



# Hillsborough TPO

## Transportation Planning Organization

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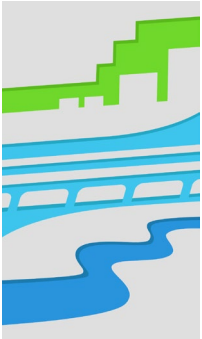
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**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

## Meeting of the Intelligent Transportation Systems Committee

Thursday, July 6, 2023, 1:30 p.m.

County Center, 18<sup>th</sup> Floor – Plan Hillsborough Committee Room

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

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- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Priya Nagaraj at 813-310-9709.
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.

### Rules of engagement:

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

## Agenda

### I. Call to Order and Introductions

### II. Roll Call & Declaration of Quorum (Gail Reese, TPO Staff)

#### A. Vote of Consent for Remote Member Participation – *if applicable*

### III. Public Comment - 3 minutes per speaker, please

### IV. Review and Approval of Minutes

#### A. April 6, 2023, Approval of Meeting Minutes

### V. Action Item

- A. Hillsborough Electric Vehicle Infrastructure Plan (EVIP)  
(Connor MacDonald, TPO Staff)
- B. Memorandum of Understanding on Creating of Tampa Bay MPO  
(Elizabeth Watkins, TPO Staff)
- C. Election of Officers – Vice Chair of the ITS Committee (Vishaka Shiva Raman)

### VI. Status Reports

#### A. Hillsborough County Transportation Design Manual Update (HC Staff)

- B. [Connected and Automated Vehicle \(CAV\) Technologies Supporting Integrated Corridor Management \(ICM\) in Hillsborough County, FDOT, District 7 \(FDOT Rep\)](#)

## **VII. Old Business & New Business**

- A. [2050 Plan Needs Assessment for Congestion Management and Crash Mitigation - deferred from April 6, 2023 meeting](#)

## **VIII. Adjournment**

## **IX. Addendum**

- A. [TPO Meeting Summary & Committee Report](#)
- B. [Polk County SunRail Virtual Public Workshop Announcement](#)
- C. [Polk County SunRail Virtual Public Workshop Summary](#)
- D. [Governor DeSantis Champions Transportation Infrastructure Through Framework for Freedom Budget](#)

*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 Connor MacDonald, (813) 582-7351 o [macdonaldc@plancom.org](mailto:macdonaldc@plancom.org), tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.*

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**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE  
HYBRID MEETING OF APRIL 6, 2023**

**I. CALL TO ORDER**

Margaret Kubilins called the meeting to order at 1:33 PM

**Members Present In-Person:** Margaret Kubilins, Bob Campbell, Brian McCarthy, Pauline Castillo, Dexter Corbin, Jeff Sims, Achilleas Kourtellis

**Members Present Virtually:** Nick An, Judith Villegas, Edward Albritton

**Members Absent/Excused:** None

**Others Present:** Vishaka Shiva Raman, Greg Colangelo, Priya Nagaraj, Roger Matthie, Connor MacDonald, Cheryl Wilkening (TPO Staff); Bryan Zayas (Hillsborough County, Future Member); Cara Woods Serra (Tampa Bay Regional Planning Council);

*(Timestamp 0:01:17)* **An in-person quorum was met. The voice vote passed unanimously.**

**II. PUBLIC COMMENT** *(Timestamp 0:03:24)* – None at this time

**III. REVIEW AND APPROVAL OF MINUTES** – January 5, 2023, Meeting Minutes. *(Timestamp 0:00:00)*  
No comments or changes at this time.

**Pauline Castillo moved to approve the January 5, 2023 minutes, seconded by Achilleas Kourtellis. Voice vote, motion passes unanimously.**

**IV. Action Items**

**A. TIP Amendment: West Boy Scout Blvd & US 301 Traffic Signalization and Intersection Improvements** (Johnny Wong, TPO Staff) *(Timestamp 0:06:04)*

- Reviewed project summaries.
  - Secure federal authorization from FHWA.
  - Went over project improvements. W Boy Scout Blvd. is the top priority in the TIP priority list. Initially put on the TIP as a signal project, was reevaluated as a major safety project.
  - The improvements on US 301 were reviewed and safety implications were noted. Will align trails as well.
  - Looked at financial breakdowns. All construction will be completed in FY24.
- Went over Public Outreach of this amendment.
- TAC did not have a quorum to approve but had positive comments. CAC did not approve due to a lack of design documents.

**Recommended Action: Approve the FY 22/23 TIP Amendment: W Boy Scout Blvd & US 301 Traffic Signalization and Intersection Improvements.**

[TIP Amendment: W Boy Scout Blvd & US 301 Traffic Signalization and Intersection Improvements - Plan Hillsborough](#)

**Discussion:**

It was asked when construction will start once approved by the TPO Board; in FY24. It was asked if Lois signals will be coordinated as well; yes. The fire station signalization was noted and how that would be coordinated as well. Fire pre-emption will be prioritized, and the area will be flushed for the fire truck to move out. It was questioned why the signal was preferred over a roundabout on US 301. It was put through the screening process and the signal was chosen.

**Bob Campbell moved to approve the FY 22/23 TIP Amendment; seconded by Brian McCarthy. The voice vote passes unanimously.**

**B. Performance Targets for Pavement & Bridge Condition and Travel Time Reliability (Connor MacDonald, TPO Staff) (Timestamp 0:14:46)**

- Went over the background and due date of June 14, 2023.
- Review of pavement and bridge condition evaluations
  - Pavement and bridge performance measures
  - Data used to calculate pavement and bridge conditions.
  - Previous Board action was in 2018 – supported FDOT’s targets and submitted a letter asking D7 to continue to invest in pavement & bridge conditions in order to exceed the statewide target.
  - Looked at the proportion of lane miles by maintaining agency: 59% Hillsborough County, 20% City of Tampa, 3% Plant City, 1% Temple Terrace, 17% FDOT // Proportion of bridges by maintaining agency: 50% FDOT, 33% Hillsborough County, THEA 9%, City of Tampa 4%, Turnpike Authority 2%, Other 2%.
  - Went over Pavement and Bridge Condition Measures – meeting and/or exceeding in all areas.
  - TIP Projects to Improve Pavement and Bridge Condition – went over the projects.
- Travel Time Reliability system performance – went over what it means and how it is measured.
  - The TPO elected to establish its own targets in 2018 as reliability is trending downward across Hillsborough County and is projected to continue in the future.
  - Went over projects to improve reliability.

**Recommended Action: Approve supporting the statewide Pavement & Bridge Condition Targets; transmit letter to FDOT requesting that NHS pavements & bridges continue to be maintained in a condition exceeding the statewide target; approve establishing the Hillsborough-specific Travel Time Reliability Targets.**

### Discussion:

It was asked if there were any additional or replacement measures for the Travel Time Reliability. No, the measures noted are required of MPOs so none are being added. The county targets have been chosen over the state targets. The anomalies noted from the pandemic, what is the prediction since the pandemic has passed? The data from the time of the pandemic is unreliable so the targets are being set based on 2022 measures. Clarification was asked about why the county interstate trends are going down while the state trend is going up. The data is pulled from a platform used by the state in Tallahassee. There was discussion on the measurements and targets set due to the unreliability of the numbers from the pandemic time. There was a discussion on how vehicle occupancy played a part in the targets and trends.

