



Hillsborough TPO Transportation Planning Organization

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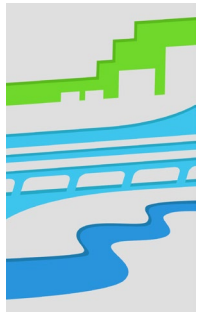
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Meeting of the Livable Roadways Committee

Wednesday, November 15, 2023, 9:00 a.m. – 11:00 a.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please communicate to recording secretary, Gail Reese reeseg@plancom.org and Lisa Silva, silval@plancom.org if you cannot attend in person for this meeting. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote participation:

- To view presentations and participate on your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/3600670118472909151>
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- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
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Rules of engagement:

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

Agenda

- I. **Call to Order & Pledge of Allegiance**
- II. **Roll Call and Declaration of Quorum** (Gail Reese, TPO Staff)
- III. **Public Comment – 3 minutes per speaker, for a maximum of 30 minutes.**

Public comments are welcome and may be given during this hybrid meeting by logging into the website above and clicking the "raise hand" button. Comments may also be provided before the start of the meeting by e-mail to silval@plancom.org. Written comments will be read into the record, if brief, and provided in full to the committee members.

- IV. **Approval of Minutes: October 18, 2023**

V. Action Item

- A. [2050 Plan Needs Assessment for Real Choices When Not Driving \(Elizabeth Watkins, TPO Staff\)](#)
- B. [2024 Draft Meeting Calendar \(Lisa Silva, TPO Staff\)](#)

VI. Status Reports

- A. [Courtney Campbell Causeway Vulnerability Assessment and Resiliency Overview \(FDOT Staff\)](#)

VII. Old Business and New Business

- A. FDOT responses to LRC Work Program motions and comments in October:
 - I-75 at Gibsonton Interchange, possibly Divergent Diamond- FDOT is currently coordinating with the county on connectivity, but ultimately, there will be accommodation made for bicyclists and pedestrians.
 - US 41/Nebraska Ave from Idlewild Ave to Paris Street-Due to the project being in the preliminary phase of design, we are not able to say if the project will include the pedestrian refuge island.
 - East Hillsborough County Transportation Update project: This project is to collect additional data needed for traffic modeling efforts on the east side of Hillsborough County.
 - FDOT declined to produce a pie chart with percentage funding by category or project types.
 - FDOT said the funding information by category to compare to the other FDOT district's funding categories is not available.

VIII. Adjournment

IX. Addendum

- A. [TPO Meeting Summary and Committee Reports](#)
- B. [Ian Lockwood Presentation - Roles and Designs of Arterial Streets in Hillsborough County](#)
- C. [Value Capture FHWA 2023 Webinar Series](#)
- D. [Community Air Monitoring Network Kick-off Meeting 11/17/2023](#)

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF OCTOBER 18, 2023**

I. Call to Order and Roll Call

Councilmember Lynn Hurtak called the meeting to order at 9:03 AM and led the Pledge of Allegiance.

Members In Attendance: Councilmember Lynn Hurtak, Cal Hardie, Yeneka Mills, Kevin O’Hare, David Hey, Emily Hinsdale, Danielle Riffenburg, Anna Grundmann, Casey Bauer, Rebecca Hessinger, Justin Willits, Catherine Coyle, Arizona Jenkins, Gus Ignas, Brynn Dauphinais, Jason Jackman, Glorimar Belangia

Members Absent/Excused: Anna Quinones, Carlos Ramirez, Oona Johnsen, Melissa Collazo

Other Attendees: Lisa Silva, Jason Krzyzanowski, Elizabeth Watkins, Ben Gordon, Johnny Wong, Amber Simmons, Beneeta Jose, Wade Reynolds, Vishaka Shiva Raman, Harmoni McGee, Gail Reese (TPO Staff); Suzanne Monk (FDOT Staff); Frank Coughenour (Plant City); Nicole Dufa (WSP)

An in-person quorum was met.

II. Public Comment (3 minutes per speaker) (*Timestamp 0:02:48*) – None

III. Approval of Minutes (*Timestamp 0:02:58*) – September 20, 2023.

Kevin O’Hare moved to approve the minutes of September 20, 2023, seconded by Catherine Coyle; the motion passed by voice vote.

