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Plan Hillsborough

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

Meeting of the Citizens Advisory Committee

Wednesday, October 4, 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:

Microsoft Teams meeting

Join on your computer, mobile app or room device

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Meeting ID: 247 153 605 216 Passcode: 7rppou

Or call in (audio only)

[+1 813-498-2121](tel:+18134982121), Phone Conference ID: 799 957 303#

Presentations, full agenda packet, and supplemental materials are [posted here](#).
Please phone us at 813-756-0371 for a printed copy.

- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Michael Rempfer 813-273-3774.

Rules of engagement:

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

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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 (September 6, 2023) | 6:20 |

- VII. Action Items**
- A. 2050 Plan Needs Assessment for Equity (Riva Heinrich, Kittelson) 6:25
- B. TPO Apportionment Plan (Elizabeth Watkins, TPO Staff) 6:40
- C. Memorandum of Understanding on Creating Tampa Bay MPO (Elizabeth Watkins, TPO Staff) 6:55
- D. 2050 Plan Revenue Forecast (Elizabeth Watkins, TPO Staff) 7:10
- VIII. Status Report**
- A. 2050 Plan Needs Assessment for State of Good Repair and Resilience – Technical Briefing (Pedro Sergios, PhD, Cambridge Systematic) 7:25
- IX. Unfinished Business & New Business**
- A. Next CAC Meeting November 1st
- B. Joint CAC/TAC Meeting Cancelled
- C. Straw Poll Regarding 2024 Committee Meeting Time
- X. Members’ Interests & Future Topic Requests** 7:55
- XI. Adjournment** 8:00
- XII. Addendum**
- A. TPO Summary and Committee Reports
- B. Attendance Roster
- C. NICR MPO Congestion Reduction Training
- D. FDOT Project Factsheet: US 301 SR 43 from S. of Balm Rd. Paseo Al Mar Blvd to S. of Whitt Rd.
- E. FDOT Project Factsheet: US 301 SR 43 Intersection Improvements at Symmes Road
- F. 2020 Urban Area Boundary and Functional Classification Ian Lockwood TAC Presentation
- G. FDOT Project Factsheet: Median Modification at US 301 meeting flyer
- H. FDOT Project Factsheet: SR 583 N 56th Street and SR 50 Cortez Boulevard Safety Improvements at Various Locations

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Connor MacDonald, (813) 582-7351 o macdonaldc@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 or (813) 273-3774 ext. 1.

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE
HYBRID MEETING OF SEPTEMBER 6, 2023**

I. Call to Order

Chair Fernandez called the meeting to order at 6:00 PM.

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

Members Present: Rick Fernandez, Jim Davison, Hoyt Prindle, Joseph Citro, Stephen Hollenkamp, Dayna Lazarus, Bill Roberts, Matt Sienk, Artie Fryer, Ed Mierzejewski, Ilia Lachinov, Terrance Trott, Chris Vela, Chris Gonzalez

Members Excused or Absent: Christina Bosworth, Sarah Thomas

Others Present: Johnny Wong, Roger Mathie, Elizabeth Watkins, Vishaka Shiva Raman, Connor Trejos-MacDonald, Harmoni McGee, Gail Reese (TPO Staff); Lauren Brooks (AECOM); Paula Perez; unknown attendee (virtual), Ashley Ann Adams Chambers, Daniel Hoeflich (Volkert); Bob Campbell (Hillsborough County)

An in-person quorum was met.

Ed Mierzejewski moved to allow Dayna Lazarus to participate remotely due to extenuating circumstances; seconded by Jim Davison. The motion 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 0:05:20*) – None

V. Chair's Report (Rick Fernandez, Chair CAC) (*Timestamp 0:05:44*)

- A.** Noted procedural request to RSVP for the meetings via the link in the agenda.
- B.** Briefed the committee on the motion in August to have the CAC have an active role in the vetting process of the new Executive Director. It was brought to the TPO Board and was picked up by members. The motion failed. An alternative was offered to have a meet & greet for the CAC and members of the public with the candidates on September 12th from 5p – 7p in the all-purpose space on the first floor of County Center.
- C.** The candidates will go before the full TPO Board meeting on September 13th starting at 8:30 AM; it is a regular meeting with the opportunity for public comment. Committee members may give public comments via FB, email, and comment cards at the meet & greet.

VI. Approval of Minutes – August 2, 2023 (Timestamp 0:12:01)

Jim Davison moved to approve the minutes for August 2, 2023; seconded by Stephen Hollenkamp. The voice vote passed unanimously.

VII. Action Items

A. TIP Roll Forward and Water Works Park Sidewalk Gap Amendments (Roger Mathie, TPO Staff) (Timestamp 0:12:33)

- Went over the TIP and Work Program Timeline
- Review of what a “Roll Forward” Amendment is
- FDOT requested Roll Forward Amendment 2023 to roll 3 projects into FY2024: Kennedy Blvd Resurfacing and the I-4 Eastbound and Westbound Weigh Station Truck Parking
- Went over the Water Works Park Sidewalk Gaps Amendment including project area, anticipated start of construction in late 2024, costs, and public outreach

Recommended Action: Approve the Roll Forward and Water Works Park Sidewalk Gap Amendments to the FY23/24 TIP and recommend approval to the TPO Board.

Presentation: [TIP Roll Forward and Water Works Park Sidewalk Gap Amendments](#)

Discussion:

It was asked how many linear feet are included in the patching and the cost per linear foot. This is the design of the sidewalk and not the construction cost. It was asked if an FDOT representative would have been able to respond to this question. FDOT was notified of this meeting approximately a week ago and had a conflict. It was noted that the TIP process was done in June and asked why it was not folded in at that time. There is a standing line item in Table 2 for filling sidewalk gaps. The locations are not known until the funds become available. There will likely be additional projects such as this as additional funding comes in. It was brought up that this project came from a Tampa Heights business owner. Clarification was asked about the connectivity on Ashley. Without the specifics of the designs, that cannot be determined. It was asked if this would include improvements to the fence area under I-275. The design has not been completed. It was asked if FDOT has priority steps to choose sidewalks. This is being funded by the Carbon Reduction funds and a portion of that is allocated by the TPO. There is limited authority, was reviewed and met with the TIP priorities. As additional funds become available, the TPO portion will be allocated to the high-injury network.

Chris Vela moved to approve the Roll Forward and Water Works Park Sidewalk Gap Amendments to the FY23/24 TIP and recommend approval to the TPO Board; seconded by Joseph Citro. The roll call vote for the motion as amended passed 9 – 2

B. 2050 Plan Revenue Forecast (Elizabeth Watkins, TPO Staff) (Timestamp 0:28:30)

- Review of the development process: jurisdictions, operators, FDOT 2050 Revenue Forecast Handbook
- Went over CAC Feedback from the July workshop and responses
- Additional ideas were investigated but there is no statutory authority
- Looked at existing sources: estimates and projections between 2031 and 2050, for this time frame, a growth rate was applied

- Went over the breakdown amounts
- Went over innovative financing, local option fuel taxes, extension if CIT, transportation surtax (no sooner than 2029), Ad Valorem tax, off-street parking fees
- Forecasted additional funding sources that would need to have legislative action
- Went over next steps

Recommended Action: Approve the 2050 Plan Revenue Forecast and forward to the TPO Board for consideration.

Presentation: [2050 Plan Revenue Forecast](#)

Technical Memo: [2050 Plan Revenue Forecast Technical Memo](#)

Discussion:

It was noted that just before the presentation a document was distributed to the committee. It was brought up that there are new people on the committee; it was asked that a brief description of what this is and why it is important. Chris Vela noted that he had emailed a recommendation to Elizabeth Watkins and Johnny Wong, and it was received. The information was about cities using the value of their assets to fund projects. Unsure how it can be added to the forecast as it is a financing tool and not cash in hand. Mr. Vela explained how this works with the valuation of county assets. It was asked if there would be an increase to the millage rate for HART. HART currently has a 0.5 mil increasing it to 3 mil would need jurisdictional approval. Clarification was asked if the Port has its own charter and does not have to contribute to the streetcar. Will bring that back to HART and the City of Tampa. Clarification was asked about the percentage of the CIT that can go to transportation.

Jim Davison explained what was handed out. ([handout included here](#)) Includes a comparison of what occurred in the 2045 plan. The existing revenues are losing \$9 billion from 2031 – 2050, most was from the state. A timeline was provided from 2031 – 2045. He noted that there is not a high level of confidence in the forecasts. Went over specific numbers. There is a big discrepancy between what is being brought before the BOCC and what is in the LRTP. An explanation of the \$9 billion discrepancy was requested. TPO Staff will need to look at this document further before responding.

It was noted that there is a lack of transit investment in all the plans. It was brought up that heavily traveled roads could be made out of concrete instead of asphalt and they would last longer. The surtax is the biggest source of revenue that would allow for local transportation investment.

This forecast is a building block to the entire process of putting together the 2050 Plan. Confidence in the process and the assessment is key. Another question would be, have all the opportunities been looked at for sources in putting together the scenarios? Yes. It was asked about the different numbers from different groups and what is a good way to get an answer on the differences. TPO Staff will have to look at the numbers provided by Dr. Davison. By approving the forecast, the committee isn't approving a tax. When asking the public what projects to move forward with, the priorities will need to match funding sources. This forecast shows options on how to move forward.

It was asked if the vote needs to be taken today or if the discrepancy can be addressed before voting. Ideally, TPO Staff would like the vote today. Ms. Watkins worked with finance people from the county on this project. It was also noted that additional numbers have not come in on SIP. It was asked if there were any discussions of emissions testing and if it makes sense to get rid of federal attainment/air quality. No, those have not been looked at. Ms. Watkins explained why. CUTR did a cost-effective study on the emissions and it was a very cost-effective measure. As a result of input from Tallahassee, not only is there no emissions testing, but there is also no safety testing.

Jim Davison moved to table this until the discrepancies and the completed report from FDOT is brought back so an actual revenue stream can be voted on, seconded by Joseph Citro. The roll call vote passed 8 – 2

Discussion:

It was noted that this would be a small ask to have Dr. Davison go over each line item to try and find the discrepancies. It was brought up that hearing it from FDOT what likely funding they see and what they are thinking to generate revenue. Possibly hearing from other agencies and jurisdictions would be nice. It was asked if there is anything negative that could come of stalling this approval. It is a building block going before the TPO Board in October. There is some room to go over this with Dr. Davison but need approval before October.

C. 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation (Vishaka Shiva Raman, TPO Staff) (Timestamp 1:19:49)

- Went over the plan ingredients: revenue forecast, performance forecasts, and performance-based prioritization
- Looked at what pieces go into the 2050 Plan
- Went over the approach – reliable travel means that unpredictable circumstances do not cause lengthy, unpredictable, and frustrating delays.
 - Travel Time Reliability Measures
 - Post-Processor Structure
 - Improvement Scenarios – reliability, safety improvements
 - Unit costs and the impact of TSMO Improvements
 - Impact of safety improvements
- Future enhancements.

Recommended Action: Approve the 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation and forward to the TPO Board for consideration.

