.
- B. A regional MPO serving these counties will augment and enhance the current functions of the existing MPOs in the urban area as currently represented by the Pasco MPO, Forward Pinellas and the Hillsborough TPO. It is important that while a regional MPO may provide a stronger and more collaborative regional focus and planning process that at the same time the existing long range transportation planning responsibilities be maintained at the county level for sub-regional, jurisdiction focused projects to avoid creating a local void in planning and technical assistance activities.
- C. A regional MPO must reflect proportional representation on its governing board based on the population of local governments within the MPO planning boundary, consistent with Florida Statutes that place requirements on the total number of voting members and the percentage that must represent the respective Boards of County Commissioners.
- D. The governance structure of a regional MPO may include representatives of transportation agencies as voting members, but their inclusion will reduce the number of local government elected officials as voting members on the governing board.
- E. Outreach to all local governments in the Metropolitan Planning Area is an important step in the regional MPO formation process and individual MPOs will develop a coordinated presentation and engagement strategy to fully inform and seek input from all affected local governments.

- F. The formation and certification of a new regional MPO will require the creation and adoption of multiple planning, development and policy documents for the region that are consistent with federal and state laws and regulations, including:
 - a. Apportionment Plan that describes to voting representation of the MPO's regional planning boundary and member local governments
 - b. Unified Planning Work Program (a two-year budget of planning activities)
 - c. Long Range Transportation Plan (20-25 year financially feasible plan for transportation)
 - d. Public Participation Plan (how it will involve the public in decision-making)
 - e. Transportation Improvement Program (a five-year work plan for transportation projects with funding by phase)
 - f. Congestion Management Process (a strategic means of evaluating the causes and strategies for improving traffic congestion)
 - g. Title VI process and Continuity of Operations Plan (addressing ADA complaints and emergency operations)
 - h. Interlocal agreements and/or staff services agreements with one or more host agencies (if the MPO is not fully independent), and interlocal agreements to receive funding and provide planning services to any number of local governments in the region.

- G. Those planning products shall reflect the work of the individual MPOs currently in place but will need to be substantially revised and restructured to reflect the new planning boundaries of the MPO as a truly regional entity covering the tri-county urban area.

- H. The MPOs in their current formation have demonstrated competent leadership and effectiveness in planning for countywide and local transportation needs and priorities in their respective planning areas, building trust and collaborative partnerships with local community stakeholders and land use planning agencies that will need to be sustained with the formation of a regional MPO. Therefore, the regional MPO will consider staff services agreements with the planning agency in each county to support outreach and engagement as well as coordination on land use, transportation operations and safety.

- I. As each existing MPO is currently hosted by another agency, the impacts to those agencies and their staffs should be considered; the interlocal agreements with those organizations will need to be updated. Those existing host agencies may present an opportunity for continuing long range transportation planning at a county or jurisdictional level.

- J. There will be substantial start-up costs to form a regional MPO based on case study examples elsewhere in the United States requiring funding to hire staff, secure office space, purchase equipment and produce necessary planning products and administrative documents.

- K. A regional MPO will need a recurring local funding source from member agencies or the host local government to develop a budget pay for staff salaries, planning activities, facilities and other related administration costs to augment federal and state funds that are paid on a quarterly reimbursement.

- L. To retain and continue to attract quality staff for transportation planning through what may be a multi-year transition period, existing staff at the time of formation of a regional MPO will be offered positions with the new MPO and with their county governments/planning agencies.

ARTICLE 3. TERM

The term of this MOU shall commence on the date the last signature is obtained (“Effective Date”) and shall continue in effect until one or more parties terminates the MOU or a new MPO interlocal agreement is in place.

ARTICLE 4. TERMINATION

This MOU may be terminated upon written agreement by the Parties with a 30-day notice.

ARTICLE 5. AMENDMENTS

This MOU may be amended, in writing, at any time if the Parties agree.

ARTICLE 6. NOTICES

If to Hillsborough TPO:

Beth Alden
601 E Kennedy Blvd, 18th Floor
Tampa, FL 33602

If to Pasco TPO:

Carl Mikyska
8731 Citizens Drive, Suite 360
New Port Richey, FL 34654

If to Forward Pinellas:

Whit Blanton
310 Court Street, 2nd Floor
Clearwater, FL 33756

ARTICLE 7. GOVERNING LAW, JURISDICTION AND VENUE

This MOU shall be governed by the laws of the State of Florida. Any action filed regarding this MOU shall be filed in the county of one of the Parties, or if in Federal Court, the Middle District of Florida, Tampa Division.

IN WITNESS WHEREOF AND AS APPROVED BY EACH MPO on the date shown below:

HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION

BY: _____

Commissioner Gwen Myers, Chair

Date: _____

PASCO TRANSPORTATION PLANNING ORGANIZATION

BY: _____

Councilmember Matthew Murphy, Chair

Date: _____

FORWARD PINELLAS

BY: _____

Commissioner Janet Long, Chair

Date: _____



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

BPAC Top Ten Project Finalization

Presenter:

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

Summary:

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

At BPAC’s August meeting, members will continue to discuss their submissions and examine the various road segments together in Google Earth, attempting to narrow down the submissions to a ranked list of ten.

Recommended Action:

Finalize the Top Ten Dangerous Locations list.

Prepared By:

Ben Gordon, TPO Staff

Attachments:

BPAC Top Ten Submissions List and Map



Plan Hillsborough
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BPAC Top Ten Submissions List *(Duplicate submissions are highlighted)*

Dan Rodriguez

1. US 301 and Gibsonton Drive **(HIN)**
2. Florida Ave and Waters Ave **(HIN)**
3. Lakewood Dr and MLK Blvd

Jonathan Forbes

4. Gray St and MacDill Ave **(HIN)**
5. Gray St and Lois Ave **(HIN)**

Tim Horst

6. 13th St and Hillsborough Ave **(HIN)**
7. MLK Blvd at 12th St **(HIN)**
8. Busch Blvd at 18th St **(HIN)**

Savana Vidal

9. Fletcher Ave (from Nebraska Ave to Bruce B Downs Blvd) **(HIN)**
10. Fletcher Ave (from 42nd St to 46th St) **(HIN)**
11. Bruce B Downs Blvd (from Bearss Ave to Fowler Ave) **(HIN)**

Victoria Klug

12. Bayshore Blvd and Bay to Bay. **(HIN)**
13. Howard Ave (from Bayshore Blvd to Interstate) **(HIN)**

Peter Davitt

14. E Fowler Ave from US 301 to Main St / Harney Rd
15. W Lutz Lake Fern Road between 41 and Dale Mabry Highway
16. 40th St (south of Columbus)
17. E Fowler Ave (from 30th St to Nebraska Ave)

David Cellitti

18. Rome Ave (from Cass St to Platt St)
19. Kennedy Blvd and Boulevard

Alain Watson

- US 301 and Gibsonton Drive
- Hillsborough Ave at 13th St.
- Florida Avenue and Waters Avenue

Jim Shirk

20. Hillsborough Ave (from Dale Mabry to 56th St) **(HIN)**
21. Roundabout at Palm Ave and North Blvd
22. Florida Ave north of Violet St **(HIN)**

John Marsh

23. Azeele St (from Henderson Blvd to Dale Mabry Hwy) **(HIN)**

David Aylesworth

24. Nebraska Ave and Twiggs St
25. Kennedy Blvd and Meridian Ave **(HIN)**
26. Nebraska Ave (Columbus Dr to MLK) **(HIN)**



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2050 Plan Needs Assessment for Equity

Presenter:

Connor Trejos-MacDonald, TPO Staff

Summary:

The Hillsborough TPO is in the process of updating its Long Range Transportation Plan (LRTP) which will extend the horizon year out to 2050 and add a needs assessment for transportation equity.

The Needs Assessment for Equity will assess current transportation needs and provide project recommendations using an equity lens. The assessment and recommendations will continue the TPO's work on equity and health, and will proactively comply with the Justice40 initiative requiring USDOT to prioritize transportation investments with consideration of the impacts upon underserved communities.

Drawing from the TPO's adopted Nondiscrimination and Equity Plan, health-related studies, and Environmental Justice analyses, the assessment identifies transportation focus areas, and compares and contrasts their performance to the countywide average for several different transportation measures. Assessing the transportation disparities between focus areas and the countywide average will inform the level of investment needed to pursue equity.

The presenter will summarize the work completed thus far and discuss next steps.

Recommended Action:

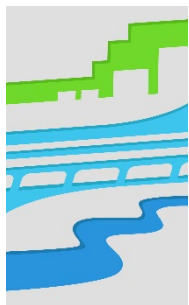
None. For information only.

Prepared By:

Connor Trejos-MacDonald, TPO Staff

Attachments:

1. [Presentation](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Parking Policy Ideas from a "Shoupista" perspective

Presenter:

Christine Acosta, Pedal Power Promoters and Karen Kress, Tampa's Downtown Partnership

Summary:

In his book, The High Cost of Free Parking, Donald Shoup argues that free parking has contributed to auto dependence, rapid urban sprawl, extravagant energy use, and a host of other problems.

Fans of Donald Shoup and his book are referred to as "Shoupistas." In this presentation by Shoupista Karen Kress, she will share many of the author's free parking policy insights and update the committee on his preferred parking policy concepts and how they might apply to Tampa's downtown. You'll never look at a parking spot the same way again.

Recommended Action:

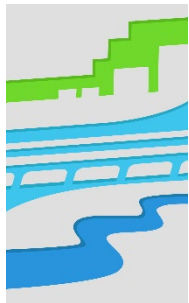
None. For information only.

