



# Hillsborough TPO

## Transportation Planning Organization

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School Board

Beth Alden, AICP  
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## Meeting of the TPO Board

**Wednesday, September 14, 2022 @10:00am**

**Hillsborough County Center, 601 E. Kennedy Blvd., 26<sup>th</sup> Floor**

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP 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 5pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to [tpo@plancom.org](mailto: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)

A. Vote of Consent for Remote Member Participation – *if applicable*

### III. [Approval of Minutes – August 10, 2022](#)

- 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** (Bill Roberts, CAC Chair, Davida Franklin, TPO Staff and Beth Alden, TPO Director)
- VI. Consent Agenda**
- A. [Committee Appointments](#)
  - B. [Bylaws Amendment for Transportation Disadvantaged Coordinating Board](#)
  - C. [USF–TPO Air Quality Monitoring Fellowship MOU](#)
- VII. Action Items**
- A. [TIP Roll Forward Amendment 2022](#) (Connor Macdonald, TPO Staff)
  - B. [FDOT SIS Cost Feasible Plan – Letter of Comment](#) (Johnny Wong, TPO Staff)
- VIII. Status Reports**
- A. [Tampa International Airport Master Plan Update](#) (Joe Lopano, HCAA CEO)
- IX. Executive Director’s Report**
- Status of board request for evaluating I-275, Bearss-Hillsborough
  - Sunrunner BRT field trip
  - EPC Review of I-275 Construction Air Quality Concerns
- X. Old Business & New Business**
- XI. Adjournment**
- XII. Addendum**
- A. Announcements
    - Tampa Bay TMA Leadership Group, a committee of the Sun Coast Transportation Planning Alliance [SunCoastTPA.org](http://SunCoastTPA.org), fall meeting September 23, 9:30am, Tampa Bay Regional Council
    - [Gulf Coast Safe Streets Summit: November 3, Lakeland](#)
  - B. Project Summaries, Fact Sheets & Other Status Reports
    - [FL Transportation Plan, Implementation Element](#)
    - [Fact Sheet: Dale Mabry Resurfacing, South Tampa](#)
    - [Fact Sheet: SR56 Extension ETDM Review](#)
    - [Fact Sheet: Nebraska Ave Ped Upgrades](#)
    - [FL MPO Advisory Council Annual Report](#)

C. Correspondence

- To Florida Commission for the Transportation Disadvantaged (CTD) regarding Transportation Disadvantaged Service Plan Amendment
- To Hillsborough County and Cities of Tampa, Temple Terrace, and Plant City regarding TPO Apportionment Plan

D. Articles Related to TPO Work

- [Potential residential growth near gateway project](#) | Plant City Observer | 08.11.22
- [Storm season is here. 115 miles of critical Hillsborough roads are vulnerable to flooding. A conversation with Allison Yeh, executive planner and sustainability coordinator, at Plan Hillsborough.](#) | Tampa Bay Times | 08.11.22
- [Tampa Bay referendums include public school funding, transit tax and environmental land protection](#) | WUSF Public Media - WUSF 89.7 | 08.11.22
- [Hillsborough County seeks public input on updating Greenways Master Plan](#) | Spectrum Bay News 9 | 08.04.22
- [New proposed bus routes to serve USF, downtown Tampa](#) | Tampa Bay Times | 08.04.22
- [Tampa Bay's taxing issue: Seeking new money amid robust government spending](#) | Tampa Bay Times | 07.29.22
- [Hillsborough County transportation tax needed for 'bread and butter' projects, says TPO director](#) | Tampa Bay Business Journal | 07.22.22
- [CSX Tampa Bay rail lines no longer for sale](#) | Tampa Bay Times | 07.20.22
- [Hillsborough TPO Executive Director Beth Alden talks transportation funding at Café con Tampa](#) | 83 Degrees Media | 07.19.22

The full agenda packet is available on the MPO's website, [www.planhillsborough.org](http://www.planhillsborough.org), or by calling (813) 272-5940.

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 273-3774, ext. 313 o [barberj@plancom.org](mailto:barberj@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) 273-3774, ext. 211.

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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING AUGUST 10, 2022  
DRAFT MINUTES**

**I. CALL TO ORDER, PLEDGE OF ALLEGIANCE\_***(Timestamp 1:34:38)*

Commissioner Cohen, called the meeting to order at 10:00 AM and led the pledge of allegiance. The meeting was held in person and virtual via WebEx.

**II. ROLL CALL\_** (Gail Reese, TPO Staff) *(Timestamp 1:35:10)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Councilmember Guido Maniscalco, Councilmember Lynn Hurtak, Mayor Nate Kilton, Gina Evans, Adalee Le Grand, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith

The following members were absent/excused: Councilmember Joseph Citro, Mayor Andrew Ross, School Board Member Jessica Vaughn

A quorum was met in person.

**A. Vote of Consent for Remote Member Participation.**

**Voice vote, motion passes unanimously.**

**III. APPROVAL OF MINUTES\_** *(Timestamp 1:37:06)* – June 8, 2022

**Chair Cohen sought a motion to approve the June 8, 2022 minutes. Commissioner Myers so moved, seconded by Commissioner Overman. Voice vote: motion carries unanimously.**

**IV. PUBLIC COMMENT ON ITEMS OTHER THAN THE TIP** *(Timestamp 1:37:28)* (30 minutes total, with up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- Ron Weaver – It was noted that the three lane movements of the Downtown Interchange, he is in favor of those movements. Understands that this item has been moved to the September meeting at Mayor Ross' request. Is very concerned about the safety of this intersection and the volume of crashes. Would like to see that the 3.2 million people who are dependent on that interchange are served.
- Rick Fernandez – Donated his time to Candace Savitz.
- Candace Savitz – Is opposed to the I-275 project. The project is toxic. Some of the project has already been done but other are still on the horizon. Damage has been done and people are at risk. Drives by the six underpasses every day. The neighborhood never wanted the project and it is hurting the people. On August 9<sup>th</sup>, at Martin Luther King at 8:45 PM, took a video of

jackhammering putting a plume of toxic dust into the air. There was no dust mitigation. Stated that the dust being created from the lead-laden highway is 1 million times more toxic than what is allowed under the provisions of the Clean Air Act. Has a lab sample and does not believe it should be classified as a soil sample. The dust is in the wind and being created by the construction. Pointed out that the residents of Robles Park Village have window air conditioners. This toxic dust is going into their homes from the AC units. Has a list of professionals who will attest to the toxicity, poor construction practices, and lack of adherence to the OSHA safety standards with regard to the removal of lead from an existing structure. They include a doctor, a civil engineer from New York who has viewed photos, and an EMT who is certified in OSHA toxic removal. Stated she would like to see the documentation regarding that. Ms. Savitz noted that she has been harassed by the workers in the common, public areas and right-of-way while she is taking photos and videos. It was said that FDOT is jackhammering so that the rebar can be used for the expansion. Reusing the rebar is not good practice. Has letters from FDOT dated May 22<sup>nd</sup> and June 22<sup>nd</sup> stating that a wet saw would be used to cut the barrier edge, but that did not happen. Asked that the TPO Board prioritize people over the cars and not worry about the 14 minutes being saved by people driving from Lutz to Downtown. Offered her documents and background information to the Board. Has submitted a written comment as well.

**Discussion:**

The toxic dust challenge was questioned and asked for follow-up from FDOT. Beth Alden suggested this be scheduled as an item at the next TPO Board meeting. Commissioner Overman rejected the suggestion and moved that work be suspended until FDOT comes back with a report. Commissioner Overman has received 58 emails since may from a variety of members of the community. Not all have been about the toxic dust, but all are about this project. Noted that she drives under the overpasses every day. Would like to know what the options are that can be done today.

Chair Cohen recommended that the agenda move forward and this be taken up at the end of the meeting. Asked that FDOT have responses ready at that time if possible. At that time, if Commissioner Overman is not satisfied with the information, the Board can go forward with the motion.

**V. SPECIAL PRESENTATION** (Beth Alden – TPO Executive Director) (*Timestamp 1:50:32*)

- A. The 27 MPOs around the state voted on projects and recognized the ones that are noteworthy for best practices: Resilient Tampa Bay was voted the top project. Certificate presented to Allison Yeh, the project manager on this project.

**VI. COMMITTEE REPORTS & ADVANCE COMMENTS** (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff) (*Timestamp 1:52:26*)

**A. CAC – July & August 2022** (Bill Roberts, CAC Chair)

- In-person quorum voted to allow virtual members to participate.
- Met in July to help with relief of backlog of items.

- August 3, 2022 meeting
  - Several suggestions on the Public Participation Plan – suggestions on additional media, public meetings, requested clarifying to members of the public when items can no longer be removed from the TIP. Approved the plan with recommendations.
  - Freight Supply Chain Resilience Study – did not approve, lacked components that the TPO Board has approved in the past.
  - Heard from the CFO of HART – asked about the effect of the American Rescue Funds that are not recurring, will be receiving follow-up on that. Also asked about some of the uses of the surtax funds if the referendum passes in November.
  - Heard about the status of the make-up of the CAC. Asked staff to come back with five specific recommendations on how to have the representation more reflective of the community including demographic and geographic.
  
- B. TAC – August 1, 2022** (Davida Franklin, TPO Staff)
  - Approved
    - Public Participation Amendments.
    - Approved the draft report of the Freight Supply chain Resilience Study. Asked it to be brought back for a review of the final study for approval.
  - Status Reports
    - Tampa International Airport Master Plan, 56<sup>th</sup>/50<sup>th</sup> Street Corridor Planning Study, HART FY 2023 Proposed Budget was deferred due to technical challenges with Plan Hillsborough Room.
  
- C. LRC – June 22, 2022** (Davida Franklin, TPO Staff)
  - Approved
    - Public Participation Amendments 2022, commented on ETDM Project #14503 Suncoast Parkway Widening
  - Status Reports
    - HART FY 2023 Proposed Budget, Hillsborough County Corridor Preservation Best Practices Report, Tampa Vision Zero Implementation Through Maintenance
  
- D. BPAC – June 22 and July 27, 2022** (Davida Franklin, TPO Staff)
  - Approved
    - Public Participation Amendment
  - Status Reports
    - Hillsborough county Corridor Preservation Best Practices Report, Tampa Vision Zero Implementation Through Maintenance.
  - Tri-County BPAC discussions: Upper Tampa Bay Trail Gap, the future of the nonmotorized count program, and the proposed US Bike Route 15 through Pasco and Hillsborough Counties.
  