Presentation: [2050 Plan Needs Assessment for Congestion Management and Crash Mitigation](#)

Discussion:

It was asked, for the PTI, if the mileage was included in this number; whether there was a point of determination; why are bike/ped solutions not included. The treatments were applied to any ramps that showed the highest congestion. It was asked if this could be leveraged so that highway expansion would not relieve congestion. This is a 2050 forecast. This is intended to give a general overview of what could be accomplished. It was noted that this seems like what can be done with money and not what is needed; it jumps to conclusions. There are no highway capacity improvements included. The capacity improvements will be in the assessment of the major

project. It is known that bringing the roads into acceptable reliability is far greater than the budget allocated here. Began with existing spending but once the priorities from the community are known, it can be modeled to find out what will be needed to achieve a reliability score of 1.0. It was brought up that in the urban areas, the speed limit should not exceed 30 mph. The cost associated with a 10-mph reduction is a high cost in the assessment. The cost includes other treatments in part of the \$20K per mile. It was noted that speed limits are already codified and it was asked why this is in the report. Real data is being used to build the model. The posted speed is rarely the real speed. It was asked if there are any ramp metering treatments. Pinellas has installed some but they have not been turned on at this time. It was asked if this is based on the \$13 billion total. There was discussion about improvements without any additional funding. The scenarios were run based on historic funding. It was asked how the corresponding congestion and safety improvements came from the dollar amounts. In the future, it would be nice to see the breakdown. That is shown in the report either per mile or per treatment along with factors associated with each.

Hoyt Prindle moved to approve the Draft 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation and forward to the TPO Board for consideration; seconded by Chris Vela. The roll call vote passed 7 – 4

D. Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP) (Connor Trejos-MacDonald, TPO Staff)
(Timestamp 1:49:27)

- Went over the background of the EVIP
- Review of the concerns and how staff addressed the concerns

Recommended Action: Approve the Electric Vehicle Infrastructure Plan and recommend approval to the TPO Board

Presentation: [Hillsborough TPO Electric Vehicle Infrastructure Plan \(EVIP\)](#)

Discussion:

It was asked if there were issues or concerns with the weights of vehicles and potential damage in crashes. It was thought about at the beginning of scoping and is in a section on adopting electric vehicles. The plan is to meet the need and not necessarily advocate electric vehicles. It was asked if the FDOT plan was incorporated. Yes, and it was considered in the gas tax implication as well. It was asked if there is data in the report on the demand for EVs locally and demonstrated. Yes, used data from other sources and made it relative to Hillsborough County. Mr. Citro noted that this plan does not go far enough for what will be needed. It was noted that this is a dangerous plan for Vision Zero.

Jim Davison moved to approve, seconded by Ilia Lachinov. The voice vote passed 9 – 2

Chair Fernandez requested that items not scheduled to come before the TPO Board for more than a month or two be held until a time consistent with when the Board will be taking action.

VIII. Status Reports

- A. Brainstorm Questions for Executive Director Finalists Meet & Greet** (Rick Fernandez, CAC Chair)
(Timestamp 2:02:23) Johnny Wong excused himself from the room

- Made the committee members aware of the tools in the agenda packet
- Committee members appointed by a TPO Board member are invited to reach out to their appointing authority
- Went over the format of the meet & greet – social environment

Discussion:

It was brought up that it seems awkward in a social setting to ask tough questions. Was noted that the candidates' information is in the packet, reach out and ask questions. It was asked if it would be recorded. No. It was asked if the committee could “apply” some structure to the meet & greet so good questions can be asked.

Chris Vela moved to a straw poll of candidate support, seconded by Stephen Hollenkamp.

Discussion:

It was noted that this was done during the Selection Committee meeting. Joseph Citro abstained as he had specific questions. Jim Davison is also going to abstain and will not be at the meet & greet.

Dr. Wong received 5 votes and the other candidates received none.

It was noted that the committee does not have enough information to make a recommendation at this time. There were several abstentions. Terrence Trott noted that all three candidates were excellent.

IX. Unfinished Business & New Business (Timestamp 2:21:48)

- A. TPO Executive Director Meet & Greet September 12th**
- B. Next CAC Meeting: October 4, 2023**

X. Adjournment

The meeting adjourned at 8:22 PM

A recording of this meeting may be viewed at:

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

9/12/2023 TPO Executive Director Candidate Meet and Greet Attendance

Christina Bosworth, Joseph Citro, Dayna Lazarus, Aiah Yassin, Chris Vela, Rick Fernandez, Don Skelton, Ilia Lachinov (CAC); Ashley Ann Chambers, Ned Baier (Volkert); John Patrick (Hillsborough County); Yassert Gonzales (Planning Commission); Melissa Zornitta, Meghan Betourney, Gail Reese (Plan Hillsborough); Beth Alden, Connor Trejos-MacDonald (TPO); Mayor Andrew Ross (TPO Board/ City of Temple Terrace); Commissioner Gwen Myers, Commissioner Harry Cohen (TPO Board/ BOCC); Councilmember Guido Maniscalco, Councilmember Alan Clendenin (TPO Board/ City of Tampa)

Table 10. Summary of Total Available Revenues, FY 2031-FY 2050

Source	FY 2025- FY 2029	FY 2030	FY 2031- FY 2035	FY 2036- FY 2045	FY 2046- FY 2050	FY 2031- FY 2050
Federal and State – Capacity						
Strategic Intermodal System Highways	\$738	\$6	\$601	\$2,108	\$873	\$3,583
State Highway System (Non-SIS)	\$41	\$7	\$69	\$144	\$73	\$286
Other Roads (Non-SIS, Non-SHS)	\$41	\$8	\$35	\$72	\$37	\$144
Federal and State – Non-Capacity						
Highway Safety Improvement Program	\$43	\$8	\$39	\$79	\$39	\$157
Resurfacing, Bridge, and Operations & Maintenance	\$685	\$136	\$660	\$1,376	\$693	\$2,728
Transportation Alternatives (TA) Set - Aside- TALT	\$13	\$3	\$13	\$26	\$13	\$52
Metropolitan and Regional Programs	\$133	\$28	\$136	\$274	\$137	\$548
State – Fuel Tax to Local Transportation Programs	\$99	\$20	\$101	\$221	\$121	\$443
State – Fuel Tax to Local Administration of Local Transportation Programs	\$18	\$4	\$18	\$39	\$21	\$78
Transit (Federal and State)	\$141	\$34	\$178	\$390	\$212	\$779
Transit (Local and Other)	\$508	\$111	\$592	\$1,232	\$644	\$2,468
Local Transportation Programs	\$409	\$83	\$427	\$920	\$495	\$1,842
Local Administration of Local Transportation Programs	\$33	\$7	\$34	\$74	\$40	\$148
Total	\$2,900	\$452	\$2,903	\$6,955	\$3,399	\$13,256

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Appendix 3. 2026-2045 Funding Allocation by Revenue Source and Program (in Millions of Year of Expenditure Dollars) - Current Trend

Revenue Sources	Totals		Bridge Maintenance		Road		Grand Repair and Resilience		Transit		Vulnerability Reductions		Bus Transit		TD Paratransit		Trails/Sidepath		Smart Cities		Vision Zero		Fixed Guideway Transit		Major Investments for Economic Growth						
	Available	Allocated	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share			
Federal & State Sources	\$7,200.3	\$7,200.3	100.0%																												
515 Highways - Const & ROW	\$1,785.3	\$1,785.3	100.0%																												
Other Arterials - Const & ROW	\$385.0	\$385.0	100.0%																												
Transit - HRA Allocation	\$5.6	\$5.6	100.0%																												
Transit - Sunshine Line	\$63.2	\$63.2	100.0%																												
Transit - Other State Transit and Intermodal	\$483.8	\$483.8	100.0%																												
TMA	\$396.0	\$396.0	100.0%																												
TALU	\$15.3	\$15.3	100.0%																												
TALU	\$30.8	\$30.8	100.0%																												
TALU	\$63.8	\$63.8	100.0%																												
TRIP	\$2,874.6	\$1,530.0	53.2%	\$266.5	9.3%	\$1,283.4	44.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%		
State Highway System O&M	\$439.5	\$439.5	100.0%																												
FTA Formula (HART)	\$2.0	\$2.0	100.0%																												
FTA Formula (Streetcar)	\$8.3	\$8.3	100.0%																												
Other Federal (Sunshine)	\$511.9	\$511.9	100.0%																												
Fuel Taxes to Local Governments	\$10.3	\$10.3	100.0%																												
Other State (Sunshine)	\$10.3	\$10.3	100.0%																												
Local Sources	\$172.6	\$172.6	100.0%																												
Ninth Cent Countywide*	\$274.1	\$274.1	100.0%																												
1st LDT (6-cents)	\$274.1	\$274.1	100.0%																												
County Revenues for Transportation	\$3,772.1	\$3,772.1	100.0%																												
CT Hillsborough County	\$255.5	\$255.5	100.0%																												
Wagstaff Fees	\$589.1	\$589.1	100.0%																												
HART Ad Valorem	\$1,492.2	\$1,492.2	100.0%																												
HART Other	\$21.9	\$21.9	100.0%																												
HART Advertising	\$11.7	\$11.7	100.0%																												
Streetcar Passenger Fares	\$14.6	\$14.6	100.0%																												
Streetcar Special Assessment	\$41.7	\$41.7	100.0%																												
Sunshine Passenger Fares	\$1.1	\$1.1	100.0%																												
Sunshine Local	\$89.2	\$89.2	100.0%																												
Grand Total (by Objectives)	\$22,198.7	\$20,854.1	93.9%	\$997.5	2.3%	\$2,176.0	9.8%	\$175.1	0.8%	\$1,892.7	7.1%	\$4,053.3	20.0%	\$772.0	3.5%	\$3,991.4	18.0%	\$2,020.3	9.1%	\$666.1	2.7%	\$666.1	2.7%	\$666.1	2.7%	\$666.1	2.7%	\$666.1	2.7%	\$666.1	2.7%
Grand Total	\$22,198.7	\$20,854.1	93.9%																												

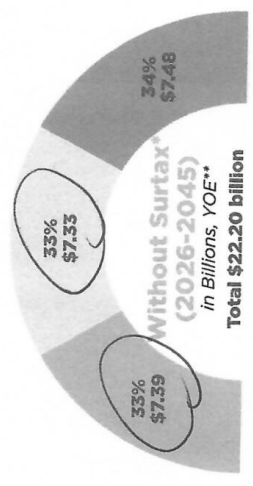
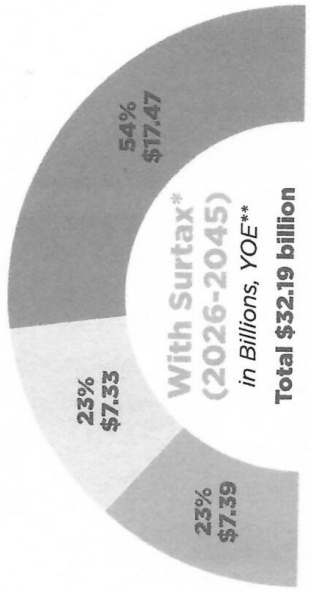
Note: Assuming CIT and "Nice Cent" renewed
 *Uncertain Revenue Sources

Local
 = 7482.8
 2026-45

Fed+state
 = 14715.7
 2026-45

2045

Funding That is Available to Meet Hillsborough's Needs



Federal & State (for SIS only)
 Federal & State (for non-SIS)
 Local Roads & Transit

Without the surtax,

66%

of

all funds will go towards Strategic Intermodal System (SIS) & State Highway System (SHS)