Prepared By:

Lisa K. Silva, AICP, PLA, TPO Staff

Attachments:

[Presentation](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough County Transportation Design Manual Update

Presenter:

Lawrence Josephson, Hillsborough County Public Works, Technical Services Division

Summary:

The Hillsborough County Transportation Design Manual (HCTDM) identifies Hillsborough County's adopted design criteria and provides guidance and design procedures for arterial roads, collector roads, local roads, and other transportation projects within the County's public right-of-way. The adopted Hillsborough County design criteria includes all the Florida Department of Transportation's (FDOT) design criteria and the latest versions of the Hillsborough County manuals listed below:

- Public Works Standard Specifications for Construction
- Stormwater Management Technical Manual
- Utility Accommodation Guide and Rights-of-Way Use Procedures Manual
- Utility Coordination Procedures for Hillsborough County Construction Projects

Hillsborough County's criteria takes precedence over the FDOT design criteria. The HCTDM will specifically designate County standards that supersede the adopted FDOT design criteria in addition to specifying plans development processes, plans production and submittal requirements, and design guidelines and standards for road, traffic, and structure designs.

The intended audience for the HCTDM are professional engineers and other professionals participating in the planning and design of Hillsborough County infrastructure. The HCTDM should be used by professionals as a design resource.

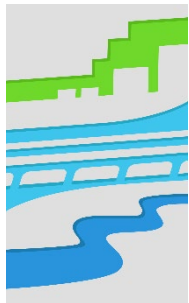
The Technical Service Division is seeking input on the manual and is accepting comments through the end of June. See link below, Additional comments will be solicited on the final draft of the HCTDM midsummer with publication of the HCTDM in Fall 2023.

Recommended Action:

For discussion.

Prepared By:

Gena Torres, TPO staff



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Attachments:

1. [Hillsborough County Transportation Design Manual](#)
2. [Presentation](#)



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 will conduct an analysis of local bus service, transportation disadvantaged service, and the trail network under the Real Choices When Not Driving TPO Investment Program. This will help inform current and future needs of the transportation system. The project aims to provide valuable insights and recommendations, which will be documented in a technical memorandum as an addendum to the 2050 LRTP.

Recommended Action:

None; for information only

Prepared By:

Elizabeth Watkins, TPO Staff

Attachment:

None



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING AND PUBLIC HEARING JUNE 14, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:05:13)*

Chair Myers called the meeting to order at 6:00 PM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

II. Roll Call *(Gail Reese, TPO Staff) (Timestamp 0:05:41)*

The following members were present in person: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Henry Cohen, Commissioner Pat Kemp, Councilmember Alan Clendenin, Councilmember Lynn Hurtak, Councilmember Guido Maniscalco, Mayor Nate Kilton, Charles Klug, Justin Willits, Planning Commissioner Hemant Saria

The following members were present virtually: School Board Member Jessica Vaughn, Bob Frey

The following members were absent/excused: Joe Lopano

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.

III. Approval of Minutes *(Timestamp 0:06:42) – May 10, 2023.*

Chair Myers sought a motion to approve the May 10, 2023 minutes. Commissioner Owen so moved, seconded by Cohen; the voice vote passed unanimously.

IV. Public Comment On Items Other Than The TIP *(Timestamp 0:06:57)* (up to 3 minutes per speaker)

Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

V. Committee Reports & Advance Comments (Rick Fernandez, CAC Chair and Lizzie Ehrreich, TPO Staff) *(Timestamp 0:08:26)*

A. CAC – June 7, 2023 (Rick Fernandez, CAC Chair)

- Action Items
 - Noted that Councilmember Hurtak was present for part of the meeting
 - Two Action items on the agenda – Hillsborough County Bike Network Evaluation and the TIP
 - Did not approve the Bike Network Evaluation for recommendation and will likely revisit in August. The committee expressed several concerns with the plan including integrating it with another study. The committee believes it is a good study that will

expand the network and guide investments. Asked that the evaluation methodology be revisited and bring the item back in August.

- TIP, as amended, passed 11 – 0, Table 2, Line Item 73, related to the Westshore Interchange (Section 4 and Section 5 of the TB Next documentation). The amendment language applies to the narrative, “All lanes will be non-tolled.” The narrative makes reference to new express lanes on I-275 between Westshore and Downtown. There is no language on how the lanes will be managed. The language is to express that the CAC does not want these lanes to be tolled.
- Reviewed discussion by members on how the TIP is organized and how funding is prioritized. Priority number 22, a PD&E Study at the intersection of Symmes Rd and US 301 had particular concern and recommended that Hillsborough County submit a request for the study funding as soon as possible and that the TPO approve the study funding when the request is received. There was discussion around the TECO Streetcar. Additional discussion was had around the Westshore Interchange and what portfolio of projects is included.
- Status Reports were deferred

Other Committee Reports

- Transportation Improvement Program (TIP) update and priority list
 - Approved by the Citizens Advisory Committee, Technical Advisory Committee, Bicycle Pedestrian Advisory Committee, and Livable Roadways Committee
 - The Technical Advisory Committee
 - Members discussed the need for documenting federal grants and the documentation required for this new task. FDOT to provide guidance.
 - The Citizens Advisory Committee
 - Priority #22: Committee members noted how dangerous the intersection of Symmes Road and US301 is and advocated Hillsborough County staff and the TPO apply and recommend funding as soon as possible.
 - TECO Streetcar: Comments and questions on the TECO Streetcar were both for and against the use of local funds.
 - Westshore Interchange: A member expressed it is difficult to discern from the TIP and FDOT work program what the projects entail. CAC approved the TIP pending an update to the description of the Westshore Interchange, which will now state at the end “...all lanes will be non-tolled [sic].”
- Hillsborough County Bicycle Network Evaluation
 - Approved by the Technical Advisory Committee, Bicycle Pedestrian Advisory Committee, and Livable Roadways Committee
 - Not approved by the Citizens Advisory Committee
 - The Citizens Advisory Committee
 - The committee expressed reservations about the Network Evaluation and Plan.
 - Members commented on the geographic boundaries of the facilities considered in the plan and suggested integrating this evaluation of County-owned facilities within unincorporated Hillsborough and a forthcoming evaluation of County-owned facilities within city limits.
 - Other members asked why public engagement was not considered in the technical methodology. The committee generally agreed public input would help Hillsborough

County prioritize bicycle investments. The committee moved to have TPO staff reevaluate the evaluation methodology and return in August.

- The Transportation Disadvantaged Coordinating Board By-Laws
 - Approved by the Transportation Disadvantaged Coordinating Board
- The Transportation Disadvantaged Coordinating Board Grievance Procedures and Subcommittee Appointments
 - Approved by the Transportation Disadvantaged Coordinating Board

B. Public Comments Received Through Email & Social Media (Lizzie Ehrreich, TPO Staff).

- Dave Coleman
 - Stated we are just at the beginning of consequential decisions
 - Does not support merging the MPOs
- Bob O'Malley
 - Does not support merging the MPOs
- Jackson Heights Neighborhood Association & Community Safety Watch
 - Appreciated the TPO's involvement in the Potter Elementary School crosswalk mural
- Sharon Calvert
 - Asked about the agenda packets and record retention process

Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members on the morning of June 14.

VI. Consent Agenda (Timestamp 0:17:10)

A. Committee Appointments

- TAC – Terrance McKloski, as alternate by the Hillsborough County Community & Infrastructure Planning Department
- BPAC – Terrance McKloski, as alternate by the Hillsborough County Community & Infrastructure Planning Department
- CAC – Ilia Lachinov, under 30 years old, to fill a new at-large seat; Dayna Lazarus, by Councilmember Hurtak, to fill a vacant seat; William Hodges, by the Planning Commission; Joseph Citro, by Commissioner Cohen
- TDCB – Jennifer Waskovich, by Florida Department of Health, and Allison Nguyen as alternate

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

VII. Action Items

A. Executive Director Semifinalist Selection (Meghan Betourney, TPO Staff) (Timestamp 0:17:29)

- Review of the application selection process, qualifications met, and recommendations from the TPO Board after referring all resumes to the TPO Board.
- Recommend four candidates to move forward: Johnny Wong, Stephen Benson, Sandanasamy, and Wells.

Recommended Action: Approve the list of semi-finalist candidates.

Discussion:

Commissioner Wostal noted that there was an anomaly in the process regarding a candidate that was added but not on the recommendation list. It was asked if the TPO Board received that resume' that was circulated in a separate email. Feedback was provided by Board members that they did receive the information for consideration. There was one response on the additional candidate and the candidate did receive votes to move forward.

Mayor Ross moved to approve the list of semi-finalist candidates; seconded by Councilmember Maniscalco. The motion passes unanimously by voice vote.

VIII. Public Hearing

A. TIP for October 1, 2024 – September 30, 2028 (Timestamp 0:23:33)

- **Staff Presentation** (Johnny Wong, TPO Staff)
 - Went over what the TIP is and what is required for adoption
 - Review of the tables
 - Table 1 – projects that are funded for or are already under construction
 - Table 2 – projects seeking funding
 - Table 3 – FDOT, local, planning studies, are included for coordination
 - Went over the process for developing Table 2
 - Review of the updated for the FY24-28 TIP including new projects, ongoing projects, and projects that have been removed.
 - Next Steps – reviewing projects, develop recommended funding amounts for each project, FDOT to consider recommendations for the next FY, Regional Coordination will be done
 - Went over when the funding and the projects will begin, 2029
 - Review of regional coordination for TRIP funding
 - Milestones: draft posted and made available May 15th , May – June presented to committees for approval, posted signs and social media. Noted the CAC amendment to add "...all lanes will be non-tolled." This amendment was made when the item was on Table 2 and it has been moved to Table 1.

