



Hillsborough TPO

Transportation Planning Organization

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Hillsborough County
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Mayor Andrew Ross
City of Temple Terrace
TPO Vice Chair

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City of Tampa

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Scott Drainville
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Planning Commission

Greg Slater
Expressway Authority

Commissioner
Joshua Wostal
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Johnny Wong, PhD
Executive Director



Plan Hillsborough

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601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Meeting of the TPO Board

Wednesday, January 10, 2024 @ 10:00am
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

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

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#). The agenda packet, presentations, and any supplemental materials are posted on the [TPO's online calendar](#).

Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up [here](#) or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 3pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to tpo@plancom.org
- by visiting the event posted on the [Facebook page](#).

Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

Rules of engagement: Professional courtesy and respect for others at this meeting are expected, and failure 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 & Declaration of Quorum (Gail Reese, TPO Staff)
- III. [Approval of Minutes – December 13, 2023](#)
- IV. **Public Comment on Agenda Items** – *30 minutes total, with up to 3 minutes per speaker. Staff will unmute you when the Chair recognizes you. As needed, the Chair may allow for additional time later in the agenda.*

- V. **Committee Reports and Advance Comments** (Rick Fernandez, CAC Chair and Harmoni McGee, TPO Staff)
- VI. **Consent Agenda**
 - A. Committee Appointments
 - B. City of Tampa Traffic Counts Interlocal Agreement
 - C. CAC Demographic and Geographic Representation Review
- VII. **Action Items**
 - A. TIP Amendment: I-75 from Tampa Bypass Canal to Fowler Avenue (Elizabeth Watkins, TPO Staff)
 - B. Gulf Coast Safe Streets Summit Interlocal Funding Agreement (Lisa Silva, TPO Staff)
- VIII. **Status Reports**
 - A. FDOT Truck Analysis (Brian Hunter, FDOT)
 - B. Plan Hillsborough 2024-2029 Strategic Plan (Melissa Dickens, Planning Commission)
 - C. 2050 Plan Outreach Survey Objectives (Harmoni McGee, TPO Staff)
- IX. **Executive Director's Report**
 - A. TPO Special meeting will be held February 6th, 2024
 - B. Regular TPO Board meeting will be held February 14th, 2024
- X. **Old Business & New Business**
- XI. **Adjournment**
- XII. **Addendum**
 - A. Announcements
 - B. Project Summaries, Fact Sheets & Other Status Reports
 - [Plan Hillsborough Newsletter](#)
 - Project Factsheet – I-75/SR 93A from N of CSX RR/Broadway Ave to S of SR 582/Fowler Ave
 - Project Factsheet – I-75 Widening from South of Tampa Bypass Canal to South of Fowler Ave
 - Project Factsheet – I-4 Operational Improvements of Eastbound Exit Ramp to I-75 from East of Tampa

- [Project Factsheet – SR 583/N 56th St and SR 50/Cortex Blvd Safety Improvements at Various Locations](#)

C. Correspondence

- [To Governor Ron DeSantis re: Transmittal of Report Regarding Tampa Bay MPO](#)
- [To Honorable Kathleen Passidomo re: Transmittal of Report Regarding Tampa Bay MPO](#)
- [To Honorable Paul Renner re: Transmittal of Report Regarding Tampa Bay MPO](#)
- [To MPO's re: FDOT recent news](#)

D. Articles Related to TPO Work:

[Plant City's population is booming. Some residents fear their home will lose its small-town charm](#) | 12.18.23 | WUSF

[Streets throughout Tampa Bay win millions in federal funding for safety initiatives](#) | 12.13.23 | Tampa Bay Business Journal

[Developers could face higher rezoning fees in Tampa, Plant City and Temple Terrace](#) | 12.12.23 | Tampa Bay Business Journal

[Brightline says it's 'making tremendous strides' toward an Orlando-to-Tampa route](#) | 12.11.23 | Creative Loafing Tampa Bay

[Gov. DeSantis directs funds from defunct Hillsborough sales tax to go towards transportation projects](#) | 12.06.23 | Fox 13 News

[Plan Hillsborough revamping Palm River-Progress Village Community Area Plan](#) | 12.04.23 | Spectrum News Bay News 9

[Retired Hillsborough County transportation leader Beth Alden ponders what went wrong](#) | Tampa Bay Business Journal | 12.01.23

[Merger of Tampa Bay's transportation planning agencies is feasible but needs financial support, report says](#) | 11.29.23 | Tampa Bay Business Journal

[Planes, trains and automobiles: Why Tampa Bay needs a new tri-county planning group](#) | Column | 11.22.23 | Tampa Bay Times | Opinion

[City Commission to vote on map amendment for industrial project at Nov. 27 meeting](#) | 11.22.23 | Plant City Observer

[Planning for the Future with Melissa Zornitta, Executive Director-Hillsborough County City-County Planning Commission](#) | 11.21.23 | She's Wild Podcast

[Florida legislative request would develop rail corridor on I-4, paving way for Brightline's expansion](#) | 11.20.23 | Tampa Bay Business Journal

[Tampa is moving closer to extending the streetcar](#) | Column | 11.18.23 | Tampa Bay Times Opinion

[Hillsborough Co. honors road traffic victims, discusses road safety initiatives](#) | 11.17.23 | WTSP 10 Tampa Bay

[Ken Hagan to serve as Hillsborough County Chairman for 7th time](#) | 11.15.23 | Patch

[Tampa e-scooter program](#) (What should Hillsborough County look like over the next 20 years?) | 11.09.23 | WDUV Lite Favorites

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

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MacDonald, (813) 946-5334 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 Trejos-MacDonald, (813) 946-5334 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 o (813) 273-3774 ext. 1.

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

I. Call to Order, Pledge of Allegiance *(Timestamp 0:02:20)*

Chair Myers called the meeting to order at 10:00 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

II. Roll Call *(Gail Reese, TPO Staff) (Timestamp 0:02:55)*

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, Mayor Nate Kilton, Charles Klug, Gina Dew, Bob Frey, Scott Drainville, Planning Commissioner Nigel Joseph

The following members were absent/excused: Councilmember Guido Maniscalco, School Board Member Jessica Vaughn

A quorum was met in person.

III. Approval of Minutes *(Timestamp 0:03:30)* – November 8, 2023 and November 17, 2023

Chair Myers sought a vote to approve the November 8, 2023 and November 17, 2023 minutes. Commissioner Owen moved to approve the minutes, seconded by Commissioner Wostal. The voice vote passed unanimously.

IV. Public Comment On Agenda Items *(Timestamp 0:03:44)* (up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) may be requested. – None

V. Committee Reports and Advance Comments (Rick Fernandez, CAC Chair and Harmoni McGee, TPO Staff) *(Timestamp 0:04:06)*

A. CAC Meeting December 6, 2023 (Rick Fernandez, CAC Chair) – the written report is available upon request

- Approved the following:
 - 2050 Plan Needs Assessment for Real Choices When Not Driving. This passed by a vote of 11-0.
 - 2050 Plan Needs Assessment for Good Repair and Resilience. This passed by a vote of 8 – 3.
 - 2024 Draft Meeting Calendar – the January 3rd meeting was changed to January 8th. This passed by a vote of 11 – 0.
- The CAC requested presentations from THEA re: the CSX track removal along Meridian; Christine Acosta requested a presentation about the values of trails and active transportation; Jim Davison asked for a comparison of past, present, and future with past LRTPs and the current one being put together.

B. Other Committees

- Livable Roadways Committee (LRC) Meeting November 15
 - Approved Action Items:
 - 2050 Plan Needs Assessment for Real Choices When Not Driving.
 - 2024 Draft Meeting Calendar
 - The LRC meeting heard status reports on:
 - 2050 Plan Revenue and Initial Discussion on Cost Feasibility Scenarios
- Special TPO Board Meeting on November 17
 - Approved Action Items:
 - Report to the Florida Legislature Regarding Tampa Bay MPO
 - SCTPA Regional Priorities for Major Projects
 - Status Reports
 - Coordinated Trails Planning in Hillsborough County
 - Decision-making Steps to Create a Regional MPO
 - Heard status reports on
 - 2050 Plan Revenue and Initial Discussion on Cost Feasibility Scenarios
- Bicycle Pedestrian Advisory Committee (BPAC) Meeting November 29
 - Approved Action Items:
 - 2050 Plan Needs Assessment for Real Choices When Not Driving
 - 2024 Draft Meeting Calendar
 - New Business
 - BPAC Top Ten Project Next Steps – The Committee completed and approved a document based on its Top Ten Dangerous Locations list with information and specific requests for each location
- Technical Advisory Committee Meeting of December 4
 - Approved Action Items
 - 2050 Plan Needs Assessment for Real Choices When Not Driving
 - 2050 Plan Needs Assessment for Good Repair and Resilience
 - 2024 Draft Meeting Calendar

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 0:11:05)*

A. Committee Appointments

- BPAC – Gene Peters, as Citizen At-Large

B. 2024 Meeting Calendar – The CAC elected to change their January meeting from January 3rd to January 8th at 6:00 PM. Due to MPO/TPO merger and LRTP topics in 2024, have added four special meetings for the full TPO Board on February 6th, April 30, September 3rd, December 3rd.

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

VII. Action Items

A. **2024 TPO Board Officers & Committee Assignments** (Cameron Clark, TPO Attorney) (*Timestamp 0:12:29*)

- TPO Chair: Commissioner Myers: 9 / Mayor Ross: 5
- TPO Vice Chair: Mayor Ross
- Policy Committee Members: Break for 2024 as noted in the 2024 Calendar
- Tampa Bay Transportation Management Area Leadership Group Members: Commissioner Kemp, Councilmember Hurtak, Mayor Ross; Alternates: Joe Lopano and Greg Slater
- Transportation Disadvantaged Coordinating Board Chair: Commissioner Myers
- Livable Roadways Committee Chair: Councilmember Hurtak
- Florida MPO Advisory Council Alternate Representative: Paul Anderson / Charles Klug

Commissioner Myers called for a voice vote to confirm appointments. The voice vote passed unanimously.

B. **2050 Plan Needs Assessment for Real Choices When Not Driving** (Elizabeth Watkins, TPO Staff; Sarah Goolsby, Benesh) (*Timestamp 0:16:40*)

- Reviewed what this needs assessment is about
- Went over the program overview
 - Bus service – worked with HART; reviewed the performance measures and how many people and jobs could be serviced along with the funding requirements
 - Trails and Sidepaths – went over what is included, projects projected, how many people will be served, and funding requirements

Recommended Action: Approve the Draft 2050 Plan Needs Assessment for Real Choices When Not Driving.

Discussion:

Clarification was asked about the maintenance numbers. It was expressed that it seems the equation seems empty and possibly made up. It was asked who these numbers are being delivered to. The modes for these projects have an updated, more realistic cost for the trail miles. It was noted that when this type of model is introduced, it can be used to convince people to tax themselves more. These numbers are to set an upper limit on what the TPO Board wants to invest in these projects. It was asked if the number reflects paved trails and does not include XXX. The Greenways Master Plan doubled the number of trails. Inflation numbers were added along with other variables to get the cost of building all the trails. Clarification was asked about what the ramifications are for accepting this study. It will be put into the public engagement survey. It was noted that the numbers are complicated when presenting the two extremes. Perhaps giving options for stop-gaps along the way and what that would cost. Providing something in the middle to connect the highest-used trails might be more beneficial and viable. All the trails in the report are in Hillsborough County. There were regional trails and transit presented as well. It was asked if modeling was done to share the costs for regional services. There was a discussion about the operation costs for transit. Providing more specific breakdowns might help people understand the costs. It was asked if the ferry was put in or considered. It may be part of the Major Projects Needs

Assessment that will also consist of the fixed guideway and BRT. It was asked if mobility was taken into consideration versus recreation trails. Building the regional trails and trails in the communities of concern (mobility) were broken down.

Commissioner Wostal moved to approve the 2050 Plan Needs Assessment for Real Choices When Not Driving, seconded by Commissioner Kemp. The voice vote passed unanimously.

C. **2050 Plan Needs Assessment for Good Repair and Resilience** (Dr. Pedro Serigos, Cambridge Systematics) *(Timestamp 0:46:53)*

- Went over the outline of the Needs Assessment
- Review of the Scope – Objectives – analysis of current and future needs
- Looked at Data and Assumptions – pavement, bridge, and transit assets from each stakeholder
 - Went over the pavement, bridge, transit, and resilience needs
- Looked at the Main Conclusions of the assessment
 - Pavement and bridge – current spending levels are insufficient
 - Transit – over \$105 million of backlogs in transit building maintenance; current spending sufficient to maintain current bus fleet; HART operations scaled-back service compared to 2019 with a reduction in bus fleet size. Additional analysis will need to be conducted if the fleet needs changes.
 - Resilience – current spending on stormwater accounts for 11% of funding needed to improve stormwater/drainage on critical roads that are moderate to highly vulnerable; funding needed to harden/protect critical roads is about 82% of the entire current road maintenance budget.

Recommended Action: Approve the 2050 Long Range Transportation Plan Needs Assessment for State of Good Repair and Resilience.

Discussion:

It was noted that these studies when combined, add up to large sums. There is a concern that the vote to approve these, when the LRTP is voted on, comes back that the TPO voted to approve the assumptions. It was brought up that the vote is to accept the studies and not approve them. The reports are very broad information. There was a discussion about how Plant City has reduced its road maintenance timeline and some of the costs. It was noted that maintaining what the county has now, far exceeds the assets. It was brought up that 70% of transit is operations. The plan is called Plan Needs but the report sounds like Plan Wants. Clarification was asked why the term used is “approval” versus “acceptance”. Staff is happy to present approval or acceptance based on what the board decides. Clarification of these terms was asked of Mr. Clark. There is no harm in changing the words as these reports will go into the making of the LRTP. It was noted that there would be a benefit of adding language that the figures are subject to change based on future circumstances.

Commissioner Owen moved to accept the 2050 Long Range Transportation Plan Needs Assessment for the State of Good Repair and Resilience; seconded by Commissioner Wostal. The voice vote passed with one Nay vote from Planning Commissioner Nigel Joseph.

VIII. Executive Director's Report (Timestamp 1:12:48)

A. Recap of Tampa Bay TMA Leadership Group & Sun Coast Transportation Planning Alliance meetings on December 1, 2023

- The alliance approved the transmittal of the report with no changes.
- Communicated the need for funding to the legislative delegation.
- The HART Heavy Maintenance Facility was added to the regional priority list
- There will be an apportionment discussion for a merged TPO/MPO at the February meeting.

Commissioner Cohen requested that possible scenarios be provided to the TPO Board before the meeting so the board has an opportunity to choose preferences. There was discussion about possible apportionment at a regional level.

B. Discretionary Grant Opportunities

- The railway/highway crossings plan is being targeted based on recent occurrences
- Working to submit an Attain grant for treatments on Lithia Pinecrest, targeting the fall for the application

IX. Old Business & New Business (Timestamp 1:23:39)

- A. Next TPO Board meeting is January 10, 2024.

X. ADJOURNMENT – The meeting adjourned at 11:21 AM

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



Hillsborough TPO
Transportation
Planning Organization

Committee Reports

Livable Roadways Committee Meeting on December 20

The LRC heard status reports on:

- Courtney Campbell Causeway Vulnerability Assessment and Resiliency Overview
- 2050 Plan Needs Assessment for Good Repair and Resilience

Transportation Disadvantaged Coordinating Board Meeting on December 16

The TDCB took action to approve:

- 2023 Meeting Calendar
- FDOT Tentative Work Program and TPO Comments
 - The Board had no comments.
- Northside Behavioral Health Coordination Contract
- MacDonald Training Center Coordination Contract
- Metropolitan Ministries Coordination Contract
-

The TDCB heard status reports on:

- Health Buddies Program Update
- Fowler Avenue Studies
- Sunshine Line Update
-

A verbal summary will be given for the following:

Citizens Advisory Committee (CAC) Meeting on January 4

Intelligent Transportation Systems Committee Meeting on January 5

Technical Advisory Committee Meeting on January 9



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

None – Consent Agenda

Summary

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

The following have been nominated to serve on the TDCB:

- Abbie Walters, by the Florida Department of Elder Affairs

The Intelligent Transportation Systems (ITS) Committee is responsible for assisting in the development of Intelligent Transportation System planning work programs, as well as reviewing ITS related studies, reports, plans and projects. The following have been nominated to serve on the ITS Committee:

- Samantha Flores, as an alternate by City of Plant City

Recommended Action

That the TPO Board confirm the above nominations

Prepared By

Cheryl Wilkening

Attachments

None



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Hillsborough TPO
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Board & Committee Agenda Item

Agenda Item

City of Tampa Traffic Counts Interlocal Agreement

Presenter

None – Consent Agenda

Summary

The TPO maintains a consolidated database of traffic counts for the major roadways within the county on behalf of all the local jurisdictions. In consultation with the jurisdictions, the TPO has identified locations within the county that are in need of a traffic count update.

This project will provide data for the traffic volume update for the Tampa Bay Regional Planning Model that is currently being carried out for the TPO's 2050 Long Range Transportation Plan. As part of the coordinated efforts, the City of Tampa has agreed to contribute \$40,000 through an interlocal agreement to support the TPO counts within the City of Tampa. The contract would be led by TPO staff through a task work order, but the City of Tampa and TPO staff would be both responsible for reviewing the results and quality assurance.

Recommended Action

Approve the City of Tampa Traffic Counts Interlocal Agreement

Prepared By

Vishaka Shiva Raman, TPO Staff

Attachments

City of Tampa Traffic Counts Interlocal Agreement



INTERLOCAL AGREEMENT

TECHNICAL AND PLANNING SERVICES IN ASSISTANCE FOR HILLSBOROUGH TPO TRAFFIC COUNTS PROGRAM

THIS AGREEMENT is made as of _____ by and between the Hillsborough Transportation Planning Organization (hereinafter "TPO"), whose address is 601 E Kennedy Blvd, 18th Floor, Tampa, Florida, 33602 and the CITY OF TAMPA (hereinafter "COT"), whose address is 107 North Franklin Street Tampa, Florida 33602.

RECITALS

WHEREAS, the TPO and COT desire to cooperate with each other on a basis of mutual advantage and thereby to provide technical and planning services in support of the Hillsborough TPO Vehicular Traffic Counts Project (hereinafter "Project"); and

WHEREAS, it is advantageous for the COT to engage the TPO, in that there will be a single point of contact for the Project and improved continuity in organizing activities; and

WHEREAS, the TPO has experience and resources through its staff and/or contractors to assist the COT with this work in a cost-effective manner; and

WHEREAS, the TPO will solicit input from the COT in selection and determination of locations to be counted; and

WHEREAS, the COT will provide input to the TPO in selection and determination of locations to be counted; and

WHEREAS, the TPO will solicit input from the COT in support of quality assurances for each deliverable of the Project, as outlined in the scope of services; and

WHEREAS, the COT will provide input to the TPO in support of quality assurances for each deliverable of the Project, as outlined in the scope of services; and

WHEREAS, the COT will compensate the TPO for its assistance therewith; and

NOW, THEREFORE, in consideration of the above premises, the mutual covenants and agreements contained herein, the parties agree as follows:

- I. Purpose. The purpose of this Interlocal Agreement is to specify the responsibilities of the TPO and COT with respect to the Traffic Counts Program.
- II. Traffic Counts Program. The TPO will be conducting a traffic counts program using a subconsultant for the locations identified in the scope of services (not attached with this agreement). The consultant shall be sending a monthly progress report with a summary

of the data collection to the TPO. The TPO will be sharing the results with the COT for their approval for the counts that are within their jurisdiction.

