



Truck Route Plan Technical Committee - Meeting #2 April 2, 2004

Meeting Minutes

I. Introductions

Mr. Bill McCall, Hillsborough County Planning & Growth Management, Transportation Division, opened the meeting with a quick summary of the handouts for the meeting and then asked for attendee introductions:

Phyllis Pacyna-Fleming, PGM
Stacy Williams, Communications
Dave Krug, Transportation Maintenance, PW
Scott Cottrell, Engineering Division, PW
Duane Jones, PGM
Ned Baier, PGM
Adam Gormly, County Attorney's Office
Waddah Farah, FDOT
Andrew Tyrell, FDOT
Danny Lamb, FDOT
Reggie Sanford, EPC
Calvin Thornton, City of Tampa

Peter Brett, Traffic Division, PW
Rick Cvarak, Real Estate
Peter Maass, FDOT
David Trent, Traffic Operations, PW
Scott Taylor, CTL Industries
Robert Williams, Fowler White
Dep. Steve Favors, HCSO
John C. Marsicano, HCSO
Carmen Rivas, HCSO
Cpl. Dan Lubinski, HCSO, District 1, University Area
Cpl. Mark Clark HCSO, District 4
Betsy Howard, PGM

II. Presentation by County Attorney's Office "Sunshine Law"

*Adam Gormly
Assistant County Attorney*

Adam Gormly, County Attorney's Office, gave a presentation on the requirements of the *Sunshine Law* as it relates to this Committee. Mr. Gormly explained this Committee is being formed to make a recommendation to the BOCC on the Truck Route Plan therefore the Committee is subject to the requirements of the *Sunshine Law*. Under the *Sunshine*, whenever the Committee is to meet, a reasonable notice is to be given so the public has an opportunity to attend and minutes of the meeting will have to be taken to memorialize what happens at each of these meetings.

The other limitation that this creates is any discussion between members of the Committee about a matter reasonably anticipated to come before the Committee needs to be in the *Sunshine*, which means it would have to be noticed with the opportunity for the

public to be present. For that reason, actually voting members of the Committee need to be better defined and he recommended that each participating department or agency designate only one person as a representative for the Committee. He also stressed that that doesn't prevent someone else from that department or agency making presentations to the Committee. He then suggested the first order of business would be to narrow the voting membership or come back with one designee from a department or agency at the next meeting.

Stacy Williams, Communications Department, made a point to be sure she is advised of any meetings of a subcommittee so she can properly notice the public. Ned Baier, PGM, stated the public is welcome to attend, but could not be a voting member.

Mr. McCall then asked Mr. Gormly if a set of bylaws should be drawn up for the Committee. Mr. Gormly advised it was not necessary, but permissible if the Committee wanted bylaws. There was a discussion regarding a quorum and was decided that as long as you have a majority vote, that was your quorum.

III. Committee Chairman

A. Request for New MPO Representative

Mr. McCall stated a new Chairman is needed because the previous chairman has resigned from the MPO. Mr. McCall contacted the MPO requesting a new representative from the MPO, but was told a new representative would not be designated until the previous position is filled. At Mr. McCall's request, a representative with experience in this area will be taken into consideration.

The Vice Chairman, Waddah Farah, stated the single representative from FDOT would be Andrew Tyrell as a voting member and the Vice Chairman.

Ned Baier then called for designations from each department/agency for a single, voting representative. Pete Brett nominated Scott Cottrell, County Engineer, from Public Works. Calvin Thornton identified himself as the voting representative from the City of Tampa.

Mr. Marsicano of the Sheriff's Office raised the issue of having only one representative from the Sheriff's Office. Originally, one representative from each of the four districts was designated by the Colonel because each district has separate issues due to bordering different counties. Mr. Gormly said it would not be an issue as long as there were no discussions outside of the Committee format due to the *Sunshine*. Mr. Marsicano deferred designation of a representative until the next meeting.

Mr. Danny Lamb, FDOT, raised the question of alternates if the voting member is unable to attend. Mr. Gormly advised the alternate may attend, but will not be able to vote.

Ms. Phyllis Pacyna-Fleming questioned the attendance of three representatives from PGM. Mr. Baier advised Mr. McCall would be the voting member for PGM.

Ms. Williams, Communications Department, stated she would attend the meetings in an advisory capacity, but not as a voting member.