**Margaret Kubilins moved to approve the; seconded by Brian McCarthy. The voice vote passes unanimously.**

## V. Status Update

### A. **Regional Resiliency Action Plan (RRAP)** (Cara Woods Serra, Tampa Bay Regional Planning Council) *(Timestamp 0:30:42)*

- This is the first resiliency action plan adopted for this region; adopted in November 2022
- Went over the TBRPC Mission Statement along with the Regional Resiliency Coalition county makeup and partners
- Action plan prioritizes regional planning; looked at the Overview of the plan; the action plan is voluntary for implementation
- Utilized regional expert input
- Review of the RRAP interest areas; established 10 regional goals

### Discussion:

It was asked if there is any funding for this; funding is from dues from member organizations. There was a discussion about how an organization could get on one of the committees. It was asked if there is any collaboration with inland counties; right now things are being done within the region, particularly for storm shelters. There was discussion around this being voluntary and public outreach. It was asked if any neighboring counties have started developing an EV infrastructure plan. The one being done in Hillsborough County may be a good jumping-off point. The state wide plan is also being used as a model.

### B. **Connected Vehicle Pilot Results** (Robert Frey, THEA) *(Timestamp 0:50:20)*

- Review of background – Phase 1-3: September 2015 to September 2020; Phase 4: September 2020 to September 2022 – partnered with vehicle manufacturers and some after-market.
- Went over CV pilot study area and use cases – CV apps developed to address real issues identified; based on understanding real-world deployment needs for increased public safety, added red light violation warning. Focused on the Downtown area.
  - Morning Backups
  - Wrong-Way Entry
  - Pedestrian Safety

- Transit Signal Priority
- Streetcar Conflicts
- Traffic Progression
- Over-the-Air Updates
- Looked at the near-real-time database and went over the dashboard.
- Reviewed the safety impact – 17 potential crashes were prevented; 21 potential pedestrian crashes were prevented; wrong-way drivers were warned; 19 warnings for red light violations were provided.
- Went over participant feedback from the pilot and concerns with technology.
- Review of Next Steps – looking at ways to continue to push into the connected vehicle technology and infrastructure.

**C. Hillsborough County Traffic Emergency Management Initiatives** (Bryan Zayas, Hillsborough County) *(Timestamp 1:19:25)*

- Went over the goals and scope for the Emergency Management for Hillsborough County along with the team in place
  - Looked at the assets in the scope of the plan: signals, signs, and support systems
  - Connected Vehicle Priority & Preemption (CVPPaaS); looked at a diagram of how this works
  - Power Outage Emergency Beacons (POEBs)
  - Post Storm Damage Assessment

**Discussion:**

It was asked if there has been live testing to see if drivers know what to do with the emergency management devices. Yes, there has been some live testing. There was discussion about other alternatives to the solar traffic light beacons along with having regional standards and infrastructure. Talked about testing results. It was asked if there is a specific vendor that is being used to install the TSB devices; Temple AI.

**D. 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation** (Vishaka Shiva Raman, TPO Staff) Deferred

**VI. OLD BUSINESS & NEW BUSINESS** *(Timestamp 2:01:39)*

- Next meeting, July 6, 2023.

**VII. ADJOURNMENT** – Meeting adjourned at 3:35 PM

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

[https://www.youtube.com/channel/UCsojHyZb\\_mkYIU3o32Tbg4w/videos](https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/videos)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Electric Vehicle Infrastructure Plan (EVIP)

### **Presenter:**

Connor MacDonald, TPO Staff

### **Summary:**

Framed by a growing demand for electric vehicles, and the recently passed Bipartisan Infrastructure Law (BIL) that will provide significant funding to the Florida Department of Transportation (FDOT) and local governments, the need for a local electric vehicle infrastructure plan has never been greater. The purposes of this plan are to identify locations where electric vehicle (EV) infrastructure is needed, provide a framework for prioritizing charging stations, and identifying opportunities within existing land development codes to encourage deployment.

This presentation will cover background information on electric vehicle charging, results from the existing conditions analysis and public engagement, and provide EV adoption scenarios to identify charging needs. Through this analysis, the presentation will cover the Plan's framework for prioritizing charging locations and provide policy recommendations for local jurisdictions.

### **Recommended Action:**

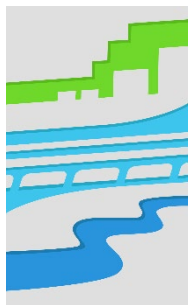
Approve the Electric Vehicle Infrastructure Plan (EVIP)

### **Prepared By:**

Connor MacDonald, TPO Staff

### **Attachments:**

Presentation can be found [here](#) beginning July 3rd.



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
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# Hillsborough TPO

## Transportation Planning Organization

### Board & Committee Agenda Item

#### **Agenda Item:**

Memorandum of Understanding on Creating a Tampa Bay MPO

#### **Presenter:**

Elizabeth Watkins, TPO Staff

#### **Summary:**

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

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

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

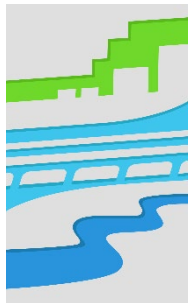
A survey will be available from July 5<sup>th</sup> through August 20<sup>th</sup> to solicit feedback from the public.

#### **Recommended Action:**

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

#### **Prepared By:**

Elizabeth Watkins, AICP, TPO Staff



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
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18<sup>th</sup> floor  
Tampa, FL, 33602



**Attachments:**

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

# **Creating a Tampa Bay Metropolitan Planning Organization**

## **Memorandum of Understanding**

### **Among**

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

### ***Updated Working Draft***

March 27, 2023

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

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

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

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

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

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

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

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

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

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

**ARTICLE 1. PURPOSE**

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

**ARTICLE 2. AGREEMENTS AND OBLIGATIONS OF THE PARTIES**

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

- F. The formation and certification of a new regional MPO will require the creation and adoption of multiple planning, development and policy documents for the region that are consistent with federal and state laws and regulations, including:
  - a. Apportionment Plan that describes to voting representation of the MPO's regional planning boundary and member local governments
  - b. Unified Planning Work Program (a two-year budget of planning activities)
  - c. Long Range Transportation Plan (20-25 year financially feasible plan for transportation)
  - d. Public Participation Plan (how it will involve the public in decision-making)
  - e. Transportation Improvement Program (a five-year work plan for transportation projects with funding by phase)
  - f. Congestion Management Process (a strategic means of evaluating the causes and strategies for improving traffic congestion)
  - g. Title VI process and Continuity of Operations Plan (addressing ADA complaints and emergency operations)
  - h. Interlocal agreements and/or staff services agreements with one or more host agencies (if the MPO is not fully independent), and interlocal agreements to receive funding and provide planning services to any number of local governments in the region.
- G. Those planning products shall reflect the work of the individual MPOs currently in place but will need to be substantially revised and restructured to reflect the new planning boundaries of the MPO as a truly regional entity covering the tri-county urban area.
- H. The MPOs in their current formation have demonstrated competent leadership and effectiveness in planning for countywide and local transportation needs and priorities in their respective planning areas, building trust and collaborative partnerships with local community stakeholders and land use planning agencies that will need to be sustained with the formation of a regional MPO. Therefore, the regional MPO will consider staff services agreements with the planning agency in each county to support outreach and engagement as well as coordination on land use, transportation operations and safety.
- I. As each existing MPO is currently hosted by another agency, the impacts to those agencies and their staffs should be considered; the interlocal agreements with those organizations will need to be updated. Those existing host agencies may present an opportunity for continuing long range transportation planning at a county or jurisdictional level.
- J. There will be substantial start-up costs to form a regional MPO based on case study examples elsewhere in the United States requiring funding to hire staff, secure office space, purchase equipment and produce necessary planning products and administrative documents.
- K. A regional MPO will need a recurring local funding source from member agencies or the host local government to develop a budget pay for staff salaries, planning activities, facilities and other related administration costs to augment federal and state funds that are paid on a quarterly reimbursement.