- E. TDCB – June 24, 2022**
  - Approved
    - Public Participation Plan Amendments 2022, TDCB Grievance Procedures, TDCB Annual Bylaws Review.
  - Status Reports
    - Sunshine Line Update, TBARTA Regional Rapid Transit Development Concept of Operations, HART Transit Development Plan

**F. ITS – July 14, 2022**

- Status Reports
  - Freight Supply Chain Resilience Study, FDOT District 7 Smart Corridors Plan, One.Network Traffic Management Platform, I-4 Florida’s Regional Advance Mobility Elements (FRME) Project and FDOT Connected and Automated Vehicles (CAV) Program.

**G. TPO Policy – August 10, 2022 (Beth Alden)**

- Reviewed one action item, the Storm Evacuation and Shelter In Place Study, supported and recommend to the Board. Noted that information and communications are critically important for evacuation times; when and where to go may be more important than transportation improvements.

**H. Public Comments Received Through Email & Social Media (Davida Franklin, TPO Staff).**

Detailed [Email](#) and [Social Media](#) are located at the end of the minutes.

**VII. CONSENT AGENDA (Timestamp 2:01:00)**

**A. Committee Appointments**

- LRC – Omar Alvarado (HART); Glorimar Belangia (Hillsborough County Schools); Gus Ignas (at-large representing Transit Users)

**B. Storm Evacuation and Shelter-in-Place Study Report** – included in the [July 10, 2022 Agenda Packet](#)

**C. Amendment to Fellowship Agreement with USF Dept. of Urban & Regional Planning** – included in the [July 10, 2022 Agenda Packet](#)

**D. General Planning Consultant Contract Extensions** – included in the [July 10, 2022 Agenda Packet](#)

**Motion to approve the consent agenda from Council Member Maniscalco, seconded by Commissioner Overman. Voice vote, the motion passes unanimously.**

**VIII. ACTION ITEMS:**

**A. Public Participation Plan Amendments (Davida Franklin, TPO Staff) (Timestamp 2:01:21)**

- Went over the Public Participation Plan and that it is updated every two years.
- Amendments:
  - How a notification is done: website, social media, a post on the calendars of news media websites, road signs, direct mailers to residents in impacted areas for projects that require right-of-way acquisition, a press release and/or newsletter article. Showed examples used during the pilot program. This resulted in an increase in public participation from none to over 24 responses.
  - TIP Amendment change from 21 to 14 days minimum review period.
  - Improve transparency and indicate when projects cannot be removed from the TIP per state statute.
- Noted that in public comment, it was suggested that the 21 day review period be kept but note that the time frame may be reduced to 14 days if necessary. It was also suggested that more committees review TIP amendments before coming to the TPO Board.

- Went over notification periods from other counties.

**Presentation:** [Public Participation Plan Amendment Presentation Slides](#)

Public Participation Plan: [Public Participation Plan 2020 Update \(planhillsborough.org\)](#)

**Recommended Action: Approve the Public Participation Plan Amendments.**

**Discussion:**

It was asked how people who are not on the internet are going to receive the information on TIP amendments. They will get a mailer if they are in the area of a project requesting right-of-way acquisition. It was noted that this is a bias and has produced an equity situation for those that are dependent on transportation issues but do not have the internet. It was questioned as to why the notification timeframe change is needed. It is due to leftover money becoming available and can be allocated to a project in Hillsborough County; this can happen very quickly to distribute and then hit the TPO Board meeting. This allows for more flexibility for projects on the TIP priority list. In the past, notification was posted on the TPO website only. Ads are not required. During the pilot, TPO Staff worked with journalists to get articles out to the public. It was brought up that social media is fractured and may still not be enough.

**Commissioner Kemp moved to approve the Public Participation Plan Amendments with language stating that 21 day notification will be used except in special situations with a minimum of 14 days notification and it be explained why it is 14 day on the notification; seconded by Commissioner Overman.**

**Discussion:**

It was recommended that the language be strong that the 14-day notification would be the exception to the rule. The TPO has a lot of discretion on this topic. It was asked if this would go into effect right now or if it will come back after further public comment opportunities. This is intended to be the final decision, there was a 45-day notice, and fair input has been provided by the public and the committees. It was asked if the proposed language would give the TPO Staff enough time. It was asked if the use of television in the community reports could be used in the notification process. It was explained that Pinellas County does use a “when and why” for their TIP Amendments, so there is something out there.

**Voice vote – passes unanimously**

It was asked that every six months, this be brought back to let the TPO Board know how it is going. This is most likely to occur in the spring.

**B. TPO Apportionment Plan (Elizabeth Watkins, TPO Staff) (Timestamp 2:33:00)**

- Review required every 10 years
- Review criteria
- Went over HCAA, PTB, THEA, HART, TPC, and TPO Board make-ups
- Explained three apportionment options
- Review of why the Sunshine Law is a challenge in the apportionment. Members rely on staff directors from agencies for their expertise. As members of the same board, it does not allow for this communication outside of a noticed meeting.

**Discussion:**

It was brought up that with the replacement of the agency staff with appointed representatives, you lose the expertise and if you use elected officials, you will run out of people. It was noted that historically elected officials are held responsible for decisions made by this Board, and it is critical that the Sunshine Law be observed. By having all seven members of the BOCC on the Board, there would be representation and elected officials from the agency boards on the TPO Board while being able to consult with the agency staff on the TPO Board. The Aviation Authority opposes this change as they have a very small board of volunteers except for the Mayor of Tampa and the BOCC representation. Elected officials and board members have limited time and other things to do besides sit in public meetings. The agency Boards have the option to appoint elected officials of their Boards to the TPO. Ms. Le Grand reviewed the motion from May 11<sup>th</sup>, which was passed unanimously, to add elected officials while retaining the agency staff representation. The options presented are not moving this motion forward. It was asked if this has been a problem in the past; have Sunshine violations occurred? Within HART, committees are put together which are governed in the Sunshine. After the meeting, the members engage with each other outside the meetings, but not on the particular topics of the committees. Sunshine should be managed at the agency level and not by TPO Staff. HART does not believe they have challenges in this regard. Cameron Clark does not believe there have been any issues and noted that the reason FDOT has an advisory role is that Board members regularly consult with them. The Sunshine Law says that individuals cannot communicate on issues that may come before the common Board. Anytime there is a meeting between two officials where items that may come before their common Board, it must be noticed, and in a public forum. Individuals can meet as long as the Sunshine Law criteria are met. Most of the time other staff than the members of the TPO Board are going to be the ones talking to TPO Board members. Concurred with the time constraints of agency Board members. It was asked why it would need to be Directors of the agencies to be represented on the TPO Board. The Sunshine Law is personal, direct communications. It was noted that Hillsborough County is different than other counties and that is one reason why having the agency representation on the TPO Board makes sense. It was brought up that having the agency representation on the TPO Board as they are the best at advocating for themselves. It is important for the continuity of the agencies as elected officials come and go and some projects are decades long. It was brought up that the agency representation is not responsible to the public and that it would be important to have the entire BOCC on the TPO Board. It was also noted that having an odd number on the Board would be a good idea.

**Commissioner Kemp moved that the TPO Board be made up of elected officials with the agency representation being non-voting, seconded by Commissioner Smith.**

**Discussion:**

Chair Cohen asked Mr. Clark, as a point of order, if this is the same motion that was voted on at the May 11<sup>th</sup> meeting. Cameron Clark responded that this would be a motion on something that was previously considered. If a motion to reconsider were to be brought forward, it has to be done by a representative of the majority side and it must be done at the same meeting. There has been no final determination on this issue. It was determined to re-evaluate and come back at a subsequent meeting. It was noted that the motion that was voted on unanimously at the last



meeting was the issue of the number of BOCC and City Council members and the agency representation issue had been settled. Mr. Clark believes that the Board can take up the apportionment since no final decision has been made. It was asked if there were anything that would prohibit having all seven members of the BOCC while keeping the agency representation. The maximum number of members for the TPO Board is 25 according to the statute.

**Commissioner Overman moved to keep the membership as it stands and expand membership to include all seven BOCC members on the Board, seconded by Councilmember Hurtak.**

**Discussion:**

It was brought up that by including the additional elected officials, it sets up the TPO Board to have this topic come up again and have the support to make the changes that have been asked for previously, to remove the transportation authority agencies from voting membership. It was requested to keep the TPO Board status quo and reminded that 70% are elected officials. It was asked if making a change to the apportionment of the Board if it can be done before the next ten-year requirement. It can be done but there is a process based on the significance of the change that could potentially last multiple years. It was brought up that the requirement of the TPO Board membership shall be at least 5 but not more than 25 and may include membership from agencies that operate major modes of transportation. It was brought up that Hillsborough County has the lowest TPO representation of elected officials in the state, that the county is unique with the agencies, and that the county has the largest unincorporated area of any county in the state. The MPO/TPOs were created so the local population has representation. Mr. Slater noted that THEA is in opposition to the change as well as and the agency Board has very limited time and options. The representation comes to the TPO Board with experiences from other parts of the country or the world. Also noted is that with the new motion, there has not been time given to their Board to digest the implications and make a voting recommendation. Ms. Le Grand brought up the May 11<sup>th</sup> minutes and questioned if TPO Staff looked at a plan option adding more elected officials as a compromise framework and if the new plan was circulated to local governments to see if it was supported. Ms. Alden stated that some agencies have been historically represented by Board members. The options brought forward today include the transportation agency representation from the elected officials on the agency Boards. It was also noted that activity centers can increase population but the statute requires actual population. Ms. Le Grand asked if there was anything circulated to local officials for the apportionment plan. Ms. Alden noted that the apportionment plan needs to be agreed upon by the TPO Board first, then it is brought to the local governments for approval, and then it goes to the Governor for final approval. Ms. Le Grand asked if that met the intent of the motion from May and if adding elected officials was acceptable to other local officials. It was brought up that the only way to reflect the population of the county is to add the additional BOCC members as the cities are represented appropriately. It was clarified that the current motion does not remove voting members from the TPO Board; it adds two additional BOCC members. Would like to hold the county officials accountable for the budgeting and funding of transportation.

*(Skip in the recording at 3:29:36)*

**Roll call vote, the motion passed 7 to 5.**

## **IX. FDOT Response to Public Comment**

- Worked on verification of the sample testing from Candace Savitz. Jackhammering is done to the rebar. Went back to the contractor and asked them to use water during demo operations at all of the overpass construction. Talked to the overnight monitor and they are also using water. During construction, there is going to be dust. If too much water is used, you run into another challenge with the runoff of materials.
- FDOT reviewed the sample collected. It is consistent with the soil sample. It was evaluated for contamination. It is measured in mass and not volume. There is a residential contamination threshold of 400 ppm for lead. The sample had 18 ppm of lead. There was silica present. Based on pre-construction, there is no level of additional lead. Asbestos was tested for and it is clear of that. The sample Ms. Savitz is using is being compared to a volume test. The volume metric is air samples collected over an 8-hour time frame. The jackhammering doesn't last that long. FDOT is going to look at alternate options that might be available. Showed a picture of water in use during the demolition.