IV. Action Item

A. Florida Department of Transportation (FDOT) Tentative Work Program fy2025 – 2029 (Vishaka Shiva Raman, TPO Staff) (*Timestamp 0:03:18*)

- Went over what is included in the Five-Year work program
- The work program ends on June 30th each year, at that point the next year moves up and the fifth year is added with projects moving up
- It goes to the Governor for final adoption
- Went over the programming strategy – there have been project cost increases due to increased pricing

- Outlined changes in the first part of the program and new items
- Went over the funding breakdowns
- Went over timeline; public comment due by November 13, 2023

Presentation: [FDOT Tentative Work Program Report](#)

Work Program Website: [FDOT District 7 Tentative Five-Year Work Program](#)

Discussion:

It was noted that HART is working on a BRT that may be able to be incorporated in the Tampa St/ Highland Ave & Florida Ave from MLK Blvd to S of Waters project. It was asked if the sidewalk gaps are looking at the entire county or Unincorporated only. It's for the entire county. It was brought up that at the interchange of I-75, Bloomingdale, and 301 there are a lot of people navigating that area using bike and pedestrian methods; it needs to be addressed. There was discussion about specific sidewalk areas in the City of Tampa along Boy Scout near the Outback continuing toward Dale Mabry. Some of this area is being addressed with re-development and complete street treatments. There was discussion about funding; HART is looking for additional funding from as many sources as possible. It was asked if HART is competing for transportation funds with the jurisdictions. There are other funding sources available, so they don't compete. There was a question about a grant the City of Tampa just won for Transportation Planning. Cal Hardie gave a high-level idea of what it will cover. There was a question about the East Hillsborough Transportation Update and what that is and the funding for it. FDOT will bring that information back. Clarification was asked about the projects; they are new projects. It was asked that the Funding over Five Years be shown as a pie chart to have a visual. Would like to see the programmed funds for the new year and then the overall.

Emily Hinsdale moved to shift half the funding from capacity to transit, bike/ped, and complete streets, seconded by David Hey. The voice vote passed unanimously.

Discussion:

Clarification was asked about what would happen to the capacity projects. They would be changed or delayed. Transportation needs to be changed from moving vehicles to moving people and goods. Redefine capacity to add bike/ped. It was brought up that 25% of the widening should be dedicated to the moving of people and not just cars. There was discussion about equal sharing of funds across all modes of transportation. It was requested that surface roads be broken out from the interstate. It was noted that a lot of the funding types are not able to be moved but FDOT can look at how things are done.

Kevin O'Hare moved that FDOT bring back a synopsis of the Five-Year Work Program broken down by category, for all the FDOT Districts; seconded by David Hey. The voice vote passed unanimously.

- B. **2050 Plan Needs Assessment for Congestion Management and Crash Mitigation** (Vishaka Shiva Raman, TPO Staff) *(Timestamp 0:58:10)*

- Review of the 2050 Plan ingredients; needs assessments; combining the needs assessments and revenue forecast and public input
- Went over the methodology of the Needs Assessment Development using various scenarios
 - Scenario 1 – Trend
 - Scenario 2 – Performance
- Looked at the impact of Congestion Management Treatments
- Reviewed potential reductions in congestion and improvements to safety with investment

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

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

Technical Memo: [Technical Memorandum For Congestion Management and Crash Mitigation](#)

Discussion:

It was noted that in the investment, using the terminology of “speed increase” is counterintuitive to the committee. It was suggested that it be changed if possible. Perhaps use “operational speed” instead. It was noted that there are a lot of projects that are being altered due to modeling and that the models don’t always hold up. It was noted that context and surrounding areas need to be looked at as well. Regarding transit, the models need to be used to apply for BRT grants. It was asked that an update be brought back to see if the projections that were made in 2000 have happened. There was a request for more information about the recommendation of widening interstates but not tolling them. It was asked that the mitigation conversation include stopping “blocking the box”.

Kevin O’Hare moved to approve the Draft 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation and forward it to the TPO Board for consideration; seconded by Cal Hardie. The voice vote passed unanimously.

V. Status Reports

A. 2050 Plan Revenue and Initial Discussion of Cost Feasible Scenarios (Lisa Silva, TPO Staff)
(Timestamp 1:23:54)

- 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

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

Discussion:

It was suggested that when looking at the costs, performance outcomes might be better shown as an overall percentage. Clarification was asked about some of the increases and whether they are maxed. Yes, they are maxed. There was a discussion about HART being able to increase its funding. It was brought up that almost every type of increase needs a referendum. There was a question about the TD & Paratransit Service and how to improve the service including their overflow. It was brought up to tax non-residential parking spaces, which might be a new source of revenue. Other states are doing that.