- III. Considerations and Payments.
- a. The consultant shall be invoicing the TPO for every 10% of the work completed. The COT shall reimburse the TPO for 50% of every invoice submitted until the total fee is completed.
 - b. The COT has agreed to contribute \$40,000 towards the total fee for the counts within their jurisdiction. No other costs or expense incurred by TPO or on its behalf shall be chargeable to the COT unless specifically authorized by this Agreement.
 - c. The TPO staff shall render approval or disapproval of work performed within ten (10) working days of the delivery of an invoice for such services. The COT shall be responsible for reviewing and approving the counts when they receive them and share any feedback with the TPO. Within thirty (30) days after completion of the services described in the scope of services, the TPO through its staff and/or contractors shall render a final and completed statement to the COT of all charges for services not previously invoiced.
- IV. Term. This agreement shall be effective upon final execution and continue for a period of six months or until the services described in the scope of services are completed.
- V. Termination. Either party may give ninety (90) days written notice of intent to cancel or terminate this Agreement. In the event this Agreement is terminated, the TPO through its staff and/or contractors shall cease work and shall deliver to the COT all documents prepared or obtained by TPO in connection with its services under this agreement. The COT, upon delivery of said documents, shall pay TPO, and TPO shall accept as full payment for its services, a percentage of the sum of money as agreed upon in this Agreement that is proportional to the percentage of the services specified in the scope of services.
- VI. Liability. Each party shall be solely responsible for its performance under this Agreement and no liability shall inure to the other party for such performance or lack of performance. This provision shall not be construed as any waiver of sovereign immunity by either of the parties.
- VII. Third Party Beneficiary. This agreement is solely for the mutual benefit of COT and the TPO and no right or cause of action shall accrue upon or by reason hereof, to or for the benefit of any third party. Nothing in this Agreement, either expressed or implied, is intended or shall be construed to confer upon or give any person, corporation, or governmental entity or agency, other than the parties hereto, any right, remedy, or claim under or by reason of this Agreement or any provisions or conditions hereof.
- VIII. Severability. A finding that any term or provision of this Agreement is invalid and unenforceable shall not affect the validity or enforceability of the remainder of this Agreement.
- IX. Governing Law: Venue. The agreement shall be governed by and construed in accordance with the laws of the State of Florida, and venue for any action arising out of or related to this Agreement shall be in Hillsborough County, Florida.

- X. Headings. The headings or captions of sections or paragraphs used in this Agreement are for convenience of reference only and are not intended to define or limit their contents, nor are they to affect the construction of or be taken into consideration in interpreting the Agreement.
- XI. Amendment and Waiver. Neither this agreement nor any portion of it may be modified or waived orally. The provisions hereof may be amended or waived only pursuant to an instrument in writing, executed by the TPO and COT.

IN WITNESS WHEREOF, the parties have hereunto affixed their hands and seals effective as of the date above.

For Hillsborough TPO:

Johnny Wong, PhD
TPO Executive Director

Date

For City of Tampa:

CITY OF TAMPA

JANE CASTOR, MAYOR

ATTEST:

CITY CLERK/DEPUTY CITY CLERK

The execution of this document was authorized.
By Resolution No. _____

APPROVED AS TO FORM:

e/s

Emma C. Gregory
Assistant City Attorney



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

CAC Demographic and Geographic Representation Review

Presenter

Gena Torres, TPO Staff

Summary

In January of 2023, the Citizens Advisory Committee's membership was adjusted to better represent the diverse demographic communities and geographic areas of the county. Each year an assessment will be made of the committee makeup to inform recruitment strategies for the coming year.

Recommended Action

Accept the review of the CAC 2023 membership and use the analysis to inform recruitment goals for 2024.

Prepared By

Gena Torres, TPO Assistant Director

Attachments

Presentation Slides



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Hillsborough MPO
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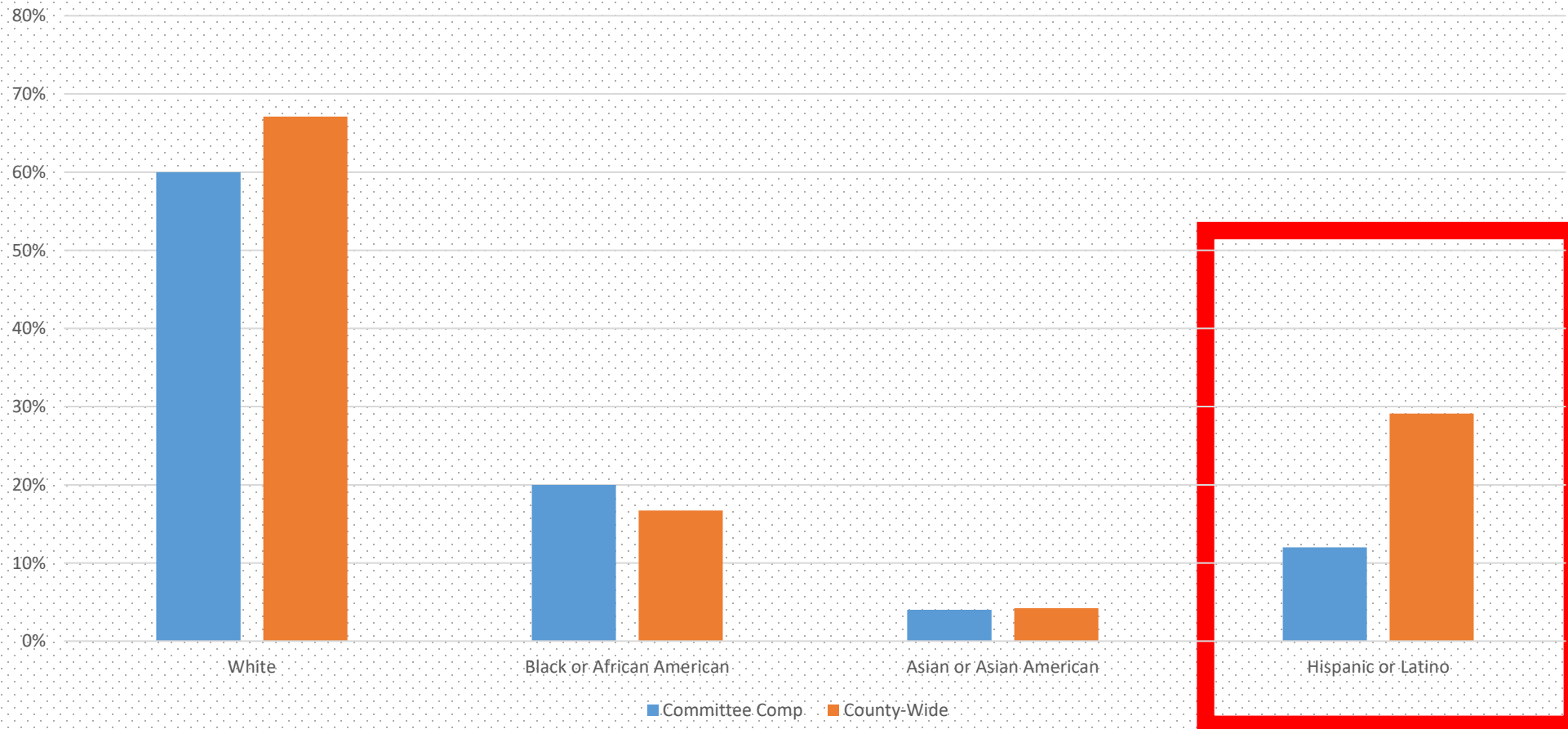
CAC Demographic & Geographic Representation Review