### **Discussion:**

It was asked for clarification on the results from Ms. Savitz. If it was 18 for an 8-hour period of air volume test, it would be severely over the limit allowed. When talking about residential contamination, it is well under the 400-ppm threshold. It was asked about the night work for jackhammering. Yes, there is night work. Notification is sent out. Some businesses request it. Have moved some of the work around concerns of the community. In this type of work, there is never a good time, working to complete as quickly as possible. It was asked if there is an endpoint for this type of construction creating these issues. The east side of the demolition is done, and the west is underway. Closer to the end at this point. It was asked what the schedule is. FDOT will follow up with that information. Invited the TPO Board members to visit the site. It was requested that FDOT contract the EPC to measure the air quality in the direct area of the construction and come back within 30 days with the results to address the citizen concerns. When Ms. Savitz brought her concerns to the EPC, they deferred to FDOT. FDOT has looked into doing a volumetric assessment. The air quality sample would need to be done over an 8-hour period of time; construction does not last that long. The material level is far below now, mathematically, it would be impossible for a volume metric to exceed the standards. The contaminants are not present in the physical material, new material is not being introduced, and the work is not being done in a confined space. The EPA levels are for the workers in direct exposure. Because the dust is silica, it dissipates very quickly. They reached out to an independent partner, and it was determined that the test would not result in significant results and there will be no conclusive results. Commissioner Overman noted that people live there all of the time and do not believe that a contractor doing the sampling and test would assure the community. Requested that EPC do the testing. It was asked for clarification about the testing of the material before construction started. As part of the PD&E process, contamination samples of the material are taken over a multi-year period; 30 to 40 samples were taken on each side of the interstate. It is done again right before construction. The samples consist of core, material, scrape, etc. It was asked if any ongoing testing has been done. No, there was no material prior to construction and no new material is being introduced, there is no reason to conclude that material would be there now. Due to the era that the bridges were constructed,



asbestos was a concern; the bridges were not painted, and the rebar was not coated. FDOT is above OSHA standards, the contractors are OSHA trained, and the workplace can be inspected at any time. It was asked about holding contractors to the standards being set. A third-party firm is the 24/7 eyes and ears on-site. They are monitoring all standards, behaviors, patterns, materials coming in and out, and the technical aspects of the project. Additionally, FDOT is in and out on site; at any time there can be as many inspectors as there are contractors. It was asked if EPC could speak to the TPO Board in September or if they could speak about this at the EPC meeting on August 18 on the subject; Commissioner Smith is the Chair of the EPC. FDOT noted that the CAR (contamination and remediation) contractor used for sample collection is an EPC contractor. It was asked that Commissioner Smith bring it to the EPC Board at their August meeting. Commissioner Overman withdrew her motion as long as the EPC Board will request that FDOT present its findings and that the EPC provide solutions to be brought back to the TPO Board.

#### **X. STATUS REPORTS**

- A. **FDOT Electric Vehicle Plan** (April Combs, FDOT) - deferred
- B. **FDOT District 7 Safety Program Update** (Peter Hsu, FDOT) - deferred
- C. **Bylaws Amendment for Transportation Disadvantaged Coordinating Board** (Beth Alden, TPO Executive Director) (*Timestamp 3:45:10*)
  - The TDCB is requesting a bylaw amendment for their section of the overall bylaws to return the in-person quorum to a simple majority of the seated members. This is the first reading. It will be on the consent agenda in September. This change is supported by the TDCB Chair, Commissioner Myers.

#### **XI. EXECUTIVE DIRECTOR'S REPORT** (*Timestamp 3:46:18*)

- A. CAC demographic representation review – working with the committee to see how it can be more representative of the demographic and geographic makeup of the county. Asked that the TPO Board not nominate members to the CAC until this is brought back to the TPO Board.
- B. Sunrunner BRT field trip? – There are Board members that would like to do this. Will look at a date later in the year.

#### **XII. OLD & NEW BUSINESS** (*Timestamp 3:47:50*)

- A. Next meeting is on September 14, 2022.

#### **XIII. ADJOURNMENT** – The meeting adjourned at 12:29 PM

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

#### **Social Media**

**Facebook**

**6/9**

**Dave Coleman**

Apparently only 2 people voted against cart blanc for the FDOT. Every Hillsborough commissioner was all in with slow incremental direction from Tallahassee. 255 dead 7,300 hit and runs and nothing absolutely nothing will change. Sleep well commissioners. So over it.

**Dave Coleman**

The board was so broken up last night about the 255 dead and 7,300 hit and runs in our county they needed tissues. Nothing changes if nothing changes. Think globally but act locally they said. So over it. No one cares I was right along. If the body count is the same this year it's on the board. Who else? Done blaming the FDOT. The cats are multiplying in the hen house.

**Dave Coleman**

255 dead 7,300 hit and runs. Fletcher ave near cdc is 35 with multiple flashing crosswalks. It works. Leaving the rest of the county 45 on secondary roads is nothing short of negligent homicide. Start a campaign. Drop the speed limits. No studies, no cost, make hcso enforce existing laws. So over it. The board is complicit.

**Charles Eldredge**

Before going to the expense of putting in trains, create a real bus system with cross crossing routes. See if you can get people to leave their cars before creating boondoggle trains.

Get rid of I-275 from Pasco County where it splits from I-75 to the I-4 interchange. Now that we have I-75 we do not need that section of interstate with all its noise and air pollution. Knit our neighborhoods back together and develop that huge, wide swath of land with business, residential, and trolleys or trains. Other cities have done it very successfully.

Blvdtampa.com

**6/9**

**Vela Christopher**

Christie Hess as a bicyclist and taxpayer I have a right to bike on the roads you drive on. And in most cases, allowed per law. Good luck changing that.

**6/10**

**Dave Coleman**

Christie Hess no bike lanes on Florida or Nebraska? Flashing crosswalks are for flashers? I drive fletcher often and must have missed it. Why are fake news narratives allowed on fb but if I call someone a name I go to fb jail.

**6/14**

**Vela Christopher**

Not bad Sarasota...

"Within the first two months, 41,000 people rode the Bay Runner, and 37,600 rented a scooter or bicycle for a short distance trip, helping to reduce traffic." But Hillsborough TPO and Hillsborough Area Regional Transit FDOT already funds towards trolley ridership at other places. We are not that special where you can't say no TBNEXT.

### **Summary of Public Social Media Comments – August 2022**

“In addition to city economic development funds and a \$1.5 million FDOT grant, the DID and BID each allocated \$50,000 toward the three-year trolley pilot program. The service is operated by CPR Medical Transportation, which also operates the Siesta Key Breeze.”

**6/15**

**Vela Christopher**

The Hillsborough TPO needs an overhaul on board setup and with approving road plans from 25 years ago.

**6/16**

**In response to a job post that shared three highlight from the June 8, 2022 TIP public hearing**

**Rick Fernandez**

even your highlight summary is misleading and incomplete ... why don't you people just sit down ...

**Tatiana Morales**

Rick Fernandez whats missing?

**Rick Fernandez**

Tatiana Morales it was a 3 hour+ meeting so almost everything ... no mention of the DTI, Westshore interchange, walls in Tampa Heights, taking of homes in VM Ybor ... for starters ...

As for the things that are mentioned:

1. Hurtak and Maniscalco were the only two to support the neighborhoods.
2. I don't remember anything about HART pushing forward dedicated bus lanes @Tampa St, Florida Ave
3. Board moved to discuss (in August) removing additional lanes on I-275 north of Hillsborough to Bears ... this does not impact 275 between I-4 and Hillsborough
4. No mention that all but one public commentator stood opposed to TIP approval and interstate expansion.
5. No mention that not a single board member bothered to move to strike objectionable items from the TIP .. The level of dysfunction can't be captured in a FB post.

**6/23**

**Vela Christopher**

That is okay folks!

We got MPO named to Hillsborough TPO

We are having railway tracks removed.

We approve highway expansions.

We now rely on FDOT for ferry funding.

We pilot AV and vehicle technologies on local roads and expressways.

Our bus service has gone down.

We are about to vote on a slush fund for really bad road projects.

I think I got it all...idk. My commissioners rock!

**6/28**

**Vela Christopher**

This picture below is only one out of the few alias FDOT uses for the Hillsborough property appraisers office. All in red marks indicate DOT land with no property taxes or development opportunities. At value, the entire district of Ybor is disproportionately harmed more than other neighborhoods. But Hillsborough TPO doesn't see it that way. They never will. Again, these are not all properties under FDOT , just under one of their names.

## **Summary of Public Social Media Comments – August 2022**

**7/1**

**Vela Christopher**

How many excuses are we are going to make for FDOT, cars, and more lanes?  
People drive faster because our Hillsborough TPO allowed this city to be built for speed.  
Stop grabbing the trends and own your mistakes.

**7/5**

**Vela Christopher**

Regarding Cypress, I think the Hillsborough TPO and Westshore Alliance might have a plan.

**7/10**

**Vela Christopher**

Lesson learned; sometimes it really isn't the fight against a big industrial complex operated by the 'men in black.' Because we have proven to figure them out and their massive projects.  
It is not the Goliath but rather the tiny town commissioners and leaders with a dated, southern thirst for power, attitude along with the archaic board structure of the Hillsborough TPO. It is not an effort to evolve insight to address many issues of human culture to health caused by this highway complex.  
Fearless, we know how to talk to the big boys on the stateside and the Hill. They don't. We know more about transportation and its impacts than most walking in circles inside 601 E Kennedy Blvd. We also know there are broken people, those running for reelection who don't mind carrying on the torch of structural racism, repeated blows to CRA areas that are CRAs because of the original highway, environmental destruction, and to brand but not use #VisionZero as a philosophy in design and decision making.

This battle doesn't date back to 2016. With this project, concerns bubbled in 2013. I remember looking for material with some proposals in 2012, 2011, and 2010. Way before that, many in the 80s opposed highway expansion on these same roads—some before I was born as well.

So this message of change is a legacy of outcry. We took that and overturned big government. But we've overlooked our neighbors. Those who were part of the cause, once friends, became leaders, off our backs, to turn on that legacy. They disregard generations of families who want to live fairly and have their communities intact. Families who continue to take more of the environmental brunt for those who don't live in this county or pay taxes. This legacy of outcry is recognized as discrimination by our county. Yet the same board who took that as a proclamation to guide their leadership away from racial decision-making cast it aside.

