



Hillsborough TPO Transportation Planning Organization

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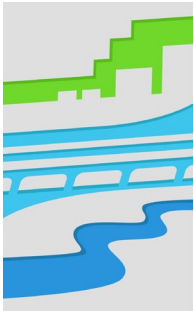
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Plan Hillsborough

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Meeting of the Citizens Advisory Committee

Wednesday, August 2, 2023, at 6:00PM – please log on at 5:45p to test audio
County Center, 18th Floor – Plan Hillsborough Committee Room

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

Remote participation:

Join Zoom Meeting:

<https://us06web.zoom.us/j/82521487153?pwd=S1lGMtIadkxTWjhXMWU1UUh4YUNWQT09>

Meeting ID: 825 2148 7153 Passcode: 035862

You can dial in using your phone: 1-305-224-1968

Presentations, full agenda packet, and supplemental materials are [posted here](#).
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| I. Call to Order & Introductions | 6:00 |
| II. Roll Call and Declaration of Quorum (Gail Reese, TPO staff) | |
| III. Chairman's Request: <i>Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.</i> | |
| IV. Public Comment - 3 minutes per speaker, please | 6:10 |
| <i>Public comments are welcome and may be given at this meeting virtually by logging onto the website above and clicking the "raise hand" button. Staff will unmute you when the chair recognizes you.</i> | |
| V. Chair's Report | 6:15 |
| VI. Minutes | |
| A. Approval of Minutes (June 7, 2023 and July 23, 2023) | 6:20 |
| VII. Action Items | |
| A. Draft CAC Resolution Regarding Partner Agency Participation in the Committee Process (Gena Torres, TPO Staff) | 6:25 |

VIII. Status Report

- A. Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP) (Connor MacDonald, TPO Staff and Chris Bame, Kittlelson) 6:45

IX. Unfinished Business & New Business

- A. Hillsborough County Bicycle Evaluation Network Evaluation (Wade Reynolds, TPO Staff) 7:15
- B. CAC Member Resignation

X. Members' Interests & Future Topic Requests 7:55

XI. Adjournment 8:00

XII. Addendum

- A. TPO Summary and Committee Reports
- B. Attendance Roster
- C. Fact Sheet – Interchange Improvement at SR 566 Thonotosassa Road
- D. Fact Sheet - US301
- E. Fact Sheet –Hillsborough Ave from Bay Path to E of Tudor Dr
- F. Inaugural World Car Free Day – Tampa Flyer

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE
HYBRID MEETING OF JUNE 7, 2023**

I. Call to Order (*Timestamp 0:00:58*)

Chair Fernandez called the meeting to order at 6:01 PM.

II. Introductions and Roll Call (Gail Reese, TPO Staff)

Members Present In-Person: Rick Fernandez, Bill Roberts, James Davison, Carolyn Brown, Sherri Southwell, Aiah Yassin, Steven Hollenkamp, Don Skelton Jr., Ed Mierzejewski, Trance Trott, Joshua Frank, Christina Bosworth, Chris Vela, Sara Thomas

Members Present Virtually: Kit Werremeyer, Chris Gonzalez

Members Absent/ Excused: Hoyt Prindle, Nicole Rice, Artie Fryer

Others Present In-Person and Virtually: Dayna Lazarus, Illa Lachinov (Future Members); Johnny Wong, Priya Nagaraj, Wade Reynolds, Lisa Silver, Amber Simmons, Elizabeth Watkins, Gail Reese (TPO Staff); Chris Keller (Benesch); Jesus Peraza Garcia (HART); Council Member Lynn Hurtak (City of Tampa); Gordon Mullen (RK&K); Jay Collins (Planning Commission Staff); Kitty Wallace, Mathier, Davis, 813-981-3795

An in-person quorum was met. (Timestamp 0:03:39)

Jim Davison moved to approve consent for remote participation, seconded by Aiah Yassin. The voice vote passed unanimously.

III. Chairman's Request: Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate and avoid personalities or indecorous language or behavior.

IV. Public Comment (*Timestamp 0:04:40*) – None

V. Chair's Report (Rick Fernandez, Chair CAC) (*Timestamp 0:05:03*)

- Went over CAC appointees up for consent agenda at the TPO Board Meeting on 6/14/2023.
- Noted that the TPO Board has the Executive Director Search on their meeting agenda for 6/14/2023. It was asked if there was anyone from the CAC on the search committee. There is not.

VI. Approval of Minutes (*Timestamp 0:10:31*) – March 1, 2023, April 5, 2023, May 3, 2023

Aiah Yassin moved to approve all three sets of minutes, seconded by Jim Davison. The voice vote passed unanimously.

VII. Action Items

A. Hillsborough County Bicycle Network Evaluation (Wade Reynolds, TPO Staff) (Timestamp 0:12:13)

- Overview of the plan – collaboration between TPO and County
- Review of Goal
- Phase 1 – Data Analysis and Prioritization Methodology – Risk Factors, Exposure Factors, Network Factors; used a rating scale of 1 – 5; Scoring and Prioritization
- Phase 2 – Prioritization and Corridor Selection – very high and high were selected
 - Looked for geographic diversity
 - Selected: Waters Avenue, Causeway Boulevard/W Lumsden Rd; Shell Point Road; Balm Riverview Road
- Phase 3 – Concept Development: went over the tiers of improvements from the county
 - Review of the corridors selected in their current state
 - Looked at the proposed concepts
- Next Steps – engineering and design, develop cost estimates, public engagement, identify funding sources

Recommended Action: Approval of the Hillsborough County Bicycle Network Plan and forward it to the TPO Board.

Project Website: [Hillsborough County Bicycle Network Plan](#)

Discussion:

It was asked if speed reduction was considered. Speed studies and reductions are recommended on at least two of the corridors. Clarification was asked if this is a county project and if the county would be responsible for the funding for the projects. Yes, it would be county and/or grant funding. It was asked where the study came from. The BOCC requested the study approximately a year and a half ago. No public outreach has been done and that is a recommendation as well. It was noted that the projects may not be wanted by the people who live on these corridors. It was asked if the recommendations on Balm-Riverview would be impacted by the roundabout along with speed reduction. One of these projects would not negate the other. The Bicycle Network Evaluation implementation is not funded. It was asked if the design for Balm-Riverview could be provided to the team constructing the roundabout for possible implementation. It was noted that the mobility funds could be brought to all neighborhoods. There was a question about how equity was brought into this study. It was also asked why the urban versus suburban areas were considered. The amount in mobility funds is not known. The equity factor is up to five points in the scoring. The corridors chosen were established as good examples of urban and moving into suburban areas. There was a discussion that the money could be better served on other projects. There was a concern brought up about the scoring and the factors that make some roads dangerous to bike were not in the scoring. It was noted that residential density is rapidly growing in South County and that this study should be redone in that area in five years. There was a

question about corridor selections, District 5 was left out and that is where all the mobility fees are being generated. District 5 was left out as the project was scoped for four corridors. There was not a corridor that crossed two districts. There was additional concern brought about the methodology. It was noted that the bike lanes have to have physical barriers protecting them. There is a study going on looking at county roads in the city.

Chris Vela moved to approve the Hillsborough County Bicycle Network Evaluation for the purposes of public input of further evaluation and to be coordinated with bike/ped permits on county roads within the City of Tampa limits, seconded by Christina Bosworth. The roll call vote failed 11 – 4.

It was asked if the motion could be passed because the study is for unincorporated county. It was clarified that the study being done on county roads in the study be incorporated into this study. It was questioned whether or not the land use is not up to date.

Terrance Trott moves to approve the Hillsborough County Bicycle Network Plan, seconded by Steven Hollenkamp. The roll call vote fails 7 – 8.

Clarification was asked if this motion is to approve the study. Yes. It was asked what the TPO is going to do with the study and if it will go into the LRTP. It was noted that this is to approve the methodology to evaluate roads in the county. Once it is approved, it will provide the county with the methodology when addressing road improvements and the bicycle network. Concern was noted that the discussion about the methodology will not be transferred to the TPO Board. There was additional discussion about the methodology and how it was determined.

B. FY24-28 Transportation Improvement Program Update (Johnny Wong, TPO Staff) *(Timestamp 1:07:50)*

- Went over what the TIP is and what is required for adoption
- Review of the tables
 - Table 1 – projects that are funded for or are already under construction
 - Table 2 – projects seeking funding
 - Table 3 – FDOT, local, planning studies, are included for coordination
- Went over the process for developing Table 2
- Review of the updated for the FY24-28 TIP including new projects, ongoing projects, and projects that have been removed.
- Next Steps – reviewing projects, develop recommended funding amounts for each project, FDOT to consider recommendations for the next FY, Regional Coordination will be done
- Milestone – draft has been made available to the public as of May 15, 2023; May-June, committee approval; public notifications; went over presentation schedule

Recommended Action: Approve the TIP Update for FY2023/24 – 27/28 and approve the TIP Priority List (Table 2) and forward to the TPO Board for consideration.

Attachments:

[June- 14 TIP Hearing Notice \(English\)](#)

[Folleto del TIP para Junio 14 Audiencia Pública \(versión en Español\)](#)

Presentation: [FY24-28 Transportation](#)

Discussion:

It was noted that the CAC is being asked to focus on Table 2; in the past, motions have been made on items in Tables 1 and 3. It was asked if any of the items on Table 2, once approved, will be past the “point of no return”. Yes, there are a few that will have funding for design in FY25 or sooner. FDOT has said that it is never too late and that they will work with the TPO on solutions. There is an appendix on the website that has compiled the list of projects that would fall into this category. It was asked if there are any additions expected between June 7 and June 14. There is one conversation going on with FDOT, filling in sidewalk gaps, there are other projects higher on the priority list that are eligible for that funding. The deadline for new projects closed in March, new projects will not be accepted at this point. It was brought up that there are three requests for streetcar expansion on the list; funding allocations were questioned. There was a discussion about Table 1, specifically Big Bend construction dates. There was a discussion about projects in Table 2 for Symmes Road at US 301 and for US 301 at Balm Road. Concerns about the express lanes in Table 2 as part of the Westshore Interchange were brought up and whether or not tolling is on the table yet. There was additional discussion about how far down the list the TPO money runs out for project funding. Major projects are on the TIP so that they can be more competitive for other types of funding. Clarification was asked about a study on the list for Temple Terrace. FDOT has recently done a study in this area and preferred treatments have been recommended. It is not being taken out of the TIP but, Temple Terrace and FDOT are working on identifying improvements instead of spending money on a study. An update was requested on the TBARTA funds on Table 1 for the vanpool. The TPO has committed funds to that through 2026. PSTA is going to administer the vanpool in the future; having further discussions with PSTA for assurances before releasing those funds. It was asked if the projects in the TIP have to be in the LRTP. There was an explanation about various exceptions to that. Some discussion took place regarding the projects on the TIP and the first five years of the LRTP and how much has been completed. It requested that there are no delays for Gibsonton and Big Bend Road to keep them moving forward. There was additional discussion about the TECO Streetcar funding. The Symmes and US301 area is very dangerous and should be looked at. This one is in a holding pattern until the county requests funding. There was a discussion on the rankings of the projects and how they change. Clarification was requested on what the three phases of the projects are. There was a discussion about the West Shore Interchange sections 4 & 5 funding. Additional information will be obtained from FDOT. Additional clarification was asked about particular rankings in numerical order and category order. Projects with complete applications are higher in priority than projects higher in the list without complete applications.

Aiah Yassin moved to approve the TIP update, seconded by Jim Davison. This motion is amended to add to the Project Status Request column on Table 2, line item #73 “all lanes will be non-tolled”. The roll call vote passes 11 – 4.

Chris Vela moved to remove express lane funding from Table 2, Line Item 73, from the TIP, seconded by Joshua Frank. The roll call vote resulted in the motion failing 10 – 5.

There was discussion regarding approving the funding for this item as it is not clear what it is and if it is additional funding for the interchange.

Rick Fernandez passed the gavel to Steven Hollenkamp. **Rick Fernandez moved to add to the Project Status Request column on Table 2, line item #73 “all lanes will be non-tolled”, seconded by Chris Vela. The roll call vote resulted in the motion passing 8 – 7.**

VIII. Status Reports

- A. Updates on Fowler Avenue Studies: FDOT’s PD&E, HART’s Tampa Arterial BRT & Plan Hillsborough’s Vision Plan** (Amber Russo, FDOT; Jay Collins/ Alvaro Gabaldon, Planning Commission Staff; Jesus Peraza Garcia, HART) – differed
- B. US 41/CSX Grade Separation Project Development & Environment Study** (Craig Fox, FDOT) – differed
- This will be presented at the TPO Board August meeting
 - The public comment time has passed but the TPO is still receiving comments, the CAC August meeting will be a week before the TPO Board meeting.
- C. US 301 Fowler Avenue to SR 56 PD&E Study** (Amber Russo, FDOT) - differed

IX. Unfinished Business & New Business (*Timestamp 2:53:15*)

- A. Next CAC Meeting: July 12, 2023** (Optional)
- B. New Plan Hillsborough Website.**
- C. Aiah Yassin requested that the TPO Staff rework the Bicycle Network Study methodology and bring it back in August.**

X. Member’s Interests & Future Topic Requests (*Timestamp 2:54:10*)

- June 20, FDOT is having a public meeting at 5:30 PM
- Joshua Frank noted the attendance report and encouraged staff to continue recruiting for those positions.

XI. Adjournment

The meeting adjourned at 8:58 PM

A recording of this meeting may be viewed at:

https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/videos

**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE
HYBRID MEETING OF JULY 12, 2023**

I. Call to Order (*Timestamp 0:02:54*)

Johnny Wong called the meeting to order at 6:02 PM. Turned over the meeting to Vice Chair Steven Hollenkamp upon his arrival.

II. Introductions (Gail Reese, TPO Staff)

Members Present In-Person: James Davison, Hoyt Prindle, Steven Hollenkamp, Ed Mierzejewski, Ilia Lachinov, Hodges William, Chris Gonzalez

Members Present Virtually: Rick Fernandez, Bill Roberts, Dayna Lazarus, Artie Fryer, Don Skelton, Chris Vela

Others Present In-Person and Virtually: Johnny Wong, Priya Nagaraj, Elizabeth Watkins, Wade Reynolds, Gail Reese (TPO Staff); Paula Perez, Lauren Brooks (AE Com); Susan Swift

III. Chairman's Request: Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate and avoid personalities or indecorous language or behavior.

IV. Public Comment (*Timestamp 0:06:12*) – None

V. Chair's Report (Steven Hollenkamp, Vice Chair CAC) (*Timestamp 0:06:32*)

- None at this time

VI. Status Reports

A. 2050 LRTP Revenue Forecasting Workshop (Elizabeth Watkins, TPO Staff) (*Timestamp 0:06:42*)

- Went over what the Revenue Forecast IS and ISN'T
- Review of how it fits into the Long Range Transportation Plan (LRTP)
- Looked at the funding available for surface transportation
 - State and Federal
 - Metropolitan and Regional Programs – TPO allocates for prioritization and regional organization allocation
 - Local funding sources – fuel taxes, Community Investment tax (sunsets in 2026), mobility fees (impact fees for transportation)
 - State Transit Sources – New Starts Transit Program (FDOT)
- The LRTP has a series of Needs Assessments – who owns the lane miles and maintenance for good repair, stormwater systems, road surface, transit, Vision Zero and safety, and trails
- Went over other considerations

- Need local match to compete
- Operations grants are very limited
- HB 7063, new legislation requires reenactment or increase of a currently levied tax be on the ballot 48 months before being enacted
- Potential Funding Sources – Extension of CIT, 2nd Local Option Fuel Tax, increase ad valorem for transit, VMT fee (mileage-based user fee)

Discussion:

It was asked if the current funding for maintenance could be broken down. There is a discrepancy between what the cities and county are telling the residents versus the projections in the LRTP. Will take a closer look at the breakdowns during the needs assessment. It was asked that the County and the City come to the CAC and make the presentations delivered to the BOCC on road maintenance. There was a discussion about the 1% sales tax for potential funding and the VMT model (1 cent fee per mile from 2031 – 2050). The VMT will substitute for the gas tax. The breakdown of the CIT funds was discussed and where the funding was used and the numbers are not consistent. It was noted that mobility fees could be raised as well; it was brought up that the county build-out will start going down in about 10 years. Clarification was asked about the maintenance of roads and bridges and if that is capital cost only. There was an additional conversation about the funding discrepancies and who checks the programs adopted. It seems that 80% of projects are on capacity programs instead of transit solutions. There is also the safety challenge of being one of the most dangerous in the country. It was asked which options are realistic. The 1% sales tax has passed once, would like to see it again; ad valorem would be good to see. Additional TIF could be brought up. It was asked what happens to assets when they fail. Unfunded needs will be added to the backlog, and they will either be addressed or allowed to crumble over time. A vehicle weight tax was brought up for the local level. It was asked if there is a formula for wear and tear based on vehicle weights and if one could be added to the plan. It was asked how many times the BOCC is going to explore urban expansion and what type of formula will go along with that expansion. A cushion for natural disasters is also needed and what formula will be attached. It was asked if the CIT extension will occur before or after the adoption of the 2050 plan; the CIT sunsets in 2026 and the 2050 LRTP will be adopted in the fall of 2024. The county could sell assets and use that for funding along with taxing FDOT for their properties. Exploring P3 (Public Private Partnership) options to extend certain systems such as the streetcar. It was brought up that unincorporated county is updating their FLU. It was asked if any new incorporation areas have been discussed, such as Brandon. There was a discussion about how the Comprehensive Plan will impact the LRTP funding. It was asked if it's possible to have the FHWA come and talk to the CAC from their perspective.

B. Memorandum of Understanding (Elizabeth Watkins, TPO Staff) (Timestamp 1:14:00)

- Looked at the Tampa – St. Petersburg, FL transportation management area.
- Review of the legislation – Hillsborough, Pasco, and Pinellas must submit a feasibility report exploring the benefits, costs, and process of consolidation into a single MPO
- Went over the Pros and Cons of a merger
- MOU Summary – apportionment, Governance structure, balancing local and regional needs, funding, outreach, federally required plans and programs, agreements, and existing staff
- Went over the proposed timeline – 2023 through 2026 with the regional MPO being put into place by July 1, 2027
 - Public input survey – July 5 – August 20, 2023

- Looked at how committees would function
- Review of the next steps

Discussion:

The business model was discussed. More regional cooperation is needed. It was asked if there could be a hybrid with maintaining the MPO and the staff becomes a regional staff that brings back options to the individual counties. The legislature has requested a feasibility study but the timeline is going out to 2026, concern was expressed that this is a done deal. Clarification was asked about potentially receiving less funding if the merger happens. There is a base formula for what funding MPOs receive for base allocation. That is updated every 10 years and would not change if the merger occurred. There was a discussion about the federal law for MPOs. The TMA serves the function of the merger already; it was asked why this is not an acceptable regional collaboration body. One thing that has been asked for in the apportionment is that non-elected members be removed from the Hillsborough County TPO; it was asked if non-elected officials would be removed from a regional MPO. Different apportionment scenarios are being considered. It was asked what the relationship is between the MPOs and the state decision-makers; what would that functionally look like in regard to the ability to get funding as the largest MPO. The federal governance regarding MPOs was read from the Code of Regulations and there was discussion about who makes up 75% of the jurisdictions. There was concern about the MOU being on the local terms versus being able to take it off the table with the 75%. The MOU does not commit to a merger. Clarification was asked about where the MOU comes into play; it will be submitted to show the legislature that the MPO Boards are going to work together to lay this out. It was asked if the BOCC members have expressed their opinions; it is likely split, but the TPO Board will support the MOU. The history of a possible merger started in 1990. It was noted that the MOU does not talk about the previous regional failures and how to avoid them going forward. It was brought up that SCTPA and TMA are already doing the regional work and the MOU is encouraging a duplicity of government. It was asked why this process is happening late in the process, who made the survey, and why isn't this an action item. There was a presentation a few months ago, the MOU will be going before the Board in the Fall. Looking for as much input as possible. The survey was a collaboration of the staff of Pinellas, Hillsborough, and Pasco. A public records request was made, and it was asked that be done formally in writing. It was asked if there are any legal challenges since there are already regional bodies in place. It was asked if the information regarding the regional bodies be put into the MOU or as an addendum to it. There was a discussion on when the regional groups existing will be brought up so accurate feedback can be obtained. It was noted that if there is a specific language, it could come through the CAC when this comes back. The regional organizations do not have the same authority as an MPO. There was a discussion about what powers the organizations have. It was confirmed that the TPO attorney was consulted on the drafting of the MOU. Clarification was noted that the MOU is conceding to moving forward with the merger as the study is going to happen without the MOU. It was brought up that a merger is going to dilute the ability to advocate for the needs of Hillsborough County. It was requested that focus groups or some sort of feedback be obtained from the current staff of the existing MPOs. *(Rick Fernandez expressed his disagreement with the merger plan via the meeting chat.)*

VII. Unfinished Business & New Business (Timestamp 1:56:32)

A. Next CAC Meeting: August 2, 2023

B. Would like to bring the action item regarding agencies making their presentations to the committee. Johnny Wong will circulate the motion for consideration to the committee.

