



# Hillsborough TPO Transportation Planning Organization

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## Meeting of the Policy Committee

**Wednesday, September 14, 2022, 8:30 AM**  
**Hillsborough County Center, 601 E. Kennedy Blvd., 26<sup>th</sup> Floor**

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. Presenters, audience, and members in exceptional circumstances may participate remotely.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#). The agenda packet, presentations, and any supplemental materials are posted on the [TPO's online calendar](#).

### Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up [here](#) or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue and unmute you when the chair calls on you. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 5pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to [tpo@plancom.org](mailto:tpo@plancom.org)
- by visiting the event posted on the [Facebook page](#).

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

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

## Agenda

- I. **Call to Order & [Pledge of Allegiance](#)**
- II. **Roll Call, Declaration of Quorum, Welcome of Other TPO Board Members** (Gail Reese, TPO Staff)
  - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. **[Approval of Minutes: August 10, 2022](#)**

**IV. Public Comment** – 3 minutes per speaker, for a maximum of 30 minutes.

**V. Status Reports**

- A. Florida Electric Vehicle Plan (April Combs, FDOT Office of Policy Planning)
- B. Westshore Interchange Pedestrian and Trail Connections (MaryLou Godfrey, FDOT District 7)
- C. Transportation System Sales Surtax - Planning Portion (Beth Alden, TPO Director)

**VI. Old & New Business**

**VII. Adjournment**

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o [barberj@plancom.org](mailto:barberj@plancom.org), tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION  
POLICY COMMITTEE  
MEETING, AUGUST 10, 2022  
DRAFT MINUTES**

**I. CALL TO ORDER, PLEDGE OF ALLEGIANCE** *(Timestamp 0:09:44)*

Chair Kemp, called the meeting to order at 8:36 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, Councilmember Guido Maniscalco, Commissioner Kimberly Overman, Charles Klug

The following members were present virtually: Commissioner Mariella Smith

The following members were Excused/Absent: None

Welcome to other TPO Board Members present: None

A quorum was met in person.

**A. Vote of Consent for Remote Member Participation** *(Timestamp 0:10:40)*

**Chair Kemp sought a motion to approve remote participation for virtual committee members. Commissioner Overman so moved, seconded by Councilmember Maniscalco. Voice vote, the motion passes unanimously.**

**III. PUBLIC COMMENT** *(Timestamp 0:11:10)* – 3 minutes per speaker to a maximum of 30 minutes.

- Ronald Weaver – Asked if the TPO Policy Committee has any information on what the State Legislative body deciding on the spending for the transportation tax collected and being returned to Hillsborough County on September 1, 2022 will recommend. Whether it will be a holistic approach and those monies can be put in the right directions for roads, buses, rail, etc.

At this time, there is no information available, the TPO and BOCC are concerned and watching closely.

**IV. APPROVAL OF MINUTES** *(Timestamp 0:12:48)* – May 11, 2022

**Chair Kemp sought a motion to approve the meeting minutes from May 11, 2022. Councilmember Maniscalco so moved, seconded by Commissioner Cohen. Voice vote; motion passes unanimously.**

## V. ACTION ITEMS

### A. Storm Evacuation and Shelter-in-Place Study Final Report (Karen Kiselewski, Cambridge Systematics) (Timestamp 0:13:12)

