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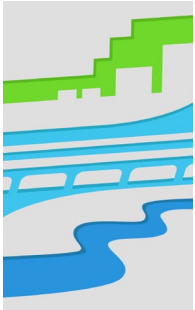
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601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Meeting of the Livable Roadways Committee

Wednesday, February 21, 2024, 9:00 a.m. – 11:00 a.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

Please RSVP [here](#) for this meeting.

Microsoft Teams meeting:

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Meeting ID: 262 220-496-883

Passcode: 6BR3ad

Or call in (audio only) 1-813-498-2121

Phone Conference ID: 148 493 674#

- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
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Rules of engagement:

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Agenda

- I. **Call to Order & Pledge of Allegiance**
- 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 silval@plancom.org. Written comments will be read into the record, if brief, and provided in full to the committee members.

- IV. **Approval of Minutes: January 17, 2024**
- V. **Status Reports**
 - A. 2024 Safety Performance Targets (Connor Trejos-MacDonald, TPO Staff)
 - B. HART for All (Frank Wyszynski, HART)
 - C. Access 2050 LRTP Outreach Survey (Harmoni McGee, TPO Staff)

D. Gibsonton Drive from Fern Hill Drive to US 301 PD&E
(FDOT Representative)

VI. Old Business and New Business

VII. Adjournment

VIII. Addendum

- A. [HART Governance and Operational Management Analysis](#)
- B. FDOT Factsheet – US41 Widening from Pendola Point/Madison Avenue to Denver Street
- C. FDOT Factsheet – Central Avenue Safety Project
- E. FDOT Factsheet – SR583 N. 56th St and SR50 Cortez Blvd Safety Improvements at Various Locations
- F. Letter of Support CRA Board Friends of Tampa Union Station

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF JANUARY 17, 2024**

I. Call to Order and Roll Call (*Timestamp 0:19:28*)

Councilmember Hurtak called the meeting to order at 9:02 AM and led the Pledge of Allegiance.

Members In Attendance: Councilmember Lynn Hurtak, Cal Hardie, Samantha Flores, Kevin O’Hare, David Hey, Emily Hinsdale, Danielle Riffenburg, Anna Grundmann, Casey Bauer, Meagan Winchester, Justin Willits, Yeneka Mills, Jason Jackman, Nicole Dufva, Glorimar Belangia, Oona Johnsen, Arizona Jenkins (in at 9:45A)

Members Absent/Excused: Catherine Coyle, Carlos Ramirez, Melissa Callazo, Gus Ignas

Other Attendees: Lisa Silva, Michael Rempfer, Elizabeth Watkins, Amber Simmons, Beneeta Jose, Vishaka Shiva Raman, Johnny Wong, Wade Reynolds, Gail Reese (TPO Staff); Laura Brooks, Larissa Krinos (AECOM); Billy Schmidt (FDOT); Matt Sheils (Public)

An in-person quorum was met.

II. Public Comment (3 minutes per speaker) (*Timestamp 0:22:32*) – None

III. Approval of Minutes (*Timestamp 0:22:47*) – December 20, 2023.

Justin Willits moved to approve the minutes of December 20, 2023, seconded by David Hey; the motion passed by voice vote.

IV. Action Items

A. Election of Officers, Attendance Review and Declaration of Vacancies (Lisa Silva, TPO Staff)
(*Timestamp 0:23:12*)

- Attendance and Declaration of Vacancies
 - Went over professional associations being recruited
 - Went over member slots that need to be vacated – **Emily Hinsdale moved to declare vacant slots, seconded by David Hey. The voice vote passed unanimously.**
- Election of Officers
 - Vice Chair – David Hey
 - Officer at Large – Catherine Coyle

Emily Hinsdale moved to nominate David Hey as Vice Chair and Catherine Coyle as Officer at Large, seconded by Kevin O’Hare. The voice vote passed unanimously.

Discussion:

There was a discussion about who to contact to assist in helping recruit vacancies. Councilmember Hurtak requested the vacancies be sent to the members so they can assist in recruitment.