VIII. Member's Interests & Future Topic Requests

- **Three-dimensional transportation and how that is going to come about** – this is being discussed around drone usage, autonomous vehicles, and other technologies. The Smart Cities Alliance has a meeting at the Tampa International Airport coming up (date TBD, likely November) to talk about this subject. Another topic that has to be considered by the LRTP is ACES (Autonomous, Connected, Electric, and Shared). It was noted that the freight study is not addressing this in their survey.

IX. Adjournment

The meeting adjourned at 8:00 PM

A recording of this meeting may be viewed at:

https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/videos

From Chat

Chris Vela – How much will this study cost? I do not remember seeing it. I might have forgotten.

Reference:

Electronic Code of Federal Regulations (e-CFR), Title 23, Highways, Chapter 1 – Federal Highway Administration, Department of Transportation, Subchapter E – Planning and Research, Part 450 – Planning Assistance and Standards, Subpart C – Metropolitan Transportation Planning and Programming, § 450.310 Metropolitan planning organization designation and redesignation. 23 CFR § 450.310 - Metropolitan planning organization designation and redesignation

<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.310>

<https://www.govinfo.gov/content/pkg/CFR-2021-title23-vol1/pdf/CFR-2021-title23-vol1-sec450-310.pdf>



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Draft CAC Resolution Regarding Partner Agency Participation in the Committee Process

Presenter:

Gena Torres, TPO Staff

Summary:

At the request of the CAC, this item will be presented for consideration. During the March meeting, several members remarked that agencies impacted by TIP amendments should have staff available to answer questions from the committee. That conversation continued in April and May, with several members again expressing frustration that agency representatives were not in attendance.

Because there was not sufficient time available in previous months to discuss a proposed resolution addressing this concern, it has now been added as an action item to the August committee agenda. Committee members were emailed a copy of the most recent draft and asked to submit additions and edits for consideration. Those additions and edits have been inserted into the attached document for review.

Recommended Action:

Discuss the proposed resolution and review additions and edits.

Prepared By:

Johnny Wong, PhD, TPO Staff

Attachments:

1. Draft CAC Resolution Regarding Partner Agency Participation in the Committee Process
2. TPO Bylaws



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1 Draft CAC resolution regarding partner agency participation in the committee process
2 Josh Frank, 3/8/2023

3
4 For CAC circulation & consideration

5
6 WHEREAS, the citizens advisory committee recognizes the importance of agency participation in ensuring
7 the success of our community's projects and initiatives; and

8
9 Option 1: WHEREAS, the citizens advisory committee also recognizes the need for transparency and
10 accountability in all project updates and action items; and

11
12 Option 2: WHEREAS, the citizens advisory committee also recognizes the need for transparent, accurate
13 information in all project updates and action items; and

14
15 Option 3: ~~WHEREAS, the citizens advisory committee also recognizes the need for transparency and~~
16 ~~accountability in all project updates and action items; and~~

17
18 Option 1: WHEREAS, the citizens advisory committee acknowledges the challenges that can arise when
19 agency representatives are not present or when there is a lack of reliable agency participation;

20
21 Option 2: WHEREAS, the citizens advisory committee acknowledges the challenges that can arise when
22 agency representatives are not present or when there is a lack of informed agency participation;

23
24 Option 1: THEREFORE, BE IT RESOLVED that the citizens advisory committee requests that agencies
25 commit to sending a designated representative to all meetings where action items or project updates will
26 be discussed. The representative should be knowledgeable about the project or initiative and be able to
27 provide valuable insights and information to the committee.

28
29 Option 2: THEREFORE, BE IT RESOLVED that the citizens advisory committee requests that agencies
30 commit to sending a designated representative to all meetings where action items or major project
31 updates will be discussed. The representative should be knowledgeable about the project or initiative and
32 be able to provide valuable insights and information to the committee.

33
34 Option 3: THEREFORE, BE IT RESOLVED that the citizens advisory committee requests that agencies
35 commit to participating, either in person or remotely, in all meetings where action items or project
36 updates will be discussed. The representative should be knowledgeable about the project or initiative and
37 be able to provide valuable insights and information to the committee.

38
39 Option 1: BE IT FURTHER RESOLVED that the citizens advisory committee requests that agencies provide
40 regular updates on the progress of projects or initiatives and that these updates be made available to the
41 committee in a timely manner.

42
43 ~~Option 2:~~ ~~BE IT FURTHER RESOLVED that the citizens advisory committee requests that agencies provide~~
44 ~~regular updates on the progress of projects or initiatives and that these updates be made available to the~~
45 ~~committee in a timely manner.~~

46
47 Option 1: BE IT FURTHER RESOLVED that if an agency fails to send a designated representative to two or
48 more consecutive meetings where action items or project updates are discussed without prior notification

49 and a valid reason, the agency will be subject to penalties, such as delay in project approval or automatic
50 unanimous recommendation of denial.

51
52 Option 2: BE IT FURTHER RESOLVED that if an agency fails to send a designated representative to two or
53 more consecutive meetings where action items or project updates are discussed without prior notification
54 and a valid reason, the agency will be subject to the possibility of delay in project approval or
55 recommendation of denial by the citizens advisory committee.

56
57 ~~Option 3: BE IT FURTHER RESOLVED that if an agency fails to send a designated representative to two or~~
58 ~~more consecutive meetings where action items or project updates are discussed without prior notification~~
59 ~~and a valid reason, the agency will be subject to penalties, such as delay in project approval or automatic~~
60 ~~unanimous recommendation of denial.~~

61
62 BE IT FURTHER RESOLVED that the citizens advisory committee will work with agencies to establish a
63 protocol for reliable agency participation and communication, and will provide feedback and support to
64 agencies to help ensure the success of community projects and initiatives.

65 Option 1: BE IT FURTHER RESOLVED that the citizens advisory committee and agency representatives will
66 comply with the behaviors prescribed in the adopted bylaws pertaining to Section 5.8: Conduct of
67 Meetings.

68 Option 2: BE IT FURTHER RESOLVED that the citizens advisory committee and agency representatives will
69 comply with the behaviors prescribed in the adopted bylaws pertaining to Section 5.8: Conduct of
70 Meetings, avoiding personalities and indecorous language or behavior.

71 Option 3: BE IT FURTHER RESOLVED that the citizens advisory committee members and agency
72 representatives will comply with the behaviors prescribed in the adopted bylaws pertaining to Section 5.8:
73 Conduct of Meetings and shall, at all times, show respect for all parties.

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**BY-LAWS OF
THE HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
AND ITS COMMITTEES
Amended March 8, 2023**

1.0 PURPOSE: These *By-laws* are adopted by the Hillsborough County Metropolitan Planning Organization to govern the performance of the MPO's duties as well as those of MPO committees and to inform the public of the nature of the MPO's internal organization, operations and other related matters.

1.1 DOING BUSINESS AS: Consistent with the Fictitious Name Act (s.865.09, F.S.), and as registered with the Florida Department of State, the MPO will conduct business as the "Hillsborough Transportation Planning Organization," hereinafter called the "TPO".

2.0 DEFINITIONS:

2.1 EMERGENCY: Any occurrence or threat thereof, whether accidental or natural, caused by man, in war or in peace, which necessitates immediate action because it results or may result in substantial injury or harm to the population or the TPO or substantial damage to or loss of property or public funds.

2.2 GOOD CAUSE: A substantial reason which is put forward in good faith.

2.3 INTERESTED PERSON: Any person who has or may have or who represents any group or entity which has or may have some concern, participation or relation to any matter which will or may be considered by the TPO.

2.4 MEMBER(S): The TPO consists of sixteen (16) official members, with FDOT designated as a non-voting advisor. Each member government or authority may also appoint an alternate member, who may vote at any TPO meeting in place of a regular member. TPO committee membership is as provided in these By-laws.

2.5 PUBLIC HEARING: A meeting of the TPO convened for the purpose of receiving public testimony regarding a specific subject and for the purpose of taking action on amendment to or adoption of a plan or program. A public hearing may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the public hearing to another time may be taken unless a quorum is present.

2.6 REGULAR MEETING: The regular scheduled meeting of the TPO at which all official business may be transacted.

- 2.7 SPECIAL MEETING:** A meeting of the TPO held at a time other than the regularly scheduled meeting time. All official business may be transacted at a special meeting.
- 2.8 WORKSHOP:** A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.
- 3.0 MPO OFFICERS:** There shall be a Chair and a Vice-Chair. All officers shall be voting members of the TPO.
- 3.1 TENURE:** All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members. No officer may serve for more than two years consecutively.
- 3.2 SELECTION:** At the regular meeting in December, the members shall nominate one or more candidates to fill each office. Immediately following the close of nominations, the TPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected. New officers shall take office immediately upon the conclusion of the election of officers.
- 3.3 VACANCY IN OFFICE:** A vacant office shall be filled by the TPO at its first regular meeting following the vacancy. The officer so elected shall serve the remainder of their predecessor's term in office.
- 3.4 DUTIES:** The officers shall have the following duties:
- 3.4.1 CHAIR:** The Chair shall:
- (a) Preside at all regular and special meetings, workshops and public hearings.
 - (b) Represent the TPO on the West Central Florida MPO Chairs Coordinating Committee (CCC), doing business as Suncoast Transportation Planning Alliance (SCTPA), and the Florida MPO Advisory Council (MPOAC).
 - (c) Establish such ad hoc committees as the Chair may deem necessary and appoint their members and chairs.
 - (d) Call special meetings and workshops and public hearings.
 - (e) Sign all contracts, resolutions, and other official documents of the TPO, unless otherwise specified by the *By-laws* or *Policies*.
 - (f) Express the position of the TPO as determined by vote or consensus of the TPO.
 - (g) See that all actions of the TPO are taken in accordance with the *By-laws*, *Policies* and applicable laws.
 - (h) Perform such duties as are usually exercised by the Chair of a commission or board, and perform such other duties as may from time to time be assigned by the TPO.

3.4.2 Vice-Chair: The Vice-Chair shall, during the absence of the Chair or the Chair's inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the TPO.

4.0 COMMITTEES:

4.1 AD HOC COMMITTEES:

4.1.1 Chair and Expiration: An ad hoc committee shall consist of a committee chair, who shall be a member of the TPO. All ad hoc committees shall have an expiration time identified by the Chair at the time of creation or shall dissolve at the expiration of the Chair's term.

4.1.2 Purpose: The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by the Chair.

4.2 STANDING COMMITTEES:

4.2.1 Appointment of Committee Members: Members and alternate members of all committees shall be appointed by action of the TPO. Members representing an organization on a committee, as specified in the committee membership list, shall be nominated in writing by their organization. Members representing the citizens of Hillsborough County, and not representing any particular entity as specified in the committee membership list, shall complete application forms for the TPO Board's consideration. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The TPO shall not appoint committee applicants who are affiliated with private TPO consultants or contractors. If such an affiliation occurs, an existing committee member shall be deemed to have resigned.

4.2.2 Termination of Committee Membership: Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The TPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the TPO will warn the member in writing, and if applicable the member's nominating organization, thirty days in advance of an action to rescind membership. The TPO Chair may immediately terminate the membership of any committee member

for violations of standards of conduct, defined as conduct inconsistent with Section 7.0 of these By-laws. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual's membership may also be rescinded by the nominating organization, by letter to the Chair.

4.2.3 Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the TPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.

4.2.4 Conduct of Committee Meetings: Sections 5 through 9, excluding Section 8.1, of these TPO By-laws shall be used for the conduct of all TPO committee meetings.

4.2.5 Standing Committee Sub-Committees: An TPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These TPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the TPO committees.

4.2.6 TPO Technical Advisory Committee (TAC): Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the TPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making

recommendations to the TPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

TAC Membership: The TAC shall be composed of technically qualified representatives for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Transportation Planning Organization area boundary.

The membership shall be composed of: three (3) members from Hillsborough County, two (2) members from City of Tampa, two (2) members from the Hillsborough County City-County Planning Commission, one (1) member from the Tampa Hillsborough Expressway Authority, one (1) member from the Hillsborough Area Regional Transit Authority, one (1) member from Environmental Protection Commission, one (1) member from the Tampa Port Authority, one (1) member from City of Temple Terrace, one (1) member from the Tampa Bay Regional Planning Council, one (1) member from the Florida Department of Environmental Protection, one (1) member from City of Plant City, one (1) member from the Hillsborough County Aviation Authority, one (1) member from the Tampa Bay Area Regional Transportation Authority, one (1) member from the Tampa Historic Streetcar, Inc., one (1) member from the Department of Health-Hillsborough and one (1) member from the Florida Trucking Association.

Terms of Membership: Members shall serve terms of indefinite length at the pleasure of their respective nominating organizations and the TPO.

4.2.7 TPO Citizens Advisory Committee (CAC): The CAC shall be responsible for providing information and overall community values and needs into the transportation planning program of the TPO; evaluating and proposing solutions from a citizen's perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the TPO Program.

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-effective transportation system. Racial and ethnic minorities, women,

persons below median income, youth, the elderly, and persons with disabilities, and persons from different geographic areas across the county must be adequately represented on the CAC to the maximum extent feasible.

All members must be residents of Hillsborough County. Membership will be as follows: One committee member nominated by each voting member serving on the TPO Board, and twenty (20) at-large members selected to improve proportionate representation of countywide geographical and demographic characteristics. Annually, a review of current members will be conducted to establish recruitment goals for any vacant seats for the coming year, and establish the basis for recommending candidates to the TPO board. The annual review will consider: (1) Geographic representation, assessed with respect to randomly-generated districts of approximately equal populace;(2) Demographic characteristics, including income, gender, race, ethnicity, disability status, and age, assessed with respect to their proportions in the general population. All committee members will be approved by a vote of the TPO Board.

Terms of appointment for at-large members and unelected members of the TPO Board shall be for a period of up to three (3) two-year terms. Term limits for appointees of elected members of the TPO Board shall be consistent with the term of that appointing board member, or up to six years, whichever is first. Terms are subject to Section 4.2.2 of these bylaws, and the terms of appointment notwithstanding, CAC members shall serve at the pleasure of the TPO.

4.2.8 TPO Policy Committee: The TPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the TPO and for development of recommendations to the TPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the TPO's responsibilities to manage a continuing, cooperative and comprehensive transportation planning process and the development of transportation plans and programs.

Membership: The Policy Committee shall be composed of at least five (5) members of the TPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the TPO meeting at which the Chair is elected and at any TPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those TPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual TPO member shall be so appointed by action of the TPO and shall serve terms that last until the next TPO meeting at which the Chair is elected.

4.2.9 Transportation Disadvantaged Coordinating Board (TDCB): The primary purpose of the TDCB is to assist the TPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following agencies or groups shall be represented on the TDCB as voting members:

- an elected official serving on the Hillsborough County TPO who has been appointed by the TPO to serve as TDCB Chairperson;
- a local representative of the Florida Department of Transportation;
- a local representative of the Florida Department of Children & Families;
- a local representative of the Public Education Community, which could include, but is not limited to, a representative of Hillsborough County Public Schools, School Board Transportation Office or Head Start Program;
- a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- a person recommended by the local Veterans Service Office representing the veterans in the county;
- a person who is recognized by the Florida Association for Community Action (President) as representing the economically disadvantaged in the county;
- a person over sixty years of age representing the elderly citizens in the county;
- a person with a disability representing the disabled citizens in the county;
- two citizen advocates in the county, one of whom must be a user of the transportation services of the coordinated transportation disadvantaged system as their primary means of transportation;
- a local representative for children at risk;
- the chairperson or designee of the local mass transit system's board except when they are also the CTC;
- a local representative of the Florida Department of Elder Affairs;
- a local representative of the local for-profit transportation industry;
- a local representative of the Florida Agency for Health Care Administration;
- a local representative of the Regional Workforce Development Board;
- a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;

- A local representative of the Agency for Persons with Disabilities

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the TPO.

TDCB Duties. The TDCB shall perform the following duties which include those specified in Chapter 41-2, Florida Administrative Code and Section 427.0157, Florida Statutes.

- a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the TPO Chairperson;
- b. Review and approve the CTC's memorandum of agreement and the transportation disadvantaged service plan;
- c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the TPO with an evaluation of the CTC's performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the TPO. Recommendations relative to performance and the renewal of the CTC's memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;
- d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the TPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;
- e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area CTCs and consolidation of adjacent counties when it is appropriate and cost effective to do so;
- f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;

- g. In coordination with the CTC, jointly develop applications for funds that may become available;
- h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the TPO;
- i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;
- j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;
- k. Assist the TPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);
- l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;
- m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

4.2.10 TPO Intelligent Transportation Systems (ITS) Committee: The ITS Committee is responsible for assisting in the development of Intelligent Transportation System (ITS) planning work programs, as well as reviewing ITS related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the TPO and/or other agencies. ITS Committee recommendations to the TPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs. The ITS Committee shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

ITS Committee Membership: The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit

Authority, the USF Center for Urban Transportation Research, the City of Plant City and the City of Temple Terrace as well as a non-voting advisor from the FDOT. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the TPO.

- 4.2.11 TPO Bicycle/Pedestrian Advisory Committee (BPAC):** The BPAC shall be responsible for making recommendations to the TPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians. The BPAC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

BPAC Membership: The BPAC shall be composed of up to twenty-five members. One member shall represent each of the following entities, except as noted: City of Tampa (three seats), City of Temple Terrace, City of Plant City, Hillsborough County (three seats), University of South Florida USF, the Environmental Protection Commission of Hillsborough County, the Hillsborough County City-County Planning Commission, HART, and the Florida Health Department. The remaining members shall be citizen representatives.

All members of this Committee shall serve for a two-year term, ending on June 30th of its respective year. Without restriction, each member can be appointed to serve an unlimited number of two-year terms.

- 4.2.12 TPO Livable Roadways Committee (LRC):** The LRC shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service; providing information and assistance to the TPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among TPO member agencies and public participation in the transportation planning

process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

LRC Membership: The LRC shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the TPO. Members will represent the following: City of Plant City; City of Tampa Parks and Recreation Department, Public Works, Transportation Division, or Urban Development Department (up to two members); City of Temple Terrace; Hillsborough County Planning and Infrastructure (up to two members); Hillsborough Area Regional Transit; Hillsborough County TPO Board Member (appointed by the TPO to serve as chair of the committee); Hillsborough County City-County Planning Commission; Tampa Hillsborough Expressway Authority and five members from professional organizations whose mission is consistent with the principles of Livable Roadways (such as American Planning Association; American Society of Landscape Architects; Urban Land Institute; Institute of Transportation Engineers; Congress for New Urbanism and American Institute of Architects); University of South Florida; New North Transportation Alliance; Tampa Downtown Partnership; Westshore Alliance; Person with disabilities; Neighborhood representative; Transit user representative; Citizen advocate for livable communities and/or multimodal transportation; and School District and/or School Parent representative.

