



Hillsborough TPO

Transportation Planning Organization

Commissioner Gwen Myers
Hillsborough County
TPO Chair

Mayor Andrew Ross
City of Temple Terrace
TPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Alan Clendenin
City of Tampa

Commissioner Harry Cohen
Hillsborough County

Councilmember Lynn Hurtak
City of Tampa

Commissioner Pat Kemp
Hillsborough County

Mayor Nate Kilton
City of Plant City

Scott Drainville
HART

Joe Lopano
Hillsborough County
Aviation Authority

Councilman Guido Maniscalco
City of Tampa

Commissioner
Michael Owen
Hillsborough County

Hemant Saria
Planning Commission

Greg Slater
Expressway Authority

Commissioner
Joshua Wostal
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director



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, November 1, 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

[Click here to join the meeting](#)

Meeting ID: 272 374 899 377

Passcode: qAmSrQ

Or call in (audio only)

1-813-498-2121

Phone Conference ID: 113 242 823#

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](#).

- | | |
|--|------|
| 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 (October 4, 2023) | 6:20 |

- VII. Action Items**
 - A. [SCTPA Regional Priorities for Major Projects](#) (Elizabeth Watkins, TPO Staff) 6:25
 - B. [Florida Department of Transportation \(FDOT\) and Florida Turnpike Enterprises \(FTE\) Tentative Work Program FY 2025-2029](#) (Vishaka Shiva Raman, TPO Staff and FDOT and FTE Staff) 6:40
- VIII. Status Report**
 - A. [2050 Plan Preliminary Discussion of Cost Feasible Scenarios](#) (Gena Torres, TPO Staff) 7:15
- IX. Unfinished Business & New Business**
 - A. Next CAC Meeting December 6th
- X. Members' Interests & Future Topic Requests** 7:55
- XI. Adjournment** 8:00
- XII. Addendum**
 - A. [TPO Summary and Committee Reports](#)
 - B. [Attendance Roster](#)
 - C. [Ian Lockwood Presentation – Roles & Designs of Arterial Streets in Hillsborough County](#)
 - D. [World Day Remembrance 11/17/2023](#)
 - E. [Community Air Monitoring Network Kick-off Meeting 11/17/23](#)
 - F. [Value Capture FHWA 2023 Webinar Series](#)

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

The TPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. [Learn more about our commitment to non-discrimination.](#)

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Connor MacDonald, (813) 582-7351 or macdonaldc@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

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.

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to TPO Board members, TPO staff, or related committees or subcommittees the TPO supports. The TPO has no affiliation whatsoever with the originator of attached articles nor is the TPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond 'fair use' must first obtain permission from the copyright owner. The TPO cannot ensure 508 accessibility for items produced by other agencies or organizations.

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE
HYBRID MEETING OF OCTOBER 4, 2023**

I. Call to Order

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

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

Members Present: Rick Fernandez, James Davison, Carolyn Brown, Michael Decker, Joseph Citro, Christine Acosta, Dayna Lazarus, Ed Mierzejewski, Ilia Lachinov, Hodges William, Joshua Frank, Christina Bosworth, Chris Vela, Chris Gonzalez

Members Excused or Absent: Bill Roberts, Hoyt Prindle, Aiah Yassin, Steven Hollenkamp, Matt Sienk, Artie Fryer, Natasha Sherwood, Don Skelton, Terrance Trott, Sarah Thomas

Others Present: Johnny Wong, Gena Torres, Michael Rempfer, Elizabeth Watkins, Connor Trejos-MacDonald, Vishaka Shiva Raman, Lynn Merenda, Wade Reynolds, Gail Reese (TPO Staff); Riva Heinrich (Kittelson); Justin Hall, Siao Si Fine, Suzanne Monk (FDOT); Lauren Brooks (AECOM); Paula Perez, 561-81-4934

An in-person quorum was met.

Chair Fernandez noted that remote participation is approved but remote members are not eligible to vote.

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 0:05:50*)

- A. Chris Vela** – Expressed that there is a critical element missing from the agenda packet, the TPO Merger Survey. It was stated that the order of information is off as it is an Action Item for the TPO Board at their October meeting. Went over what the merger study found. A total of 1,732 people participated in the survey. The three counties of Pinellas, Pasco, and Hillsborough have a combined population of 3,030,306 people. Less than 1% of the total population participated. The survey indicates that the respondents are split on whether they want regional boards or not. While there is some support for a regional merger, many respondents indicated they would like local committees. There is conflict in the results. We need to inform the TPO Board how we feel about this matter and we don't have enough information to make an informed decision.

V. Chair's Report (Rick Fernandez, Chair CAC) *(Timestamp 0:10:17)*

- A. The new TPO Executive Director is Johnny Wong; the decision was made by the TPO Board in September. The effective date is October 16, 2023
- B. Gena Torres will be taking over as the CAC Liaison

VI. Approval of Minutes – September 6, 2023 *(Timestamp 0:12:14)*

Chris Vela moved to approve the minutes for September 6, 2023; seconded by Joseph Citro. The voice vote passed unanimously.

VII. Action Items

A. 2050 Plan Needs Assessment for Equity (Connor MacDonald, TPO Staff; Riva Heinrich, Kittelson) *(Timestamp 0:13:00)*

- Review what makes up the 2050 Plan – Revenue Forecast and Needs Assessments
 - Combine the needs assessments and revenue forecast and apply cost-feasible scenarios
 - Gather public input
 - Board consideration of preferred scenario
- Went over what an Equity Needs Assessment is
 - Identify existing barriers to the transportation system
 - Blend the data into the LRTP performance measures
 - Provide a list of projects and goals specifically focused on removing the barriers using methodologies consistent with federal guidelines
- Looked at how an Equity Needs Assessment is conducted
 - Use of tools to identify transportation-disadvantaged target areas
 - Showed an overview of the data
 - Looked at TDTA areas ranked by TDTA disparities
 - Review of specific project recommendations and higher-level study recommendations

Recommended Action: Approve the 2050 Long Range Transportation Plan Needs Assessment for Equity and forward approval to the TPO Board.

Presentation: [2050 LRTP Needs Assessment for Equity](#)

Technical Memo: [Hillsborough 2050 LRTP: Equity Needs Assessment](#)

Discussion:

It was asked where in the study it is shown that an area may become gentrified or disadvantaged by things being done. It was noted that UCLA has a model that can predict that. Displacement isn't a feature as this is a first pass of the assessment. Incremental after models, displacement risk ratio to come up with additional information. It can be added in future iterations. It was recommended that grants be used to study the consequences of actions. It was brought up that the map colors are a bit difficult to determine and it may not be ADA-accessible. It was asked if a proximity analysis was done on affordable housing and accessibility. It was looked at under Real Choices. More detailed information can be looked at for future iterations. It was asked if there were any areas identified for urgency. The priority list in the TDTA addresses the priorities. It was asked what was taken into consideration under Real Choices. There is a concern that painted bike lanes being added on high-speed roads. Pedestrian and biking comfort was reviewed. The costs associated are there to make assumptions, it was a

method to get to an appropriate price point to start. It does not accommodate separation. It was brought up that new projects will also have equity considerations. It was brought up that there needs to be an equity category in these buckets. There have been struggles with FDOT when expanding the interstate system through a designated landmark neighborhood. It was asked if an Equity bucket could be added and if the value of the land being lost going through neighborhoods could be part of the equation. The neighborhoods need to know the value they are losing to the major projects. Under Smart Cities, it was requested that brake dust and tire particulates be included. EVs and trucks weigh more and push out more of the particulate matter. Land loss and economic impact would be beneficial to add, not sure if there is room in the current scope. Can look at putting it in the next phase. The particulate matter numbers are relatively easy to get and can be factored into this document. It was asked if the recommendations were new projects for the LRTP or are they already in the LRTP. These are new projects. It was noted that there is very little money being spent in Wimauma; sidewalks and lights are the most needed in the downtown area and are the least amount on the list. Wimauma is above the mean on the charts with significant needs. In the report, the fatal, non-motorized crashes are the largest of anywhere. If this area is in the top half, why is so little money being invested? There is a big study going on for State Road 674; once that study is done, the study will be amended. It was asked, for the jobs and people served by transit under Real Choices, were zero-car households taken into account. Zero-car households are taken into account in the TDTAs but not the secondary evaluation. Clarification was asked if this is the needs assessment and the cost feasible. Correct. It was asked if vehicle miles traveled could be added to the Smart Cities. Yes. It was noted that incorporating affordable housing can prevent displacement. Suggested studies and data were requested regarding affordable housing, communities of concern, and where money is being spent for the subsequent draft. On the sidewalk build, it was asked how much was used to estimate the costs per foot for construction. Specific information can be provided on this as a follow-up.

It was noted that this is coming before the TPO Board in November. It was suggested that those who commented today make public comments voicing concerns being raised.

Jim Davison moved to approve the 2050 Long Range Transportation Plan Needs Assessment for Equity and forward approval to the TPO Board; seconded by Dayna Lazarus. With a roll call vote, the motion passed 12 – 0.

B. TPO Apportionment Plan (Elizabeth Watkins, TPO Staff) *(Timestamp 0:52:43)*

- Went over what the apportionment plan is and why it is required
- Reviewed the requirements for the TPO Board membership
- Went over the history of updating the apportionment plan; the plan is due to FDOT November 15th
- Looked over requirements mandated for apportionment plans
- Reviewed what has changed – MPO/TPO exploring a merger
- Went over the current apportionment

Recommended Action: Approve maintaining the current voting membership in 2023 MPO Apportionment Plan and recommend approval to the TPO Board.