With the surtax, we have more funds to achieve our vision



transit funds



local roadway funds

For more information, see the 2045 LRTP Funding Technical Memorandum
 *Surtax - Charter County sales tax approved by 2018 voter referendum
 **YOE: Year of Expenditure

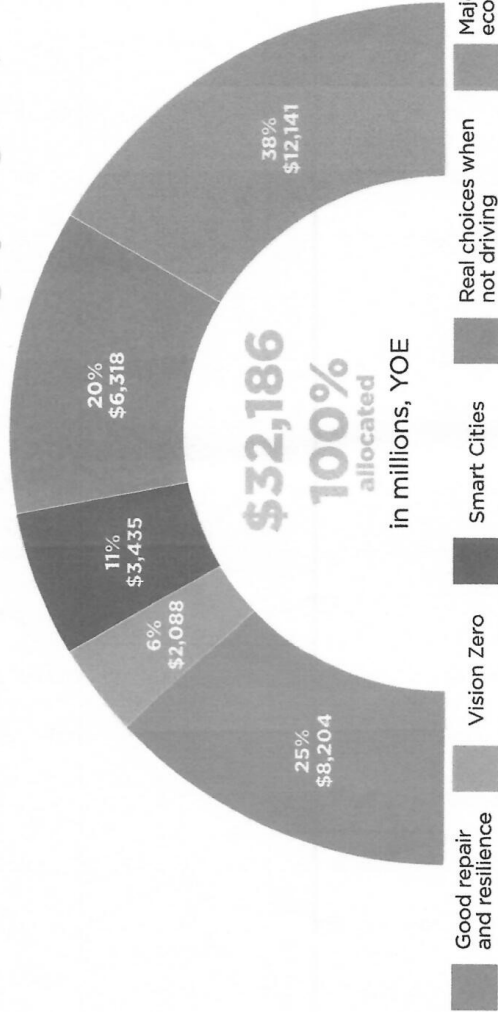
2045

2026-2045 Available Revenues vs. Anticipated Costs (In Millions, YOE)

Anticipated Revenue	2026 - 2030	2031 - 2035	2036 - 2045	Total
Federal/State	\$3,219	\$5,158	\$6,338	\$14,716
Local	\$1,507	\$1,670	\$4,305	\$7,483
Transportation Surtax	\$1,881	\$2,243	\$5,863	\$9,988
Total Anticipated Revenue	\$6,608	\$9,072	\$16,507	\$32,186
Cost Feasible Plan	2026-2030	2031-2035	2036-2045	2026-2045 Total
Total Anticipated Revenue	\$6,608	\$9,072	\$16,507	\$32,186
Needs-Based Costs*	\$3,985	\$4,703	\$11,358	\$20,045
Major Investment Costs	\$2,623	\$4,369	\$5,149	\$12,141
Remaining Balance	\$0	\$0	\$0	\$0
Unfunded Needs				2026-2045 Total
Vulnerability Reduction				\$907
Total for Unfunded SIS Project Phases				\$2,131

*See supporting technical memoranda for details.

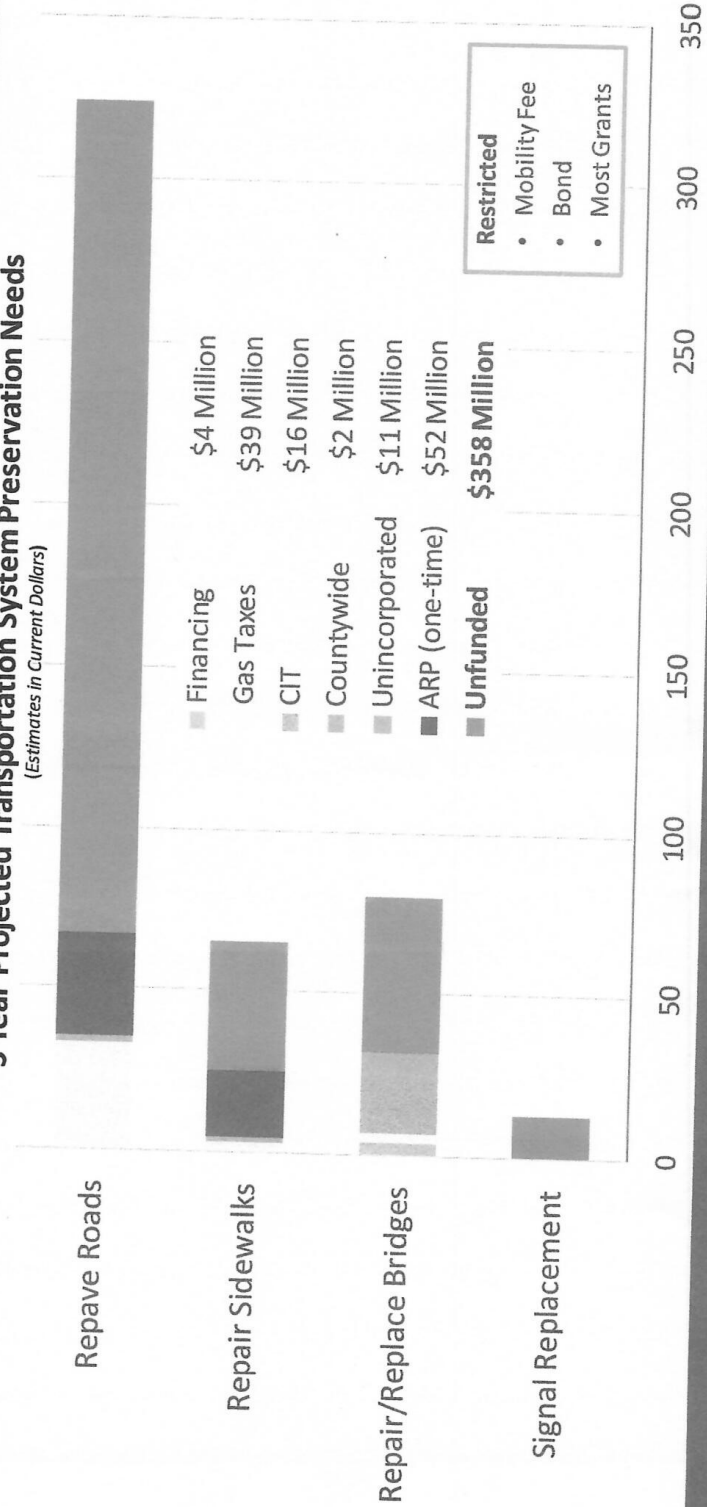
2026-2045 Allocation of Available Funding by Program (In Millions)



Bocc 7/25/23

Preserving the System – Summary

5 Year Projected Transportation System Preservation Needs *(Estimates in Current Dollars)*



Bocc 2/25/23

Building and Improving – Summary

Building and Improving the Transportation System Needs

(Estimates in Current Dollars)

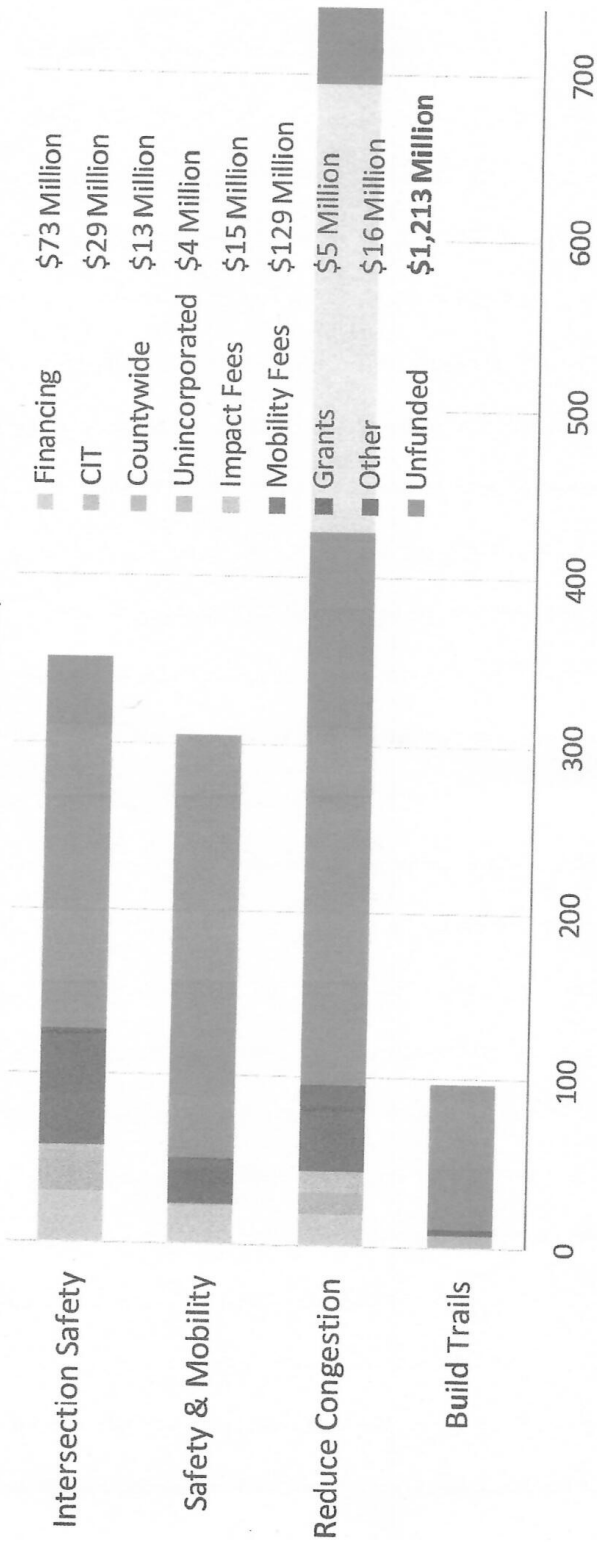


Table 4. Results of Making Operations (TSMO) Improvements, Weekday PM Peak Period

(Percent)	Mean TTI		80th %ile TTI		95th %ile TTI		Daily Delay		Average Speed		Miles Improved (Percent)
	Base	Improved	Base	Improved	Base	Improved	Base	Improved	Base	Improved	
Highway Type											
Collector	1.26	1.15	1.39	1.23	1.98	1.64	9,868	5,971	27.7	30.2	84.3 (10%)
Divided Arterial	1.12	1.09	1.18	1.14	1.52	1.42	7,859	6,080	40.3	41.2	15.3 (5%)
Undivided Arterial	1.11	1.09	1.17	1.14	1.49	1.41	1,453	1,168	36.1	36.8	5.1 (3%)
Interstate/Freeway	1.44	1.22	1.65	1.29	2.33	1.71	17,278	8,886	41.7	49.0	36.9 (17%)
TOTAL	1.25	1.15	1.37	1.20	1.87	1.56	36,458	22,105	37.3	40.3	141.5 (9%)

Table 5. Percent Improvement in Congestion Performance Measures, Weekday PM Peak Period

Highway Type	Percent Reduction or Improvement						Annual Investment	
	Mean TTI	80th %ile TTI	95th %ile TTI	Daily Delay	Average Speed	Cost	Cost	
Collector	-8.1%	-11.7%	-16.9%	-39.5%	16.9%	\$2,898,113		
Divided Arterial	-2.4%	-3.6%	-6.3%	-22.6%	6.3%	\$1,211,501		
Undivided Arterial	-1.9%	-3.0%	-5.0%	-19.6%	5.0%	\$595,106		
Interstate/Freeway	-14.8%	-22.2%	-26.8%	-48.6%	26.8%	\$21,018,300		
Total	-8.1%	-12.4%	-16.7%	-39.4%	16.7%	\$24,261,804		

1,824
19,984,504

Notes: (1) Annual Investment Cost includes one-time capital cost plus the annualized cost of Operations & Maintenance.
 (2) "Base" represents the unimproved condition.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2050 Plan Needs Assessment for Equity

Presenter:

Riva Heinrich, Kittelson

Summary:

The Hillsborough TPO is in the process of updating its Long Range Transportation Plan (LRTP) which will extend the horizon year out to 2050 and add a needs assessment for transportation equity.