V. Status Reports

A. 2050 Plan Needs Assessment for Major Projects (Wade Reynolds, TPO Staff;) (Timestamp 0:34:28)

- Went over where the list of major projects comes from
- Reviewed the 2045 Cost Feasible Projects
- Looked at the new projects for 2050 that will be tested against the models and some projects that are coming off the list as they are already far enough along or have been previously tested.
- Went over the next steps – modeling, survey, narrowing down the list, determining funding levels, and determining Cost Feasible projects

Discussion:

It was asked if there was any consideration for additional connections east/west over the river. The conversation has come up but it is not far enough to be brought up now. It was asked if there would be more lanes on the Selmon 301 extension than on I-75. With the proposed build-out of I-75, they will be the same. When the models are being done, is there consideration for the land-use and community plans? That type of study will be done by THEA. It was questioned if there is an independent review of any studies THEA does. THEA applies the same PD&E methods as other agencies do. The early public engagement will be starting in 2024. It was asked if the 301 extension would be an above-road deck. Yes, it will. THEA is using the Gandy example for what could be possible. There was discussion about the modeling including tolled roads being close to each other, those being the 301 extension and the express lanes on I-75. It would be wise to test them independently as well as together. It was asked if there has been any planning for routes once Brightline gets to Tampa. HART will be looking at transit stations and interfacing with Brightline. There was an additional conversation that the Gandy model THEA used has opened up opportunities for Complete Streets projects on surface roads. It is possible to reduce the number of lanes on US301 if traffic is diverted off the road to the elevated expressway. It was noted that all the highway projects have to work together system-wide, particularly with no good transit alternatives at this time. Will ask THEA to come and make presentations when they get a bit further in the process. It was asked if moving freight would be included in the testing of major projects. There has been a lot of modeling and studying on the freight movement. Most freight on local roads is for local deliveries. It was requested that Complete Streets and lane reductions on the surface level roadways to the modeling for US301. There was a discussion about diverting truck traffic off of I-275 through downtown.

B. 2050 Plan Needs Assessment for Freight and Goods Movement and Hillsborough County Truck Route Plan (Lauren Brooks, AECOM) (Timestamp 1:07:45)

- Review of objectives for the studies/assessment
- Went over the set-up for Truck Route Update – made three networks; removed limited access facilities for analysis only
 - Defined a truck – 2 or more axels
 - Looked at analysis inputs – people and data
 - Analysis – Factors and Evaluation Criteria
 - Went over findings including lower-performing routes, county roads
- LRTP study
 - Went over Projects, Costs, and Investment Levels
 - Reviewed the tiers of projects
 - Went over the project impact to cost ratio tiers

Recommendation: Recommend that the TPO Board receive the 2050 LRTP Freight and Goods Movement Needs Assessment Technical Memorandum and Hillsborough County Truck Route Plan Update for approval.

Discussion:

It was asked if the long-term maintenance of roads was considered in the truck routes. This will be part of the larger LRTP effort. It was asked if the safety of communities was considered when truck routes are designated in housing areas. The only new routes proposed to be added are not through residential areas, truck accommodation will need to be looked at. For existing routes, safety concerns and complaint reports were taken into consideration. Yes, both were looked at. There was a discussion about local delivery. All roads accept truck traffic for deliveries. Trucks need to use the shortest route to get from the truck route to the destination and back. Truck parking is not addressed in this report as it is a separate topic. There was discussion about specific roads that serve the port. The City of Tampa has specific restrictions and trucks were removed from Ybor when the crosstown was put in. Restrictions were factored in. No changes have been made to the network yet. Will review the City of Tampa map to make sure there are no inconsistencies. It was asked if enforcement was looked at for trucks violating the current truck route plan. The current plan has been deemed unenforceable by the Hillsborough County Sheriff's Office. It was noted that congestion was a primary concern from the survey; trucks have alternative ways of moving and getting them out of downtown would be beneficial. There was discussion around the increase of freight coming to and from the port. The major freight hubs were looked at and recommendations need to be made. I-275 will need to be vetted with FDOT. It was noted that trucks are prohibited from transporting hazardous materials through downtown while CSX transports hazardous materials through downtown.

David Hey moved to approve the report with the addition of comments from the LRC regarding reviewing community plans for Unincorporated County, the City of Tampa Truck restrictions, and the map the City of Tampa has adopted; seconded by Justin Willits. The voice vote passed unanimously.

VI. Old Business & New Business *(Timestamp: 1:49:57)*

- A. Next meeting is on January 17, 2024
- B. LRTP Outreach Survey is coming online. Would like assistance in getting the word out
- C. HART has a new planner starting and will likely be taking over on the LRC

VII. Adjournment Meeting adjourned at 10:33 AM

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

DRAFT



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2024 Safety Performance Targets

Presenter:

Connor Trejos-MacDonald, TPO Staff

Summary:

Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures, which must be reviewed and updated annually.

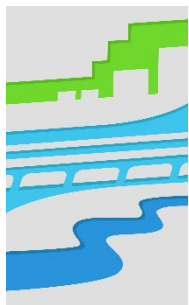
Achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough TPO. The FHWA has encouraged MPOs to select realistic targets based on crash data analysis. Using a methodology developed for the *It's Time Hillsborough 2045 Long Range Transportation Plan*, TPO staff use historical crash and safety investment data to forecast performance.