Presentation: [TPO Apportionment Plan Presentation](#)

Discussion:

Joseph Citro noted that the population in the City of Tampa doubles from 7A – 7P every weekday and those people come from outside the city. The city's roads are impacted most by people who live outside the city and city residents have to live with that impact. He was the person on the City Council who asked for the additional seat on the TPO. If a merger comes along, the city will have less representation. At this time, he does not recommend this proposal. He requests that one more person either from the City Council or appointed by the council be added to the TPO Board. It was noted that the committee has had robust discussions in the past. The TPO Board members who are operators and non-elected were removed from the apportionment plan by the CAC to make it fairer to the citizens. There was additional discussion that the TPO Board should have more representation from the citizens. It had been proposed that the non-electeds would continue to be on the board as non-voting members. There was discussion about non-elected votes making decisions for the public at large based on their bias. It was asked if there is a prohibition of having a citizen be on the TPO Board. That will need to be asked of the TPO Council. It was noted that everyone is looking for fairness and justification. That can be taken down many isles. Each of the operators has a significant impact on the city and the region; perhaps MacDill AFB should have a seat on the TPO Board. It was suggested that this should be discussed as an ongoing topic and not every ten years.

Johnny Wong noted that the vote on the apportionment plan from the August 2022 meeting of the TPO Board to look at remaining status quo passed 7 – 5.

Jim Davison moved to approve maintaining the current voting membership in 2023 MPO Apportionment Plan and have it be an ongoing discussion. There was no second.

Jim Davison moved to approve maintaining the current voting membership in 2023 MPO Apportionment Plan and recommend approval to the TPO Board, seconded by Ed Mierzejewski. The motion failed by a roll call vote 8 – 4.

C. Memorandum of Understanding on Creating a Tampa Bay MPO (Elizabeth Watkins, TPO Staff)
(Timestamp 1:15:15)

- Reviewed the background of the MOU – consolidating the MPOs of Hillsborough, Pinellas, and Pasco counties feasibility report as directed by the Florida State Legislator
- Looked at the Pros and Cons of a merger
- Went over a summary of the MOU – Apportionment, Governance Structure, Balancing Local and Regional Needs, Funding, Outreach, Federally Required Plans and Programs, Agreements, Existing Staff
- Looked at the proposed timeline from 2023 – end of 2026
- Reviewed the committees in each MPO
- Went over possible structures of the committees, and where they should meet
- Reviewed the next steps for the rest of 2023

Recommendation: Recommend the Hillsborough TPO Board sign the Creating a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding.

Presentation: [Memorandum of Understanding on Creating a Tampa Bay MPO](#)

Discussion:

The purpose of the MPO being developed was noted. The notion that funding would be lost by not being a region is questionable as the money still gets to FDOT. It was noted that the three counties differ in their needs. It was brought up that this is overreach by Tallahassee. The question of citizen accessibility was brought up based on where the meetings would be held. It was expressed that the MOU appears to be saying that the county is in favor of the merger and there doesn't seem to be a point to the MOU. Looking at regional projects is needed however, the fact that there is no consensus on the county board makeup, expanding that to a regional board doesn't make sense. It was also brought up that just because dollars may be available doesn't mean that local matches would be there. It was noted that the City of Tampa would be watered down with a regional MPO. The additional funding is not guaranteed for the projects needed. There seems to be a notion that Tallahassee is going to force a merger and that the MOU is a way to allow the counties to frame it with the local voices. It was asked if there is validity to that. There are federal regulations that require agreement between the state and the local agencies. It could get pre-empted if the initial agreement is not made. There is a Florida statute that allows for the merger of MPOs; if the region wants to work on projects, they can; fear should not be the main factor. It was asked if all the towns have been identified in the tri-county area versus the maximum of 25 seats allowed for the merged MPO. It was brought up that supporting development and growth ranked last on the survey results and transit ranked number one. The data by population has been pulled together by staff. It does not mean that the apportionment plan will be done that way. It was brought up that concerns being expressed are in the MOU and reinforce the survey results. The need for this report was done legislatively and is due by December 31, 2023. The MOU does not commit the county to a merger. A merger may be accelerated if the MOU is not transmitted. One way or another, a report noting the steps taken will be delivered by December 31, 2023. There was a question about Article 2, C... a mechanism will be created for cities that are too small to be represented on the board for voting. Concern was expressed that these small, incorporated cities would provide a greater say for counties with smaller cities that would have the same weight as larger cities. The language is to acknowledge the importance of the smaller cities and to include them in some way. Some MPOs have a "small cities council" and rotate one voting seat to get their input. Clarification was requested about how the state and local agencies need to agree in order to not violate federal law. Yes. The state forcing the merger could violate federal law. It was recommended that language be included to cover the counties should they decide that, after the study, a merger is not a good idea for them. It was noted that the central city must also vote to approve, or not, the merger. The federal statute says that the local governments representing 75% of the region need to agree. It was expressed that Tallahassee could move funding to other districts as a result of not merging. It was recommended that local CACs remain to represent the citizens of the local communities. It was noted that South Florida recently litigated merging MPOs there. It was asked if there was any information on how that occurred. Locally, the decision was not to pursue a merger, but it was also not legislated in that circumstance. There was clarification requested as to whose behalf the report would be transmitted. This will come before the TPO in October. Their decision will be brought back to the TMA Leadership for a vote in December. After that vote, the final version will be transmitted to the legislature.

Chris Vela moved to not support the Tampa Bay Metropolitan Planning Organization Memorandum of Understanding and further, under staff recommendation, add a clause that the State of Florida not honoring Hillsborough County's decision to exit the merger could be perceived as a violation of Federal Law governing MPO organizations. The motion was seconded by Joshua Frank. With a roll call vote, the motion passes 12 – 0.

D. 2050 Plan Revenue Forecast (Elizabeth Watkins, TPO Staff) (Timestamp 1:58:50)

- Review of the development process: jurisdictions, operators, FDOT 2050 Revenue Forecast Handbook
- Talked about the partners on this project from FDOT, Hillsborough County, City of Tampa, City of Temple Terrace, etc.
- Went over the differences noted during the previous CAC meeting between the 2045 and the 2505 Revenue forecasts – used the Strategic Intermodal Revenue Projects that were received from FDOT; these are used without modification
 - Looked at the breakdown of the funding discrepancies: CIS funds, ad-velorum, gas taxes collected and used, mobility fees, and tolls
 - It has been pointed out that gas taxes are mostly used for operations; those are required in the LRTP and will not be used towards new capital projects
 - The mobility fees used were based on the numbers provided
 - Tolls are Federally required to be in the report; there is a forecast of THEA and the Florida Turnpike Enterprises toll revenues are not programmed to projects and they will not be shown in the Cost Feasible Scenarios. Those funds are at the sole discretion of the those entities.

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:

Clarification was requested regarding operations being included in the LRTP. Those are captured in the State of Good Repair in a funding program. It was noted that in the needs part of the LRTP, there is no line item for maintenance. It was noted that the LRTP is using the entire gas tax and it was suggested that should not be done. It was brought up that FDOT will provide grant funding to the City of Tampa for upkeep and maintenance. It was also noted that there are CIS variances, and they go up and down due to several possible factors. Dr. Davison stated that if Hillsborough County is providing a \$1 billion figure, that is different than what they are telling the BOCC. It was asked if mowing and maintenance have been included in the LRTP historically and if so, where. Under the Needs Assessments, mowing is not included specifically in the cost estimates for a 25-year time period. There is an O&M line item for revenue

Christine Acosta moved to approve the 2050 Plan Revenue Forecast and forward to the TPO Board for consideration; seconded by Ed Mierzejewski. The motion failed in the Roll Call vote 6 – 5

VIII. Status Reports

- A. 2050 Plan Needs Assessment for State of Good Repair and Resilience – Technical Briefing (Dr. Pedro Serigos, Cambridge Systematics) (Timestamp 0:00:00) – deferred**

IX. Unfinished Business & New Business *(Timestamp 2:14:27)*

A. Next CAC Meeting: November 1, 2023

B. Joint CAC/TAC meeting canceled for 2023

C. Straw Poll Regarding 2024 Committee Meeting Time

- The change to 6P was thought to be able to generate additional participation, which has not been seen
- It was asked if there is any objection to sending out a survey regarding optimal meeting time, none expressed and a survey was encouraged

X. Adjournment

The meeting adjourned at 8:16 PM

A recording of this meeting may be viewed at:

<https://www.youtube.com/channel/UCsojHyZb mkYIU3o32Tbg4w/videos>



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

SCTPA Regional Priorities for Major Projects

Presenter:

Elizabeth Watkins, AICP, TPO Staff

Summary:

The Sun Coast Transportation Planning Alliance (SCTPA) is a regional planning alliance spanning across eight counties in West Central Florida, including Citrus, Hernando, Pasco, Polk, Pinellas, Hillsborough, Manatee, and Sarasota.

Each year, the SCTPA adopts a priority list of the region's most urgent multimodal needs which is then used to help deliver federal and state grants for project delivery.

