



Hillsborough TPO Transportation Planning Organization

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Beth Alden, AICP
Executive Director

Meeting of the Policy Committee

Tuesday, January 11, 2022, 8:30 AM

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. An accurate headcount will allow us to plan facilities. People attending in person are required to wear a mask while inside the County Center building consistent with CDC guidance. Some voting members may participate via web conference due to the ongoing national and local states of emergency re: COVID-19.

Audience members, presenters, and any others are asked to participate remotely, to minimize the potential for transmitting illness.

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Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

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Agenda

- I. **Call to Order & [Pledge of Allegiance](#)**
- II. **Roll Call of Committee Members & Welcome of Other TPO Board Members** (Gail Reese, TPO Staff)
- III. **[Approval of Minutes: November 10, 2021](#)**



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- IV. Public Comment** – 3 minutes per speaker, please
- V. Action Items**
 - A. Election of Officers for 2022 (Cameron Clark, TPO Attorney)
 - B. USF to Green ARTery Trail Study (Wade Reynolds, TPO Staff, and Jennifer Musselman, Kittelson, TPO Consultant)
 - C. State of the System Report (Vishaka Shiva Raman, TPO Staff)
- VI. Old & New Business**
- VII. Adjournment**

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 TRANSPORTATION PLANNING ORGANIZATION
POLICY COMMITTEE
MEETING, NOVEMBER 10, 2021
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE

Chairman Kemp, called the meeting to order at 8:30 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL OF COMMITTEE MEMBERS & WELCOME TO OTHER TPO BOARD MEMBERS (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Pat Kemp, Commissioner Harry Cohen, Commissioner Kimberly Overman, Councilman Guido Maniscalco, Joe Waggoner, Charles Klug

The following members were present virtually: Commissioner Mariella Smith

Welcome to other TPO Board Members present: Councilman Joseph Citro

A quorum was met in person.

Some members are participating virtually because of medical reasons and the local declaration of emergency.

III. APPROVAL OF MINUTES – October 13, 2021

Chair Kemp sought a motion to approve the meeting minutes from October 13, 2021. Councilman Maniscalco so moved, seconded by Commissioner Overman. Voice vote; motion passes unanimously

IV. PUBLIC COMMENT –

Eddie Burch: Emailed comments in as well. Tampa Innovation Partnership has been working on strategic action plans for a couple of years. FDOT is about to start a transformational plan for Fowler Avenue. Real opportunity to turn it into a vibrant boulevard optimized for transit, safer for pedestrians and bicyclists, and an economic development center. Great that the time has been made for the agenda items on the schedule today. Essential that there is coordination between Hillsborough County, City of Temple Terrace, City of Tampa, HART, FDOT, Planning Commission, and TPO so that the engineering of Fowler corridor, the implementation of transit, the walking and biking trails, and the development of the area surrounding the corridor all work together. In five to ten years, Fowler Avenue, if done right, will serve as a gateway to the innovation district and plug Uptown assets into the region. Looking forward to hearing the discussion.

V. DISCUSSION ITEMS

A. **Refresher on Fowler Ave Transit & Roadway Concepts** (Beth Alden, TPO Director and HART Representative)

- BRT Study
 - Identify corridor from Downtown Tampa to the USF Tampa Campus
 - Looked at recommended BRT Guideways.
 - Bruce B Downs Blvd – 150’ available right-of-way
 - Nebraska Ave – 95’ available right-of-way
 - Fowler & Florida Ave – Median running way, BAT lane or Mixed traffic
 - Median station access would be facilitated by crosswalks, pedestrian median with transit stops, railing barriers, and flanked by bus only lanes.
 - BAT (Business Access and Transit) lane is semi-exclusive, has no physical separation, would not restrict access
 - Review of modern BRT station concepts
 - Compared travel times on Route 1 with heavy congestion, scheduled time, and estimated with improvements along with operation times
- University Area Multimodal Feasibility Study
 - Identify Corridor Needs – Safety, Transit Flexibility, Intersection Efficiency
 - Identify timeframe for actions – short, medium, long
 - Short – FY 2022 to 2024
 - Review of proposed implementation schedule
 - Fowler Avenue Conceptual Designs – to be analyzed in PD&E study and may be revised
 - BAT Lane, Frontage Lane, Median Transitway

Presentation: [Fowler Avenue Refresher](#)

Discussion:

Commissioner Kemp: Requested clarification. In the HART presentation, it was the media transit way presented. Thought that was the decision that was made. Now it is the beginning of the PD&E for FDOT, and they are looking at these options. Questioned how those two things align and how that decision is made.

Beth Alden: The concept for the HART Arterial BRT will have to be adopted by the HART Board. A change in the lane configuration may also need to be an amendment in the Long-Range Transportation Plan.

Justin Willits: Existing thinking is, through our project and the upcoming Board workshop in January or February where the flushed-out concepts and the build alternatives and a more transportation maintenance and low-cost option to the Board, we are going to show a fully developed median concept. Our plan is to have a fully baked concept through the HART project for FDOT to consider in their PD&E. They are the owner of the roadway. HART doesn’t want to get out too far ahead of FDOT but is trying to wrap up their project and let FDOT carry it forward through the PD&E process.

It is HART's preferred alternative. There are issues to work out and coordination to do with business access and some of the median openings and how they will work in the longer-term vision.

Commissioner Overman: This has been a long-standing project that has not moved forward because of the disconnect of what we want to plan for, what HART needs, and what FDOT wants to plan for. This presentation is showing the continued disconnect between these things. It's pretty clear that the median plan is what FDOT should be using in their PD&E study. Understands that there is short-term, long-term, and other phasing with this. Does not like paying for things twice. Have already paid for this eight times. If HART needs to take the first move in January or February to adopt the best implementable strategy to implement the best transit needs of those ridership that would indicate that the frequency is best served with a median, then FDOT's PD&E needs to assume that and move to make that happen as quickly as possible. Recognizes that it requires much more planning and redesign by FDOT in order to develop safe crossings to the median. If we've already identified those stops and crosswalks, and they have been identified with HART transit stops; does not understand why we are looking at the other alternatives shown today. That is incongruent with what the transit needs are. If we are developing a boulevard concept of some type, we are working on business and pedestrian access, need to start the redesign with what transit needs. Otherwise, it is resurfacing a road. Would like to get some guidance at the TPO Policy level of what should be brought to the Board level on supporting HART's design at the median concept in line with HART's recommendation to their Board. Would like an idea of what that timeline looks like.

Commissioner Kemp: Believes that it would be with what the HART Board decides in order for the preferred design from HART to prevail.

Councilman Citro: Asked about concept drawings for people that want to transfer buses moving north and south on 30th Street, Bruce B Downs, 22nd Street, 15th Street, or Nebraska Avenue. Asked how those stations are going to look.

Justin Willits: We can show that more in the January workshop with the more fleshed-out stations and crosswalks to those specifically.

Councilman Citro: It's not crosswalks. Is looking for information on what the transit stations will look like. There is a great plan for east/west; questioned how it will connect north/south.

Justin Willits: The existing stops on the north/south routes that cross at 22nd, 30th, and Nebraska will be crosswalk connected. There may be some slight tweaks to existing stops to share a stations with the BRT, Nebraska would be a good example.

Councilman Citro: Questioned, with the hopeful rise in ridership, if the current stations will be able to handle increased capacity.

Justin Willits: Noted that refining estimates is part of this phase. Increased ridership has been estimated at 7K – 9K.

Commissioner Kemp: Believes all of the committee members are curious as to how this intersects with the rest of the route. Appears as the project is all of Fowler, connecting to Temple Terrace and I-75. Looks like the routes are the center and not ending at USF.

Commissioner Overman: Questioned if there had just been an amendment to add all the way to I-75 on Fowler.

Beth Alden: Will be talking about that as part of the Tentative Work Program. The FDOT PD&E study will go to 56th with an additional study looking at 56th to I-75.

Commissioner Kemp: Expressed that some of that ridership is coming back. This is one of the most important routes; Florida Avenue, Nebraska Avenue, and Hillsborough Avenue are the strongest ridership. Believes we would have to be looking to apply for federal grant money to look at contribution. FDOT contribution is there. Will definitely need more busses and stops. It is interesting and exciting to see.