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

### **ARTICLE 3. TERM**

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

### **ARTICLE 4. TERMINATION**

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

### **ARTICLE 5. AMENDMENTS**

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

### **ARTICLE 6. NOTICES**

#### **If to Hillsborough TPO:**

Beth Alden  
601 E Kennedy Blvd, 18<sup>th</sup> Floor  
Tampa, FL 33602

#### **If to Pasco TPO:**

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

#### **If to Forward Pinellas:**

Whit Blanton  
310 Court Street, 2<sup>nd</sup> Floor  
Clearwater, FL 33756

### **ARTICLE 7. GOVERNING LAW, JURISDICTION AND VENUE**

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

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

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_

**Commissioner Gwen Myers, Chair**

**Date:** \_\_\_\_\_

**PASCO TRANSPORTATION PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_

**Councilmember Matthew Murphy, Chair**

**Date:** \_\_\_\_\_

**FORWARD PINELLAS**

**BY:** \_\_\_\_\_

**Commissioner Janet Long, Chair**

**Date:** \_\_\_\_\_



# Hillsborough TPO

## Transportation Planning Organization

### Board & Committee Agenda Item

#### Agenda Item

Election of Officer – Vice-Chair of ITS Committee

#### Presenter

Vishaka Shiva Raman, TPO staff

#### Summary

The ITS committee held its regular election during the January 2023 meeting. There is currently a vacancy-in-office for the position of Vice-Chair which will need to be filled by the TPO at its first regular meeting, with the officer so elected to serve the remainder of their predecessor's term in office.

The current ITS committee officers are:

- Chair - Margaret Kubilins
- Vice-Chair - Vacant
- Officer-at-large – Brian McCarthy

Members can nominate themselves or any other member to serve as an officer. No second is needed. Nominations continue until there are no further nominations for the position, and nominating for that position is then closed by the Chair. Each nomination is voted on individually until one member receives a majority of votes. If there is only one nomination, there is no need for a vote.

#### Recommended Action

Hold Election for the position of Vice-Chair of the ITS Committee

#### Prepared By

Vishaka Shiva Raman, TPO staff

#### Attachments

None.







# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Hillsborough County Transportation Design Manual Update

### Presenter:

Lawrence Josephson, Hillsborough County Public Works, Technical Services Division

### Summary:

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

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

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

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

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

### Recommended Action:

For discussion.

### Prepared By:

Gena Torres, TPO staff

### Attachments:

[Hillsborough County Transportation Design Manual](#)



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### Board & Committee Agenda Item

#### Agenda Item

Connected and Automated Vehicle (CAV) Technologies Supporting Integrated Corridor Management (ICM) in Hillsborough County, FDOT, D7

#### Presenter

FDOT Staff Representative

#### Summary

FDOT District 7 has three major construction projects in the Tampa Bay Region that deploy connected vehicle (CV) technologies to support integrated corridor management (ICM), vehicle-to-infrastructure communication, and real time information systems for improving safety and mobility. These projects are namely I-4 FRAME, City of Tampa ATMS and I-275 ICM.

The three projects will deploy the following technologies:

- I-4 FRAME: The I-4 Florida's Regional Advanced Mobility Elements (FRAME) project will deploy roadside units (RSUs), passive pedestrian detection systems, CCTVs, Bluetooth detectors, and blank out signs (BOS) for diversion routing; as well as vehicle detection systems to support automated traffic signal performance measures (ATSPM).
- City of Tampa ATMS: The City of Tampa Advanced Traffic Management Systems (ATMS) project will be replacing over 400 traffic signal cabinets and upgrading ITS systems within Tampa city limits. This will include installing 30+ RSUs.
- I-275 ICM: This project will be expanding the existing fiber optic network along seven (7) major corridors in Tampa and will deploy similar technologies as the I-4 FRAME.

This presentation will discuss the instrumentation, the data that will be gathered, the anticipated architecture (data flow), how the data will be utilized in real time and in planning for data-driven decision making.

#### Recommended Action

None, for information only.

#### Prepared By

Vishaka Shiva Raman, TPO staff

#### Attachments

None.



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

2050 Plan Needs Assessment for Congestion Management and Crash Mitigation

### **Presenter:**

Vishaka Shiva Raman, TPO Staff

### **Summary:**

Funding secured from the Federal Highway Administration's *Second Strategic Highway Research Program (SHRP2)* was used to develop a Project C11 tool to assist MPOs with transportation investment planning. The C11 is a post-processor sketch planning tool used to evaluate the economic, safety, and travel time reliability benefits of transportation improvement projects.

The TPO and its consultant are using the C11 tool to update the 2050 Long Range Transportation Plan Needs Assessment for Congestion Management and Crash Mitigation. Using outputs from the Tampa Bay Regional Planning Model (TBRPM), the C11 tool will apply a series of algorithms to forecast crashes, time of delay, and travel reliability on individual corridors across Hillsborough County through the year 2050. Safety and reliability needs will then be identified based on expected performance results from these analyses. A bundle of prospective safety and operational treatments will be applied to poorly performing corridors with respect to both crashes and/or reliability, which will demonstrate the benefits of transportation investments.



The TPO kicked off the Needs Assessment in January 2023 and staff coordinated with local government partners to identify potential treatments and corridors of interest. The cost of treatments needed to achieve a certain level of performance will be estimated and considered among other transportation investments during the 2050 Plan development. The final draft will be presented to the TPO committees and the Board in August for approval.

### **Recommended Action:**

None. For information only.

### **Prepared By:**

Vishaka Shiva Raman, TPO Staff

### **Attachment:**

[Presentation slides](#)

Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD**  
**HYBRID MEETING MAY 10, 2023**  
**DRAFT MINUTES**

**I. Call to Order, Pledge of Allegiance** *(Timestamp 0:05:38)*

Chair Myers called the meeting to order at 9:00 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

**II. Roll Call** *(Gail Reese, TPO Staff) (Timestamp 0:00:00)*

The following members were present in person: Commissioner Gwen Myers, Councilmember Gil Schisler, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Harry Cohen, Councilmember Alan Clendenin, Councilmember Guido Maniscalco, Mayor Nate Kilton, Charles Klug, Bob Frey, Scott Drainville, Steven Bernstein

The following members were present virtually: School Board Member Jessica Vaughn, Joe Lopano

The following members were absent/excused: Commissioner Pat Kemp

A quorum was met in person.