In December 2022, the SCTPA voted to approve a priority list of 11 major projects. Three projects were new additions, including the regional passenger rail transit connection from Orlando to Tampa. At the same time, Hillsborough TPO staff proposed adding the HART Heavy Maintenance facility to the regional priority list, but the recommendation was not approved by the SCTPA.

TPO staff is presenting a list of proposed projects that, with TPO Board support, will be recommended to the SCTPA in December for adoption into its Regional Priorities for Major Projects list.

Recommended Action:

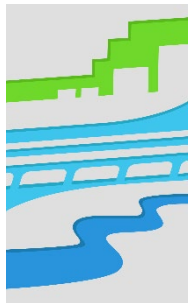
Approve the proposed list of projects to be presented to the SCTPA at its December 1st meeting.

Prepared By:

Johnny Wong, PhD, TPO Director

Attachments:

1. 2023 SCTPA Regional Priorities for Major Projects
2. [Presentation Slides](#)



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



SCTPA

Sun Coast Transportation Planning Alliance

ONE REGION, ONE VOICE

2023 Regional Transportation Priorities

Approved on December 9, 2022

Projects Completed Because of Our Collective Advocacy

- ✓ SunRunner Rapid Transit
- ✓ I-75 Interchange at Overpass Rd
- ✓ Suncoast Parkway 2 Extension

Funded Regional Priority Projects – *Thank you for your support!*

- ✓ Howard Frankland Bridge Replacement
- ✓ Gateway Expressway
- ✓ I-75 Interchange at Big Bend Road
- ✓ I-275/SR 60 Tampa Westshore District Interchange Phase 1 & 2
- ✓ I-275 Safety & Operational Improvements at Downtown Tampa/I-4 Interchange
- ✓ Central Polk Parkway Segment 1
- ✓ CR 557 from US 17/92 to I-4

Top Priorities for the Greater Tampa Bay Region

- I-75 Interchange at Gibsonton Dr
- I-275 Express Lanes from I-375 to Gandy Blvd.
- I-275/SR 60 Tampa Westshore District Interchange Phase 3
- SR 54/US 41 Intersection
- US 41 from SR 44 to SR 200
- Desoto Bridge Replacement
- Bradenton-Palmetto Connector
- I-4 and the SR 33 Interchange Design and Construction (Exit 38)
- Downtown Lakeland Intermodal Transit Center
- Regional Rapid Transit in the I-275 Corridor
- Regional passenger rail transit connection between Tampa and Orlando





Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Florida Department of Transportation (FDOT) and Florida Turnpike Enterprise (FTE) Tentative Work Program FY 2025 - 2029

Presenter:

FDOT and FTE Representatives and Vishaka Shiva Raman, TPO Staff

Summary:

The FDOT Tentative Work Program includes projects scheduled for Fiscal Years 2025 to 2029. FDOT staff will provide an overview of the projects within Hillsborough County listed in their draft Tentative Work Program. This presentation will focus specifically on the funded projects that will have a positive impact on either State of Good Repair & Resilience, Vision Zero, Smart Cities, Real Choices When Not Driving, or Major Investments for Economic Growth.

FDOT provides detailed information about the work program in their website; <https://www.d7wpph.com/>, which also serves as an online public hearing tool. The public is encouraged to visit and review the draft Tentative Work Program and provide comments. The comment period will be open from October 23 to November 13, 2023. Once the comment period is closed, the Tentative Work Program will be reviewed by the Florida Legislature and the Governor. If there is support, then the Work Program will be adopted by the State Secretary of Transportation on July 1, 2024.



Florida's Turnpike Five-year Work Program is developed from a combination of toll and concession revenues and bond proceeds obtained from those revenues. Florida Turnpike Enterprise (FTE) will also present a summary of Work Program highlighting projects in District 7.

Recommended Action:

Recommend approval of the FDOT and FTE Tentative work programs to the TPO Board.

Prepared By:

Vishaka Shiva Raman, TPO Staff

Attachments:

1. Draft FDOT Tentative Work Program FY 2025-2029
2. Tentative Work Program Flyer FY 2025-2029
3. Draft FTE Tentative Work Program FY 2025-2029 – *will handout at meeting*
4. [Presentation Slides](#)

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



Hillsborough County Projects

DRAFT Tentative Work Program FY 2025 - 2029
10/10/2023

*INFORMATION SUBJECT TO CHANGE

MPO #	FPID	Project Description	Work Mix	Phase	Action	\$	Funded FY	Fund	Comments
P	434045-3	I-275/SR93 FROM N OF HOWARD AVE TO N OF HILLSBOROUGH RIVER	ADD LANES & REHAB PVMNT	PE	ADD	\$15,000k	2025	SIS	
P	434045-2	I-275 (SR 93) FROM N OF LOIS AVE TO N OF HOWARD AVE	ADD LANES & REHAB PVMNT	PE	ADD	\$15,000k	2025	SIS	
P	445057-1	I-275/SR 93 SB OFF RAMP TO I-4 FROM N OF FLORIBRASKA TO W OF 21ST	INTERCHANGE - ADD LANES	CST	INCR	\$20,247k	2025	ARPA SIS	Additional auxiliary ramp connector to I-4
P	435750-1	SR 60 FROM VALRICO RD TO E OF DOVER RD	ADD LANES & RECONSTRUCT	CST	DELETE	(\$40,539k)	>2029	D	Project funding moved out of Work Program (>2029)
P	449644-2	SR 582/FOWLER AVE FROM 56TH ST TO E OF I-75	BIKE PATH/TRAIL	CST	INCR	\$3,007k	2028	TA	
1	439336-7	HILLSBOROUGH COUNTY FY 2029-2030 UPWP	TRANSPORTATION PLANNING	GRANT	ADD	\$600k	2029	SU	FHWA planning funds for MPO
2	414963-2	HART - FHWA SURFACE TRANSPORTATION PROGRAM	PURCHASE VEHICLES/EQUIPMENT	CAPITAL GRANT	ADD	\$5,000k	2029	SU	
4	443852-1	HART BUS STOP CAPITAL REPAIRS	PUBLIC TRANSPORTATION SHELTER	OPS GRANT	ADD	\$2,000k	2029	SU	
7	453783-1	MACDILL AVE FROM W KENNEDY BLVD TO W MAIN STREET	URBAN CORRIDOR IMPROVEMENTS	CST	ADD	\$1,754k	2029	SU	City of Tampa LAP Project
9	453886-1	FLETCHER AVENUE AT 15TH STREET	INTERCHANGE IMPROVEMENT	CST GRANT	ADD	\$1,500k \$1,500k	2026	CIGP LF	City of Tampa CIGP with local fund match
19	440511-3	TAMPA ST/HIGHLAND AVE & FLORIDA AVE FROM MLK BLVD TO S OF WATERS	URBAN CORRIDOR IMPROVEMENTS	PE	ADD	\$349k	2025	SU	Funding for survey. Design will be completed in-house

MPO #	FPID	Project Description	Work Mix	Phase	Action	\$	Funded FY	Fund	Comments
44	440736-1	E ALEXANDER ST AT JIM JOHNSON RD	ADD TURN LANE(S)	CST	ADD	\$396k	2029	SU	
45	440734-1	PARK RD AT CORONET RD AND ALSOBROOK ST	ADD LEFT TURN LANE(S)	CST	ADD	\$933k	2029	SU	
51	453805-1	PLANT CITY CANAL CONNECTOR TRAIL- PH 1	BIKE PATH/TRAIL	PE	ADD	\$250k	2025	TA	Plant City project - FDOT designing & constructing (funding for preliminary engineering only)
68	443355-1	SOUTH COAST GREENWAY-BIG BEND FR W WATERSSET BLVD TO COVINGTON GARDENS	BIKE PATH/TRAIL	CST	ADD	\$10,753k	2029	SUN TRAIL	Hillsborough County SUNTRAIL project
70	450566-1	SIDEWALK GAP DESIGN - HILLSBOROUGH COUNTY	SIDEWALK	PE	ADD	\$1,250k	2025-2029	DDR	Locations selected from TPO's High Injury Network
70	450968-2	HILLSBOROUGH COUNTY SIDEWALK GAPS - VARIOUS LOCATIONS - PHASE II	SIDEWALK	CST	ADD	\$2,330k	2029	CARU	Locations selected from TPO's High Injury Network
81	437650-2	I-75/SR 93A AT GIBSONTON DRIVE	INTERCHANGE -ADD LANES	ROW	ADD	\$3,000k	2025	ACNP	ROW fully funded
85	430056-2	US 41 FROM S OF PENDOLA POINT/MADISON AVE TO DENVER ST	ADD LANES & RECONSTRUCT	ROW	ADD	\$4,830k	2027	ACFP	
87	453056-1	BIG BEND ROAD FROM US 41 TO COVINGTON GARDEN DRIVE	ADD LANES & RECONSTRUCT	CST	ADD	\$12,041 \$12,041	2026	TRIP LF	Hillsborough County TRIP Project with local match
	453972-1	EAST HILLSBOROUGH COUNTY TRANSPORTATION UPDATE	FEASIBILITY STUDY	PLANNING	ADD	\$2,150k	2025		FDOT managing study
	454040-1	TRUCK PARKING ANALYSIS	TRANSPORTATION PLANNING	PLANNING	ADD	\$250k	2025		FDOT managing study
	443492-2	US 41/SR 45/NEBRASKA AVE FROM IDLEWILD AVE TO PARIS ST	PEDESTRIAN SAFETY IMPROVEMENT	CST	ADD	\$334k	2025		
	441664-2	SR 553/N PARK RD FROM US 92/SR 600/N PARK RD TO N OF I-4/SR 400	URBAN CORRIDOR IMPROVEMENTS	CST	DELETE	(\$430k)	2025		Work added to resurfacing project in FY 2025 (441664-1)