The Needs Assessment for Equity is the TPO's first plan identifying needs and offering transportation project recommendations through a lens of equity. The planning recommendations offered here have been informed by the TPO's Resolution on Racial Discrimination and 2021 Nondiscrimination & Equity Plan and adds value to the 2050 LRTP by proactively complying with the Justice40 requirement that USDOT consider impacts upon underserved communities when prioritizing investments.

Drawing upon previously completed work, the assessment identifies equity focus areas and compares transportation performance markers against other parts of the county. This analysis highlights existing disparities among focus areas and informs the level of investment necessary to approach performance equity. Recommendations from this Needs Assessment identify transportation investments specific to each focus area that would improve any deficiencies and improve performance to a level on par with the countywide average.

Recommended Action:

Approve the 2050 Plan Needs Assessment for Equity

Prepared By:

Connor Trejos-MacDonald, TPO Staff

Attachments:

1. [Final Report](#)
2. [Presentation](#)



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:

TPO Apportionment Plan

Presenter:

Elizabeth Watkins, TPO Staff

Summary:

After each decennial census, metropolitan planning organizations must review their membership composition and metropolitan planning area (MPA) boundaries in accordance with state and federal regulations. These decisions are documented through the TPO Apportionment Plan.

Staff recommends maintaining the current membership and MPA boundaries.

Recommended Action:

Approve the TPO Apportionment Plan and forward to the TPO Board for consideration.

Prepared By:

Elizabeth Watkins, TPO Staff

Attachments:

1. TPO Apportionment Plan
2. Resolution
3. [Presentation Slides](#)

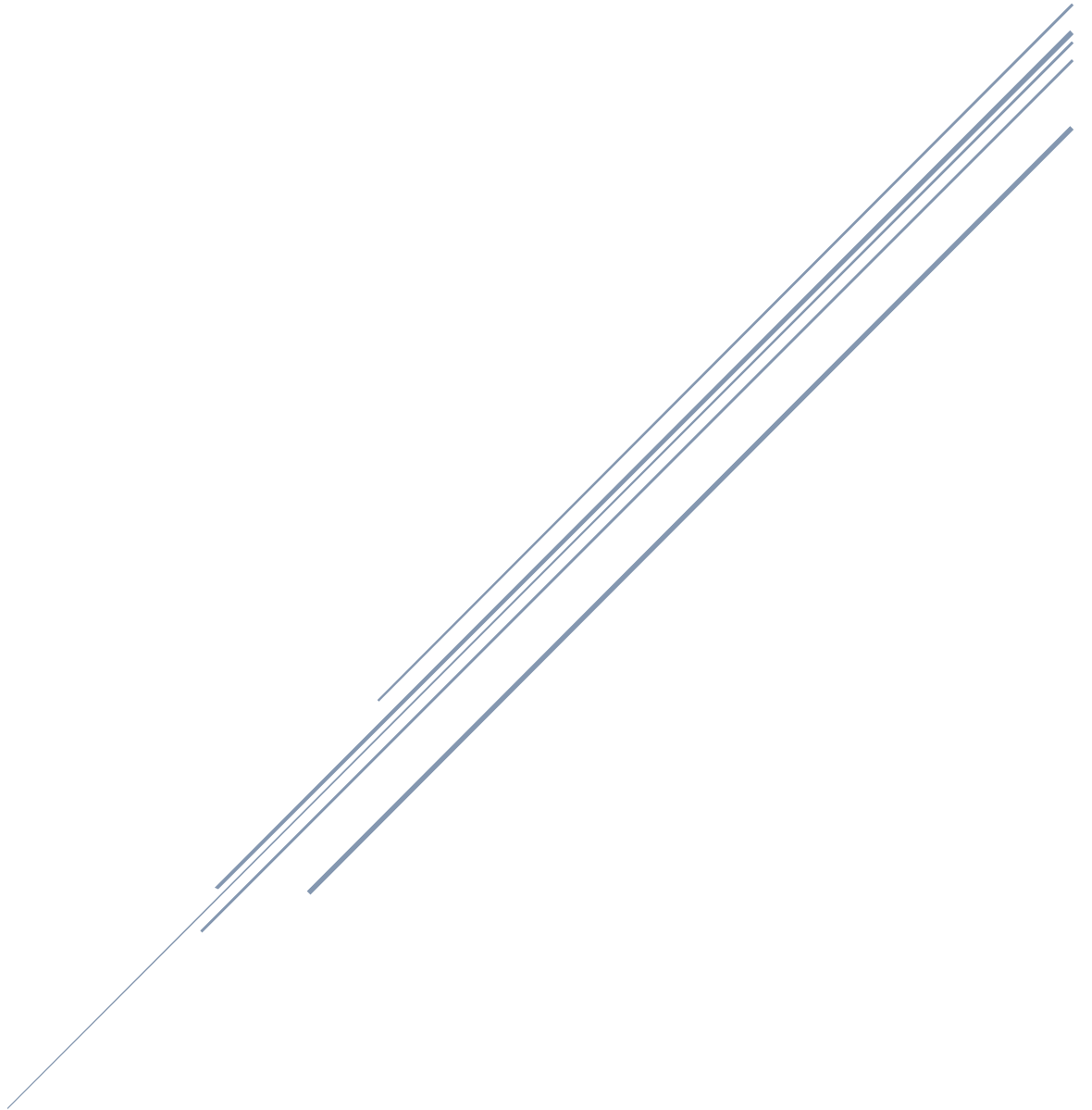


Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Hillsborough County MPO

d/b/a Hillsborough TPO

Membership Apportionment Plan



2023

Introduction

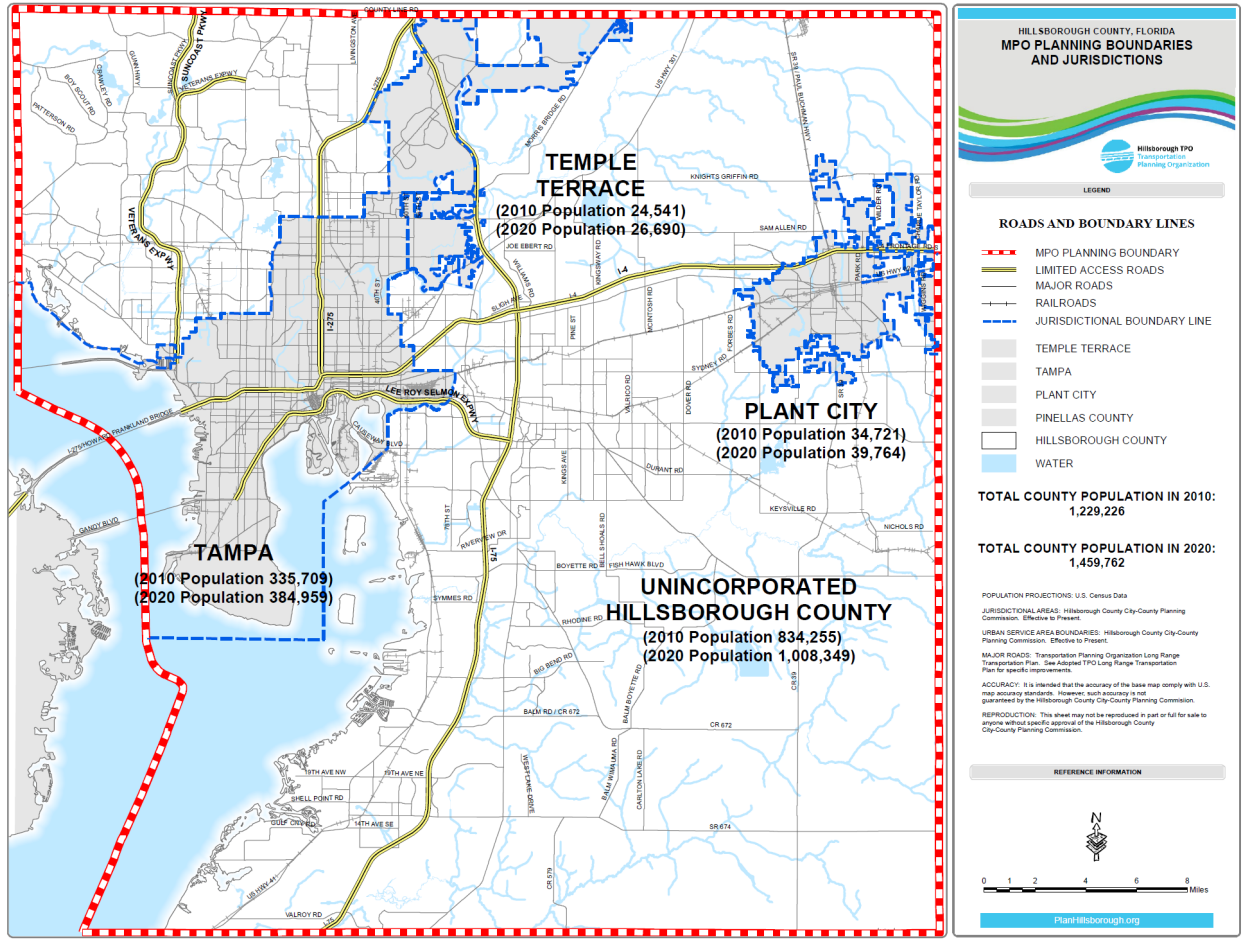
Federal laws and regulations require metropolitan planning organizations (MPOs) to be designated for each urban area with a population greater than 50,000 people [23 CFR 450.310(a), 23 USC 134(d)]. This designation is accomplished by agreement between the Governor and the affected units of local government. The federal rules allow the states and units of local government to largely determine the specific composition of the MPOs. In Florida, Section 339.175, Florida Statutes, provides the requirements for MPO membership composition and apportionment of the voting membership. Pursuant to these state and federal rules, the Hillsborough Metropolitan Planning Organization was created in 1974.

Metropolitan Planning Area Boundary

The boundaries of the MPA are determined by agreement between the MPO and the Governor and, at minimum, encompass the entire existing urban area (as defined by the Census Bureau) plus the contiguous area expected to become urban within a 20-year forecast period (23 CFR 450.312).

The Hillsborough TPO's planning area is the Hillsborough County boundary. This includes the City of Tampa, City of Temple Terrace, City of Plant City, and unincorporated Hillsborough County. The County is approximately 1,042 square miles of land in size, Hillsborough is geographically the thirteenth largest county in Florida. A map of the MPO's planning area boundary is provided in Figure 1.

Figure 1: Hillsborough TPO Metropolitan Planning Area Boundary Map



MPO Population

The table below shows changes in population in the Hillsborough TPO area between the 2010 Census and the 2020 Census.