**A. Vote of Consent for Remote Member Participation.**

**Councilmember Maniscalco moved to allow remote participation, seconded by Councilmember Schisler; the voice vote passed unanimously.**

**III. Recognition of Councilmember Citro for TPO Board Service** (Beth Alden, Executive Director) *(Timestamp 0:08:15)*

- Mr. Citro said a few words and expressed thoughts for the TPO Board going forward.

**IV. Approval of Minutes** *(Timestamp 0:11:14) – April 12, 2023.*

**Chair Myers sought a motion to approve the April 12, 2023 minutes. Councilmember Maniscalco so moved, seconded by Commissioner Cohen; the voice vote passed unanimously.**

**V. Public Comment on Agenda Items** *(Timestamp 0:11:28)* (30 minutes total, with up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- **Rick Fernandez** – Comments related to the Merger MOU and TPO Executive Director Search. Noted that there has been a lack of transparency on these topics. The CAC has been left out of both of these items. The suggestion that a CAC member be appointed to the interview committee has not been acted on. The TPO/MPO Merger MOU has not come before the CAC. Referenced email comments submitted. Stands in opposition to the merger, Article 2,

Paragraph A is alarming. The language intends to investigate to reach a goal. The public needs to be involved in this process.

- **Chris Vela** – Opposes the merger. There is already a regional board with the Regional Planning Council. The Planning Commission has an interlocal board for planning along the river. The county doesn't need a regional board to make decisions, it is not required by law. The SCTPA is already a regional board recognized by the state. If the merged MPO is created, it is a big government and Hillsborough County taxpayers will be funding regional projects. Noted the expansion in Orlando and the contractors that go to offshore banks to fund projects against taxpayer money. Toll lane projects do not break even until much later in time. TBART and TBARTA have both voted to dissolve themselves. A regional board is not necessary to get into interlocal agreements for regional projects.
- **Mike Drapak** – Recent transplant to Hillsborough County. Chose Hillsborough County because of the meticulous planning that distinguishes it from neighboring counties. Came from Chicago and Tampa was the best fit. Encouraged the TPO Board to stand against the merger. The state legislature's move to control the prioritization of major roads over local projects could have a major impact. Local decision-making power will go to a board made up of elected officials from other counties. There is a sparse precedent of de-designating an MPO. This should be a red flag. The speaker brought up several questions about the report directed to be written and submitted. It was noted that this is a fiscal burden after a local referendum has already been defeated.

**VI. Committee Reports & Advance Comments** (Rick Fernandez, CAC Chair and Gena Torres, TPO Staff) *(Timestamp 0:22:33)*

**A. CAC – May 3, 2023** (Rick Fernandez, CAC Chair)

- Action Items
  - TIP Amendments on the TPO Board agenda today. Inquired whether the improvements will accommodate dedicated transit. Staff was able to provide the Mobility Plan to clarify the details of this project. Straw Poll passed 11 – 0
  - UPWP Straw Poll passed 11 – 0
  - Annual Certification of Metropolitan Transportation Planning Process. TPO Staff received praise for contributions to the planning profession and notable achievements; concern was expressed over the absence of any mention regarding the nation's leading traffic death tolls.
  - Draft CAC Resolution Regarding Partner Agency in the Committee Process - deferred
- Status Reports
  - Hillsborough County Truck Route Plan Update and 2050 Freight and Goods Movement Technical Memo
  - Draft FY24-28 Transportation Improvement Program Update
- The June meeting of the CAC will be extended to 3 hours to allow for sufficient time to review the TIP. The July meeting will be converted from an optional social meeting to a business meeting to discuss the Coast and Revenue details Needs Assessment.

**Other Committee Reports**

Regarding today's Board action items, in addition to the CAC comments, the Technical Advisory Committee approved:

- **TIP Amendment for Tampa & Florida Corridor Improvements**
  - Members inquired about lane widths, users allowed in the Bus only lane, and the timing between the interim and final condition.
- **Unified Planning Work Program Update and Amendment**
- **Annual Certification of Metropolitan Transportation Planning Process**

**Many other great presentations were heard**

- US41/CSX Grade Separation PD&E is also on your agenda today
- Updates were given on preparations for the 2050 Long Range Plan:
- The BPAC heard about the proposed US Bicycle Route 15
- The Transportation Disadvantaged Coordinating Board approved the Community Transportation Coordinator Service Rates and the 2023 Transportation Disadvantaged Service Plan

**B. Public Comments Received Through Email & Social Media (Gena Torres, TPO Staff).**

- Facebook
  - Presumably in regard to the TIP item on Florida/Tampa project, there was a comment from **Mike LaMarca** requesting a bike lane or sharrows to not force bicycles to use a sidepath. Without proper access control, a sidepath puts bicyclists in danger.
  - **Michelle Cookson** posted that she remains opposed to the merger and the MOU to establish a multi-county Regional MPO. We need local representation that is responsive to Hillsborough County's unique geography, growth and mobility needs. She is concerned for the jobs and careers of our planning professionals on the Hillsborough TPO, and the work they have in progress. She added we don't need surrounding counties ganging up on us and treating us as merely a place to drive through or over. We are the economic powerhouse of this region, and we have immediate needs we have to tend to - first. Stand up for us, stand with us - regardless of pressure coming from the state
- Email
  - **Michael Maurino**, Executive Director of the Westshore Alliance emailed his appreciation to the TPO Board for approving the traffic signal and pedestrian crossings at Boy Scout and Manhattan. He also noted the assistance received from TPO staff, Johnny Wong
  - **Brian Ruscher**, Deputy Director of Multimodal at the Palm Beach TPA sent an email thanking Lisa Silva, of the TPO staff, for a presentation at their VZ workshop that was "spot on and flawless." He went on to say their Board chair and 55 other attendees were very engaged throughout the presentation.
  - **Patrick Pozzi**, emailed his opposition to the proposed MPO merger stating it would take away local decision making power which is what is needed most to have an effective transportation network. He added a consolidation of power would allow roads to be widened that may adversely affect a community. He also noted that TBARTA failed because it did not include local needs.
  - **Rick Fernandez** also submitted an email directed to the TMA on his opposition to the merger. In the email he cites the historic justification of why the MPOs should remain separate but with a cooperative regional planning process; that the failings of TBARTA

should be stated; the co-mingling of funds will not allow a guarantee for projects in Hillsborough County; the MOU language directing the 3 counties investigate a merger gives a predetermined outcome; the term sub-regional indicates that local concerns take a backseat; it is misleading to use the term local representation when it would be a regional board with members not accountable to a large number of voters

- **Voicemail**

- **Dave Coleman** left a voicemail to share his observations after attending a public meeting in Trinity in Pasco County. Besides noting there was not one person of color in attendance, the topic centered around the gentrification and removal of about 10 farmers over the last 20-30 years. In turn, he states, many thousands of people in Hillsborough County have been removed or hurt in some way from gentrification with many more dependent on decisions made by governing boards for transportation, housing, land use that are all Hillsborough specific. He requests that you absolutely vote no to a merger for this obvious reason showing the differences in concerns and issues between the counties.