We have people who don't care about the minorities, those in the inner city, environmental impacts, and safe mobility operations. They don't care about HART, and now they want our money for a surtax that could be used to expand the interstate. They are in power. It is now up to you to decide if you want to carry their legacy with a vote.

**7/24**

**Mike Lamarca**

The entire public works department, and Hillsborough TPO needs to be gutted. They are the biggest waste. TPO blames everything on Public Works. Public Works blames it on TPO plans pushed down.

## **Summary of Public Social Media Comments – August 2022**

**8/9**

### **Regarding a post about proposed Public Participation Plan amendments**

**Vela Christopher**

You all already want to reduce time to review for TIP. That is desired because you all literally recommended that through proposed amendments.

So if you value your hard work (tip) and the public poorly then why survey at all?

Reply22h

**Hillsborough TPO**

Hey Vela Christopher, it's Davida! So I just wanted to clarify that the review period for the TIP will remain the same. It's the review period of TIP amendments that we're proposing to change. This isn't really something we want. It's just that TIP amendments must go to the CAC and TAC before going to the Board. And due to scheduling changes over the years, the time between those meetings has diminished. So we're trying to have the Public Participation Plan accurately reflect this. Please know that we don't want to focus less on you or anyone else. That's why in lieu of the proposed change, we're doing more outreach than we've done before.

**Vela Christopher**

Hillsborough TPO weeks ago, I made a note of a few changes to the PPP but I'm reluctant to send those over since no one will listen. A number of TPOs in the nation actually set their tip review amendments at 21 days. They have a clause to go to 14 days if necessary to align schedules. Basically they don't go to 14 days like this proposed change.

**Hillsborough TPO**

Thanks for the suggestion, Chris Vela! You rock! I'll integrate your suggestion into the amendment presentation. And please send over any other suggestions you would like to share ☐☐☐

**Twitter**

**6/9**

**Walk Bike Tampa**

Every community needs 100s of @CoachBaltos!!

### **Regarding a post asking people what they are going to do about hurricane season**

**Mauricio Rosas**

1. Adding more cars and pollution.
2. Deforestation to accommodate more suburbs.
3. Denying climate change is real.

**6/28**

**Walk Bike Tampa**

Then conjunction is AND, not OR. Density AND nature deliver sustainable, healthy and prosperous outcomes.

**Paula Flores**

## **Summary of Public Social Media Comments – August 2022**

“Space for green and nature in cities DOESN'T compete with density of people or density of buildings. It competes with density of CARS.”

**7/19**

### **Regarding a post about Beth Alden's presentation at Café con Tampa**

**James Steel Olmstead**

She was excellent. It was a very encompassing discourse.

**Roc King**

WOW

Unvarnished, stripped what paint cover it had totally off.

**7/25**

**Tatiana**

Yes we rapidly need to get tons of funding into HART to drastically improve quality, reliability, service, lower wait times and provide basic necessities such as seating and shade at all stops. We need to improve transportation in our community!

**7/26**

**Tatiana**

Also someone peoples start talking about how we can build an Elevated Automated Metro system in Tampa and how cities like Vancouver are a wonderful model of success. We won't ever be a true gem of a city until we have public transportation that actually serves the community!

**7/31**

**Tampa Bay Beat**

Yet you dopes want Hillsborough taxpayers to foot most of the cost of a billion dollar stadium for a billionaire.

[\(Return to Minutes\)](#)

**Email**

Board Folder was emailed to the TPO Board on 8/9/2022

Received 8/10/2022 @ 8:45 AM, written statement of public comment spoken during the meeting.

Candace Savitz, 3812 N Arlington Ave, Tampa Heights 33603, 813-696-8836

TPO MEETING - 10:00AM 8/10/2022

My name is Candace Savitz, I am a long-time homeowner in Tampa Heights.

I am speaking up again with hope that our elected leaders will take action & pay attention to the TOXIC 275 capacity project. Some of the damage has been done, but the future projects are still looming. Residents are still at risk.

I will keep documenting what's going on. I drive by these 6 underpasses on a daily basis now. We never wanted this "capacity project" damaging our beautiful historic neighborhood, this project is poison to our families. I renamed it TOXIC 275.

It is my position right here, right now, that the airborne dust created from jack-hammering the barrier edges off a lead-laden 60-year-old interstate is ONE MILLION TIMES more toxic than allowed under the provisions of the Clean Air Act. I want to make clear that I have a lab report, that this airborne dust sample should not be classified as a soil sample. This is Dust in Wind created through shoddy construction practices by Lane and others.

I also point out that the residents of Robles Park village rely on window units for air conditioning. This toxic dust most likely has blown into the outside vent and filter of these units causing health hazards for this impoverished community. Does anyone care? Well, I DO.

I have a list of professionals who will render an expert opinion on the public toxicity, poor construction practices, and lack of adherence to OSHA safety standards with regard to lead-removal from an existing

structure. My experts include a doctor who will detail the effects of inhalation of lead-filled dust by children, that it deposits in their teeth, leads to all kinds of health problems. Another expert is a civil engineer from New York, who worked on many transportation projects there. He took a look at some of my photos of overpass expansion construction. His remarks - "This is dangerous and "cheapo construction." Finally, an EMT who is OSHA certified in toxic removals, says that none of typical toxic mitigation standards are being followed. I'd like to see some documentation from this 275 project about OSHA training. I doubt there is any.

Also I would like to mention a couple of things about my presence close to these construction sites. I have been harassed by workers, shooting me the middle finger as I took pictures of a concrete breaker on the south west side of MLK, next to McDonalds. Everyone who drove thru McDonalds that morning needs to be tested for lead poisoning. (mid July)

I was aggressively followed by a white Lane pick-up truck after I took photos of the West Side of Osborne (approx 1st week Aug). A worker in a Lane pickup sped up after me, followed me south on Central Ave, and when I pulled over and stopped by the Metropolitan Church, then the Lane pickup stopped and made a U turn in the middle of Central and went back to the construction site. Silly harassment in the residential neighborhood.

Also, at Chelsea's west side, I was taking video of jackhammering, I was behind some trees. When the jack guys saw me, they all stopped working and stood there, making gestures at me. Thankfully, I already had video (Late July)

FDOT is Jackhammering so it can reuse old rebar - for an interstate expansion. This is a disaster waiting to happen. And I have letters from Adam Klinstiver (May 20, 22) and Gregory Deese (Jun 20, 22) stating that a cut saw or WET SAW would be used to remove the toxic concrete edge. This did NOT happen. Shoddy construction / jackhammering lead to toxic dust. I'll say it again - Airborne Toxic dust is poisoning us. It's Highly toxic dust !!

PLEASE, I implore anyone on this committee to care more about the people and less about the cars. Do you think I give a damn about someone who saves 14 minutes driving from Lutz to downtown. Do you think the people of Tampa Heights should give up their health and their community so he can shave off 14 minutes of commute time?

It gives me nightmares to think about the upcoming DTI project, adding an expansion lane to a flyover. Dear god. Will it have a similar fate as the FIU pedestrian bridge? DTI should be shelved right now!! Find another solution.

I am asking any of you who want to see my documentation to please reach out. Look at my reports, my videos. Talk to me. Ask me for my resume while you're at it.

I am submitting this written transcript to committee via email. Thank You.





# Hillsborough TPO

## Transportation Planning Organization

### Committee Reports

#### **Livable Roadways Committee (LRC) Meeting on August 24**

The LRC approved the following action item:

- Comments on ETDM Project #14494 – Van Dyke Rd from Gunn Hwy to Whirley Rd

The LRC heard status reports on:

- 56<sup>th</sup>/50<sup>th</sup> Street Corridor Planning Study
- Plant City Canal Connector Study
- Hillsborough County Bicycle Network Evaluation
- Health Impacts of Complete Streets LRTP

#### **Bicycle Pedestrian Advisory Committee (BPAC) Meeting on August 24**

Lacking an in-person quorum, The BPAC did not take action on the following action item:

- Approval of New Members

The BPAC heard status reports on:

- 56<sup>th</sup>/50<sup>th</sup> Street Corridor Planning Study
- Plant City Canal Connector Study
- Hillsborough County Bicycle Network Evaluation

#### **Transportation Disadvantaged Coordinating Board (TDCB) Meeting of August 26**

The TDCB approved the following action items:

- Transportation Disadvantaged Service Plan Amendment

The TDCB heard status reports on:

- Sunshine Line Update
- HART FY2023 Budget
- Transportation Disadvantaged Return on Investment Study
- Health Impacts of Complete Streets LRTP

#### **Citizens Advisory Committee (CAC) Meeting of September 7**

The CAC approved action items on:

- TIP Roll Forward Amendment 2022

The committee approved the Roll Forward Amendment and requested that, in the future, they be provided a rationale for the delay of affected projects. Specifically, the committee requested that Project Managers attend the meeting in-person to explain the cause of the delay and how that will affect the delivery of the project moving forward.



- FDOT SIS Cost Feasible Plan – Letter of Comment

The committee praised the letter for its comprehensiveness and offered some additional comments to strengthen its impact. Several committee members requested that the Letter of Comment acknowledge the TPO's goal of Vision Zero. They believe this to be imperative as many portions of SIS facilities are hotspots for fatal and serious injury crashes. Vision Zero provides the justification for seeking to add safety projects on SIS facilities and parallel corridors serving as route alternatives to the SIS. The committee recommended unanimously that the letter reference five topics: 1. It is the opinion of the CAC that the I-275 Managed Lane project be removed from the TIP, 2. The widening project on I-275 (N of Hillsborough to Bearss Ave) was removed from the TIP by action of the TPO Board in 2021, 3. FDOT should consider the effects of SIS projects more holistically and examine the systemwide impacts, including impacts on pedestrians, cyclists, and transit users, 4. Recognize and honor the TPO's commitment to equity and nondiscrimination, and 5. Recognize and honor the TPO's commitment to Vision Zero.

- CAC Organizational Structure

A very lengthy but productive discussion ensued following a staff presentation on reorganizing the CAC. The committee ultimately approved four of the seven staff recommendations regarding meeting start time, format, hosting optional meetings off-site, and quorum. The committee unanimously approved a 6p meeting start time, continuation of the hybrid in-person and virtual meeting format, hosting two optional meetings per year at sites around the county, and maintaining an in-person quorum of seven. The committee voted for staff to return next month with some proposals to address term limits, seats reserved for underrepresented demographic groups, and seats reserved for geographic areas. Members generally agreed that demographic seats should be allocated to replicate the county's demographic characteristics, but some also requested that a seat be reserved for those 65yrs or older, which was not proposed. The committee recommended that when proposals are brought forward next month, all elected officials serving on the TPO Board should retain the ability to appoint members to the committee.