5 MEETINGS:

5.1 SCHEDULE OF MPO MEETINGS:

- 5.1.1 Regular Meetings:** Regular meetings shall take place on the first Tuesday of each month, unless otherwise decided by the TPO and shall be held in the Chamber of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
- 5.1.2 Special Meetings and Workshops:** Special meetings and workshops shall be held at the call of the Chair or majority of officers. Special meetings and workshops shall convene at a time designated by the Chair and shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
- 5.1.3 Public Hearings:** Public hearings of the TPO shall be held at a time designated by the Chair. A public hearing can be continued until a date and time certain, with due allowance of time for public notice of the continuation of the public hearing. Public hearings shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

- 5.2 SCHEDULE OF STANDING COMMITTEE MEETINGS:** Each standing committee shall meet monthly, with the exception of the Intelligent Transportation Systems Committee and the Transportation Disadvantaged Coordinating Board which shall meet every two months, at a regular date and time designated by the Chair.
- 5.3 SCHEDULE OF AD HOC COMMITTEE MEETINGS:** Each ad hoc committee shall meet at the call of the committee chair. Ad hoc committee meetings shall not be scheduled during the times reserved for TPO meetings. Ad hoc committee meetings shall be held at a suitable location designated by the committee chair.
- 5.4 NOTICE OF MPO AND COMMITTEE MEETINGS:** The Executive Director of the TPO shall be responsible for providing written public notice of all TPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and the TPO's Public Participation Plan.
- 5.5 AGENDA OF MPO AND COMMITTEE MEETINGS:** The agenda for all TPO regular and special meetings, workshops and public hearings shall be established by the Chair with the assistance of the Executive Director. Members or the Executive Director may request that an item be placed on the agenda by communicating such request to the Executive Director at least ten (10) days prior to the meeting date. The Chair shall consider with the Executive Director on a month to month basis whether there shall be a consent agenda.

The agenda for each committee meeting shall be established by the committee chair and shall be prepared by the Executive Director or designated TPO support staff. Members of a committee or the Executive Director may request that an item be placed on a committee agenda by communicating such request to the TPO support staff assigned to the committee, or the Executive Director at least ten (10) days prior to the committee meeting date.

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the TPO Chair or the committee chair.

The agenda for any TPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an

emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

5.6 RULES OF ORDER: Except where they are inconsistent with the *By-laws*, *Roberts Rule of Order* shall be used for the conduct of all TPO and committee meetings.

5.7 QUORUM: A simple majority of the total non-vacant membership of the TPO or TPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC, and nine (9) members shall constitute a quorum for the LRC and BPAC. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

5.8 CONDUCT OF MEETINGS:

5.8.1 Chair Participation: The presiding TPO Chair, or committee chair, shall not be deprived of any rights and privileges by reason of being presiding Chair, but may move or second a motion only after the gavel has been passed to the Vice-Chair or another member.

5.8.2 Form of Address: Each member shall address only the presiding Chair for recognition; shall confine his/her remarks to the question under debate; and shall avoid personalities or indecorous language or behavior.

5.8.3 Public Participation: Any member of the public may address the TPO or TPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the TPO Staff for a specific item. When recognized by the Chair, a member of the public shall state their name, address, the person on whose behalf they are appearing and the subject of their testimony. Each member of the public shall limit his or her presentation to three (3) minutes unless otherwise authorized by the Chair.

5.8.4 Limitation of Testimony: The Chair may rule testimony out of order if it is redundant, irrelevant, indecorous or untimely.

5.8.5 Motions: The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.

5.8.6 Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests.

Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.

- 5.8.7** Reconsideration: A motion to reconsider an item on which vote has been taken may be made only by a member who voted with the prevailing side. The motion to reconsider must be made on the day the vote to be reconsidered was taken, or at the next succeeding meeting of the same type of meeting at which the vote to be reconsidered was taken (i.e., at the next succeeding regular meeting if the vote to be reconsidered was taken at a regular meeting). To be in order, the motion to reconsider must be made under the consideration of old business. Adoption of a motion to reconsider requires the approval of at least a simple majority of the votes cast. If a motion to reconsider is adopted, the members shall consider the need for additional notice to interested persons before a vote subject to the motion for reconsideration was taken at a special meeting or a public hearing for which no subsequently scheduled meeting will provide an opportunity for reconsideration of the item, then the motion to reconsider may be made at the next regular meeting in the manner provided.

5.9 ORDER OF BUSINESS AT MEETINGS: The order of business shall be determined by the Chair; however, the following is provided as a guide:

5.9.1 Regular TPO Meetings:

- (a) Call to Order and Pledge of Allegiance
- (b) Approval of minutes of prior meetings, workshops and public hearings.
- (c) Public input on Agenda Items, TPO Committee Reports
- (d) Presentation of the Chair's Report
- (e) Presentation of the Executive Director's Report
- (f) Consideration of Action Items
- (g) Consideration of Status Reports
- (h) Public input regarding general concerns
- (i) Consideration of items under old business
- (j) Consideration of items under new business
- (k) Adjournment

5.9.2 Special Meetings or Workshops

- (a) Call to Order
- (b) Consideration of individual agenda items
- (c) Adjournment

5.9.3 Public Hearings

- (a) Call to Order
- (b) Consideration of individual agenda items
 - 1. Presentation by staff
 - 2. Public comment

- 3. Board deliberation
- (c) Adjournment

5.9.4 Order of Consideration of Action Items: The order of consideration of any individual agenda item shall be as follows unless otherwise authorized by the Chair:

- (a) Chair introduces the agenda item.
- (b) Staff presents the agenda item.
- (c) Other invited speaker(s) make presentations.
- (d) TPO or committee members ask questions.
- (e) Motion is made, seconded and debated.
- (f) Vote is taken.

The Chair may expand all time limitations established by this section.

5.9 **OPEN MEETINGS:** All TPO regular and special meetings, workshops and public hearings, TPO committee meetings, and all meetings of the committees are open to the public as provided by Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

6.0 **ATTENDANCE:** Members are expected to attend all regular and special meetings, public hearings and workshops of the TPO and its committees.

6.1 **EXCUSAL FROM MEETINGS:** Each member who knows that his/her attendance at a regular or special meeting, public hearing or workshop will not be possible, shall notify the Executive Director, or committee support staff, of the anticipated absence and the reason thereof. The Executive Director, or committee support staff, shall communicate this information to the Chair who may excuse the absent member for good cause.

7.0 **CODE OF ETHICS:**

7.1 **COMPLIANCE WITH LAWS:** Members shall comply with the applicable provisions of the Code of Ethics for Public Officers and Employees, Part III, Chapter 112, Florida Statutes.

7.2 **REQUESTS FOR INFORMATION:** Members may request information readily available to the general public directly from the appropriate staff person. Requests for information not readily available to the general public, or information which would involve the expenditure of staff time in preparation or compilation, shall be made to the Executive Director, who may consult with the Chair for guidance.

7.3 **LOBBYING ACTIVITIES:** Members shall use their discretion in conducting private discussions with interested persons regarding TPO business, as long as all interested persons are treated equally. Any written material received by a member in connection with a private discussion with an interested person shall be given to the Executive Director for distribution to other members and as appropriate, to staff.

7.4 GOVERNMENT IN THE SUNSHINE: Members shall refrain from participating in any private communications regarding TPO business involving two or more members. For purposes of this section, a private discussion is one that is not conducted in accordance with the requirements of Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

Any written material received by a member in connection with TPO Business shall be given to the Executive Director or the member's committee support staff for distribution to other members and as appropriate, to staff.

7.5 STATEMENTS BY MEMBERS: Members will from time to time be asked to give their opinions regarding matters which have been or will be considered by the TPO or one of its committees. No member shall be prohibited from stating his/her individual opinion on any matter; however, in doing so, each member shall take care to make clear that the opinion expressed is his/her own, and does not constitute the official position of the TPO or one of its committees.

7.6 CODE OF CONDUCT: Recognizing that persons holding a position of public trust are under constant observation, and that maintaining integrity and dignity are essential for high levels of public confidence in institutions of government, members are expected to adhere to the following:

- a. Prepare for and regularly attend all meetings of the member's group;
- b. Extend courtesy and consideration toward colleagues, citizens, and staff, during all discussions and deliberations;
- c. Avoid appearance of impropriety;
- d. Allow citizens, colleagues, and staff sufficient opportunity to present their views, within the prescribed rules of conduct of meetings;
- e. Refrain from abusive comments or intimidating language directed at colleagues, citizens, or staff, including gestures, body language or distracting activity that conveys a message of disrespect and/or lack of interest;
- f. Not engage in harassing behavior or unwelcome conduct of a sexual nature toward colleagues, citizens, or staff;
- g. Discharge their duties without prejudice toward any person or group;
- h. Not lend their influence towards the advancement of personal financial interests or the financial interests of family, friends, or business associates.

8.0 ADMINISTRATION: The administration of TPO activities shall be accomplished through official actions of the TPO in accordance with the following guidelines:

8.1 POLICIES: The TPO shall adopt, by a vote of a majority of the total membership, *Policies* to guide the administration of the TPO. The *Policies* shall be published in conjunction with the *By-laws*. The *Policies* may be

amended from time to time by a vote of a majority of the total voting membership of the TPO.

8.2 STATUTES: The TPO shall abide by legislation authorizing and specifying its duties and functions and all other requirements of Florida law.

8.3 STAFF: The staff of the TPO shall consist of the Executive Director and such additional employees as provided by the Hillsborough County City-County Planning Commission. The staff shall be directed by the Executive Director of the TPO.

9.0 RULES OF CONSTRUCTION: The following rules apply to the text of this document.

9.1 The particular controls the general.

9.2 The word “shall” is mandatory and not discretionary. The word “may” is permissive.

9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.

9.4 Words not defined shall have the meaning commonly ascribed to them.

10.0 AMENDMENT: The *By-laws* may be amended by two-thirds majority vote of the total voting membership of the TPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough TPO 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:

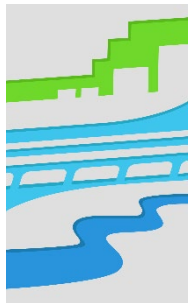
Approve the Electric Vehicle Infrastructure Plan (EVIP) and forward to the TPO Board for consideration.

Prepared By:

Connor MacDonald, TPO Staff

Attachments

1. [Presentation](#)
2. [Hillsborough TPO Electric Vehicle Infrastructure Plan – Final Report](#)



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough County Bicycle Network Evaluation

Presenter:

Wade Reynolds, AICP, TPO Staff

Summary:

Committed to improving the mobility and safety of all residents, Hillsborough County and the TPO undertook this study to identify, evaluate, and prioritize bicycle facility needs along the County's roadway network. Establishing a data-driven methodology and process to address the mobility and safety needs of people on bicycles will assist in realizing the commitment and desire to provide a safe, connected, and inviting network of bicycle facilities. As a result of this screening and discussions with Public Works staff, four (4) corridors were considered for initial conceptual design:

- Waters Avenue – Sheldon Road to Veterans Expressway
- Causeway Blvd/W Lumsden Rd – S Falkenburg Road to Brandon Parkway
- Shell Point Road – US41 to 24th Street SE
- Balm Riverview Road – Boyette Rd to McMullen Rd

Based on feedback from CAC members, staff had discussions with individual members and Public Works staff to insure that the methodology achieves the desired goals. After this consultation, staff believes that the methodology is sound and consistent with TPO practices and adopted documents.

Recommended Action:

CAC action taken in June, no action required

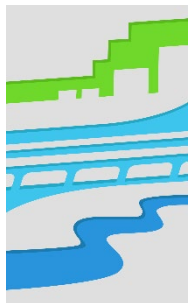
Prepared By:

Wade Reynolds, TPO Staff

Attachments:

CAC Questions & Answers

[Project Webpage](#)



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

1. It was asked if speed reduction was considered.
 - a. Speed reduction strategies are incorporated in the conceptual plans through the narrowing of travel lanes, introduction of midblock crossings, speed feedback signs, and...
 - b. Where speed reduction strategies are not easily practical, separation from vehicular traffic is proposed along with safe crossing locations.
2. Is this a county project and if the county would be responsible for the funding for the projects.
 - a. Hillsborough County would be responsible for funding any projects eventually moved forward. Additionally, there are competitive grant programs for State and Federal funds that these and other types of projects are eligible for.
3. There was a question about how equity was brought into this study.
 - a. The Equity and Social Justice component of the Bicycle Exposure Score is whether a roadway segment is within or directly adjacent to an Underserved Community. These factors are consistent with the TPO's Nondiscrimination Plan. Scoring based on the equity factor scoring for each Census block group; whether a block group has a:
 - i. High Concentrations of Youth
 - ii. High Percentage of Older Adults
 - iii. High Concentrations of Persons With a Disability,
 - iv. High Racial Minority Population
 - v. High Ethnic Minority Population
 - vi. High Limited English Proficiency Population
 - vii. High Percentage of Low Income Households
 - viii. High Percentage of Persons with no Highschool Diploma
 - ix. High Percentage of Zero Vehicle Households
 - x. High Percentage Female Head of Households
 - b. The other factors in the Bicycle Exposure Score are:
 - i. Segment's proximity, in miles, to an activity generator such as a park, school, government services, cultural facility, identified activity center, or zoning category of commercial general or intensive.
 - ii. The existing residential density (population per acre) of the traffic analysis zones (TAZ) adjacent to the segment.
 - iii. Segment's proximity, in miles, to a public transit stop.
4. It was also asked why the urban versus suburban areas were considered.
 - a. Points were given to prioritize more urban/dense segments based on their Roadway Context Classification.
5. There was a concern brought up about the scoring and the factors that make some roads dangerous to bikes were not in the scoring.
 - a. For the roadway Risk score the following factors were considered:
 - i. Bicycle and pedestrian involved crashes along the segment during the analysis period.
 - ii. Posted speed limit along the segment.
 - iii. Average annual daily traffic along the segment.
 - iv. Number of travel lanes along the segment.
 - v. The density (lighting poles per mile) of roadway lighting along the segment.

6. It was asked if the motion (to incorporate this with an ongoing study of County roads in the City of Tampa) could be passed because the study is for Unincorporated Hillsborough County. It was clarified that the study being done on County roads in the City be incorporated into this study. It was questioned whether or not the land use is not up to date.
 - a. While this study was focused on Arterials and Collectors in Unincorporated County, County roads in the Cities were scored, and those scores were provided to inform the ongoing study of County roads in the City of Tampa. The design of those roadways is governed by the City of Tampa under Interlocal Agreement, and those roadways have separate design standards from the County. The Interlocal Agreement is attached.

INTERLOCAL AGREEMENT

Between

HILLSBOROUGH COUNTY, FLORIDA

and

THE CITY OF TAMPA, FLORIDA

Providing for:

**MAINTENANCE, OPERATIONAL RESPONSIBILITIES AND PROCEDURES
FOR COUNTY ROADS WITHIN THE CITY**

For the Period:

APRIL 1, 2022 THROUGH SEPTEMBER 30, 2023

INTERLOCAL AGREEMENT

THIS INTERLOCAL AGREEMENT ("AGREEMENT") is made and entered into this 23rd day of March, 2022, by and between HILLSBOROUGH COUNTY, a political subdivision of the State of Florida (hereinafter referred to as "COUNTY"), and the CITY OF TAMPA, a municipal corporation organized and existing under the laws of the State of Florida (hereinafter referred to as "CITY") and collectively to be known hereinafter as the "PARTIES".

WITNESSETH:

WHEREAS, the Florida Interlocal Cooperation Act of 1969, Chapter 163, Part 1, Florida Statutes, authorizes government units to cooperate and make the most effective use of their powers and resources;

WHEREAS, Section 334.03(8), Florida Statutes (2019), defines the "County Road System" as all collector roads in the unincorporated areas of a COUNTY and all extensions of such collector roads into and through any incorporated areas, all local roads in the unincorporated areas, and all urban minor arterial roads not in the State Highway System; and

WHEREAS, the intent of the AGREEMENT is to have the CITY perform Complete Maintenance, Traffic Signal and Moveable Bridge Maintenance and Operational Activities on identified portions of the County Road System and for the COUNTY to fund such maintenance and activities; and

WHEREAS, the CITY is agreeable to performing those activities.

NOW THEREFORE, in consideration of the mutual covenants and agreements contained herein, the PARTIES hereto agree as follows:

SECTION 1 - DEFINITIONS

A. "Capital Improvement" means permanent structural change or restoration that will either enhance the overall value, increase its useful life or adapt it to new uses. This includes, but is not limited to, singular instances which require the replacement of traffic signal structures, cabinets and Intelligent Transportation System elements as defined and accepted by the Federal Highway Administration, seawall repairs, and other elements such as: roadway geometric changes, bike lanes, sidewalks, curbs, gutters, roadway resurfacing, and/or other intersection or stormwater improvements over \$25,000.

B. "County Road System" means those roads and associated right-of-way facilities which lie within the City of Tampa incorporated areas of Hillsborough County as defined by Section 334.03(8), Florida Statutes (2020), and other roads or maintenance identified within this AGREEMENT.

C. "Complete Maintenance" means performance of preventive or corrective tasks that

restore or repair the County Road System to operating condition in compliance with COUNTY standards, including the supply of labor and materials necessary to keep the County Road System functioning according to original design. The Road System includes, but is not limited to: curbs, gutters, stormwater facilities; sidewalks, handrails; bridges, seawalls, retaining walls; driveway aprons, traffic islands, medians; traffic signs, pavement markings; pavement condition; guardrails, bridges and railings; traffic signals, street lighting; ground cover and landscaping.

D. "Traffic Signal and Moveable Bridge Maintenance" performance of preventive or corrective tasks that restore or repair traffic signals and moveable bridges of the County Road System to operating condition in compliance with COUNTY standards, including labor and permitting.

E. "Operational Activities" means performance of those activities necessary to make the referenced item perform its intended task, such as Traffic Signals and Moveable Bridge operation.

SECTION 2 – EXHIBITS

The following Exhibits are herein incorporated by reference:

- A. "Exhibit A" Map of COUNTY roadways within CITY limits.
- B. "Exhibit B" COUNTY bridges within CITY limits.
- C. "Exhibit C" COUNTY traffic signals within CITY limits.
- D. "Exhibit D" Services delivered by the CITY and reimbursement amount from the COUNTY.
- E. "Exhibit E" Equal employment applicable statutes, orders and regulations.

SECTION 3 - MAINTENANCE AND OPERATION

A. The CITY will maintain those traffic signals listed in Exhibit "C". The CITY's Traffic Signal Maintenance responsibilities include, but are not limited to: locates, preventive maintenance (periodic inspection, service, and routine repairs), restoration of services, and emergency maintenance (troubleshooting in the event of equipment malfunction, failure, or damage). Restoration of services may include temporary poles and/or signals, stop signs, or other methods to maintain traffic.

B. Those roads that are part of the County Road System within CITY limits are named in Exhibit "A". The CITY shall conduct the Complete Maintenance and Operational Activities indicated in Exhibit "D". Those moveable bridges that are part of the County Road System within CITY limits are listed in Exhibit "B".

C. The County will conduct the Complete Maintenance on all County roads within the City as listed in Exhibit "A". The COUNTY shall also maintain, at its cost and expense, the Storm Trap structure that was installed in CITY right-of-way during the construction of the Armenia Avenue & Armenia Court Drainage Improvements Project (CIP 46131.029) as required by the permit received from the Southwest Florida Water Management District. Maintenance shall include, but not be limited to, sediment removal, repair, reconstruction, or replacement of the Storm Trap.

SECTION 4 – COMMUNICATION

A. In the event that a citizen reports a concern to the incorrect maintaining agency, the agency will record details, including contact information, and provide the concern directly to the correct maintaining agency. These issues and any clarifications regarding maintenance or operational responsibility shall be directly referred to either:

Mobility Department Director, City of Tampa
(813) 274-3101

Customer Service, Hillsborough County
(813) 635-5400 or HCFLGov.net

SECTION 5 - PERMITTING

A. The CITY is responsible for Right-of-Way Use and Special Event Permits and inspections on the entire County Road System located within the CITY. The CITY shall adhere to the COUNTY's Right-of-Way guidelines as set forth in the "Hillsborough County Utility Accommodation Guide and Rights-of-Way Use Procedures Manual".

B. The CITY is responsible for installing, maintaining, and removing all maintenance of traffic, detours, special events, signage and equipment that the CITY has permitted.

C. The CITY shall be able to assess and retain permit fees in accordance with the CITY's permit schedule.

D. The COUNTY is responsible for permitting and maintenance of COUNTY "Utility Poles" as defined by Hillsborough County Ordinance 17-31 and 18-2 .