January 2024



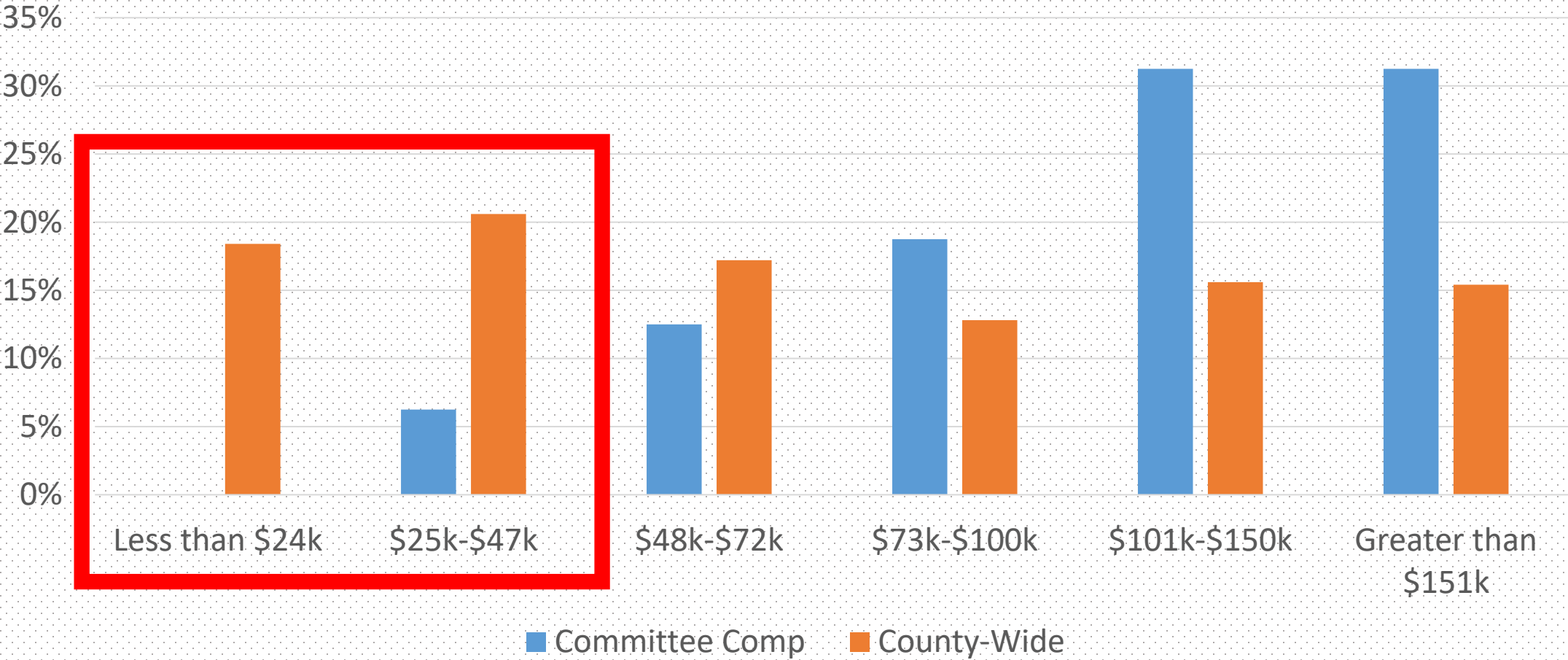
Demographic Characteristics

Race and Ethnicity of CAC Members vs Countywide, 2023



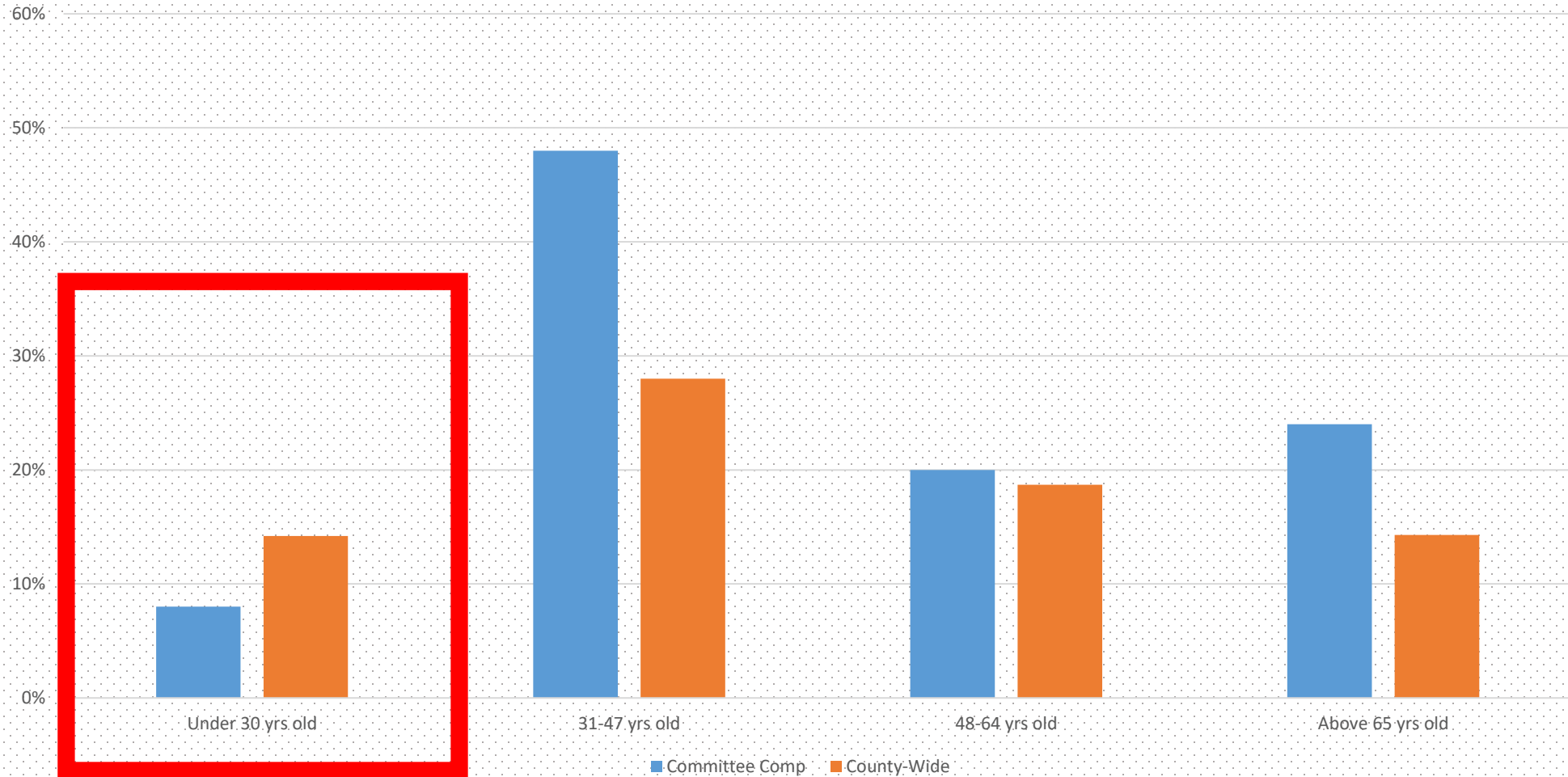
Demographic Characteristics

Household Income of CAC Members vs Countywide, 2023



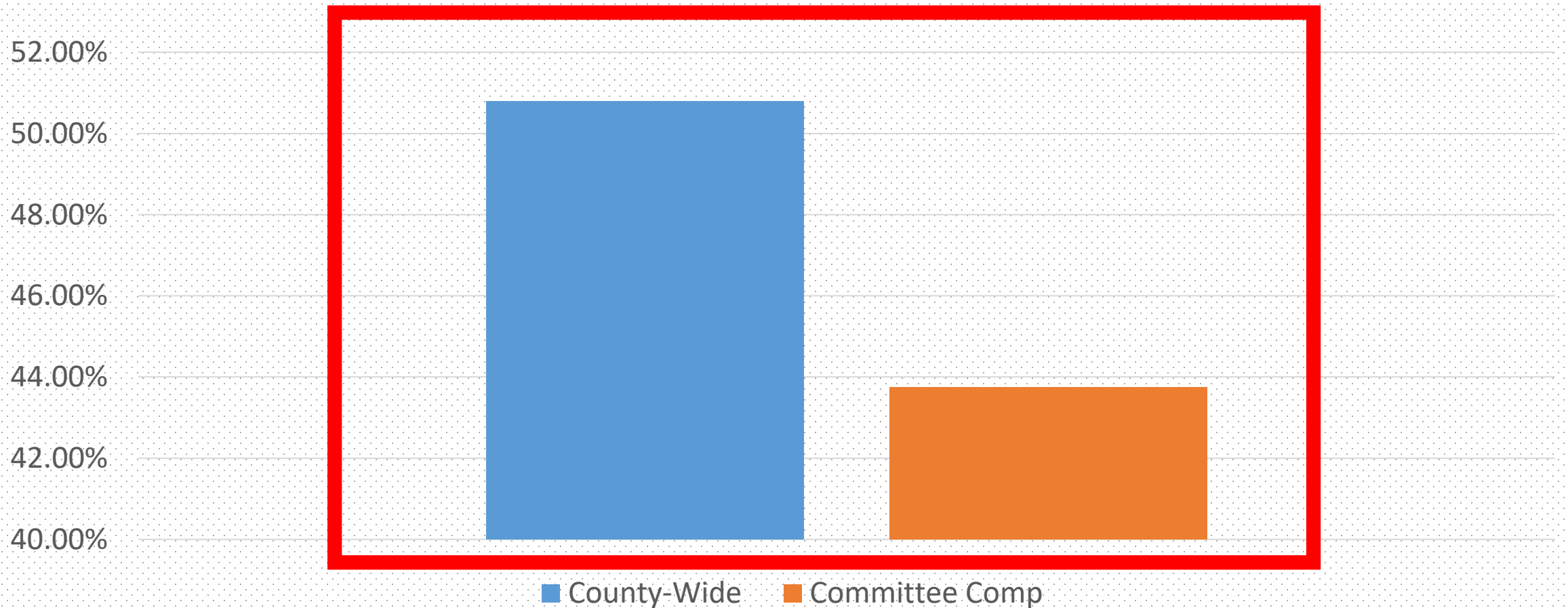
Demographic Characteristics

Age Of CAC Members vs Countywide, 2023



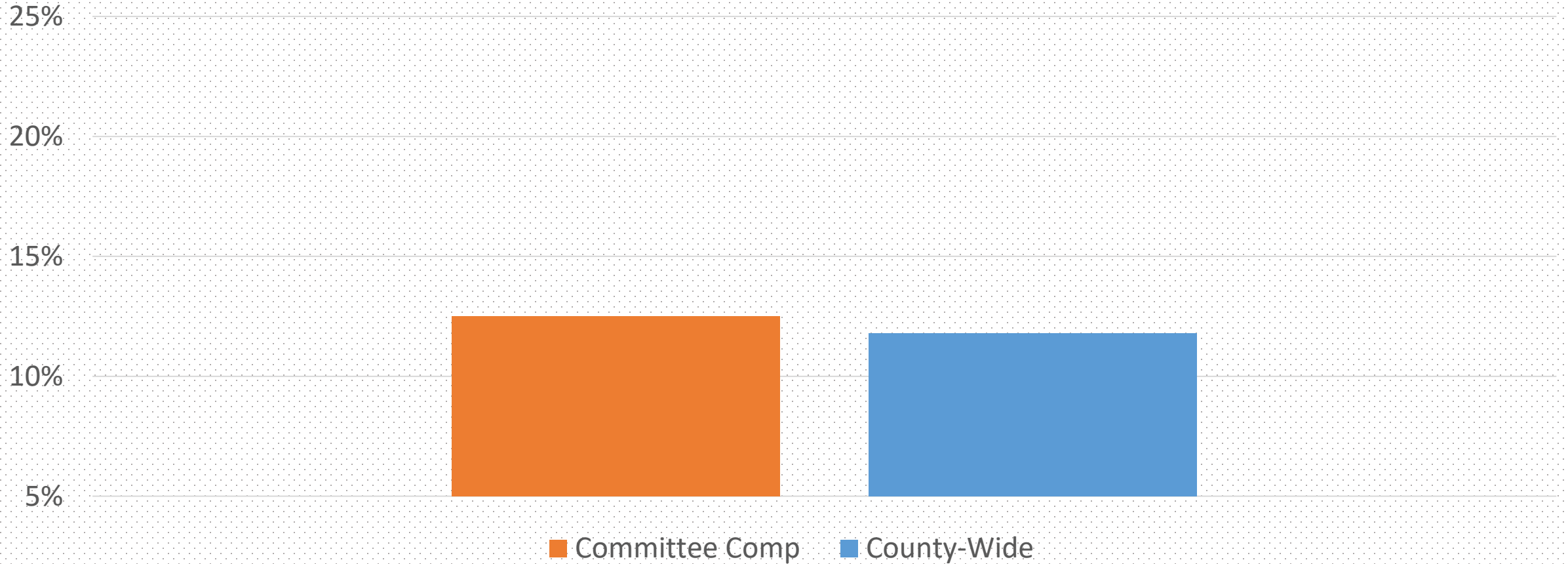
Demographic Characteristics

Women CAC Members vs Countywide, 2023



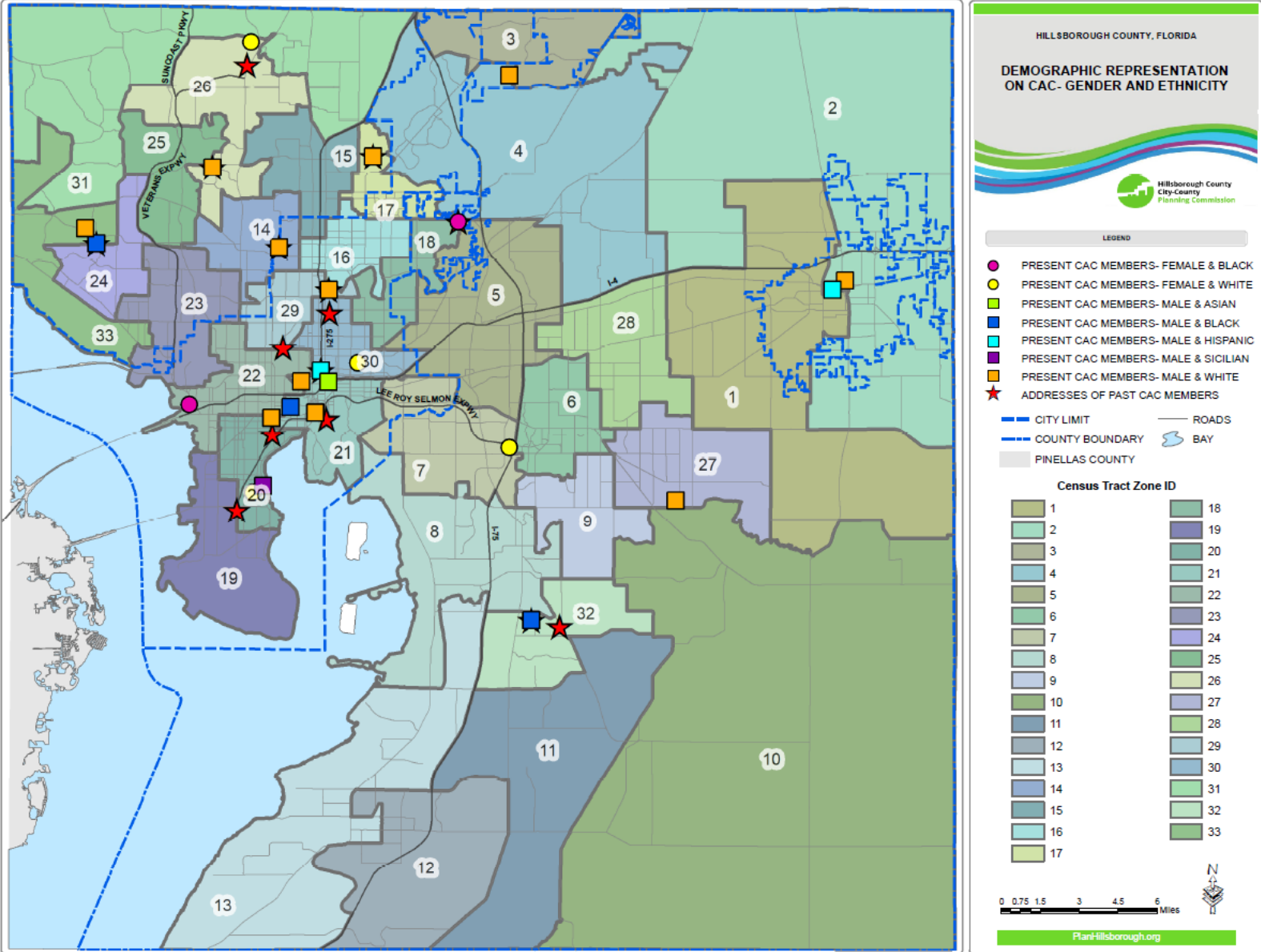
Demographic Characteristics

Persons with Disabilities on CAC vs Countywide, 2023



Geographic Review

- 33 approx. evenly populated districts based on Balanced Zones analysis
- Underrepresented areas currently include East Tampa, & Country, Keystone, Eastlake/Orient Park, Palm River, Seffner/Mango/Thonotosassa, Dover, Bloomingdale, Apollo Beach, Ruskin, Wimauma



2024 Recruitment Strategy

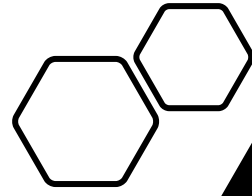
- Targeted social media ads and networking to encourage CAC applicants
- Specifically, the aforementioned underrepresented districts and women, business owner, low-income, and those under 30 yrs old



Recommended Action

Accept the Demographic and Geographic Analysis





Section 4

Discussion &
Questions



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

TIP Amendment: I-75 from Tampa Bypass Canal to Fowler Avenue

Presenter:

Elizabeth Watkins, TPO Staff

Summary:

Amend the TIP to add construction funding and advance construction phase to FY 2024 for I-75 from south of Tampa Bypass Canal to south of Fowler Avenue.

This project will add an auxiliary lane in both the southbound and northbound direction of I-75 between the Tampa Bypass Canal and Fowler Avenue in Hillsborough County. The bridges over the Tampa Bypass Canal and Harney Road will also be widened, and the bridge structures over US 301 will be replaced.

Construction is expected to begin in 2024. For more information, see the [project website](#).

Recommended Action:

Approve the TIP Amendment to add funding and advance the construction phase to FY 2024 for I-75 from south of Bypass Canal to south of Fowler Avenue.

Prepared By:

Elizabeth Watkins, TPO Staff

Attachments:

1. Comparative Report
2. Project Factsheet
3. [Presentation Slides](#)



Plan Hillsborough
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planner@plancom.org
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601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

I-75 Widening From South of Tampa Bypass Canal To South of Fowler Ave 445317-1-52-01,
445317-2-52-01

Project Details	
Work Type	Add Lanes and Reconstruct
Phase	Design
Limits	from north of Broadway Ave. to south of SR 582/Fowler Ave.
Length	1.295 Miles
City	Seffner Tampa Thonotosassa
County	Hillsborough
Road	I-75



About

This project will add a lane in both the southbound and northbound direction of I-75 between the Tampa Bypass Canal and Fowler Avenue in Hillsborough County. The bridges over the Tampa Bypass Canal and Harney Road will also be widened, and the bridge structures over US 301 will be replaced.

Construction is anticipated to begin in 2024

Contact Information	
Design Manager	Mark Dunn 813-975-4248 Mark.Dunn@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2024 Gulf Coast Safe Streets Summit Interlocal Funding Agreement

Presenter:

Consent Agenda Item

Summary:

TPO staff is requesting the Board approve the Interlocal Funding Agreement between the Polk TPO and the Hillsborough MPO in support of the 2024 Gulf Coast Safe Streets Summit (GCSSS).

The Agreement will be executed by the Polk TPO Board, allowing it to transfer \$19,952.72 in funds from the 2022 GCSSS to the Hillsborough TPO. Approval by the Hillsborough TPO Board will allow it to receive the funds and utilize them for all expenses related to organizing and hosting the 2024 GCSSS.

Recommended Action:

Approve the Interlocal Funding Agreement in support of the 2024 Gulf Coast Safe Streets Summit and allow the TPO to receive the funds transfer from Polk TPO.

Prepared By:

Lisa K. Silva, AICP, PLA, TPO Staff

Attachments:

Gulf Coast Safe Streets Summit Interlocal Funding Agreement



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GULF COAST SAFE STREETS SUMMIT
INTERLOCAL FUNDING AGREEMENT

This Interlocal Funding Agreement (“Agreement”) is entered into by and between the POLK TRANSPORTATION PLANNING ORGANIZATION (“Polk TPO”) and Hillsborough County Transportation Planning Organization (“Hillsborough TPO”), collectively referred to as the “Parties.”

WITNESSETH:

WHEREAS, Forward Pinellas, the Polk TPO, Hillsborough Transportation Planning Organization, Hernando County Metropolitan Planning Organization, Pasco TPO, and the Sarasota/Manatee County Planning Organization entered into an agreement on March 17, 2004 to form a regional entity, the West Central Florida Metropolitan Planning Organization Chairs Coordinating Committee, now known as the Suncoast Transportation Planning Alliance (“Suncoast TPA”), to coordinate transportation planning activities in the urbanized areas of Hernando, Hillsborough, Manatee, Polk, Pinellas, Pasco, and Sarasota Counties (hereinafter referred to as the “Suncoast TPA Agreement”); and

WHEREAS, the members of the Suncoast TPA have each agreed to host an annual event referred to as the Gulf Coast Safe Streets Summit (“Summit”) on a rotating basis; and

WHEREAS, the Polk TPO hosted the Summit in 2022 utilizing funds generated from sponsorships, ticket sales, and unused funds from previous Summit hosts; and

WHEREAS, the Polk TPO has unused funds in the amount of \$19,952.72 remaining (“Remaining Funds”) after completion of the 2022 Summit; and

WHEREAS, the Hillsborough TPO will host the Summit in 2024; and

WHEREAS, the Polk TPO desires to provide the Hillsborough TPO with the Remaining Funds to be used for the 2024 Summit; and

WHEREAS, the Hillsborough TPO desires to accept the Remaining Funds pursuant to the terms herein.

NOW, THEREFORE, for and in consideration of the mutual promises contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **RECITALS:** The above recitals are true and correct and are hereby incorporated herein.
2. **EFFECTIVE DATE; TERM:** The Polk TPO shall file this Agreement with the Polk County Clerk of the Circuit Court as provided in Section 163.01(11), F.S. The term of this Agreement shall become effective on the date of such filing (“Effective Date”) and shall remain in effect until December 31, 2024, unless

terminated sooner pursuant to the terms of this Agreement.

3. **FUNDING AND OBLIGATIONS:** The Polk TPO will provide \$19,952.72 to the Hillsborough TPO within sixty (60) days of the Effective Date to host the 2024 Gulf Coast Safe Streets Summit in accordance with the following:

- The Hillsborough TPO will host the Summit in the Fall of 2024.
- The Summit shall focus on safety planning efforts. The Hillsborough TPO will consult with the Polk TPO regarding the Summit planning efforts. However, the Hillsborough TPO shall have sole discretion regarding all event details.
- Funding may be used for all expenses related to hosting the Summit, including but not limited to venue fees, food and beverages, travel expenses and fees for keynote speakers, printed materials, technology support, and other logistically related expenses.
- The Hillsborough TPO shall keep accurate records of all Summit-related expenditures, and a copy of these records shall be provided to the Polk TPO within a reasonable time period upon request.
- The Hillsborough TPO will transfer the remaining balance of funds collected, if any, for the 2024 Summit to the TPO/TPO that will host the next Summit.

4. **COMPLIANCE WITH LAWS:** The Parties shall comply with all applicable federal, state, and local laws, ordinances, rules and regulations, the federal and state constitutions, and the orders and decrees of any lawful authorities having jurisdiction over the matter at issue (collectively, the “Laws”).

5. **DEFAULT:** The failure to abide by any of the terms of this Agreement shall constitute a default, including but not limited to the following:

- Failure to comply with any of the Laws related to this Agreement.
- Ineffective or improper use of funds provided under this Agreement.

A Party found in default shall correct the default within thirty (30) days of receiving written notice of a default from the non-defaulting party. The non-defaulting party may extend the thirty (30) days for good cause or at the request of the defaulting party. If the defaulting party does not cure the default within the specified timeframe, then the non-defaulting party may elect any of the cumulative remedies referenced herein.

6. **REMEDIES:** In the event of a default and failure to cure, the non-breaching party shall be entitled, in addition to all other remedies provided in law or equity:
 - To compel specific performance by the breaching party of its obligations under this Agreement; and/or
 - To require the reimbursement of the Remaining Funds in the event of a Hillsborough TPO default.
7. **INDEMNIFICATION:** The Parties shall each be responsible for their own acts or omissions of negligence. Notwithstanding, nothing herein shall be construed as a waiver of either party's sovereign immunity or further limitation beyond the limitations set forth in section 768.28, F.S. Further, nothing herein shall be construed as either party's consent to be sued by third parties in any manner arising from this Agreement. This provision shall survive the termination or expiration of this Agreement.
8. **DUE AUTHORITY:** Each party to this Agreement represents and warrants to the other party that (i) it has the full right and authority and has obtained all necessary approvals to enter into this Agreement, and (ii) each person executing this Agreement on behalf of the party is authorized to do so.
9. **WAIVER:** No act of omission or commission of either party, including without limitation, any failure to exercise any right, remedy, or recourse, shall be deemed to be a waiver, release, or modification of the same. Such a waiver, release, or modification is to be affected only through a duly executed written modification to this Agreement.
10. **GOVERNING LAW:** This Agreement shall be construed in accordance with the Laws of the State of Florida.
11. **ENTIRE AGREEMENT:** This Agreement constitutes the entire agreement between the Parties and no change will be valid unless made by supplemental written agreement executed by the Parties.
12. **SEVERABILITY:** Should any paragraph or portion of any paragraph of this Agreement be rendered void, invalid or unenforceable by any court of law for any reason, such determination shall not render void, invalid or unenforceable any other paragraph or portion of this Agreement.

[SIGNATURES ON THE NEXT PAGE]

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed on the dates referenced below.

POLK TRANSPORTATION PLANNING ORGANIZATION

By: Parag Agrawal
Title: Executive Director
Date: 12/14/2023
Reviewed and approved by:
Parag Agrawal

HILLSBOROUGH METROPOLITAN PLANNING ORGANIZATION

By: [Signature]
Title: Exec Director
Date: 19 December 2023
Reviewed and approved by:
Johnny Wong



Hillsborough TPO
Transportation
Planning Organization

Board & Committee Agenda Item

Agenda Item:

FDOT Truck Analysis

Presenter:

Brian Hunter (FDOT)

Summary:

In June of 2023, members of the TPO Board discussed the value of producing a freight study to determine which routes shippers are using to deliver goods to key economic spaces around Hillsborough County.

At the end of that discussion, FDOT staff agreed to perform an analysis of freight vehicles, focusing specifically on trucks, to determine origins and destinations. FDOT staff will present the results of that analysis.

Recommended Action:

None. For information only.

Prepared By:

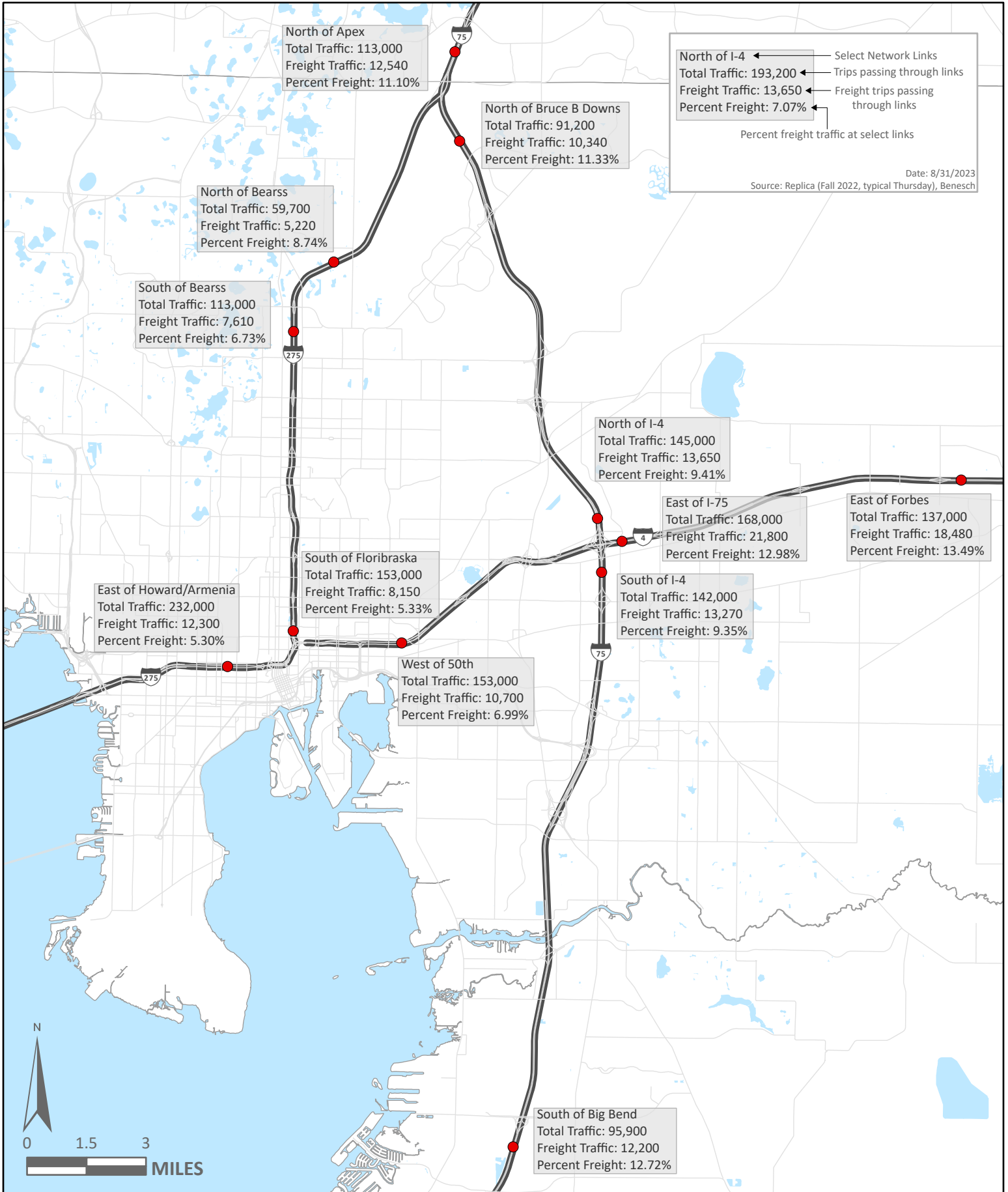
Johnny Wong, PhD, TPO Executive Director

Attachments:

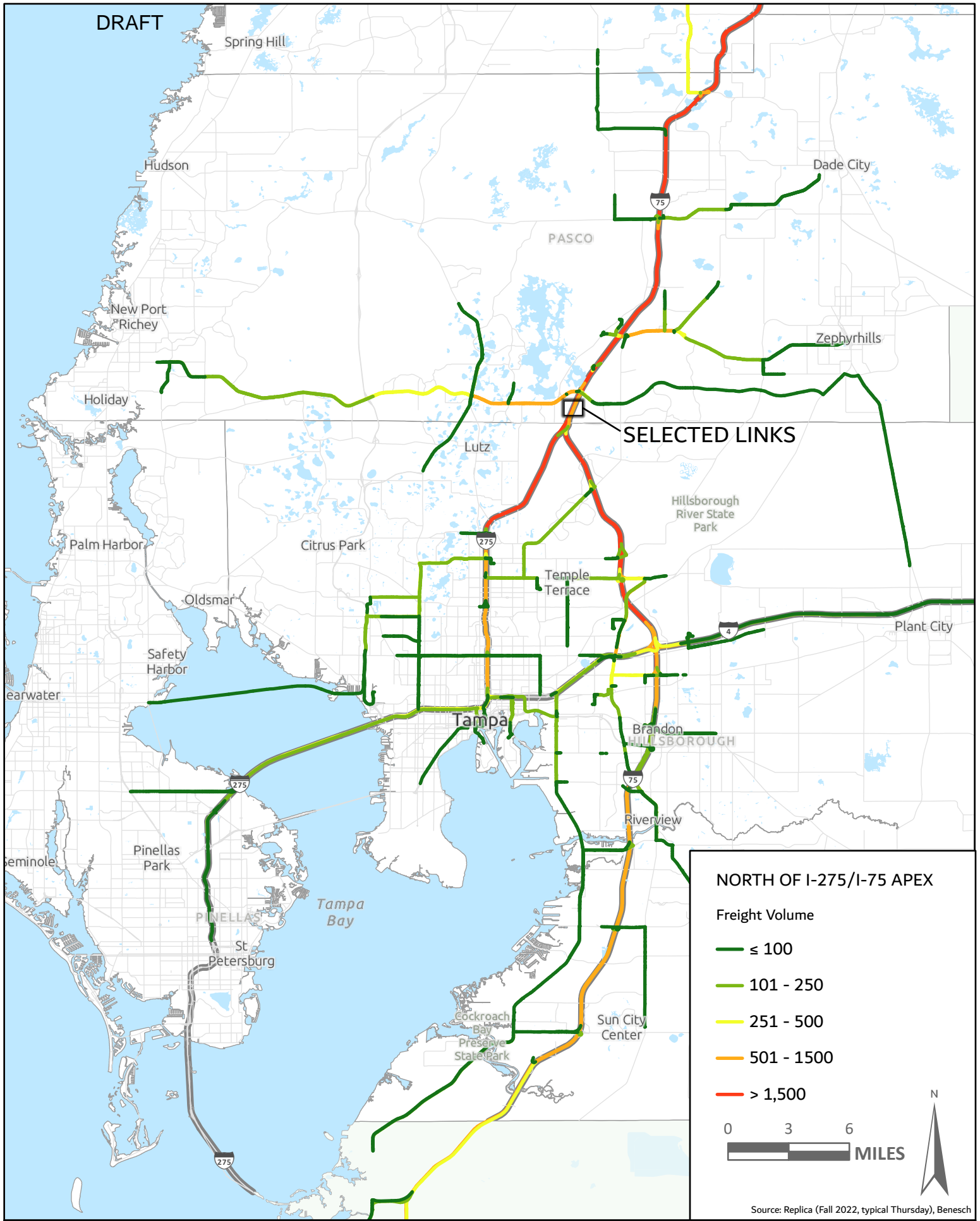
Truck Analysis Report



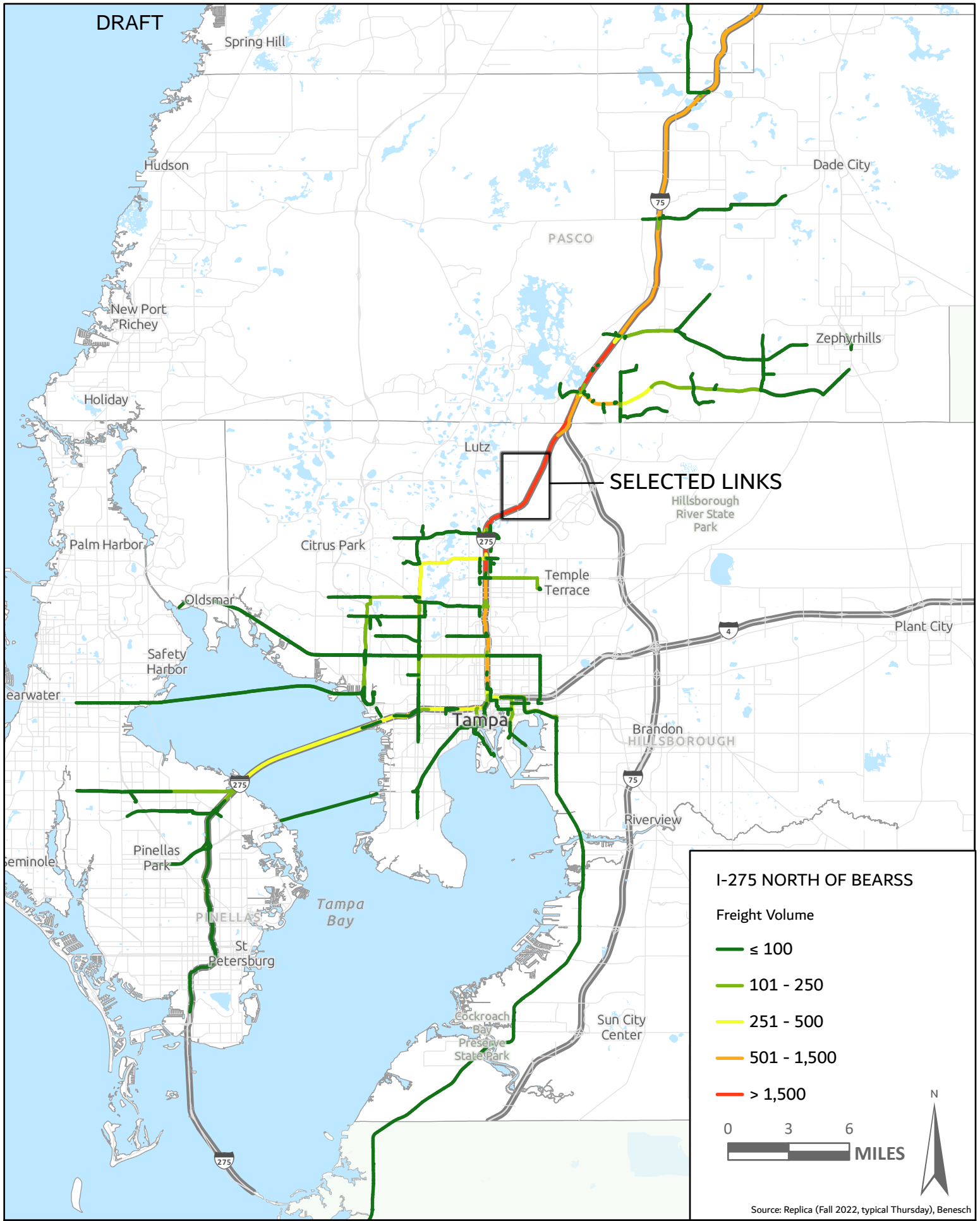
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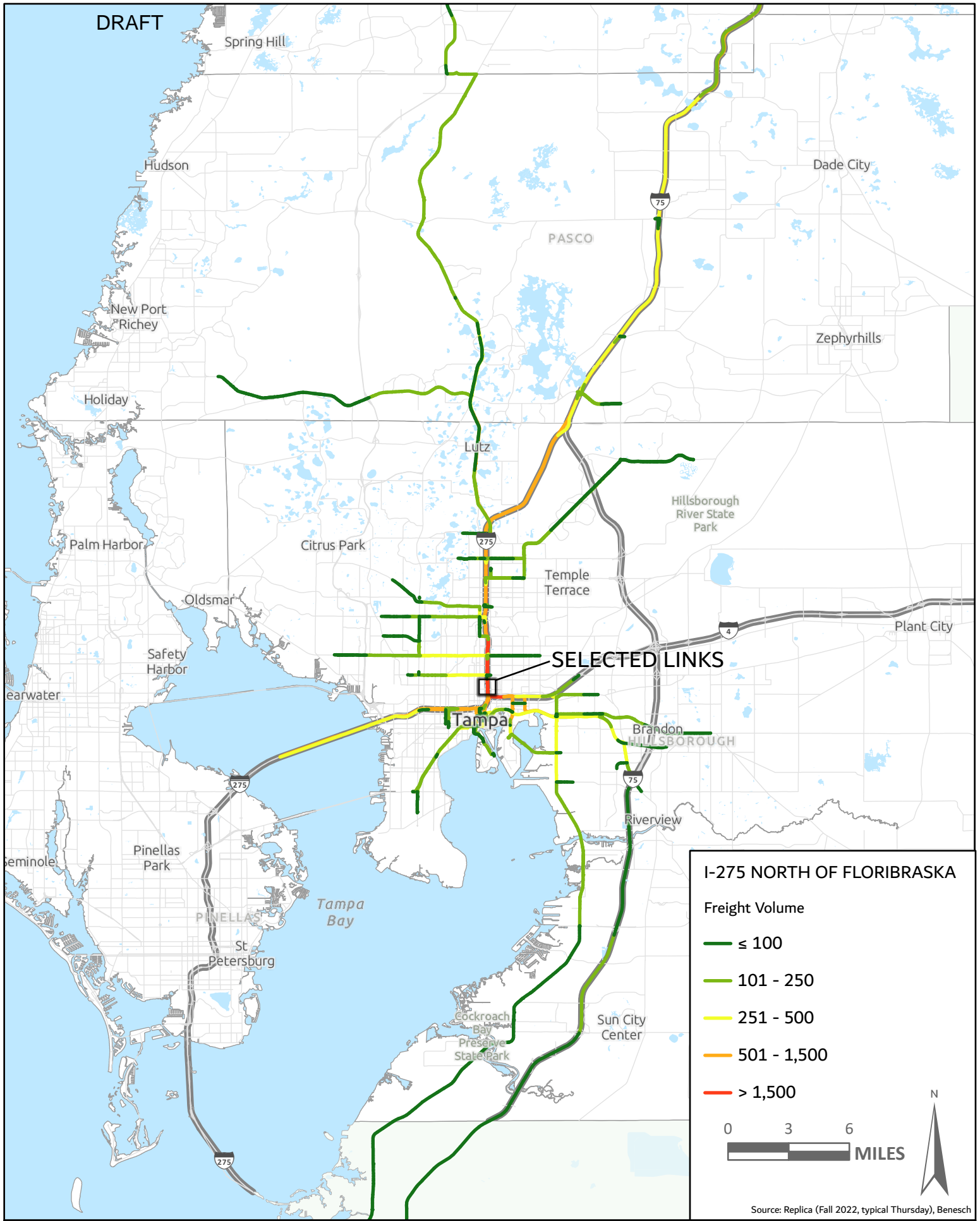
MAP 1-1: TOTAL TRAFFIC AND FREIGHT TRAFFIC AT LINKS OF INTEREST