Due to time constraints, the CAC delayed the following status reports to the following meeting:

- 2045 Refresher on Funding Scenarios

During Old/New Business, the CAC made motions to:

- Support the 2022 Transportation Surtax Referendum. This motion passed.
- Ask TPO staff to prepare a statement identifying a goal of reducing trips on the system, and therefore, also reducing vehicle miles traveled (VMT). This motion passed.
- Strike two projects on the Downtown Interchange, FPNs #445056-2 and 445057-1. Respectively, these projects are lane additions WB I-4 to SB I-275 and SB I-275 to EB I-4. That motion failed.
- Finally, the committee passed a motion to invite Waldo Carbo, new Transportation Manager for the Westshore Alliance, to attend a CAC meeting and introduce himself.

### **Technical Advisory Committee (TAC) Meeting of September 12**

A verbal report will be provided at the meeting.



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Committee Appointments

### Presenter

None – Consent Agenda

### Summary

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

The following has been nominated to serve on the CAC:

- Drew Newman, by the Planning Commission

### Recommended Action

That the TPO confirm the above nomination

### Prepared By

Cheryl Wilkening

### Attachments

None



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Bylaws Amendment for Transportation Disadvantaged Coordinating Board

### **Presenter:**

Joshua Barber, TPO Staff

### **Summary:**

The Florida Commission for the Transportation Disadvantaged requires local coordinating boards to annually review and (re)adopt their bylaws. Local coordinating board bylaws are to establish procedures including membership, staff support, duties, subcommittees, and communication with other organizations.

The bylaws of all the TPO committees, including the TDCB, are incorporated into one set of TPO Bylaws that applies to the organization as a whole. The TDCB subsection of these bylaws was amended during the Covid-19 pandemic to reduce the required quorum from a majority of the seated members to five (5) members. With the lifting of Local and State Declarations of Emergency, it is the expectation of the Florida Attorney General that members of the TPO Board and its committees return to attending meetings in person, unless there is a medical emergency or other significant circumstance which prevents a member from being physically present.

Given the lifting of declarations of emergency, and the TDCB's desire to ensure decisions are made by a majority of members, the TDCB in its annual review of its bylaws requested that the TPO amend the bylaws to return the quorum to a simple majority of the seated members.

### **Recommended Action:**

Approve Amendment

### **Prepared By:**

Joshua Barber, TPO Staff

### **Attachments:**

TPO Bylaws Proposed August 2022



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**BY-LAWS OF  
THE HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
AND ITS COMMITTEES  
Amended ~~June 8~~September 14, 2022**

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

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

**2.0 DEFINITIONS:**

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

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

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

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

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

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

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

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

#### **4.0 COMMITTEES:**

##### **4.1 AD HOC COMMITTEES:**

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

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

##### **4.2 STANDING COMMITTEES:**

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

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

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

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

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

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

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

completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

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

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

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

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

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-effective transportation system. Minorities, the elderly and persons with disabilities must be adequately represented on the CAC.



All members must be residents of Hillsborough County. Membership will be as follows: one (1) member nominated by each member of the Board of County Commissioners serving on the TPO, one (1) member nominated by each member from the City of Tampa serving on the TPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6) at-large members nominated by local organizations representing the following constituencies or through application directly to the CAC as provided in Section 4.2.1. These shall comprise one (1) person of Hispanic ethnicity, one (1) person of African-American descent, one (1) person under the age of 30, one (1) woman, one (1) person to represent neighborhoods, and one (1) person to represent the business community.

Terms of appointment shall be for a two-year period with an opportunity for reappointment thereafter, unless the official who appointed the member leaves office or the TPO board during the term of the member's appointment. In that case, the member shall be deemed to have resigned from the CAC and the new official shall have the right to appoint a new member or reappoint the same member. A member of the committee whose term has expired shall continue to serve until they are reappointed or replaced. The terms of appointment notwithstanding, CAC members shall serve at the pleasure of the TPO.

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

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

TPO member shall be so appointed by action of the TPO and shall serve terms that last until the next TPO meeting at which the Chair is elected.

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

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

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

- a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;
- A local representative of the Agency for Persons with Disabilities

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

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

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

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

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

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

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

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

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

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

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

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

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

## **5 MEETINGS:**

### **5.1 SCHEDULE OF MPO MEETINGS:**

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

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

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

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

The agenda for any TPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

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

**5.7 QUORUM:** A simple majority of the total non-vacant membership of the TPO or TPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC, ~~five (5) members shall constitute a quorum for the TDCB~~ and nine (9) members shall constitute a quorum for the LRC and BPAC. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

**5.8 CONDUCT OF MEETINGS:**

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

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

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

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

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

**5.8.6** Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests. Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.



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

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

**5.9.1** Regular TPO Meetings:

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

**5.9.2** Special Meetings or Workshops

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

**5.9.3** Public Hearings

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

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

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

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

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

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

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

**7.0 CODE OF ETHICS:**

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

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

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

**7.4 GOVERNMENT IN THE SUNSHINE:** Members shall refrain from participating in any private communications regarding TPO business involving two or more members. For purposes of this section, a private

discussion is one that is not conducted in accordance with the requirements of Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

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

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

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

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

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

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

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

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

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

**9.1** The particular controls the general.

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

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

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

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



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

USF-TPO Air Quality Monitoring Fellowship MOU

### **Presenter:**

Consent

### **Summary:**

Last year, the TPO entered into an agreement with the USF College of Public Health for the TPO to sponsor faculty and student research in deploying air quality monitors along I-275 and I-4 in central Tampa, analyzing data and sharing results with the community. This year, the community air quality monitoring research project is proposed to continue in the form of sponsored fellowship agreement. The TPO has been annually sponsoring a graduate student fellowship at the USF Urban & Regional Planning Program, and now proposes to add, for a limited time, a fellowship with a doctoral candidate from USF's College of Public Health.

The fellow will work with the TPO staff for an average of 20 hours a week as a paid intern on the Air Quality Monitoring project, where they gain real life experience on transportation planning, specifically related to air quality and public health. At the same time, the TPO receives air quality monitoring and data analysis expertise from the student's research, data collection, and collaboration with partners and stakeholders. Furthermore, current TPO staff can gain valuable leadership experience while supervising the fellow.

The proposed agreement will place a fellow with the TPO for three academic semesters: Fall 2022 to Summer 2023. The TPO's cost for the fellowship is \$40,000. USF uses these funds to provide a stipend to the student and matches the contribution with a tuition waiver for full time study.

### **Recommended Action:**

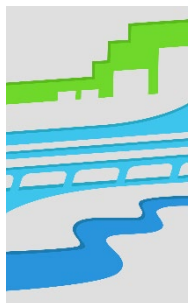
Authorize the Executive Director to sign the agreement with USF for placement of fellow

### **Prepared By:**

Meghan Betourney, SPHR

### **Attachments:**

Agreement with USF for placement of student intern for 2022-2023



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

**UNIVERSITY OF SOUTH FLORIDA  
AND  
HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION**

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**AGREEMENT**

**For Placement of Graduate Student Interns**

This Agreement is entered into on the date of last signature below and effective as of September 14, 2022, between The University of South Florida Board of Trustees, contracting agent of the University of South Florida and its College of Public Health, ("USF") and the Hillsborough County Metropolitan Planning Organization ("MPO").

WHEREAS, USF wishes to provide practical training/research experiences for its graduate students; and

WHEREAS, the MPO desires to assist USF in providing those experiences to USF graduate students in School of Public Health by making available educational and practical application opportunities at its facilities.

NOW THEREFORE, in consideration of their promises and the mutual benefits to be derived, the parties agree as follows:

1. The MPO agrees to provide student internship opportunities for USF students when the agency has a need for student intern services. The MPO currently has the need/desire for one doctoral student intern focused on air pollution monitoring. The Work Plan for the student intern is attached as Exhibit 1.
2. USF and the MPO will share responsibility for the supervision of students and coordination of the internship experience. The MPO will provide direct oversight of the student activities in coordination with the student's Major Professor, who will mentor the student on academic outcomes related to the fellowship activities.
3. USF students and staff must comply with the established policies and practices of the MPO with regard to performance of services and use of equipment and facilities, if applicable.
4. USF provides its faculty and staff with comprehensive general liability insurance in accordance with the terms and limitations of section 768.28, and chapter 284, part II, Florida Statutes. USF and the MPO agree that students are responsible for their own professional liability insurance, as necessary. The MPO will advise students if such insurance is required, will advise students if such insurance is required, and the student will purchase the necessary insurance independent of the University.
5. The MPO may require USF to withdraw any student whose conduct or work performance is not in accordance with the MPO's policies and standards. USF may withdraw any student whose progress, conduct, or performance does not meet USF's standards.

6. The MPO agrees to conduct periodic evaluations of each student and share these evaluations with the student's USF Major Professor to ensure that students have sufficient feedback to improve their performance if necessary. If a student's internship is terminated, MPO and University may replace the student with a different student intern, or may decide to end the Agreement for the current year. If at the end of the first year, MPO and University may replace the student with a different student intern if the student's internship is terminated.
7. The funding arrangement for student tuition and stipend costs is set forth in the attached Exhibit 2.
8. The MPO and USF may change or add to this Agreement by written amendment executed by authorized representatives of the parties. Amendments will be attached to this Agreement.
9. This Agreement will continue in effect through August 3, 2023, unless it is earlier terminated. Either party may terminate this Agreement at any time with 30 days' prior written notice. In the event of termination, the MPO will pay USF pro-rata through the date of termination. USF waives any scheduled future payments from the MPO. Students may continue further training experiences through USF or another agency.
10. With respect to any work or services provided under this Agreement, each party is liable for its own negligent acts or omissions, to the extent of its waiver of sovereign immunity under section 768.28, Florida Statutes.
11. This Agreement includes the two attached exhibits.

IN WITNESS WHEREOF, USF and the Agency have caused this Agreement to be executed by their authorized representatives.