- **Twitter**

- Responding to a TPO post about Tampa Train Day May 13, **Chris Nunya** wrote, "Since Tampa Union Station is owned by the [@CityofTampa](#) then [@GoBrightline](#) should be allowed to share the building. TUS was designed with multiple platforms in order to host trains from 3 different railway companies."

## **VII. Consent Agenda (Timestamp 0:31:54)**

### **A. Committee Appointments**

- TAC – Ana Garzon, as alternate by Department of Health

**Motion to approve the Consent Agenda made by Commissioner Cohen, seconded by Councilmember Maniscalco; the voice vote passed unanimously.**

## **VIII. Action Items**

### **A. TIP Amendment: N Tampa St & N Florida Ave Urban Corridor Improvements (Roger Mathie, TPO Staff) (Timestamp 0:32:10)**

- Review project summary – add design phase funding in FY24 for improvements
- Went over the Heights Mobility Project Interim condition to Final condition
- Went over US41B potential pedestrian features
- Review of financials
- Went over public outreach for the project

**Recommended Action:** Approve the FY22/23 TIP Amendment: N Tampa St & N Florida Ave Urban Corridor Improvements.

**Comparative Report:** [Combined Comparative Report 18.pdf](#)

**Presentation:** [TIP Amendment N Tampa St & N Florida Ave Urban Corridor Improvements](#)

**Discussion:**



Stormwater improvements are necessary due to flooding. There is a bus stop with no crosswalks. This is a very heavily traveled road, and it is very dangerous. The improvements are much needed and wanted by the residents. Clarification was asked about the wider sidewalks and whether there will be a bike lane. The City of Tampa is putting in a bike lane a couple of blocks west of Tampa; it was asked if cyclists were going to be encouraged to use that. Yes, along with a street to the east. There are going to be additional protected crossings as well.

**Councilmember Maniscalco moved to approve the TIP Amendments; seconded by Commissioner Cohen. Roll call vote passed 14 – 0.**

**B. Unified Planning Work Program Update and Amendment** (Amber Simmons, TPO Staff)  
(Timestamp 0:41:48)

- Reviewed results from FY23 current ongoing & completed projects
- Went over critical path projects for FY23 & FY24 (required for FY24)
- Looked at other recommended projects
- Proposed projects that the TPO could seek grant funding for: Making I-275 a better neighbor and the Streetcar Feasibility Study
- Went over the FY24 Budget – roll-over funds, grants, and other funding sources
- Went over the Amendment to the UPWP to accommodate project schedule changes and the addition of the EPA Grant

**Recommended Action:** Approve the UPWP Amendment

[UPWP Task Pages and Proposed Budget Tables](#)

**Presentation:** [UPWP FY 23 Review & FY 24 Proposed Projects](#)

**Councilmember Maniscalco moved to approve the UPWP; seconded by Councilmember Schisler. The voice vote passed unanimously.**

**C. Community Air Monitoring Project: USF College of Public Health MOU** (Amber Simmons, TPO Staff) (Timestamp 0:46:57)

- Related to the UPWP amendment and the EPC Grant.
- Enables the College of Public Health to continue providing scientific and technical expertise on community air monitoring and public engagement among disadvantaged communities and vulnerable populations near the interstates
- EPA Grant will fund the work and expansion

**Recommended Action:** Approve Memorandum of Understanding

**Councilmember Maniscalco moved to approve the USF College of Public Health MOU; seconded by Commissioner Cohen. The voice vote passed unanimously.**

**D. Annual Certification of Metropolitan Transportation Planning Process** (Johnny Wong, TPO Staff)  
(Timestamp 0:48:50)

- Review – Federal government evaluates compliance every four years; the last one was in January 2021. Between major reviews, the TPO's planning process must be certified annually

- Went over certification results provided in the May 2023 agenda packet

**Recommended Action:** Support recertification of the TPO and authorize the TPO Chair to sign the Joint Certification Statement

**Commissioner Cohen moved to support the recertification of the TPO and authorize the TPO Chair to sign the Joint Certification Statement; seconded by Councilmember Maniscalco. The voice vote passed unanimously.**

**E. Memorandum of Understanding on Creating a Tampa Bay MPO** (Elizabeth Watkins, TPO Staff)  
(Timestamp 0:51:59)

- The MOU is to seed feedback on a possible merger
- Went over the Tampa – St. Petersburg, FL Transportation Management Area
- Review of the legislation directive
- Looked at the Pros and Cons
- Went over case studies – Rio Grand Valley, TX Re-Designation (2019), ARC Livable Communities
- Review of MOU Summary – apportionment, governance structure, balancing local and regional needs, funding, outreach, federally required plans and programs, agreements, existing staff
- Recommendation of MOU Modification
- Went over the proposed timeline: 2023 – 2026
- Review of Regional MPO Apportionment Plan and Business Model
- Looked at Outreach plans and methodologies
- Next Steps

**Recommendation: Support the working draft MOU for circulation for comment from local governments and the public; strike the “Whereas” clause about Planning Funds (PL) distribution**

**Discussion:**

One of the Cons shown in the presentation is the risk of smaller communities losing influence. With a regional MPO, the voices would be lost. There is the Tampa Bay Regional Council. It was brought up that the Tampa Regional Airport is a great example of how regional planning works and supports all regional areas. It was asked how the TPO is funded. For the most part, by federal grants. In this conversation, it was noted that one of the grants is divided up between all of the MPOs in the state. If there is a merger, the TPO will lose that allocation of funding. The staff costs are fronted by the host agency, The Planning Commission and those funds are from the jurisdictions. It was noted that losing some funds while gaining others may be a wash; it was expressed that the broader costs need to be looked at. A lot of the pressure points are on regional corridors. It was noted that Hillsborough is different from the other counties as there are three incorporated cities along with unincorporated county. A regional merger may be appropriate in future years. The airport is a single point of travel and cannot really compare. It was noted that there is a benefit to being the largest MPO in the state. There are many boards that have unelected officials in Hillsborough County. It was brought up that the focus has been on Tampa for a long time. Pinellas and Pasco have already voted to move forward with the study. It was noted

that the \$350,000 would not be allocated to the regional MPO but there would be 3 allocations for each of the counties in the region. This funding would be determined by the study. One of the biggest pros may be in determining where discretionary funding is distributed. Some of that is the clout of the area requesting the funds. If this area was speaking as a region, there may be additional funding allocated. The study will reveal a lot of information. It was noted that it has to be put into context that Hillsborough County needs to be a part of the study and the discussion. The apportionment plan and representation will be critical to be proportionate with the population. Jurisdictional lines are invisible to the people who live here. The Westshore Interchange took everyone in the region to come together to make it happen. There are examples of regional cooperation that work well. Apportionment is a major part of this challenge; part needs to be where people live and also needs to be where people work. Moving people and not just cars is going to take a larger discussion. The discussion of the big ideas will come from the community and the leaders; should not kill the ideas before they start.