Recommended Action: Approve the TIP Update for FY2023/24 – 27/28 and approve the TIP Priority List (Table 2)

- Public Comment on the TIP – *Time allotted to each speaker may be adjusted by the chairman to accommodate as many speakers as possible*

Michael Maurino – Executive Director of the Westshore Alliance. On behalf of our 400+ members, we want to indicate our support for the TIP as presented. We've provided a letter provided in your packets as well. Specifically mentioning Westshore Boulevard and Gray Street which are on the TIP as funding candidates. Both of these projects would have a significant impact for businesses and residences. Westshore Boulevard finally becoming that gateway from Tampa International Airport. And, in the case of Gray, we, the Westshore Alliance, envision that as a connection from the Riverwalk to the trail that will be on the Howard Frankland Bridge and the existing trail that is on the Courtney Campbell. So, obviously, mentioned tonight, Howard Frankland and Westshore Interchange. Howard Frankland is

nearing completion; the Westshore Interchange will kick off after that. These programs will start a pedestrian-friendly grid in the district by virtue of the way the interchange will be built and also having that premium transit corridor that does not exist right now in Westshore. So we encourage you to keep investing in complete streets and transit options as compliments to those major projects. We need, as a county, to support multiple modes of transportation to have a diversified and growing economy. The TIP advances that goal. We look forward to your support and look forward to a transportation system that supports families and businesses in this community.

Rick Fernandez – Listened intently to the committee reports presented by Miss Ehrreich and also comments made, just now, by Dr. Wong. I want to be clear, the CAC did not approve the TIP as presented; the CAC approved the TIP as amended related to line item 73. And, frankly, whatever little shell game may have taken place between last Wednesday and today to remove line item 73 from Table 2 of the TIP and move it to Table 1, that project is still there. And the request that we made as the CAC which was to include language to express that those lanes not be tolled, it still applies. So, I would suggest to you that you can go chase that line item in Table 1 or Table 2 around the block if you want, it's still there. And I'm asking that you take action on it. That was extemporaneous, I wasn't expecting that particular thing to pop up tonight. But it did, so I needed to address it. Now, back to what I consider my prepared comments. Back in February 2020, the Tampa City Council sitting as the CRA Board passed the resolution that, among other things, expressed that the CRA, again, that being the City Council, opposes tolls on interstates within the City of Tampa. That motion carried, it was made by Councilman Viera and seconded by Councilman Maniscalco if I am understanding the record. The issue of express lanes and whether they be tolled or not, and if so, how remains open until this day. Table 2, line item 73 as it was presented as it was presented to us, and wherever it now lives in Table 1, addresses the area of Westshore to Downtown, sections 4 and 5 respectively under the TB Next plan, there is repeated reference to express lanes but no guidance as to the manner to their management. It is important the community opposition to toll lanes in the City of Tampa remain on the record and tonight's TPO Board meeting is an opportunity to do exactly that. I am asking you as a board to advocate for a resolution similar to that, that was passed by the CRA. Or, not that the TPO CAC did, in fact, pass that amendment. You could embrace that amendment yourself and include it in the TIP, wherever that item now lives.

Humaira Afzal – Lives in West Tampa. I support all HART funding. That includes items 2,3,4 and 35; streetcars and electric buses. All the funding, please. That includes expanding the streetcar; it works and lets fund it and implement it. All of those items that support and expand biking infrastructure, and by biking infrastructure, I do not mean sharrows painted in the roadway. Those don't work. I mean real biking infrastructure: the Green Spine, Green Artery, also multiuse trails, and connected trails. And, as Rick Fernandez was just discussing, remove the tolls as recommended by the CAC. I do not support road widening anywhere. It hurts the neighboring communities; the ones that still exist. Many of our communities were destroyed by road widening in the past. Road widening also increases the risk of traffic injuries and death and it leads to more cars and later, down the road, people are asking for the road to be widened more. I would also remind you that transportation and cars are not

interchangeable terms. There are many kinds of transportation and cars are only one of them. They are, arguably, the worst experience; they are dangerous, they're bad for the environment in countless ways, and they are often one of the slowest ways to get somewhere, especially for short trips. Please prioritize attention to the alternatives, mass transit, especially the kind that comes more than once an hour, streetcars, I already mentioned that, and protected bike lanes. People use them. People use them. If I hear one more time "you build them and no one uses them", I'll start taking video. People use them. And also with now electric bikes, and stand-up scooters, people have the ability to go much further in those protected bike lanes than they could in the past. For the record, I go here on an electric scooter. Bicycles and skateboards, people use them for that too. I would especially encourage you to focus on the projects that connect neighborhoods to job centers. Let people use alternative means of transportation as a way to get to work. The alternatives are cheaper to build and operate over time. I think you all know how much it costs to build a mile of road. They're safer if people have the proper infrastructure. They're cheaper for the users; compare the cost of an electric bicycle or an electric scooter to the cost of an automobile.

Patrick Pozzi – Opposes tolling in Tampa on the interstate.

Doreen Josseph – I also want to address, specifically in the TIP, the widening of the freeway and really any major roads. Widening these roads is damaging to the communities in multiple ways. The extra lanes do nothing to alleviate traffic which we have demonstrated again and again. They infiltrate onto property that could be used for much-needed businesses and residential housing. Moving traffic closer to the population centers compromises air quality, causes illness, and deteriorates the way of life for the tax-paying citizens who are so essential to a thriving city and county. I urge you to consider the long-term health of Tampa and Hillsborough County and remove all express and auxiliary lanes from Item 73 and other parts of the TIP. Rather than funding wider roads, please support funding for more transit options such as the streetcar and HART.

Douglas Josseph – I'm here to speak against the freeway widening and the entire, what used to be TBX and is now TB Next chopped into small pieces and sent through the TIP. It's been a long battle. I think you know that the community generally despises the whole idea of express lanes and toll lanes and freeway widening, but that's where we are. The first point I want to make is there is absolutely no economic benefit to urban freeways. This has been demonstrated time, and time, and time again. I-275 and urban throughways in general, are just the Berlin Wall with cars on top of them. Widening them achieves nothing. And, again, the economic literature on this has been unanimous, there is absolutely nothing to be gained by this. It's also interesting that if you look at the history of the entire freeway system nationally, but also particularly in Florida, the idea of putting urban interstates in, driving interstates through the urban core, was championed by segregationists with the idea that you could use the interstate as a way of really sticking it to the non-white population. And this is a matter of demonstrable and historical fact. There is no issue here, everybody understands why the interstates are placed where they are. So it was segregationists who designed them and now we have a proposal for segregation on the interstates themselves namely toll lanes. They

segregate those people who have the money to drive through the wasteland that is the interstate versus those people who don't. So I urge the rejection of all of that. My final point here is that I think if you look around you will realize if you look nationally, beyond Florida, that enlightened cities have actually begun to tear down their interstates. Even Houston has given up. The ??? freeway, 24 lanes, was realized that building these gigantic freeways with more and more lanes achieves nothing. Even, believe it or not, Montgomery, Alabama is ahead of Tampa in terms of understanding how you should have urban development, how you should have urban transportation by getting rid of the freeways. It's time now that at least Tampa wake up a little bit and understands that continued expansion and continued development of these freeway systems is of no use and adding tolls is simply rubbing salt in an old wound.

Michelle Cookson – Donated time to Chris Vela

Chris Vela – I want to put out there that what Johnny said is missing a few pieces in the puzzle. We're not talking about just the Westshore Interchange; we're talking about south of the Westshore Interchange. We're talking about segment 4 and segment 5 which is basically the space between, roughly between Westshore and Downtown. So I'm going to make my speech based on that section and also item number 73. So, to the folks out there who are new, the TIP hearing is meant to be simple. Of course, it isn't when we get last-minute news and, of course, when the TIP is not concurrent to what Johnny, Dr. Wong, has just said. This Board conditionally approves or approves transportation projects. Historically thought, simple pleas like no tolls, or interstate expansion have always been treated as a plan to restore and reuse the space shuttle. Despite overwhelming evidence that every time we have widened I-275 or I-4 or have built toll lanes, we still sit in traffic under FDOT's science. Florida is #1 with the most tolled roads in the nation. In Hillsborough County, we have a group of five paved interstates and highway systems within one mile of each other, three of these are tolled. Yet this Board still contemplated adding more tolled interstate lanes. Since the late 50s we have spent billions of dollars of tax money into these road and no one asks why we are still in gridlock. While I would like to blame the lack of coherency on a personal level, part of this fault here are misleading interpretations from FDOT and, of course, last-minute news from the TPO when it comes to voting on the TIP. We have gotten a lot of weight and seen motion adding another toll lane will magically make the traffic go away. And, God forbid, if you oppose FDOT, they may threaten to take the money away. Of course, no Commissioner before you all has stood up to them and afford them that that's actually tax-payer money. While I was planning on asking this Board for a few TIP changes, which I might still, I will make it really simple; we need to remove all funding for express and toll lanes in item 73. FDOT loves your constituents money. That is why after a previous approval, over a billion dollars of interstate work, they're asking for even more money. To the conservatives on the Board, FDOT wants to double-dip on taxpayers. The only credit card more interstate work here in Florida, but also toll users while penalizing others in delay who can't afford tolls. FDOT wants to toll your constituents in the worst period of inflation. Right now, our heaviest population of the county requires a salary of over \$85,000 just to rent modestly. Assuming you all were to rerun for office, FDOT wants you to explain to your voters why you permanently supported toll lanes