For calendar year 2023, TPO staff is proposing to set safety performance targets as follows:

- Number of Fatalities (2024 year-end total): ≤ 197
- Number of Fatalities (Five-year rolling average of fatalities): ≤ 216
- Number of Motorcycle Fatalities (Five-year rolling average): ≤ 37.93
- Number of Serious Injuries (Five-year rolling average of serious injuries): ≤ 941
- Number of Nonmotorized Fatalities and Serious Injuries (Five-year rolling average of fatalities + serious injuries): ≤ 240
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year rolling average): ≤ 1.49
- Rate of Serious Injuries per 100 MVMT (Five-year rolling average): ≤ 6.52

These targets represent five-year rolling averages (2020-2024) with a 0.93% crash reduction factor applied. **The 0.93% crash reduction factor represents the annual reduction achievable given existing funding, as identified in the *Vision Zero investment program in the 2045 LRTP*.**

The TPO Board prioritizes projects for federal and state funding, many of which meet the criteria for safety projects under the Vision Zero program. The 2023-2024 Transportation Improvement Program has numerous funded projects that enhance the safety of facilities on the high-injury network. Upon implementation, these projects will make progress toward improving safety in future years.



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Recommended Action:

Approve the Calendar Year 2024 safety performance targets.

Prepared By:

Connor Trejos-MacDonald, TPO Staff

Attachments:

[Presentation Slides](#)



Hillsborough TPO
Transportation
Planning Organization

Board & Committee Agenda Item

Agenda Item

HART For All

Presenter

Frank Wyszynski, HART

Summary

HART For All is a campaign that aims to bring education of how to best use HART services to disabled riders. As well as how HART employees are being educated on how to best accommodate HART users with disabilities.

Recommended Action

None, for information only.

Prepared By

Wally Gallart

Attachments

None



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Access 2050 LRTP Outreach Survey

Presenter:

Harmoni McGee, TPO Staff

Summary:

Over the past several months, the TPO Board and committees have provided feedback and support for the various 2050 Long Range Transportation Plan (LRTP) Needs Assessments. The next step for the 2050 Plan Update will be to obtain meaningful public input from community residents and stakeholders to guide recommendations for the 2050 Long Range Transportation Plan.

A *MetroQuest* survey has been launched to solicit feedback on priorities, major projects and funding options. To incentivize participation, several prizes are being offered to recruit survey respondents. The survey will remain open through April 15, 2024.

TPO staff is seeking [survey](#) participation, sharing of the survey to networks, as well as input and recommendations on community groups that we should present to.

Recommended Action:

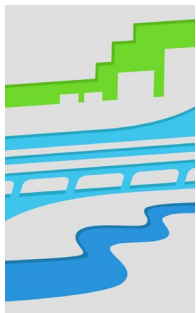
Take and share the Access 2050 Transportation Survey, provide feedback on engagement objectives and suggestions on community groups to receive a presentation.

Prepared By:

Harmoni McGee, TPO Staff

Attachments:

Access2050.org



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planhillsborough.org
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Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Gibsonton Drive from Fern Hill Drive to US 301, PD&E

Presenter:

Ashley Henzel, FDOT Staff (GEC)

Summary:

The Florida Department of Transportation (FDOT) District 7, in coordination with Hillsborough County, is conducting a Project Development & Environment (PD&E) study on Gibsonton Drive from Fern Hill Drive to US 301.

The focus of the study will be to consider the widening of Gibsonton Drive from four to six lanes, including providing bicycle and pedestrian facilities and to assess the social, economic, cultural and natural environmental impacts.

FDOT is seeking feedback from the community, which can be provided by leaving comments on the webpage, contacting the project manager, and/or attend a Public Hearing on the project, scheduled for February 20, 2024, beginning at 5:30pm

Recommended Action:

Provide feedback to FDOT.