**Commissioner Owen moved to approve the MOU, seconded by Councilmember Schisler. The voice vote passed with two NO votes from Councilmember Maniscalco and Board Member Vaughn**

## **IX. STATUS REPORTS**

### **A. US 41/CSX Grade Separation Project Development & Environment Study (Amber Russo, FDOT)** (Timestamp 1:24:02)

- US 41 and Causeway Blvd.
- Went over the purpose and project need – supporting truck and vehicle traffic, there are no bike lanes
- Initially approved in May 1994 – being reevaluated now
- Review of the project location – approximately 0.6 miles on Causeway and 1.3 miles on US 41
- These are important corridors, industrial and commercial, freight networks, evacuation routes
- Went over typical sections and the proposed typical sections – Causeway will remain four-lane with additional turn lanes; US 41 will remain six-lane with widening additional turn lanes
- Review of stormwater management
- Went over estimated project costs
- Consistent with 2045 LRTP
- Review of project schedule – public hearing will be June 1, 2023

**Project Website:** [US 41/SR 45/ South 50th Street at CSX Grade Separation Design Change Re-evaluation](#)

**Presentation:** [440749-1 US 41 at CSX TPO Presentation \(planhillsborough.org\)](#)

### **Discussion:**

It was noted that there once was rail going through downtown Tampa to Staten (Harbour) Island. Port Tampa Bay worked with CSX to have it moved. There have been other manufacturing moved from the downtown area. The project location is where there is a phosphate terminal. This area has become more urbanized. The Port is being pushed more to the south and the east. The Port supports this project to improve congestion and prevent delays along with better freight movement.

**Commissioner Cohen moved to receive the report, seconded by Council Member Schisler. The motion passed unanimously.**

**X. EXECUTIVE DIRECTOR'S REPORT** *(Timestamp 1:35:02)*

- A. Reminder: an upcoming survey of Board members regarding Executive Director applicants: please respond between May 22 – June 9. Closing the application process on May 12, 2023. Will report back in June of the shortlist. Interviews will be virtual in July.
- B. TMA Leadership meeting in June, that is when apportionment and budget plans will begin. Will schedule time with each of the local governments to get feedback. Will be back in the fall with further information.
- C. There is a special meeting in June with the TPO, The Planning Commission and the River Board on June 16, 2023 to look at planning. This is a strategic meeting and an opportunity to discuss items about a possible merger.
- D. The next meeting is the public hearing, it will be on the 2<sup>nd</sup> floor at 6 PM.

**XI. OLD & NEW BUSINESS** *(Timestamp 1:39:52)*

**XII. ADJOURNMENT** – The meeting adjourned at 10:34 PM

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



**Hillsborough TPO**  
**Transportation**  
**Planning Organization**

## **Committee Reports**

### **Livable Roadways Committee (LRC) Meeting on April 19**

The LRC heard status reports on:

- US41/CSX Grade Separation Project Development & Environmental Study
- Hillsborough TPO Electric Vehicle Infrastructure Plan
- 2050 Long Range Transportation Plan Initial Steps
- 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation

### **Bicycle Pedestrian Advisory Committee (BPAC) Meeting on April 26**

The BPAC considered and approved a proposal by Tim Horst to draft a “Top Ten Dangerous Locations” list for advocacy and referral to various agencies in Hillsborough County.

Members asked Ben Gordon to solicit three location suggestions from each BPAC member by May 15<sup>th</sup> for discussion at the next BPAC meeting in May.

The BPAC approved action item:

- ✓ Proposed US Bicycle Route 15
  - Members asked how much local users would use this route and how much it would be promoted.
  - They were informed that the route is for experienced riders and will not be promoted to local users. This may change in the future if facilities are improved.

The BPAC heard status reports on:

- US41/CSX Grade Separation Project Development & Environmental Study
- 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation
- City of Tampa Safe Streets and Roads for All Grant Implementation

### **Transportation Disadvantaged Coordinating Board (TDCB) Meeting on April 28**

The TDCB approved action item:

- ✓ Election of Member At-Large
- ✓ Community Transportation Coordinator Service Rates
- ✓ 2023 Transportation Disadvantaged Service Plan Update

The TDCB heard status reports on:

- Sunshine Line Update
- HART Update

### **Technical Advisory Committee (TAC) Meeting of May 1**

The TAC approved action items:

- ✓ TIP Amendment: N Tampa Street & N Florida Ave Corridor Improvements
  - Members inquired regarding lane widths, users allowed in the Bus only lane, and the timing between the interim condition and final condition.
- ✓ Annual Certification of Metropolitan Transportation Planning Process
- ✓ Unified Planning Work Program Update and Amendment

The TAC heard status reports on:

- US41/CSX Grade Separation Project Development & Environmental Study
  - Members asked about funding (construction currently unfunded), and access to the frontage road for nonmotorized users (crossing opportunities at underpasses and intersections).
- Hillsborough County Truck Route Plan Update and 2050 Freight and Goods

### **Citizens Advisory Committee (CAC) Meeting of May 3**

The CAC was not able to achieve a quorum for its May meeting, as a number of members were traveling. The committee did, however, listen to the following presentations and offered comment on each:

- TIP Amendment: N Tampa Street & N Florida Ave Urban Corridor Improvements

Without a quorum, the committee was unable to take formal action on this item but did conduct a straw poll to identify any objections. Seeing none, the committee inquired whether the funded improvements will be able to accommodate dedicated transit service on the corridor, as well as the status of HART's lane repurposing application. The committee has shown much interest in this project, dating back to the production of the Tampa Height Mobility Plan, and asked for details about lane widths accommodating freight, scope of drainage improvements, ability to preserve bike lanes, and locations of traffic signals. Staff was able to provide the Mobility Plan to help clarify some details of this project.

- Unified Planning Work Program Update and Amendment

A straw poll regarding support for this item also identified no objections. Questions about the UPWP update mostly expressed curiosity about plans for our local government partners more than the UPWP itself. One committee member recognized Amber Simmons, TPO staff, for her success in balancing the agency budget.

- Annual Certification of Metropolitan Transportation Planning Process

There were no objections to this item and TPO staff received praise for its contribution to the planning profession and for notable achievements being recognized by FDOT.

- Draft CAC Resolution Regarding Partner Agency Participation in the Committee Process

Without a quorum and hence, an inability to take action, discussion of this item was limited. Some committee members continued to express frustration that it has been a persistent challenge to recruit staff representatives to attend committee meetings, which contributes to a lack of transparency within the planning process. Committee members indicated they will propose only minor adjustments to the letter during a subsequent meeting.

The committee also received the following two presentations, which are status updates to ongoing plans.

- Hillsborough County Truck Route Plan Update and 2050 Freight and Goods Movement Technical Memo, and
- Draft FY24-28 Transportation Improvement Program Update

The June meeting of the CAC will be extended to 3 hours to allow for sufficient time to review the Transportation Improvement Program. Also, the July meeting will be converted from an optional social meeting to a business meeting with an agenda to discuss details of the Cost and Revenue Needs Assessment.