B. Confirmation of Committee Chairman and Vice Chairman

Designation of a Chairman was deferred until a voting membership had been decided.

IV. Presentation by FDOT
“Goods Movement Study”

Daniel Lamb
District 7, FDOT

Mr. Danny Lamb, FDOT, gave a presentation regarding the FDOT Goods Movement Study. He presented FDOT has been conducting a *Regional Goods Study* intended to help promote more efficient and effective goods movement, and reduce some of the conflicts involving goods movement within the Tampa Bay region. This would establish an overall framework for ongoing goods movement planning in the Tampa Bay area with local MPOs and local governments.

The first step in the process is to identify major freight centers. FDOT has interviewed local planning agencies, economic development groups/commissions, MPOs, and trucking industries. The result of the interviews revealed a group of places which are said to be the economic engines for the entire region. These are identified as *Regional Freight Activity Centers* – major concentrations of industrial activity, warehouse activity and also major intermodal activities such as the Port. There are 30 Freight Activity Centers throughout the entire region with 12 in Hillsborough County and Hillsborough County being the largest.

The next step is to make them viable in terms of transportation. The State identified a series of strategic freight corridors which link broad parts of the State with the rest of the country. The primary corridors coming into Tampa Bay are I-75 and I-4. A total of seven corridors have been identified throughout the State. FDOT must first link to the statewide corridors and secondly link to the critical intermodal facilities: port, rail yards, etc. The designation of “Freight Mobility Corridors” allows freight activities centers which need interaction with each other to be linked. These corridors are not all truck routes, but are felt to be the most necessary to serve the economy of the Tampa Bay region and Hillsborough County. They connect the Activity Centers to each other and back to the major transportation facilities.

The Freight Mobility Corridors promote “freight-friendly” design criteria on these roadways and ensure they stay available for trucks. Freight-friendly design criteria does not restrict trucks, but is intended to attract trucks to that corridor. The criteria includes widening turning radii so trucks can easily make turns; longer left-turn ques and holding ques so trucks can easily make left turns, easily access the roadways, and synchronize traffic signals. The criteria also provides the most direct routes, looks at clearances, and looks at weight limits to make these routes more efficient for trucks. To do this, study

each of the corridors to determine the current conditions and what improvements are needed and see what they can do to get them into the work program. US 41 from Big Bend Road up to Hillsborough Avenue has been chosen to study.

The next step is to delegate a *Regional Freight Advisory Committee* consisting of several trucking firms, which have been active participants and very helpful identifying “hot spots”. FDOT will start with the Hillsborough MPO to set up an ongoing goods movement advisory team and goods movement planning process with a good reporting process to the MPO Board to make them aware of the where the goods movement issues are.

Mr. Ned Baier stated any traffic or truck count information that FDOT may have, in particular for south Hillsborough County, would be very valuable in updating the Truck Route Plan this year to see what the impacts the deleting of certain truck routes and the impact on another road or highway would be. Mr. Lamb advised special counts have been done and he will forward to Mr. McCall.

There was some discussion of updating the spreadsheet which was produced by Sprinkler Engineering in 1994. Mr. McCall indicated that was not possible since Sprinkler Engineering produced it and we do not have all the values necessary to update. He also stated updating the spreadsheet would be very costly.

Stacy Williams, Communications, stated we should be able to give the public the most recent information we have and an updated spreadsheet would help. Mr. Baier stated that Mr. McCall and himself met with Bernardo Garcia, Assistant County Administrator, and Mr. Garcia requested Mr. McCall get truck count information and accident data. Mr. Garcia believes those two pieces of data are the most critical to analyze the different routes. Mr. Baier also expressed we should look at land use and population changes for the county in the final report.

Mr. Farah stated that a points system would be the best way to set criteria for the truck routes. It would eliminate politics – the road is either in or out according the points system.

Reggie Sanford, EPC, asked if you plan to add or delete roads to the existing plan, do you plan on running modeling scenarios of those impacts showing where traffic would shift if you take a major road off the Plan? Where would the truck traffic shift now that that road has been deleted? Mr. Baier replied that modeling has not been discussed, but working with FDOT that is a possibility. He wasn't sure if FDOT did any modeling of impacts of trucks with their study. Mr. Lamb, FDOT, replied they did do “some”. He will check to see and get back with the Committee. Mr. Sanford then stated that if a road is deleted from the current plan, the truck traffic has to be redistributed so someone is going to incur greater impact from that redistribution. Ms. Williams suggested doing a survey of the trucking industry requesting if a particular road was deleted, where would they go?