MPO #	FPID	Project Description	Work Mix	Phase	Action	\$	Funded FY	Fund	Comments
	437644-3	SR 60/KENNEDY BLVD FROM WESTSHORE BLVD TO WOODLYNNE AVE	LANDSCAPING	CST	ADD	\$1,330k	2025		
	450395-1	I-75/SR 93A FROM MILE MARKER #243 TO N END OF CR 672 NB ON RAMP	LANDSCAPING	CST	ADD	\$2,204k	2025		
	450399-1	I-75 (SR 93A) FR S END OF SR 674 SB ON RAMP TO MILE MARKER #243	LANDSCAPING	CST	ADD	\$2,755k	2028		
	452613-1	I-75 AT SR 574 (MLK) INTERCHANGE	LANDSCAPING	CST	ADD	\$2,246k	2026		
	452615-1	I-275 FROM N OF I-4 TO HILLSBOROUGH AVENUE	LANDSCAPING	CST	ADD	\$619k	2027		
	453064-1	SR 39/JAMES REDMAN PARKWAY FROM TRAPNELL RD TO ALEXANDER ST	LANDSCAPING	CST	ADD	\$229k	2025		
	449156-1	I-75 FROM SOUTH OF FOWLER AVE TO PASCO COUNTY LINE	RESURFACING	PE CST	ADD	\$4,695k \$34,735k	2025 2027		
	450336-1	US 92/SR 600/HILLSBOROUGH AVE FR NORTH PARK PL TO E OF N CENTRAL AVE	RESURFACING	PE CST	ADD	\$677k \$2,852k	2025 2027		
	451989-1	US 92/SR 600/DALE MABRY HWY FROM S OF W SEVILLA ST TO N OF W SOUTH AVE	RESURFACING	PE CST	ADD	\$1,411k \$15,089k	2025 2027		
	451182-1	HILLSBOROUGH COUNTY BRIDGE PAINTING - VARIOUS LOCATIONS	BRIDGE -PAINTING	PE CST	ADD	\$200k \$1,132k	2028 2029		
	447749-1	US 92/SR 600 OVER TAMPA BAY - LONG BRIDGE REPAIR BRIDGE 100300, 100585	BRIDGE -REPAIR/REHAB	PE CST	DELETE	(\$351k) (\$603k)	2024 2025		Work to be completed under 438784-1 (construction in FY 2025)
	447750-1	HILLSBOROUGH COUNTY VARIOUS LOCATIONS APPROACH SLAB REPAIRS	BRIDGE -REPAIR/REHAB	PE CST	DELETE	(\$275k) (\$1,305k)	>2029		Project funding moved out of Work Program (>2029) -maintenance reprioritization
	449982-1	HILLSBOROUGH COUNTY LONG BRIDGE REPAIRS - VARIOUS LOCATIONS	BRIDGE -REPAIR/REHAB	CST	ADV	\$5,551k	2026		Advanced from FY 2027

MPO #	FPID	Project Description	Work Mix	Phase	Action	\$	Funded FY	Fund	Comments
	451181-1	LONG BRIDGE REPAIRS COURTNEY CAMPBELL CAUSEWAY - BRIDGE 100301	BRIDGE -REPAIR/REHAB	PE CST	ADD	\$250k \$2,253k	2027 2028		
	451325-1	HILLSBOROUGH COUNTY BRIDGE DECK PRESERVATION	BRIDGE -REPAIR/REHAB	CST	DEFER	\$49k	2029		Deferred from 2025 to fund higher priority
	451326-1	MOVABLE BRIDGE REPAIRS - BRIDGE NO. 100100	BRIDGE -REPAIR/REHAB	CST	DEFER	\$5,158k	2029		Deferred from 2028 to fund higher priority
	422929-5	HENRY CANAL FROM ANDERSON RD TO HESPERIDES ST	DRAINAGE IMPROVEMENTS	CST	DEFER	\$7,562k	2027		Deferred from 2026 to fund higher priority
	422929-6	HENRY CANAL FROM HESPERIDES ST TO LOIS AVE	DRAINAGE IMPROVEMENTS	CST	DEFER	\$3,412k	2028		Deferred from 2027 to fund higher priority
	422929-7	HENRY CANAL FROM LOIS AVE TO CHURCH AVE	DRAINAGE IMPROVEMENTS	CST	DEFER	\$5,711k	2028		Deferred from 2027 to fund higher priority
	422929-8	HENRY CANAL FROM CHURCH AVE TO HIMES AVE	DRAINAGE IMPROVEMENTS	CST	DEFER	\$14,636k	2026		Deferred from 2025 to fund higher priority
	445674-1	US 92/SR 580/W HILLSBOROUGH AVE AT DANIELS ROAD	DRAINAGE IMPROVEMENTS	CST	DELETE	(\$1,332k)			Removed until Hillsborough County can participate in project
	445676-1	HILLSBOROUGH AVE DRAINAGE - S FR FISH CREEK BRIDGE TO HILLSBOROUGH AVE	DRAINAGE IMPROVEMENTS	PE	DELETE	(\$219k)			Removed until Hillsborough County can participate in project
	445677-1	US 92/SR 580/W HILLSBOROUGH AVE AT GEORGE RD	DRAINAGE IMPROVEMENTS	CST	DELETE	(\$1,194k)			Removed until Hillsborough County can participate in project
	445679-1	HILLSBOROUGH AVE DRAINAGE - N FR HILLSBOROUGH AVE TO N OF JET VIEW CIR	DRAINAGE IMPROVEMENTS	PE	DELETE	(\$44k)			Removed until Hillsborough County can participate in project
	437789-1	I-75 (SR93A) AND I-4/SR 600 HILLSBOROUGH COUNTY VARIOUS LOCATIONS	LIGHTING	CST	ADV	\$13,405k	2025		Advanced from FY 2026
	445507-4	INTERSTATE WWVDS AT VARIOUS RAMPS -PHASE II DEPLOYMENT IN HILLSBOROUGH	SIGNING/PAVEMENT MARKINGS	CST	ADD	\$1,740k	2025		

MPO #	FPID	Project Description	Work Mix	Phase	Action	\$	Funded FY	Fund	Comments
	445507-6	INTERSTATE WWVDS AT VARIOUS RAMPS-PHASE III DEPLOYMENT IN HILLSBOROUGH	SIGNING/PAVEMENT MARKINGS	CST	ADD	\$2,320k	2026		
	439459-1	US 41/SR 45/NEBRASKA AVE AT CHAPMAN RD	TRAFFIC SIGNALS	PE	ADD	\$650k	2029		
	439461-1	US 41 AT LUTZ LAKE FERN RD, SUNSET LN, CRYSTAL LAKE RD, CRENSHAW LAKE RD	TRAFFIC SIGNALS	PE	ADD	\$806k	2029		
	441109-1	US 92/SR 600/HILLSBOROUGH AVE AT 56TH ST AND HARNEY RD	TRAFFIC SIGNALS	PE	ADD	\$491k	2029		
	441109-2	US 92/SR 600/HILLSBOROUGH AVE AT 30TH ST	TRAFFIC SIGNALS	PE	ADD	\$345k	2029		
	443748-1	SR 597/N DALE MABRY HWY AT N LAKEVIEW DR	TRAFFIC SIGNAL UPDATE	PE	ADD	\$307k	2029		
	445652-2	SR 582/FOWLER AVE FROM EAST OF THE CSX RR CROSSING TO 22ND STREET	TRAFFIC SIGNALS	CST	ADD	\$1,700k	2026		
	447656-1	US 41/SR 45/NEBRASKA AVE AT BIRD STREET	TRAFFIC SIGNALS	PE	ADD	\$382k	2029		
	453600-1	PLANT CITY CV, PRIORITY & PREEMPTION DEPLOYMENT PROJECT	ITS COMMUNICATION SYSTEM	CAPITAL GRANT	ADD	\$561k	2025		
	454084-1	I-275 FLORIDA REGIONAL ADVANCED MOBILITY ELEMENTS (FRAME)	ITS COMMUNICATION SYSTEM	PE CST	ADD	\$440K \$2,320K	2026 2027		
	430573-3	I 75/I 275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)	NEW ROAD CONSTRUCTION	CST	DELETE	(\$24,995k)	>2029		Project funding moved out of Work Program (>2029) - SIS reprioritization
	255893-4	SR 574 (MLK BLVD) FROM EAST OF KINGSWAY RD TO E OF MCINTOSH RD	ADD LANES & RECONSTRUCT	CST	DEFER	\$18,627k	2026		Deferred from 2025 to address scoping updates
	445317-1	I-75/SR 93A SB FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE	ADD LANES & RECONSTRUCT	CST	ADV	\$45,100k	2024		Advanced from FY 2025