- Go over the background of the study and evacuation zones in Hillsborough County
- Review of study overview – what can we do to improve evacuation during emergencies without widening roads. Used polling and other surveys. Identified strategies and evaluated. Conducted another survey to see how the public felt about the strategies. Came up with recommendations.
- Issues, Key Themes – storm uncertainty; traffic congestion; being with family, friends, and pets; access to transportation and access to jobs.
- Issues Identified – congestion, transportation operations, transit operations, event-related communications, behaviors affecting evacuation and sheltering in place.
  - Identified top ten highway and arterial hotspots occurring during evacuation.
  - Reviewed on map.
- Strategies Tested with TIME
  - Reversible lanes, phased evacuations, traffic signal coordination, emergency shoulder use, enhanced communications, and hotspot location improvements.
  - Modeling done on Intersection/interchange (minor enhancements) yielded no change in evacuation time; emergency shoulder use also had no change; communications resulted in people evacuating earlier and led to a faster evacuation.
  - Traffic signal coordination ranked the highest; message signs were well received as long as they don't become debris.
- Recommendations – did not find a “silver bullet” to improve emergency evacuations.
  - Roadway improvements (TPO and FDOT), transit/paratransit (HART, Sunshine Line), communications (TPO, EM coordination, all county agencies), education (EM with TPO support), equity (TPO, HART, Sunshine Line), evacuation/sheltering (County EM).
- Next Steps – utilize multiple strategies including addressing hotspots, using dynamic message signs, performing studies on transit service and coverage needs, and targeted messaging

**Presentation:** [Storm Evacuation Forecast & Shelter-in-place](#)

**Report:** [Final Report](#)

**Study Fact Sheet:** [Evacuation Route Study Project Info Fact Sheet](#)

**Recommendation:** Approve the draft report and forward it to the TPO Board for approval.

#### Discussion:

There was discussion about areas at risk that are vulnerable to wind damage that are not mobile homes and how that would impact shelter availability. The shelter availability versus where evacuation zones are, the area with the highest amount of evacuation has the least amount of shelters. It was questioned if additional shelters would be needed. That was not a part of this study, but another study is being conducted on that. Many people do not go to shelters, and that is where the I-75 and I-4 highway congestion comes into play. It was noted that having something where people can put in their address and find the available shelters without using the pinch points. There is a lot of old housing in the center of the city that is vulnerable to wind. There are a

lot of people that are now in evacuation zones that weren't a year or two ago. It was asked how a report like this gets into the hands of the agencies that are responsible for implementing the plans. Emergency Management staff was engaged in this study. It is recognized that coordination and communication are as effective as facility changes. The agencies are being followed up with. It was recommended that Pinellas and other surrounding areas are talked to as well as there will be an influx of people from the west. It was noted that a quarter of the county population lives in Zone C, and they are to evacuate in a Category 3 storm. In addition to the emergency management plans, the Comp Plan and density in coastal high-hazard areas need to be considered and need to be careful adding to the challenge in that respect. It was asked if the evacuees from other counties coming into the Hillsborough shelters and systems and whether or not the Gandy Expansion was taken into consideration as well. Yes, the influx of other counties was taken into consideration, but the Gandy Extension was not. It was noted that the purpose of the study was to see if there are transportation recommendations; it was surprising that increased capacity did not make a difference in clearing areas but the timing of when people decided to leave did. It was noted that in 2004, a lot of people did not evacuate due to pets. Today, there are many more shelters that take pets. Sheltering in place is a big message to bring to residents. At one time, there was a state initiative to put shelters going north on the interstates for storm purposes, the status of this is not known. Wind and flooding are a challenge, but another significant challenge is the loss of power, which should be a consideration. It was also brought up that as we move to EVs, as long as the vehicle is charged, fuel is not an issue but charging stations may be. There is also a benefit to ferry service as they can be put away and protected during a storm but can be used to supplement travel recovery post-storm. Communications and knowing where to go are critically important; it was recommended to have a place on the Emergency Management site to find the correct shelter before evacuating.