Table 1: MPA (MPO Area) Population

MPA Area	2010 Population	2020 Population
Total	1,229,226	1,459,762

Current & Proposed MPO Membership

Currently, the Hillsborough TPO board is comprised of sixteen (16) members and one (1) non-voting advisor, as shown in Table 2, representing four municipal governments, Hillsborough County School Board, Hillsborough Area Regional Transit Authority, Hillsborough County City-County Planning Commission, Tampa Hillsborough Expressway Authority, Hillsborough County Aviation Authority, and Tampa Port Authority. Florida Department of Transportation District 7 serves as a non-voting advisor to the board. The composition of the board was agreed to by the MPO members in a membership apportionment plan approved by the Governor in 2013. The proposed Hillsborough TPO Board membership in this apportionment plan is unchanged and is sixteen (16) voting members and one (1) non-voting member (*Table 2*).

Table 2: Current & Proposed MPO Membership

Jurisdiction/Agency/Entity	Current Membership			Proposed Membership		
	Number of Voting Members	Number of Non-Voting Members	Percent of Total Votes	Number of Voting Members	Number of Non-Voting Members	Percent of Total Votes
Unincorporated Hillsborough County	5		31%	5		31%
City of Tampa	3		19%	3		19%
City of Plant City	1		6%	1		6%
City of Temple Terrace	1		6%	1		6%
Hillsborough County School Board	1		6%	1		6%
Hillsborough Area Regional Transit Authority	1		6%	1		6%
Planning Commission	1		6%	1		6%
Tampa Hillsborough Expressway Authority	1		6%	1		6%
Hillsborough County Aviation Authority	1		6%	1		6%
Tampa Port Authority	1		6%	1		6%
Florida Department of Transportation ¹		1	0%		1	0%
Total	16	1	100	16	1	100

¹ Florida Department of Transportation serves as non-voting technical advisor to the TPO Board per FS F.S. 339.175(4)(a)).

Attachments

- *Insert MPO Board Resolution*

RESOLUTION NO. 2023-3

**A RESOLUTION OF THE HILLSBOROUGH METROPOLITAN
PLANNING ORGANIZATION SUPPORTING THE ADOPTION OF
THE MPO MEMBERSHIP APPORTIONMENT PLAN.**

WHEREAS, the Hillsborough MPO is the agency designated to conduct a continuing, coordinated, and comprehensive transportation planning process in Hillsborough County, City of Tampa, City of Plant City and City of Temple Terrace; and

WHEREAS, Section 134 Title 23 of the United States Code requires the designation of MPOs in urban areas, as defined by the United Census Bureau of the Census; and

(TMA MPOs only) WHEREAS, Section 134 of Title 23 of the United State Code sets forth membership requirements for MPOs designated for transportation management areas with a population of 200,000 or more residents; and

WHEREAS, the Hillsborough MPO met on October 11, 2023, to review its voting composition and agreed on the composition presented herein; and

WHEREAS, Section 339.175(4)(a), Florida Statutes, requires the Governor to review the composition of the Metropolitan Planning Organizations membership in conjunction with the decennial census.

**NOW, THEREFORE, BE IT RESOLVED, that the Hillsborough MPO approves the
submittal of a MPO Membership Apportionment Plan to the Governor's Office.**

PASSED and DULY ADOPTED by the Hillsborough MPO on October 11, 2023.

Attest:

Hillsborough MPO

By: _____

By: _____

Beth Alden

Commissioner Gwen Myers

Hillsborough MPO Executive Director

Hillsborough MPO Chair



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Memorandum of Understanding on Creating a Tampa Bay MPO

Presenter:

Elizabeth Watkins, TPO Staff

Summary:

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

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

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



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

Recommended Action:

Support or not support a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding.

Prepared By:

Elizabeth Watkins, AICP, TPO Staff

Attachments:

1. Creating a Tampa Bay MPO – MOU

2. Presentation Slides

Creating a Tampa Bay Metropolitan Planning Organization

Memorandum of Understanding

Among

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

Updated Working Draft

March 27, 2023

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

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

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

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

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

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

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

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

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

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

ARTICLE 1. PURPOSE

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

ARTICLE 2. AGREEMENTS AND OBLIGATIONS OF THE PARTIES

- A. The Pasco, Pinellas and Hillsborough County MPOs agree to investigate the formation, organizational and governance structure of a new regional MPO to serve the urban area of Pasco, Pinellas and Hillsborough Counties as reflected by the 2020 Census, with the goal of certifying the MPO by July 1, 2027. Other key steps toward formation may occur sooner than that date.

- B. A regional MPO serving these counties will augment and enhance the current functions of the existing MPOs in the urban area as currently represented by the Pasco MPO, Forward Pinellas and the Hillsborough TPO. It is important that while a regional MPO may provide a stronger and more collaborative regional focus and planning process that at the same time the existing long range transportation planning responsibilities be maintained at the county level for sub-regional, jurisdiction-focused projects to avoid creating a local void in planning and technical assistance activities and priorities for funding projects. Mechanisms will be created for the regional MPO to achieve a balance of regionally and locally significant projects in its priority list, such as identifying dedicated funds to expand transit and reduce crash severity with complete streets.

- C. A regional MPO must reflect proportional representation on its governing board based on the population of local governments within the MPO planning boundary, consistent with Florida Statutes that place requirements on the total number of voting members and the percentage that must represent the respective Boards of County Commissioners. As some cities and towns will be too small to have their own seats on the new governing board, a mechanism will be created to include them in the voting and decision-making process for the new MPO.

- D. The governance structure of a regional MPO may include representatives of transportation agencies as voting members, but their inclusion will reduce the number of local government

elected officials as due to the 25-member cap on voting members on the governing board in Florida Statutes.

E. Outreach to all local governments in the Metropolitan Planning Area is an important step in the regional MPO formation process and individual MPOs will develop a coordinated presentation and engagement strategy to fully inform and seek input from all affected local governments.

F. Outreach to, and engagement with, the general public is an essential and mandated part of the MPO planning process. To ensure that citizens across the 2700+ square mile tri-county area will continue to have access to their MPO governing board, the new regional MPO will develop a proactive public participation process that makes use of board member meetings in the community, virtual meeting technology, as well as e-mail and social media channels to expand opportunities for citizens to provide public comments directly to the governing board.

F.G. The formation and certification of a new regional MPO will require the creation and adoption of multiple planning, development and policy documents for the region that are consistent with federal and state laws and regulations, including:

- a. Apportionment Plan that describes to voting representation of the MPO's regional planning boundary and member local governments
- b. Unified Planning Work Program (a two-year budget of planning activities)
- c. Long Range Transportation Plan (20-25 year financially feasible plan for transportation)
- d. Public Participation Plan (how it will involve the public in decision-making)
- e. Transportation Improvement Program (a five-year work plan for transportation projects with funding by phase)
- f. Congestion Management Process (a strategic means of evaluating the causes and strategies for improving traffic congestion)
- g. Title VI process and Continuity of Operations Plan (addressing ADA complaints and emergency operations)
- h. Interlocal agreements and/or staff services agreements with one or more host agencies (if the MPO is not fully independent), and interlocal agreements to receive funding and provide planning services to any number of local governments in the region.

G.H. Those planning products shall reflect the work of the individual MPOs currently in place but will need to be substantially revised and restructured to reflect the new planning boundaries of the MPO as a truly regional entity covering the tri-county urban area.

H.I. The MPOs in their current formation have demonstrated competent leadership and effectiveness in planning for countywide and local transportation needs and priorities in their respective planning areas, building trust and collaborative partnerships with local community stakeholders and land use planning agencies that will need to be sustained with the formation of a regional MPO. Therefore, the regional MPO will consider staff services

agreements with the planning agency in each county to support outreach and engagement as well as coordination on land use, transportation operations and safety.

J. As each existing MPO is currently hosted by another agency, the impacts to those agencies and their staffs should be considered; the interlocal agreements with those organizations will need to be updated. Those existing host agencies may present an opportunity for continuing long range transportation planning at a county or jurisdictional level.

K. There will be substantial start-up costs to form a regional MPO based on case study examples elsewhere in the United States requiring funding to hire staff, secure office space, purchase equipment and produce necessary planning products and administrative documents.

L. A regional MPO will need a recurring local funding source from member agencies or the host local government to develop a budget pay for staff salaries, planning activities, facilities and other related administration costs to augment federal and state funds that are paid on a quarterly reimbursement.

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

ARTICLE 3. TERM

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

ARTICLE 4. TERMINATION

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

ARTICLE 5. AMENDMENTS

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

ARTICLE 6. NOTICES

If to Hillsborough TPO:

~~Beth Alden~~ Executive Director

Whit Blanton

601 E Kennedy Blvd, 18th Floor

If to Pasco TPO:

~~Carl Mikyska~~ Executive Director

8731 Citizens Drive, Suite 360

If to Forward Pinellas:

310 Court Street, 2nd Floor

Tampa, FL 33602

New Port Richey, FL 34654

Clearwater, FL 33756

ARTICLE 7. GOVERNING LAW, JURISDICTION AND VENUE

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

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

HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION

BY: _____

Commissioner Gwen Myers, Chair

Date: _____

PASCO TRANSPORTATION PLANNING ORGANIZATION

BY: _____

Councilmember Matthew Murphy, Chair

Date: _____

FORWARD PINELLAS

BY: _____

Commissioner Janet Long, Chair

Date: _____



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2050 Plan Revenue Forecast

Presenter:

Elizabeth Watkins, AICP, TPO Staff

Summary:

In preparation for the 2050 Long Range Transportation Plan (LRTP), a report on revenue projections has been generated. Federal regulations require that an LRTP contain a financial plan that estimates funds available to support implementation of the plan. The financial plan shall indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan and recommends any additional financing strategies for needed projects and programs.

The technical memorandum outlines federal, state, and local sources of revenue for funding transportation improvements; describes the methodology and assumptions developed to forecast future revenues; and summarizes anticipated amounts from each revenue source. The purpose of this memorandum is to provide a forecast of reasonably available funding from traditional revenue sources to support transportation investments through 2050, as well as describe new, additional, and potential revenue sources from untapped local funding sources which could be invested in transportation.

Recommended Action:

Approve the 2050 Plan Revenue Forecast and forward to the TPO Board for consideration.

Prepared By:

Elizabeth Watkins, AICP, TPO Staff

Attachments:

1. [2050 Plan Revenue Forecast Technical Memo](#)
2. [Presentation](#)



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:

2050 Plan Needs Assessment for State of Good Repair and Resilience - Technical Briefing

Presenter:

Pedro Serigos, PhD, Cambridge Systematics

Summary:

As part of the 2050 Long Range Transportation Plan (LRTP) update, the TPO will conduct a State of Good Repair (SGR) and Resilience analysis. This will help identify the current and future needs of the transportation system, focusing on pavement, bridges, and transit assets, while considering the resilience of these assets against potential challenges. The project aims to provide valuable insights and recommendations, which will be documented in a technical memorandum as an addendum to the 2050 LRTP.