through Hillsborough County through a looming recession. Why wasn't there a public vote to toll? Then they want you to explain why poor people are suckers for paying for toll lanes themselves. Any high-ranking Tampa banking operator will tell you a recession is coming. If you need further assistance, you can ask your TBBJ wanting to get a quote from you. In our county, nearly all toll lane projects took decades to break even. It took the Crosstown thirty years to break even. The Vets and Sun Coast Parkway struggled for decades as well. The one mile, I-4 connector is paying off nearly \$300 million more over budget and transactions for that road have remained flat. Tolls always pay for the operation and maintenance first. Any additional revenue simply gets reappointed elsewhere, beyond your political control. Toll revenue is a performative benchmark as a gross forecast to leverage more financing for future interstates and expressways. Any toll revenue surplus can simply go to projects outside your county. None of these work directly to benefit your taxpayers. To the remaining liberal folks on this commission, over the past six years, both political sides approved deadly expressways that led to tens of thousands of crashes, severe injuries, and environmental injustice issues to the point where, historically, 10,000 blacks in Tampa were targeted to be relocated. Despite overwhelming evidence that encourages this TPO, under your rule, to develop a proclamation to recognize racist transportation planning found in interstate work, none of you all followed through to stop TBX. Previously, some of you have been critical of toll lanes and lack of transit; yet you allowed FDOT to spend \$30 million as a reset to only render the same type of toll roads that were brought to you before in 2015, just like today. There is a reason why we have new neighbors on your Board, if you don't listen to the people who have supported you, commitment never works out. Imagine if we worked with our airport folks on a plan to greet tourism with world-class transit service into Downtown or to local businesses and tourism hot spots where local taxes are generated. Would that make more sense than to drain tourism money into tolls and toll revenue that you can't appropriate? Realize item 73 is literally the gateway into Downtown Tampa from the airport. This is allowing FDOT to further script their plan over more profitable ideas for Hillsborough County to choose from for tourism. Tourists will face interstate construction until nearly 2030. Tourism is the reason why we keep our taxes low in Hillsborough County. To both political sides, removing express lanes from item 73 will not interrupt FDOTs current work. Interstate construction will still occur. FDOT is addicted to toll lanes and they are now asking for more money on a project that already has been awarded construction funds. The news as of yesterday is that FDOT now lacks over \$350 million to complete the I-275 express lanes in Pinellas and over \$630 million to widen I-4 in Polk County. They both want us and the Governor to bail them out on budget shortfalls. Should we let them scam Hillsborough County too? Please remove toll lanes in item 73; vote no tolls.

Bobby Creighton – I'm here today to speak on item 73 in opposition to tolled interstate lanes. My position is that tolled interstate lanes reinforce urban highway funding which perpetuates a pattern of development that makes places less livable the county less economically competitive. The interstate in Tampa is nearing 60 years old. While forward-thinking governments around the world are seeking to elevate different modes of transportation, our state appears to be doubling down on the car. It would be improper to tax us to service the highway and then toll us to use it. This is no different than taxing you for water service then

tolling you to turn the tap. I don't think it's cynical to believe that once tolls are in place and revenue starts flowing, Tallahassee will want more. Maybe two lanes will be tolled at first, but who's to say that, ultimately all lanes won't be tolled? Once they are installed, how hard will it be to make them go away? Residents of Tampa use I-275 primarily for local trips between Downtown and USF. Who's to say tolls won't be placed where drivers within Tampa don't disproportionately pay in? I fully endorse that we need to maintain and improve economically strategic infrastructure. We can achieve this while also increasing efficiency and productivity for businesses by prioritizing alternative modes of transportation to reduce local vehicle traffic. Thousands of people are moving to Hillsborough County every year. The county and its municipalities must diversify their alternative transportation assets to support greater development density to house all these people. It would be unsound to expend funding on highway infrastructure that would cost more every year that would leave less on the table for alternatives in the future while encouraging more inefficient and costly suburban sprawl. I humbly ask that all TPO Board members, and especially representatives of Tampa, oppose tolled interstate lanes. We cannot open the door to this proposition and allow Tallahassee a precedent that encourages continued funding for urban highway infrastructure over local transportation needs. The housing and transportation crisis in the county are locked in a death spiral; and for too many residents, the ground is rapidly approaching. The City of Tampa is already hemorrhaging long-time residents at an alarming rate. It's time to seriously rethink our transportation strategy. Please send a signal that the TPO objects interstate tolls and supports transportation options that encourage smart growth with common sense solutions.

Andreas Dunker – Lives in Riverbend. Here to speak on behalf of the Greenways trails and walk/bike connections; specifically on Rome Avenue from MLK to Sligh Avenue. Some speakers before me have mentioned it. The alternative transportation is vital for Tampa. There is a lot of good projects already completed: the Pinellas Trail, Van (???) Trail, the (???) Trail, and Tampa is missing the connection. The Riverwalk is a good start but the areas and the path along the river further north are in a desolate state. They're chopped up. Rome Avenue north between Hillsborough and Sligh is in a desolate state. It does not need to be widened, it needs to be made more accessible for locals and for people traveling through on bicycles and walking and other means of transportation that were mentioned before. If you look at Europe, there are highways, bicycle highways, happening there that are connecting countries over dozens of miles and the car won't be around forever. We can't continue polluting the environment like we are. There are transport bikes that are being funded in Europe, as an example. Tampa is lagging behind on the train, we are not missing the train but we are missing the time.

Dayna Lazarus – Zip code 33605. First, I would like to comment on a dozen or so road widening projects that made it into Table 2. Road widening has proven to harm adjacent communities, increases risk of traffic injuries and death, and doesn't alleviate traffic long term due to induced demand. In addition, most of the road widening projects are in our precious, rural communities. We want to protect those communities and preserve the rural way of life. Especially on rural roads that are nowhere near capacity. We need to stop subsidizing massive profits of home builders way out in outer county. Next, as a HART bus and bicycle rider, I'm

grateful for the funding for HART and Complete Streets. One thing I wanted to bring up is that I am concerned about heat for myself and other non-SOVs and other non-single-occupant vehicle users. Next week is supposed to reach 110 degrees. Buses have ice-cold ACs. And in other cities, states, and countries, they invest in robust bus stops with covering, shade trees over bike lanes and sidewalks, and land-use policies that bring residents and commerce closer together to shorten trips. That said, by coincidence, the NOFO, which stands for Notice of Funding Opportunities, was released for the Reconnecting Communities Federal Grant. It includes \$1.15 billion for capital projects. So, as the gentlemen earlier was talking about communities around the country are looking at other ways, alternative to highways, to move people around, not cars, people, to move people around cities, this is a funding opportunity to just study that option for the City of Tampa and Hillsborough County. \$635 million are provided for planning and strategic partnerships in that grant opportunity. Funding is not plentiful, but it does exist. To reiterate what others have said, please remove tolls from the TIP, particularly Table 2, line item 73 as recommended by the CAC. We should not be double-charged for roads that we don't even use. Especially in these hard economic times. Nothing says we going to demolish your homes and destroy your communities and rob you of significant opportunity costs of your land like putting in tolled flyover lanes that cater to outer county and other counties and not us here, in the city. On a personal note, thank you for the project on 26th Street as I live near there. I'm hoping and wondering about the addition of a signal at 26th and Adamo with protected crossing for bikes and pedestrians to get to IKEA. I've almost been hit there on my bike and in my car multiple times by traffic on Adamo.

Ilia Lachinov – I support the streetcar expansion; I feel it is a great way to move the needle to get people out of cars. Specifically, I wanted to talk about one of the new items added, the Platt Street resizing where they would be adding protected bike lanes. I live right next to the intersection of Platt and Armenia, which is where the project ends, I feel like this project is a great idea and should be a candidate for maybe moving it forward a little bit faster than 2029 year. A couple of the benefits of this project would be better connectivity to the Publix that is right there on Armenia. In addition, all around the Publix on Armenia and on South Howard, there are new bicycle racks being installed, with all the eScooters and eBikes, all those racks would benefit greatly from a protected route that could be used. In addition, living right next to the bars on South Howard, every Thursday, Friday, Saturday, and Sunday, I see people drive in, park in the surrounding neighborhoods, get drunk, and then drive home, probably not the best idea. I'm not saying biking drunk is amazing either but, it's less dangerous and doesn't kill as many people. So giving people alternatives for reaching these bars would be a good idea. I feel like the people in the surrounding apartment complexes and the dense neighborhood that is around this Publix, looking at the immediate streets around the Publix, It feels like walking and biking is an afterthought. The current bike lanes that are installed there are not protected, so they are just used as parking for the vendors that park their trucks there and unload. There are almost no marked crosswalks or bulb-outs or any kind of pedestrian protection around this grocery store that is in a pretty dense area of the city. I feel like right-sizing this road and then adding pedestrian safety features would benefit members of the community greatly.

Tatiana Morales – The first thing I wanted to speak about actually shifted as I was listening to the presentation and it's the expansion of Van Dyke. My first job when I was at the University of South Florida was working at a spa on Van Dyke. I would drive from USF to Van Dyke every day to my little part-time job. That job ended because I got into a horrible wreck on Van Dyke. The wreck happened, I lost my opportunity of how I got around, I lost my job, I lost the way I could get to the thing that I needed to fund my university experience. And so, when we look what happens at Van Dyke and you hear about widening this road, the problem with Van Dyke isn't the widening, the problem is the lack of transportation alternatives. It's a problem in the rest of the county. We don't have alternatives to just cars that go fast and streets that don't actually slow down the cars so that they don't obliterate anyone that steps on that road. Every time I go by Van Dyke, I'm still incredibly traumatized by my experience and I feel that on so many roads in Hillsborough County where I have almost lost my life constantly. And a big part of that fear that I have is what fueled my activism for other alternatives. I bike everywhere, I walk a lot of places. I actually moved into the Urban Core so I could reduce my vehicle emissions and the amount of times I was using my car. But the problem is, when you are getting around the county, and the majority of the things we are funding are highways and toll lanes... And, just a note on toll lanes, I grew up in Miami. I watch Miami expand every highway you could possibly imagine, add toll lanes, you know who goes down those toll lanes? Rich tourists who don't give a "care" ^(replaced explicative) about anyone that lives in the community. Because what they do is they go in the toll lanes, they pay whatever amount, and they crash into a person because they are probably drunk driving. So when we look at these toll lanes, when we look at this extra fund that isn't going to really come back to the communities, it's not actually serving the communities, it's not doing the thing that transportation is meant to do, which is to move people safely and efficiently. And we move people safely and efficiently, it cannot be by cars. The Tampa metro area is one of the most dangerous in the country because we don't invest in safe streets, because we don't invest in transportation alternatives. And the decisions that come out of today, the importance of expanding the streetcar, the importance of investing in HART, those decisions will be life or death for so many Hillsborough County residents. It will be those residents that call you and say "My child lives on..."; I'm going to give you the old street I lived on that has a sign where someone died, McKinley and Bougainvillea, "my child lives right there, he's dead because he stepped out, because there isn't a safe place to live." And this is one of many, many streets in our community that are deadly. And when we keep widening them and spending all this money, especially like Lithia Pinecrest, and all these outer county roads, you're not actually investing in the safe streets. Because, to invest in the safe streets, you have to invest in reducing the amount of people in cars. We have to invest in transportation alternatives. We cannot invest in street widening and toll roads because it is literally a waste of the taxpayer money. Almost every single constituent that has come here today has spoken in support of transportation alternatives and safe routes. I implore you and all your representatives to invest in those alternatives.