Commissioner Overman: It has been made clear that with, what we have seen from HART, the median alternative has a quicker turnaround, quicker delivery time, the ability to get people through really bad traffic at a much quicker rate from the northern University area to Downtown and back. Frequency and length of trip is one of the largest indicators of attracting ridership. If there is a 30-minute turnaround time no matter what is happening on I-275, people are going to choose to use the bus. But then we will need more busses. That is a problem we want to have. We want to plan for the best solution for the transit agency that doesn't seem to conflict with the needs for safety in the community. That will require more engineering on Fowler Avenue. More clarity from FDOT on their plans for that redesign will be needed as soon as HART makes their decision.

Beth Alden: We can arrange to have HART back after the HART Board makes their decision.

B. **HART Transit Oriented Development Study** (Jay Collins, Planning Commission Staff; Christopher Cochran) – deferred from October meeting

- HART is the sponsor for the FTA grant and is pleased to announce this update. Able to partner with this grant with the City of Tampa and the Planning Commission.
- FTA grant awarded in 2019 and kicked off in 2020
- HART, City of Tampa, Hillsborough County coordination
- Reviewed study goals
- Went over the progress of the study
- Defined TOD – Transit Oriented Development
 - Walkability and connectivity
 - First mile / Last mile of transit stops
- Completed early research
 - Context assessment of the corridor
 - Market analysis
 - Strategies to move forward

- Simultaneous projects
 - Streetcar development
 - HART arterial BRT study
- Showed study area – same as arterial BRT study; overlay of land use and development map
 - High growth and Underserved communities overlap
 - Information on TOD opportunities
- Strategies – refresher, getting everyone on the same page
 - Improve safety and facilities
 - Housing affordability
 - Missing middle in housing density
- Potential development areas and they types of opportunities
- Reviewed Next Steps

Presentation Slides: [HART Transit Oriented Development Pilot](#)

Project Website: <https://goharttod.org/>

Discussion:

Commissioner Overman: As the Chair of the Affordable Housing Committee for the county and trying to partner with the city of housing related issues, the Planning Commissions work to adopt a TOD strategy that requires affordable housing in the TOD areas is critical. Seeing significant gentrification in this area. Have been talking about doing TOD in this area for five years. All the examples shown in the presentation are market rate property. This has excluded the workforce in the area from living in the area. Without land-use zoning which requires an allocation for affordable housing, which has to be adopted by the Planning Commission, the county, and the city, we aren't going to get ahead of this if it takes two years, three years, or five years to figure out. Areas north of the river have not been rezoned, have not been identified as transit-oriented development that requires affordable housing or workforce housing as they come online. As we look for greater densities, we have affordable housing in the strategy for the county; need to see it in the city. Need to have land code requirements in order to protect those communities from the gentrification we have seen; it is having a huge impact in the area; is having an impact on the redistricting maps right now; it's changing how our cities and counties are operating. Loves the TOD strategy in this particular area; need to look at how it can be incorporated into other work and dense areas that are evolving, such as Bloomingdale. There are jobs and affordable housing, but no TOD zoning that actually requires affordable housing.

Commissioner Kemp: There are jurisdictional challenges. Thinks that anything along this route would be, except for the northern part of Fowler Avenue, the City of Tampa as far as affordable housing goes.

Councilman Citro: If we are going to make this a mass transportation district, the City of Tampa needs to look at the parking minimums. If we are going to promote mass transit, we need to not have as many vehicles along this district. Has asked for that study to be looked at two or three blocks off of Florida and Nebraska Avenue. If we ask developers of multi-family units to put in one-

car garages instead of two-car garages, that's \$50K less, now we are talking affordable housing. We need to change the parking minimum, promote the mass transit, and that way we get more ridership.

Commissioner Cohen: There is another thing happening in the labor force. When businesses complain about being unable to find anyone to work, we need to look at the fact that the lack of availability may be due to people being pushed out of the area. They have made the decision that it is too expensive to get back-and-forth to justify doing the job. There are other ramifications of this in other areas of the economy. There are multiple reasons to follow this strategy.

Commissioner Kemp: One of the premier things on the street are the poles in the middle of the sidewalks for utilities. Would think that there would have to be some eminent domaining of a little bit of frontage in order to achieve what we are looking at. Concerned that some of the development moving in there is making this more and more challenging. North of Fowler Avenue is county road. There is a six-story parking garage that just went up at University and it doesn't match any of the form being talked about. Has seen some good, urban form go in in that area with first floor being commercial, the second floor being a garage, and the remaining floors being other things. Believes we must have approved things that do not meet the vision.

Commissioner Overman: Noted that it is the challenge of delays. Still have to approve projects that are not in good design.

Councilman Maniscalco: Maybe it is too expensive live here and commute here and people are going elsewhere. What do we do with greedy landlords? So many that have received PPP funding and had tenants that paid their rent continue to raise the rents while wages are not going up. The apartment market and what has happened in the last three to six months, what justifies the increase in rents other than the increase in demand? People are making \$30K year yet they are renewing leases at so much more a month. We are pricing ourselves out of our own market. And that's not even talking about the housing market. The real-estate market is ridiculous. When we talk about affordable housing and zoning for developers, what are they going to do when they build a new apartment complex? We are going to allocate 10% to affordable housing, is that enough? Questioned how that meets the demand for people moving here or people who want to stay in their neighborhoods. It's a bigger problem. We are destroying our inner core of our own community.

Commissioner Overman: Without having the restriction or the requirement for 10%, 20% towards affordable housing, we are investing a significant amount of tax dollars to increase walkability, transit access, and opportunity and business investment; we're spending money doing that. But we aren't protecting the citizens who want to take advantage of it. We don't have rent control. Development should be restricted to be inclusive of available housing to the workforce that want to live there.

C. USF Area Walk/Bike Improvements and TPO's USF-to-"Green ARtery" Trail Study (Wade Reynolds, TPO Staff and Jennifer Musselman, Kittelson & Assoc.)

- Several projects in the area
 - Fowler Avenue study from I-75 to I-275.
 - A side path is part of the study that would connect over to Bypass Canal.
 - Shorter term from Nebraska to 30th Street with bicycle and pedestrian improvements at intersections including 15th Street, 22nd Street, Bruce B. Downs, and throughout that corridor.
 - Will hear more about the 56th Street corridor in the Board agenda in your next meeting
 - FDOT has committed to study a side path from City Hall in Temple Terrace, north of Fowler Avenue which will connect to the shared-use path spine going from I-75 to I-275.
 - 46th Street is moving forward to include a number of pedestrian oriented improvements: flashing beacons, new crossings, shared lane markings, new modern roundabout at Linebaugh Avenue at 46th Street, and a side path from Fowler to Bougainvillea Avenue
 - 30th Street and Bruce B Downs
 - Hillsborough County is working on pedestrian facilities on the east side from Fletcher Avenue to Pine Drive. Includes new intersection at Richard Silver Way (entrance to the VA building) and Campus Hill Drive neighborhood.
 - City of Tampa south of Fowler, looking at a reconstruction of that road including a shared-use path on one side, on-road bicycle facilities and traffic calming measure. When combined, would reduce speed limit from 40 and 45 mph to a proposed 35 mph.
 - 15th Street; Hillsborough County recently completed the pedestrian improvements on the north side of Fowler between Fowler and Fletcher. Included traffic calming measures, raised pedestrian crosswalks, RRFBs, and filling in sidewalk gaps at that location. Happens to be the highest traveled, ADA transit route in the county.

Presentation: [USF to Green ARTery Trail Study](#)

Discussion:

Commissioner Kemp: Inquired what was designated as the highest ADA transit location.

Wade Reynolds: 15th Street.

Beth Alden: Will distribute slides via email and make them available on the website. Mr. Reynolds will be back in January to go over the trail feasibility study to connect to the City of Tampa's Green Artery project.

D. A Coordinated Approach & Vision for the Fowler Corridor (Ron Barton, Hillsborough County; Rob Rosner, City of Tampa; and Melissa Zornitta, Planning Commission)

- **Ron Barton** (Assistant County Administrator for Economic Prosperity with Hillsborough County) : Noted that the last hour or so conversation illustrated what the group wanted to say. All of us on this call have been engaged in these subjects for many months. Lots of good work. There are multi-jurisdictions, multi-agencies, multi-studies, and lots of good intention. Noted that it was 45 minutes into the conversation before land-use outcomes were mentioned associated with the transportation initiatives. Not because we were remis, but it illustrates HART's primary objective is to run efficient and effective transit system. FDOT's

primary objective is to move cars. They are going to be accommodating on integrating the HART projects, pedestrian and bicycle lanes, and there are a lot of details that need to happen. HART is showing one plan and FDOT is showing three plans. It's not a bad thing. Advocates that the Planning Commission and the TPO combine resources on transportation and land-use to assist with more active coordination and collaboration roles. Recommend that the city and the county enter into an inner-local agreement with the Planning Commission to do that. Would like to formalize this agreement. There tends to be a lot of one-off conversations. These conversations must be knitted together. The TOD study is informative but does not get to the granular level. To make the changes on Fowler, will need to work hard on the details working with HART, FDOT, the Planning Commission, and the property owners. Lots of technical things need to be integrated into the development code, zoning code, and the land-use strategies. Would like the Planning Commission and the TPO to lead the effort.