MAP 2-1: NETWORK LINK VOLUME FOR TRAFFIC THAT PASSES THROUGH SELECTED LINKS

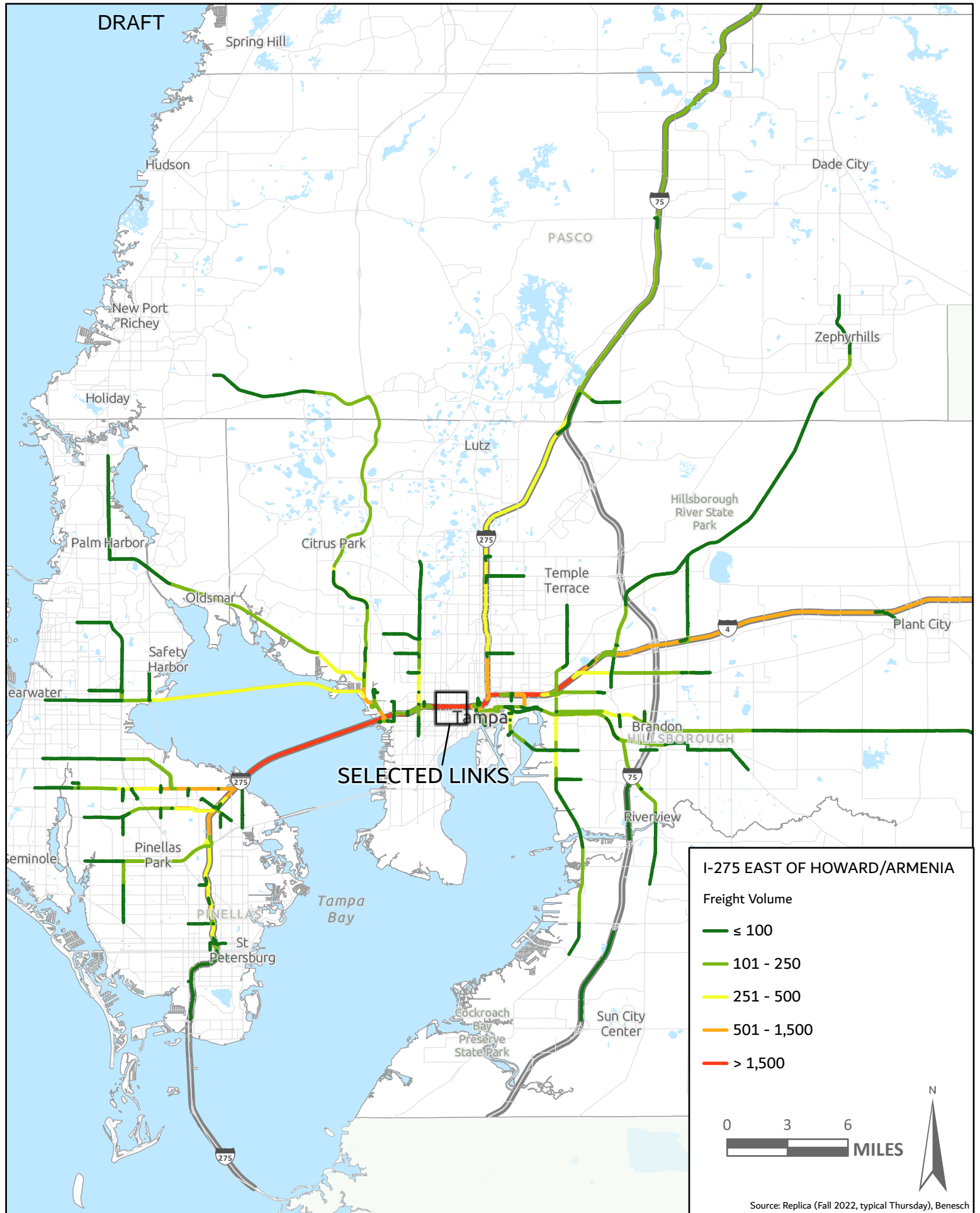


MAP 2-2: NETWORK LINK VOLUME FOR TRAFFIC THAT PASSES THROUGH SELECTED LINKS



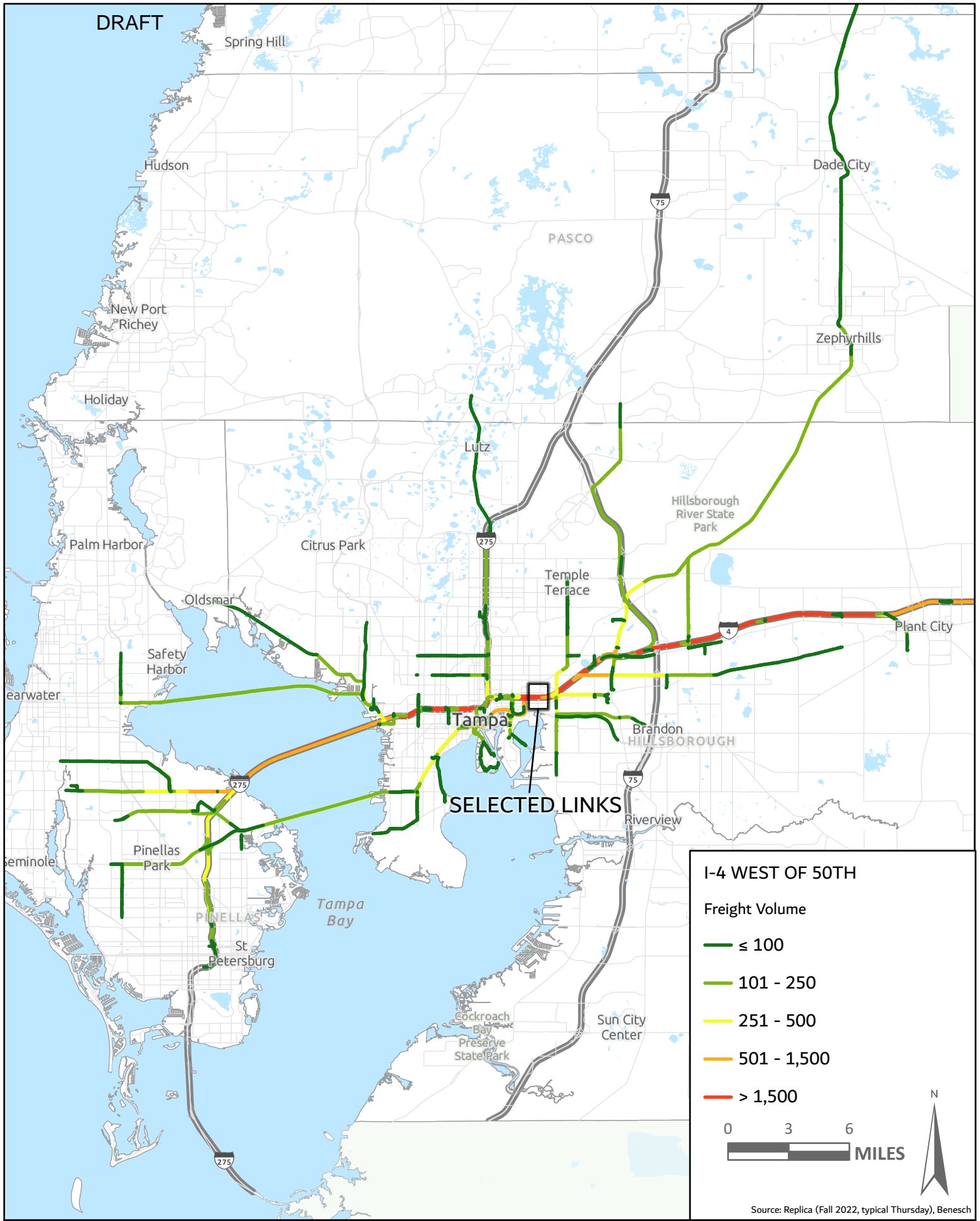
MAP 2-5: NETWORK LINK VOLUME FOR TRAFFIC THAT PASSES THROUGH SELECTED LINKS

DRAFT



Source: Replica (Fall 2022, typical Thursday), Benesch

MAP 2-6: NETWORK LINK VOLUME FOR TRAFFIC THAT PASSES THROUGH SELECTED LINKS



I-4 WEST OF 50TH

Freight Volume

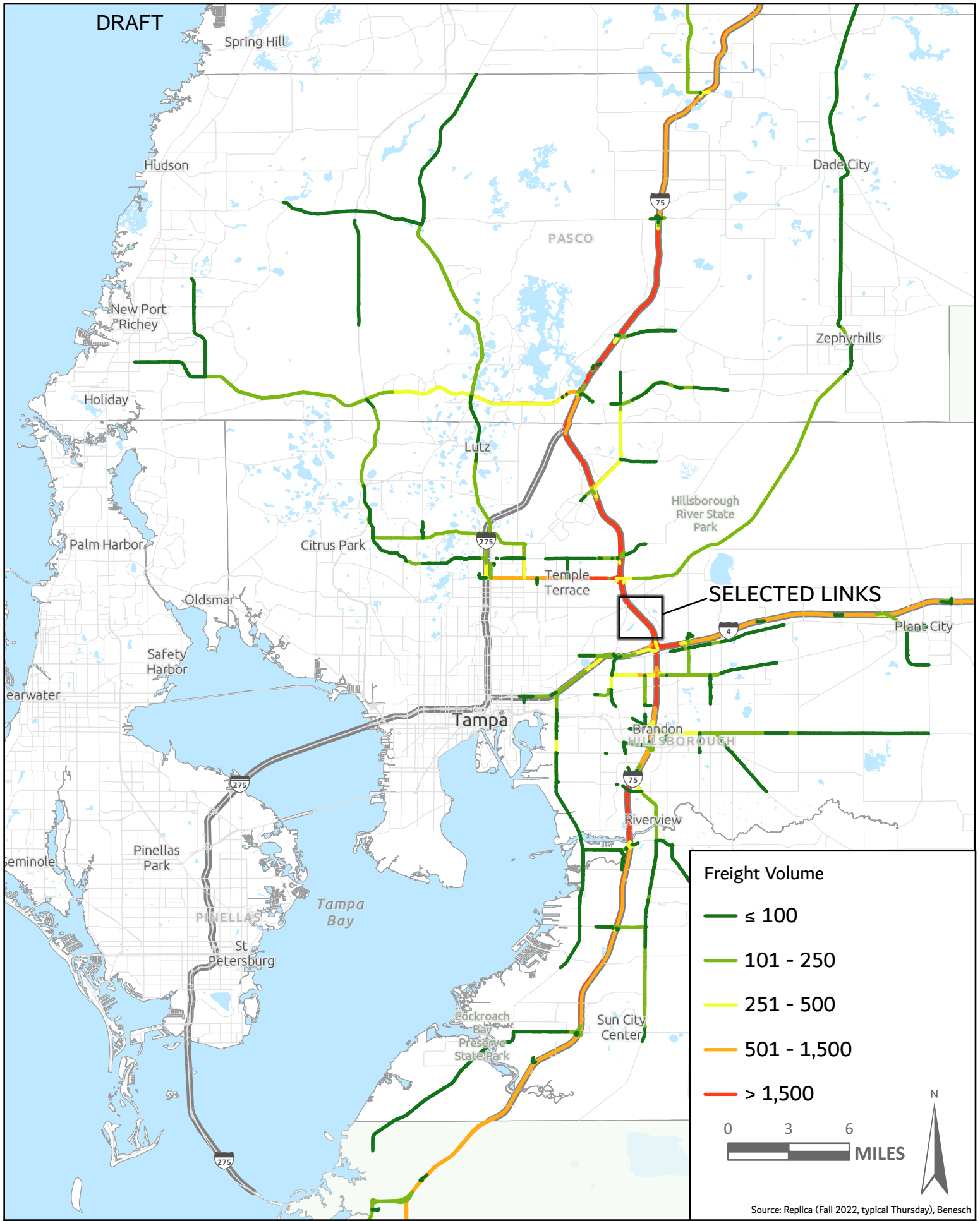
- ≤ 100
- 101 - 250
- 251 - 500
- 501 - 1,500
- > 1,500

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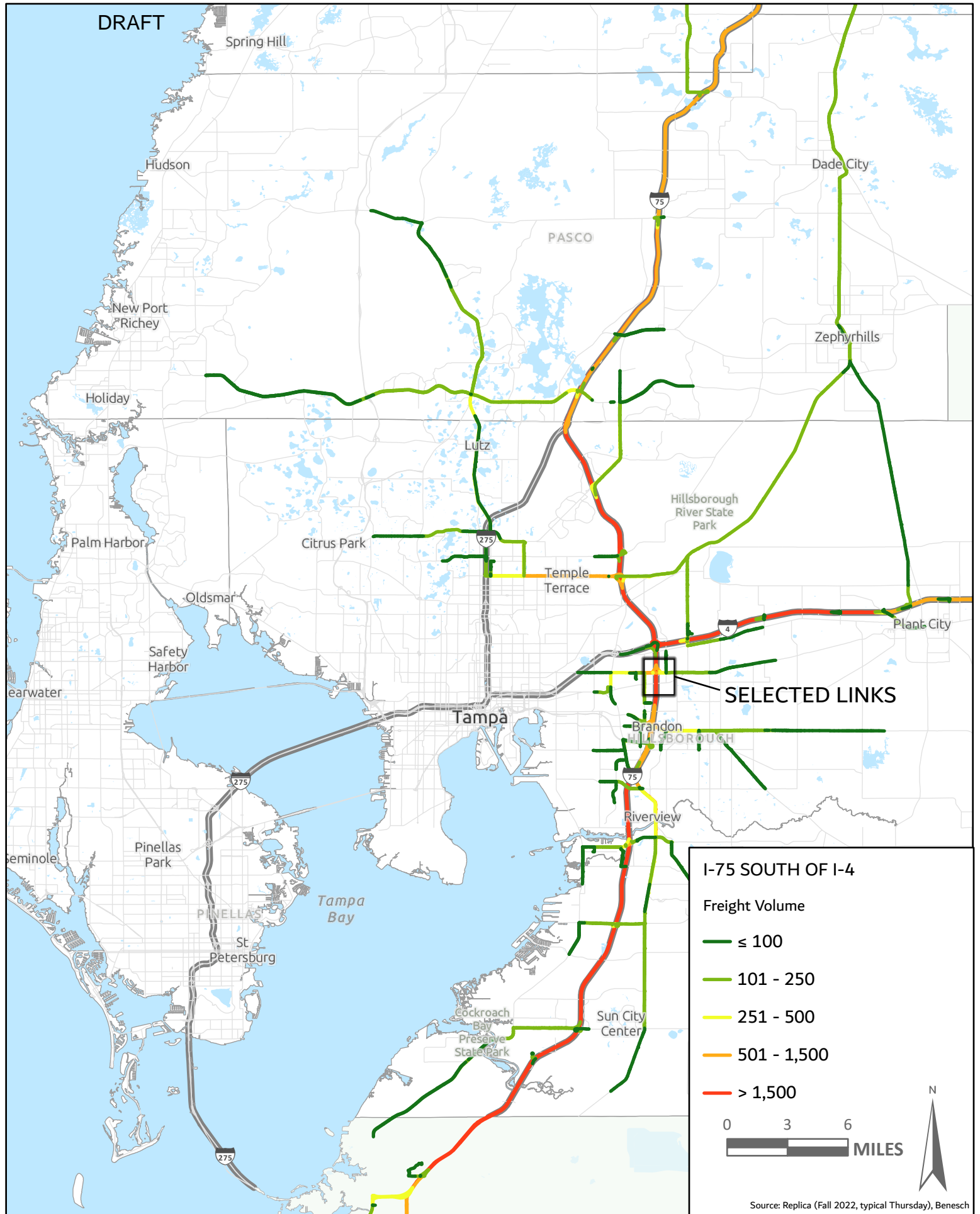
Source: Replica (Fall 2022, typical Thursday), Benesch

MAP 2-7: NETWORK LINK VOLUME FOR TRAFFIC THAT PASSES THROUGH SELECTED LINKS

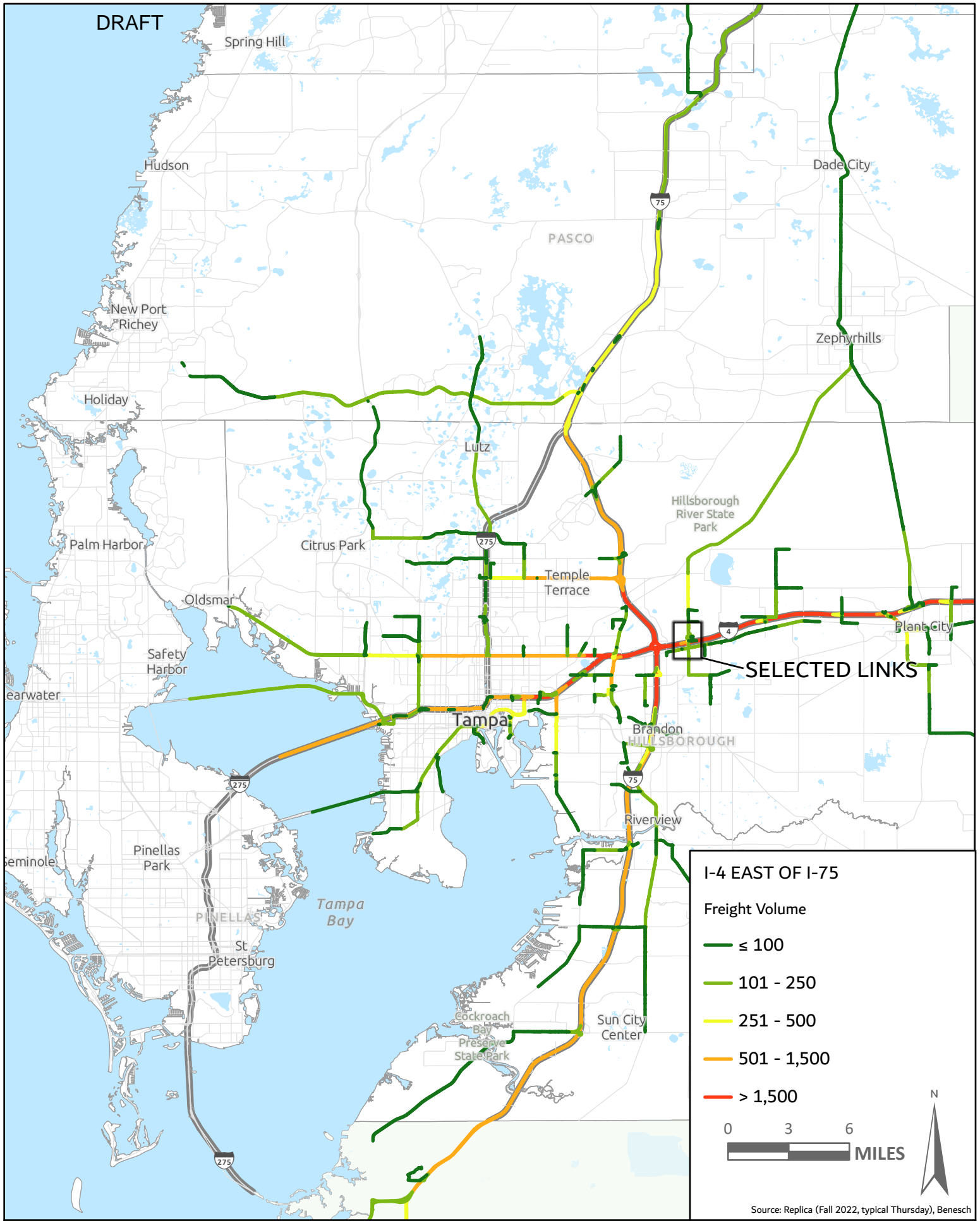


MAP 2-8: NETWORK LINK VOLUME FOR TRAFFIC THAT PASSES THROUGH SELECTED LINKS

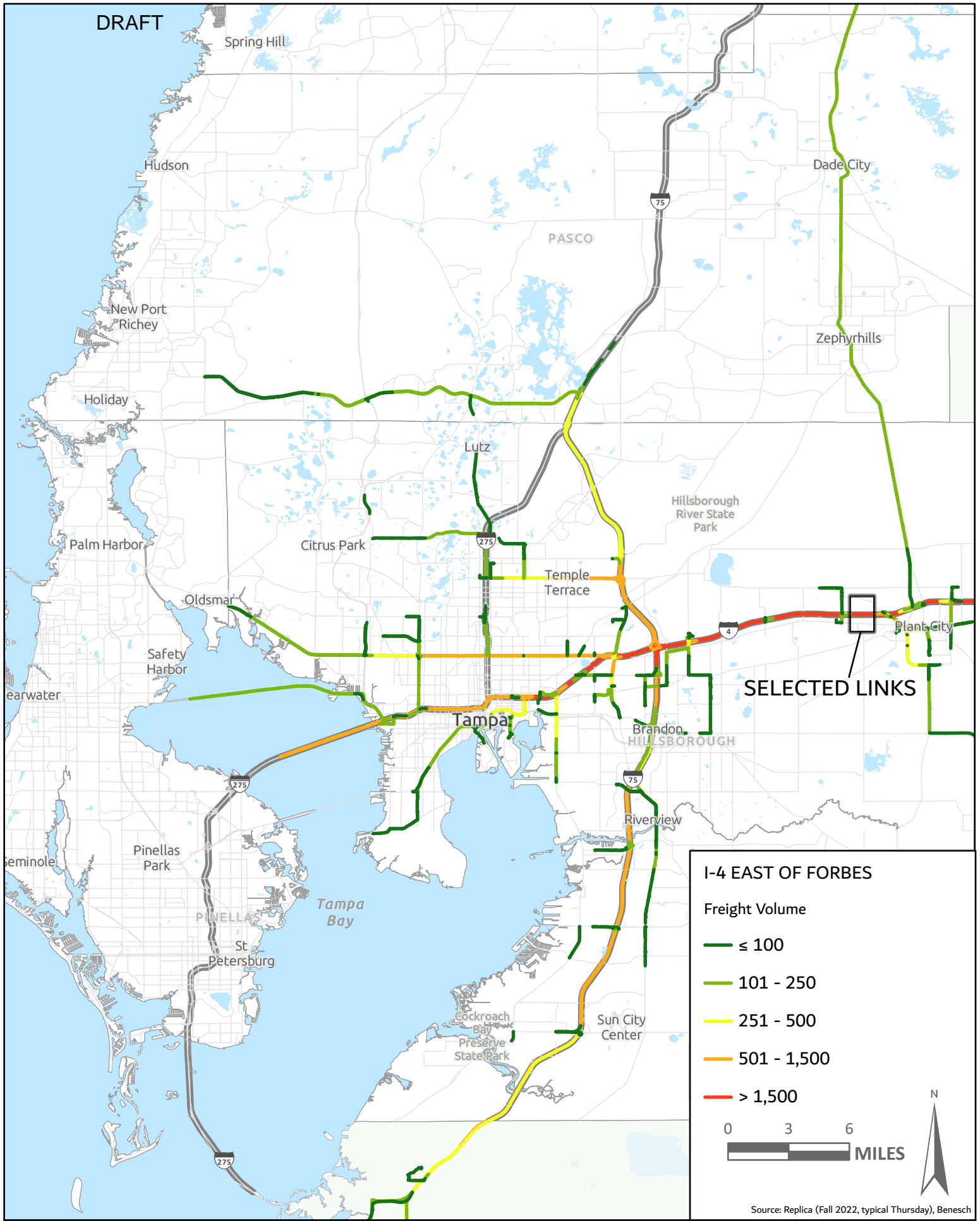
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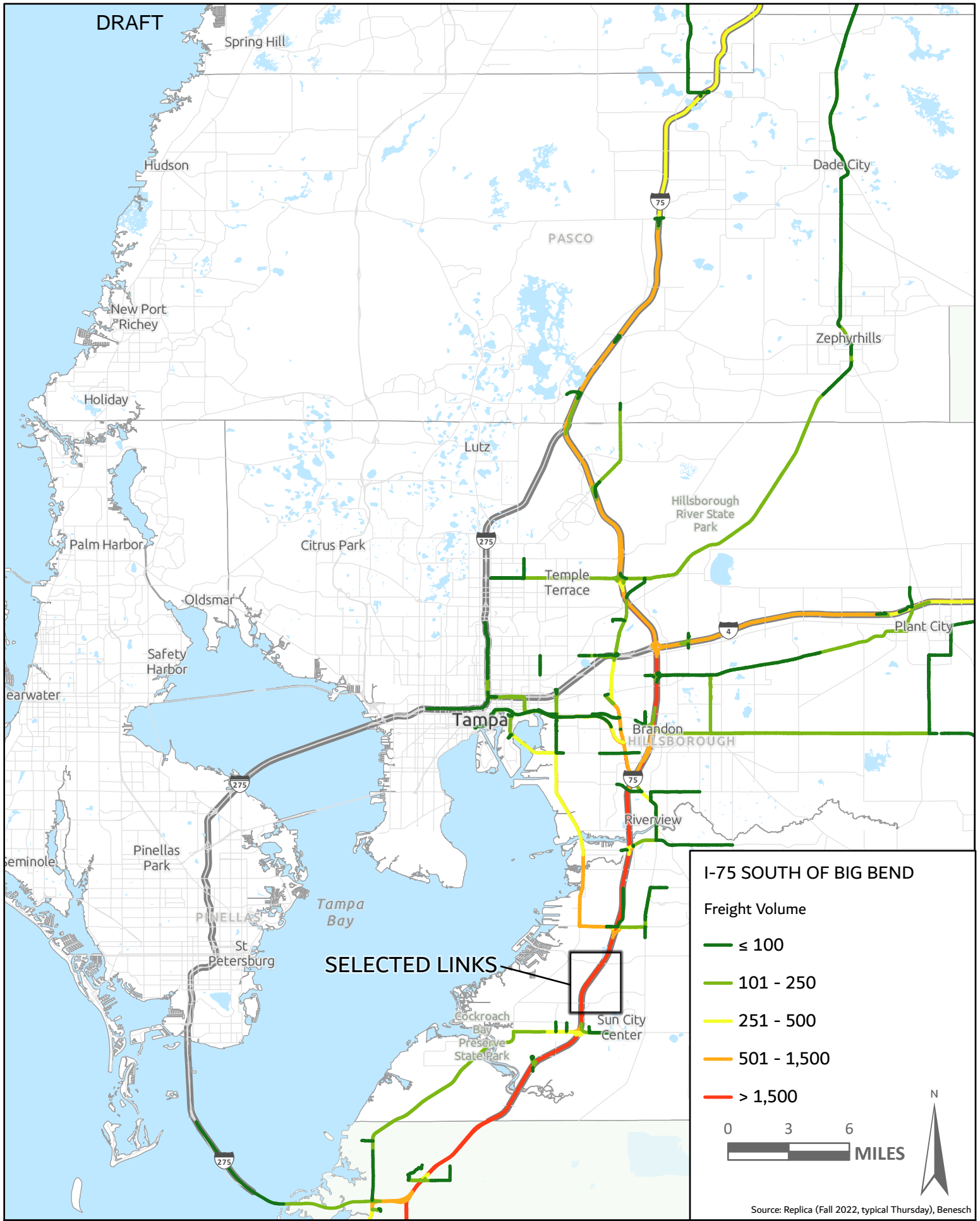
MAP 2-9: NETWORK LINK VOLUME FOR TRAFFIC THAT PASSES THROUGH SELECTED LINKS