Deborah Lekent – I am referring to Table 2 and the bike lanes on Rome Avenue, MLK to Sligh. And I live in this area on North River Shore, where they are looking to put the bike trail. It goes along the river and that road from north of Hillsborough to Powhatan on North River Shore can barely fit two cars. The sidewalk on that area, near the river is cracked and broken in so

many spots where people walk, we are unable to get that fixed because there's not funding for that. And there's a lot of people that walk on that area. You're looking to put a bike path through a residential area where cars cut down from Rome Avenue, they cut down Powhatan, down River Shore, speeding, constantly. And there's not enough room for, let alone two cars and a bike lane. I feel so very concerned for anybody that's going to be on a bike, or in a car, or walking on that sidewalk. The roads are not wide enough for any bike lanes. The right of way is used for people to park their cars that live near that area. The extension of the bike lane goes down River Shore, then it will go north on Powhatan, and, again, that road is not wide enough for basically two cars to come down. Again, I feel concerned because the cars come off Rome Avenue speeding down Powhatan. Then, if you're going down Rome Avenue, the cars are backed up from Hillsborough Avenue past Havana, where the bike lane would be. And, again, there is no room on Rome Avenue for a bike lane. And then it moves into another residential area that has no sidewalks. I feel that we should really consider where we are going to put this bike lane for the safety of everybody that walks on that sidewalk, walks their dog, and there's a lot of people that do that because it is right on the river. I feel very concerned that if a bike were put in there, on the road, near the road, there's not enough room for everybody to be in a safe place. I'm very concerned about that and I wanted to address that. I do hope... It's a little confusing, it's an off-street path, so I was trying to find on the ledger what exactly that meant. So I'm not really sure what that means, hopefully, that can be clarified at the end of this presentation or I can find it someplace else. Those are my concerns and, again, I am a resident on River Shore where the bike path would go through. I just wanted to say, as far as HART and HART+, I hope all of that goes through. I think it's very important, as everyone is saying, that there are alternatives.

- Summary of Comments Submitted in Advance (Lizzie Ehrreich, TPO Staff)

Van Dyke Rd

- Brad Rush questioned whether the roundabouts were removed from the project and the start date of 2027

30th St.

- Loree Heller would like 30th St between Fowler Ave and Yukon St repaved

Projects pertaining to HART

- Gary Cloyd suggests suspending current and future funding until the report and findings are presented by January 1, 2024

Lithia Pinecrest Rd

- John Masiello is requesting a traffic light at the intersection of Regal River Rd and Lithia Pinecrest Rd

Westshore Alliance

- Encourages the TPO to support the proposed TIP

- Appreciates continued support of the Westshore Interchange
- Supports Gray Street as a pedestrian corridor, intersection improvements at Spruce St and Dale Mabry Hwy, and the Westshore Interchange

Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members on the morning of June 14.

Presentation: [FY24-28 Transportation Improvement Program Update](#)

Discussion (Timestamp 1:24:37):

It was asked where Line Item 73 on Table 2 from a previous version of the TIP moved to Table 1. When the CAC saw Table 2, these Westshore Interchange sections were funded and programmed to Table 1. Dr. Wong pointed out where those project numbers are in Table 1. It was noted that there are other ways to investigate what management strategies can be done; the project completion is 7 to 9 years away. It was asked why this was not sent out to the TPO Board ahead of time. It was asked what Phase 3 of the Westshore project is and noted that it is not scheduled for funding until FY28. The procurement method being used is Phase Design Build, this is the first project it is being used on. This is multi-phased funding; it is spreading money out in earlier years instead of it sitting there. It was asked if it could be changed from “funded” to “obligated” to make it clearer. It was noted that Table 1 is “programmed” and those funds are in the Work Program. The Westshore Interchange has been programmed for over a year; this is a scribing error that has been corrected. There was concern expressed over doing a resolution for non-tolled lanes. That is not binding. It is the only thing that the public is asking for. Toll lanes encourage bypass. Through the city, you want people to get off the highway and spend money. If the objective is to have vehicles bypass, send them around. The question was brought up, how do goods and services get moved around without going through the Urban Core? Councilmember Hurtak requested a truck freight study to be done by having trucks go around the Urban Core. FDOT said that they can do this study.

Councilmember Hurtak moved to request a freight network study with the idea of reducing truck volume north of downtown, seconded by Commissioner Kemp.

Discussion:

There was a discussion regarding the limitation of the study and where the freight might go. Clarification was asked if the motion was for FDOT to do a freight study. Yes. FDOT can commit to that study without a motion. They will do the model analysis and bring it back to the TPO.

Cameron Clark recommended that the motion be withdrawn. Councilmember Hurtak withdrew the motion.

Further Discussion:

It was noted that the express lane management be addressed in the LRTP for a more long-lasting impact on the managed lanes. FDOT noted that they changed their strategy from being congestion-pricing toll lanes to managed strategies. Provided a few examples of different strategies implemented around the state. There are additional years until FDOT will do a public hearing and get public input on the express lane management.

For the Major Investments in Economic Growth, clarification was asked if that is the numerical priority. It is a low funding priority for the use of discretionary grants, but it is not a low funding priority to go after federal discretionary grants. It was asked if roads can be widened in sections with funding as it becomes available. That depends on what types of grants are available and what projects would be eligible under those grants. Piecemeal would likely be an option of last resort due to the consideration of a two-lane road in question (Lithia Pinecrest). Noted that the development outside of the City of Tampa road widening and infrastructure is an overwhelming need.

I-275 going North, it was asked if the wall from Hillsborough to Bearss and the sidewalks along Talliaferro Street; can these projects be added back. There is no retrofit program for noise walls. They would be included in a widening. The sidewalks could be done separately or with the interstate project. I-275 North is not on the priority list. It was noted that many states do retrofits with noise walls, why does Florida not have that program? There are many areas around the state that need noise walls. When those are done with widening projects, the noise walls can be funded with federal dollars.

It was asked about US 301 and the high-injury corridors identified and whether or not US 301 North to Pasco is included in the TIP. It is not included in the TIP however signalization and intersection improvements have been added. Widening is not included in the priority list.

Regarding the sidewalk on Talliaferro, it was asked that a multimodal space be considered in that area.

Commissioner Cohen moved to approve the TIP; Mayor Ross and Commissioner Kemp seconded. Roll call vote, the motion passes 14 – 1.

IX. EXECUTIVE DIRECTOR'S REPORT *(Timestamp 1:53:47)*

- A. Board assistance needed: TMA Leadership Group Member and Livable Roadways Committee Chair vacancies. **Commissioner Cohen moved to have Mayor Ross represent the TPO Board on the TMA Leadership and Councilmember Hurtak as the Chair of the Livable Roadways Committee, seconded by Councilmember Maniscalco. The voice vote passed unanimously.**
 - TMA Leadership – Mayor Ross
 - Livable Roadways Committee Chair – Councilmember Hurtak
- B. Plan Hillsborough Strategic Plan Joint Board Workshop: June 16, 2023, 8:30 AM – Noon, Tampa Firefighters Museum.
- C. Suncoast Transportation Planning Alliance & TMA Leadership Group meetings: June 23, 10:30 AM and 9 AM respectively, FDOT District 7 Auditorium and GoToWebinar.

X. OLD & NEW BUSINESS (*Timestamp 1:58:13*)

- A. The next meeting is August 9, 2023 at 10 AM on the 26th Floor of County Center.
- B. Mayor Ross asked if TPO Board Members are allowed to participate and vote as a virtual attendees. Cameron Clark noted that as long as there is a physical quorum, remote participation can be granted for exceptional circumstances.
- C. Justin Willits – gave congratulations to Beth Alden as this is her last TIP Hearing.

XI. ADJOURNMENT – The meeting adjourned at 7:55 PM

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

DRAFT



Hillsborough TPO
Transportation
Planning Organization

Committee Reports

Livable Roadways Committee (LRC) Meeting on May 17

The LRC approved action items:

- ✓ Hillsborough County Bicycle Network Evaluation
- ✓ FY24-28 Transportation Improvement Program Update

The LRC heard status reports on:

- Wildlife Permeability Along I-4
- City of Tampa Safe Streets and Roads for All Grant Implementation

Bicycle Pedestrian Advisory Committee (BPAC) Meeting on May 24

The BPAC approved action item:

- ✓ Hillsborough County Bicycle Network Evaluation
- ✓ FY24-28 Transportation Improvement Program Update

The BPAC heard status reports on:

- Updates on Fowler Avenue Studies: FDOT PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan
 - BPAC members raised concerns that the frontage road concept discussed will not address safety issues for bicyclists. They requested that speed management be brought into the design.
 - There was discussion about the context classification of the area. BPAC members were informed that it is not suburban; in practice it is an urban environment.
 - It was noted that there are ongoing discussions about the number of crossings on several streets.

The BPAC discussed New and Old Business:

- Top Ten Walk/Bike Barrier Project - Members who have not sent in their top three locations are to do so. 20 suggestions have been sent in so far. Staff will send that list out and compare with the high-injury network.
- BPAC July Workshop Planning - Decided that this would be a good time for the walk/bike barrier project. Decided to have it at County Center.