- **Melissa Zornita:** This is the type of project that the Planning Commission loves to do. A lot of in-house resources to work on the land-use then tie into the transportation piece with Beth Alden and the Transportation Team. Thrilled to partner with the city and the county this way to look at the issues of equity, gentrification, affordable housing, and safety. There is a real opportunity to make sure that the community that lives around this corridor has buy-in to the vision and redevelopment.
- **Rob Rosner:** Agrees with what has been said. Supports the concept of public engagement and the greater plan to have a Fowler Avenue redevelopment plan as the knitted together set of documents. There is a series of opportunities that allow us to work together instead of hoping to work together. When funding is available, that is the time to get things put into place. Time spent planning is worth ten times that of reaction. It is an important time to bring this forward. All the land-use plans are thought through. Corridor used to be rural and is now the epitome of suburbia. The urban edge is reaching out and it will start urbanizing. If it's going to be rethought, now is the time when everyone is ready to go.

Discussion:

Commissioner Overman: Has been sitting in on the TOD meetings with HART. Asked if a template was being built for what a TOD zone needs to look like. What needs to be looked at: land-use, planning, etc. HART goal is transit, that is what they are focusing on. Realized the question was being asked to the wrong person. Coordinating with the Planning Commission, the county, and the city as it relates to land-use, design, limitations for parking, the issue of not enough parking is not an issue when you can't afford more than one car. These things work hand-in-hand. Thrilled to see these three people talking. Looking forward to using some of what was learned in the HART TOD studies and applying it to Comprehensive Planning not only to transportation planning but also land-use planning. Would like to see if a template can be developed. Looking at other areas experiencing growth in urban areas and suburban areas becoming urbanized; a template in place would shift from being behind in gentrified areas.

Commissioner Kemp: Thinks it is wonderful to see the coordination. Feels like there is a missing piece and would like HART to be part of the discussion. More and more grants are going to transit agencies. Transit agencies are able to have access to federal funds; important to have that integrated. HART is the most underfunded transit organization for a metro area this size by hundreds of millions of dollars. One of the issues, every transit agency in the State of Florida except for HART and PSAT are county

departments, and their funding comes from countywide funds. PSAT and HART are chartered independent agencies. They are a mixture of appointees. HART has an exclusive and minimal funding source of ad valorem tax that is very small and barely supports a transit system. Has been used as the full funding source, not the floor to be added to, but the ceiling. Important for HART to be integrated into the conversations as they would be in any other county in the state. Will lose something in how we coordinate if HART is not integrated into this.

VI. OLD & NEW BUSINESS – deferred

VII. ADJOURNMENT – The meeting adjourned at 9:54 AM

Recording of this meeting can be viewed at: <https://www.youtube.com/watch?v=y7yXOacytE>



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Election of Officers

Presenter

Cameron Clark, TPO Attorney

Summary

The TPO By-Laws require that committee officers are to be elected each year. There are no term limits for committee officers, therefore they can be re-elected and serve indefinitely. The By-Laws state:

Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair, a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members.

The current Policy Committee officers are:

- Chair Commissioner Pat Kemp
- Vice Chair Councilman Guido Maniscalco

Members can nominate themselves or any other member. No second is needed, and each nomination is voted on individually until one member receives a majority of votes for an officer's position.

Recommended Action

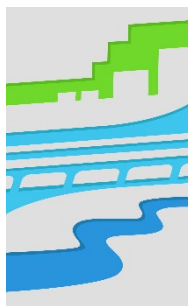
Hold Election of Officers for 2022

Prepared By

Cheryl Wilkening, TPO Staff

Attachments

None





Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

USF to Green ARTery Trail Study

Presenter:

Jennifer Musselman, Kittelson & Associates

Summary:

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

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

Recommended Action:

Recommend Approval of the USF to Green ARTery Trail Study

Prepared By:

Wade Reynolds, AICP

Attachments:

1. [Link to presentation slides](#)
2. [USF to Green ARTery Trail Study on Project Webpage](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

2021 State of the System Report

Presenter

Vishaka Shiva Raman, TPO Staff

Summary

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

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

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

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

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

Recommended Action

Approve the 2021 State of the System Report

Prepared By

Vishaka Shiva Raman, TPO Staff

Attachments

2021 State of the System Report Draft



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State of the System Report 2021

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

INTRODUCTION

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

In the three years since the previous State of the System report was published, this region served as a destination for several major events. Notably, the City of Tampa hosted both a Super Bowl & Stanley Cup championship and events. These celebrations brought visitors and allowed our traffic management systems to test route diversion plans and communication strategies with travelers.

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

GROWTH TRENDS

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

Looking ahead, the 2045 Population and Employment map (Figure 1) shows the areas experiencing the most growth and development and indicates where people will mostly likely live and work in the future. These projections give us an idea of where investments need to be focused to meet demand.

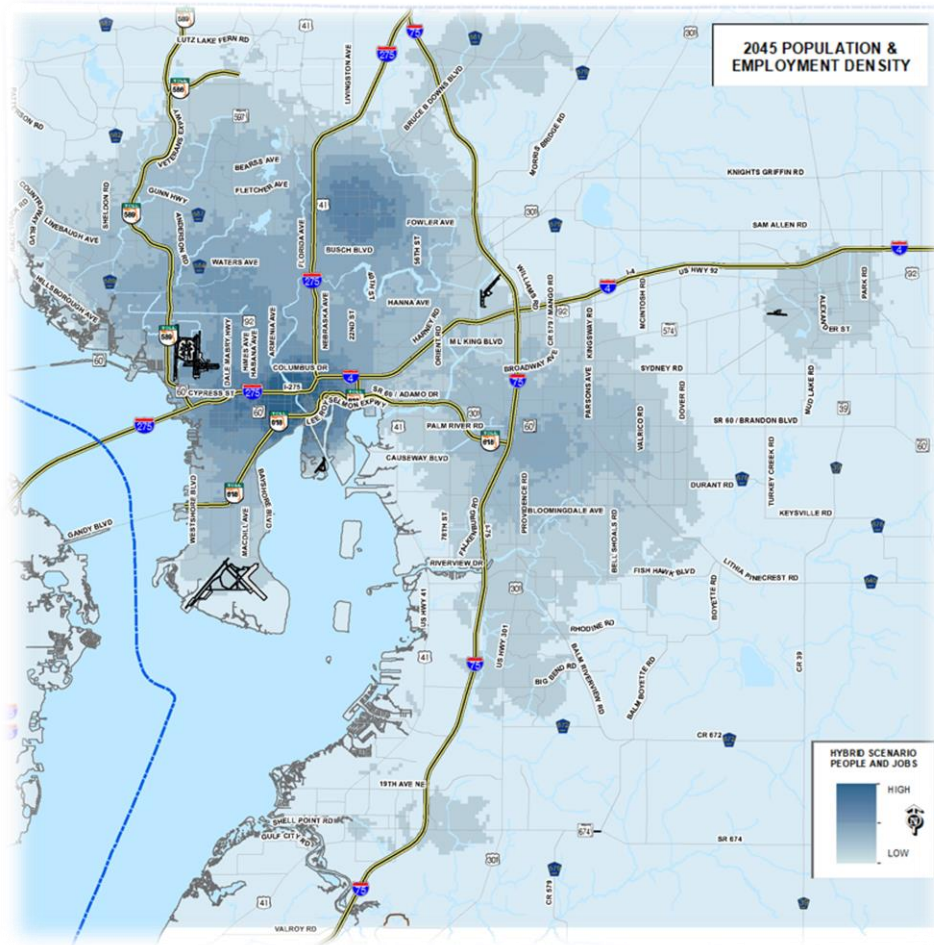


Figure 1: 2045 Employment and Population Map

State of Good Repair & Resilience (SGR)

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

PAVEMENT CONDITION

Hillsborough County has more than 12,000 lane miles of pavement divided among the unincorporated County (62%) Tampa Hillsborough Expressway Authority (THEA) (1%), FDOT (11%) and the cities of Tampa (22%), Plant City (3%) and Temple Terrace (1%). Quality of pavement is measured using a Pavement Condition Index (PCI) scale ranging from 0-100. Hillsborough County has categorized the PCI values into 4 categories, 0-25, 26-55, 56-85 and 86-100, with the higher range indicating a good pavement as shown in Figure 2. While each jurisdiction has its own PCI goals, this scale is an objective classification of quality of the pavement. The LRTP has set a broad goal to repave the major roads once every 17 years, yet only about 60% of the roads will be able to be resurfaced in this timeframe with the current levels.