MPO #	FPID	Project Description	Work Mix	Phase	Action	\$	Funded FY	Fund	Comments
	445317-2	I-75/SR 93A NB FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE	ADD LANES & RECONSTRUCT	CST	ADV	\$52,700k	2024		Advanced from FY 2025
	430337-1	I-4/SR 400 WB FM E OF ORIENT RD TO W OF I-75 (SR 93A)	ADD AUXILIARY LANE(S)	ROW	DELETE	(\$1,688k)			ROW not required
	441288-1	SR 60/BRANDON BLVD AT VALRICO ROAD	INTERSECTION IMPROVEMENT	CST	DELETE	(\$803k) (\$803k)		TRIP LF	Hillsborough County TRIP Project - Removed at request of local agency
	441661-2	SR 60 AT HORTON ROAD	INTERSECTION IMPROVEMENT	PE CST	ADD	\$366K \$996k	2027 2029		
	443969-1	SR 60/W BRANDON BLVD FROM LAKEWOOD DR TO MOUNT CARMEL	INTERSECTION IMPROVEMENT	CST	DELETE	(\$3,023k) (\$3,023k)		TRIP LF	Hillsborough County TRIP Project - Removed at request of local agency
	443969-2	SR 60/BRANDON BLVD AT ST CLOUD DR	INTERSECTION IMPROVEMENT	CST	DELETE	(\$342k) (\$342k)		TRIP LF	Hillsborough County TRIP Project - Removed at request of local agency
	448506-1	PALM RIVER RD AT US 41/50TH ST	INTERSECTION IMPROVEMENT	CST	DEFER	\$818k \$880k	2027	CIGP LF	Hillsborough County CIGP Project - Deferred from 2025 (requested by local agency)
	451240-1	US 301 AT PALM RIVER ROAD	INTERSECTION IMPROVEMENT	CST	ADV	\$805k \$805k	2025	CIGP LF	Hillsborough County CIGP Project - Advanced from 2026 (requested by local agency)
	453911-1	PORT TAMPA BAY -MARINE HIGHWAY AUTO TERMINAL	INTERMODAL HUB CAPACITY	CAPITAL GRANT	ADD	\$1,724k	2025		
	453913-1	PORT TAMPA- SOUTHBAY ROAD, UTILITIES, TURNING LANE & LIGHT	INTERMODAL HUB CAPACITY	CAPITAL GRANT	ADD	\$1,724k	2025		
	453599-1	TAMPA INTERNATIONAL AIRPORT - AIRSIDE E -BOARDING BRIDGES REPLACEMENT	AVIATION PRESERVATION PROJECT	CAPITAL GRANT	ADD	\$2,500k	2027		
	442095-1	TAMPA INTERNATIONAL AIRPORT -NORTH CARGO FACILITY REDEVELOPMENT	AVIATION CAPACITY PROJECT	CAPITAL GRANT	ADD	\$1,679k	2025		
	446798-1	PETER O KNIGHT AIRPORT -INSTALL INSTRUMENT APPROACH AID	AVIATION PRESERVATION PROJECT	CAPITAL GRANT	DEFER	\$1,000k	2026		Requested by local agency

MPO #	FPID	Project Description	Work Mix	Phase	Action	\$	Funded FY	Fund	Comments
	453598-1	TAMPA INTERNATIONAL AIRPORT -AIRSIDE A&E RESTROOM REFURBISHMENT	AVIATION PRESERVATION PROJECT	CAPITAL GRANT	ADD	\$1,500k	2028		
	453837-1	PORT OF TAMPA BAY -PORT REDWING BERTH 301	SEAPORT CAPACITY PROJECT	CAPITAL GRANT	ADD	\$10,000k	2028-2029		
	453838-1	PORT OF TAMPA BAY -DEEPENING AND WIDENING	SEAPORT CAPACITY PROJECT	CAPITAL GRANT	ADD	\$42,993k	2028-2029		

FIVE-YEAR WORK PROGRAM

FISCAL YEAR 2025 TO FISCAL YEAR 2029

Participate in
District 7's **Five-Year
Work Program On-Line
Public Hearing** that begins
October 23, 2023

www.FDOT.gov/WPPH/District7
to view proposed FDOT projects

Or join us at our **Open House**

October 26, 2023
9am to 6pm

FDOT D7 Office
11201 N. McKinley Dr.
Tampa, FL 33612



www.FDOT.gov/WPPH/

Comments are due
by **November 13, 2023**

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 or persons who require translation services (free of charge) should contact Roger Roscoe, at (813) 975-6411, (800) 226-7220 or email: roger.roscoe@dot.state.fl.us.

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2050 Plan Preliminary Discussion of Cost Feasible Scenarios

Presenter:

TPO Staff

Summary:

This is a preliminary presentation and discussion of the 2050 Plan Cost Feasible Plan scenarios.

Traditionally, an LRTP includes various Cost Feasible Scenarios to illustrate long range investments that could be funded within the constraints of forecasted revenues. For example, the 2045 LRTP included just two scenarios: “Current Trend” and “Current Trend plus Sales Surtax”, whereas the 2040 LRTP considered many performance and financial scenarios as options for the community to advance transportation investments.

Staff is seeking input from the TPO Board to help formulate initial scenarios to be considered in development of the 2050 LRTP. Initial scenarios serve as a beginning point to open conversations about what performance is desired and what revenue sources may be needed to achieve that.

To be considered “cost feasible,” the Plan must demonstrate that future costs can be funded with funding available through 2050. Therefore, the investment programs identify available funding allocated to:

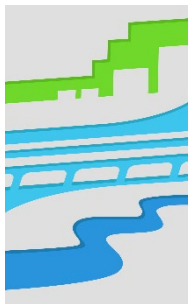
- **Good Repair & Resiliency** includes pavement & bridge maintenance, transit asset maintenance, stormwater and resiliency projects;
- **Vision Zero** includes safety projects for walking, biking, and driving;
- **Smart Cities** includes reliability and congestion projects like advanced traffic management and intersection improvements;
- **Real Choices When Not Driving** includes transit and disadvantaged services, and trails; and
- **Major Projects** includes specific capacity and fixed-guideway projects for economic growth.

Goods movement and equity are also being assessed and incorporated into the investment programs.

The final 2050 Plan will be adopted at a public hearing in October 2024.

Recommended Action:

None, for information only.



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

Prepared By:

Elizabeth Watkins, AICP, TPO Staff

Attachments:

[Presentation Slides](#)

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING OCTOBER 11, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:06:03)*

Chair Myers called the meeting to order at 08:30 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 0:06:35)*

The following members were present: Commissioner Gwen 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, Charles Klug, Gina Dew, Bob Frey, Justin Willits

The following members were absent/excused: Mayor Nate Kilton, School Board Member Jessica Vaughn, Planning Commissioner Hemant Saria

A quorum was met in person. *(Timestamp 0:11:30)*

III. Approval of Minutes *(Timestamp 0:11:33) – September 13, 2023.*

Chair Myers sought a vote to approve the September 13, 2023 minutes. Commissioner Cohen moved to approve the minutes, seconded by Councilmember Maniscalco. The voice vote passed unanimously.

IV. Public Comment On Agenda Items *(Timestamp 0:07:37)* (up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) may be requested.

Rick Fernandez - Deferred

Michael Maurino – Westshore Alliance, provided a letter of support for the MOU, which is on the agenda today. Their position is based on the regional and local needs in Westshore. The MOU gets to the point of having those two connections going forward. There are big projects going forward, the Westshore Interchange is a good example of that. It blends with all of the local items addressed on Westshore Boulevard. That blend going forward is important to the Westshore Alliance as the TPO goes forward in the process.

Dr. James Davison – Brought to the Board’s attention the revenue estimates. The CAC addressed the revenue estimates, they did not feel confident in them and did not pass them on affirmatively to the TPO Board. He noted that there is \$19 billion missing from the sales tax scenario from 2045 and \$9 billion from the trends scenario. That was supposed to be the existing revenue scenario; \$7 billion from state and federal and \$2 billion from local. It was brought up that the scenarios cannot be done without more specific revenue information. It was noted that it is unfair to the people of the county to pretend that the TPO Board has a grasp on the transportation problems when 61% of the sales tax scenario is missing and 40% of the existing revenue scenario. It is more than a

vision. It was held up that certain things would happen with a sales tax. It wasn't going to happen as there was already \$9 billion missing from the local sales tax; so, instead of \$31 billion, there was \$23 billion. Urge the Board to take a concerned look at the revenue estimates. A gentleman told the BOCC that there was going to be \$7.8 million for the gas tax and told TPO Staff there would be \$50 million a year. It can't be both.

V. Committee Reports and Advance Comments (Rick Fernandez, CAC Chair and Gena Torres, TPO Staff) *(Timestamp 0:11:50)*

A. CAC Meeting October 4, 2023 (Rick Fernandez, CAC Chair) – the written report is available upon request

- Approved the following:
 - 2050 Plan Needs Assessment for Equity
- Did not approve the following:
 - TPO Apportionment Plan
 - Memorandum of Understanding on Creating Tampa Bay MPO
 - 2050 Plan Revenue Forecast

B. Other Committees

- Hillsborough TPO Electric Vehicle Infrastructure Plan
 - The Livable Roads, Technical, and Citizens advisory committees all moved to approve the Plan. Both the TAC and CAC had received a follow-up presentation to address initial concerns about parking requirements, having TECO as a partner, and how housing costs might increase, their concerns have been satisfactorily addressed in the Plan and hence it was approved.
- TPO Apportionment Plan
 - You've heard the CAC concerns in Mr. Fernandez' report. The Technical Advisory voted to approve the apportionment plan as presented.
- MOU on Crating a Tampa Bay MPO
 - The Livable Roadways Committee approved forwarding the MOU and added a motion to maintain a Livable Roadways Committee and that all three counties include a school board representative.
 - The Technical Advisory Committee felt the MOU was a policy decision for the Board rather than a technical matter for the TAC, so no action was take. But they did offer comment that there is a need for continued regional coordination and also that there is representation from all of the agencies currently on the TAC.