**Councilmember Maniscalco moved to accept the report, seconded by Commissioner Overman. Roll call vote, the motion passes 7 – 0.**

## VI. STATUS UPDATE

### A. 56<sup>th</sup>/50<sup>th</sup> Street Corridor Planning Study (Jennifer Musselman, Kittelson & Associates, Inc.) (Timestamp 0:58:20)

- Review the study corridor.
- Milestones: deliverables and public engagement process.
- Purpose of the study – Target Zero
- Issues and Opportunities
  - Existing transit conditions – some of HART’s most robust service
  - Safety concerns – high crash corridor
  - Review of how the corridor is service drivers
  - Went over who lives and travels the corridor
- Public Engagement
- Project Advisory Group, Stakeholder Interviews, 12/14/21 Public Meeting

○ Safety	○ Bike/Ped
○ Transit	○ Land Use

- Showed potential intersection changes – specific examples on Hillsborough Avenue and Sligh Avenue
- Showed potential section changes – 4 options

○ Two-Way separated bike lanes maintain curb	○ 12' Widewalk separated
○ One-way separated bike lanes w/ wider sidewalk	○ 12' Widewalk

- Review of segment operations analysis – six-lane and four-lane typical segments, the feasibility of changing
- Next Steps
  - TPO Committees and Board - now
  - Meet with the public – August 2022
  - Select final alternative – Summer 2022
  - Corridor Development Plan – final PAG Meeting, Fall 2022

**Presentation:** [56th and 50th Street Corridor Planning Study Presentation](#)

**Website:** [56th and 50th Street Corridor Planning Study](#)

**Discussion:**

It was noted that this corridor is wide open and easy to speed, visibility can be challenging in several areas, and it can be tough to navigate. This is a road heavily traveled and deserves attention. It was stated that the average speed currently is unacceptable. It was asked what local funds would be needed to move the project forward. Waiting to pick the preferred alternative to put funding to the project. It can be broken into pieces and FDOT is working with resurfacing projects to move some of the improvements forward, and FDOT is also putting projects into the Work Program. If local funding were put in, the improvements would be able to be completed faster. It was noted that the LOS E is at ramps which are not where traffic moves along. This area needs to be pedestrian friendly. This corridor needs to have bike/ped facilities separated from cars and have it encourage people to bike/ped in the area and use it for transportation instead of cars. It was also noted that shade should be considered.

**B. HART FY 2023 Budget** (Loretta Kirk, HART) – Deferred

**C. Transportation System Sales Surtax – Planning Portion** (Beth Alden, TPO Director) - Deferred

**VII. OLD & NEW BUSINESS** (*Timestamp 1:25:52*)

- **None at this time**

**VIII. ADJOURNMENT** – The meeting adjourned at 9:53 AM

**The recording of this meeting can be viewed at:**

<https://www.youtube.com/c/HillsboroughCountyMeetings/videos>



# Hillsborough TPO

## Transportation Planning Organization

### Board & Committee Agenda Item

**Agenda Item:**

Florida Electric Vehicle Plan

**Presenter:**

April Combs, FDOT Office of Policy Planning

**Summary:**

The Florida Department of Transportation is preparing an Electric Vehicle Charging Investment Plan. The Plan is the framework for how the Department plans to implement the [National Electric Vehicle Infrastructure \(NEVI\) Program](#). Over the life of the five-year program the Department is estimated to receive \$198 million to address EV charging needs for passenger vehicles and light duty trucks. Funds may be used to purchase and install EV charging infrastructure, operating expenses, purchase and installation of traffic control devices located in the right-of-way, on-premises signage, development activities, and mapping and analysis activities.

**Recommended Action:**

None, for information only

**Prepared By:**

Connor MacDonald, Hillsborough TPO

**Attachments:**

[FDOT EV Infrastructure Master Plan Presentation](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Westshore Interchange Pedestrian and Trail Connections

### Presenter

Mary Lou Godfrey, FDOT District 7

### Summary

FDOT's representative will provide an update on the aesthetic improvements that will be constructed as part of the Westshore Area Interchange (I-275/SR 60) portion of Tampa Bay Next. Tampa Bay Next is a program to modernize Tampa Bay's transportation infrastructure. The program has a new approach to how FDOT engages with the public, focusing on genuine two-way dialogue that allows input from the community to be incorporated into projects where feasible. Interstate modernization projects incorporate additional elements such as opportunities to add bicycle and pedestrian facilities, aesthetic treatments, transit accommodations, and reconnecting streets where possible. Landscaping will be a separate project that will be conducted after construction is completed for the referenced projects.