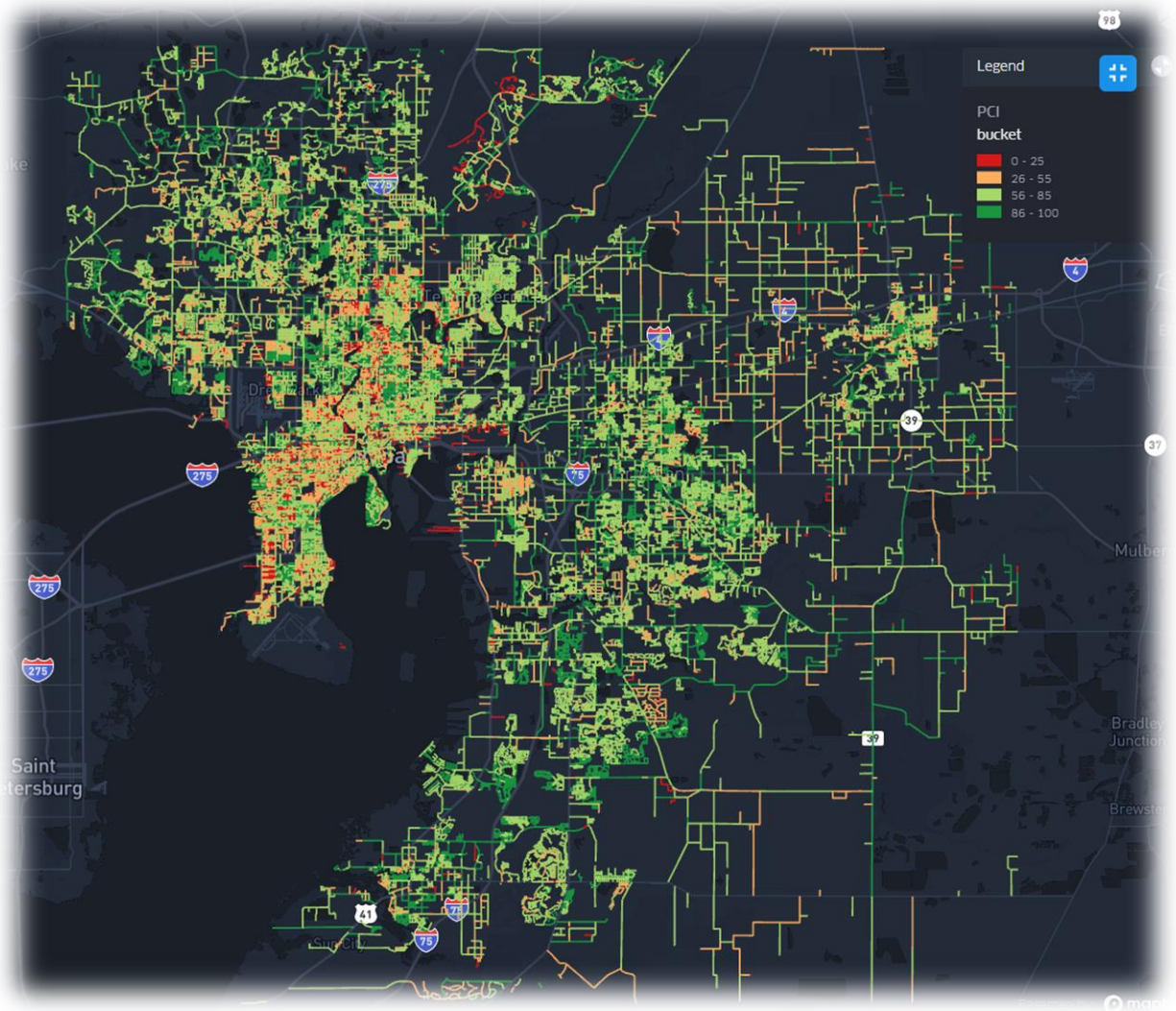


Figure 2: Pavement Condition Index of all roads in Hillsborough County

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

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

Hillsborough's percent of Interstate and Non-Interstate NHS pavement in good condition lags behind our peers in the Tampa Bay Region (Pasco 95% and 58%; Pinellas 67% and 41%; Sarasota 94% and 34%) and the percentages narrowly fail to meet the TPO's 2018 [Pavement Performance Measures target](#). The

detailed chart showing the pavement condition in Hillsborough County compared with the other counties across Florida and pavement condition map by PCI value can be found [here](#).