Technical Advisory Committee (TAC) Meeting of June 5

The TAC approved action items:

- ✓ Hillsborough County Bicycle Network Evaluation
- ✓ FY24-28 Transportation Improvement Program Update
 - Members discussed the need for documenting federal grants and the documentation required for this new task. FDOT to provide guidance.

The TAC heard status reports on:

- Updates on Fowler Avenue Studies: FDOT PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan - Members discussed the safety strategies and the benefits of different typical sections for roadway user safety.
- Vision Zero Streets Study
- US 301 (Fowler Avenue to SR56) PD&E Study

Citizens Advisory Committee (CAC) Meeting of June 7

The CAC had an exceptionally well-attended meeting on the evening of June 7th in which two CAC nominees and Councilwoman Hurtak also attended to observe the committee's business.

The CAC did not approve the action item:

- ✓ Hillsborough County Bicycle Network Evaluation

Following a concise presentation, the Chair offered kudos to Wade Reynolds, TPO staff, for articulately explaining a very complex topic. The committee, however, expressed reservations about several elements of the Network Evaluation and Plan. Regarding the geographic boundaries of the plan, at least two members commented that it would be better to integrate this evaluation (which included County-owned facilities within unincorporated Hillsborough) with a forthcoming evaluation (which will include County-owned facilities located within city limits). The members speculated that it might be better to consider all facilities in an integrated study rather than piecemeal. Other members asked why public engagement was not considered in developing the technical methodology and suggested that TPO and County staff seek ways to collect public input. The committee generally agreed that this would be helpful for Hillsborough County, as this input would allow it to prioritize bicycle investments along corridors that already have public support. Following this presentation, during Old/New Business, the committee moved to have TPO staff reevaluate the evaluation methodology based upon concerns expressed and return in August.

The CAC did approve the action item:

- ✓ FY24-28 Transportation Improvement Program Update

A lengthy discussion ensued following the presentation and many of the questions were from newer committee members seeking to clarify details about the format of the TIP, project prioritization, and how projects falling lower on the priority list can be funded. Several committee

members remarked on the status of Priority #22, which is a PD&E project at the intersection of Symmes Road and US301. Members familiar with this intersection noted how dangerous it is and strongly advocated that Hillsborough County staff submit a funding application to kick-off the study as soon as possible, while also implying that the TPO should recommend funding as soon as the application is submitted. A couple of comments and questions were targeted at projects impacting the TECO Streetcar, with one member excited about the prospect of local funds matching federal to extend and modernize the system. Contrasting that excitement, another member remarked that they do not want Unincorporated Hillsborough County paying for that service, as they believe it will primarily benefit those living in the urban core. The final substantive topic discussed was regarding the status of the Westshore Interchange project, with one member commenting that it is difficult to discern from either the TIP or FDOT work program what work is included in that portfolio of projects. As in previous years, a number of committee members expressed concern about managed lanes on the interstate being tolled. Following a discussion about the merits of managed lanes versus general purpose, the CAC moved to approve the TIP pending an update to the description of the Westshore Interchange, which should now include at the very end of the description "...all lanes will be non-tolled [*sic*]."

The CAC deferred status reports on:

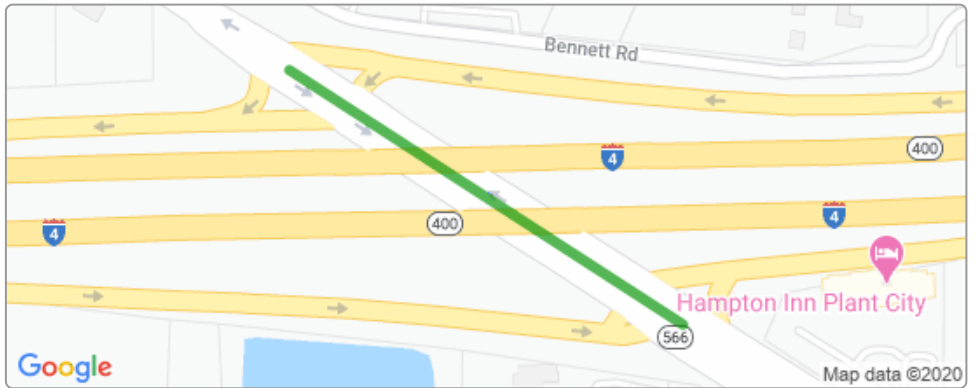
- Updates on Fowler Avenue Studies: FDOT PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan - Members discussed the safety strategies and the benefits of different typical sections for roadway user safety.
- US41/CSX PD&E Study
- US 301 (Fowler Avenue to SR56) PD&E Study

Transportation Disadvantaged Coordinating Board Meeting of June 9

A verbal report will be provided at the Board meeting.

I-4 Interchange Improvement at SR 566/Thonotosassa Road (Exit 19) 443317-1-52-01

| Project Details | |
|--------------------|--|
| Work Type | Interchange Improvement |
| Phase | Design |
| Limits | At Thonotosassa Road (SR-566) I-4 Exit 19 |
| Length | .596 miles |
| City | Plant City |
| County | Hillsborough |
| Road | I-4 SR 566 Thonotosassa Rd |
| Design Cost | \$619,657 |



About

This project will widen SR-566 (Thonotosassa Road) under I-4 from two to four lanes between the ramps. A new northbound to eastbound right turn lane onto I-4 will be added. A traffic signal will also be added at the base of the off ramp from westbound I-4.

The project is currently in the design phase. Construction is anticipated to begin in 2024.

| Contact Information | |
|-----------------------|---|
| Design Manager | Charlie Xie 813-975-6287 charlie.xie@dot.state.fl.us |
| Media Contact | Kris Carson 813-975-6060 kristen.carson@dot.state.fl.us |

Get Involved Today!

We invite you to get involved! The public plays an important role in the project development and decision-making process of this study. Opportunities for you to provide your input will be available throughout the study by means of submitting comments or attending the public hearing. There are multiple ways to get involved - call, write, or email us. For details on how to provide your input and attend the public hearing, please see the insert page provided.

Non-Discrimination

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Roger Roscoe, Title VI Coordinator, at roger.roscoe@dot.state.fl.us, by telephone at (813) 975-6411 or toll-free at 1(800) 226-7220, or by written correspondence at least seven (7) days prior to the hearing to the Florida Department of Transportation, District Seven, 11201 N. McKinley Drive, MS 7-500, Tampa, FL 33612.

Comuniquese Con Nosotros

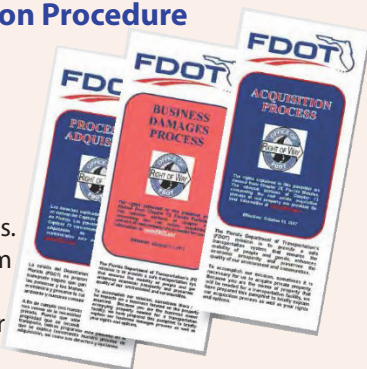
Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, favor de ponerse en contacto con nuestro representante el señor **Manuel Flores** al teléfono 813-975-4248 o al correo electrónico: manuel.flores@dot.state.fl.us.

Right of Way Acquisition Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the Right of Way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures.

These brochures and other education material will be available at the public hearing along with representatives from the FDOT's Right of Way acquisition and relocations departments. Copies of the brochures may also be found on our website at www.dot.state.fl.us/rightofway/documents.shtm.

We are interested in hearing your concerns and answering your questions. Please feel free to speak with the FDOT's Project Manager or a Right of Way representative at your convenience either at the workshop or by phone at (813) 975-6495.



For more information on this study, visit our project website:
<https://active.fdotd7studies.com/us301/fowler-to-sr56/>

NOTICE FOR 2ND PUBLIC HEARING | PROJECT NEWSLETTER: JULY 2023

HEARING DATE
 Tuesday
August 1, 2023

5:30 p.m. - 7:30 p.m.
 Formal Presentation 6:30 p.m.

In-Person Session Location

FDOT District Seven
 Headquarters
 11201 N. McKinley Dr.
 Tampa, FL 33612

Registration to Virtual Session

<https://active.fdotd7studies.com/us301/fowler-to-sr56/>

JOIN THE CONVERSATION
 about the
US 301 PD&E Study

We want your comments and suggestions throughout the study.

HAVE QUESTIONS?

We're here to help.

Give us a call, send us an email, or let us come speak to your group:

Amber Russo, P.E.

FDOT Project Manager

amber.russo@dot.state.fl.us

813-975-6260

FDOT—District Seven

11201 N. McKinley Dr.

Tampa, FL 33612

— Or —

For Media Inquiries:

Kris Carson

Public Information Officer

FDOT—District Seven

11201 N. McKinley Dr.

Tampa, FL 33612

kristen.carson@dot.state.fl.us

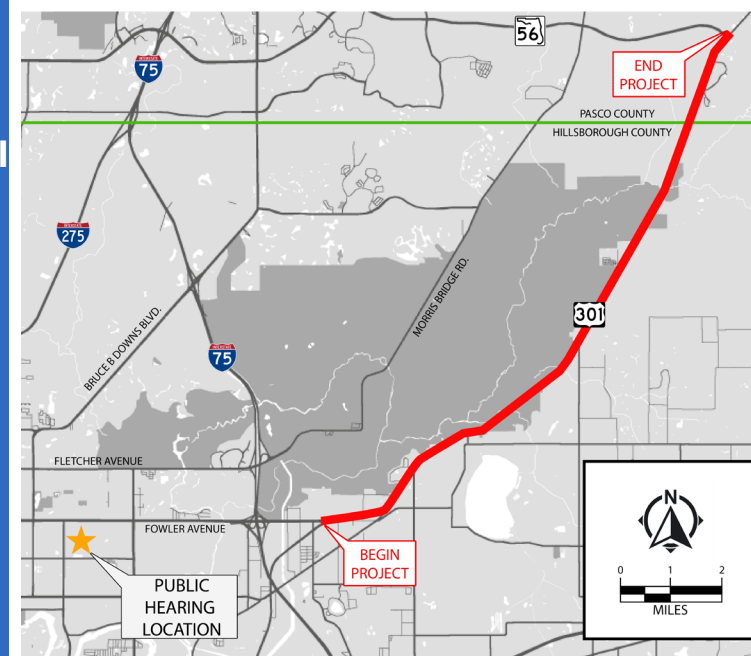
813-975-6202

800-226-7220

The Florida Department of Transportation (FDOT) District Seven will hold a public hearing on Tuesday, August 1, 2023, regarding the Project Development & Environment (PD&E) study, Work Program Item (WPI) Segment No. 255796-1, for the proposed improvements to US 301 from Fowler Avenue to SR 56 in Hillsborough and Pasco Counties, a distance of approximately 13.1 miles. **This is the second public hearing for this project to address public comments and provide updated concepts.**

This public hearing is being conducted in-person with an option to attend virtually to present information to the public and receive public input from interested persons regarding the proposed improvements to US 301.