SECTION 6 - CAPITAL IMPROVEMENT PROJECT COORDINATION PROCESS

A. On or before the 15th of March of each year of this AGREEMENT, the COUNTY shall send the CITY Mobility Department Director a list of COUNTY roads within the CITY that are proposed to be resurfaced the following fiscal year. These roads will be prioritized utilizing the COUNTY pavement management prioritization methodology. Within thirty (30) days thereafter, the CITY shall submit to the COUNTY Engineering and Operations Director its recommendations on scheduling this work to match the schedule of the CITY's anticipated Public Works projects within the affected areas.

B. On or before the 15th of March of each year of this Agreement, the CITY shall send the COUNTY all other Capital Improvement requests. The CITY shall identify and prioritize these requests. The COUNTY is responsible for Capital Improvements for all COUNTY assets. In addition, the COUNTY shall be responsible for the Capital Improvements of traffic signals on COUNTY Road System. It is understood that the COUNTY will include these Capital Improvement requests from the CITY in its standard asset management prioritization process along with all COUNTY assets.

SECTION 7 – PAYMENT PROCESS

A. The CITY shall record its maintenance activities that are in excess of \$25,000 for Traffic Signal Maintenance for signals listed in Exhibit "C" in a maintenance log, as they occur. The maintenance log shall be provided with the quarterly invoices and included with the annual report. The maintenance log shall identify the time it took to restore the normal service and number of times such events occurred. A copy of the maintenance log shall also be provided to the COUNTY upon request. In the event that the CITY pays for replacement costs or related Capital costs, the COUNTY will reimburse the CITY, upon submission of an invoice, within Forty-Five (45) days. The intent is to cover costs for emergency responses to traffic signals caused by crashes, power events, localized weather damage, and signals which are at the end of their service life. Exhibit C contains a list of COUNTY traffic signals within the CITY limits. Traffic Signals may be added or deleted by mutual agreement by the designated representatives contained in this AGREEMENT.

B. The CITY shall record its maintenance activities and contractor invoices that are in excess of \$25,000 on moveable bridges and roadway systems in a maintenance log, as they occur. This maintenance log shall be submitted with quarterly invoices and also included with the annual report. The maintenance log shall identify the work performed and costs. A copy of the maintenance log shall also be provided to the COUNTY upon request.

C. On or before the end of each fiscal year of this Agreement, the CITY shall send the COUNTY an annual report that summarizes all maintenances activities in excess of \$25,000 to date.

D. In addition to the costs logged for 7A and 7B above, the COUNTY shall pay, per fiscal year, to the CITY, during the term of this Agreement, the COUNTY cost amounts listed in Exhibit "D" for those services provided by the CITY. On a quarterly basis, the CITY shall submit an invoice to the COUNTY for payment. The COUNTY shall pay to the CITY the amounts due for each activity performed, except that controller replacements will be paid in full for each portion completed, if approved. The COUNTY shall reimburse the CITY within Forty-Five (45) days following receipt of an accurate invoice.

SECTION 8 – GENERAL COORDINATION AND PROCESS

A. The CITY and COUNTY shall conduct quarterly engineering and technical review

meetings to review CITY projects on COUNTY roads.

B. The CITY shall provide all necessary engineering, design and supporting services required for performing the CITY's responsibilities as described in this Agreement. In the event that the CITY's engineering and design results in a change to a COUNTY roadway's operational or functional characteristics, the CITY shall coordinate a technical review of the proposed changes of the design with the COUNTY prior to performing work.

C. The CITY shall record its costs for engineering, design, and supporting services that are in excess of \$25,000 per location/study required for performing the CITY's responsibilities as described in this Agreement in a log, as they occur. The engineering log shall be provided with the quarterly invoices and also included with the annual report.

D. The CITY shall have authority to make minor operational changes on COUNTY roads within the CITY limits including, but not limited to, signal timing changes, and installation of additional safe multimodal crossings.

E. The COUNTY must concur with major design and operational changes on COUNTY roads within the CITY limits.

F. The CITY shall be the lead agency responsible for public outreach for minor operational changes, Complete Maintenance, Traffic Signal and Moveable Bridge Maintenance, and Operational Activities, occurring within the County Road System.

SECTION 9 – GENERAL TERMS

A. This AGREEMENT shall be effective commencing April 1, 2022 and shall expire on September 30, 2023. As required by Section 163.01(11) Florida Statutes, upon execution by the Parties, this AGREEMENT shall be recorded with the Clerk of the Circuit Court of Hillsborough County. The COUNTY shall record this AGREEMENT and any amendments hereto.

B. This AGREEMENT may be modified or amended only by a written instrument duly authorized and executed by the PARTIES. Any authorized modification or amendment to this AGREEMENT shall be promptly recorded in compliance with applicable law.

C. This AGREEMENT or portions thereof may be canceled or terminated by either party by giving written notice of such cancellation or termination with a minimum of Ninety (90) days prior to the effective date of the termination. Upon the cancelation of a portion of this AGREEMENT by the COUNTY, the CITY shall submit an invoice to the COUNTY for all monies owed which shall be remitted to the CITY within Forty-Five (45) days of approval by the COUNTY's Engineering and Operations Director.

D. The CITY, to the extent authorized by Section 768.28, Florida Statutes, shall indemnify, defend and hold the COUNTY harmless from all liabilities, claims, demands or actions at law and in equity that may hereafter at any time be made or brought by any

one for the purpose of enforcing a claim on account of any injury or damage caused, in whole or in part, by any negligent or intentional wrongful act or omission of the CITY, its agents or employees during performance of this AGREEMENT. The COUNTY, to the extent authorized by Section 768.28, Florida Statutes, shall indemnify, defend and hold CITY harmless from all liabilities, claims, demands or actions at law and in equity that may hereafter at any time be made or brought by any one for the purpose of enforcing a claim on account of any injury or damage caused, in whole or part, by any negligence or intentional wrongful act or omission of the COUNTY, or employees during the performance under this AGREEMENT.

E. During the term of this AGREEMENT, the CITY hereby certifies that it will remain in compliance with all laws, ordinances, regulations, and guidelines pertaining to applicable procurement procedures.

F. During the performance of this Agreement, the CITY herein assures the COUNTY that the CITY is in compliance with Title VII, of the 1964 Civil Rights Act, as amended, and the Florida Civil Rights Act of 1992, in that the CITY does not, on the grounds of race, color, national origin, religion, sex, age, handicap or marital status, discriminate in any form or manner against the CITY's employees or applicants for employment. The CITY understands and agrees that this Agreement is conditioned upon the veracity of this Statement of Assurance. Furthermore, the CITY herein assures the COUNTY that the CITY will comply with Title VI, of the Civil Rights Act of 1964, when Federal grant(s) is/are involved. Other applicable Federal and State laws, executive orders and regulations prohibiting the type of discrimination, as herein delineated, are included by this reference thereto. This Statement of Assurance shall be interpreted to include Vietnam era veterans and disabled veterans within its protective range of applicability.

G. The CITY shall abide by the provisions of Exhibit "E," Hillsborough County Equal Opportunity Requirements, attached hereto and made a part hereof. References to Contractor in Exhibit "E" shall refer to the CITY.

H. Any notice or communication regarding the terms of this AGREEMENT shall be given by one party to the other in writing, mailed by certified mail, and shall be deemed delivered if addressed as follows:

The City of Tampa:

The City of Tampa
Attn: Mobility Department Director
306 East Jackson Street
Tampa, FL 33602

Hillsborough County:

Hillsborough County
Attn: Director of Engineering and Operations

P.O. Box 1110
Tampa, FL33601

I. If any section, clause or paragraph, or portion thereof of this AGREEMENT is determined to be unenforceable or invalid for any reason whatsoever, that unenforceability or invalidity shall not affect the enforceability or validity of the remaining portions of this AGREEMENT and such unenforceable or invalid section, clause or portion thereof shall be severed from the remainder of this AGREEMENT.

J. In the event of a dispute arising from or related to the terms of this AGREEMENT, the parties hereto shall comply with the then current provisions of Chapter 164 Florida Statutes, the Florida Governmental Conflict Resolution Act.

IN WITNESS WHEREOF, the parties have entered into this Interlocal Agreement on the day and year first above written.

ATTEST: CINDY STUART
HILLSBOROUGH COUNTY
CLERK OF CIRCUIT COURT

HILLSBOROUGH COUNTY, FLORIDA



BY: *Cindy Stuart*
Deputy Clerk

BY: *Kimberly Overman*
Kimberly Overman
Chair, Board of County Commissioners

Approved as to Form and Legal Sufficiency:

Marva Taylor
Marva M. Taylor
Senior Assistant County Attorney

BOARD OF COUNTY COMMISSIONERS
HILLSBOROUGH COUNTY FLORIDA
DOCUMENT NO. 22-0325

ATTEST:

CITY OF TAMPA, FLORIDA

BY: *Shirley Jay-Kraus*
City Clerk/Deputy City Clerk

BY: *Jane Castor*
Jane Castor, Mayor

Approved as to Form and Legal Sufficiency:

Ratrick E. Perez
Ratrick E. Perez
Assistant City Attorney

"Exhibit B"**Bridges on Functionally Classified County
Roads Within the City of Tampa*****Moveable Bridges Owned by the County and Maintained and Operated by the
City of Tampa***

LOCATION/NAME	FBOC Bridge #
Platt Street	105500
Columbus Drive	105504

Fixed Bridges Owned and Maintained by the County

LOCATION / NAME	FDOT Bridge #
West Shore Boulevard at Cherokee Road	105624
West Shore Boulevard at Woodmere Road	105909
West Shore Boulevard at San Rafael Street	105911
Sligh Avenue	105602
40th Street. City shall maintain the decorative bridge rail	104504
Maydell Drive	105604
Orient Road	105611
Columbus Drive	105905

"Exhibit C"
Traffic Signals on Functionally Classified County Roads Maintained by the City of Tampa
(Includes Mid-block Signals)

1	15TH ST	COLUMBUS	PEEK 3000
2	34TH ST	COLUMBUS	ASC2S
3	34TH ST	18TH AVE	ASC2S
4	40TH ST	RIVER GROVE / DIANA	PEEK 3000
5	ARMENIA	MAIN	ASC2S
6	ARMENIA	CYPRESS	ASC2S
7	ARMENIA	HENRY	PEEK 3000
8	ARMENIA	DIANA / JEAN (MID)	ASC2S
9	ARMENIA	CIMINO / TAMPA BAY	ASC2S
10	ARMENIA	ALVA / WISHART	ASC2S
11	ARMENIA	OSBORNE	ASC2S
12	ARMENIA	PINE / WALNUT (MID)	ASC2S
13	ARMENIA	HUMPHREY / WATERS (MID)	ASC2S
14	BAY TO BAY	CHURCH	PEEK 3000
15	BAY TO BAY	HIMES	PEEK 3000
16	BAY TO BAY	CONCORDIA	ASC2S
17	BAY TO BAY	ESPERANZA	ASC2S
18	BAYSHORE	GANDY	ASC2S
19	BAYSHORE	BAY TO BAY	PEEK 3000E
20	BAYSHORE	HOWARD	ASC3
21	BROADWAY	ORIENT	PEEK 3000
22	BROREIN / CHANNELSIDE	OLD WATER	PEEK 3000
23	BRUCE B DOWNS	PINE	ASC3
24	BRUCE B DOWNS	AMBERLY	ASC3
25	BRUCE B DOWNS	TAMPA PALMS	ASC3
26	BRUCE B DOWNS	METHODIST PLACE(FIRE STATION 20)	ASC3
27	BRUCE B DOWNS	CYPRESS PRESERVE	ASC3
28	BRUCE B DOWNS	PALM SPRINGS / TAMPA PALMS	ASC3
29	BRUCE B DOWNS	COMMERCE PALMS	ASC3
30	BRUCE B DOWNS	DONA MICHELLE	ASC3
31	BRUCE B DOWNS	HIGHWOODS PRESERVE	ASC3
32	BRUCE B DOWNS	RICHMOND PLACE / FLATWOODS DR	ASC3
33	BRUCE B DOWNS	HUNTERS GREEN	ASC3
34	BRUCE B DOWNS	CROSS CREEK	ASC3
35	BRUCE B DOWNS	REGENTS PARK S. / NEW TAMPA CTR	ASC3
36	BRUCE B DOWNS	DWY PEBBLE CREEK	ASC3
37	BRUCE B DOWNS	REGENTS PARK	ASC3
38	BRUCE B DOWNS	WHARTON HIGH / OAK PRESERVE	ASC3
39	BRUCE B DOWNS	IMPERIAL OAK BLVD BEARSS AVE	ASC3
40	BRUCE B DOWNS	BEARSS AVE	COBALT
41	BRUCE B DOWNS	LAKE FOREST	COBALT
42	BRUCE B DOWNS	SKIPPER RD	COBALT
43	BRUCE B DOWNS	TROUT CREEK	COBALT
44	CHANNELSIDE	FRANKLIN	ASC2S
45	CHANNELSIDE	FLORIDA	PEEK 3000
46	CHANNELSIDE	CROSTOWN RAMP / MORGAN	PEEK 3000
47	CHANNELSIDE	YORK	PEEK 3000
48	COLUMBUS	JEFFERSON / MORGAN (MID)	ASC2S
49	COLUMBUS	DACCO DWY	PEEK 3000

"Exhibit C"
Traffic Signals on Functionally Classified County Roads Maintained by the City of Tampa
(Includes Mid-block Signals)

50	COLUMBUS	LINCOLN	ASC2S
51	COLUMBUS	MACDILL	ASC2S
52	COLUMBUS	HABANA	ASC2S
53	COLUMBUS	ARMENIA	ASC2S
54	COLUMBUS	HOWARD	ASC2S
55	COLUMBUS	BOULEVARD	ASC2S
56	COLUMBUS	RIDGEWOOD	PEEK 3000
57	COLUMBUS	NEVADA IOLA (MID)	ASC2S
58	COLUMBUS	ARDC	PEEK 3000
59	CROSS CREEK	GREEN PINE (FIRE STATION 21)	PEEK 3000
60	CROSS CREEK	COREY LAKE	ASC3
61	CROSS CREEK	ARBOR GREENE DR	ASC3
62	CROSS CREEK	KINNAN	COBALI
63	CROSS CREEK	HIGHLAND OAK DR	ASC3
64	CROSS CREEK	FIRE STATION 22	PEEK 3000
65	GANDY	MACDILL	ASC2S
66	HENDERSON	CHURCH/WATROUS	PEEK 3000
67	HENDERSON	LOIS / SAN RAFAEL	PEEK 3000
68	HENDERSON	GRADY / NEPTUNE	ASC2S
69	HENDERSON / MANHATTAN	SAN JOSE	ASC2S
70	HIMES	COLUMBUS	ASC2S
71	HOWARD	MAIN	ASC2S
72	HOWARD	CYPRESS	ASC2S
73	LINEBAUGH	ARMENIA	ASC2S
74	MANHATTAN	EL PRADO	ASC2S
75	MANHATTAN	EUCLID	PEEK 3000
76	MANHATTAN	BAY VISTA	PEEK 3000
77	MANHATTAN	BAY VISTA / FAIR OAKS (MID)	PEEK 3000
78	MANHATTAN	BAY TO BAY	ASC2S
79	MCKINLEY	BOUGAINVILLEA	PEEK 3000
80	MCKINLEY	BUSCH GARDENS ENTRANCE	PEEK 3000
81	MCKINLEY	BUSCH GARDENS PARKING EX11	PEEK 3000
82	MORRIS BRIDGE	CROSS CREEK	ASC3
83	PLATT	BAYSHORE	PEEK 3000E
84	SLIGH	ARMENIA	PEEK 3000
85	SLIGH	ROME	PEEK 3000
86	SLIGH	BOULEVARD	ASC2S
87	SLIGH	CENTRAL	ASC3
88	SLIGH	HABANA	PEEK 3000
89	WATERS	ARMENIA	PEEK 3000
90	WATERS	ROME	ASC2S
91	WATERS	BOULEVARD	ASC2S
92	WATERS	LAMAR (CENTRAL / KLONDIKE)	ASC2S
93	WATERS	BTW DAKOTA & OREGON (FIRE STATION 11)	PEEK 3000
94	WEST SHORE	AZEELE	ASC2S
95	WEST SHORE	URBAN CENTER	ASC2S
96	WEST SHORE	NORTH B	ASC2S
97	WEST SHORE	GRAY	ASC2S

"Exhibit C"
Traffic Signals on Functionally Classified County Roads Maintained by the City of Tampa
(Includes Mid-block Signals)

	MAIN STREET	CROSS STREET	CONTROLLER TYPE
98	WEST SHORE	CYPRESS	PEEK 3000
99	WEST SHORE	LAUREL	ASC2S
100	WEST SHORE	EL PRADO	PEEK 3000
101	WEST SHORE	EUCLID	PEEK 3000
102	WEST SHORE	ESTRELLA / SAN MIGUEL (MID)	ASC2S
103	WEST SHORE	SAN JOSE	ASC2S
104	WEST SHORE	CULBREATH ISLE	PEEK 3000

"Exhibit C"
School and Warning Flashers on Functionally Classified County Roads Maintained by the City of Tampa

	MAIN STREET	CROSS STREET	CONTROLLER TYPE
1	WEST SHORE	PRESCOTT (SB)	A.I.
2	WEST SHORE	PRESCOTT (NB)	A.I.
3	WEST SHORE	MONTGOMERY (SB)	A.I.
4	WEST SHORE	MONTGOMERY (NB)	A.I.
5	CROSS CREEK	KINNAN (EB)	A.I.
6	CROSS CREEK	KINNAN (WB)	A.I.

"Exhibit C"
Traffic Signals on Functionally Classified County Roads Maintained by Hillsborough County
(Includes Mid-block Signals)

	MAIN STREET	CROSS STREET	CONTROLLER TYPE
1	HILLSBOROUGH	HOOVER	UNKNOWN
2	FLETCHER	HIDDEN RIVER PARKWAY	UNKNOWN
3	S.R.60 (ADAMO)	ORIENT	UNKNOWN

"Exhibit D"
FY-2022 CITY/COUNTY ROAD MAINTENANCE AGREEMENT
CITY SERVICE DELIVERY CALCULATIONS APRIL 1st, 2022 - SEPTEMBER 30th, 2023

City Maintenance Activity	Units	County Inventory Number	FY-22 County Budget (Apr 1st - Sept 30th)	FY-23 County Budget (Oct 1st - Sept 30th)
Section 1: The following Specific Maintenance Activities shall be provided by the City on the County Road System. (Refer to Exhibit A)				
Moveable Bridge O & M (Refer to Exhibit B)				
Bridge Operations	Movable Bridges	2	\$28,701	\$59,124
Electncal Maintenance	Movable Bridges	2	\$22,961	\$47,299
Mechanical Maintenance	Movable Bridges	2	\$28,834	\$59,398
Other Repairs	Movable Bridges	2	\$52,997	\$109,173
Subtotal:			\$133,492	\$274,994
Signal Maintenance (Refer to Exhibit C)				
Maintenance including Mid Block	Each	104	\$276,040	\$568,642
Warning Flashers	Each	6	\$1,345	\$2,771
System Design, Timing and Phasing	Each	104	\$89,195	\$183,742
Subtotal:			\$366,580	\$755,155
Street Sweeping	Curb Mile	93.46	\$32,525	\$67,002
Transportation Division Support				
Traffic Studies and Plan Review	Centerline Miles	59.44	\$14,033	\$28,907
Road Safety Studies	Centerline Miles	59.44	\$11,623	\$23,942
Subtotal:			\$25,655	\$52,850
Right of Way Permit and Inspection				
Field and Admin, Fiscal Support	Percentage	5%	\$64,681	\$133,243
Section 1 Total			\$622,934	\$1,283,243
Section 2: The following Complete Maintenance Activities shall be performed by the City on Channelside Dr., Bay Shore Blvd., 40th St, and McKinley Dr. (Refer to Exhibit A)				
Street Maintenance				
Pothole Patching	Lane Miles	44.9	\$6,102	\$12,570
Major Patching	Lane Miles	44.9	\$3,051	\$6,285
Unpaved Shoulder Maintenance	Centerline Miles	1	\$59	\$121
Subtotal:			\$9,211	\$18,975
Traffic Sign Maintenance				
Sign Maintenance and Upgrading	Each	160	\$1,028	\$2,118
Traffic Markings				
Lane Markngs	Linear Miles of Markings	15	\$26,487	\$54,584
Stop Bars/Crosswalks	Crosswalks	43	\$3,757	\$7,740
Subtotal:			\$30,245	\$62,305
Stormwater Maintenance				
General Ditch Maintenance	Ditch Miles	0.5	\$1,024	\$2,109
Sidewalk Maintenance				
	Miles of Sidewalk	20	\$7,744	\$15,952
Bay Shore Blvd Seawall & Balustrade Maintenance				
	Linear Feet	22,176	\$104,469	\$215,206
Landscape and Mowing in Right-of-Way				
	By Contract		\$30,508	\$62,846
Stormwater System Maintenance				
Ditch Mowing Contract	Mowing Miles	0.5	\$1,394	\$2,871
Inlet/Pipe Cleaning	Miles of Pipe	5.6	\$4,917	\$10,129
Structure Repair	Structures	297	\$1,632	\$3,361
Cave-in Repair	Miles of Pipe	5.6	\$1,361	\$2,803
Subtotal:			\$9,303	\$19,164
Section 2 Total			\$193,531	\$398,673
Total			\$816,465	\$1,681,917

1 Based on Signal Maintenance Compensation Agreement between FDOT and County

"EXHIBIT E"**EQUAL EMPLOYMENT OPPORTUNITY - APPLICABLE STATUTES, ORDERS AND REGULATIONS*****HILLSBOROUGH COUNTY, FL**

- Hillsborough County Human Rights Ordinance, Hillsborough County Code of Ordinances and Laws, Part A, Chapter 30, Article II, as amended, prohibits illegal discrimination on the basis of actual or perceived race, color, sex, age, religion, national origin, disability, marital status, sexual orientation, or gender identity or expression, in employment, public accommodations, real estate transactions and practices, County contracting and procurement activities, and credit extension practices.
- Hillsborough County Home Rule Charter, Article IX, Section 9.11, as amended, provides that no person shall be deprived of any right because of race, sex, age, national origin, religion, disability, or political affiliation. Printed in Hillsborough County Code of Ordinances and Laws, Part A.