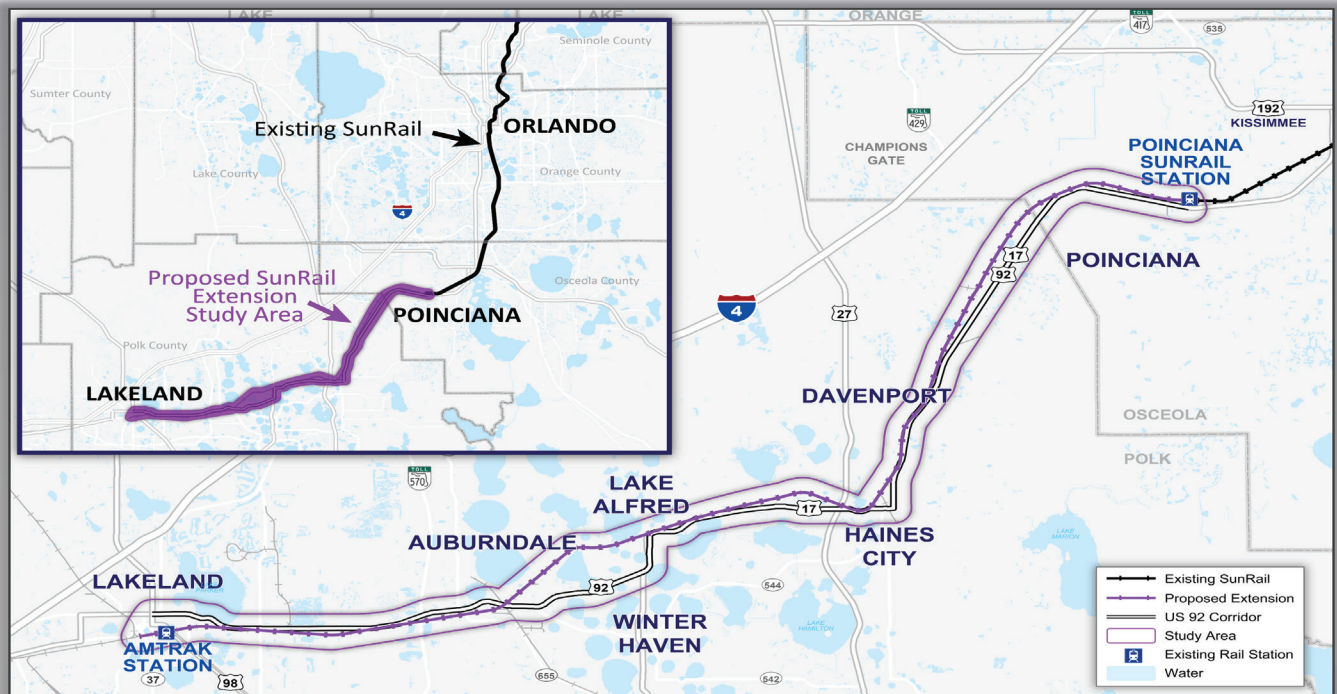
# SunRail Extension Study to Polk County Workshop Announcement

Summer 2023

## Visit our Online Public Workshop!

The Florida Department of Transportation (FDOT) invites you to participate in an online Virtual Interactive Workshop for the SunRail Extension Study to Polk County. The workshop will be available 24 hours per day, 7 days per week beginning June 16, 2023, through July 31, 2023. During this time, visit <https://SunRailExt.meetsyou.online> or scan the QR code to the right. Please complete the survey at the end of the virtual public workshop.

SCAN HERE!



## What is the study?

FDOT is studying the feasibility and benefits of extending SunRail into Polk County. The Study examines potential project alternatives, and the benefits, challenges, and costs associated with a potential extension. The study is also looking at how an extension could promote economic development and mobility, as well as potential environmental effects. The process follows federal guidelines, while coordinating closely with the Polk Transportation Planning Organization (TPO), local agencies, municipal partners, and stakeholders.

For more information, please contact:

**Charlene Ross**

Modal Project Manager

Florida Department of Transportation

D1.SunRail4Polk@dot.state.fl.us

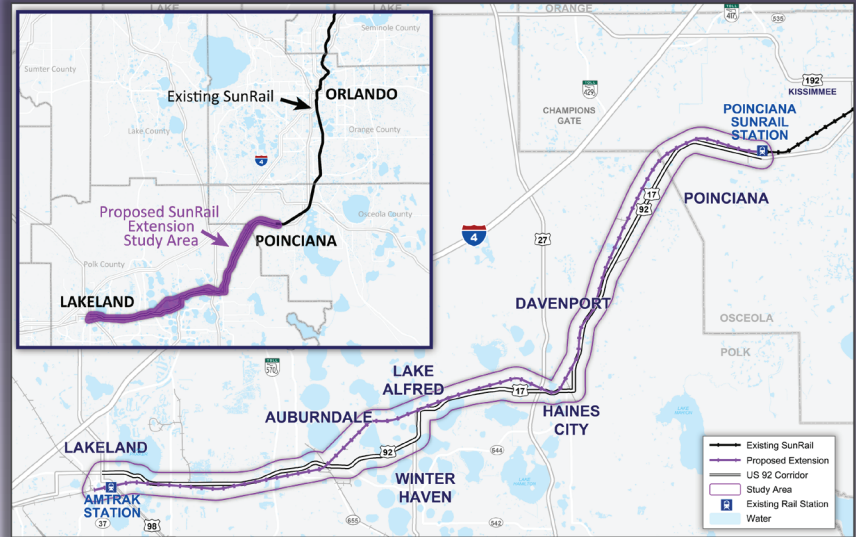
(863) 519-2390



Check out the Virtual Interactive Workshop to learn more and tell us what you think: <https://SunRailExt.meetsyou.online>

### What is the study?

FDOT is studying the feasibility and benefits of extending SunRail into Polk County. The Study examines potential project alternatives, and the benefits, challenges, and costs associated with a potential extension. The study is also looking at how an extension could promote economic development and mobility, as well as potential environmental effects. The process follows federal guidelines, while coordinating closely with the Polk Transportation Planning Organization (TPO), local agencies, municipal partners, and stakeholders.



### Where would SunRail be extended?

SunRail currently serves Central Florida from DeBary in the north to Poinciana in the south, connecting communities such as Winter Park, Orlando, and Kissimmee. This project would extend service to the west from the Poinciana SunRail station to Lakeland, a distance of approximately 39 miles.

### What is the process?

The Study process is a data driven screening of alternatives and uses a variety of data points and analyses to determine how well each alternative serves the goals of the study. Examples of the evaluation include calculating the number of residents and jobs near proposed stations and estimating how many people may ride the train. The process started with seven preliminary alternatives, including one bus alternative, narrowed to four shortlisted alternatives, and will ultimately identify a recommended alternative that could move forward to the next step.