C. Emails and Social Media: No emails were received, social media comments and letters are available upon request. These were provided to the TPO Board on October 10, 2023.

VI. Consent Agenda *(Timestamp 0:22:13)*

A. Committee Appointments

- TAC – Alex Henry, by the City of Tampa Mobility Department
- CAC – Greg James, to fill the at-large seat representing Westchase
- LRC – Casey Bauer, by the Tampa Downtown Partnership, as an alternate
- ITS – Shari Callahan, as an alternate by THEA; Ameer Khawaja, by the City of Temple Terrace and Brian McCarty, as an alternate

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

VII. Action Items

A. **Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP)** (Connor MacDonald, TPO Staff; Chris Bame, Kittelson) (*Timestamp 0:22:36*)

- Looked at Why Now – adoption, cost of chargers
- Reviewed what was heard from the public
 - Where vehicles are charged
 - Trips that exceed range
 - Facilities requested
 - Key incentives – fast public charging on highways, lower purchase price, discounts for installing home charging
 - Key barriers – cost, range, dependability of EVs in emergencies
- Went over what is included in the EV Plan
 - Forecast EV Adoption
 - Estimate needed chargers
 - Prioritize areas for charging
 - Disadvantaged communities
 - Commercial delivery / TNC
 - Transit
- Policy recommendations
 - Accessibility
 - EV installed requirements
 - Fleets
- Went over how the plan can be used
 - Inform LRTP, Pursue grants, adopt policies, review development proposals

Recommended Action: Approve the Electric Vehicle Infrastructure Plan (EVIP).

Discussion:

It was asked how binding to the county, city, and the Planning Commission when these plans are adopted. It is not a policy; it is a recommendation. It was noted that most people prefer faster charging in multi-family dwellings. There has been a challenge noted that the electric infrastructure of some buildings does not have higher voltage for certain chargers.

Commissioner Kemp moved to approve the Electric Vehicle Infrastructure Plan (EVIP), seconded by Commissioner Cohen. The voice vote passed unanimously.

B. **TPO Apportionment Plan** (Elizabeth Watkins, TPO Staff) (*Timestamp 0:33:50*)

- Went over what the apportionment plan is and why it is required
- Reviewed the requirements for the TPO Board membership

- Went over the history of updating the apportionment plan; the plan is due to FDOT November 15th
- Looked over requirements mandated for apportionment plans
- Reviewed what has changed – MPO/TPO exploring a merger
- Went over the current apportionment
- Looked at the TPO Committee approval votes

Recommended Action: Approve the TPO Apportionment Plan.

Presentation: [TPO Apportionment Plan Presentation](#)

Discussion:

It was noted that there has been a series of discussions on this over the last year or two and votes have been taken. It was asked if the governor’s approval is required to maintain the status quo. Yes.

Commissioner Cohen moved to approve the TPO Apportionment Plan, seconded by Councilmember Maniscalco. The voice vote passed with two Nay votes from Councilmember Hurtak and Commissioner Kemp.

C. 2050 Plan Revenue Forecast and Initial Discussion of Cost Feasible Scenarios (Dr. Johnny Wong and TPO Staff) (Timestamp 0:42:49)

- Federal and State Programs
- Metropolitan and regional grants
- Transit and TD
- Local governments
- Summary of available and potential new revenues, FY 2031 – FY 2050
 - Potential local funding
- Looked at the spending patterns in the current 5-year CIPs and Work Program
- Reviewed local governments: funding vs. needs – building and improving the system – funded FY 22 – FY 27
 - Funding priorities by funding buckets
- Putting the pieces together – needs assessments and revenue forecast, public input, Board consideration of preferred scenario
- Presented a preliminary survey for the TPO Board to fill out

Recommended Action: Accept the 2050 Revenue forecast Technical memo

Provide feedback to TPO staff on spending priorities and/or funding strategies to explore

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

Discussion:

It was brought up that a millage increase was voted down in the City of Tampa. The CIT is expiring soon and that is up to the Commission to put on the ballot. Looking at how much revenue the CIT brings in, it is very important for it to be renewed. 40% is collected from people visiting the

county. It was noted that the word “vehicles” was used a lot. It has to be decided whether or not the concentration is going to be on moving vehicles or people and goods. Until people and goods are the focus, nothing is going to change. The City of Tampa moved money out of parking to repaving and surface work. It was asked that the Board and the County support a 1% sales tax in the City of Transportation for transportation. It was brought up that there are challenges at intersections being blocked; Smart Technology needs to address that challenge better. It was stated that HART is the most underfunded transportation system in the US in cities of comparable size. There were additional comments about the CIT and where the funding would go. One thing that has not been on the CIT but should be is capital funding for HART. Surrounding counties have already increased the fuel tax, Hillsborough has not done that and really needs to consider it. It was asked if there is a drill-down report of the financial breakdown that can be looked at. It was asked if the needs of Wimauma and Ruskin are treated the same as the City of Tampa. Individual communities are not treated differently. For safety projects, equity is taken into consideration as a tiebreaker. Regarding tree canopy, it is for information purposes only. It was asked why it was put in the report. It was included more for the local communities in selecting projects and awarding funds. It was asked how focusing on equity improves transportation and appears like a waste of time. Clarification was provided that equity was included after requests by the TPO Board on two different occasions. It was recommended in the approval of the Nondiscrimination Plan adopted and with the UPWP. It was noted that the efforts be focused on transportation planning. It was brought up that FDOT does look at how equity has been taken into account for federal grants. It was asked how priorities for major projects are considered. Each local government partner is brought in along with conversations with the TPO Board. It was brought up that communities may need to be treated differently based on where the population is growing in the county and that capacity projects should be a priority. It was expressed that this is trying to come up with a plan for a 25-year horizon. The survey this board is being asked to complete, all the items are important and everything is dependent on the timing. The ranking will be completed based on how things are today. This will become a template for future planning. This is a concern. It was expressed that there is a lot of discussion for each of the items. There is more common ground and discussions that need to be had. It was pointed out that what the TPO Board can do is make decisions about a lot of different spots that affect each other. Discussions about specifics will come. The questionnaire is not binding, it is an opportunity to express what gets brought back. There will be several more opportunities to discuss priorities. It was noted that there is a perception that nothing is being done about congestion, particularly when it comes to moving freight to the distribution centers. That has been observed from the companies that own the centers. It was noted that it comes down to resources. There is a mismatch between the needs/wants to resources. In the survey, it is asked what the board would like to hear more about. There are some things that can be done locally now for the short term. The long-range needs to be kept in mind without losing focus on the now.

Councilmember Maniscalco moved to accept the 2050 Revenue Forecast Technical Memo; seconded by Commissioner Kemp. The voice vote passed unanimously.

D. Memorandum of Understanding on Creating a Tampa Bay MPO (Elizabeth Watkins, TPO Staff)
(Timestamp 1:47:47)

- Review of legislation prompting the feasibility report

- Went over the pros and cons of a merger
- Looked at the MOU Summary – apportionment, governance structure, balancing local and regional needs, funding, outreach, federally required plans and programs, agreements, existing staff
- Went over the proposed timeline
- Review of public input survey results – top goals for transportation and budget priorities
- Review of governance
- Presented the TPO Committee actions and comments
- Went over the timeline and next steps
- Went over a late request from Pasco County made on October 10th. It is about Article 4 and the termination clause. Strike Article 7. Attorney Clark provided an opinion regarding the changes.

Recommendation: Sign the Creating a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding

Survey Results

Presentation: [MOU on Creating a Tampa Bay MPO Board](#)

Discussion:

It was noted that this is talking about major issues. It was brought up that the survey was not scientifically driven. It was asked that this type of methodology not be used to drive the decisions of the TPO Board. It was brought up that the TMA discussion went into governance and other areas that are ahead of the approval process. It was asked that the TPO Board have discussions about how a possible merger is going to work so that the voting members are able to represent and advocate for the Hillsborough TPO Board. One of the things brought up was the increased costs and the cost benefits of being housed as separate TPO/MPOs. This could become the role of the Policy Committee. It could be decided that the entire board review the material or a subset with the board members welcome to attend. It was noted that there is a lot to talk about and that a subcommittee(s) bring back recommendations. It has been observed that the Hillsborough TPO is not leading the merger conversation; Hillsborough should be the leading seat. Right now, Hillsborough is in a reaction position. It was recommended that the City of Tampa have a workshop at a council meeting to address the merger so the city can have a role in the decision-making process. The proportions of the counties were discussed, and it was expressed that Hillsborough County would be paying more of the costs. The discussions at a regional level are “what to do about Hillsborough”. It was recommended that a workshop be done for the TPO Board as well so further understanding of how this could play out in real practice. It was noted that the purpose is to get the region to speak with one voice. Before getting that far, there is already contention. It was pointed out that the needs of each county are different. Each member of the City Council and the TPO Board is going to be weighing their votes based on their own feelings. The merger has to get the votes through in order to happen. All parties need to feel they have been included at the table. It has to be made clear to the TMA that apportionment is going to be at the top of the list. It was brought up that it is going to be difficult to not see this as TBARTA 2.0.