Citizens who choose to attend the virtual hearing session must do so through a computer, tablet or smartphone via GoToWebinar. Virtual attendees must register online at the project website: <https://active.fdotd7studies.com/us301/fowler-to-sr56/>



PROJECT LOCATION & STUDY AREA MAP

This public hearing will be conducted in accordance with all federal, state, and local requirements. This newsletter also serves as notice to property owners (pursuant to Florida Statutes 339.155) that all or a portion of their property is within a minimum of 300 feet of the centerline of the alignment; however, this does not mean that all properties would be directly affected. The concept plans, display boards, and video presentation from the in-person session will be available for viewing starting on July 24, 2023, at

<https://active.fdotd7studies.com/us301/fowler-to-sr56/>

Draft project engineering and environmental reports will be available for public viewing from July 11, 2023, to August 11, 2023, on the project website and at the following locations:

- Zephyrhills Public Library: 5347 8th Street, Zephyrhills, FL 33542, Tues. through Thurs.: 9:00 a.m. to 6:00 p.m.; Fri.: 9:00 a.m. to 5:00 p.m., and Saturday 9:00 a.m. to 12:00 p.m.
- Thonotosassa Branch Library: 10715 Main Street, Thonotosassa, FL 33592, Mon. Through Sat.: 10:00 a.m. to 6:00 p.m.
- Florida Department of Transportation, District Seven: 11201 N. McKinley Drive, Tampa, FL 33612, Mon.-Fri.: 8:00 a.m. to 5:00 p.m.

FDOT Staff will not be present at the public viewing locations to answer project questions.

Federal funds are not planned to be used for the project, so this study is being conducted in accordance with the PD&E Manual, Part 1, Chapter 10, which addresses non-federal projects. A State Environmental Impact Report (SEIR) is being prepared as the environmental document for this study.

FDOT welcomes and appreciates everyone's participation. If you have questions about the project or the scheduled hearing, please contact Amber Russo, P.E., FDOT PD&E Project Manager at (813) 975-6260 or visit our project website at <https://active.fdotd7studies.com/us301/fowler-to-sr56/>

Sincerely,

Kirk Bogen

Kirk Bogen, P.E.
 Environmental Management Engineer

What is a PD&E Study?

A Project Development and Environment (PD&E) study is a comprehensive study that evaluates social, economic, and environmental effects associated with the proposed transportation improvements so that the FDOT can reach a decision on the type, location and conceptual design to meet the project's proposed purpose and need. Engaging the public by sharing and receiving information is a key component of this process and is required by the National Environmental Policy Act.

Study Purpose

The purpose of this project is to provide additional roadway capacity and improve safety on this portion of US 301 in unincorporated Hillsborough and Pasco Counties.

Project Description

The proposed action involves widening US 301 from the existing two-lane undivided roadway to a four-lane divided roadway and includes pedestrian and bicycle accommodations. The proposed improvements will include construction of stormwater management facilities and floodplain compensation sites, various intersection improvements, and multimodal facilities. Wildlife crossings and/or features are also being evaluated and coordinated with the resource agencies in accordance with the FDOT Wildlife Crossing Guidelines. The proposed improvements will require additional right-of-way detailed on the concept plans in the Appendix of the Preliminary Engineering Report (PER) and the roll plots that will be on display at the public hearing.

Existing Conditions

The existing US 301 has a two-lane undivided rural typical section from Fowler Avenue to SR 56. The roadway is functionally classified as an Urban Other Principal Arterial from Fowler Avenue to just north of CR 579 (Mango Road) and from the County line to SR 56. The remaining portion of the project is classified as a Rural Other Principal Arterial. The posted speed limits within the study corridor are 55 miles per hour (mph) from Fowler Avenue to Flint Creek and 60 mph from Flint Creek to SR 56. The existing right-of-way (ROW) width ranges from 100 feet to 200 feet.

Traffic & Crash Data

Crash data from the FDOT Crash Analysis Reporting System (CARS) database was provided by District Seven for the five-year period from January 1, 2015 through December 31, 2019. This historic crash data was analyzed to identify the characteristics of the crashes that occurred within the study corridor. A total of 464 crashes occurred during this five-year time period, and these crashes resulted in 16 fatalities and 338 injuries. Approximately 51.5% of the total crashes involved injuries or fatalities, and 5.2% of the total crashes were head-on collisions.

The 2015 Average Annual Daily Traffic (AADT) volumes on US 301 range from 11,600 vehicles per day (vpd) to 18,400 vpd. The existing daily truck percentages range between 10.6% and 11.4%. The 2045 AADT volumes within the study corridor are projected to range from 29,200 vpd to 51,200 vpd.

Preferred Alternative

The Preferred Alternative includes an urban typical section with a target/design speed of 45 mph is proposed from Fowler Avenue to Stacy Road. This typical section has two 11-foot travel lanes in each direction, a 30-foot raised median, including 4-foot paved inside shoulders, and 7-foot buffered bike lanes in each direction. There is a 6-foot sidewalk on the east side of the roadway and a 12-foot shared use path on the west side of the roadway, as illustrated in **Typical Section 1**. The proposed typical ROW width varies from 151 feet to 200 feet.

A suburban typical section with a target/design speed of 55 mph is proposed from Stacy Road to SR 56. This typical section has two 12-foot travel lanes in each direction, a 30-foot raised median, including 4-foot paved inside shoulders, and 10-foot outside shoulders (5-foot paved). There is a 6-foot sidewalk on the east side of the roadway and a 12-foot shared use path on the west side of the roadway, as illustrated in **Typical Section 2**. The proposed typical ROW width varies from 192 feet to 230 feet. Where possible, pavement savings will be achieved by converting the existing two-lane roadway to southbound operation.

The Preferred Alternative will reduce the possibility of head-on collisions with the introduction of medians along the corridor. It will also provide the additional roadway capacity needed to accommodate the future year (2045) traffic volumes projected to occur within the study corridor and provides pedestrian and bicycle facilities throughout the entire corridor, thus increasing the safety for these users.

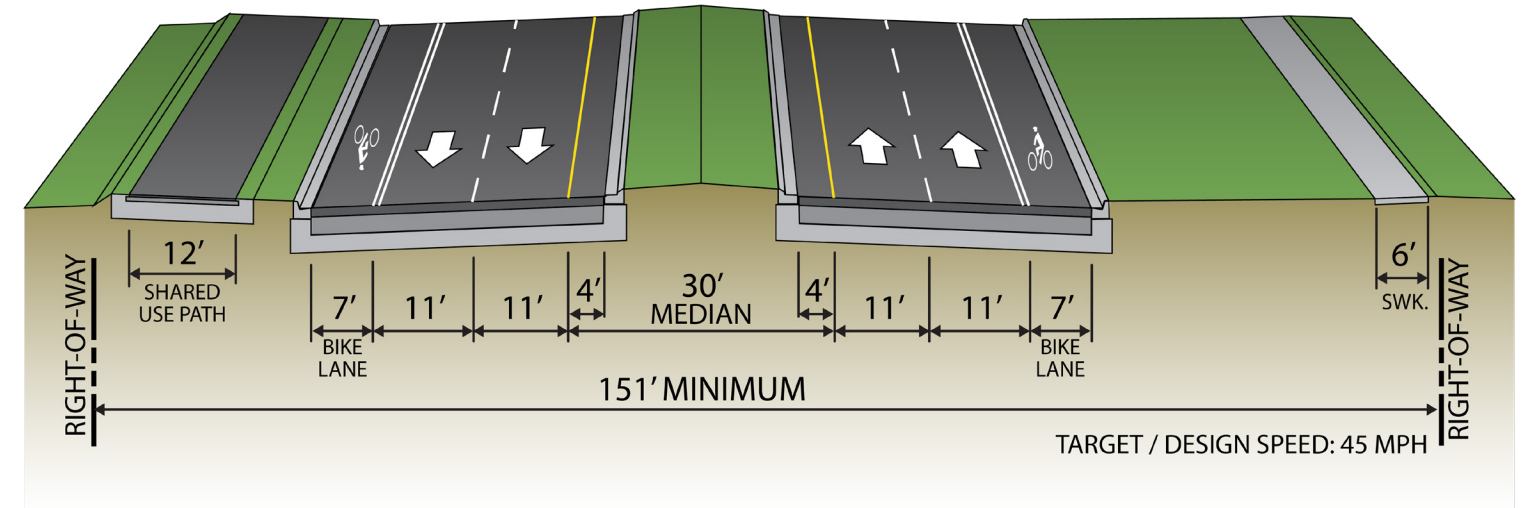
Evaluation Matrix

An evaluation matrix comparing the No Build and Preferred Alternative is shown below. This matrix compares natural, physical and social environmental factors, as well as preliminary cost estimates (ROW acquisition, wetland mitigation, engineering and construction).