Prepared By:

Gena Torres, Assistant Director

Attachments:

1. [Presentation slides](#)
2. [FDOT Gibsonton Drive PD&E webpage](#)



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US 41 Widening from Pendola Point/Madison Avenue to Denver Street 430056-2-52-01

Project Details	
Work Type	Widening
Phase	Design
Limits	From south of Pendola Point /Madison Avenue to Denver Street
Length	1 mile
City	Tampa
County	Hillsborough
Road	US 41
Design Cost	\$1.5 million
ROW Cost	\$4.9 million



About

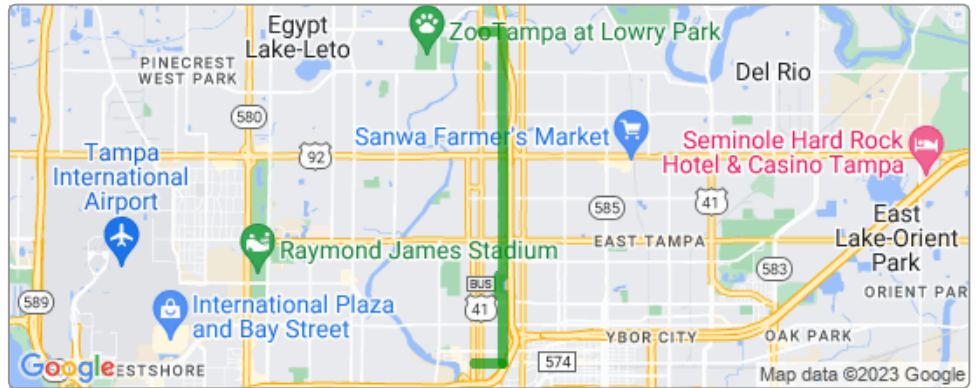
This project will include milling and resurfacing, widening, pavement markings, drainage improvements, pedestrian / bicyclist enhancements, signage, and a shared use path on the east side of the road.

This project is currently in the design phase. Right of way acquisition and construction are not funded at this time.

Contact Information	
Design Manager	Anh-Thu Nguyen 813-975-6197 Anh-Thu.Nguyen@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us

Central Avenue Safety Project 440511-6-52-01

Project Details	
Work Type	Bike Lane/Sidewalk
Phase	Design
Limits	From W. 7th Avenue to USB-41/N. Florida Ave.
Length	4.292 miles
City	Tampa
County	Hillsborough
Design Cost	\$1.2M



Contact Information	
Design Manager	Dinyar Sharifabad 813-975-6172 Dinyar.Sharifabad@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us

About

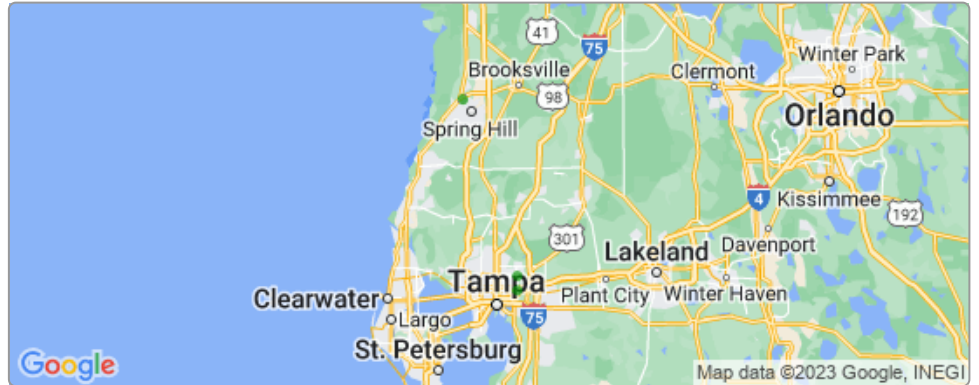
This project will construct a bikeway on N. Central Avenue from W. 7th Avenue to US Bus. 41/Florida Avenue in Tampa.

Additional improvements include ADA ramps, curb returns, bulb outs for on-street parking, pavement striping for crossing and designations, Rectangular Rapid Flashing Beacons (RRFB), signals, and minor drainage improvements.

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

SR 583/N 56th Street and SR 50/Cortez Boulevard Safety Improvements at Various Locations 452412-1-52-01

Project Details	
Work Type	Resurfacing, Sidewalk, Traffic Signals, Signing/Pavement Markings, and Lighting. Also included are associated drainage, ADA, and safety improvements.
Phase	Design
Limits	At North 56th Street at East Lake Mall Entrance; North 56th Street at Temple Heights Road; and Cortez Boulevard at Deltona Road
Length	4.554 Miles
City	Spring Hill Tampa
County	Hernando Hillsborough
Road	56th St Cortez Blvd
Design Cost	\$309,000



About

This project consists of safety improvements at three separate intersections.

The safety improvements entail providing missing crosswalks at the intersections of 56th St./East Lake Mall (Net Park), and 56th St./Temple Heights Road in Tampa, as well as the intersection of SR 50/Cortez Blvd. at Deltona Blvd in Spring Hill.