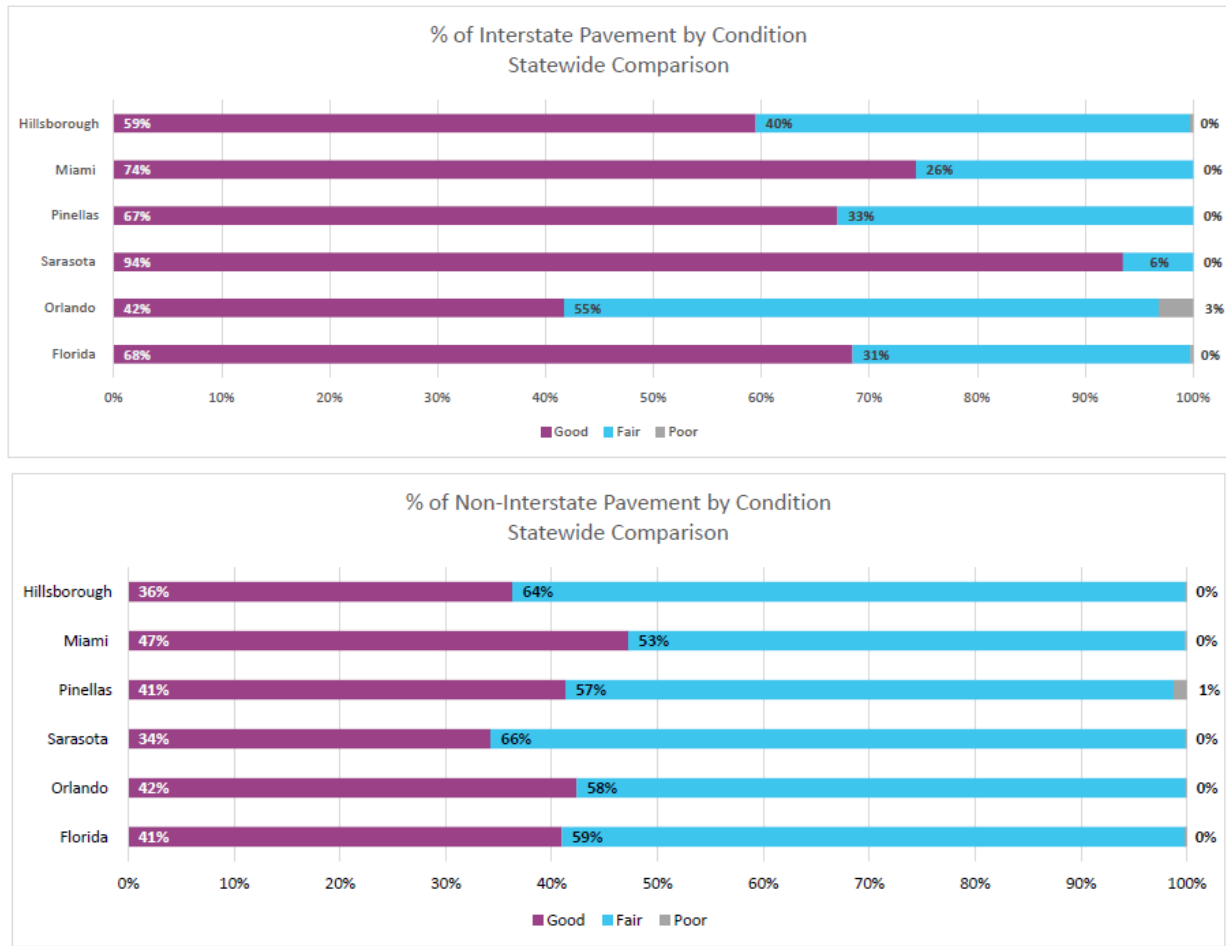
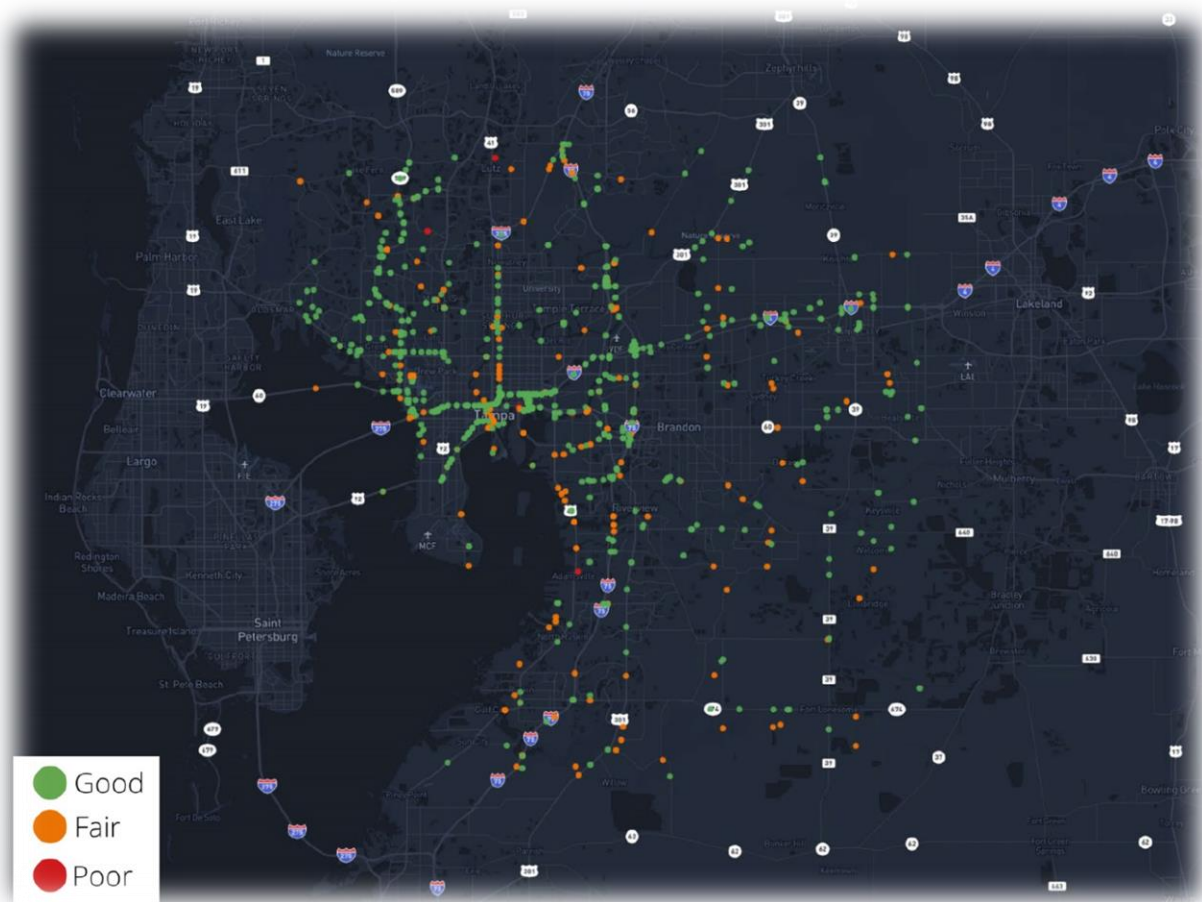


Figure 3: Pavement Conditions of Interstate and Non-Interstate Roadways

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

BRIDGE CONDITION

The National Bridge Inventory reports inspections for 819 bridges in Hillsborough County for 2021. **Of that, 646 (76% of the bridges) were reported to be in good condition and only 4 (1%) of the bridges were found to be in poor condition.** The Hillsborough County Bridge Condition is shown [here](#).



Of these bridges, 491 are NHS structures, with 420 (86%) rated in good condition and 0% poor. On average, NHS bridges in Hillsborough County stand in a better condition than in other parts of Florida. The chart showing the bridge condition for all the bridges in Hillsborough County is shown [here](#). Further, this performance greatly exceeds the [TPO's target](#) to have more than 50% of NHS bridges in good and less than 10% in poor condition.

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

TRANSIT ASSETS

HART provides transit service across 255 square miles within the county and to approximately 810,000 people. The HART fleet includes fixed-route buses, paratransit vans and streetcars.



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

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

According to the 2021 HART Budget report, 58 paratransit vans were purchased over the last two years to replace aging vehicles, which represents about half of the van fleet. Currently, the average van age is 1.5 years.

RESILIENCE

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

Our roads' vulnerability may make them impassible not only while the waters are high, but afterwards as well, if the waters scour and erode the ground and any structures on which the roads depend. Roads remaining impassible after a severe storm event will hinder recovery efforts as well as reconstruction.



The TPO's Resilient Tampa Bay study identified **115 miles of critical road**

segments that are highly or moderately vulnerable and estimated that the economic impact of these roads remaining impassible for only 2½ weeks would outweigh the cost of investing in resilience now.

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

SPENDING ON STATE OF GOOD REPAIR AND RESILIENCE

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

Table 1: Spending on State of Good Repair and Resilience FY 2022-26

Total Spending on State of Good Repair and Resilience FY 22-26							
Jurisdiction	Bridge Maintenance	Roadway Maintenance	Transit Asset Maintenance	Drainage Maintenance	Other, Routine Asset Maintenance	General Maintenance	Total
FDOT	\$ 24,179,419.00	\$ 283,351,089.00	\$ 153,943,522.00	\$ 7,502,426.00	\$ 90,148,998.00	\$ 6,791,918.00	\$ 565,917,372.00
HART	-	-	\$ 113,634,078.00	-	-	-	\$ 113,634,078.00
Hillsborough County	\$ 21,213,000.00	\$ 111,800,000.00	-	\$ 80,000,000.00	-	-	\$ 213,013,000.00
Plant City	\$ 200,000.00	\$ 9,546,865.00	-	-	-	-	\$ 9,746,865.00
Tampa City	\$ 2,080,000.00	\$ 24,200,000.00	-	\$ 107,600,000.00	-	-	\$ 133,880,000.00
Temple Terrace	-	\$ 2,750,000.00	-	-	-	-	\$ 2,750,000.00
Total	\$ 47,672,419.00	\$431,647,954.00	\$267,577,600.00	\$195,102,426.00	\$90,148,998.00	\$6,791,918.00	\$1,038,941,315.00

Annual Average Spending on State of Good Repair and Resilience FY 22-26							
Jurisdiction	Bridge Maintenance	Roadway Maintenance	Transit Asset Maintenance	Drainage Maintenance	Other, Routine Asset Maintenance	General Maintenance	Total
FDOT	\$ 4,835,883.80	\$ 56,670,217.80	\$ 30,788,704.40	\$ 1,500,485.20	\$ 18,029,799.60	\$ 1,358,383.60	\$ 113,183,474.40
HART	-	-	\$ 22,726,815.60	-	-	-	\$ 22,726,815.60
HC	\$ 4,242,600.00	\$ 22,360,000.00	-	\$ 16,000,000.00	-	-	\$ 42,602,600.00
Plant City	\$ 40,000.00	\$ 1,909,373.00	-	-	-	-	\$ 1,949,373.00
Tampa City	\$ 416,000.00	\$ 4,840,000.00	-	\$ 21,520,000.00	-	-	\$ 26,776,000.00
Temple Terrace	-	\$ 550,000.00	-	-	-	-	\$ 550,000.00
Total	\$ 9,534,483.80	\$ 86,329,590.80	\$ 53,515,520.00	\$ 39,020,485.20	\$18,029,799.60	\$1,358,383.60	\$ 207,788,263.00

Vision Zero

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

One of the biggest impacts of the COVID-19 pandemic on traffic safety was the national trend of fewer vehicles on state highways and arterials and, as a result, much faster average speeds. Data collected from red-light cameras that monitor drivers reported a 7% increase in speed during April 2020, when there were lockdown orders and travel restrictions in the Tampa Bay area. As reported by the FHWA, although the pandemic generated a nationwide reduction in VMT in 2020, the number of deaths did not decrease proportionately. The resulting fatality rates were considerably higher, which is likely attributable to the increase in travel speeds. While 2020 was an unusual year, 2021 has thus far shown a concerning number of crashes and fatalities across the county.