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Elizabeth Alden, AICP  
Executive Director  
Hillsborough County Metropolitan Planning Organization

---

Date

Eric M. Kern

Digitally signed by Eric M. Kern  
DN: cn=Eric M. Kern, o=University of South  
Florida, ou=Director, Sponsored Research,  
email=rsch-awards@usf.edu, c=US  
Date: 2022.08.26 11:27:48 -04'00'

---

Eric M. Kern  
Director, Sponsored Research  
Research and Innovation  
University of South Florida

APPROVED AS TO FORM AND LEGAL SUFFICIENCY



Frederic Skinner  
ATTORNEY - University of South Florida

---

Date

Approved as to form:

By:

---

MPO Legal



# MPO Internship Work Plan

<b>Goal</b>	To provide an opportunity for USF College of Public Health (COPH) students to contribute to transportation projects and plans in Hillsborough County through scientific research and data analysis. This hands-on experience allows students to evaluate and test their knowledge and interest in the intersection of urban planning and public health on issues currently in progress in their community.
<b>Schedule</b>	September 14, 2022-August 3, 2023  Specific start and end dates and work hours will be agreed upon on with the MPO Supervisor
<b>Compensation</b>	Administered by the University of South Florida. Funded by Hillsborough County MPO (with supplemental partial tuition funds from USF)
<b>Work Tasks:</b>	<p><u>General responsibilities:</u> Conduct research and collect, analyze, calibrate, and evaluate air monitor data to assist the MPO in the expansion and enrichment of a community air quality monitoring network.</p> <p>Help establish additional community monitoring sites and help develop and lead educational trainings.</p> <p>Coordinate with partner organizations and stakeholders as needed</p> <p><u>Specific project tasks:</u> [All projects will be done under the supervision of MPO staff]</p> <ul style="list-style-type: none"> <li>• Install approximately 8 monitors at community sites. Research and purchase ancillary equipment if needed.</li> <li>• Assist in the selection of additional sites, targeted for neighborhoods near major interstates, e.g. I-275, I-4, and I-75, with a focus on communities comprised of historically marginalized populations and have disproportionate predicted exposures to traffic pollution.</li> <li>• Lead approximately 3 trainings on the installation and maintenance of community monitors and data interpretation.</li> <li>• Develop related educational materials for dissemination to community site volunteers on monitor installation, maintenance, and data interpretation.</li> <li>• Provide assistance to site volunteers with issues and problems that arise during monitor installation, data collection, and maintenance.</li> </ul>

- Continue to test and evaluate monitor data and devices with a focus on data quality for sustained use. Collect, analyze, and compare low-cost monitor data and regulatory air monitor data.
- Calibrate monitoring data for existing and new community sites and collocate monitors for calibration as needed.
- Draft methods for the routine calibration of monitor data and continue to develop methods for the integration and communication of monitor data appropriate for stakeholder decision making.
- Coordinate with EPC for access to regulatory air monitoring sites and data and calibration methods review.

**Final Deliverables**

Present study for peer knowledge sharing and present what was learned during the internship to the Plan Hillsborough staff at the agency General Staff meeting. The presentation will include a summary of the specific project and their contributions.

A final written report on the results from all activities of the project, including products from data collection and analysis, monitor testing and evaluation, and the network calibration/integration/communication work. A draft written report will be provided to the MPO within 60 days of the end of the project period; the final report will be completed and submitted with 30 days of receiving feedback on the draft.

## EXHIBIT 2

### MPO Funding and Payment Schedule 2022-2023 Academic Year

The Hillsborough County Metropolitan Planning Organization (MPO) will provide funds to cover the standard doctoral student stipend for one doctoral student in the College of Public Health, plus USF overhead of 10%, for the period from **September 14, 2022 – August 3, 2023**. The stipend will include funds for 0.5 FTE of time (or 20 hours per week), fringe benefits (including health and life insurance), and partial coverage of tuition (approximately 21 credits). The total cost to the MPO will be \$40,000 **for one year** payable at intervals noted below.

The USF College of Public Health will provide funds to cover full time doctoral tuition (24 credits per year) during the period of the internship. Tuition coverage accounts for approximately 80% of required student tuition and fees.

Payment schedule will be as follows:

September 23, 2022	\$8000.00
November 25, 2022	\$8000.00
February 10, 2023	\$8000.00
May 12, 2023	\$8000.00
July 14, 2023	\$8000.00

#### **MPO contact:**

Meghan D. Betourney, SPHR  
Phone: 813-565-9386  
[betourneym@plancom.org](mailto:betourneym@plancom.org)

#### **USF contacts:**

Programmatic matters:  
Amy Stuart, Ph.D.  
Professor, College of Public Health  
13201 Bruce B. Downs Blvd, MDC056  
Tampa, FL 33612  
Phone: 813-974-6632  
[als@usf.edu](mailto:als@usf.edu)

Administrative matters:  
Allee Spencer  
Sponsored Research Administrator  
Sponsored Research  
3702 Spetrum Blvd., Ste. 165  
Tampa, FL 33612  
Phone: 813-974-5760  
[Allees@usf.edu](mailto:Allees@usf.edu)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

TIP Roll Forward Amendment 2022

### **Presenter:**

Connor MacDonald, TPO Staff

### **Summary:**

Every year in July, the Florida Department of Transportation (FDOT) district begins developing its Five-Year Work Program. Following an extensive review process, the Work Program is adopted in July of the following year and a summary “snapshot” of projects listed in the Work Program is provided to the TPO in April. This “snapshot” includes a list of funded projects which are required to appear in the TPO’s TIP.

When the new TIP and Work Program are adopted in June and July, respectively, there are often projects in the previous TIP which had funding programmed but the work was not completed due to delays or a host of other reasons. The programmed funds must then be “rolled forward” into the next TIP so that the work can be completed. The TIP must therefore be amended to include those delayed projects and so that the funding amounts match the Work Program.

This Roll Forward Amendment includes funds for three projects: FDOT’s Westshore Interchange Major Reconstruction, City of Tampa’s Floribraska Avenue Complete Street project, and HART’s New Maintenance Facility. All three projects were budgeted in the last fiscal year and have been delayed into the current fiscal year. It’s now anticipated that these activities will be underway no later than June 30, 2023.

This amendment ensures that year one of the TIP, adopted by the Board on June 8<sup>th</sup>, 2022, matches year one of the FDOT Work Program, with no funds left on the table.

### **Recommended Action:**

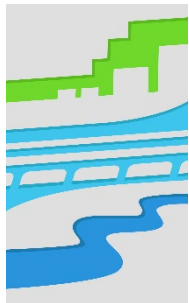
Adoption of the Roll-Forward Amendment to the Transportation Improvement Program for FY 2022/23 through FY 2026/27.

### **Prepared By:**

Connor MacDonald, TPO Staff

### **Attachments:**

[Comparative Report  
Presentation](#)



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
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813 - 272 - 5940  
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Tampa, FL, 33602



# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

FDOT SIS Cost Feasible Plan – Letter of Comment

### Presenter

Johnny Wong, TPO Staff

### Summary

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities critical to the state's continued economic growth and mobility. Facilities included on the SIS are considered to be significant for interregional, interstate, and even international travel. The SIS Cost Feasible Plan (CFP) illustrates projects that may be financially feasible within a time horizon of 11 to 25 years in the future. This list of projects is updated typically every 2 to 3 years as new revenue projections become available.

Leading up to the CFP update, MPOs around the state are asked to provide comments on projects included in the draft CFP. For FDOT District 7, this includes projects in Citrus, Hernando, Pasco, Pinellas, and Hillsborough counties. All of the projects within Hillsborough County have been reviewed for consistency with both the Transportation Improvement Program and Long Range Transportation Plan, and comments have been offered in the attached Letter of Comment.

In a departure from previous practice, MPOs were invited to submit proposals for projects to include on the District's Priority List and staff have included a list of safety, resilience, and reliability projects on SIS facilities and parallel corridors.

Letters of comment must be submitted to FDOT by September 16, 2022. Advisory committees and Board members are encouraged to provide comments to be considered for inclusion in the letter.

### Recommended Action

Approve the Letter of Comment for transmittal to FDOT District 7.

### Prepared By

Johnny Wong, PhD, TPO Staff

### Attachments

FDOT SIS Cost Feasible Projects, 2035-2050 Draft for Comment

SIS Cost Feasible Plan - Letter of Comment



**Beth Alden**

---

**Subject:** FDOT District 7 - DRAFT Cost Feasible Plan for SIS 2033-2050

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**From:** Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>

**Sent:** Wednesday, July 27, 2022 10:29 AM

**To:** Beth Alden <aldenb@plancom.org>

**Subject:** D7 - DRAFT - SIS CFP information

Good morning, Beth.

As discussed yesterday, the Department needs the SIS Long Range Cost Feasible Plan (CFP) and attached presentation inserted into the TPO Board's Agenda [Packet] for August.

**Any comments/questions received on the presentation or plan, should be forwarded to Lori Marable [[lori.marable@dot.state.fl.us](mailto:lori.marable@dot.state.fl.us)] by September 16, 2022.**

Please let me know if you need anything else.

Thanks,

*Suzanne Monk, FCCM*

Government Liaison  
Florida Department of Transportation, District 7  
11201 N. McKinley Drive, Tampa, Florida 33612  
813-975-6721