Improvements include the installation of crosswalk striping, median reconfiguration, ADA compliant ramps, pedestrian signals, lighting, and milling and resurfacing as needed to replace pavement markings.

**Please see project map images below for specific safety improvement locations.

Contact Information	
Design Manager	Omar Chehab, P.E. (813) 975-6468 Omar.Chehab@dot.state.fl.us
Media Contact	Kris Carson (813) 975-6060 Kristen.Carson@dot.state.fl.us

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Benesch

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City of Tampa

Marley Wilkes
City of Tampa



February 7, 2024

The Honorable Chair Gwendolyn Henderson
Members of the City of Tampa Community Redevelopment Agency (CRA) Board
306 E. Jackson Street
Tampa, FL 33602

RE: CRA Request for Additional \$1.5 Million in Funding for Repairs to Historic Tampa Union Station

Dear Chair Henderson and Members of the CRA Board:

We are pleased to provide this letter of support of the request for the CRA to provide an additional \$1.5 million in funding for necessary repairs to historic Tampa Union Station. Thank you for considering this request for this important community asset.

Our all-volunteer nonprofit organization, and its predecessor, includes individuals who advocate for the preservation and expanded use of Tampa Union Station. These efforts, which included raising millions in public and private funds, successfully rescued Tampa Union Station from likely demolition and restored the building for passenger rail use prior to its donation to the City of Tampa in 1998.

Tampa Union Station, located on the CSX main line serving Tampa, currently hosts Amtrak's northbound and southbound *Silver Star* trains as well as Amtrak buses which connect to the state's other New York-Florida train service, the *Silver Meteor*.

Like any building, Tampa Union Station requires periodic repairs. In 2021, Friends of Tampa Union Station first appealed to the CRA Board for funding for key renovations to this building so that it can successfully remain one of Tampa's "front doors" for visitors and residents.

To this end, we recently worked with the City of Tampa Grants Office to secure a \$414,000 State of Florida Special Category Historic Preservation Grant toward the current renovation project. In 2020 and 2021, we raised public and private funds – and successfully managed and completed – the restoration of the historic Baggage Building at Tampa Union Station.

We support the request for an additional \$1.5 million in funds for this Design Build renovation project. The combination of inflation in construction pricing and the identification of pressing repair needs at Tampa Union Station, including termites and water damage, makes the allocation of additional funds necessary.

We respectfully request the CRA and City staff to do the following:

1. **Current Renovation: Proceed with the renovation project as soon as possible.** We encourage the CRA Board and the City staff to hammer out a schedule which everyone can agree on – and move forward as a unified team to avoid more delays and cost increases.

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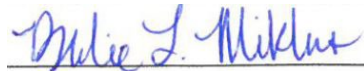
Marley Wilkes
City of Tampa

- 2. Future Activation: Draft and issue the Request for Proposals.** Tampa Union Station is an underutilized City of Tampa asset with a significant potential for uses beyond its current sole role as an Amtrak station. CRA staff should proceed with drafting the planned Request for Proposals for the operation and management of Tampa Union Station that is complementary to an active train station. This is particularly important considering the expiration of Amtrak's lease in August of this year.
- 3. Passenger Rail Preservation: Work with the Hillsborough TPO, Florida DOT, and other agencies to expand passenger rail use at Tampa Union Station.** Historic Tampa Union Station is the second busiest Amtrak station in the State of Florida, and it has the capacity to serve additional trains. In light of Brightline's decision to build another station in Ybor City for its trains, Tampa Union Station has plenty of capacity for new or expanded Amtrak service as well as future commuter rail services.

The volunteers of Friends of Tampa Union Station stand ready to support the CRA and the City of Tampa staff with any and all of these efforts.

Thank you so much.

Sincerely,



Brandie L. Miklus, AICP
President
Friends of Tampa Union Station

Cc: The Honorable Jane Castor, Mayor, City of Tampa
John Bennett, Chief of Staff, City of Tampa
Nicole Travis, Administrator, Development & Economic Opportunity, City of Tampa
Jean Duncan, Administrator, Infrastructure & Mobility, City of Tampa
Alis Drumgo, Deputy Administrator, Development & Economic Opportunity, City of Tampa
Brad Baird, Deputy Administrator, Infrastructure, City of Tampa
Adriana Colina, Director, Logistics & Asset Management, City of Tampa
Richard Mutterback, Director, Contract Administration, City of Tampa
Erica Moody, CRA Director, City of Tampa
Andrea Zelman, City Attorney, City of Tampa
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Johnny Wong, Executive Director, Hillsborough TPO
David Gwynn, Secretary, Florida Department of Transportation District 7
Friends of Tampa Union Station Board Members