STATE

- Florida Constitution, Preamble and Article I, § 2 protect citizens from being deprived of inalienable rights because of race, religion, national origin, or physical disability.
- Florida Statutes § 112.042, requires nondiscrimination in employment by counties and municipalities, on the basis of race, color, national origin, sex, handicap, or religion.
- Florida Statutes § 112.043, prohibits age discrimination in employment.
- Florida Statutes § 413.08, provides for rights of an individual with a disability and prohibits discrimination against persons with disabilities in employment and housing accommodations.
- Florida Statutes § 448.07, prohibits wage rate discrimination on the basis of sex.
- Florida Civil Rights Act of 1992, Florida Statutes §§760.01 - 760.11, as amended.
- Florida Statutes §309.092, prohibits refusing access to public lodging on the basis of race, creed, color, sex, physical disability or national origin.
- Florida Statutes §725.07, prohibits discrimination on the basis of sex, marital status or race in loaning money, granting credit or providing equal pay for equal services performed.
- Florida Fair Housing Act, Florida Statutes §§760.20 - 760.37.
- Florida Statutes §760.40, provides for the confidentiality of genetic testing.
- Florida Statutes §760.50, prohibits discrimination on the basis of AIDS, AIDS-related complex, and HIV.
- Florida Statutes §760.51, provides for remedies and civil penalties for violations of civil rights.
- Florida Statutes §760.60, prohibits discriminatory practices of certain clubs.
- Florida Statutes §760.80, provides for minority representation on boards, commissions, council, and committees.

FEDERAL

- Section I of the Fourteenth Amendment to the United States Constitution, U.S. Const. amend. XIV, § 1.
- Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq.
- Title VII of the Civil Rights Act of 1964, 42 U.S.C. 2000e et seq., as amended by the Equal Employment Opportunity Acts of 1972 and 1975, the Civil Rights Act of 1991, P. L. 102-166, 105 Stat. 1071, and the Lilly Ledbetter Fair Pay Act of 2009, P. L. 111-2, 123 Stat. 5.
- Civil Rights Act of 1866 and the Enforcement Act of 1870, 14 Stat. 27 and 16 Stat. 140, 42 U.S.C. § 1981.
- Title VIII of the Civil Rights Act of 1968, Fair Housing Act, P. L. 90-284, 82 Stat. 73, 42 U.S.C. 3601 et seq.
- Civil Rights Restoration Act of 1987, P. L. 100-259, 102 Stat. 28.
- Civil Rights Act of 1991, P. L. 102-166, 105 Stat. 1071.
- Equal Opportunity Regulations, 41 CFR § 60-1.4, as amended.
- Standards for a Merit System of Personnel Administration, 5 CFR § 900.601 et seq.
- Executive Order 11246, Equal Employment Opportunity, and its implementing regulations, including 41 CFR § 60-2 (Revised Order 4).
- Rehabilitation Act of 1973, P. L. 93-112, 87 Stat. 355, as amended.
- Intergovernmental Agreement promulgated on March 23, 1973.
- Executive Order 12250, Leadership and Coordination of Nondiscrimination Laws.
- Age Discrimination in Employment Act of 1967, 29 U.S.C. § 621 et seq., P. L. 90-202, as amended.
- Age Discrimination Act of 1975, 42 U.S.C. § 6101 et seq., P. L. 94-133, 89 Stat. 728, as amended.
- Older Americans Amendments of 1975, 42 U.S.C. § 3001 et seq., P. L. 94-133, 89 Stat. 713.
- Americans with Disabilities Act of 1990, 42 U.S.C. § 12101 et seq., as amended by the ADA Amendments Act of 2008, P. L. 110-325, 122 Stat. 3553.
- Vietnam Era Veterans' Readjustment Assistance Act of 1974, 38 U.S.C. § 4212, as amended.
- Section 14001 of Consolidated Omnibus Budget Reconciliation Act of 1985, as amended.
- State and Local Assistance Act of 1972, as amended.
- Office of Management and Budget Circular A-102, Grants and Cooperative Agreements with State and Local Governments, as amended.
- Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance, 40 C.F.R. §§ 5.100-5.605.
- Executive Order 13673, Fair Pay and Safe Workplaces.

The above are not intended to be a complete list of all applicable local, state, or federal statutes, orders, rules or regulations, as they may be amended from time-to-time, or added to (newly promulgated) from time-to-time, during the term of this contract.

If applicable, and required by 41 CFR 60-1.4 or other federal law or regulation, during the performance of this contract, the contractor agrees as follows:

- (1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.
- (2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive considerations for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.
- (3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- (4) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- (5) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- (6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- (7) The contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: *Provided, however,* That in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency the contractor may request the United States to enter into such litigation to protect the interests of the United States.

RESOLUTION NO. 2022- 278

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, AUTHORIZING THE MAYOR OF THE CITY OF TAMPA TO EXECUTE AND THE CITY CLERK TO ATTEST AN INTERLOCAL AGREEMENT BETWEEN HILLSBOROUGH COUNTY AND THE CITY OF TAMPA FOR MAINTENANCE, OPERATIONAL RESPONSIBILITIES, AND PROCEDURES FOR COUNTY ROADS WITHIN THE CITY FOR THE PERIOD OF APRIL 1, 2022, THROUGH SEPTEMBER 30, 2023; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida Interlocal Cooperation Act of 1969, Chapter 163, Part 1, Florida Statutes, authorizes government units to cooperate and make the most effective use of their powers and resources; and

WHEREAS, Section 334.03(8), Florida Statutes, defines the "County Road System" as all collector roads in the unincorporated areas of Hillsborough County ("COUNTY") and all extensions of such collector roads into and through any incorporated areas, all local roads in the unincorporated areas, and all urban minor arterial roads not in the State Highway System; and

WHEREAS, the intent of the Interlocal Agreement for Maintenance, Operational Responsibilities, and Procedures ("AGREEMENT") is to have the City of Tampa ("CITY") perform Complete Maintenance, Traffic Signal and Moveable Bridge Maintenance and Operational Activities on identified portions of the County Road System and for the COUNTY to fund such maintenance and activities; and

WHEREAS, CITY is agreeable to performing those activities; and

WHEREAS, in consideration of the mutual covenants and agreements contained in the AGREEMENT, it is in the best interest of the citizens of Tampa for the CITY to enter into the AGREEMENT with the COUNTY for the maintenance and activities as specified therein for the period commencing April 1, 2022 through September 30, 2023.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL
OF THE CITY OF TAMPA, FLORIDA:

Section 1. That the Interlocal Agreement Between Hillsborough County and the City of Tampa for Maintenance, Operational Responsibilities, and Procedures for County Roads within the City for the Period of April 1, 2022, through September 30, 2023, and all exhibits attached thereto, a copy of which is attached hereto and made part hereof, is hereby approved in its entirety or in substantially similar form.

Section 2. This resolution extends the Interlocal Agreement between Hillsborough County and the City of Tampa for maintenance, operational responsibilities, and procedures for county roads within the City of Tampa for the period of April 1, 2022 through September 30, 2023.

Approval of the extension will provide funds to be deposited in the amount of \$816,465 in FY 2022 and \$1,681,917 in FY2023, subject to annual appropriation, for use by the Mobility Department within the Local Option Gas Tax Fund.

Section 3. That the Mayor of the City of Tampa is authorized to execute and the City Clerk to attest and affix the official Seal of the City of Tampa to said Interlocal Agreement.

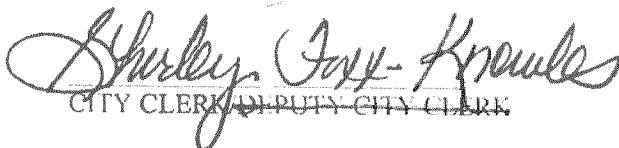
Section 4. That all officers of the City of Tampa are hereby authorized to do all things necessary and proper in order to carry out and make effective the provisions of this Resolution and the Interlocal Agreement approved herein.

Section 5. That this Resolution shall take effect immediately upon its adoption.

Section 6. That the City Clerk shall file a fully executed copy of the Interlocal Agreement in the official records of the City of Tampa as maintained by the Office of the City Clerk

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON MAR 17 2022 2022.

ATTEST:


CITY CLERK / ~~DEPUTY CITY CLERK~~


CHAIRMAN/CHAIR PRO TEM, TAMPA
CITY COUNCIL

Approved As To Form:

e/s PATRICK PEREZ
ASSISTANT CITY ATTORNEY

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING AND PUBLIC HEARING JUNE 14, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:05:13)*

Chair Myers called the meeting to order at 6:00 PM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

II. Roll Call *(Gail Reese, TPO Staff) (Timestamp 0:05:41)*

The following members were present in person: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Henry Cohen, Commissioner Pat Kemp, Councilmember Alan Clendenin, Councilmember Lynn Hurtak, Councilmember Guido Maniscalco, Mayor Nate Kilton, Charles Klug, Justin Willits, Planning Commissioner Hemant Saria

The following members were present virtually: School Board Member Jessica Vaughn, Bob Frey

The following members were absent/excused: Joe Lopano

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

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

III. Approval of Minutes *(Timestamp 0:06:42) – May 10, 2023.*

Chair Myers sought a motion to approve the May 10, 2023 minutes. Commissioner Owen so moved, seconded by Cohen; the voice vote passed unanimously.

IV. Public Comment On Items Other Than The TIP *(Timestamp 0:06:57)* (up to 3 minutes per speaker)

Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

V. Committee Reports & Advance Comments (Rick Fernandez, CAC Chair and Lizzie Ehrreich, TPO Staff) *(Timestamp 0:08:26)*

A. CAC – June 7, 2023 (Rick Fernandez, CAC Chair)

- Action Items
 - Noted that Councilmember Hurtak was present for part of the meeting
 - Two Action items on the agenda – Hillsborough County Bike Network Evaluation and the TIP
 - Did not approve the Bike Network Evaluation for recommendation and will likely revisit in August. The committee expressed several concerns with the plan including integrating it with another study. The committee believes it is a good study that will

expand the network and guide investments. Asked that the evaluation methodology be revisited and bring the item back in August.

- TIP, as amended, passed 11 – 0, Table 2, Line Item 73, related to the Westshore Interchange (Section 4 and Section 5 of the TB Next documentation). The amendment language applies to the narrative, “All lanes will be non-tolled.” The narrative makes reference to new express lanes on I-275 between Westshore and Downtown. There is no language on how the lanes will be managed. The language is to express that the CAC does not want these lanes to be tolled.
- Reviewed discussion by members on how the TIP is organized and how funding is prioritized. Priority number 22, a PD&E Study at the intersection of Symmes Rd and US 301 had particular concern and recommended that Hillsborough County submit a request for the study funding as soon as possible and that the TPO approve the study funding when the request is received. There was discussion around the TECO Streetcar. Additional discussion was had around the Westshore Interchange and what portfolio of projects is included.
- Status Reports were deferred

Other Committee Reports

- Transportation Improvement Program (TIP) update and priority list
 - Approved by the Citizens Advisory Committee, Technical Advisory Committee, Bicycle Pedestrian Advisory Committee, and Livable Roadways Committee
 - The Technical Advisory Committee
 - Members discussed the need for documenting federal grants and the documentation required for this new task. FDOT to provide guidance.
 - The Citizens Advisory Committee
 - Priority #22: Committee members noted how dangerous the intersection of Symmes Road and US301 is and advocated Hillsborough County staff and the TPO apply and recommend funding as soon as possible.
 - TECO Streetcar: Comments and questions on the TECO Streetcar were both for and against the use of local funds.
 - Westshore Interchange: A member expressed it is difficult to discern from the TIP and FDOT work program what the projects entail. CAC approved the TIP pending an update to the description of the Westshore Interchange, which will now state at the end “...all lanes will be non-tolled [sic].”
- Hillsborough County Bicycle Network Evaluation
 - Approved by the Technical Advisory Committee, Bicycle Pedestrian Advisory Committee, and Livable Roadways Committee
 - Not approved by the Citizens Advisory Committee
 - The Citizens Advisory Committee
 - The committee expressed reservations about the Network Evaluation and Plan.
 - Members commented on the geographic boundaries of the facilities considered in the plan and suggested integrating this evaluation of County-owned facilities within unincorporated Hillsborough and a forthcoming evaluation of County-owned facilities within city limits.
 - Other members asked why public engagement was not considered in the technical methodology. The committee generally agreed public input would help Hillsborough

County prioritize bicycle investments. The committee moved to have TPO staff reevaluate the evaluation methodology and return in August.

- The Transportation Disadvantaged Coordinating Board By-Laws
 - Approved by the Transportation Disadvantaged Coordinating Board
- The Transportation Disadvantaged Coordinating Board Grievance Procedures and Subcommittee Appointments
 - Approved by the Transportation Disadvantaged Coordinating Board

B. Public Comments Received Through Email & Social Media (Lizzie Ehrreich, TPO Staff).

- Dave Coleman
 - Stated we are just at the beginning of consequential decisions
 - Does not support merging the MPOs
- Bob O'Malley
 - Does not support merging the MPOs
- Jackson Heights Neighborhood Association & Community Safety Watch
 - Appreciated the TPO's involvement in the Potter Elementary School crosswalk mural
- Sharon Calvert
 - Asked about the agenda packets and record retention process

Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members on the morning of June 14.

VI. Consent Agenda (Timestamp 0:17:10)

A. Committee Appointments

- TAC – Terrance McKloski, as alternate by the Hillsborough County Community & Infrastructure Planning Department
- BPAC – Terrance McKloski, as alternate by the Hillsborough County Community & Infrastructure Planning Department
- CAC – Ilia Lachinov, under 30 years old, to fill a new at-large seat; Dayna Lazarus, by Councilmember Hurtak, to fill a vacant seat; William Hodges, by the Planning Commission; Joseph Citro, by Commissioner Cohen
- TDCB – Jennifer Waskovich, by Florida Department of Health, and Allison Nguyen as alternate

Motion to approve the Consent Agenda made by Commissioner Cohen, seconded by Mayor Ross; the voice vote passed unanimously.

VII. Action Items

A. Executive Director Semifinalist Selection (Meghan Betourney, TPO Staff) (Timestamp 0:17:29)

- Review of the application selection process, qualifications met, and recommendations from the TPO Board after referring all resumes to the TPO Board.
- Recommend four candidates to move forward: Johnny Wong, Stephen Benson, Sandanasamy, and Wells.

Recommended Action: Approve the list of semi-finalist candidates.

Discussion:

Commissioner Wostal noted that there was an anomaly in the process regarding a candidate that was added but not on the recommendation list. It was asked if the TPO Board received that resume' that was circulated in a separate email. Feedback was provided by Board members that they did receive the information for consideration. There was one response on the additional candidate and the candidate did receive votes to move forward.

Mayor Ross moved to approve the list of semi-finalist candidates; seconded by Councilmember Maniscalco. The motion passes unanimously by voice vote.

VIII. Public Hearing

A. TIP for October 1, 2024 – September 30, 2028 (Timestamp 0:23:33)

- **Staff Presentation** (Johnny Wong, TPO Staff)
 - Went over what the TIP is and what is required for adoption
 - Review of the tables
 - Table 1 – projects that are funded for or are already under construction
 - Table 2 – projects seeking funding
 - Table 3 – FDOT, local, planning studies, are included for coordination
 - Went over the process for developing Table 2
 - Review of the updated for the FY24-28 TIP including new projects, ongoing projects, and projects that have been removed.
 - Next Steps – reviewing projects, develop recommended funding amounts for each project, FDOT to consider recommendations for the next FY, Regional Coordination will be done
 - Went over when the funding and the projects will begin, 2029
 - Review of regional coordination for TRIP funding
 - Milestones: draft posted and made available May 15th , May – June presented to committees for approval, posted signs and social media. Noted the CAC amendment to add “...all lanes will be non-tolled.” This amendment was made when the item was on Table 2 and it has been moved to Table 1.

Recommended Action: Approve the TIP Update for FY2023/24 – 27/28 and approve the TIP Priority List (Table 2)

- Public Comment on the TIP – *Time allotted to each speaker may be adjusted by the chairman to accommodate as many speakers as possible*

Michael Maurino – Executive Director of the Westshore Alliance. On behalf of our 400+ members, we want to indicate our support for the TIP as presented. We’ve provided a letter provided in your packets as well. Specifically mentioning Westshore Boulevard and Gray Street which are on the TIP as funding candidates. Both of these projects would have a significant impact for businesses and residences. Westshore Boulevard finally becoming that gateway from Tampa International Airport. And, in the case of Gray, we, the Westshore Alliance, envision that as a connection from the Riverwalk to the trail that will be on the Howard Frankland Bridge and the existing trail that is on the Courtney Campbell. So, obviously, mentioned tonight, Howard Frankland and Westshore Interchange. Howard Frankland is

nearing completion; the Westshore Interchange will kick off after that. These programs will start a pedestrian-friendly grid in the district by virtue of the way the interchange will be built and also having that premium transit corridor that does not exist right now in Westshore. So we encourage you to keep investing in complete streets and transit options as compliments to those major projects. We need, as a county, to support multiple modes of transportation to have a diversified and growing economy. The TIP advances that goal. We look forward to your support and look forward to a transportation system that supports families and businesses in this community.

Rick Fernandez – Listened intently to the committee reports presented by Miss Ehrreich and also comments made, just now, by Dr. Wong. I want to be clear, the CAC did not approve the TIP as presented; the CAC approved the TIP as amended related to line item 73. And, frankly, whatever little shell game may have taken place between last Wednesday and today to remove line item 73 from Table 2 of the TIP and move it to Table 1, that project is still there. And the request that we made as the CAC which was to include language to express that those lanes not be tolled, it still applies. So, I would suggest to you that you can go chase that line item in Table 1 or Table 2 around the block if you want, it's still there. And I'm asking that you take action on it. That was extemporaneous, I wasn't expecting that particular thing to pop up tonight. But it did, so I needed to address it. Now, back to what I consider my prepared comments. Back in February 2020, the Tampa City Council sitting as the CRA Board passed the resolution that, among other things, expressed that the CRA, again, that being the City Council, opposes tolls on interstates within the City of Tampa. That motion carried, it was made by Councilman Viera and seconded by Councilman Maniscalco if I am understanding the record. The issue of express lanes and whether they be tolled or not, and if so, how remains open until this day. Table 2, line item 73 as it was presented as it was presented to us, and wherever it now lives in Table 1, addresses the area of Westshore to Downtown, sections 4 and 5 respectively under the TB Next plan, there is repeated reference to express lanes but no guidance as to the manner to their management. It is important the community opposition to toll lanes in the City of Tampa remain on the record and tonight's TPO Board meeting is an opportunity to do exactly that. I am asking you as a board to advocate for a resolution similar to that, that was passed by the CRA. Or, not that the TPO CAC did, in fact, pass that amendment. You could embrace that amendment yourself and include it in the TIP, wherever that item now lives.