Secretary Gwynn brought up that he has spoken to all three MPO/TPO Boards. He is hearing the same thing from each one. The concerns are legitimate. From the FDOT point of view, they would like to see something like a regional MPO. The business community supports a merger. All three counties and the City of Tampa have veto power. Recommends that the representatives are open to listening and participating in the discussion. Speaking as one region gives greater clout to get money to fund projects. Transit and wider roads are talked about in either / or. The reason transit isn't being talked about is because there isn't a local match.

Commissioner Wostal moved to approve the Pasco changes to the MOU, seconded by Mayor Ross. The voice vote passed with one Nay vote from Councilmember Maniscalco.

Mayor Ross moved to accept the MOU, seconded by Commissioner Wostal. The voice vote passed unanimously.

VIII. Executive Director's Report (*Timestamp 2:25:16*)

- A. **November 8th, 8:30 a.m. Policy Committee meeting - cancelled**
- B. Beth Alden thanked the TPO Board for having the opportunity to work with them over the last several years. The group is forward-thinking and potentially collaborative. Has a lot of optimism about what will come next. Members of the TPO Board thanked Ms. Alden for her service.

IX. Old Business & New Business

- A. **Commissioner Kemp** – Asked if meetings are going to be moved to 8:30 (No). It was requested to make the calendar invite clearer. It was recommended that the Policy Committee resume in November at 8:30 AM with the TPO Board meeting at 10:00 AM. Requested that a workshop be scheduled for merger topics after the general meeting at 10:00 AM. The Policy meeting will be canceled in November with workshops being scheduled for merger.
- B. **Commissioner Kemp** – requested a future topic around a train striking a vehicle in Plant City. Asked that a presentation be brought to the TPO Board about protected railroad crossings. Also, asked about the controlling of the gate arms, how they operate, and where to go with this in the future. FDOT noted they are happy to participate however they can. It was brought up that this is something the TAC could evaluate and be involved with.

X. ADJOURNMENT – The meeting adjourned at 11:02 AM

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



**Hillsborough TPO
Transportation
Planning Organization**

Summary of Committee Reports and Public Comments

In regard to today's Board Action Items:

Hillsborough TPO Elective Vehicle Infrastructure Plan:

The Livable Roads, Technical and Citizens advisory committees all moved to approve the Plan. Both the TAC and CAC had received a follow up presentation to address initial concerns about parking requirements, having TECO as a partner, and how housing costs might increase, their concerns have been satisfactorily addressed in the Plan and hence it was approved.

TPO Apportionment Plan

You've heard the CAC concerns in Mr. Fernandez' report. The Technical Advisory voted to approve the apportionment plan as presented.

2050 Plan Revenue Forecast

The Livable Roadways and Technical Advisory Committees approved the Revenue Forecast. The TAC noted that the gas tax funds will likely decline over time.

MOU on Creating a Tampa Bay MPO

The Livable Roadways Committee approved forwarding the MOU and added a motion to maintain a Livable Roadways Committee and that all three counties include a school board representative.

The Technical Advisory Committee felt the MOU was a policy decision for the Board rather than a technical matter for the TAC, so no action was take. But they did offer comment that there is a need for continued regional coordination and also that there is representation from all of the agencies currently on the TAC.

Emails

No emails received.

Facebook Comments

Dave Coleman posted a comment questioning a post on Tampa's population growth that in other places, zoning can be used to keep areas more rural to protect the aquifer

and avoid the projected unbridled growth. He added that building more density with affordable housing is a better approach than building sidewalks in rural south and east county.

Carlos Gonzalez responded that one solution could be re-using surface parking lots, strip malls, and other blighted commercial areas along roads for infill. He wrote that instead of sprawling to Riverview, we should build towns and cities with fewer road widenings and more money for HART

Mike Kramer added his support for better mass transit!

Twitter

Silvia Vargas wrote in appreciation of being chosen as a judge for the Planning & Design Awards.

Stephanie P left a comment to PlanHillsborough staff in support of efforts to hold Tampa Comp Plan meetings in spite of the threatening hurricane, that people do care about the future of the city.

Letter

Lastly, a letter was received from **Westshore Alliance** in support of the Memorandum of Understanding to study the consolidation of the Hillsborough, Pinellas and Pasco MPOs. The letter cited the opportunity for greater connections between job centers and community destinations, balancing local and regional transportation needs, and improving on the current efforts of the TMA and SCTPA to speak with one voice for the region.

**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-American)	32	Member-at-Large	3/3/2020	3/8/2025	Yes	No	Yes	No	Yes	Yes	Yes	No	Yes	Yes	No			
Roberts, Bill	Aviation Authority	26	HCAA Board	6/30/2020	3/8/2025	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No			
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	No			
Dayna Lazarus	City of Tampa	21	Councilwoman Hurtak	6/14/2023	6/14/2029	VAC	VAC	VAC	VAC	VAC	VAC	VAC	Yes	Yes	Yes	Yes			
Christine Acosta	City of Tampa		Councilman Maniscalco	9/13/2023	9/13/2029	No	Yes	No	No	No	No	No	No	VAC	VAC	Yes			
Matt Sienk-Green	City of Tampa		Councilman Clendenin	8/9/2023	8/9/2029	Yes	Yes	No	Yes	VAC	VAC	VAC	VAC	VAC	Yes	No			
Aiah Yassin	City of Temple Terrace	18	City Council	5/12/2021	3/8/2029	Yes	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	Yes	Yes			
Natasha Sherwood	HART		HART Chair	8/9/2023	8/9/2025	No	No	VAC	VAC	VAC	VAC	VAC	VAC	VAC	No	No			
Prindle, Hoyt	Hillsborough County	21	Commissioner Kemp	10/1/2019	3/8/2029	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No			
Jim Davison	Hillsborough County	4	Commissioner Wostal	2/8/2023	3/8/2029	VAC	VAC	Yes	Yes	No	Yes	Yes	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	Yes			
Brown, Carolyn	Hillsborough County	32	Commissioner Myers	2/8/2023	3/8/2029	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No	Yes			
Joseph Citro	Hillsborough County	20	Commissioner Cohen	6/14/2023	6/14/2029	No	No	VAC	VAC	VAC	VAC	VAC	No	Yes	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	Yes			
Greg James	Member-at-Large		Member-at-Large	10/11/2023	10/11/2025	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	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	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	No			
VACANT	Member-at-Large		Member-at-Large	VAC	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	Yes			
Frank, Josh	School Board	29	Jessica Vaughn	8/11/2021	3/8/2029	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes			
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	Yes			
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	No			
VACANT	Member-at-Large	10	Member-at-Large	4/12/2023	4/12/2025	VAC	VAC	VAC	VAC	Yes	Yes	VAC	VAC	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	No	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	Yes	Yes	Yes	Yes			
Iliia Lachinov	Member-at-Large (Under 30)	20	Member-at-Large	6/14/2023	6/14/2025	VAC	VAC	VAC	VAC	VAC	VAC	VAC	Yes	Yes	Yes	Yes			

Members Present	12	13	13	11	12	16	13	17	13	13	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	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.



Hillsborough TPO
Transportation
Planning Organization

Roles & Designs of Arterial Streets

in Hillsborough County

Accelerate reform and help build a consensus for change

Hosted by the Hillsborough TPO Technical Advisory Committee



Plan Hillsborough Room

601 E Kennedy Blvd
18th Floor | Tampa, FL



December 4, 2023

1:30 p.m. - 3:30 p.m.

[Meet Our Guest Speaker](#)

Ian Lockwood

Livable Transportation
Engineer



[*More Info](#)

Approved for AICP 1.5 CM Credits & 1.5 Professional
Engineer CE Course Hours

***Participate virtually or in person**



WORLD DAY OF REMEMBRANCE

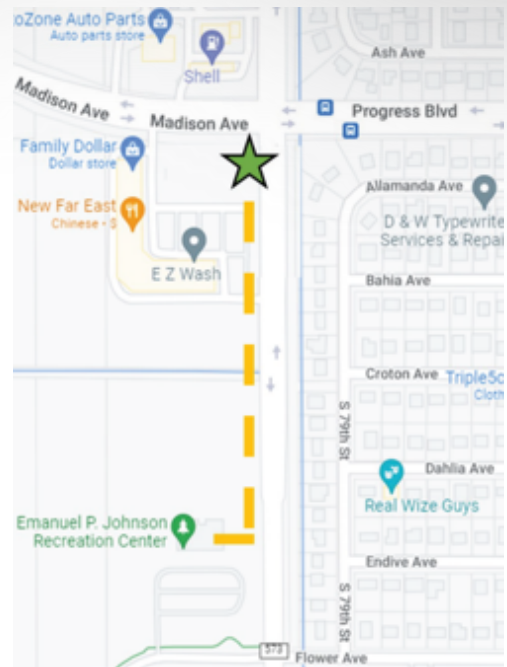
Friday | 11.17.23 | 5:30 pm

Emanuel P. Johnson Recreation Center
5855 S. 78th St, Tampa, FL

Join neighbors from across the globe and staff from Plan Hillsborough, City of Tampa, Hillsborough County, FDOT, USF, and Hart to honor 2023 traffic crash victims in remembrance with their families.