MAP 2-10: NETWORK LINK VOLUME FOR TRAFFIC THAT PASSES THROUGH SELECTED LINKS

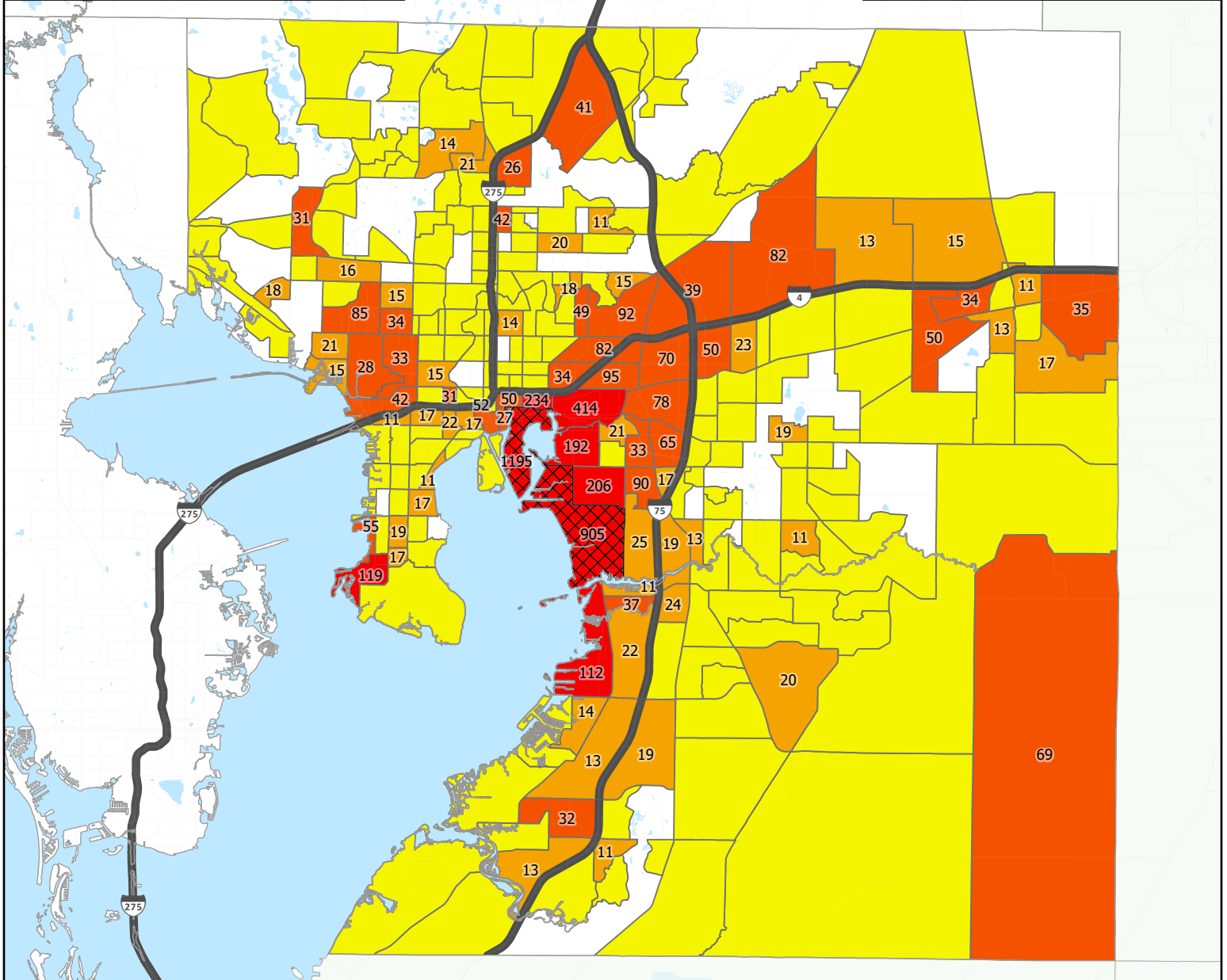
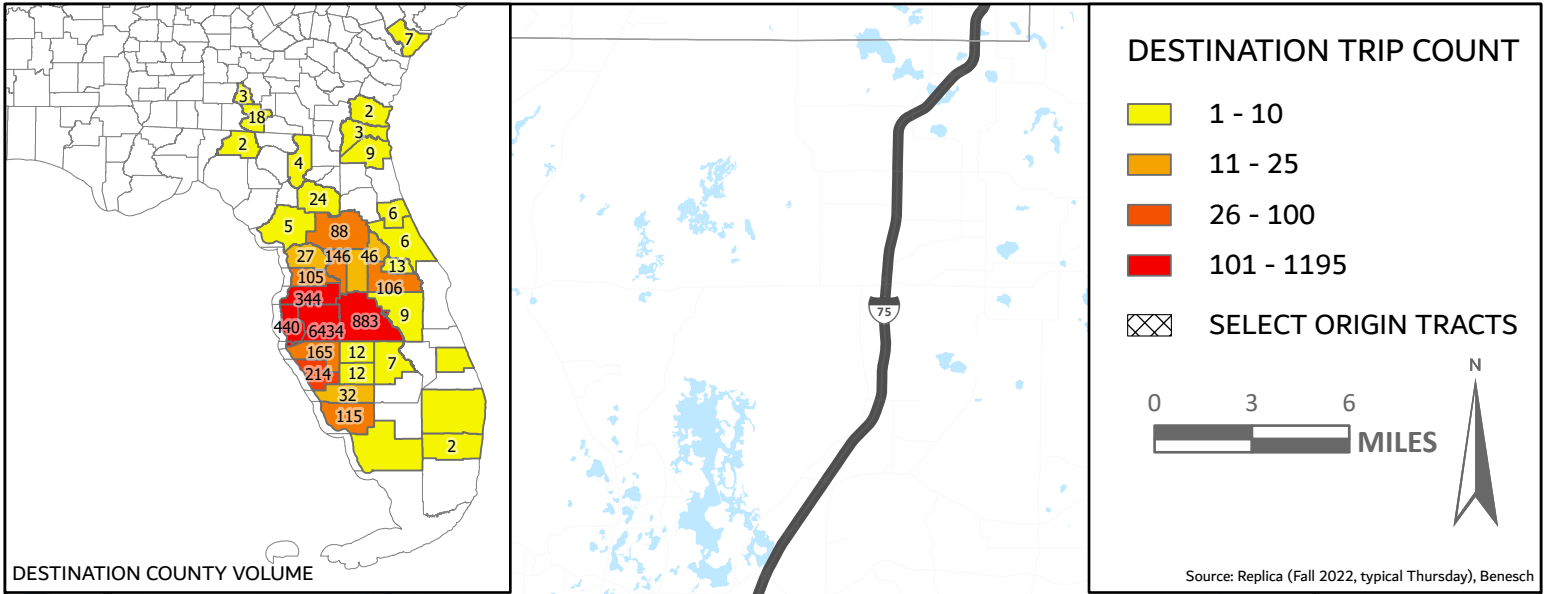


MAP 2-11: NETWORK LINK VOLUME FOR TRAFFIC THAT PASSES THROUGH SELECTED LINKS



MAP 2-12: NETWORK LINK VOLUME FOR TRAFFIC THAT PASSES THROUGH SELECTED LINKS

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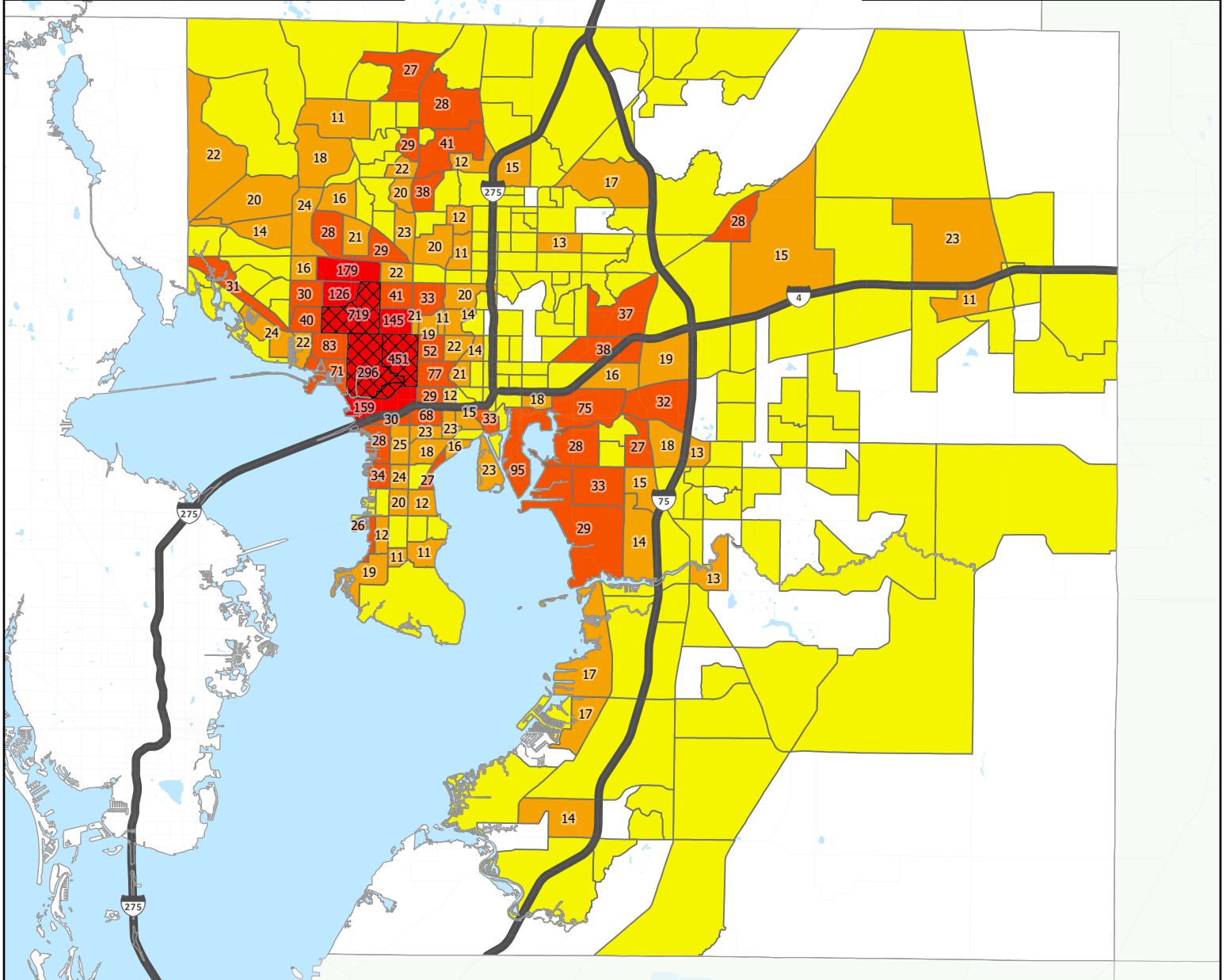
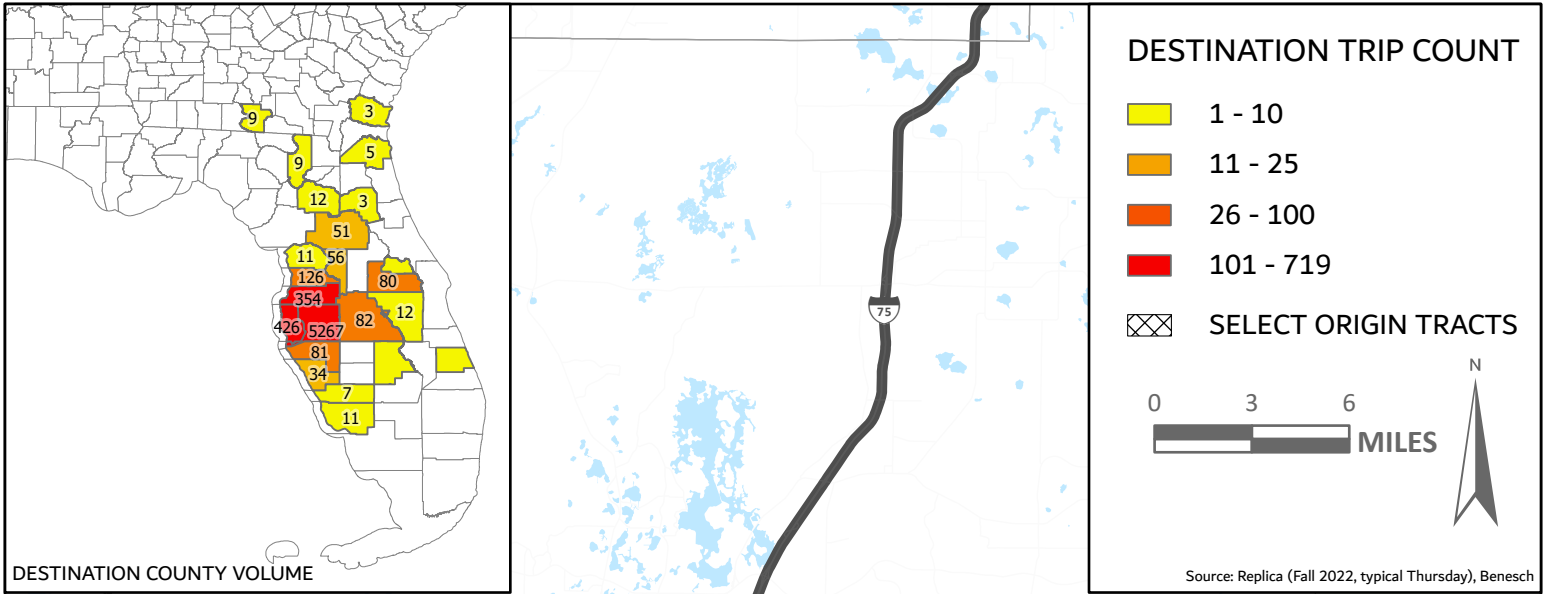


MAP 2-13: DESTINATION TRACTS OF FREIGHT TRIPS ORIGINATING IN PORT TAMPA BAY TRACTS

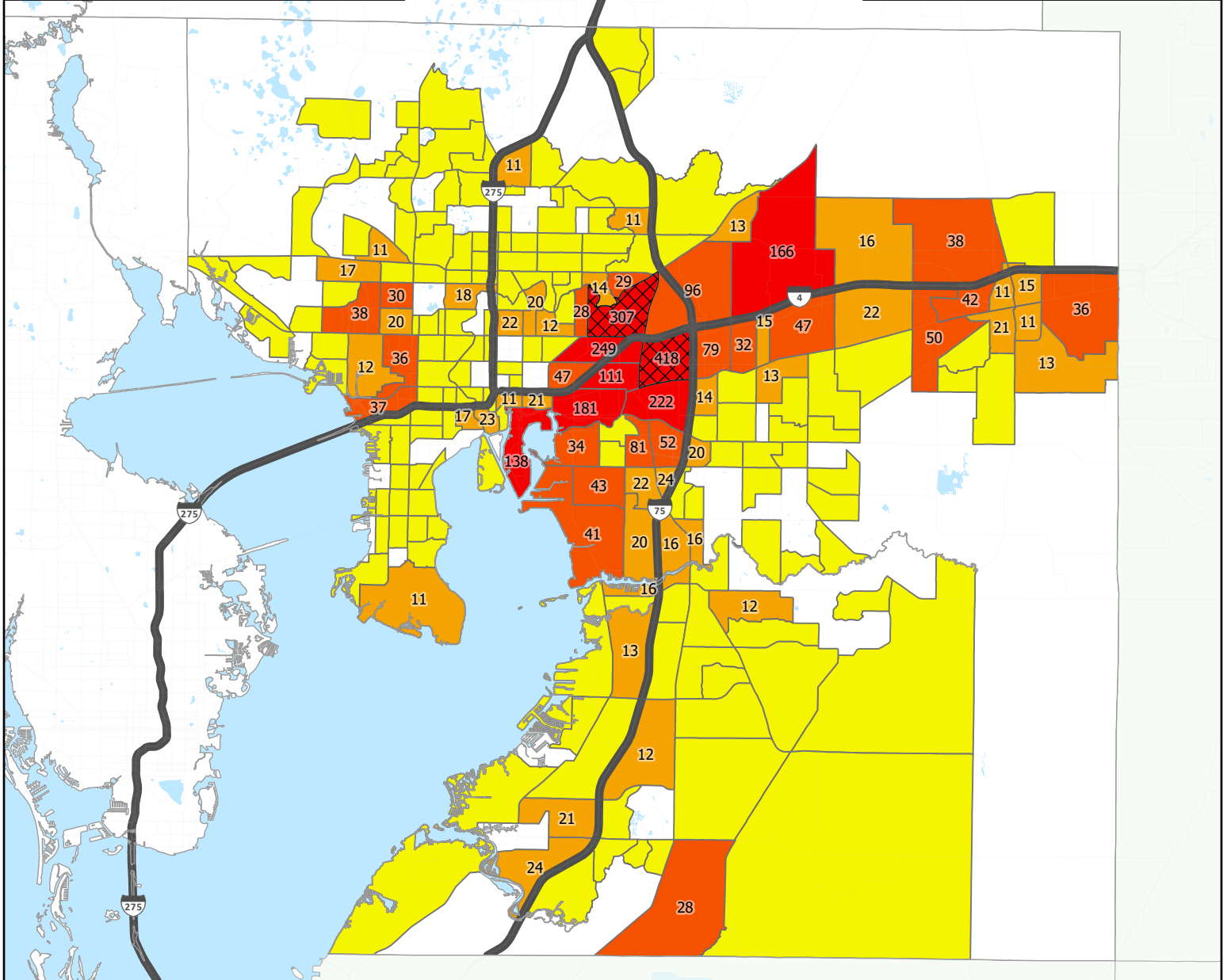
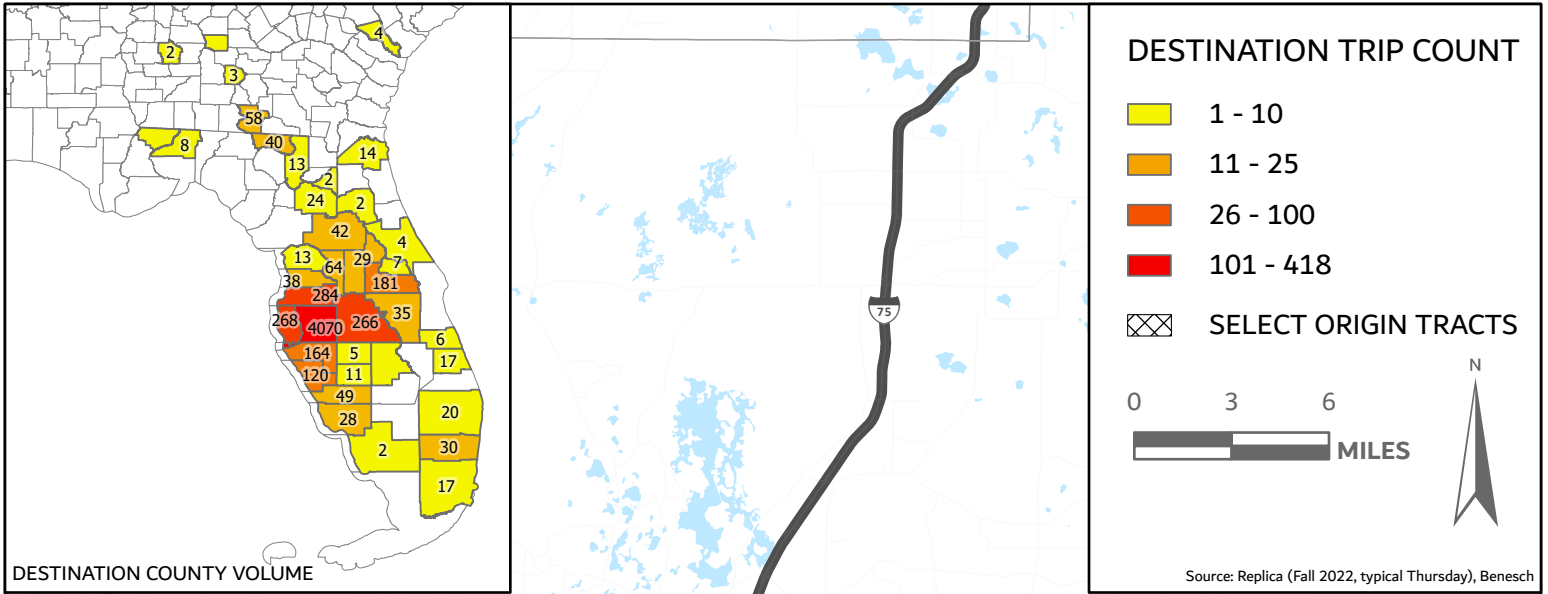
9,290 total freight trips originating in Port Tampa Bay tracts, 6,434 of these trips end in Hillsborough County