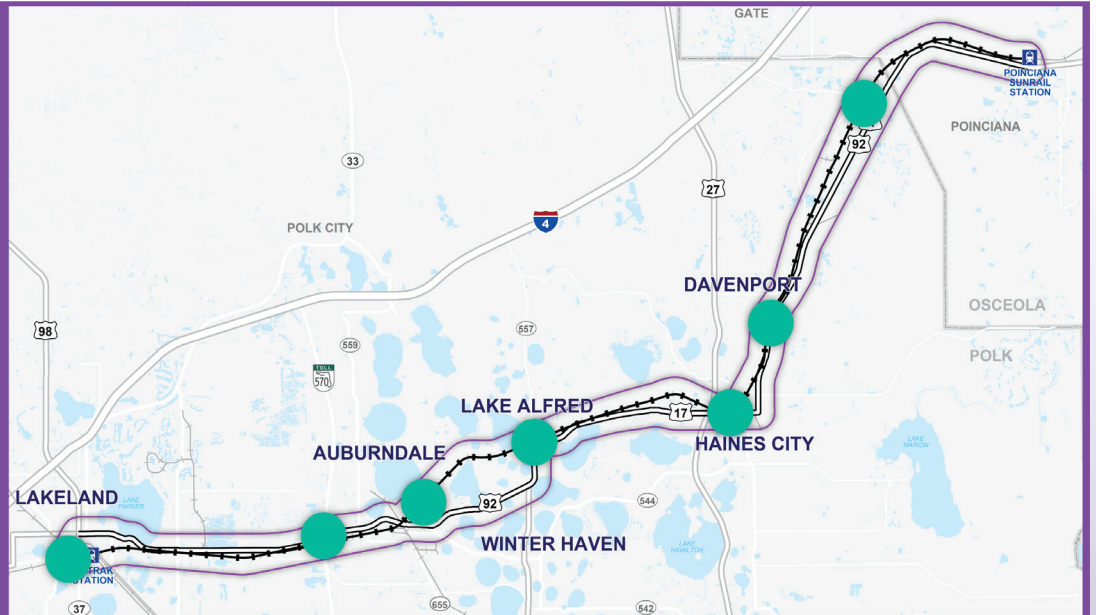


## What is the Recommended Alternative?

Each alternative tested different combinations of the station locations. The recommended alternative includes seven potential station locations and scored the best in regard to the study goals. The map shows the preliminary recommendation for extending SunRail service into Polk County, potentially starting service in the year 2035. This represents what the long-term vision for SunRail in Polk County could look like.

### 7 Stations

- Lakeland
- Polk Parkway
- Auburndale
- Lake Alfred
- Haines City
- Davenport
- Loughman



The images below show an artist's rendering of what a station area could look like. Stations will include parking, bicycle and pedestrian access, bus transfer, and a "kiss-and-ride" drop off area.



Small Station



Medium Station



Large Station

## How do I get involved?

We invite you to participate in the Virtual Interactive Workshop to learn more about the study and to provide your comments and feedback. Please complete the survey at the end of the virtual public workshop.



For more information, please contact:  
**Charlene Ross**  
Modal Project Manager  
Florida Department of Transportation  
[D1.SunRail4Polk@dot.state.fl.us](mailto:D1.SunRail4Polk@dot.state.fl.us)  
(863) 519-2390

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or via email at [Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us).

## Cheryl Wilkening

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**Subject:** FW: Governor DeSantis Champions Transportation Infrastructure Through the Framework for Freedom Budget with Momentous \$14.8B Investment

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**From:** Reichert, Mark <[Mark.Reichert@dot.state.fl.us](mailto:Mark.Reichert@dot.state.fl.us)>

**Sent:** Friday, June 16, 2023 10:57 AM

**Subject:** FW: Governor DeSantis Champions Transportation Infrastructure Through the Framework for Freedom Budget with Momentous \$14.8B Investment

Good morning, again, everyone. Below is the official press release from FDOT on the Governor's Framework for Freedom Budget and the record funding for the Department.

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**From:** FDOT Communications Office <[FDOTCommunicationsOffice@dot.state.fl.us](mailto:FDOTCommunicationsOffice@dot.state.fl.us)>

**Sent:** Friday, June 16, 2023 10:22 AM

**Subject:** Governor DeSantis Champions Transportation Infrastructure Through the Framework for Freedom Budget with Momentous \$14.8B Investment



### *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

For Immediate Release  
June 16, 2023

Contact: FDOT Communications Office  
[FDOTCommunicationsOffice@dot.state.fl.us](mailto:FDOTCommunicationsOffice@dot.state.fl.us)

## **Governor DeSantis Champions Transportation Infrastructure Through the Framework for Freedom Budget with Momentous \$14.8B Investment**

*~ Additional \$4B Dedicated for Moving Florida Forward ~*

TALLAHASSEE, Fla. – Governor Ron DeSantis signed his Florida Framework for Freedom Budget for Fiscal Year 2023-2024 which prioritizes Florida's transportation infrastructure with a **historic investment of \$14.8 billion** for the Florida Department of Transportation (FDOT) to fund essential projects to bolster the state's transportation network, address congestion, enhance safety, ensure resiliency, and facilitate trade.

This Session, Governor DeSantis and the Florida Legislature also championed the ***Moving Florida Forward Infrastructure Initiative*** by dedicating an additional \$4 billion of General Revenue surplus to accelerate funding for major capacity projects, all aimed at reducing congestion throughout the state.

“Florida continues to attract more residents and visitors every day, and this rapid population and tourism growth increases the demand on our transportation infrastructure,” **said FDOT Secretary Jared W. Perdue, P.E.** “Governor DeSantis’ Framework for Freedom Budget focuses on important investments needed to address congestion, enhance safety, and bolster the supply chain to ensure we can keep people and goods moving safely. As Florida continues to grow at unprecedented rates, the *Moving Florida Forward Infrastructure Initiative* provides additional opportunity to focus on priority transportation needs to be better poised for the future, so Floridians have a better quality of life and spend less time in traffic. I am grateful to Governor DeSantis and the Florida Legislature for the opportunity to stay on pace with the unprecedented growth throughout the state.”

The Framework for Freedom Budget includes **\$13.9 billion for projects in FDOT’s Five-Year Work Program**, a collaborative statewide plan of strategic transportation projects. The Department will continue to leverage innovative planning, design, and technology to provide a diverse and robust transportation system and maintain Florida’s position as a leader in transportation. As a result of the state’s sound fiscal health, the Department will simultaneously deliver its current Five-Year Work Program commitments in addition to Moving Florida Forward initiatives.

Governor DeSantis’ Framework for Freedom Budget includes significant transportation infrastructure investments, including highlights such as:

- **\$5.5 billion for highway construction to include 118 new lane miles**
- **\$1.6 billion in resurfacing to include 2,632 lane miles**
- **\$726.6 million for repairs of 65 bridges and replacement of 19 bridges**
- **\$149.3 million in seaport investments**
- **\$404.3 million in aviation investments**
- **\$791.3 million in rail and transit investments**
- **\$250.9 million for safety initiatives**
- **\$156.3 million for community trail projects**

Several priority investments that further strengthen Florida’s transportation infrastructure are included in this historic budget, with nearly 1,800 projects statewide actively in construction, or which will break ground in the next fiscal year. This includes continued investments in seaports and airports to facilitate a healthy supply chain, funding for rail corridors and transit projects in the most densely populated communities, and investments in technology and safety initiatives to enhance the well-being of all those who use Florida’s transportation network. Significant investments in roads, bridges, and facilities throughout the state are included in the Work Program to address congestion, ensure resiliency, and better connect communities. FDOT also remains dedicated to workforce development to enhance recruitment and retention efforts.

FDOT’s mission is to provide a safe and efficient transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of the state’s environment and communities. Together with communities and partners, FDOT strives to ensure Floridians are proud that the Sunshine State is the best place to live, learn, work, and play, and that residents and visitors alike are

offered the best transportation system and a variety of travel options. For more information, visit [FDOT.gov](http://FDOT.gov).

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