VI. Old Business & New Business *(Timestamp: 1:51:21)*

- A. Next meeting is on November 15, 2023
- B. West Tampa Elementary School Painted Car Line Eagle Scout Project Flyer (Lisa Silva, TPO Staff)
- C. TAC Workshop: Roles & Designs of Arterial Streets – Ian Lockwood
- D. David Hey requested a presentation about public roadways that offer no connections but require an expenditure. Would like to understand the money being spent on these roads and how they are prioritized.
- E. Justin Willits would like to see the FDOT spending per capita on the Five-Year Work Program as well.
- F. It was noted that at the August HART Board meeting, there was a county commissioner who didn't know how much it cost to ride the bus and was proposing to cut funding.

VII. Adjournment Meeting adjourned at 11:03 AM

A recording of this meeting can be viewed on YouTube: [Hillsborough County TPO YouTube Channel](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2050 Plan Needs Assessment for Real Choices When Not Driving

Presenter:

Elizabeth Watkins, TPO Staff

Summary:

As part of the 2050 Long Range Transportation Plan (LRTP) update, the TPO conducted an analysis of modes captured in the Real Choices When Not Driving TPO Investment Program, which includes:

- Local Bus Service - Bus service that could be provided by Hillsborough Area Transit under different levels of funding through 2050. The bus service analysis demonstrates how increased funding may improve the amount and quality of access to jobs and homes in the future.
- Transportation Disadvantaged Services - Paratransit service that could be provided through the Sunshine Line to county residents who cannot transport themselves to life-sustaining activities due to age, disability, income, and/or lack of access to bus services. The amount of service needed in the future will vary in part with changes with the local bus network.
- Trail and Sidepath Network - This portion of the program evaluates the availability of trails and sidepaths to the county population, based on varying levels of funding through 2050. Trails and sidepaths are paved facilities, typically eight to 12 feet wide, that allow for pedestrians and cyclists to pass each other in opposite directions. Sidepaths are located adjacent to a road but separated from motor vehicle lanes by a boulevard strip and/or a barrier, while trails typically are not located in road rights-of-way.



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The needs assessment is a system-level analysis that addresses levels of service that could be offered at the current funding level and a performance funding level through 2050.

Recommended Action:

Recommend approval to the TPO Board

Prepared By:

Elizabeth Watkins, AICP, TPO Staff

Attachments:

[Real Choices When Not Driving Technical Memorandum](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2024 Meeting Calendar

Presenter:

Committee Liaison, TPO Staff

Summary

Staff has prepared a calendar of meetings for 2024. We ask that each TPO advisory committee review and approve its meeting dates. Upon approval by the TPO Board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

Recommended Action

Review and approve the 2024 TPO Board and Committees Meeting Calendar

Prepared By:

Cheryl Wilkening, TPO Staff

Attachments:

2024 Draft Calendar



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2024 SCHEDULE OF MONTHLY MEETINGS

	TAC 1:30 PM	CAC 6:00 PM	TPO Special Meetings 10:00 AM	TPO 10:00 AM	LRC 9:00 AM	BPAC 5:30 PM	ITS 1:30 PM	TDCB 9:30 AM	TMA 9:30 AM	SCPTA 10:30 AM	MPO DIRECTORS 1:30 PM
JANUARY	8	3		10	17	24	4				5
FEBRUARY	5	7	6	14	21	28		23	16		2
MARCH	4	6		20	27	27					1
APRIL	1	3	30	10	17	24	4	26			5
MAY	6	1		8	15	22			17 Forward Pinellas		3
JUNE	3	5		12 (a) @ 6PM TIP Public Hearing	26	26		28			7
JULY	Recess	Recess	Recess	Recess	Recess	24 Workshop	11				Recess
AUGUST	5	7		14	21	28		23			2
SEPTEMBER	9	4	3	11	18	25			20		6
OCTOBER	7	2		16 (a) @ 6pm LRTP Public Hearing	23	23	3	25			4
NOVEMBER	4	6		6	20	20					1
DECEMBER	Joint Mtg. 4 @ 12 PM TBD – Offsite Meeting		3	11	18	Recess		20	6 Pasco		Recess
Meeting Location	(b)	(b)	(c)	(c)	(b)	(b)	(b)	(b)			