Humaira Afzal – Lives in West Tampa. I support all HART funding. That includes items 2,3,4 and 35; streetcars and electric buses. All the funding, please. That includes expanding the streetcar; it works and lets fund it and implement it. All of those items that support and expand biking infrastructure, and by biking infrastructure, I do not mean sharrows painted in the roadway. Those don't work. I mean real biking infrastructure: the Green Spine, Green Artery, also multiuse trails, and connected trails. And, as Rick Fernandez was just discussing, remove the tolls as recommended by the CAC. I do not support road widening anywhere. It hurts the neighboring communities; the ones that still exist. Many of our communities were destroyed by road widening in the past. Road widening also increases the risk of traffic injuries and death and it leads to more cars and later, down the road, people are asking for the road to be widened more. I would also remind you that transportation and cars are not

interchangeable terms. There are many kinds of transportation and cars are only one of them. They are, arguably, the worst experience; they are dangerous, they're bad for the environment in countless ways, and they are often one of the slowest ways to get somewhere, especially for short trips. Please prioritize attention to the alternatives, mass transit, especially the kind that comes more than once an hour, streetcars, I already mentioned that, and protected bike lanes. People use them. People use them. If I hear one more time "you build them and no one uses them", I'll start taking video. People use them. And also with now electric bikes, and stand-up scooters, people have the ability to go much further in those protected bike lanes than they could in the past. For the record, I go here on an electric scooter. Bicycles and skateboards, people use them for that too. I would especially encourage you to focus on the projects that connect neighborhoods to job centers. Let people use alternative means of transportation as a way to get to work. The alternatives are cheaper to build and operate over time. I think you all know how much it costs to build a mile of road. They're safer if people have the proper infrastructure. They're cheaper for the users; compare the cost of an electric bicycle or an electric scooter to the cost of an automobile.

Patrick Pozzi – Opposes tolling in Tampa on the interstate.

Doreen Josseph – I also want to address, specifically in the TIP, the widening of the freeway and really any major roads. Widening these roads is damaging to the communities in multiple ways. The extra lanes do nothing to alleviate traffic which we have demonstrated again and again. They infiltrate onto property that could be used for much-needed businesses and residential housing. Moving traffic closer to the population centers compromises air quality, causes illness, and deteriorates the way of life for the tax-paying citizens who are so essential to a thriving city and county. I urge you to consider the long-term health of Tampa and Hillsborough County and remove all express and auxiliary lanes from Item 73 and other parts of the TIP. Rather than funding wider roads, please support funding for more transit options such as the streetcar and HART.

Douglas Josseph – I'm here to speak against the freeway widening and the entire, what used to be TBX and is now TB Next chopped into small pieces and sent through the TIP. It's been a long battle. I think you know that the community generally despises the whole idea of express lanes and toll lanes and freeway widening, but that's where we are. The first point I want to make is there is absolutely no economic benefit to urban freeways. This has been demonstrated time, and time, and time again. I-275 and urban throughways in general, are just the Berlin Wall with cars on top of them. Widening them achieves nothing. And, again, the economic literature on this has been unanimous, there is absolutely nothing to be gained by this. It's also interesting that if you look at the history of the entire freeway system nationally, but also particularly in Florida, the idea of putting urban interstates in, driving interstates through the urban core, was championed by segregationists with the idea that you could use the interstate as a way of really sticking it to the non-white population. And this is a matter of demonstrable and historical fact. There is no issue here, everybody understands why the interstates are placed where they are. So it was segregationists who designed them and now we have a proposal for segregation on the interstates themselves namely toll lanes. They

segregate those people who have the money to drive through the wasteland that is the interstate versus those people who don't. So I urge the rejection of all of that. My final point here is that I think if you look around you will realize if you look nationally, beyond Florida, that enlightened cities have actually begun to tear down their interstates. Even Houston has given up. The ??? freeway, 24 lanes, was realized that building these gigantic freeways with more and more lanes achieves nothing. Even, believe it or not, Montgomery, Alabama is ahead of Tampa in terms of understanding how you should have urban development, how you should have urban transportation by getting rid of the freeways. It's time now that at least Tampa wake up a little bit and understands that continued expansion and continued development of these freeway systems is of no use and adding tolls is simply rubbing salt in an old wound.

Michelle Cookson – Donated time to Chris Vela

Chris Vela – I want to put out there that what Johnny said is missing a few pieces in the puzzle. We're not talking about just the Westshore Interchange; we're talking about south of the Westshore Interchange. We're talking about segment 4 and segment 5 which is basically the space between, roughly between Westshore and Downtown. So I'm going to make my speech based on that section and also item number 73. So, to the folks out there who are new, the TIP hearing is meant to be simple. Of course, it isn't when we get last-minute news and, of course, when the TIP is not concurrent to what Johnny, Dr. Wong, has just said. This Board conditionally approves or approves transportation projects. Historically thought, simple pleas like no tolls, or interstate expansion have always been treated as a plan to restore and reuse the space shuttle. Despite overwhelming evidence that every time we have widened I-275 or I-4 or have built toll lanes, we still sit in traffic under FDOT's science. Florida is #1 with the most tolled roads in the nation. In Hillsborough County, we have a group of five paved interstates and highway systems within one mile of each other, three of these are tolled. Yet this Board still contemplated adding more tolled interstate lanes. Since the late 50s we have spent billions of dollars of tax money into these road and no one asks why we are still in gridlock. While I would like to blame the lack of coherency on a personal level, part of this fault here are misleading interpretations from FDOT and, of course, last-minute news from the TPO when it comes to voting on the TIP. We have gotten a lot of weight and seen motion adding another toll lane will magically make the traffic go away. And, God forbid, if you oppose FDOT, they may threaten to take the money away. Of course, no Commissioner before you all has stood up to them and afford them that that's actually tax-payer money. While I was planning on asking this Board for a few TIP changes, which I might still, I will make it really simple; we need to remove all funding for express and toll lanes in item 73. FDOT loves your constituents money. That is why after a previous approval, over a billion dollars of interstate work, they're asking for even more money. To the conservatives on the Board, FDOT wants to double-dip on taxpayers. The only credit card more interstate work here in Florida, but also toll users while penalizing others in delay who can't afford tolls. FDOT wants to toll your constituents in the worst period of inflation. Right now, our heaviest population of the county requires a salary of over \$85,000 just to rent modestly. Assuming you all were to rerun for office, FDOT wants you to explain to your voters why you permanently supported toll lanes

through Hillsborough County through a looming recession. Why wasn't there a public vote to toll? Then they want you to explain why poor people are suckers for paying for toll lanes themselves. Any high-ranking Tampa banking operator will tell you a recession is coming. If you need further assistance, you can ask your TBBJ wanting to get a quote from you. In our county, nearly all toll lane projects took decades to break even. It took the Crosstown thirty years to break even. The Vets and Sun Coast Parkway struggled for decades as well. The one mile, I-4 connector is paying off nearly \$300 million more over budget and transactions for that road have remained flat. Tolls always pay for the operation and maintenance first. Any additional revenue simply gets reappointed elsewhere, beyond your political control. Toll revenue is a performative benchmark as a gross forecast to leverage more financing for future interstates and expressways. Any toll revenue surplus can simply go to projects outside your county. None of these work directly to benefit your taxpayers. To the remaining liberal folks on this commission, over the past six years, both political sides approved deadly expressways that led to tens of thousands of crashes, severe injuries, and environmental injustice issues to the point where, historically, 10,000 blacks in Tampa were targeted to be relocated. Despite overwhelming evidence that encourages this TPO, under your rule, to develop a proclamation to recognize racist transportation planning found in interstate work, none of you all followed through to stop TBX. Previously, some of you have been critical of toll lanes and lack of transit; yet you allowed FDOT to spend \$30 million as a reset to only render the same type of toll roads that were brought to you before in 2015, just like today. There is a reason why we have new neighbors on your Board, if you don't listen to the people who have supported you, commitment never works out. Imagine if we worked with our airport folks on a plan to greet tourism with world-class transit service into Downtown or to local businesses and tourism hot spots where local taxes are generated. Would that make more sense than to drain tourism money into tolls and toll revenue that you can't appropriate? Realize item 73 is literally the gateway into Downtown Tampa from the airport. This is allowing FDOT to further script their plan over more profitable ideas for Hillsborough County to choose from for tourism. Tourists will face interstate construction until nearly 2030. Tourism is the reason why we keep our taxes low in Hillsborough County. To both political sides, removing express lanes from item 73 will not interrupt FDOT's current work. Interstate construction will still occur. FDOT is addicted to toll lanes and they are now asking for more money on a project that already has been awarded construction funds. The news as of yesterday is that FDOT now lacks over \$350 million to complete the I-275 express lanes in Pinellas and over \$630 million to widen I-4 in Polk County. They both want us and the Governor to bail them out on budget shortfalls. Should we let them scam Hillsborough County too? Please remove toll lanes in item 73; vote no tolls.

Bobby Creighton – I'm here today to speak on item 73 in opposition to tolled interstate lanes. My position is that tolled interstate lanes reinforce urban highway funding which perpetuates a pattern of development that makes places less livable the county less economically competitive. The interstate in Tampa is nearing 60 years old. While forward-thinking governments around the world are seeking to elevate different modes of transportation, our state appears to be doubling down on the car. It would be improper to tax us to service the highway and then toll us to use it. This is no different than taxing you for water service then

tolling you to turn the tap. I don't think it's cynical to believe that once tolls are in place and revenue starts flowing, Tallahassee will want more. Maybe two lanes will be tolled at first, but who's to say that, ultimately all lanes won't be tolled? Once they are installed, how hard will it be to make them go away? Residents of Tampa use I-275 primarily for local trips between Downtown and USF. Who's to say tolls won't be placed where drivers within Tampa don't disproportionately pay in? I fully endorse that we need to maintain and improve economically strategic infrastructure. We can achieve this while also increasing efficiency and productivity for businesses by prioritizing alternative modes of transportation to reduce local vehicle traffic. Thousands of people are moving to Hillsborough County every year. The county and its municipalities must diversify their alternative transportation assets to support greater development density to house all these people. It would be unsound to expend funding on highway infrastructure that would cost more every year that would leave less on the table for alternatives in the future while encouraging more inefficient and costly suburban sprawl. I humbly ask that all TPO Board members, and especially representatives of Tampa, oppose tolled interstate lanes. We cannot open the door to this proposition and allow Tallahassee a precedent that encourages continued funding for urban highway infrastructure over local transportation needs. The housing and transportation crisis in the county are locked in a death spiral; and for too many residents, the ground is rapidly approaching. The City of Tampa is already hemorrhaging long-time residents at an alarming rate. It's time to seriously rethink our transportation strategy. Please send a signal that the TPO objects interstate tolls and supports transportation options that encourage smart growth with common sense solutions.

Andreas Dunker – Lives in Riverbend. Here to speak on behalf of the Greenways trails and walk/bike connections; specifically on Rome Avenue from MLK to Sligh Avenue. Some speakers before me have mentioned it. The alternative transportation is vital for Tampa. There is a lot of good projects already completed: the Pinellas Trail, Van (???) Trail, the (???) Trail, and Tampa is missing the connection. The Riverwalk is a good start but the areas and the path along the river further north are in a desolate state. They're chopped up. Rome Avenue north between Hillsborough and Sligh is in a desolate state. It does not need to be widened, it needs to be made more accessible for locals and for people traveling through on bicycles and walking and other means of transportation that were mentioned before. If you look at Europe, there are highways, bicycle highways, happening there that are connecting countries over dozens of miles and the car won't be around forever. We can't continue polluting the environment like we are. There are transport bikes that are being funded in Europe, as an example. Tampa is lagging behind on the train, we are not missing the train but we are missing the time.

Dayna Lazarus – Zip code 33605. First, I would like to comment on a dozen or so road widening projects that made it into Table 2. Road widening has proven to harm adjacent communities, increases risk of traffic injuries and death, and doesn't alleviate traffic long term due to induced demand. In addition, most of the road widening projects are in our precious, rural communities. We want to protect those communities and preserve the rural way of life. Especially on rural roads that are nowhere near capacity. We need to stop subsidizing massive profits of home builders way out in outer county. Next, as a HART bus and bicycle rider, I'm

grateful for the funding for HART and Complete Streets. One thing I wanted to bring up is that I am concerned about heat for myself and other non-SOVs and other non-single-occupant vehicle users. Next week is supposed to reach 110 degrees. Buses have ice-cold ACs. And in other cities, states, and countries, they invest in robust bus stops with covering, shade trees over bike lanes and sidewalks, and land-use policies that bring residents and commerce closer together to shorten trips. That said, by coincidence, the NOFO, which stands for Notice of Funding Opportunities, was released for the Reconnecting Communities Federal Grant. It includes \$1.15 billion for capital projects. So, as the gentlemen earlier was talking about communities around the country are looking at other ways, alternative to highways, to move people around, not cars, people, to move people around cities, this is a funding opportunity to just study that option for the City of Tampa and Hillsborough County. \$635 million are provided for planning and strategic partnerships in that grant opportunity. Funding is not plentiful, but it does exist. To reiterate what others have said, please remove tolls from the TIP, particularly Table 2, line item 73 as recommended by the CAC. We should not be double-charged for roads that we don't even use. Especially in these hard economic times. Nothing says we going to demolish your homes and destroy your communities and rob you of significant opportunity costs of your land like putting in tolled flyover lanes that cater to outer county and other counties and not us here, in the city. On a personal note, thank you for the project on 26th Street as I live near there. I'm hoping and wondering about the addition of a signal at 26th and Adamo with protected crossing for bikes and pedestrians to get to IKEA. I've almost been hit there on my bike and in my car multiple times by traffic on Adamo.

Ilia Lachinov – I support the streetcar expansion; I feel it is a great way to move the needle to get people out of cars. Specifically, I wanted to talk about one of the new items added, the Platt Street resizing where they would be adding protected bike lanes. I live right next to the intersection of Platt and Armenia, which is where the project ends, I feel like this project is a great idea and should be a candidate for maybe moving it forward a little bit faster than 2029 year. A couple of the benefits of this project would be better connectivity to the Publix that is right there on Armenia. In addition, all around the Publix on Armenia and on South Howard, there are new bicycle racks being installed, with all the eScooters and eBikes, all those racks would benefit greatly from a protected route that could be used. In addition, living right next to the bars on South Howard, every Thursday, Friday, Saturday, and Sunday, I see people drive in, park in the surrounding neighborhoods, get drunk, and then drive home, probably not the best idea. I'm not saying biking drunk is amazing either but, it's less dangerous and doesn't kill as many people. So giving people alternatives for reaching these bars would be a good idea. I feel like the people in the surrounding apartment complexes and the dense neighborhood that is around this Publix, looking at the immediate streets around the Publix, It feels like walking and biking is an afterthought. The current bike lanes that are installed there are not protected, so they are just used as parking for the vendors that park their trucks there and unload. There are almost no marked crosswalks or bulb-outs or any kind of pedestrian protection around this grocery store that is in a pretty dense area of the city. I feel like right-sizing this road and then adding pedestrian safety features would benefit members of the community greatly.

Tatiana Morales – The first thing I wanted to speak about actually shifted as I was listening to the presentation and it's the expansion of Van Dyke. My first job when I was at the University of South Florida was working at a spa on Van Dyke. I would drive from USF to Van Dyke every day to my little part-time job. That job ended because I got into a horrible wreck on Van Dyke. The wreck happened, I lost my opportunity of how I got around, I lost my job, I lost the way I could get to the thing that I needed to fund my university experience. And so, when we look what happens at Van Dyke and you hear about widening this road, the problem with Van Dyke isn't the widening, the problem is the lack of transportation alternatives. It's a problem in the rest of the county. We don't have alternatives to just cars that go fast and streets that don't actually slow down the cars so that they don't obliterate anyone that steps on that road. Every time I go by Van Dyke, I'm still incredibly traumatized by my experience and I feel that on so many roads in Hillsborough County where I have almost lost my life constantly. And a big part of that fear that I have is what fueled my activism for other alternatives. I bike everywhere, I walk a lot of places. I actually moved into the Urban Core so I could reduce my vehicle emissions and the amount of times I was using my car. But the problem is, when you are getting around the county, and the majority of the things we are funding are highways and toll lanes... And, just a note on toll lanes, I grew up in Miami. I watch Miami expand every highway you could possibly imagine, add toll lanes, you know who goes down those toll lanes? Rich tourists who don't give a "care" ^(replaced explicative) about anyone that lives in the community. Because what they do is they go in the toll lanes, they pay whatever amount, and they crash into a person because they are probably drunk driving. So when we look at these toll lanes, when we look at this extra fund that isn't going to really come back to the communities, it's not actually serving the communities, it's not doing the thing that transportation is meant to do, which is to move people safely and efficiently. And we move people safely and efficiently, it cannot be by cars. The Tampa metro area is one of the most dangerous in the country because we don't invest in safe streets, because we don't invest in transportation alternatives. And the decisions that come out of today, the importance of expanding the streetcar, the importance of investing in HART, those decisions will be life or death for so many Hillsborough County residents. It will be those residents that call you and say "My child lives on..."; I'm going to give you the old street I lived on that has a sign where someone died, McKinley and Bougainvillea, "my child lives right there, he's dead because he stepped out, because there isn't a safe place to live." And this is one of many, many streets in our community that are deadly. And when we keep widening them and spending all this money, especially like Lithia Pinecrest, and all these outer county roads, you're not actually investing in the safe streets. Because, to invest in the safe streets, you have to invest in reducing the amount of people in cars. We have to invest in transportation alternatives. We cannot invest in street widening and toll roads because it is literally a waste of the taxpayer money. Almost every single constituent that has come here today has spoken in support of transportation alternatives and safe routes. I implore you and all your representatives to invest in those alternatives.

Deborah Lekent – I am referring to Table 2 and the bike lanes on Rome Avenue, MLK to Sligh. And I live in this area on North River Shore, where they are looking to put the bike trail. It goes along the river and that road from north of Hillsborough to Powhatan on North River Shore can barely fit two cars. The sidewalk on that area, near the river is cracked and broken in so

many spots where people walk, we are unable to get that fixed because there's not funding for that. And there's a lot of people that walk on that area. You're looking to put a bike path through a residential area where cars cut down from Rome Avenue, they cut down Powhatan, down River Shore, speeding, constantly. And there's not enough room for, let alone two cars and a bike lane. I feel so very concerned for anybody that's going to be on a bike, or in a car, or walking on that sidewalk. The roads are not wide enough for any bike lanes. The right of way is used for people to park their cars that live near that area. The extension of the bike lane goes down River Shore, then it will go north on Powhatan, and, again, that road is not wide enough for basically two cars to come down. Again, I feel concerned because the cars come off Rome Avenue speeding down Powhatan. Then, if you're going down Rome Avenue, the cars are backed up from Hillsborough Avenue past Havana, where the bike lane would be. And, again, there is no room on Rome Avenue for a bike lane. And then it moves into another residential area that has no sidewalks. I feel that we should really consider where we are going to put this bike lane for the safety of everybody that walks on that sidewalk, walks their dog, and there's a lot of people that do that because it is right on the river. I feel very concerned that if a bike were put in there, on the road, near the road, there's not enough room for everybody to be in a safe place. I'm very concerned about that and I wanted to address that. I do hope... It's a little confusing, it's an off-street path, so I was trying to find on the ledger what exactly that meant. So I'm not really sure what that means, hopefully, that can be clarified at the end of this presentation or I can find it someplace else. Those are my concerns and, again, I am a resident on River Shore where the bike path would go through. I just wanted to say, as far as HART and HART+, I hope all of that goes through. I think it's very important, as everyone is saying, that there are alternatives.