Traffic Crashes reported are based on the crash reports collected from the law enforcement to the Florida Highway Safety Motor Vehicles (FLHSMV) and are updated frequently. According to the data collected from the FLHSMV in early December of this year, there have been over [25,000 crashes](#) in the Hillsborough County boundaries with over 200 fatalities since the beginning of 2021. Unfortunately, these numbers are higher than the previous year, at the same time that traffic appears to be returning to pre-COVID levels.

- **Number of Fatalities:** In 2019, Hillsborough County suffered from another year of exceptionally high traffic fatalities (218). At the outset of the pandemic in 2020, and as Annual Average Daily

Traffic (AADT) decreased by as much as 20%, we witnessed a slight decrease in the number of fatal crashes through the first 6-8 months of that year; but it picked up in the last quarter of 2020. **Unfortunately, from the beginning of 2021 through the end of November, FLHSMV reports that there have already been over 200 fatalities.** The number of fatalities reported from 2018-2021 can be found [here](#).

- **Rate of fatalities:** The rate of fatalities is the total number of fatalities per 100 million Vehicle Miles Traveled (MVMT) over a five-year period. The average rate of fatalities from 2018-2020 was 1.42. To meet the performance target set by the TPO, the rate would need to drop to [1.38](#) or lower for the 2017-2021 period.
- **Number of serious injuries:** The number of serious injuries is calculated as the total number of crashes with at least one person with a serious injury during a calendar year. The number of serious injuries has continued to drop in the last 3 years since 2018 as shown on the [chart](#). **During the period from 2018-2020, the average annual number of crashes with serious injuries was 1,176, which is lower than the TPO adopted target for 2021 (five-year rolling average) of 1,201.**
- **Rate of serious injuries:** The rate of serious injury crashes is calculated as the total number of serious injury crashes per 100 MVMT in a calendar year. The rate of serious injury crashes during the period from 2018-2020 was 8.48 and is anticipated to be 7.26 for 2021. If the trend holds, then this will be better than the TPO adopted target (five-year rolling average) of [8.49](#).
- **Number of non-motorized crashes with serious injuries and fatalities:** Since the last reporting period, the average number of non-motorized (for example, walking and bicycling) fatal and injury crashes has increased significantly, with over 220 crashes reported in 2020, and almost the same number reported since the beginning of this year as shown [here](#). This is higher than the previous years, which could be attributed to more people cycling and walking for recreation, in the context of pandemic travel restrictions. The TPO's target is for the five year rolling average number of annual crashes to be below [230](#) by the end of 2021.

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



Figure 4: How Hillsborough County Compares with Other Regions Across the State

TRANSIT SAFETY

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

Table 2: Public Transportation Agency Safety Plan (PTASP)

Service	Fatalities		Fatality Rate*		Injuries		Injury Rate*		Safety Events		Safety Events** Rate*		System Reliability ***	
	Current	Target	Current	Target	Current	Target	Current	Target	Current	Target	Current	Target	Current	Target
Streetcar	0.0	0.0	0.0	0.0	3.00	3.45	2.61	3.0	42.00	48.23	36.50	42.00	856.8	899.6
Fixed Route	0.0	0.0	0.0	0.0	62.00	79.49	0.77	1.00	477.00	556.43	6.00	7.00	18616.0	19546.7
HARTFlex/HARTPlus	0.0	0.0	0.0	0.0	82.00	103.00	3.98	5.00	116.00	123.60	5.63	6.00	9763.3	10251.5
TBARTA Vanpool	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*rates are calculated as the target number of events divided by 100k Vehicle Revenue Miles

**collisions, derailments, fires, hazardous material spills, evacuations

***miles between major mechanical failures

SPENDING ON VISION ZERO

To accomplish the goals of the Vision Zero program, the 2045 LRTP identified a bundle of improvements with documented safety benefits for all road users, referred to generically as Complete Streets improvements. The analysis done for the LRTP indicated that additional funding equivalent to a 1-cent sales tax invested in safety projects could reduce crashes by an additional 35% by 2045; and that in the absence of that funding, crashes could be reduced by about ten percent with the trend spending of \$18

million per year. Though the amount of funding for safety is not close to the \$65 million per year needed for a 35% reduction, we are pleased to report that \$132 million has been programmed over the next five years by all the jurisdictions in Hillsborough County, which amounts to almost \$27 million annually. The detailed spending by the jurisdictions within Hillsborough County can be found [here](#).



Figure 5: Spending on Vision Zero Category FY 2022-26

Smart Cities

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

TRAVEL DATA

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

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

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

TRAVEL TIME RELIABILITY

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

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

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

Table 3: Travel Time Reliability

Category	2018 Target	2020 Actual
Interstate Reliability	≥75% of network reliable	75%
Interstate Reliability for Freight	≤2.00 index score	1.89 actual
Non-interstate NHS Reliability	≥50% of network reliable	81% actual

TRUCK TRAVEL TIME RELIABILITY

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

AIR QUALITY

Vehicular air pollution is a direct outcome of traffic volume and congestion and is a public health threat in almost every urbanized area across the US. National air quality standards are monitored at the state and local levels by the Florida Department of Environmental Protection and the Environmental Protection Commission of Hillsborough County (EPC), which produce some data to assess the condition of our air. Air Quality Index Report is the standard matrix for measuring the quality of air at a location with a value ranging from 0-500. The higher the number, the greater the level of air pollution and a greater health concern. Poor air quality generally poses a greater risk for people with asthma and other underlying health conditions. According to the Environmental Protection Agency (EPA), Hillsborough County and Florida, in general, are currently in attainment with the National Ambient Air Quality Standards (NAAQS). In 2021, Hillsborough County experienced 74% of its days with a **Good** [Air Quality Index](#) score. The EPC operates 30 air monitors and 12 special purpose monitors that report Carbon Monoxide, Lead, Nitrogen Oxide, Ozone and Particulate Matter levels. **The average 2020 readings for ozone, nitrogen dioxide, sulfur dioxide, and particulate matter (PM) 2.5 all rated “good” on the Air Quality Index (AQI) scale. The average readings for PM10 rated “moderate” on the AQI scale.** The highest 1-hour average recorded for PM10 was 61.1 in early July, which is rated “unhealthy” on the AQI scale and was likely due to fireworks, of which PM10 is a notable pollutant.

Data reported in 2019 by the Florida Department of Health show that 8.9% of the adults in Hillsborough County have asthma, which is higher than the state average of 7.4%. The percentage of adults with diabetes is 10.9%, which is less than the state average of 11.7% for the same time period.

The 2021 [Hillsborough County Health Rankings](#) reports that 26% of adults in Hillsborough County are obese, which is marginally less than the state average of 27%. In 2019, however, the Florida Department of Health reported that 30% of adults in the county are obese. Taken together, it is likely that between one-quarter to one-third of adults live with this condition. Despite this status, Hillsborough County is reported to have a generally low percentage of adults with cardiovascular diseases. According to the Florida Health Heart Diseases Reports, as of 2019, only 4% of the people in the county have angina or coronary heart disease and 3.5% of adults have had a heart attack. The overall [Heart Disease Death Rate](#) is also low in Hillsborough County in comparison with some of the peer counties across Florida.