FDOT D7 Cost Feasible Plan (CFP) with 2020 costs

ID	FPN	FACILITY	FROM	TO	Design			ENV	Right of Way / Construction			IMPRV TYPE	DISTRICT PRIORITY (2022)	NOTES	COUNTY
					PDE	PE	TOTAL		ROW	CON	TOTAL				
3695	434045-2	I-275	N of Lois Avenue	N of Howard Avenue		9,000,000		1,750,000		142,900,000		MGLANE	1	Hillsborough TPO Priority #67	Hillsborough
3715	434045-3	I-275	N of Howard Avenue	N of Hillsborough River		10,000,000		300,000		157,000,000		MGLANE	2	Hillsborough TPO Priority #67	Hillsborough
3735	449109-1	I-275	N of 38th Avenue	N of 4th St N						247,000,000		A2-6	3	Forward Pinellas Priority #12	Pinellas
3736	449109-2	I-275	N of I-375	N of 38th Avenue N						110,000,000		A2-6	4	Forward Pinellas Priority #13	Pinellas
3755	424501-7	I-275	54th Avenue South	I-375						57,580,000	57,580,000	A1-3	5	Forward Pinellas L RTP	Pinellas
1497	430338-1	I-4 (EB)	E of Orient Rd	W of I-75					10,302,700	124,117,521	134,420,221	M-INCH	6	Hillsborough TPO L RTP	Hillsborough
3271	431746-4	I-4	E of Branch Forbes Road	Polk Parkway		2,995,110	2,995,110			298,096,261	298,096,261	MGLANE	7	Hillsborough TPO L RTP	Hillsborough
3508	431746-3	I-4	Selmon Connector	Branch Forbes Road		6,840,612	6,840,612		30,213,600	919,003,751	949,217,351	MGLANE	8	Hillsborough TPO L RTP	Hillsborough
3281	437650-2	I-75	at Gibsonton Drive							50,375,697	50,375,697	M-INCH	9	Hillsborough TPO Priority #79	Hillsborough
3775	447107-5	SR 60 EB	N of Spruce ST/TIA Interchange	N of Memorial Highway		515,072	515,072			46,179,264	46,179,264	A2-8	10	Hillsborough TPO Priority #67	Hillsborough
3507	431821-3	I-275	N of Hillsborough Ave	S of Bearss Ave		2,266,385	2,266,385			223,531,797	223,531,797	HWYCAP	11	Hillsborough TPO Priority #66	Hillsborough
3270	431821-4	I-275 at Bearss Ave	S of Bearss Ave	N of Bearss Ave		909,835	909,835		1,648,200	77,682,248	79,330,448	M-INCH	12	Hillsborough TPO Priority #66	Hillsborough
3289	435750-2	SR 60	Dover Road	SR 39					14,563,100	98,400,670	112,963,770	A2-6	13		Hillsborough
3290	255819-1	SR 60	SR 39	Polk County Line		800,000	800,000		2,550,000	7,202,691	9,752,691	A2-6	14		Hillsborough
3267	443775-1	I-275 at Busch Blvd	Florida Ave	Nebraska Ave		126,000	126,000			4,332,312	4,332,312	M-INCH	15	Hillsborough TPO L RTP	Hillsborough
3268	443776-1	I-275 at Fowler Ave	SB I-275 Off Ramp	Nebraska Ave		136,320	136,320			6,372,242	6,372,242	M-INCH	16	Hillsborough TPO L RTP	Hillsborough
3269	443777-1	I-275 at Fletcher Ave	SB I-275 Off Ramp	NB On Ramp		126,000	126,000			2,395,368	2,395,368	M-INCH	17	Hillsborough TPO L RTP	Hillsborough
1728	430056-2	US 41	S of Pendola Point/Madison Ave	South of Causeway Blvd					4,900,900	20,867,635	25,768,535	A2-6	18	Hillsborough TPO Priority #84	Hillsborough
1632	419235-6	I-75	S of US 301	N of Bruce B Downs Blvd		13,662,688	13,662,688		66,911,400	2,101,343,092	2,168,254,492	MGLANE	19	Hillsborough TPO L RTP	Hillsborough
1634	433793-1	I-75	N of Bruce B Downs Blvd	N of I-75/I-275 Apex		26,748,000	26,748,000		35,325,500	164,072,000	199,397,500	MGLANE	20	Hillsborough TPO L RTP	Hillsborough
3278	419235-5	I-75	Manatee CO/L Rd	South of US 301		5,438,808	5,438,808		24,283,400	796,229,224	820,512,624	MGLANE	21	Hillsborough TPO L RTP	Hillsborough
3654	256931-4	US 92/SR 600/SR687/SR694/GANDY BLVD	4th St	W of Gandy Bridge					33,334,500	257,949,720	291,284,220	A2-6	22	Forward Pinellas Priority #18	Pinellas
3300	441250-2	US 92 (Gandy Bridge)	West end of Gandy Bridge	East end of Gandy Bridge		5,309,802	5,309,802			414,953,156	414,953,156	A2-6	23	Forward Pinellas Priority #18 (Pinellas Portion)	Hillsborough
3655	441250-3	US 92 (Gandy Bridge)	East end of Gandy Bridge	West Shore Blvd		1,908,384	1,908,384			9,421,603	9,421,603	A2-6	24	Hillsborough TPO L RTP	Hillsborough
3795	444434-1	I-4 at County Line Road	S of South Frontage Road	I-4 WB ramps						2,971,231	2,971,231	M-INCH	25	Operational Improvement	Hillsborough/ Polk
3298	TBD	US 19	Pinellas/Pasco County Line	Pasco/Hernando County Line		1,000,000	1,000,000					STUDY	26		Pasco
3293	256998-1	SR 686 / Roosevelt Boulevard	I-275/SR 93	W of 9th St N/MLK St N						100,323,234	100,323,234	M-INCH	27	Forward Pinellas Priority #20	Pinellas
1517	433798-1	US 19	S of Lake St	Pinellas Trail (Tarpon Interchange)		8,860,000	8,860,000			87,955,250	87,955,250	N-INCH	28	Forward Pinellas L RTP	Pinellas
1514	433799-1	US 19	CR 95	N of Nebraska Ave						152,082,330	152,082,330	M-INCH	29	Forward Pinellas Priority #19	Pinellas
3286	TBD	I-75	North of Bruce B. Downs	North of SR 52		2,000,000	2,000,000					PDE	30		Hillsborough
3661	433796-1	US 19	South of Timberlane Rd	South of Lake Street (Klosterman Interchange)						113,733,138	113,733,138	SERVE	31	Forward Pinellas Priority #26	Pinellas
3662	447157-1	I-4 at McIntosh	S of US 92	N of Dickey Rd					16,305,464	16,305,464	32,610,928	M-INCH	32	Hillsborough TPO L RTP	Hillsborough
3663	447159-1	I-4 at Branch Forbes Rd	S of US 92	Harvey Tew Rd					14,159,452	14,159,452	28,318,904	M-INCH	33	Hillsborough TPO L RTP	Hillsborough
3287	TBD	I-75	North of SR 52	Hernando/Sumter County Line		750,000	750,000					PDE	34		Hernando
1635	433794-1	I-75	SR 56	CR 54		12,019,000	12,019,000		52,807,457	60,094,886	112,902,343	MGLANE	35	Pasco MPO L RTP	Pasco
1501	258736-3	I-75	N of CR 54	N of SR 52		23,754,000	23,754,000		10,437,000	118,769,000	129,206,000	MGLANE	36	Pasco MPO L RTP	Pasco
1502	411014-3	I-75	N of SR 52	Pasco/Hernando C/L		4,848,000	4,848,000		15,002,000	317,822,916	332,824,916	MGLANE	37	Pasco MPO L RTP	Pasco
1505	411011-5	I-75	Pasco/Hernando C/L	S of SR 50		3,939,000	3,939,000					MGLANE	38		Hernando
1506	411012-3	I-75	S of SR 50	Hernando/Sumter C/L		4,207,000	4,207,000					MGLANE	39		Hernando
1508	411012-1	I-75	Hernando/Sumter C/L	CR 476-B		2,319,000	2,319,000					MGLANE	40		Hernando
1512	430051-1	SR 50	Brooksville ByPass	Lockhart Road		6,300,000	6,300,000		8,100,000	69,200,000	77,300,000	A2-6	41		Hernando
1511	433800-1	SR 50 (Cortez Blvd)	Suncoast Pkwy	Cobb Road		4,600,000	4,600,000		19,500,000	13,868,000	33,368,000	A2-6	42		Hernando
3288	445197-1	SR 54	at Collier Parkway			15,000,000	15,000,000		30,000,000	100,000,000	130,000,000	N-INCH	43	Priority #13 in Pasco MPO L RTP	Pasco

These projects are highlighted in the presentation

	FY 2033 to FY 2035 (3 years)
	FY 2036 to FY 2040 (5 years)
	FY 2040 to FY 2045 (5 years)
	FY 2045 to FY 2050 (5 years) <b>New Band</b>

NOTES

- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.

IMPROVEMENT TYPES

- A1-3: Add 1 Lane to Build 3
- A2-4: Add 2 Lanes to Build 4
- A2-6: Add 2 Lanes to Build 6
- A2-8: Add 2 Lanes to Build 8
- A4-12: Add 4 Lanes to Build 12
- A1-AUX: Add 1 Auxilliary Lane
- A4-SUL: Add 4 Special Use Lanes

- ACCESS: Access
- BRIDGE: Bridge
- FRTCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- PTERM: Passenger Terminal
- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes

- M-INCH: Modify Interchange
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan

# Long-Range Cost Feasible Plan (CFP) FY 2033 - 2050


## Strategic Intermodal System (SIS)

District Seven  
August 2022



Welcome to the District Seven Strategic Intermodal System 2050 Long Range Cost Feasible Plan presentation.





# SIS Long Range CFP Development Process



We will start with discussing the SIS Long Range Cost Feasible Development Process

## Purpose of the Long Range Cost Feasible Plan

- Ensure consistency with the goals of the Florida Transportation Plan (FTP) and the objectives of the SIS Policy Plan
- Evaluate the SIS needs considering projected future revenues
- Develop a phased plan for SIS improvements
- Meet statutory requirement of Chapter 339.64(4)(d), F.S.



The CFP fulfills the following key purposes:

- It ensures consistency with the goals of the Florida Transportation Plan (FTP) and the objectives of the SIS Policy Plan,
- It evaluates statewide and local needs considering projected future revenues to determine the most strategic use of SIS funds,
- It contributes to the SIS's overall long-range planning efforts in the form of a phased plan for SIS improvements, and
- It meets the statutory requirements set forth in Chapter 339.64(4)(d), F.S..

## 2050 SIS Cost Feasible Plan

### The 2050 Cost Feasible Plan will reflect:

- Projects deferred during the previous Work Program Development Cycles
- Remaining project phases from the SIS 2045 Cost Feasible Plan
- Projects advanced from the *SIS 2045 Multi-Modal Unfunded Needs Plan*
- New projects identified as priorities

When the 2050 CFP is complete it will contain:

- Projects deferred during previous Work Program Development Cycles,
- Projects remaining from the SIS 2045 CFP,
- Projects advanced from the *SIS 2045 Multi-Modal Unfunded Needs Plan*, and
- New projects identified as priorities

# SIS Funding Eligibility Guidance



STRATEGIC INTERMODAL SYSTEM

## Funding Eligibility Guidance Document

2019



Is the project:

- of statewide importance?
- contributing to the expansion of major SIS roadway trade and tourism corridors?
- contributing to the completion of a SIS corridor?
- contributing to the overall connectivity of the SIS?

The Funding Eligibility Guidance is a part of the SIS planning process and receives its direction from the FTP and SIS Policy Plan. This guidance document contains criteria that is used to identify eligible SIS projects.

This document, which also serves as a guide for the overall SIS long range planning process, provides direction to the CFP from a planning perspective in the form of its project selection criteria. The SIS Central Office Staff will be using these criteria when identifying projects for the Statewide CFP.

Key criteria to be considered when submitting projects for the CFP are:

- Is the project of statewide importance,
  - Does the project contribute to the expansion of major roadway trade and tourism corridors,
  - Does the project contribute to the completion of a corridor,
  - Does the project contribute to the overall connectivity of the SIS?
- *For more information, please see the Funding Eligibility Guidance Document on the FDOT SIS Website*

<https://www.fdot.gov/planning/systems/documents/brochures/default.shtm>

# SIS Cost Feasible Plan Funding Window



The SIS Funding Strategy includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. These documents are the first and second five-year plans, and the CFP.