Mr. McCall then stated he doesn't believe that modeling will necessarily show where the truck traffic is going to go. He stated the trucks have to be distributed by some other means like OND studies, which are very difficult to do also. Mr. Lamb stated the MPO does have the FDOT's model and it does model truck trips right now, but he would like to check to be sure it responds to truck restricted routes. Mr. Baier stated he believes the MPO model restricts its study to the interstate system and major highways, and it may not pick up all the county roads that we need to analyze. Mr. McCall then stated that with some turning movement counts and maybe some interviews with some of the trucking companies, it would be possible to distribute the traffic by a means other than using models that would maybe be more accurate than a model.

V. Discussion of "Regulated Trucks"
"April 13th Staff Report to the BOCC"

Bill McCall
PGM / Transportation Division

Mr. McCall stated the staff report distributed to the Committee is not the Truck Route Plan, simply a report to be presented to the Board on April 13th. The report simply states what kind of trucks the County will regulate. The Committee is going to recommend changes to the Truck Route Resolution which would require trucks to go to the closest truck route after leaving their place of origin. Mr. McCall presented four different ways to regular trucks:

1. The first is by the number of axles, which is the current method. Three or more axles, you are a truck. That is the easiest way to regulate trucks for enforcement by Deputies.
2. The second is by gross vehicle weight. Gross vehicle weight, not gross truck weight, would include cars, school buses, or any vehicle. If you overloaded a car past the weight limit, it would exceed a weight limit and be given a ticket the same as a truck.
3. The third is by load carrying capacity. A one-ton truck is a truck that has the capacity to carry a one-ton load, that's 2,000 pounds. The only way you will know the capacity of a truck is by reading the manufacturer's specifications or search the truck to find the ID tag which shows the capacity.
4. The fourth is by silhouettes. The FHWA's "FHWA Classification Scheme F" which shows pictures of the different Class Groups. Some agencies say everything Class Group 5 through 15 is subject to county regulations, but it would have to include flatbeds, straight truck, and panel trucks which aren't shown in the Classification Scheme.

Ms. Fleming made the suggestion of requiring tags on the trucks so they would be easily recognizable by the Deputies, but Mr. McCall stated that would have to be a national program, not local, because we have out-of-state trucks that travel our roadways.

Mr. Baier asked a representative of the Sheriff's Office to speak on the issue of truck axles. Corporal Mark Clark, HCSO, explained they are not concerned about three axles and up, but it is the smaller trucks that seem to be causing the problems. Mr. McCall explained the majority of citizens' complaints are the regulation of smaller trucks. Citizens want to keep smaller trucks out of neighborhoods. Cpl Clark expressed that getting more restrictive under the three axles will be very difficult.

Calvin Thornton, City of Tampa, explained the City of Tampa is just beginning to address trucks. He stated the roads in the city are narrower, but the City gets similar complaints. The City takes the approach that if a truck is seen violating truck restrictions, the trucking company is sent a letter advising they need to stick to a particular truck route.

David Krug, Public Works, asked if a truck makes a delivery on a road marked "No Through Trucks over Two Axles" and continues on that road to the nearest truck route, will he be considered a "through truck." Mr. McCall explained that his destination now becomes his point of origin, so he is not considered a "through truck."

Scott Cottrell, Public Works, stated silhouettes work best for posted bridges so they would probably be the best option elsewhere. He also stated he believes three axles are where the Committee should start.

VI. Committee Members' Matters of Interest

None.

VII. Citizen Input

Robert Williams, Fowler White, expressed his appreciation for the ability to attend the meetings. He also stated the trucking industry is very interested in the process and having their viewpoints taken into consideration.

Ms. Williams asked Mr. Williams is there is an association that may be contacted regarding the surveying process. Mr. Williams explained there is a Florida Trucking Association which is very active in this area and they have been contacted regarding the update. He will supply the names and addresses for our information.

The attendees then decided on the date and time of the next meeting. A tentative date of April 30 at 9:30 was decided.