Tampa Bay Regional Freight

DRAFT



DRAFT

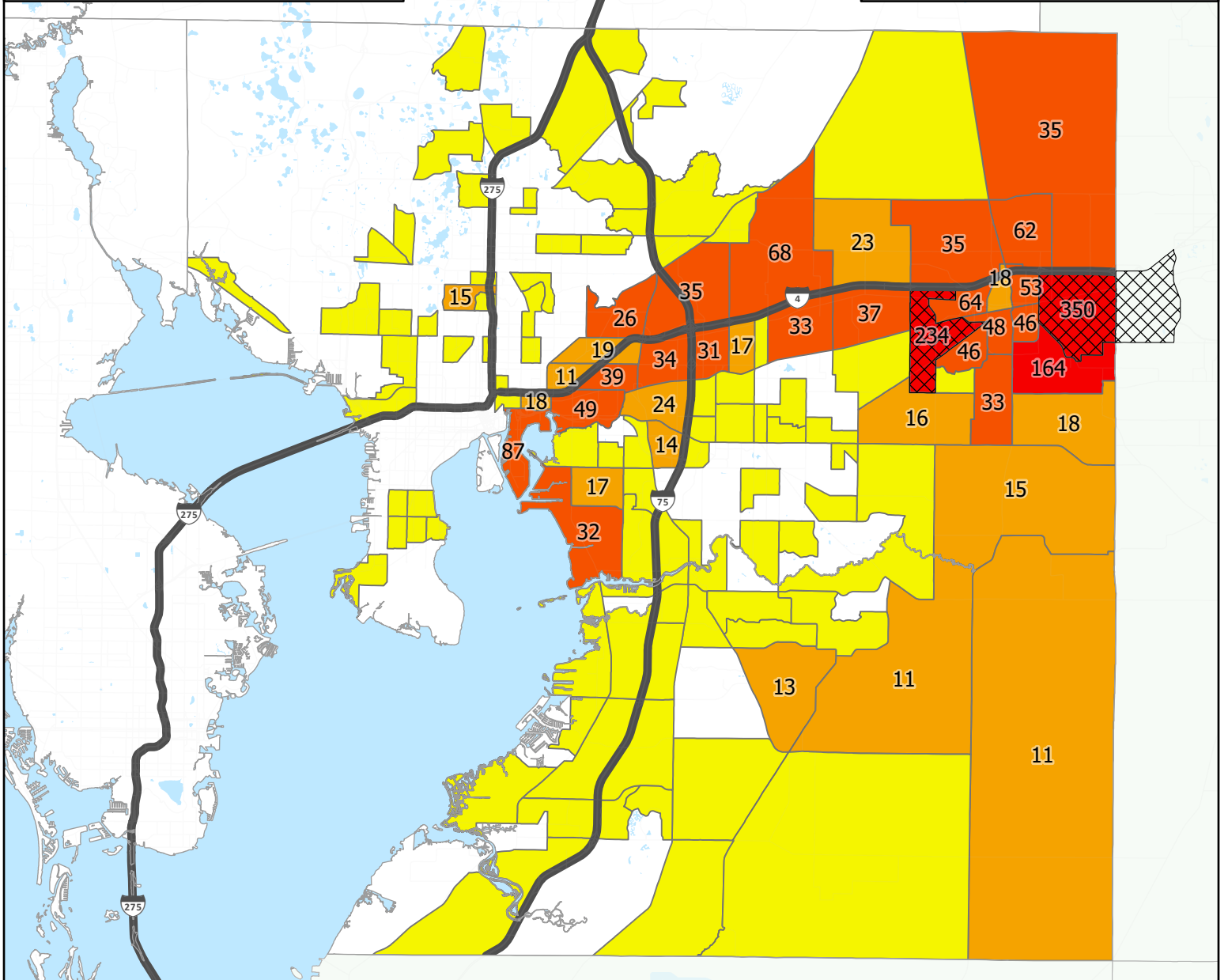
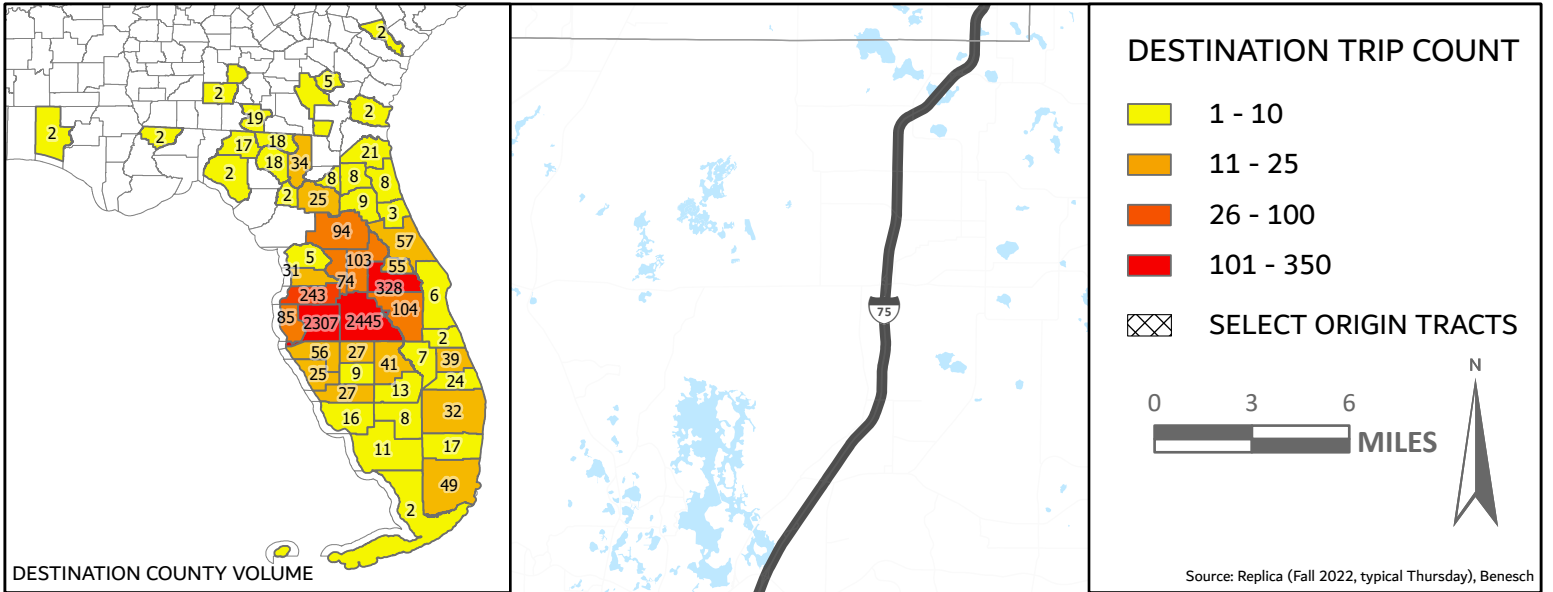


MAP 2-15: DESTINATION TRACTS OF FREIGHT TRIPS ORIGINATING IN INDUSTRIAL U.S. 301 TRACTS

5,950 total freight trips originating in select industrial U.S. 301 tracts, 4,070 of these trips end in Hillsborough County

Tampa Bay Regional Freight

DRAFT



MAP 2-16: DESTINATION TRACTS OF FREIGHT TRIPS ORIGINATING IN INDUSTRIAL PLANT CITY TRACTS

6,550 total freight trips originating in select industrial Plant City tracts, 2,307 of these trips end in Hillsborough County

Tampa Bay Regional Freight



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Plan Hillsborough 2024-2029 Strategic Plan Update

Presenter:

Melissa Dickens, AICP, Planning Commission staff

Summary:

Plan Hillsborough's Strategic Plan is an internally focused document providing direction and guidance for the agency's near-term priorities. This Strategic Plan is non-regulatory and has no financial impacts or formal commitments for the agency or its Boards.

Based on feedback from the joint Board retreat, Board survey, and staff review, staff have drafted the 2024-2029 Strategic Plan. This presentation is informational, and staff are seeking feedback on the draft plan prior to its finalization and adoption by the Planning Commission.

Recommended Action:

None. For information only.

Prepared By:

Melissa Dickens, AICP, Planning Commission staff

Attachments:

Draft Plan Hillsborough 2024-2029 Strategic Plan



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18th floor
Tampa, FL, 33602

Draft Plan Hillsborough 2024-2029 Strategic Plan

Pillar 1: Integrated and Connected Communities

- **Goal 1.1:** Connect mobility and land use
 - **Strategy 1.1.1:** Focus planning efforts on a variety of measures to address population growth and infrastructure needs, from infill and redevelopment approaches to careful study of strategic expansion of services aligned with transportation investments.
 - **Strategy 1.1.2:** Identify proactive planning opportunities, pilot projects, and emerging technologies that address growth trends and changing conditions.
 - **Strategy 1.1.3:** Develop and refine policies and tools that encourage transportation safety and a variety of mobility choices.
 - **Strategy 1.1.4:** In coordination with agency partners, continue to study funding options and innovative approaches and technologies for multimodal transportation improvements.
- **Goal 1.2:** Encourage housing opportunities and choice
 - **Strategy 1.2.1:** Coordinate with local jurisdictions to protect and promote affordable, equitable, and diverse housing through best practices research and proactive policy updates. Consider collaboration opportunities regionally and locally with the understanding that housing issues extend beyond jurisdictional boundaries.
 - **Strategy 1.2.2:** Continually refine bonus structures and incentives within the Comprehensive Plans to ensure they continue to respond to the market and are providing value to the larger community.
 - **Strategy 1.2.3:** Work in tandem with the community and developers to understand housing-related wants and needs focused in a market-based reality. Utilize the agency's unique role to bridge the gap between community desires, fiscal realities, and grounded planning.

Pillar 2: Partnerships and Community Engagement

- **Goal 2.1:** Ensure seamless regional to local connections and partnerships
 - **Strategy 2.1.1:** Pursue projects, studies, and joint planning efforts that cross jurisdictional boundaries within Hillsborough County.
 - **Strategy 2.1.2:** Maintain and strengthen connections to regional transportation planning and environmental initiatives with clear messaging and solutions to the region's current and emerging opportunities, challenges, and growth.

Draft Plan Hillsborough 2024-2029 Strategic Plan

- **Strategy 2.1.3:** Explore opportunities for short-term and long-range regional projects, as well as state and federal grant opportunities for those projects.
- **Goal 2.2:** Improve public education and engagement
 - **Strategy 2.2.1:** Seek opportunities to engage communities in the planning process throughout all stages with a focus on early involvement.
 - **Strategy 2.2.2:** Educate the public about the planning process through innovative and cost-effective methods.
- **Goal 2.3:** Strengthen existing and create new public/private partnerships
 - **Strategy 2.3.1:** Continue to enhance existing interagency relationships while developing collaborative partnerships with additional organizations, especially those with different perspectives or who have not previously participated.
 - **Strategy 2.3.2:** Create a continuous loop of discussion and touch points with partners through consistent communication on agency requirements, studies, emerging issues, and opportunities for collaboration.

Pillar 3: Resilient Natural and Built Environment

- **Goal 3.1:** Strengthen resiliency policies and planning projects
 - **Strategy 3.1.1:** Develop and refine resiliency policies and tools to create a common planning approach across jurisdictions while staying sensitive to community context.
 - **Strategy 3.1.2:** Enhance strategies for future development within the Coastal High Hazard Area (CHHA). Explore policy changes to increase resiliency of existing development and communities already within the CHHA.
 - **Strategy 3.1.3:** Pursue projects and studies that ensure communities are sustainable, livable, and healthy.
- **Goal 3.2:** Enhance connections between natural and built infrastructure and diverse community needs
 - **Strategy 3.2.1:** Incorporate fiscal, economic, and infrastructure policies into the Comprehensive Plan to address ongoing growth impacts.
 - **Strategy 3.2.2:** Consider opportunities for enhanced connections between the natural environment, the built environment, and various infrastructure needs.
 - **Strategy 3.2.3:** Ensure projects, studies, and Comprehensive Plan amendments include the consideration of socio-demographic and environmental factors as well as historic and emerging neighborhood conditions and trends.

Draft Plan Hillsborough 2024-2029 Strategic Plan

Pillar 4: Technology and Operational Enhancements

- **Goal 4.1:** Manage and enhance administrative and financial processes, agency systems, data, and technologies to meet community needs.
 - **Strategy 4.1.1:** Proactively align resources and empower a robust staff to support local planning needs.
 - **Strategy 4.1.2:** Streamline processes by refining staff best practices and records management while integrating comprehensive succession planning.
 - **Strategy 4.1.3:** Leverage emerging technologies for internal process enhancements and public-facing and internal applications, data, and documents to strengthen connections to the broader community.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2050 Plan Outreach Survey Objectives

Presenter:

Harmoni McGee, TPO Staff

Summary:

Over the past several months, the TPO Board and committees have provided feedback and support for the various 2050 Plan Needs Assessments. The next step for the 2050 Plan Update will be to obtain meaningful public input from community residents and stakeholders to guide recommendations for the 2050 Long Range Transportation Plan.

A *MetroQuest* survey is under development to solicit feedback on priorities, major projects and funding options. To incentivize participation, several prizes are being offered to recruit survey respondents. The survey is expected to launch next week and remain open through April.

TPO staff is seeking guidance on Board member goals for survey distribution and responses, and to offer specific groups or communities that we should seek input from.

Recommended Action:

Provide feedback on engagement objectives and suggestions on community groups to receive a presentation.

Prepared By:

Gena Torres, TPO Assistant Director

Attachments:

Presentation slides



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Tampa, FL, 33602



ACCESS 2050

LONG RANGE TRANSPORTATION PLAN



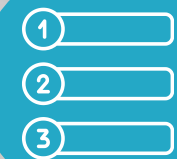
www.Access2050.org



SPREADING THE WORD

Meeting People Where They Are

We will host pop up events, attend community events, and present at neighborhood meetings to reach residents and visitors where they are.



Providing Access to Everyone

Participants can access the multilingual, and ADA compliant survey on any digital device or by filling out a hardcopy.



Reaching All Voices

We will engage with hard-to-reach communities and residents through innovative outreach, working with community leaders, and boots-on-the-ground engagement.

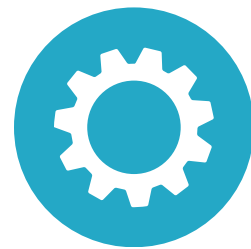


ENGAGEMENT STRATEGY



Priorities

Community members will be given the opportunity to rank their transportation priorities. (Real Choices, Vision Zero, Road widenings, etc.)



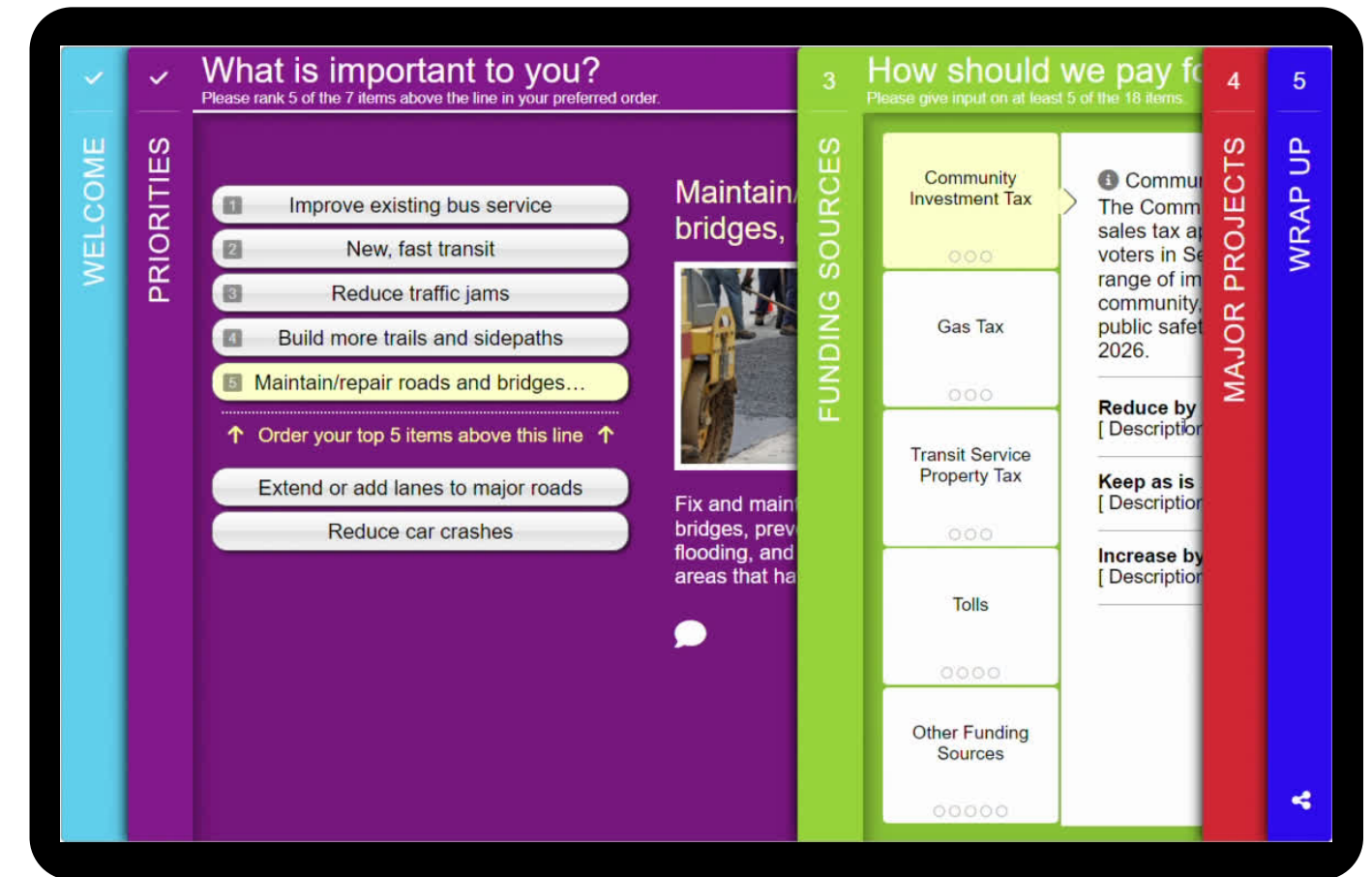
Major Projects

Feedback will be gathered regarding major projects such as highway interchanges and premium transit via an interactive map screen.