Acronyms

TAC Technical Advisory Committee of the TPO Board
CAC Citizens Advisory Committee of the TPO Board
Policy Policy Committee of the TPO Board
TPO Transportation Planning Organization Board
LRC Livable Roadways Committee of the TPO Board
BPAC Bicycle-Pedestrian Advisory Committee of the TPO Board
ITS Intelligent Transportation Systems Committee of the TPO Board
TDCB Transportation Disadvantaged Coordinating Board
TMA Tampa Bay Transportation Management Area Leadership Group
SCTPA Sun Coast Transportation Planning Alliance

Meeting Locations

- (a) BOCC Chambers, County Center, 601 East Kennedy Blvd., 2nd Floor
- (b) Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd, 18th Floor
- (c) 26th Floor, Rooms A&B, County Center, 601 East Kennedy Blvd
- (d) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd, 18th Floor



Hillsborough TPO
Transportation
Planning Organization

Board & Committee Agenda Item

Agenda Item:

Courtney Campbell Causeway Vulnerability Assessment and Resiliency Overview

Presenter:

Mike Salisbury, ATKINS; and Tara Rodrigues, District 7 Bridge Office

Summary:

Subsequent to Hurricane Ian's damage to the Sanibel Causeway, FDOT District 7 has initiated a study of the Courtney Campbell Causeway to determine its risk exposure to both current and future coastal flood hazards. As part of this analysis, a vulnerability assessment is being performed to determine extreme storm surge and wave conditions and to identify portions of the causeway that are potentially vulnerable to future hurricane activity. Following the results of the vulnerability assessment, conceptual shore protection solutions will be developed that are unique to each vulnerable section and will increase the overall resiliency of the causeway.

Recommended Action:

None, for information only

Prepared By:

Wade Reynolds, Hillsborough TPO

Attachments:

None



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**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 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**



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.



U.S. Department of Transportation
Federal Highway Administration

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.

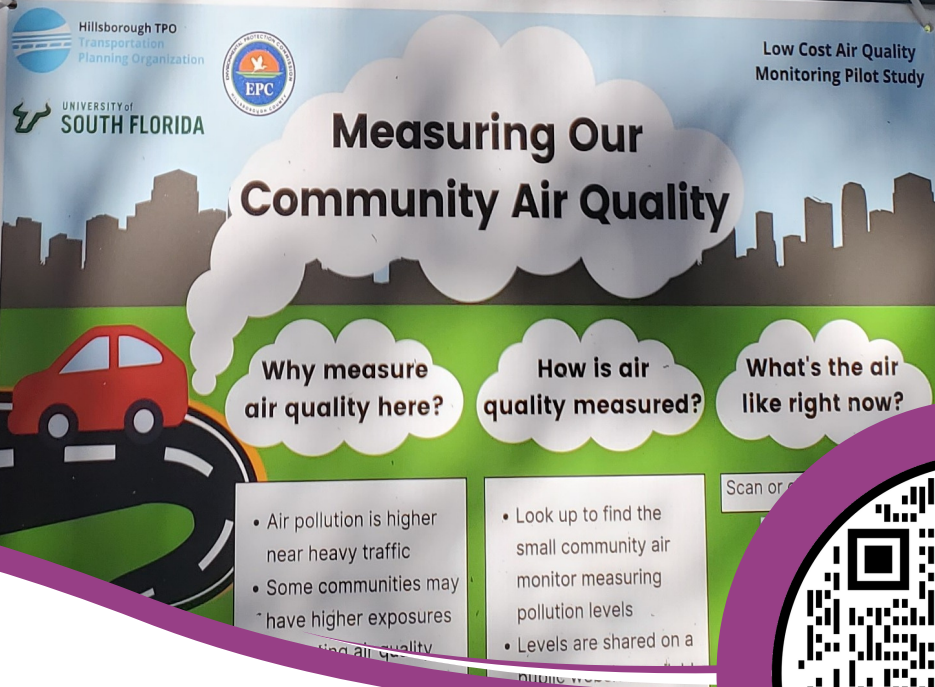
This webinar will discuss the connection between municipal bonds and value capture strategies. Expert speakers will explore topics including the benefits of leveraging value capture strategies with municipal bonds to finance the infrastructure necessary to spur economic development/redevelopment. Speakers 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



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