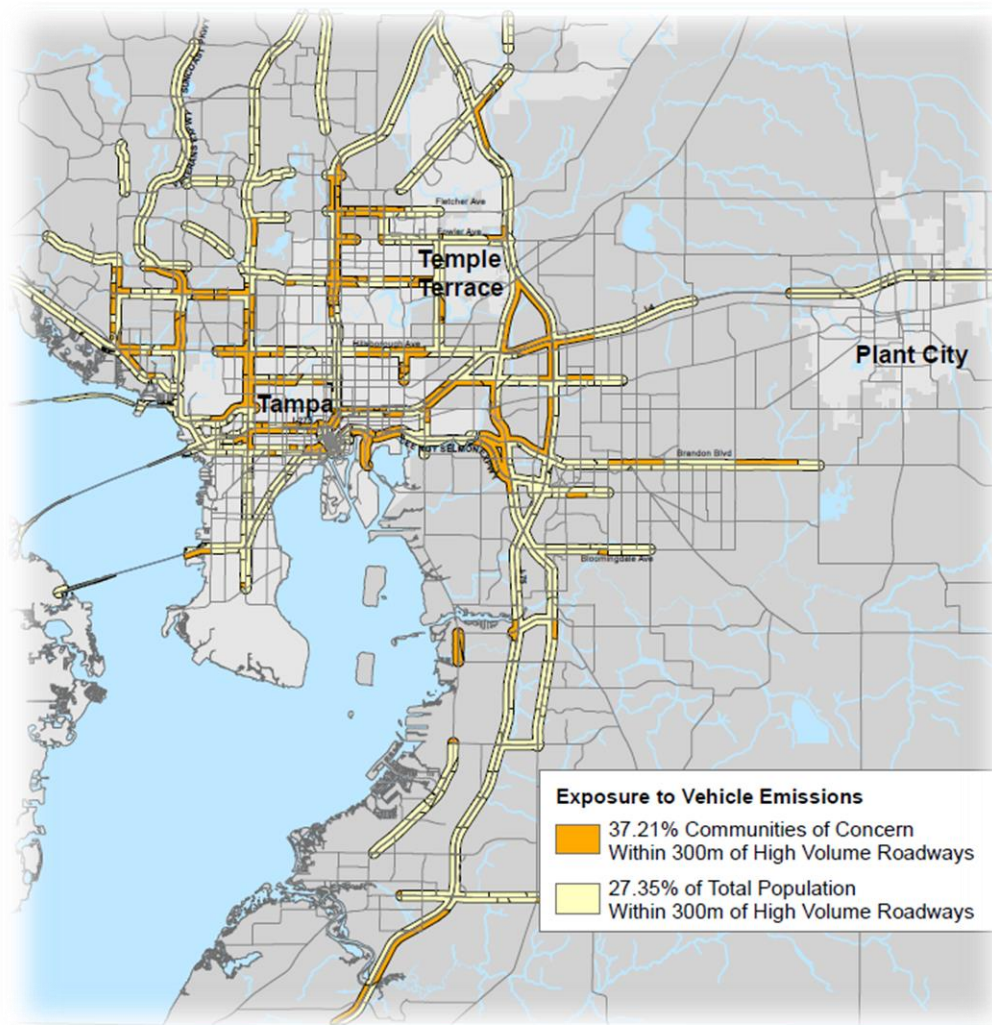


Figure 6: Exposure to Vehicle Emissions

In Hillsborough County, more than one-quarter of the population lives in close proximity (within 300m) to a high-volume roadway that has greater than 30,000 vehicles per day as shown in Figure 2. Those living in a Community of Concern are even more likely to live near these roads and as a result, vehicular air pollution. Between 2018 and 2021, there were 10 fewer miles of high-volume roadways across Hillsborough County. Despite the VMT reduction, decreasing in the past few years, the percentage of the total population living within 300m has increased by nearly 7% and the percentage of the Communities of Concern population increased by 14%. More research is needed to fully understand the causes behind this significant increase.

Recently there has been a shift towards electric vehicles in the county. Increased use of electric vehicles is a promising development which may help to reduce vehicular air emissions. Despite alternative fuels gaining in popularity, increases in VMT and traffic congestion may threaten to offset emissions savings that could be gained from electric vehicles. The Florida Department of Motor Vehicles reported that Hillsborough County had almost 7000 Electric Vehicle registrations in the second quarter of 2021 and is anticipated to increase in the coming years.

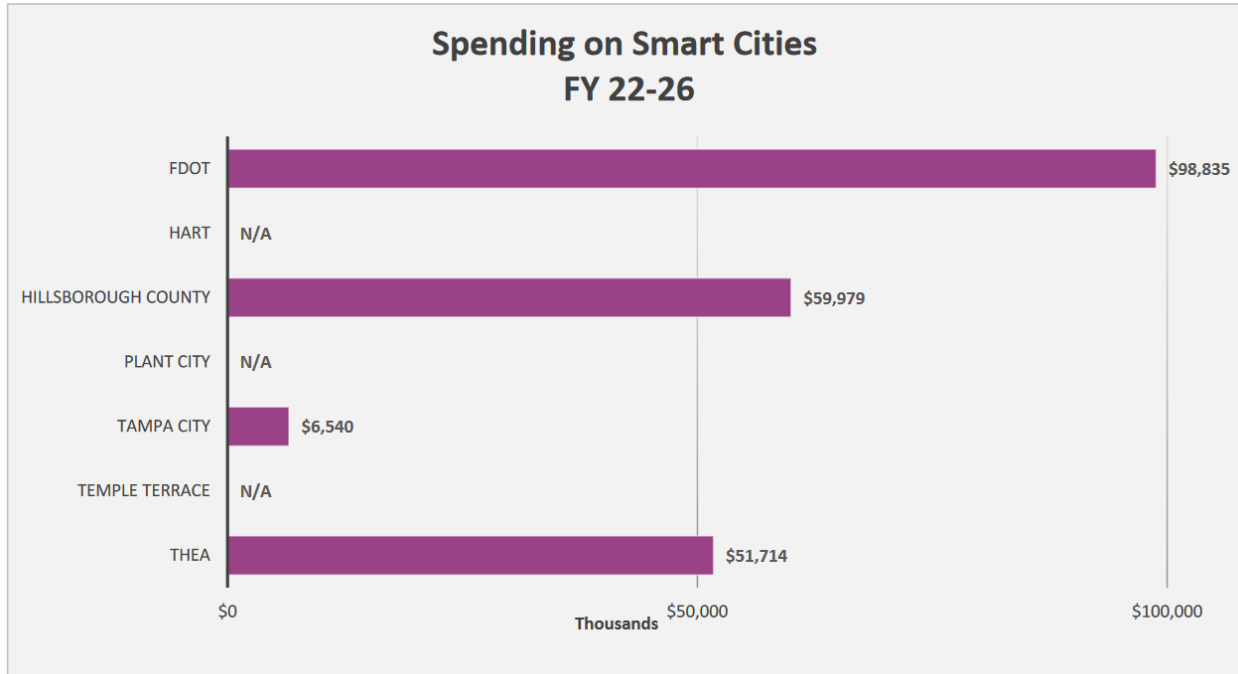


HART recently launched a pilot program for the HART Smart AV Shuttle, which is a fully autonomous vehicle that serves three stops Armature Works, Water Works Park and Straz Center in partnership with the Florida Department of Transportation (FDOT), operated by Beep Inc. This is a positive step towards Smart Mobility by providing innovative transportation solutions.

SPENDING ON SMART CITIES

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

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



(Budget Summary Requested from Capital Improvement Plan for the Jurisdictions)

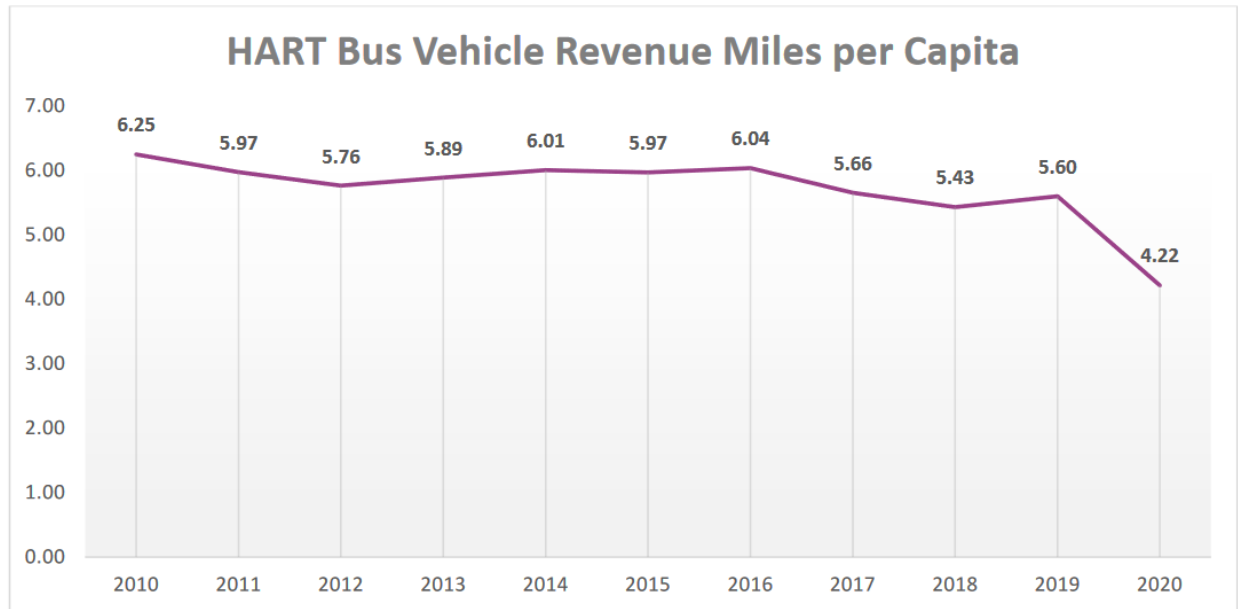
Figure 7: Spending on Smart Cities FY 2022 - 26