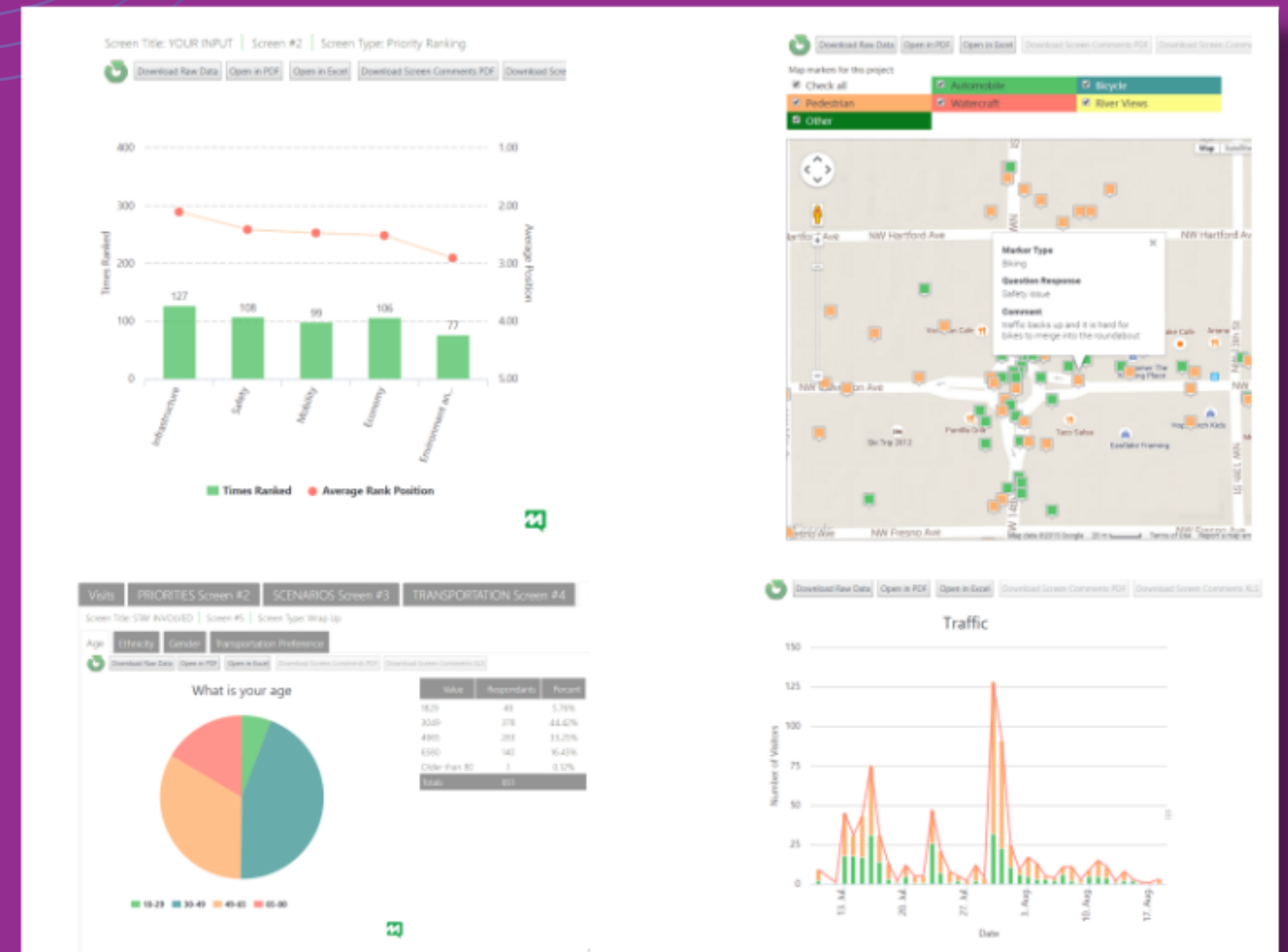
Funding Sources

Once feedback has been provided regarding project priorities and preferences, community members will then be asked to give input on what funding sources they would deem most effective at funding their desired transportation plans.



Data Analysis

- **Visualizing in Real Time:** Using a real-time database, we can make sure we're reaching everyone, identify any missing voices, and ensure public input directly affects the planning process.
- **Identifying Our Representation:** Data analytics will help us make sure we've reached all our communities, have broad and diverse participation, and have heard from difficult-to-reach segments of people.
- **Understanding Public Priorities:** We can quickly see the public's priorities using data heat maps, graphs, and word clouds and provide accurate information for the planning process.





January 2024
Launch survey



Jan. to April 2024
Community Outreach



May 2024
Preliminary Insights Analysis

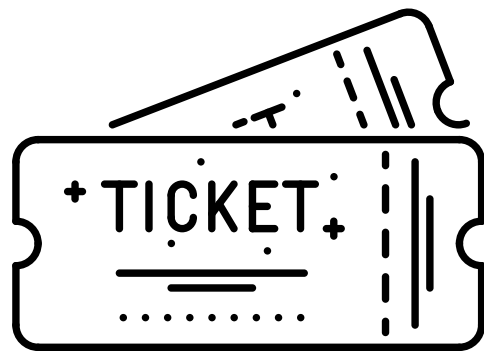


July 2024
Detailed Analysis

SURVEY TIMELINE

INCENTIVES

To encourage greater participation, survey respondents will have the opportunity to win one of the following prizes:



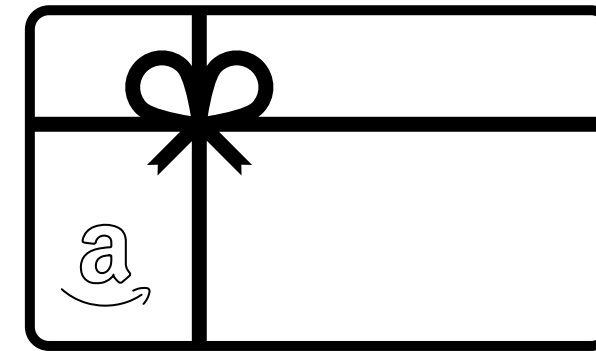
Concert Tickets

Bad Bunny
Kane Brown



Tampa Bay Bucs Tickets

Fall 2024 Tickets



Amazon Gift Card

\$100 Amazon Gift Card



GOALS AND OBJECTIVES

What does successful engagement look like?

High number of responses?

Wide geographical distribution of participants?

Targeted engagement to communities?

Are there specific people or groups we should make sure we speak with?

How You Can Help

Spread the Word:



Share on social media

*Be sure to tag us on Facebook @HillsboroughTPO
and on Instagram @planhillsborough*



Share in newsletters

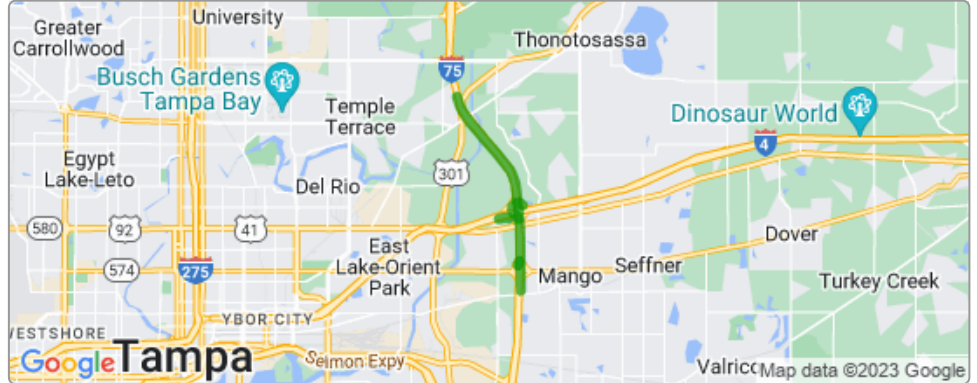


Connect us with community members



I-75 Pavement Rehabilitation from N. of CSX R/R at Broadway Ave. to S. of SR 582/Fowler Ave. 443630-2-52-01

Project Details	
Work Type	Rigid Pavement Rehabilitation
Phase	Design
Limits	From N. of CSX R/R at Broadway Ave. to S. of SR 582/Fowler Ave.
Length	6.037 Miles
City	Brandon
County	Hillsborough
Road	I-75
Design Cost	\$1.13M



About

This project includes rigid pavement rehabilitation for concrete pavement slabs of the existing roadway, shoulders and select I-75 exit and entry ramps.

Lighting, signage, and pavement marking safety enhancements will also be included in this project.

Construction is currently anticipated to begin in 2024.

Contact Information	
Design Manager	Mark Dunn 813-975-4248 Mark.Dunn@dot.state.fl.us
Media Contact	Kris Carson 813-975-6202 Kristen.Carson@dot.state.fl.us

I-75 Widening From South of Tampa Bypass Canal To South of Fowler Ave 445317-1-52-01,
445317-2-52-01

Project Details	
Work Type	Add Lanes and Reconstruct
Phase	Design
Limits	from north of Broadway Ave. to south of SR 582/Fowler Ave.
Length	1.295 Miles
City	Seffner Tampa Thonotosassa
County	Hillsborough
Road	I-75



About

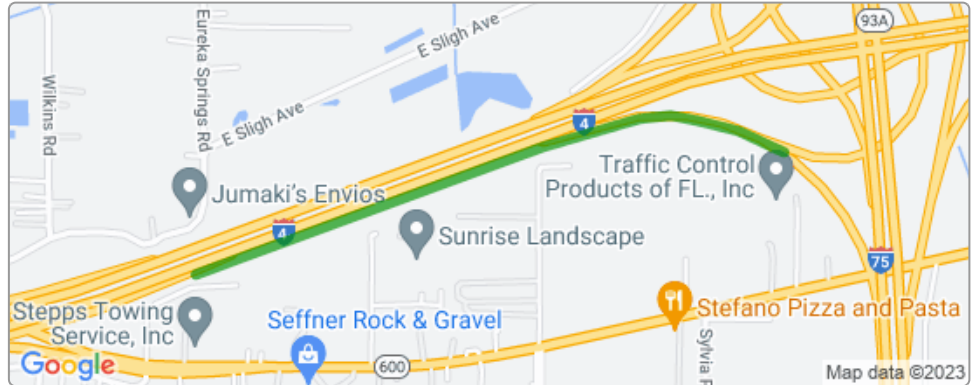
This project will add a lane in both the southbound and northbound direction of I-75 between the Tampa Bypass Canal and Fowler Avenue in Hillsborough County. The bridges over the Tampa Bypass Canal and Harney Road will also be widened, and the bridge structures over US 301 will be replaced.

Construction is anticipated to begin in 2024

Contact Information	
Design Manager	Mark Dunn 813-975-4248 Mark.Dunn@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us

I-4 Operational Improvements of Eastbound Exit Ramp to I-75 from East of the Tampa Bypass Canal to West of I-75 446132-1-52-01

Project Details	
Work Type	OpAdd Auxiliary Lane(s)
Phase	Design
Limits	From east of Tampa Bypass Canal to west of I-75
Length	1.05 Miles
City	Tampa
County	Hillsborough
Road	I-75
Design Cost	\$1.02M



About

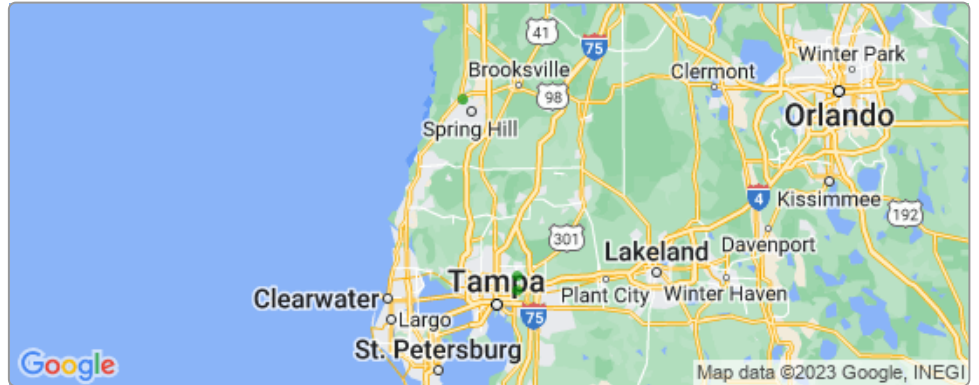
The intent of this project is to create an interstate operational improvement that would provide an additional auxiliary lane along the outside lanes of eastbound I-4 between the on-ramp from eastbound Hillsborough Avenue and the off-ramp to northbound and southbound I-75.

Design activities are currently underway. Construction is anticipated to begin in 2026.

Contact Information	
Design Manager	Mark Dunn 813-975-4248 Mark.Dunn@dot.state.fl.us
Media Contact	Kris Carson 813-975-6202 Kristen.Carson@dot.state.fl.us

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

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



About

This project consists of safety improvements at three separate intersections.

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

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

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

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



Hillsborough MPO
Metropolitan Planning
for Transportation



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

December 15, 2023

Executive Office of Governor Ron DeSantis
State of Florida
The Capitol
400 South Monroe Street
Tallahassee, FL 32399-0001

Subject: Transmittal of Report Regarding Tampa Bay MPO

Dear Governor DeSantis,

On behalf of the Hillsborough Transportation Planning Organization, Pasco Metropolitan Planning Organization and Forward Pinellas, we are pleased to submit a feasibility report exploring the benefits, costs, and process for consolidation into a single MPO serving the contiguous urbanized area, as required by Chapter 2023-197. The attached report finds that establishment of a regional MPO in Tampa Bay is feasible but will require investigation, consensus-building and financial start-up support to assist in future decision-making.

Exploring the tradeoffs and building much-needed consensus will be conducted in a phased approach, with Phase I anticipated to begin in early 2024, with the major work being conducted in 2025. With a goal to have a final decision among the parties of whether to proceed or halt the consolidation process made in 2025/26, the three MPOs estimate that \$500k is required to fund Phase I activities, which include procuring an independent facilitator to guide apportionment plan development, as well as an organizational consultant to develop operation documentation for Board bylaws, internal controls, and agency policies.

While the Hillsborough TPO, Pasco MPO and Forward Pinellas will continue to maintain the existing MPO processes in our respective counties for the coming year, we look forward to working with you to improve transportation across Tampa Bay. Please let us know if you have any questions.

Sincerely,

Johnny Wong,
Exec. Director
Hillsborough TPO

Tania Gorman,
Exec. Director
Pasco MPO

Whit Blanton,
Exec. Director
Forward Pinellas

Cc:
Board members
TMA members
Legislative Delegation Members



Hillsborough MPO
Metropolitan Planning
for Transportation



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

December 15, 2023

The Honorable Kathleen Passidomo
President of the Florida Senate
409 The Capitol
404 South Monroe Street
Tallahassee, FL 32399-1100

Subject: Transmittal of Report Regarding Tampa Bay MPO

Dear President Passidomo,

On behalf of the Hillsborough Transportation Planning Organization, Pasco Metropolitan Planning Organization and Forward Pinellas, we are pleased to submit a feasibility report exploring the benefits, costs, and process for consolidation into a single MPO serving the contiguous urbanized area, as required by Chapter 2023-197. The attached report finds that establishment of a regional MPO in Tampa Bay is feasible but will require investigation, consensus-building and financial start-up support to assist in future decision-making.

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TMA members
Legislative Delegation Members



Hillsborough MPO
Metropolitan Planning
for Transportation



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

December 15, 2023

The Honorable Paul Renner
Speaker of the Florida House of Representatives
420 The Capitol
402 South Monroe Street
Tallahassee, FL 32399-1300

Subject: Transmittal of Report Regarding Tampa Bay MPO

Dear Speaker Renner,

On behalf of the Hillsborough Transportation Planning Organization, Pasco Metropolitan Planning Organization and Forward Pinellas, we are pleased to submit a feasibility report exploring the benefits, costs, and process for consolidation into a single MPO serving the contiguous urbanized area, as required by Chapter 2023-197. The attached report finds that establishment of a regional MPO in Tampa Bay is feasible but will require investigation, consensus-building and financial start-up support to assist in future decision-making.

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Pasco MPO

Whit Blanton,
Exec. Director
Forward Pinellas

Cc:
Board members
TMA members
Legislative Delegation Members



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

December 22, 2023

Dear Metropolitan Planning Organization Partners,

As a valued partner and in an effort to continue to collaborate and support Florida's Metropolitan Planning Organizations (MPO), the Florida Department of Transportation (FDOT) would like to provide information on recent news for clarity and transparency.

The Department deeply values the commitment and dedication each of your MPOs take to thoroughly develop, plan, and prioritize each region's transportation projects, including with your long-range transportation plans. With your input, Florida has the world's most diverse transportation portfolio. FDOT plans to continue to make responsible and strategic investments in every region of the state, including traffic congestion reduction, multimodal transportation (including bicycle and pedestrian facilities), truck parking, intelligent transportation systems, and energy-efficient alternatives.

After careful consideration, FDOT notified USDOT and the Federal Highway Administration (FHWA) of the decision to not submit a formal Carbon Reduction Strategy document. This document required states to submit strategies to reduce carbon emissions by tracking and reducing emissions from vehicles. FDOT did not receive answers to all of our concerns prior to USDOT's strategy document submittal deadline.

Within a few days after that document was due, USDOT issued a final Greenhouse Gas (GHG) Rule. The final rule requires State DOTs and MPOs to establish declining carbon dioxide targets for reducing emissions and report biennially on progress toward achievements of those targets. However, in the final rule, FHWA acknowledges that the Infrastructure Investment and Jobs Act (IIJA) does not explicitly authorize the agency to assess environmental performance. Performance, as used in the law, is intended to address physical issues with infrastructure, not CO₂ emissions.

FDOT believes that FHWA has exhibited broad overreach in their implementation of the rule. Congress used clear language to direct USDOT to establish performance measures to assess pavement condition, bridge condition, system performance, and serious injuries and fatalities. Notably absent is a reference to GHG. Last year, FDOT formally responded to the proposed FHWA GHG emissions rule. FHWA received approximately 40,000 comments on the proposed rule, but did not significantly alter the final rule, or take into consideration the unique characteristics of all 50 states.

With the uniqueness of Florida and this rule affecting beyond just our agency, the Department diligently considered impacts for our partners and the transportation industry as a whole. This was especially important due to the language in the rule that relates to MPOs, as Florida has the highest number of MPOs in the nation – 27 MPOs and 33 UZAs (urbanized areas with populations over 50,000). Through this rule, 25 of the 27 MPOs are required to create joint targets and comply with establishing targets. FDOT estimates a high level of effort and costs, in addition to imposed compliance costs, which far exceeds FHWA’s cost estimate.

While it should be very apparent after working so closely with us through the years, I want to reaffirm FDOT’s commitment to environmental preservation and resiliency. In fact, Florida has achieved the cleanest air on record and is the most populous state to meet or exceed the existing Environmental Protection Agency (EPA) benchmarks for air quality. It is unfortunate that the new GHG rule penalizes states for population, tourism, and economic growth.

With factors such as these, FDOT has been left with no choice but to join 20 other states and file a complaint in federal court requesting injunctive relief from this rule. This action was filed yesterday, December 21, 2023.

As always, we appreciate working together to best serve our communities. FDOT remains committed to being transparent and working with our MPOs to deliver a successful transportation system. Thank you for your continued partnership.

Regards,

A handwritten signature in black ink, appearing to read 'JWP', written in a cursive style.

Jared W. Perdue, P.E.
Secretary