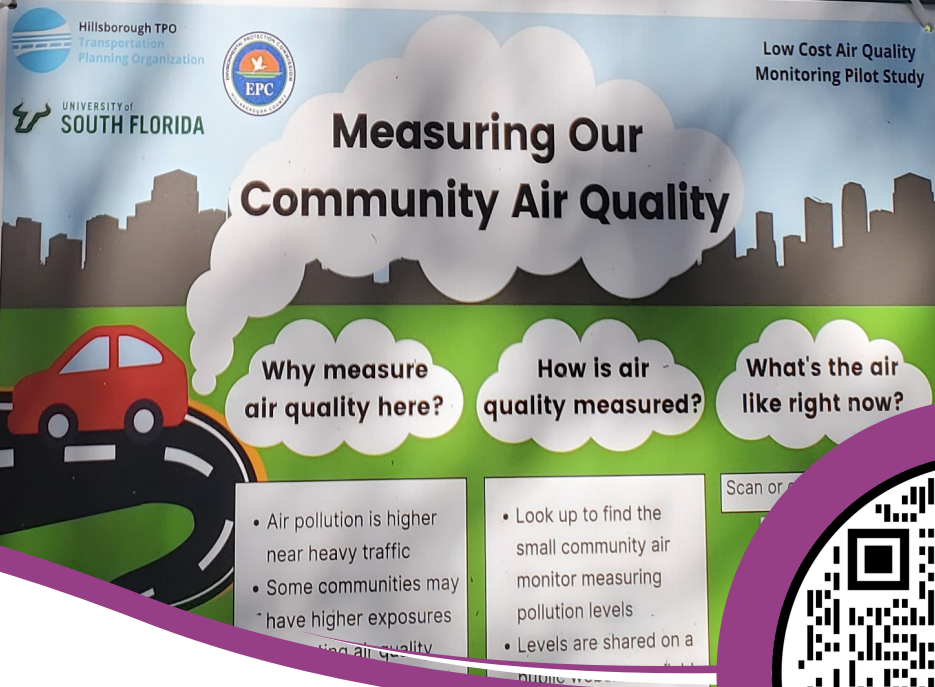
Ways you can participate:

- Carry the Vision Zero banner
- Hold a Vision Zero sign
- Hold a photo of your loved one
- Simply walk in support



Getting there:

Park at Emanuel P. Johnson Recreation Center at 5855 S. 78th St., Tampa, FL 33619, and walk 0.6 miles to Progress Blvd. and back. The names of 2023 victims will be read aloud at the intersection of 78th St. and Progress Blvd.



Hillsborough TPO
Transportation
Planning Organization

Community Air Monitoring Network: Kick-off Meeting

tinyurl.com/TPOAirQuality

*in collaboration with the USF College of Public Health and
Environmental Protection Commission*

November, 17th 2023 | 10 am - 12 pm



Tampa Heights Junior Civic Association
2005 N Lamar Ave | Tampa, FL

Join us to learn about the project, air quality monitoring, and provide input on where to monitor air quality in the local communities.

Contact: Lizzie Ehrreich at ehrreichl@plancom.org

WEBINAR SERIES

VALUE CAPTURE

Capitalizing on the Value Created by Transportation Improvements



FHWA launches its latest webinar series on Value Capture strategies beginning in January 2023. The webinar series spotlights the Value Capture techniques promoted by the Federal Highway Administration's (FHWA's) Everyday Counts (EDC) initiative. This year's series focuses on Value Capture strategies to leverage Federal and state grants including the intersection of Federal innovative finance and innovative project delivery tools. These webinars will detail value capture best practices collected from across the nation and will re-introduce the series of Value Capture primers that FHWA published from 2021 to 2022.

Value Capture techniques can generate sustainable, long-term revenue streams that can support debt issuance and repayment used to build highway interchanges, corridor improvements, transit stations, and other infrastructure. Value Capture techniques can also be used to leverage Federal and State grants, attract private capital, provide access to Federal low-interest-rate loans, and seed funding to get projects off the ground. Revenue from value capture techniques can also be used to fund ongoing operations and maintenance costs for highways, which are generally not eligible for Federal-aid funding.

Value Capture is a set of powerful techniques that recover a portion of revenues created by public infrastructure investments and can:

- Help close funding gaps.
- Leverage and optimize Federal and State resources.
- Accelerate project delivery, generate seed funding to get the project off the ground.
- Trigger much-needed economic development/redevelopment to promote livability, create jobs, and improve environmental conditions.
- Help achieve system performance goals and maintain transportation infrastructure assets in good repair.
- Save time and money

The webinars will feature subject matter experts and peers who have successfully utilized Value Capture in tandem with innovative finance and project delivery techniques to advance new and modernized infrastructure projects. Registration is free, but space is limited. Certificates of completion and confirmations of attendance are available! [Register now!](#)

TARGET AUDIENCE

These webinars are intended for professionals from States, cities, counties, tribes, and metropolitan and rural transportation agencies, public transportation agencies, academia, and business communities looking for innovative funding and financial strategies to pay for transportation projects. This would include professionals involved with directing and managing aspects of highway-related programs and projects, such as planning, environment, project development, design, construction, operations, maintenance, and finance.



WEBINAR TOPIC and REGISTRATION LINK	DATE	TIME	REGISTER ONLINE
<p>Value Capture and Debt Financing Strategies: Tax-Exempt Debt Financing</p> <p>Learn from the experts how Value Capture techniques like tax Increment financing and special assessments can generate sustainable, long-term revenue streams, which can unlock the use of bond financing. This in turn enables public agencies to pay for a project's upfront capital until the value capture monies are available and used to repay debt service.</p>	11/14/2023	1:00pm-3:00pm ET	Register Now!
<p>Value Capture: Advertising, Naming Rights, & Sponsorships</p> <p>Learn how Value Capture strategies can help offset operating and maintenance expenses such as advertising, naming rights, and highway sponsorships! Advertising and naming rights are largely an untapped potential revenue source that can be used to fund transportation projects. It can be used in a wide range of settings, including urban, rural, and suburban environments to help fund capital projects and operations and maintenance</p>	12/6/2023	1:00pm-3:00pm ET	Register Now!
<p>Value Capture Toolkit for Practitioners: An Overview</p> <p>The toolkit will help better communicate with decision makers and give you powerful value capture funding strategies to assist in supplemental funding for transportation projects. The toolkit also provides a series of Value Capture strategies that State and local governments should consider in the capital planning process prior to making transportation investment decisions.</p>	12/20/2023	1:00pm-3:00pm ET	Register Now!

Since 2019, at least 300 states and locals have implemented Value Capture techniques to fund new street infrastructure capital, maintenance, and preservation projects that can accommodate growth, support successful economic development/redevelopment, and create jobs and economic growth. Visit the FHWA [Value Capture website](#) for additional information

For additional information, please contact:

Thay Bishop, FHWA Innovative Finance Support, 404-562-3695, thay.bishop@dot.gov
 Stefan Natzke, FHWA National Systems and Economic Development, 202-366-5010, Stefan.Natzke@dot.gov

Professional Development Hours (PDHs):

- Upon request, the FHWA Center for Innovative Finance Support can provide an email verifying your attendance and Certificate of Completion. Please contact thay.bishop@dot.gov or valuecapture@dot.gov to make a request.
- A 120-minute webinar is equivalent to 2.0 PDHs (1.0 PDH per hour of participation in the webinar)





Value Capture Strategies and Municipal Bonds

November 14th, 2023

1:00 pm – 3:00 pm (ET)

Value capture strategies can help public agencies recover some of the value created by transportation investments to in turn reinvest, maintain, or operate that very transportation investment. Value capture can apply to highway and highway-related infrastructure, public transportation, parking garages, trails, among other transportation facilities.

Value capture techniques like tax Increment financing and special assessments can generate sustainable, long-term revenue streams, which can unlock the use of bond financing. This in turn enables public agencies to pay for a project’s upfront capital until the value capture monies are available and used to repay debt service. The debt term typically often aligns with the life span of the districts created for the value capture technique deployment. This can range from between five and 30 years— enough time for incremental or new revenues generated from new development and economic activities to pay bond or other debt payments.

This webinar will discuss the connection between municipal bonds and value capture strategies. Expert speakers will explore topics including the benefits of leveraging value capture strategies with municipal bonds to finance the infrastructure necessary to spur economic development/redevelopment. Speakers will discuss basic requirements for issuing a bond; rules and regulations that govern tax-exempt and taxable bonds; major players involved in a bond transaction, such as the rating agencies and investment banks; and the roles and responsibilities of both public and private sector participants.

TARGET AUDIENCE: This webinar is intended for professionals from states, cities, counties, tribes, metropolitan and rural transportation agencies looking for innovative funding and financial strategies to pay for transportation projects. This would include professionals involved with directing and managing aspects of highway-related programs and projects, such as planning, environment, project development, design, construction, operations, maintenance, and finance.

There is no cost to participate but the space is limited. You must register to reserve your connection/space.

[Click here to register for the event!](#)

WEBINAR TOPIC & REGISTRATION LINK	DATE	TIME
Value Capture Strategies and Municipal Bonds https://connectdot.connectsolutions.com/ei89gz1osaef/event/event_info.html	Nov 14th, 2023	1:00 pm - 3:00 pm ET