Real Choices When Not Driving

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

TRANSIT SERVICE

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



Source: [Federal Transit Administration Monthly Module Adjusted Data Release](#)

Figure 8: HART Bus Vehicle Revenue Miles Per Capita

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

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

HART	FY17	FY18	FY19	FY20
Ridership**	13,402,701	12,137,339	13,162,491	9,205,278
On time Performance	81.50%	83.10%	75.86%	75.32%
Passengers per Revenue Hour	20.49	19.52	19.69	15.05

Source :HART Data

Figure 9: HART Transit Performance 2018 - 2020

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

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

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

NON-MOTORIZED TRAVEL

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

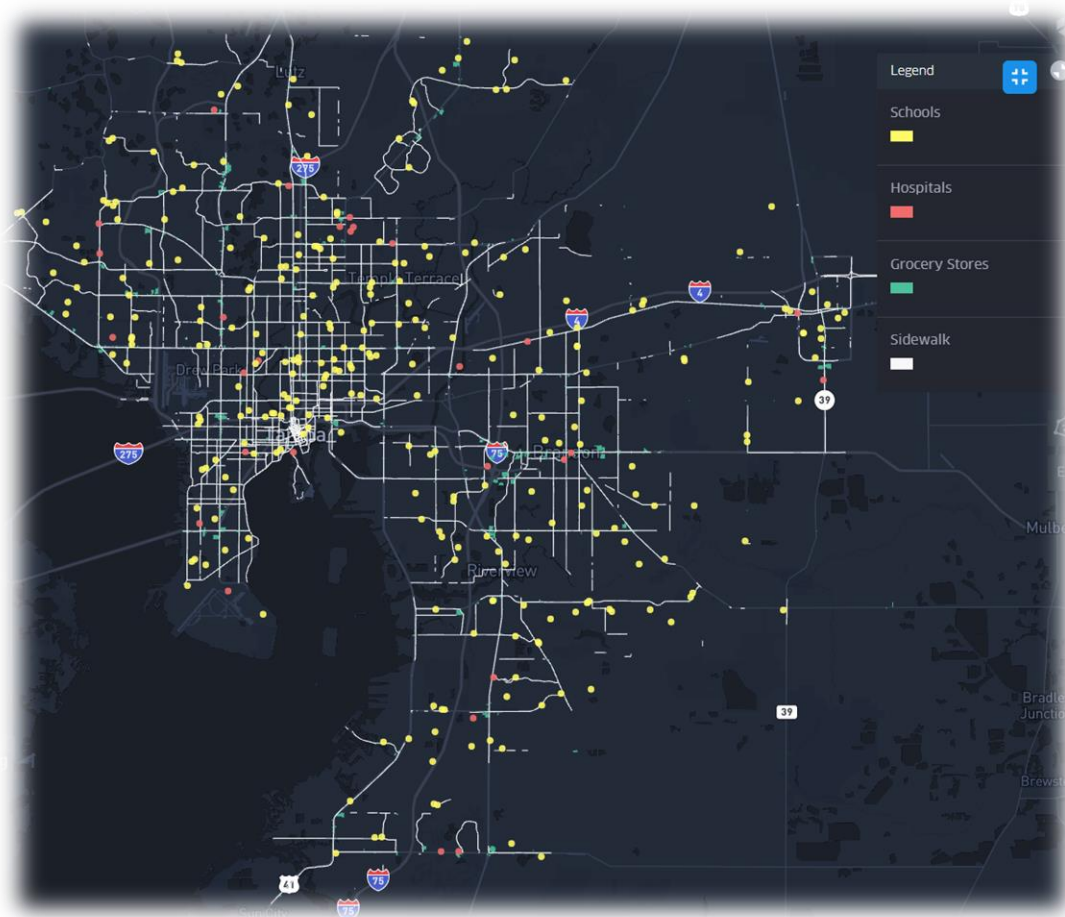


Figure 10: Accessibility to Places of Interest

LEVEL OF TRAFFIC STRESS

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

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

SPENDING ON REAL CHOICES WHEN NOT DRIVING

Investments in multimodal options will help build a connected network of trails, multi-use paths, transit, and paratransit services for the transportation disadvantaged. [\\$635 million](#) will be invested by all the

jurisdictions on approximately 80% of the roads, build over 150 miles of trails, and improve transit and paratransit services.

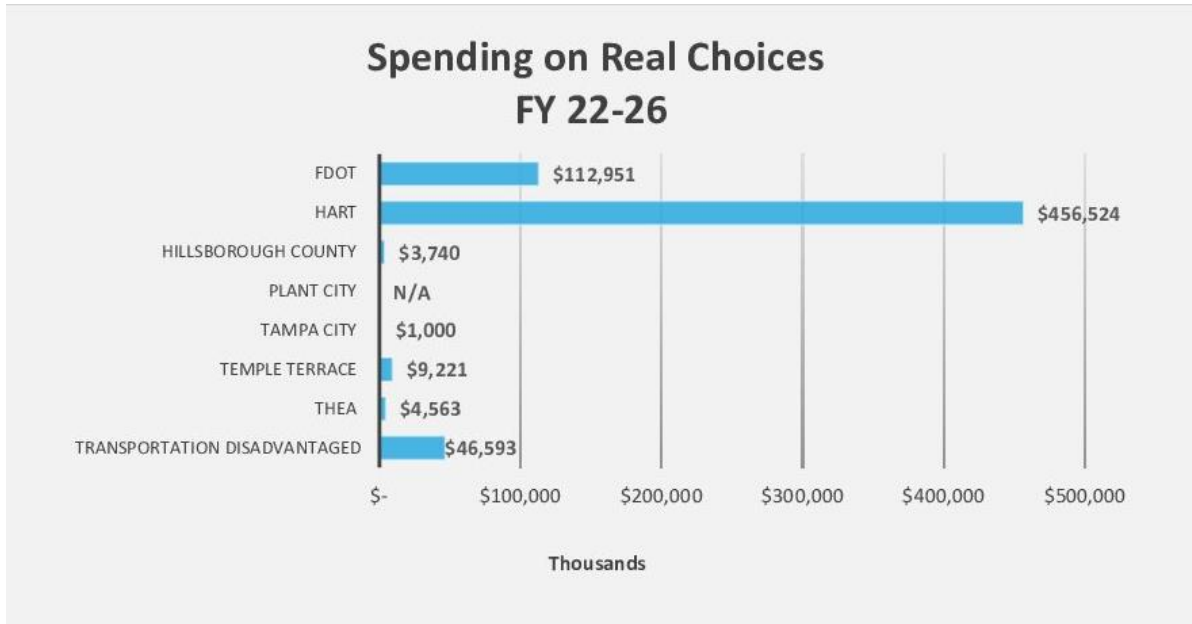


Figure 11: Spending on Real Choices FY 2022- 26

Performance Based Planning and Programming

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

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

One of the main objectives of the performance-based planning process is to report the current state of the transportation system and compare it with the target. This is achieved through the State of the System

report. The 2021 State of the System report is a representation of how the Hillsborough County has been performing in the last three years. In the upcoming reports, which will be updated frequently, there will be a focus on the measures that require immediate attention as part of the TPO's plan to maintain the goals and vision of the county. This helps to keep the regional planning partners involved in our plans and allows decision-makers to make informed decisions and channel the investments towards projects that have been identified in our transportation plan.