Recommended Action:

None; for information only

Prepared By:

Allison Yeh, AICP, LEED GA, TPO Staff

Attachment:

None



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

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING SEPTEMBER 13, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:05:07)*

Chair Myers called the meeting to order at 08:31 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

II. Roll Call *(Gail Reese, TPO Staff) (Timestamp 0:09:23)*

The following members were present: Commissioner Gwenn Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Harry Cohen, Commissioner Pat Kemp, Councilmember Alan Clendenin, Councilmember Lynn Hurtak, Councilmember Guido Maniscalco, Mayor Nate Kilton, School Board Member Jessica Vaughn, Charles Klug, Gina Dew, Greg Slater, Scott Drainville, Planning Commissioner Hemant Saria

The following members were absent/excused: None

A quorum was met in person.

III. Approval of Minutes *(Timestamp 0:10:52) – August 9, 2023.*

Chair Myers sought a vote to approve the August 9, 2023 minutes. The voice vote passed unanimously.

IV. Public Comment On Agenda Items *(Timestamp 0:06:07) (up to 3 minutes per speaker)* Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

Rick Fernandez – TPO CAC Chair Pointed out that the CAC conducted a straw poll to determine the committee's TPO Executive Director Candidate preference. Dr. Johnny Wong emerged as the number one candidate among the candidate pool being considered by the TPO Board. Personally, he believes that the recommendation should carry great weight. It was noted that the unique and valuable role of the CAC is captured in your backup materials for agenda item 5A. Quote read from this item. It was expressed that the CAC and TAC are required committees. The CAC plays a valuable role in the TPO ecosystem. The CAC membership has been appointed by the TPO Board to represent them or their agency and each member of the CAC must be approved by the Board. The CAC is the direct line to the community and Dr. Wong is the liaison to the committee. Mr. Fernandez has come to know Dr. Wong over the course of five years. Although they may have disagreements, he knows his business, is excellent in his public-facing roles, and has earned Mr. Fernandez's trust. It is his opinion that Dr. Wong has earned this career advancement and that the TPO and the public will benefit greatly from his leadership.

V. Consent Agenda *(Timestamp 0:10:04)*

A. Committee Appointments

- CAC – Christine Acosta by Councilmember Maniscalco

- ITS – Tim Garrett, as an alternate by THEA

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

Greg Slater asked to remove Tim Garrett from the Consent Agenda as he is in a new role. Commissioner Owen so moved, seconded Councilmember Maniscalco. The voice vote passed unanimously.

VI. Action Items

A. Local Government Comments regarding MOU on Creating a Tampa Bay MPO (Beth Alden, TPO Executive Director) (Timestamp 0:11:34)

- TMA Leadership Group meeting September 22, 2023. Will be discussing the merger of the three MPOs.
- Reviewed the history of the MOU and input from the three counties.
- Went over the feedback from the four local governments after going over the MOU with them.
- Edits to the MOU are in the agenda packet and would like approval to bring them back.
- Went over the edits
 - Striking language about FDOT committing funds to support the MPOs financially after a merger as it is no longer necessary. The three base funding amounts will be kept until the formula is revisited in 10 years, after the new census.
 - Add that the regional MPO will continue to serve local needs
 - Add that some cities and towns that are too small to have a seat on the regional board, a mechanism will be put into place to ensure that they have a vote in the decisions
 - Added language to allow the largest cities in the three counties to take formal action prior to moving forward with regionalization
 - Add a new clause regarding public engagement and access to the new board.

Recommended Action: Approve the proposed edits to the draft MOU for the purpose of discussion at the TMA Leadership Group Meeting.

Discussion:

Under the assumption that all three MPOs agree to the MOU, it was asked what happens after that. All three MPOs will have to do a study. It is recommended that the legislature be asked for funding for the study. It is also recommended that a third-party facilitator/ organizational consultant be hired to facilitate the study. This will start a three-year process for a merger. It was noted that Hillsborough County needs to lean into this more so that the other counties do not drive the decisions. It cannot wait until everything is perfect. Mayor Ross suggested a special committee be appointed to work on this with the other counties. It was brought up that operating in the face of fear is not a good idea. It was noted that more bureaucracy and a bigger government can result in much larger challenges. When you try to do too much with too little, you don't do anything well. Councilmember Clendenin agreed that additional due diligence needs to be done on this. It was offered as a point of information that the City of Tampa's approval will be required

to approve the consolidated MPO as the county's largest city, per federal statute. The language extends this to the largest cities in Pinellas and Pasco. There was discussion around recognizing the bigger picture in the regional area. Additional information was asked about the federal statute and how the merger is ratified. It was asked if the City of Tampa could choose to not certify. This MOU is not a decision to merge, it is a study of concepts of a merger. If the MOU is approved, it will be studied over the next three years. At the end of that time, the City of Tampa will have to be a party to the designation. If they do not approve it at that time, the designation will remain the same. It was reiterated that members of this board need to be designated to engage in the study. But directions from the board must be provided. The TPO Board needs to get ready to engage and discuss the overall direction. It was noted that if the studies ended up in something that the City of Tampa can't support, then it isn't a good merger proposal anyway.

Mayor Ross moved to approve the proposed edits to the draft MOU for the purpose of discussion at the TMA Leadership Group Meeting, seconded by Commission Kemp. The voice vote passed with one Nay from Councilmember Maniscalco.

B. TIP Roll Forward and Water Works Park Sidewalk Gap Amendments (Connor Trejos-MacDonald, TPO Staff) *(Timestamp 0:35:02)*

- Went over the TIP and Work Program Timeline
- Review of what a "Roll Forward" Amendment is
- FDOT requested Roll Forward Amendment 2023 to roll 3 projects into FY2024: Kennedy Blvd Resurfacing and the I-4 Eastbound and Westbound Weigh Station Truck Parking
- Went over the Water Works Park Sidewalk Gaps Amendment including project area, anticipated start of construction in late 2024, costs, and public outreach

Recommended Action: Approve the Roll Forward and Water Works Park Sidewalk Gap Amendments to the FY23/24 TIP.

Presentation: [TIP Roll Forward and Water Works Park Sidewalk Gap Amendments](#)

Discussion:

It was asked where the funding for the sidewalk was coming from. It is one of the new federal grant programs, Carbon Reduction.

Councilmember Clendenin moved to approve the Roll Forward and Water Works Park Sidewalk Gap Amendments to the FY23/24 TIP, seconded by Councilmember Maniscalco. The roll call vote passed 15 – 0.

VII. TPO Executive Director Recruitment Finalist Interviews – Part 2 *(Timestamp 0:41:38)*

- A. Three facilitated interviews** (Methan Betourney, TPO Staff)
Six questions were pre-prepared and asked of each candidate
([Questions and blank scoring sheet located at the end of the minutes](#))

- **Johnny Wong** (*Timestamp 0:42:19*)

Questions from the TPO Board were asked by

- Councilmember Maniscalco
- Commissioner Wostal
- Commissioner Cohen
- Councilmember Clendenin
- Charles Klug
- Commissioner Kemp
- Commissioner Owen
- Councilmember Hurtak

- **Vinod Sandanasamy** (*Timestamp 1:33:27*)

Questions from the TPO Board were asked by

- Commissioner Owen
- Councilmember Hurtak
- School Board Member Vaughn
- Charles Klug

- **Stephen Benson** (*Timestamp 2:20:35*)

Questions from the TPO Board were asked by

- Councilmember Maniscalco
- Commissioner Cohen
- Councilmember Hurtak
- Councilmember Clendenin
- Commissioner Owen
- Commissioner Wostal
- Charles Klug

VIII. Return to Regular Business During Score Tabulation

A. EXECUTIVE DIRECTOR'S REPORT (*Timestamp 2:59:35*)

- In the Board folder received on 9/12/2023, there are the updated committee reports from the past month; the quarterly invoice report on planning grants; and there is a concept to apply for a federal grant (Smart XX Grant), proposal in submitting with Hillsborough County to address Lithia Pinecrest.
- Tri-county TMA Leadership Meeting is Friday 9/22 at FDOT District 7
- Cleared a number of topics from the agenda today. Suggest that the TPO Board convene at 8:30 AM in October to begin the 2050 Plan groundwork. Kicks off the discussion of the Board's priorities for the LRTP.

B. OLD & NEW BUSINESS (*Timestamp 3:03:26*)

- Mayor Ross thanked people for supporting the Executive Director selection process: Beth Alden, Meghan Betourney, Melissa Zornitta, Gail Reese, and Cheryl Wilkening. Commissioner Owen thanked Mayor Ross
- Commissioner Kemp – asked if Ms. Alden has a retirement party plan. Ms. Alden will share it with the TPO Board.
- Commissioner Owen – asked staff to include a new interchange in south county north of the Manatee line in the 2050 Plan update.
- FDOT – US 301 PD&E Study (Brian Hunter, FDOT District 7): provided an update on the study. Re-evaluated the plan for US 301, held a second public hearing; incorporated a lot of changes suggested by the TPO Board. Reviewed those changes.

Discussion:

It was asked what needs to happen in order for this project to be re-prioritized. The TPO Board asked FDOT to focus on safety. They have done that as quicker fixes. For the long term, this would need to be considered on the LRTP. It was noted that the additional homes being built at the top end of US 301 were approved many years ago, but the developer chose not to build them at that time

C. The next meeting is October 11, 2023, at 8:30 AM on the 26th Floor of County Center.

IX. The final candidate decision (*Timestamp 3:28:42*): rankings have Johnny Wong with the highest 477, Stephen Benson second 432.5, and Vinod Sandanasamy third 343.5. Mayor Ross went over the possible outcomes: the Board could pick none of the candidates; the Board could pick only one candidate; the Board could choose their ranked picks and negotiate with them in that order until an agreement is reached. Mayor Ross asked the TPO Board to pick a number one and number two candidate and authorize staff to negotiate with number two without coming back to the Board if necessary.

Councilmember Maniscalco moved to select Dr. Wong as the first choice and Mr. Benson as the second choice should the first choice not materialize, seconded by Mayor Kilton. The motion passed 14 – 2

Discussion:

Councilmember Maniscalco spoke about the qualifications of each of the candidates. Noted that Mr. Benson is a great asset to the City of Tampa and the city would hate to lose him. Dr. Wong is his first choice and Mr. Benson is his second. Councilmember Clendenin advocated for Mr. Benson as the first choice and noted that Dr. Wong would be a good second choice. Councilmember Hurtak advocated for Mr. Benson as the first choice. Noted that Dr. Wong had the most limited breadth of knowledge. Commissioner Owen advocated for Dr. Wong and that he stood out as the candidate ready to hit the ground running. Commissioner Wostal noted that you don't want to hire someone fully qualified but someone who can grow into the role. He advocated for Dr. Wong. Commissioner Kemp appreciated all three candidates and their experience. Is comfortable supporting the point system. Commissioner Cohen noted that he wishes to consent to the will of the TPO Board. There is clarity in the rankings. School Board Member Vaughn noted that this is a

hard decision. Appreciates rank choice voting and supports the methodology. Planning Commissioner Saria asked for clarification on how the vote is going to go on this motion. Mayor Ross thanked the Board for their discussion. Noted these are three candidates that could easily fill this position. Noted that Dr. Wong spoke strongly in all three interviews about the development of the staff. Councilmember Clendenin noted that someone could have scored very low and he is not comfortable accepting the numbers from the top to the bottom without analysis of the breakdown. Expressed concerns regarding decisions being made on numerical value alone. Ms. Betourney noted that this tabulation was done with straight adding and tabulating. The numbers help start the discussion and it is never a fully objective process.