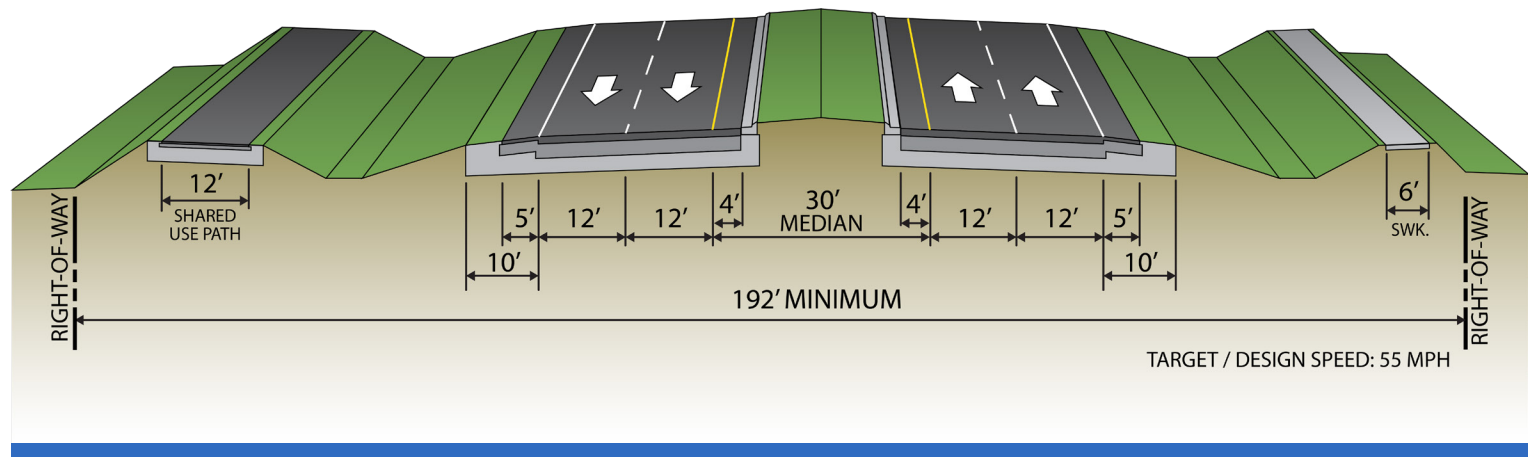
| Evaluation Matrix | | |
|---|----------------------|-----------------------|
| Evaluation Criteria | No-Build Alternative | Preferred Alternative |
| Potential Relocations | | |
| Number of business/residential | 0 | 9/11 |
| Right-of-Way-Needs | | |
| Roadway improvements (acres) | 0 | 85.1 |
| Stormwater facilities (acres) | 0 | 97.1 |
| Potential Environmental Effects | | |
| Archaeological sites/Historic resources | 0 | 22/55 |
| Public lands (acres) | 0 | 18.9 |
| Noise sensitive sites | 32 | 67 |
| Wetlands (acres) | 0 | 16.6 |
| Surface waters (acres) | 0 | 33.7 |
| Floodplains (acre-feet) | 0 | 123.3 |
| Threatened and endangered species (potential) | None | Low |
| Contamination sites (low/medium/high) | 0 | 31/ 4/ 0 |
| Estimated Total Project Costs | | |
| Design (10% of the construction cost) | \$0 | \$22.6 M |
| Wetland mitigation cost | \$0 | \$2.9 M |
| Right-of-way cost | \$0 | \$41.8 M |
| Construction cost | \$0 | \$226.5 M |
| CEI (10% of the construction cost) | \$0 | \$22.6 M |
| Estimated Total Project Costs | \$0 | \$316.4 M |

Right-of-way cost estimates were prepared in June 2023. Construction costs were prepared in July 2023 using the FDOT LRE system.

Typical Section 1 PROPOSED TYPICAL FROM FOWLER AVENUE TO STACY ROAD



Typical Section 2 PROPOSED TYPICAL FROM STACY ROAD TO SR 56



Project Shedule

| | |
|--------------------------|-----------------------|
| Study Began | May 2015 |
| Project on hold | 2017 - 2019 |
| Data Collection | Completed August 2021 |
| Preparation of Documents | Ongoing |
| First Public Hearing | March, 24 2022 |
| ★ Second Public Hearing | August, 1 2023 |
| PD&E Study Approval | Fall 2023 |

Project Funding

FDOT Adopted Five Year Work Program Fiscal Year 2023/24 to Fiscal Year 2027/28

| Phase | Fiscal Year(s) |
|--------------------------|----------------------|
| Design | Underway |
| Right of Way Acquisition | Not Currently Funded |
| Construction | Not Currently Funded |



US 301 (SR 41)

Project Development & Environment Study (PD&E) Study

from Fowler Avenue to SR 56

Hillsborough and Pasco Counties | WPI Segment No. 255796-1 | ETDM# 14194

Instructions for attending the public hearing

The public hearing will be offered in person with the option to attend virtually. The same materials will be presented for the in-person and virtual formats.

Pre-registration is required for the virtual format only. Registration is available online at the project website <https://active.fdotd7studies.com/us301/fowler-to-sr56/> or from your mobile device, scan the QR Code to the right.

If you have any questions or issues registering, please contact **Amber Russo, P.E.**, the FDOT PD&E Project Manager at **(813) 975-6260**.



To attend the Public Hearing in-person

In-Person Public Hearing Session will be held at:

FDOT District Seven Headquarters

11201 N. McKinley Drive

Tampa, FL 33612

5:30 p.m. Open house

6:30 p.m. Formal Presentation/Comment Period

1. Upon arrival, please sign-in. If you wish to make a formal public comment, please fill out a speaker card and give it to a project team member. You will be called during the formal portion in the order in which the cards are received.
2. During the Open House period starting at 5:30 p.m., a repeating informational presentation will be shown and project displays will be available for review. Team members will be on-site to assist with questions and/or concerns.
3. At 6:30 p.m. the formal public hearing portion will begin.
4. Those who filled out a speaker card will be called upon to make a formal comment.
5. At the conclusion of the formal portion of the hearing and the public comment period, the open house will resume until 7:30 p.m.

To attend virtually

The Virtual Public Hearing Session will be held through:

GoToWebinar

5:30 p.m. Open house

6:30 p.m. Formal Presentation/Comment Period

Persons registered for the Virtual Public Hearing can attend online using GoToWebinar.

1. Virtual online attendees should use the sign-in link emailed to them after registering. **A call in number is not available.**
2. During the Open House period, starting at 5:30 p.m., attendees will be able to view materials online and ask questions to FDOT staff through the GoTo question box. Team members will be available virtually to assist with questions and/or concerns.
3. At 6:30 p.m. the formal public hearing portion will begin and will be broadcast from the in-person event to those attending virtually.
4. After in-person formal comments have been made, virtual attendees may use the Raise Hand function of the webinar to be called upon if they choose to make a formal public comment.
5. At the conclusion of the formal portion of the hearing and the public comment period, the open house will resume until 7:30 p.m.

There are many ways to provide comments:

- Submit your comments through the project website on the "Send Us Your Comments" page.
- Make a verbal statement during the public comments period after the formal portion (see above for in-person and virtual options on how to submit a speaker request).
- Make a verbal statement directly to the court reporter in a one-on-one setting for those attending the in-person session.
- Complete a comment form and drop it in the comment box in-person or mail comment to the address listed on the back. Please post mark by August 11, 2023.

Persons wishing to submit written statements or other exhibits, in place of, or in addition to oral statements, may do so at the hearing or by mailing them to Kirk Bogen, P.E., Environmental Management Engineer, FDOT District Seven, 11201 N. McKinley Drive MS 7-500, Tampa, FL 33612, or provide them on the "[Send Us Your Comments](https://active.fdotd7studies.com/us301/fowler-to-sr56/)" page on the project website at <https://active.fdotd7studies.com/us301/fowler-to-sr56/>

All comments postmarked on or before August 11, 2023, will become part of the official public hearing record.



US 301 (SR 41)

Project Development & Environment (PD&E) Study

From Fowler Avenue to SR 56

Hillsborough and Pasco Counties WPI Segment No.: 255796-1, ETDM No.: 14194

2nd PUBLIC HEARING COMMENT FORM

Comments may be provided in one of three ways: complete the form and place in the "comments" box, mail comments to the address on the back of this form, or visit our website at <https://active.fdotd7studies.com/us301/fowler-to-sr56/>.

To become part of the official public hearing record, comments must be **postmarked by August 11, 2023.**

Contact Information (please print):

Name: _____

Address: _____

City: _____ State _____ Zip: _____

Email: _____

If you did not receive notice of this Public Hearing but would like to be included on the mailing list for this project, please check.



NOTE: All comments are part of the project record and are available for viewing by the public and the media.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who need special accommodation under the Americans with Disabilities Act or persons who require translation services (free of charge) please contact Roger Roscoe, District Seven Title VI Coordinator, at (813) 975-6411 or Roger.Roscoe@dot.state.fl.us.

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

Fold Here

Postage
Here

Florida Department of Transportation - District Seven
Attn: Kirk Bogen, PE, Environmental Management Engineer
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612

Fold Here

SR 580/SR 600/US 92/HILLSBOROUGH AVE FROM BAY PATH LANE TO E OF TUDOR DR

255339-2-52-01

| Project Details | |
|--------------------|--|
| Work Type | Wetland Mitigation/Restoration |
| Phase | Design |
| Limits | SR 580/SR 600/US 92/Hillsborough Ave and the Tidal Canal |
| Length | .212 Miles |
| City | Town 'N' Country |
| County | Hillsborough |
| Road | Hillsborough Ave |
| Design Cost | \$700,000 |



| Contact Information | |
|-----------------------|--|
| Design Manager | Miki Zimmerman 813-975-6049 Miki.Zimmerman@dot.state.fl.us |
| Media Contact | Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us |

About

New wetland mitigation site that will include clearing and grubbing, grading and stabilization, installation of sediment barriers and floating turbidity barriers, removal of existing pavement, replacement of existing drainage structures, installation of high-performance turf mats, and plantings.

Construction is currently anticipated to begin in summer 2024.