### Recommended Action

None, for information only

### Prepared By

Lisa K. Silva, AICP, PLA

### Attachments

None



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Transportation System Sales Surtax – Planning Portion

### Presenter:

Beth Alden, TPO Director

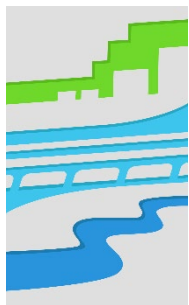
### Summary:

One-half of one percent of the proceeds of the transportation system sales surtax which will be considered by the county’s voters in November is set aside for “Planning & Development” tasks to be conducted by the TPO.

The set-aside is described in Section 4(c) of the [ordinance adopted by the Board of County Commissioners in April](#). Further, section 4(d) of the ordinance proscribes a review of the surtax fund allocations every five years following the update of the TPO Long Range Transportation Plan.

Key language from the ordinance includes:

- *The Planning and Development Portion shall be expended by the MPO on planning and development purposes, including data collection, analysis, planning, and grant funding to assist the other Agencies in carrying out the projects on which such other Agencies will expend their distribution of the Surtax Proceeds.*
- *Additionally, the Planning and Development Portion shall be expended by the MPO, together with the Hillsborough County City-County Planning Commission, on the preparation of the transportation element of neighborhood and community plans in coordination with the County and the Municipalities.*
- *At least every five (5) years subsequent to the enactment of this Ordinance, the Board will review the distribution of the Surtax Proceeds as provided for in Section 4(A)-(C) of this Ordinance for consistency with the goals, policies, and performance measures of the Long Range Transportation Plan, as adopted and updated from time to time by the MPO*



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The TPO Board in 2019 approved a budget for the TPO’s use of the 2018 surtax funds’ Planning & Development set-aside (attached). The director will lead a discussion of the previous budget, differences in the current ordinance, and next steps for the TPO.

**Recommended Action:** Based on committee discussion

**Prepared By:** Beth Alden

**Attachments:** FY 19-20 UPWP Appendix J: County Charter  
Transportation Improvement Surtax FY 20 Budget

# APPENDIX J

## County Charter Transportation Improvement Surtax

### FY 20 Budget

DRAFT

The purpose of the surtax is to fund transportation improvements throughout Hillsborough County, including road and bridge improvements; the expansion of public transit options; fixing potholes; enhancing bus service; relieving rush hour bottlenecks; improving intersections; and making walking and biking safer. One percent of the surtax proceeds shall be expended by the MPO on planning and development purposes, including data collection, analysis, planning, and grant funding to assist the implementing agencies and the Independent Oversight Committee, as defined in Article 11 of the Hillsborough County Charter.

### [Charters in Fund 10903]

Character	FY 20 Amount	Comments
10 - Personnel	\$482,872	Based on: <ul style="list-style-type: none"> <li>• Transportation planning engineer</li> <li>• Community relations coordinator</li> <li>• Planning program &amp; grants coordinator</li> <li>• Community planner for shared mobility services</li> <li>• ¼ Deputy executive director</li> <li>• ¼ Administrative assistant</li> <li>• ¼ Accountant</li> </ul>
30 - Operating	\$2,372,128	Includes: <ul style="list-style-type: none"> <li>• Planning/engineering consultant services: planning-level feasibility studies, field reviews, transit service planning, etc. as requested by implementing agencies</li> <li>• Shared data platforms: development, subscriptions, data collection as needed, etc.</li> <li>• Production and distribution of public information materials such as reports, presentations, web pages, etc.</li> <li>• Administrative and overhead costs such as legal ads, postage, office supplies, printing, software, etc.</li> </ul>
60 - Equipment	\$5,000	<ul style="list-style-type: none"> <li>• Computers, servers, projectors etc. &gt; \$1,000</li> </ul>
	<b>\$2,860,000</b>	