Councilmember Clendenin offered a substitute motion to include for rank choice voting the 1,2,3 versus the numerical scores, seconded by School Member Vaughn. The motion failed 12 – 4

Discussion:

There was a discussion on the ranking and how the Board should vote.

X. ADJOURNMENT – The meeting adjourned at 12:19 PM

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

INTERVIEW QUESTIONS

Use the following scale to rate each question. Circle the rating that you feel best describes the candidate's ability to address the question. You may write any additional comments under each rating scale. Add each question score to get a total score for the candidate and write on last page where indicated.

Rating	Rating standard
1 Low	<p><i>Candidate's response contained very few of the desired behaviors. Either the behaviors they discussed were not at, or even close to, the level indicated in desired behaviors, or the person did not give you enough information for you to have confidence that they have that competency at the level needed for success.</i></p>
2 Low-Moderate	
3 Moderate	<p><i>Candidate's response covered some of the desired behaviors, but not quite at the level that would be ideal for that competency. Still, the quality of the person's answers leads you to believe that they would be successful with some additional exposure and/or training.</i></p>
4 High-Moderate	
5 High	<p><i>Candidate's response contained many, if not all, of the desired behaviors. Their responses indicate well-developed skills and aptitude for that competency, which would most likely lead to job success. The person's responses are of superior quality for this job.</i></p>

1. The TPO Board is comprised of members of various organizations who often have different priorities. How would you balance these priorities and synthesize them into a unified strategy? How will you listen to the voices of all stakeholders while preventing a vocal minority from taking over?

1	2	3	4	5
Low	Low-Moderate	Moderate	High-Moderate	High

2. Today's employment market is extremely competitive; please share with us the strategies you intend to use to attract and retain top talent.

1	2	3	4	5
Low	Low-Moderate	Moderate	High-Moderate	High

3. Most, but not all, of the funds that support this TPO are federal and state grants dedicated to planning. Please share with us how you intend to prioritize the funding needs of the organization while still meeting the needs of the community.

1	2	3	4	5
Low	Low-Moderate	Moderate	High-Moderate	High

4. Please share with us your plans for establishing diversity amongst the leadership team.

1	2	3	4	5
Low	Low-Moderate	Moderate	High-Moderate	High

5. Share with us your thoughts on the proposed merger. What challenges do you anticipate and how will you address them?

1	2	3	4	5
Low	Low-Moderate	Moderate	High-Moderate	High

6. How well do you know the mission and vision of the TPO? Give an example of a project you will consider that meets the mission and vision of the TPO.

1	2	3	4	5
Low	Low-Moderate	Moderate	High-Moderate	High

7. The strength of response to additional Board questions.

1	2	3	4	5
Low	Low-Moderate	Moderate	High-Moderate	High

Total Points _____



Committee Reports

Livable Roadways Committee (LRC) Meeting on August 16

The LRC heard status reports on:

- 2050 Needs Assessment for Equity
- Hillsborough County Transportation Design Manual Update
- 2050 Plan Needs Assessment for Major Projects and Brainstorming

Bicycle Pedestrian Advisory Committee (BPAC) Meeting August 23

The BPAC approved action items:

- ✓ Memorandum of Understanding on Creating a Tampa Bay MPO
 - This item led to discussion not just about the MOU directly, but also about the relative merits of an MPO merger.
 - Members expressed a desire for committees to stay local to maximize community input and accommodate BPAC members who rely on bicycles and transit.
- ✓ BPAC Top Ten Project Finalization
 - There was a discussion on how to break ties for locations that received the same average rating. Staff will bring crash numbers and Level of Service data to assist with this.

The BPAC meeting heard status reports on:

- 2050 Plan Needs Assessment for Equity
- Parking Policy Ideas from “Shoupista” perspective
- Hillsborough County Transportation Design Manual Update

Transportation Disadvantaged Coordinating Board Meeting August 25

The TDCB approved action items:

- ✓ Memorandum of Understanding on Creating a Tampa Bay MPO roll call vote 12-0 in favor.
- ✓ Election of Officer – Councilmember Gil Schisler appointed Vice Chair; Member at Large Position is now vacant.

The TDCB heard status reports on:

- Hurricane Season Briefing from Emergency Management
- Section 5310 Grant Program Update
- 2050 Plan Needs Assessment for Equity
- 2050 Plan Needs Assessment for Real Choices When Not Driving
- Ride Guide Update
- Sunshine Line Update
- HART Update

New Business:

- New TDCB TPO Staff Liaison, Wally Gallart was introduced.
- Upcoming TDCB meeting changed from October 27th to October 13th.

Citizens Advisory Committee (CAC) Meeting of September 6

The CAC had another well-attended meeting on the evening of September 6th.

The committee approved the action item:

- TIP Roll Forward and Water Works Part Sidewalk Gap Amendments

Following a concise presentation, there were no questions regarding the routine Roll Forward Amendment and only a few questions pertaining to the Water Works Park Sidewalk Gap Amendment. One member sought general information on the average cost per mile of a sidewalk construction as well as specific information about how many linear feet of sidewalk will be constructed near Water Works Park. Other members raised questions about the extent of project coordination among FDOT, TPO staff, and the City of Tampa regarding the source of funding for project design and coordination with the City's Ashley Drive project. Prior to the action, some members reiterated their desire for affected agencies to attend committee meetings to answer detailed questions.

The CAC voted to table the following action item until October:

- 2050 Plan Revenue Forecast

A lengthy discussion ensued following this presentation and several members offered suggestions for the TPO to explore additional innovative financing instruments including vehicle emissions testing, a range of public-private partnership strategies, and others. A few members expressed interest in using the forecasts to demonstrate underinvestment in the transit system and asked how transit could be satisfactorily addressed in the forthcoming LRTP. Finally, one member asked a number of detailed questions about the data sources informing the revenue estimates and about a difference between the 2045 and 2050 forecasts. TPO staff will coordinate with the member to respond to any questions and return in October for a follow-up.

The committee approved the following action items without much discussion:

- 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation

The committee approved the following action item:

- Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP)

Following up from a presentation in August, the presenter returned to the CAC to demonstrate how the committee's concerns had been addressed in the Plan. While all of the comments received are documented in the draft plan, a sample of the primary concerns are noted here:

- In the previous month, some members expressed concern that EV parking requirements may increase the number of spaces needed. Staff resolved this by modifying language to recommend a reduction in minimums in exchange for charger-equipped spaces.
- Members inquired whether TECO had participated in plan development. While TECO had participated in stakeholder meetings, TPO staff further documented their involvement and shared plan recommendations with TECO, which did not express any concerns.
- A concern was raised about EV infrastructure increasing the cost of multifamily residential developments and, therefore, impacting housing affordability. TPO staff modified plan language to emphasize that this recommendation is non-binding and needs to be considered by local government staff prior to adoption into Land Development Codes.

The Committee Chair then excused the committee liaison and moderated a brainstorming session for members to discuss their approach to the Executive Director candidate meet and greet on September 12th.

Technical Advisory Committee (TAC) Meeting of September 11

The TAC approved the following Action Items:

- TIP Roll Forward and Water Works Park Sidewalk Gap Amendments
 - Members noted that this project had been requested by neighborhoods east of the project to provide better access to the Riverwalk
- 2050 Plan Revenue Forecast
 - Members noted that gas tax proceeds are likely to decline over time and asked how this was accounted for in the plan.
- 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation
 - It was noted that the analysis is largely based on Arterial roadways, which are disproportionately State roads.
- Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP)
 - The EVIP was brought back to the Committee to respond to questions posed at the previous meeting. Concerns over parking requirements and the availability of utilities to provide adequate power were provided.

**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	Yes	Yes				
Roberts, Bill	Aviation Authority	26	HCAA Board	6/30/2020	3/8/2025	Yes	Yes	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	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	Yes	Yes				
Dayna Lazarus	City of Tampa	21	Councilwoman Hurtak	6/14/2023	6/14/2029	VAC	VAC	VAC	VAC	VAC	VAC	VAC	Yes	Yes	Yes				
VACANT	City of Tampa	30	Councilman Maniscalco	VAC	VAC	No	Yes	No	No	No	No	No	No	VAC	VAC				
Matt Sienk-Green	City of Tampa		Councilman Clendenin	8/9/2023	8/9/2029	Yes	Yes	No	Yes	VAC	VAC	VAC	VAC	VAC	Yes				
Aiah Yassin	City of Temple Terrace	18	City Council	5/12/2021	3/8/2029	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No				
Ed Mierzejewski	Expressway Authority	17	Greg Slater	2/12/2022	3/8/2025	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes					
Natasha Sherwood	HART		HART Chair	8/9/2023	8/9/2025	No	No	VAC	VAC	VAC	VAC	VAC	VAC	VAC	No				
Prindle, Hoyt	Hillsborough County	21	Commissioner Kemp	10/1/2019	3/8/2029	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes				
Jim Davison	Hillsborough County	4	Commissioner Wostal	2/8/2023	3/8/2029	VAC	VAC	Yes	Yes	No	Yes	Yes	Yes	Yes					
Michael Decker	Hillsborough County	8	Commissioner Owen	8/9/2023	8/9/2029	VAC	VAC	Yes	Yes	Yes	Yes	Yes	No	VAC	No				
Brown, Carolyn	Hillsborough County	32	Commissioner Myers	2/8/2023	3/8/2029	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	No				
Joseph Citro	Hillsborough County	20	Commissioner Cohen	6/14/2023	6/14/2029	No	No	VAC	VAC	VAC	VAC	VAC	No	Yes	Yes				
Fernandez, Ricardo	Member-at-Large (Hispanic)	30	Member-at-Large	4/14/2021	3/8/2025	Yes	Yes	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	VAC	VAC				
VACANT	Member-at-Large		Member-at-Large	VAC	VAC	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	Yes	No	No				
Fryer, Artie	Transp. Disadvantaged	24	TDCB Chair	4/2/2019	3/8/2025	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes				
VACANT	Member-at-Large		Member-at-Large	VAC	VAC	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	No	No				
Frank, Josh	School Board	29	Jessica Vaughn	8/11/2021	3/8/2029	Yes	Yes	Yes	Yes	No	Yes	No	Yes	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	Yes	No				
Sarah Thomas	Member-at-Large	7	Member-at-Large	4/12/2023	4/12/2025	VAC	VAC	VAC	VAC	Yes	Yes	No	Yes	No	No				
VACANT	Member-at-Large	10	Member-at-Large	4/12/2023	4/12/2025	VAC	VAC	VAC	VAC	Yes	Yes	VAC	VAC	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	Yes	No	Yes				
Chris Gonzalez	Member-at-Large (Hispanic)	1	Member-at-Large	4/12/2023	4/12/2025	VAC	VAC	VAC	VAC	No	Yes	Yes	Yes	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	Yes	Yes	Yes	Yes				
Members Present						12	13	13	11	12	16	13	17	13	0	0	0		
CAC Membership Less Declared Vacancies						20	20	21	21	21	22	23	22	22	22	22	22		
Needed for Quorum						7	7	7	7	7	7	7	7	7	7	7	7		
Quorum Achieved						YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	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.



NICR MPO Congestion Reduction Training

Good afternoon,

The National Institute for Congestion Reduction (NICR) has announced the arrival of brand-new training program designed especially for MPO Board members!