- Summary of Comments Submitted in Advance (Lizzie Ehrreich, TPO Staff)

Van Dyke Rd

- Brad Rush questioned whether the roundabouts were removed from the project and the start date of 2027

30th St.

- Loree Heller would like 30th St between Fowler Ave and Yukon St repaved

Projects pertaining to HART

- Gary Cloyd suggests suspending current and future funding until the report and findings are presented by January 1, 2024

Lithia Pinecrest Rd

- John Masiello is requesting a traffic light at the intersection of Regal River Rd and Lithia Pinecrest Rd

Westshore Alliance

- Encourages the TPO to support the proposed TIP

- Appreciates continued support of the Westshore Interchange
- Supports Gray Street as a pedestrian corridor, intersection improvements at Spruce St and Dale Mabry Hwy, and the Westshore Interchange

Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members on the morning of June 14.

Presentation: [FY24-28 Transportation Improvement Program Update](#)

Discussion (Timestamp 1:24:37):

It was asked where Line Item 73 on Table 2 from a previous version of the TIP moved to Table 1. When the CAC saw Table 2, these Westshore Interchange sections were funded and programmed to Table 1. Dr. Wong pointed out where those project numbers are in Table 1. It was noted that there are other ways to investigate what management strategies can be done; the project completion is 7 to 9 years away. It was asked why this was not sent out to the TPO Board ahead of time. It was asked what Phase 3 of the Westshore project is and noted that it is not scheduled for funding until FY28. The procurement method being used is Phase Design Build, this is the first project it is being used on. This is multi-phased funding; it is spreading money out in earlier years instead of it sitting there. It was asked if it could be changed from “funded” to “obligated” to make it clearer. It was noted that Table 1 is “programmed” and those funds are in the Work Program. The Westshore Interchange has been programmed for over a year; this is a scribing error that has been corrected. There was concern expressed over doing a resolution for non-tolled lanes. That is not binding. It is the only thing that the public is asking for. Toll lanes encourage bypass. Through the city, you want people to get off the highway and spend money. If the objective is to have vehicles bypass, send them around. The question was brought up, how do goods and services get moved around without going through the Urban Core? Councilmember Hurtak requested a truck freight study to be done by having trucks go around the Urban Core. FDOT said that they can do this study.

Councilmember Hurtak moved to request a freight network study with the idea of reducing truck volume north of downtown, seconded by Commissioner Kemp.

Discussion:

There was a discussion regarding the limitation of the study and where the freight might go. Clarification was asked if the motion was for FDOT to do a freight study. Yes. FDOT can commit to that study without a motion. They will do the model analysis and bring it back to the TPO.

Cameron Clark recommended that the motion be withdrawn. Councilmember Hurtak withdrew the motion.

Further Discussion:

It was noted that the express lane management be addressed in the LRTP for a more long-lasting impact on the managed lanes. FDOT noted that they changed their strategy from being congestion-pricing toll lanes to managed strategies. Provided a few examples of different strategies implemented around the state. There are additional years until FDOT will do a public hearing and get public input on the express lane management.

For the Major Investments in Economic Growth, clarification was asked if that is the numerical priority. It is a low funding priority for the use of discretionary grants, but it is not a low funding priority to go after federal discretionary grants. It was asked if roads can be widened in sections with funding as it becomes available. That depends on what types of grants are available and what projects would be eligible under those grants. Piecemeal would likely be an option of last resort due to the consideration of a two-lane road in question (Lithia Pinecrest). Noted that the development outside of the City of Tampa road widening and infrastructure is an overwhelming need.

I-275 going North, it was asked if the wall from Hillsborough to Bearss and the sidewalks along Talliaferro Street; can these projects be added back. There is no retrofit program for noise walls. They would be included in a widening. The sidewalks could be done separately or with the interstate project. I-275 North is not on the priority list. It was noted that many states do retrofits with noise walls, why does Florida not have that program? There are many areas around the state that need noise walls. When those are done with widening projects, the noise walls can be funded with federal dollars.

It was asked about US 301 and the high-injury corridors identified and whether or not US 301 North to Pasco is included in the TIP. It is not included in the TIP however signalization and intersection improvements have been added. Widening is not included in the priority list.

Regarding the sidewalk on Talliaferro, it was asked that a multimodal space be considered in that area.

Commissioner Cohen moved to approve the TIP; Mayor Ross and Commissioner Kemp seconded. Roll call vote, the motion passes 14 – 1.

IX. EXECUTIVE DIRECTOR'S REPORT *(Timestamp 1:53:47)*

- A. Board assistance needed: TMA Leadership Group Member and Livable Roadways Committee Chair vacancies. **Commissioner Cohen moved to have Mayor Ross represent the TPO Board on the TMA Leadership and Councilmember Hurtak as the Chair of the Livable Roadways Committee, seconded by Councilmember Maniscalco. The voice vote passed unanimously.**
 - TMA Leadership – Mayor Ross
 - Livable Roadways Committee Chair – Councilmember Hurtak
- B. Plan Hillsborough Strategic Plan Joint Board Workshop: June 16, 2023, 8:30 AM – Noon, Tampa Firefighters Museum.
- C. Suncoast Transportation Planning Alliance & TMA Leadership Group meetings: June 23, 10:30 AM and 9 AM respectively, FDOT District 7 Auditorium and GoToWebinar.

X. OLD & NEW BUSINESS (*Timestamp 1:58:13*)

- A. The next meeting is August 9, 2023 at 10 AM on the 26th Floor of County Center.
- B. Mayor Ross asked if TPO Board Members are allowed to participate and vote as a virtual attendees. Cameron Clark noted that as long as there is a physical quorum, remote participation can be granted for exceptional circumstances.
- C. Justin Willits – gave congratulations to Beth Alden as this is her last TIP Hearing.

XI. ADJOURNMENT – The meeting adjourned at 7:55 PM

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

DRAFT



Committee Reports

Livable Roadways Committee (LRC) Meeting on May 17

The LRC approved action items:

- ✓ Hillsborough County Bicycle Network Evaluation
- ✓ FY24-28 Transportation Improvement Program Update

The LRC heard status reports on:

- Wildlife Permeability Along I-4
- City of Tampa Safe Streets and Roads for All Grant Implementation

Bicycle Pedestrian Advisory Committee (BPAC) Meeting on May 24

The BPAC approved action item:

- ✓ Hillsborough County Bicycle Network Evaluation
- ✓ FY24-28 Transportation Improvement Program Update

The BPAC heard status reports on:

- Updates on Fowler Avenue Studies: FDOT PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan
 - BPAC members raised concerns that the frontage road concept discussed will not address safety issues for bicyclists. They requested that speed management be brought into the design.
 - There was discussion about the context classification of the area. BPAC members were informed that it is not suburban; in practice it is an urban environment.
 - It was noted that there are ongoing discussions about the number of crossings on several streets.

The BPAC discussed New and Old Business:

- Top Ten Walk/Bike Barrier Project - Members who have not sent in their top three locations are to do so. 20 suggestions have been sent in so far. Staff will send that list out and compare with the high-injury network.
- BPAC July Workshop Planning - Decided that this would be a good time for the walk/bike barrier project. Decided to have it at County Center.

Technical Advisory Committee (TAC) Meeting of June 5

The TAC approved action items:

- ✓ Hillsborough County Bicycle Network Evaluation
- ✓ FY24-28 Transportation Improvement Program Update
 - Members discussed the need for documenting federal grants and the documentation required for this new task. FDOT to provide guidance.

The TAC heard status reports on:

- Updates on Fowler Avenue Studies: FDOT PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan - Members discussed the safety strategies and the benefits of different typical sections for roadway user safety.
- Vision Zero Streets Study
- US 301 (Fowler Avenue to SR56) PD&E Study

Citizens Advisory Committee (CAC) Meeting of June 7

The CAC had an exceptionally well-attended meeting on the evening of June 7th in which two CAC nominees and Councilwoman Hurtak also attended to observe the committee's business.

The CAC did not approve the action item:

- ✓ Hillsborough County Bicycle Network Evaluation

Following a concise presentation, the Chair offered kudos to Wade Reynolds, TPO staff, for articulately explaining a very complex topic. The committee, however, expressed reservations about several elements of the Network Evaluation and Plan. Regarding the geographic boundaries of the plan, at least two members commented that it would be better to integrate this evaluation (which included County-owned facilities within unincorporated Hillsborough) with a forthcoming evaluation (which will include County-owned facilities located within city limits). The members speculated that it might be better to consider all facilities in an integrated study rather than piecemeal. Other members asked why public engagement was not considered in developing the technical methodology and suggested that TPO and County staff seek ways to collect public input. The committee generally agreed that this would be helpful for Hillsborough County, as this input would allow it to prioritize bicycle investments along corridors that already have public support. Following this presentation, during Old/New Business, the committee moved to have TPO staff reevaluate the evaluation methodology based upon concerns expressed and return in August.

The CAC did approve the action item:

- ✓ FY24-28 Transportation Improvement Program Update

A lengthy discussion ensued following the presentation and many of the questions were from newer committee members seeking to clarify details about the format of the TIP, project prioritization, and how projects falling lower on the priority list can be funded. Several committee

members remarked on the status of Priority #22, which is a PD&E project at the intersection of Symmes Road and US301. Members familiar with this intersection noted how dangerous it is and strongly advocated that Hillsborough County staff submit a funding application to kick-off the study as soon as possible, while also implying that the TPO should recommend funding as soon as the application is submitted. A couple of comments and questions were targeted at projects impacting the TECO Streetcar, with one member excited about the prospect of local funds matching federal to extend and modernize the system. Contrasting that excitement, another member remarked that they do not want Unincorporated Hillsborough County paying for that service, as they believe it will primarily benefit those living in the urban core. The final substantive topic discussed was regarding the status of the Westshore Interchange project, with one member commenting that it is difficult to discern from either the TIP or FDOT work program what work is included in that portfolio of projects. As in previous years, a number of committee members expressed concern about managed lanes on the interstate being tolled. Following a discussion about the merits of managed lanes versus general purpose, the CAC moved to approve the TIP pending an update to the description of the Westshore Interchange, which should now include at the very end of the description "...all lanes will be non-tolled [*sic*]."

The CAC deferred status reports on:

- Updates on Fowler Avenue Studies: FDOT PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan - Members discussed the safety strategies and the benefits of different typical sections for roadway user safety.
- US41/CSX PD&E Study
- US 301 (Fowler Avenue to SR56) PD&E Study

Transportation Disadvantaged Coordinating Board Meeting of June 9

A verbal report will be provided at the Board meeting.

**HILLSBOROUGH MPO
CITIZENS ADVISORY COMMITTEE**

2022 ATTENDANCE REPORT

CAC Member	Representing	Geographic District	Appointed By	Appointed	Term Expires	Term										Optional			
						1/4/23	2/1/23	3/1/23	4/5/23	5/3/23	6/7/23	7/12/2023	8/2/23	9/6/23	10/4/23	11/1/23	12/6/23		
Trott, Terrance	Member-at-Large (African-America)	32	Member-at-Large	3/3/2020	3/8/2025	Yes	No	Yes	No	Yes	Yes	Yes	No						
Roberts, Bill	Aviation Authority	26	HCAA Board	6/30/2020	3/8/2025	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes						
VACANT	Member-at-Large	9	Member-at-Large	4/14/2021	3/8/2025	No	Yes	No	No	No	VAC	VAC							
Hollenkamp, Steven	City of Plant City	2	City Commission	4/12/2023	4/12/2029	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes						
Dayna Lazarus	City of Tampa	21	Councilwoman Hurtak	6/14/2023	6/14/2029	VAC	VAC	VAC	VAC	VAC	VAC	VAC	Yes						
Nikki Rice	City of Tampa	30	Councilman Maniscalco	10/27/2022	3/8/2029	No	Yes	No	No	No	No	No	No						
VACANT	City of Tampa		Councilman Clendenin	VAC	VAC	Yes	Yes	No	Yes	VAC	VAC	VAC	VAC						
Aiah Yassin	City of Temple Terrace	18	City Council	5/12/2021	3/8/2029	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No						
Ed Mierzejewski	Expressway Authority	17	Greg Slater	2/12/2022	3/8/2025	Yes	Yes	Yes	Yes	No	Yes	Yes							
VACANT	HART		HART Chair	VAC	VAC	No	No	VAC	VAC	VAC	VAC	VAC	VAC						
Prindle, Hoyt	Hillsborough County	21	Commissioner Kemp	10/1/2019	3/8/2029	Yes	Yes	Yes	Yes	Yes	No	Yes							
Jim Davison	Hillsborough County	4	Commissioner Wostal	2/8/2023	3/8/2029	VAC	VAC	Yes	Yes	No	Yes	Yes							
Sherri Southwell	Hillsborough County	8	Commissioner Owen	2/8/2023	3/8/2029	VAC	VAC	Yes	Yes	Yes	Yes	Yes	No						
Brown, Carolyn	Hillsborough County	32	Commissioner Myers	2/8/2023	3/8/2029	Yes	Yes	Yes	No	Yes	Yes	No							
Joseph Citro	Hillsborough County	20	Commissioner Cohen	6/14/2023	6/14/2029	No	No	VAC	VAC	VAC	VAC	VAC	No						
Fernandez, Ricardo	Member-at-Large (Hispanic)	30	Member-at-Large	4/14/2021	3/8/2025	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes						
VACANT	Member-at-Large		Member-at-Large	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC						
VACANT	Member-at-Large		Member-at-Large	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC						
Skelton Jr., Don	Port Tampa Bay	14	Port Authority CEO	1/11/2023	3/8/2025	Yes	Yes	Yes	Yes	No	Yes	Yes							
Fryer, Artie	Transp. Disadvantaged	24	TDCB Chair	4/2/2019	3/8/2025	Yes	Yes	Yes	No	No	No	Yes							
VACANT	Member-at-Large		Member-at-Large	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC						
William Hodges	Planning Commission	21	Planning Commission	6/14/2023	6/14/2029	No	No	VAC	VAC	VAC	VAC	VAC	Yes						
Frank, Josh	School Board	29	Jessica Vaughn	8/11/2021	3/8/2029	Yes	Yes	Yes	Yes	No	Yes	No							
Christina Bosworth	Member-at-Large	11	Member-at-Large	4/12/2023	4/12/2025	VAC	VAC	VAC	VAC	Yes	Yes	Yes	Yes						
Sarah Thomas	Member-at-Large	7	Member-at-Large	4/12/2023	4/12/2025	VAC	VAC	VAC	VAC	Yes	Yes	No							
VACANT	Member-at-Large	10	Member-at-Large	4/12/2023	4/12/2025	VAC	VAC	VAC	VAC	Yes	Yes	VAC							
Chris Vela	Member-at-Large (Native America)	21	Member-at-Large	4/12/2023	4/12/2025	VAC	VAC	VAC	VAC	Yes	Yes	Yes							
Chris Gonzalez	Member-at-Large (Hispanic)	1	Member-at-Large	4/12/2023	4/12/2025	VAC	VAC	VAC	VAC	No	Yes	Yes							
Ilia Lachinov	Member-at-Large (Under 30)	20	Member-at-Large	6/14/2023	6/14/2025	VAC	VAC	VAC	VAC	VAC	VAC	VAC	Yes						

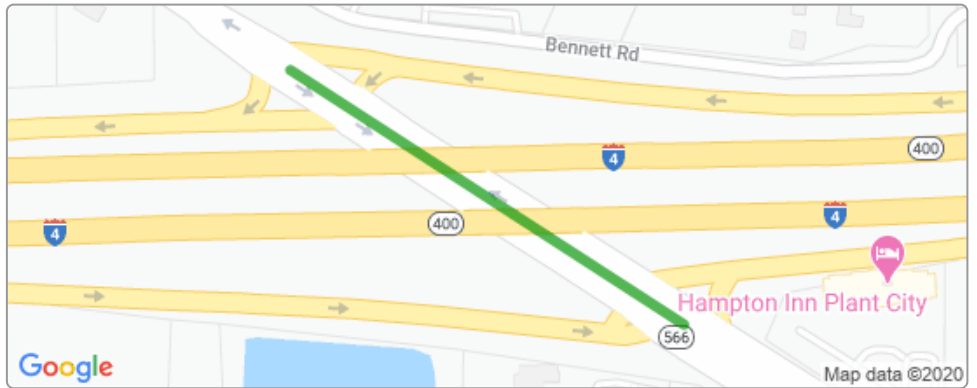
Members Present	12	13	13	11	12	16	13	0	0	0	0	0	0	0
CAC Membership Less Declared Vacancies	20	20	21	21	21	22	23	22	22	22	22	22	22	22
Needed for Quorum	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Quorum Achieved	YES	YES	YES	YES	YES	YES	YES	NO	NO	NO	NO	NO	NO	NO

Legend:	YES = Attended
	NO = Did Not Attend
	VAC = Vacant
	DVAC = Seat Declared Vacant
	NO = Three (3) or More Consecutive Absences
	Attended Virtually
	= Term Expired; Member may continue until reappointed or replaced.

The MPO may review & consider rescinding the appointment of any member who fails to attend three (3) consecutive meetings.

I-4 Interchange Improvement at SR 566/Thonotosassa Road (Exit 19) 443317-1-52-01

Project Details	
Work Type	Interchange Improvement
Phase	Design
Limits	At Thonotosassa Road (SR-566) I-4 Exit 19
Length	.596 miles
City	Plant City
County	Hillsborough
Road	I-4 SR 566 Thonotosassa Rd
Design Cost	\$619,657



About

This project will widen SR-566 (Thonotosassa Road) under I-4 from two to four lanes between the ramps. A new northbound to eastbound right turn lane onto I-4 will be added. A traffic signal will also be added at the base of the off ramp from westbound I-4.

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

Contact Information	
Design Manager	Charlie Xie 813-975-6287 charlie.xie@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 kristen.carson@dot.state.fl.us

Get Involved Today!

We invite you to get involved! The public plays an important role in the project development and decision-making process of this study. Opportunities for you to provide your input will be available throughout the study by means of submitting comments or attending the public hearing. There are multiple ways to get involved - call, write, or email us. For details on how to provide your input and attend the public hearing, please see the insert page provided.

Non-Discrimination

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Roger Roscoe, Title VI Coordinator, at roger.roscoe@dot.state.fl.us, by telephone at (813) 975-6411 or toll-free at 1(800) 226-7220, or by written correspondence at least seven (7) days prior to the hearing to the Florida Department of Transportation, District Seven, 11201 N. McKinley Drive, MS 7-500, Tampa, FL 33612.

Comuniquese Con Nosotros

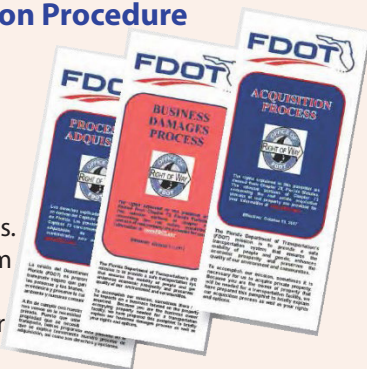
Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, favor de ponerse en contacto con nuestro representante el señor Manuel Flores al teléfono 813-975-4248 o al correo electrónico: manuel.flores@dot.state.fl.us.

Right of Way Acquisition Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the Right of Way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures.

These brochures and other education material will be available at the public hearing along with representatives from the FDOT's Right of Way acquisition and relocations departments. Copies of the brochures may also be found on our website at www.dot.state.fl.us/rightofway/documents.shtm.

We are interested in hearing your concerns and answering your questions. Please feel free to speak with the FDOT's Project Manager or a Right of Way representative at your convenience either at the workshop or by phone at (813) 975-6495.



For more information on this study, visit our project website:

<https://active.fdotd7studies.com/us301/fowler-to-sr56/>

US 301 (SR 41)

Project Development & Environment Study (PD&E) Study

from Fowler Avenue to SR 56

Hillsborough and Pasco Counties | WPI Segment No. 255796-1 | ETDM# 14194

NOTICE FOR 2ND PUBLIC HEARING | PROJECT NEWSLETTER: JULY 2023

HEARING DATE

Tuesday

August 1, 2023

5:30 p.m. - 7:30 p.m.