This FREE training program consists of five self-paced video lessons and an in-depth training manual. Videos can be watched alone or MPO staff can use the video/training manual combo to educate their MPO Board members. The facilitator-led training section includes a variety of suggestions for hosting training sessions both in-person and virtually.

The first three videos provide background necessary to understand the role and responsibility of the MPO. The last two focus on the nature of congestion, techniques for reducing or mitigating congestion, and the MPO role in managing congestion.

This training program was funded through the National Institute for Congestion Reduction (NICR) and created by faculty at the Center for Urban Transportation Research (CUTR) with guidance from staff at the Association of Metropolitan Planning Organizations (AMPO), the National Association of Regional Councils (NARC), and the Florida MPO Advisory Council (MPOAC). The training is specifically designed to enhance the knowledge and skills of MPO Board members.

To access the training program, please visit the [NICR MPO Congestion Reduction Training YouTube Channel](#).

Thank you,

AMPO Staff

Association of Metropolitan Planning Organizations (AMPO)

4300 Wilson Blvd. Suite 220

Arlington, VA 22203

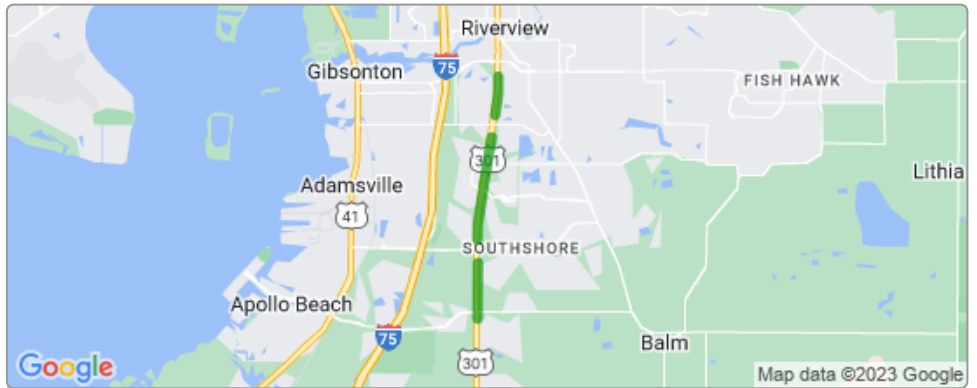
(202) 449-1993

FOLLOW US



US 301/SR 43 from S. of Balm Rd./Paseo Al Mar Blvd. to S. of Whitt Rd. 445936-1-52-01

Project Details	
Work Type	Resurfacing, Traffic Signals, and Signing/Pavement Markings. Also included are associated drainage, ADA, and safety improvements.
Phase	Design
Limits	From south of Balm Rd./Paseo Al Mar Blvd. to south of Whitt Rd.
Length	4.771 Miles
City	Riverview
County	Hillsborough
Road	US 301
Design Cost	\$1.48M



About

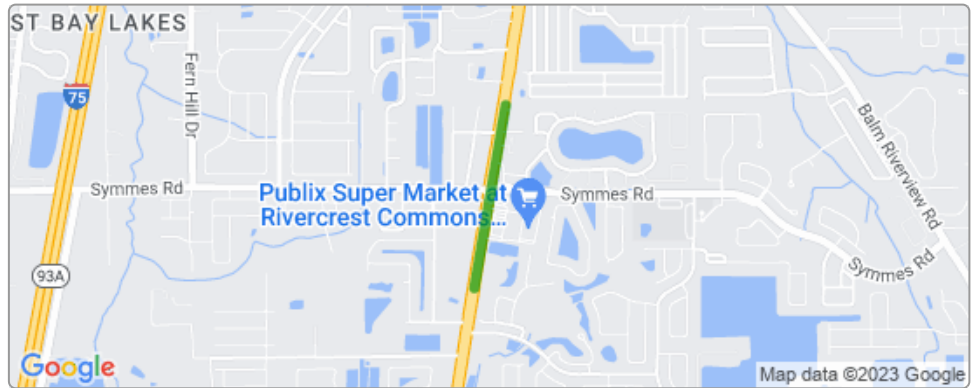
The purpose of this RRR project is to preserve and extend the life of the existing pavement through milling and resurfacing. The work also includes minor drainage improvements, bringing ADA features into conformance with current standards, and perform general safety modification work.

Construction is currently anticipated to begin in Summer 2024.

Contact Information	
Design Manager	Eyra Cash, P.E. (813) 975-6164 Eyra.Cash@dot.state.fl.us
Media Contact	Kris Carson (813) 975-6060 Kristen.Carson@dot.state.fl.us

US 301/SR 43 Intersection Improvements at Symmes Road 445392-1-52-01

Project Details	
Work Type	Rigid Pavement Reconstruction, Traffic Signals, and Signing/Pavement Markings. Associated drainage, ADA, and safety improvements.
Phase	Design
Limits	Intersection of US 301/Symmes Rd, extending along US 301 from one quarter-mile south of Symmes Rd to one quarter-mile north of Symmes Rd
Length	.530 Miles
City	Riverview
County	Hillsborough
Road	US 301
Design Cost	\$482000



About

The purpose of this project is to reconstruct the intersection of US301 at Symmes Rd. with rigid pavement to provide a sustainable pavement with a longer service life. The work also includes minor drainage improvements, bringing ADA features into conformance with current standards, and perform general safety modification work.

Construction is currently anticipated to begin in Summer 2024.

Contact Information

Design Manager

Eyra Cash, P.E.
 (813) 975-6164
 Eyra.Cash@dot.state.fl.us

Media Contact

Kris Carson
 (813) 975-6060
 Kristen.Carson@dot.state.fl.us



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Urban Area Boundary and Functional Classification

Presenter:

Wade Reynolds, TPO Staff

Summary:

On a decennial basis (every 10 years) following every Census, FDOT in coordination with FHWA and local partners, are required to update Urban Boundary and Functional Classification for the State of Florida. The Transportation Data and Analytics (TDA) Office acquires the U.S. Census population and urban boundary data for 2020 to develop maps with the appropriate projection and content for distribution. TDA compiles the boundaries into a statewide GIS layer, resolving data conflicts such as overlaps and gaps between District boundaries.

The Districts and local partners use this information for coordination purposes and to adjust the 2020 Urban Area boundaries around current land use conditions. These adjustments are reviewed by Central Office before they are submitted for approval by FHWA.

The Districts also work with local partners to inventory roadways and update existing roadways in the Roadway Characteristics Inventory (RCI) system with proposed functional classifications in relation to the urban area boundaries for FDOT and HPMS data reporting systems. These roadways are reviewed following the urban area boundary adjustment process and are submitted to FHWA for review and approval. The Functional Classification of roadways are critical for Federal-Aid eligibility (roadways, bridges, and transit projects) and are assigned into systems according to the character of service they provide in relation to the total roadway network, e.g., principal arterials, minor collectors, etc.

Recommended Action:

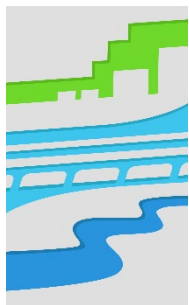
None, for information only

Prepared By:

Wade Reynolds, TPO Staff

Attachments:

None



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



Median Modification at US 301



US 301 at Cowley Road/SR 43 From South of Balm Road/
Paseo Al Mar Boulevard to South of Whitt Road
Hillsborough County, Florida

FPID: 445936-1

YOU'RE INVITED Public Meeting

The Florida Department of Transportation (FDOT), District Seven, invites you to attend and participate in a Public Meeting for the proposed median modifications on US 301 at Cowley Road, Riverview, Hillsborough County, Florida. The public meeting will be held on **Tuesday, October 3, 2023, at 5:00 p.m.**

FDOT is proposing improvements to the US 301 intersection at Cowley Road by adding a permanent directional median opening replacing the current temporary configuration. The median will improve safety for drivers traveling to Cowley Road from US 301.

To allow for maximum participation, the public meeting will be held in two formats including online and at an in-person location. The information presented will be identical at all options.

Scan or Click
for Project Details



Project Limits and Meeting Location



TWO MEETING OPTIONS

In-Person

October 3, 2023 from 5:00 p.m. - 6:30 p.m.

Parking lot at South Bay Church

13498 US-301 S, Riverview, FL 33578

Attendees will have the opportunity to view project information provided by FDOT and submit comments and feedback.

Online Virtual

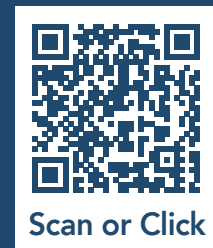
Starting at 5:00 p.m. on October 3, 2023

A link for the online Virtual Component will be posted on the project website

www.fdottpabay.com/project/991/445936-1-52-01

Virtual information materials will remain online for viewing. Comments can be submitted online through October 13, 2023.

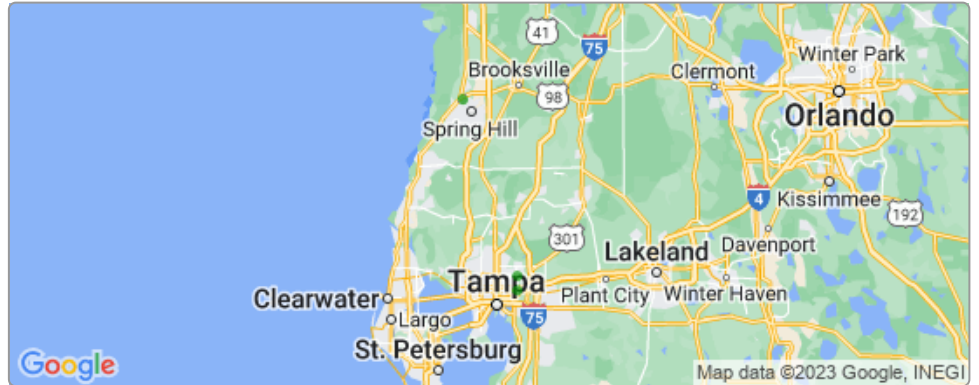
To view the
Online Virtual Option



Scan or Click

SR 583/N 56th Street and SR 50/Cortez Boulevard Safety Improvements at Various Locations 452412-1-52-01

Project Details	
Work Type	Resurfacing, Sidewalk, Traffic Signals, Signing/Pavement Markings, and Lighting. Also included are associated drainage, ADA, and safety improvements.
Phase	Design
Limits	At North 56th Street at East Lake Mall Entrance; North 56th Street at Temple Heights Road; and Cortez Boulevard at Deltona Road
Length	4.554 Miles
City	Spring Hill Tampa
County	Hernando Hillsborough
Road	56th St Cortez Blvd
Design Cost	\$309,000



About

This project consists of safety improvements at three separate intersections.

The safety improvements entail providing missing crosswalks at the intersections of 56th St./East Lake Mall (Net Park), and 56th St./Temple Heights Road in Tampa, as well as the intersection of SR 50/Cortez Blvd. at Deltona Blvd in Spring Hill.

Improvements include the installation of crosswalk striping, median reconfiguration, ADA compliant ramps, pedestrian signals, lighting, and milling and resurfacing as needed to replace pavement markings.

**Please see project map images below for specific safety improvement locations.

Contact Information	
Design Manager	Omar Chehab, P.E. (813) 975-6468 Omar.Chehab@dot.state.fl.us
Media Contact	Kris Carson (813) 975-6060 Kristen.Carson@dot.state.fl.us