Formal Presentation 6:30 p.m.

In-Person Session

Location

FDOT District Seven

Headquarters

11201 N. McKinley Dr.

Tampa, FL 33612

Registration to Virtual

Session

<https://active.fdotd7studies.com/us301/fowler-to-sr56/>

JOIN THE

CONVERSATION

about the

US 301 PD&E Study

We want your comments and suggestions throughout the study.

HAVE QUESTIONS?

We're here to help.

Give us a call, send us an email, or let us come speak to your group:

Amber Russo, P.E.

FDOT Project Manager

amber.russo@dot.state.fl.us

813-975-6260

FDOT—District Seven

11201 N. McKinley Dr.

Tampa, FL 33612

— Or —

For Media Inquiries:

Kris Carson

Public Information Officer

FDOT—District Seven

11201 N. McKinley Dr.

Tampa, FL 33612

kristen.carson@dot.state.fl.us

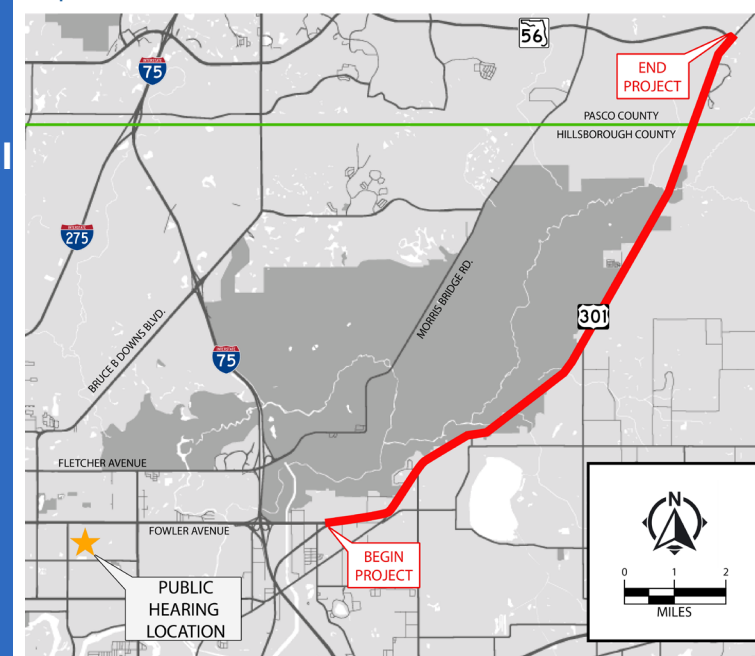
813-975-6202

800-226-7220

The Florida Department of Transportation (FDOT) District Seven will hold a public hearing on Tuesday, August 1, 2023, regarding the Project Development & Environment (PD&E) study, Work Program Item (WPI) Segment No. 255796-1, for the proposed improvements to US 301 from Fowler Avenue to SR 56 in Hillsborough and Pasco Counties, a distance of approximately 13.1 miles. **This is the second public hearing for this project to address public comments and provide updated concepts.**

This public hearing is being conducted in-person with an option to attend virtually to present information to the public and receive public input from interested persons regarding the proposed improvements to US 301.

Citizens who choose to attend the virtual hearing session must do so through a computer, tablet or smartphone via GoToWebinar. Virtual attendees must register online at the project website: <https://active.fdotd7studies.com/us301/fowler-to-sr56/>



PROJECT LOCATION & STUDY AREA MAP

This public hearing will be conducted in accordance with all federal, state, and local requirements. This newsletter also serves as notice to property owners (pursuant to Florida Statutes 339.155) that all or a portion of their property is within a minimum of 300 feet of the centerline of the alignment; however, this does not mean that all properties would be directly affected. The concept plans, display boards, and video presentation from the in-person session will be available for viewing starting on July 24, 2023, at

<https://active.fdotd7studies.com/us301/fowler-to-sr56/>

Draft project engineering and environmental reports will be available for public viewing from July 11, 2023, to August 11, 2023, on the project website and at the following locations:

- Zephyrhills Public Library: 5347 8th Street, Zephyrhills, FL 33542, Tues. through Thurs.: 9:00 a.m. to 6:00 p.m.; Fri.: 9:00 a.m. to 5:00 p.m., and Saturday 9:00 a.m. to 12:00 p.m.
- Thonotosassa Branch Library: 10715 Main Street, Thonotosassa, FL 33592, Mon. Through Sat.: 10:00 a.m. to 6:00 p.m.
- Florida Department of Transportation, District Seven: 11201 N. McKinley Drive, Tampa, FL 33612, Mon.-Fri.: 8:00 a.m. to 5:00 p.m.

FDOT Staff will not be present at the public viewing locations to answer project questions.

Federal funds are not planned to be used for the project, so this study is being conducted in accordance with the PD&E Manual, Part 1, Chapter 10, which addresses non-federal projects. A State Environmental Impact Report (SEIR) is being prepared as the environmental document for this study.

FDOT welcomes and appreciates everyone's participation. If you have questions about the project or the scheduled hearing, please contact Amber Russo, P.E., FDOT PD&E Project Manager at (813) 975-6260 or visit our project website at <https://active.fdotd7studies.com/us301/fowler-to-sr56/>

Sincerely,

Kirk Bogen, P.E.
 Environmental Management Engineer

What is a PD&E Study?

A Project Development and Environment (PD&E) study is a comprehensive study that evaluates social, economic, and environmental effects associated with the proposed transportation improvements so that the FDOT can reach a decision on the type, location and conceptual design to meet the project's proposed purpose and need. Engaging the public by sharing and receiving information is a key component of this process and is required by the National Environmental Policy Act.

Study Purpose

The purpose of this project is to provide additional roadway capacity and improve safety on this portion of US 301 in unincorporated Hillsborough and Pasco Counties.

Project Description

The proposed action involves widening US 301 from the existing two-lane undivided roadway to a four-lane divided roadway and includes pedestrian and bicycle accommodations. The proposed improvements will include construction of stormwater management facilities and floodplain compensation sites, various intersection improvements, and multimodal facilities. Wildlife crossings and/or features are also being evaluated and coordinated with the resource agencies in accordance with the FDOT Wildlife Crossing Guidelines. The proposed improvements will require additional right-of-way detailed on the concept plans in the Appendix of the Preliminary Engineering Report (PER) and the roll plots that will be on display at the public hearing.

Existing Conditions

The existing US 301 has a two-lane undivided rural typical section from Fowler Avenue to SR 56. The roadway is functionally classified as an Urban Other Principal Arterial from Fowler Avenue to just north of CR 579 (Mango Road) and from the County line to SR 56. The remaining portion of the project is classified as a Rural Other Principal Arterial. The posted speed limits within the study corridor are 55 miles per hour (mph) from Fowler Avenue to Flint Creek and 60 mph from Flint Creek to SR 56. The existing right-of-way (ROW) width ranges from 100 feet to 200 feet.

Traffic & Crash Data

Crash data from the FDOT Crash Analysis Reporting System (CARS) database was provided by District Seven for the five-year period from January 1, 2015 through December 31, 2019. This historic crash data was analyzed to identify the characteristics of the crashes that occurred within the study corridor. A total of 464 crashes occurred during this five-year time period, and these crashes resulted in 16 fatalities and 338 injuries. Approximately 51.5% of the total crashes involved injuries or fatalities, and 5.2% of the total crashes were head-on collisions.

The 2015 Average Annual Daily Traffic (AADT) volumes on US 301 range from 11,600 vehicles per day (vpd) to 18,400 vpd. The existing daily truck percentages range between 10.6% and 11.4%. The 2045 AADT volumes within the study corridor are projected to range from 29,200 vpd to 51,200 vpd.

Preferred Alternative

The Preferred Alternative includes an urban typical section with a target/design speed of 45 mph is proposed from Fowler Avenue to Stacy Road. This typical section has two 11-foot travel lanes in each direction, a 30-foot raised median, including 4-foot paved inside shoulders, and 7-foot buffered bike lanes in each direction. There is a 6-foot sidewalk on the east side of the roadway and a 12-foot shared use path on the west side of the roadway, as illustrated in **Typical Section 1**. The proposed typical ROW width varies from 151 feet to 200 feet.

A suburban typical section with a target/design speed of 55 mph is proposed from Stacy Road to SR 56. This typical section has two 12-foot travel lanes in each direction, a 30-foot raised median, including 4-foot paved inside shoulders, and 10-foot outside shoulders (5-foot paved). There is a 6-foot sidewalk on the east side of the roadway and a 12-foot shared use path on the west side of the roadway, as illustrated in **Typical Section 2**. The proposed typical ROW width varies from 192 feet to 230 feet. Where possible, pavement savings will be achieved by converting the existing two-lane roadway to southbound operation.

The Preferred Alternative will reduce the possibility of head-on collisions with the introduction of medians along the corridor. It will also provide the additional roadway capacity needed to accommodate the future year (2045) traffic volumes projected to occur within the study corridor and provides pedestrian and bicycle facilities throughout the entire corridor, thus increasing the safety for these users.

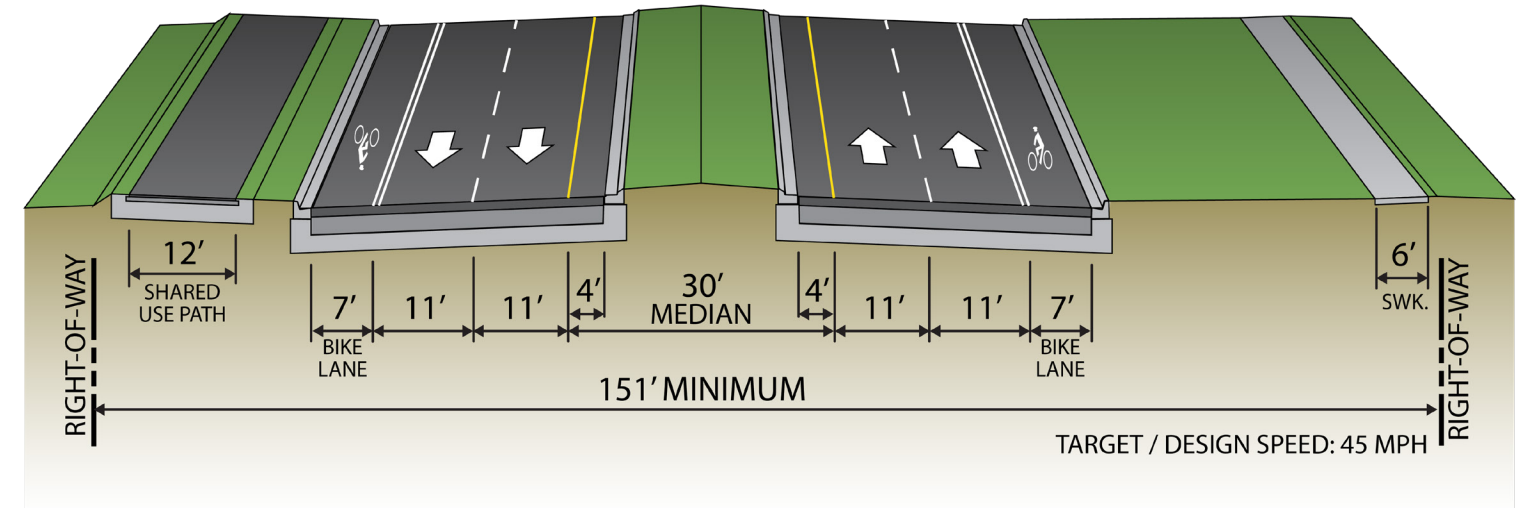
Evaluation Matrix

An evaluation matrix comparing the No Build and Preferred Alternative is shown below. This matrix compares natural, physical and social environmental factors, as well as preliminary cost estimates (ROW acquisition, wetland mitigation, engineering and construction).

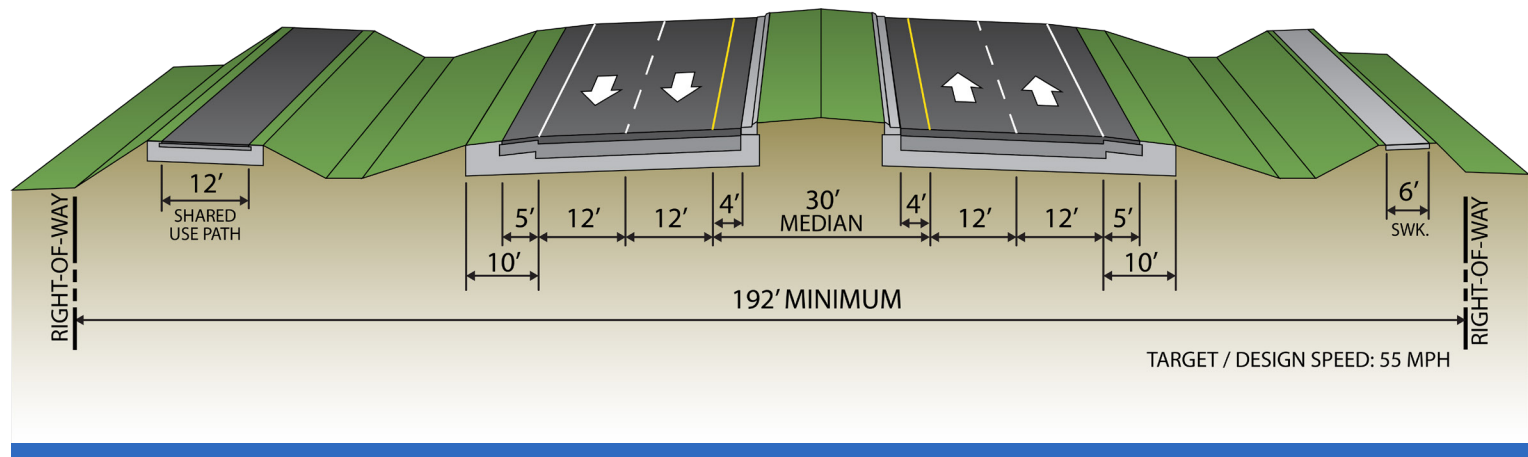
Evaluation Matrix		
Evaluation Criteria	No-Build Alternative	Preferred Alternative
Potential Relocations		
Number of business/residential	0	9/11
Right-of-Way-Needs		
Roadway improvements (acres)	0	85.1
Stormwater facilities (acres)	0	97.1
Potential Environmental Effects		
Archaeological sites/Historic resources	0	22/55
Public lands (acres)	0	18.9
Noise sensitive sites	32	67
Wetlands (acres)	0	16.6
Surface waters (acres)	0	33.7
Floodplains (acre-feet)	0	123.3
Threatened and endangered species (potential)	None	Low
Contamination sites (low/medium/high)	0	31/ 4/ 0
Estimated Total Project Costs		
Design (10% of the construction cost)	\$0	\$22.6 M
Wetland mitigation cost	\$0	\$2.9 M
Right-of-way cost	\$0	\$41.8 M
Construction cost	\$0	\$226.5 M
CEI (10% of the construction cost)	\$0	\$22.6 M
Estimated Total Project Costs	\$0	\$316.4 M

Right-of-way cost estimates were prepared in June 2023. Construction costs were prepared in July 2023 using the FDOT LRE system.

Typical Section 1 PROPOSED TYPICAL FROM FOWLER AVENUE TO STACY ROAD



Typical Section 2 PROPOSED TYPICAL FROM STACY ROAD TO SR 56



Project Shedule

Study Began	May 2015
Project on hold	2017 - 2019
Data Collection	Completed August 2021
Preparation of Documents	Ongoing
First Public Hearing	March, 24 2022
★ Second Public Hearing	August, 1 2023
PD&E Study Approval	Fall 2023

Project Funding

FDOT Adopted Five Year Work Program Fiscal Year 2023/24 to Fiscal Year 2027/28

Phase	Fiscal Year(s)
Design	Underway
Right of Way Acquisition	Not Currently Funded
Construction	Not Currently Funded



US 301 (SR 41)

Project Development & Environment Study (PD&E) Study

from Fowler Avenue to SR 56

Hillsborough and Pasco Counties | WPI Segment No. 255796-1 | ETDM# 14194

Instructions for attending the public hearing

The public hearing will be offered in person with the option to attend virtually. The same materials will be presented for the in-person and virtual formats.

Pre-registration is required for the virtual format only. Registration is available online at the project website <https://active.fdotd7studies.com/us301/fowler-to-sr56/> or from your mobile device, scan the QR Code to the right.

If you have any questions or issues registering, please contact **Amber Russo, P.E.**, the FDOT PD&E Project Manager at **(813) 975-6260**.



To attend the Public Hearing in-person

In-Person Public Hearing Session will be held at:

FDOT District Seven Headquarters

11201 N. McKinley Drive

Tampa, FL 33612

5:30 p.m. Open house

6:30 p.m. Formal Presentation/Comment Period

1. Upon arrival, please sign-in. If you wish to make a formal public comment, please fill out a speaker card and give it to a project team member. You will be called during the formal portion in the order in which the cards are received.
2. During the Open House period starting at 5:30 p.m., a repeating informational presentation will be shown and project displays will be available for review. Team members will be on-site to assist with questions and/or concerns.
3. At 6:30 p.m. the formal public hearing portion will begin.
4. Those who filled out a speaker card will be called upon to make a formal comment.
5. At the conclusion of the formal portion of the hearing and the public comment period, the open house will resume until 7:30 p.m.

To attend virtually

The Virtual Public Hearing Session will be held through:

GoToWebinar

5:30 p.m. Open house

6:30 p.m. Formal Presentation/Comment Period

Persons registered for the Virtual Public Hearing can attend online using GoToWebinar.

1. Virtual online attendees should use the sign-in link emailed to them after registering. **A call in number is not available.**
2. During the Open House period, starting at 5:30 p.m., attendees will be able to view materials online and ask questions to FDOT staff through the GoTo question box. Team members will be available virtually to assist with questions and/or concerns.
3. At 6:30 p.m. the formal public hearing portion will begin and will be broadcast from the in-person event to those attending virtually.
4. After in-person formal comments have been made, virtual attendees may use the Raise Hand function of the webinar to be called upon if they choose to make a formal public comment.
5. At the conclusion of the formal portion of the hearing and the public comment period, the open house will resume until 7:30 p.m.

There are many ways to provide comments:

- Submit your comments through the project website on the "Send Us Your Comments" page.
- Make a verbal statement during the public comments period after the formal portion (see above for in-person and virtual options on how to submit a speaker request).
- Make a verbal statement directly to the court reporter in a one-on-one setting for those attending the in-person session.
- Complete a comment form and drop it in the comment box in-person or mail comment to the address listed on the back. Please post mark by August 11, 2023.

Persons wishing to submit written statements or other exhibits, in place of, or in addition to oral statements, may do so at the hearing or by mailing them to Kirk Bogen, P.E., Environmental Management Engineer, FDOT District Seven, 11201 N. McKinley Drive MS 7-500, Tampa, FL 33612, or provide them on the "[Send Us Your Comments](https://active.fdotd7studies.com/us301/fowler-to-sr56/)" page on the project website at <https://active.fdotd7studies.com/us301/fowler-to-sr56/>

All comments postmarked on or before August 11, 2023, will become part of the official public hearing record.

Fold Here

Postage
Here

Florida Department of Transportation - District Seven
Attn: Kirk Bogen, PE, Environmental Management Engineer
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612

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SR 580/SR 600/US 92/HILLSBOROUGH AVE FROM BAY PATH LANE TO E OF TUDOR DR

255339-2-52-01

Project Details	
Work Type	Wetland Mitigation/Restoration
Phase	Design
Limits	SR 580/SR 600/US 92/Hillsborough Ave and the Tidal Canal
Length	.212 Miles
City	Town 'N' Country
County	Hillsborough
Road	Hillsborough Ave
Design Cost	\$700,000



Contact Information	
Design Manager	Miki Zimmerman 813-975-6049 Miki.Zimmerman@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us

About

New wetland mitigation site that will include clearing and grubbing, grading and stabilization, installation of sediment barriers and floating turbidity barriers, removal of existing pavement, replacement of existing drainage structures, installation of high-performance turf mats, and plantings.

Construction is currently anticipated to begin in summer 2024.

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