- All projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25-year period.
- The CFP years 11 – 25 or FY 2033 to 2050, along with the Multi-Modal Unfunded Needs Plan, represent the SIS's two long-range planning documents.

## 2050 CFP Funding Bands and Costs

### 4 Funding Bands:

Band A – FY 2033 – 2035 (3 years)

Band B – FY 2036 – 2040 (5 years)

Band C – FY 2041 – 2045 (5 years)

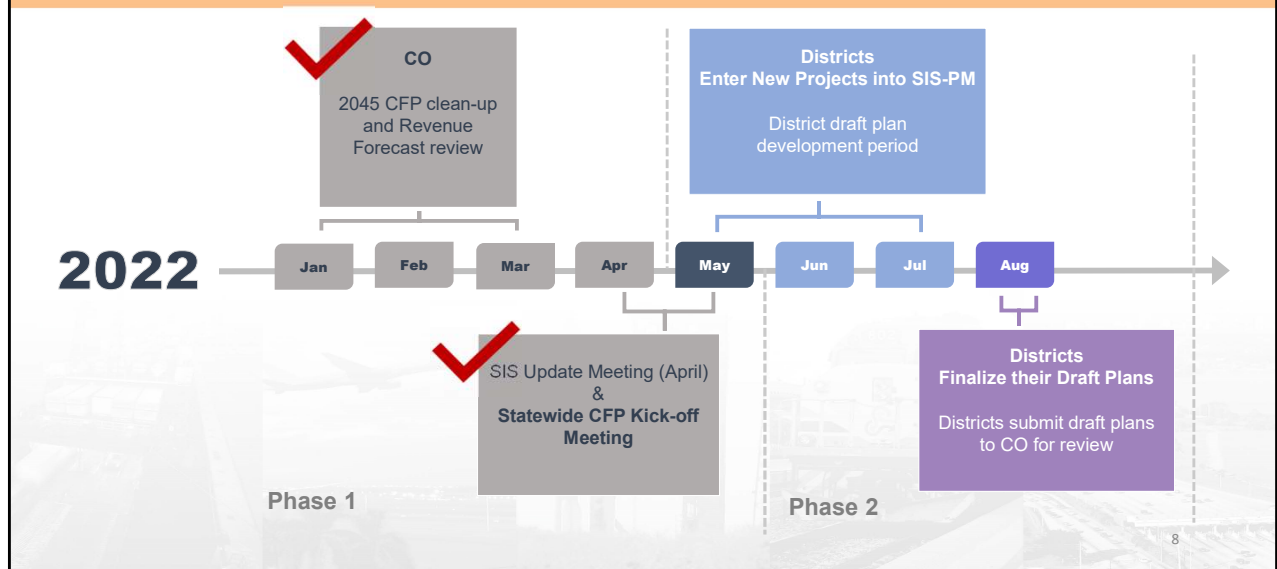
*Band D – FY 2046 – 2050 (new)*

Project Costs will be in Present Day Costs (PDC)

- Conversion to Year of Expenditure (YOE) will be done by Central Office upon final approval

- The 2050 CFP will have 4 funding bands.
- The first year in Band A (FY 2033) reflects the 11<sup>th</sup> year following the 1<sup>st</sup> Five-Year Plan and 2<sup>nd</sup> Five-Year Plan SIS Work Program. During this update cycle we are adding Band D to coincide with the new planning horizon (2050).
- The plan will be developed in Present Day Costs (PDC) and converted into Year of Expenditure (YOE) once approved.

# Where are we in the process?



Where are we in the process?

- Phase 1 CFP development process contained tasks solely executed by DOT Central Office.
- Phase 2 (is where we are now) consists of District and MPO/TPO's coordination and collaboration. Districts will be responsible for developing their districtwide draft CFP plans. MPO/TPO's will review the draft CFP Plan and provide comments. At the completion of this phase in August, districts will submit their draft CFPs to Central Office for review and incorporation into the Draft Statewide CFP.

# Where are we going?



## Where are we going?

- Phase 3: central office will develop the statewide draft CFP, which is rooted in the districts draft CFP plans, and seeks senior management input.
- Phase 4: District, with input from MPO/TPOs, will review and revise the statewide CFP draft plan. Districts will submit their revision to central office at the end of this phase.
- During Phase 5 Central Office will be making final revisions, seeking approval of the draft statewide CFP from senior management, and publication of the final CFP in spring of 2023.
- This schedule is subject to change and none of these dates are set in stone. If there is a change central office staff will notify all districts of that change.
- Communication and coordination between Central Office, districts, and MPO/TPOs, should be free flowing across all phases.

**Note: Keep in mind that the dates and targets reflected in this schedule are subject to change, especially in later phases towards the end of the CFP update process. We want to ensure that ample time is built into to the schedule for coordination which includes draft plan review and partner outreach.**



## Sample of Long-Range SIS Projects (FY 2033 – 2050)

### **I-275 from N of Lois Avenue to N of Howard Avenue**

- PE, CST – FY 2033 - 2035

### **I-275 from N of Howard Avenue to N of Hillsborough River**

- PE, CST – FY 2033 - 2035

### **I-275 N of 38<sup>th</sup> Avenue to N of 4<sup>th</sup> Street N**

- ROW, CST – FY 2033 - 2035

### **I-275 from N of I-375 to N of 38<sup>th</sup> Avenue N**

- CST – FY 2033 - 2035

**I-275 from N of Lois Avenue to N of Howard Avenue – PE and Construction – FY 2033 – 2035**

**I-275 from N of Howard Avenue to N of Hillsborough River – PE and Construction – FY 2033 – 2035**

**I-275 N of 38<sup>th</sup> Avenue to N of 4<sup>th</sup> Street N - Right of Way and Construction – FY 2033 – 2035**

**I-275 from N of I-375 to N of 38<sup>th</sup> Avenue N - Construction – FY 2033 – 2035**

## Sample of Long-Range SIS Projects (FY 2033 – 2050)

### **I-275 from 54<sup>th</sup> Avenue S to I-375**

- CST – FY 2033 - 2035

### **I-4 (EB) from E of Orient Road to W of I-75**

- ROW, CST – FY 2033 - 2035

### **I-4 from E of Branch Forbes Road to Polk Parkway**

- PE – FY 2033 - 2035 / CST – FY 2036 - 2040

### **I-4 from Selmon Connector to Branch Forbes Road**

- PE, ROW, CST – FY 2033 - 2035

**I-275 from 54<sup>th</sup> Avenue S to I-375** - Construction – FY 2033 - 2035

**I-4 (EB) from E of Orient Road to W of I-75** - Right of Way and Construction – FY 2033 - 2035

**I-4 from E of Branch Forbes Road to Polk Parkway** - PE – FY 2033 - 2035 / Construction – FY 2036 - 2040

**I-4 from Selmon Connector to Branch Forbes Road** - PE, Right of Way, and Construction – FY 2033 - 2035

## Sample of Long-Range SIS Projects (FY 2033 – 2050)

### **US 41 from S of Pendola Point/Madison Avenue to South of Causeway Blvd**

- ROW, CST – FY 2033 - 2035

### **I-75 from SR 56 to CR 54**

- PE – FY 2033-2035, CST – FY 2040 - 2045

### **SR 50 (Cortez Blvd) from Suncoast Parkway to Cobb Road**

- PE – FY 2033 - 2035, CST – FY 2040 - 2045

### **SR 54 at Collier Parkway**

- PE, ROW – FY 2033 - 2035 / CST – FY 2036 - 2040

**US 41 from S of Pendola Point/Madison Avenue to South of Causeway Blvd – Right of Way and Construction – FY 2033-2035**

**I-75 from SR 56 to CR 54 – PE – FY 2033-2035 and Construction – FY 2040 - 2045**

**SR 50 (Cortez Blvd) from Suncoast Parkway to Cobb Road – PE – FY 2033 – 2035, Construction - CST – FY 2040 - 2045**

**SR 54 at Collier Parkway – PE and Right of Way – FY 2033 - 2035 / Construction – FY 2036 - 2040**

## Stakeholder Input

- Review existing 2045 SIS Long Range Cost Feasible Plan to ensure projects reflect current and future stakeholder priorities
- Review Draft 2050 SIS Long Range Cost Feasible Plan prepared by District 7
- Review current LRTP to determine what new projects should be added to the 2050 CFP
- Coordinate with adjacent MPO/TPOs and/or counties
- Comments should be sent to Lori and are due by August 31, 2022

Stakeholders can do a few things to help with the development of the statewide CFP such as:

- Review existing 2045 CFP to ensure that the projects listed accurately reflect current and future stakeholder priorities.
- Review the Draft 2050 CFP prepared by District 7 staff
- Review existing LRTPs to see if new projects should be added to the 2050 CFP
- Coordinate with adjacent MPO/TPOs and/or counties
- Comments should be sent to Lori and are due by August 31, 2022 – This date is subject to change.

# Questions and Comments

**Lori Marable**

*District Seven SIS Coordinator*

813-975-6450

[Lori.marable@dot.state.fl.us](mailto:Lori.marable@dot.state.fl.us)



If you have any questions or comments please contact the District Seven SIS Coordinator, Lori Marable.

Thank you.



# Hillsborough TPO

## Transportation Planning Organization

Commissioner Harry Cohen  
Hillsborough County  
TPO Chair

Commissioner Pat Kemp  
Hillsborough County  
TPO Vice Chair

Paul Anderson  
Port Tampa Bay

Councilman Joseph Citro  
City of Tampa

Councilmember Lynn Hurtak  
City of Tampa

Commissioner Nate Kilton  
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Councilman Guido Maniscalco  
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Commissioner Gwen Myers  
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Commissioner  
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Cody Powell  
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Mayor Andrew Ross  
City of Temple Terrace

Greg Slater  
Expressway Authority

Commissioner  
Mariella Smith  
Hillsborough County

Jessica Vaughn  
Hillsborough County  
School Board

Beth Alden  
Executive Director

September 14, 2022

Mr. David Gwynn  
District Seven Secretary  
Florida Department of Transportation  
11201 N. McKinley Drive  
Tampa, FL 33612-6403

RE: Comments on Strategic Intermodal System Cost Feasible Projects, 2035-2050

Dear Secretary Gwynn,

Thank you for the opportunity to provide comments on the Strategic Intermodal System (SIS) Cost Feasible Plan. The Hillsborough Transportation Planning Organization appreciates the Department's continued partnership supporting the goals of safety, reliability and mobility across the greater Tampa Bay region. During the previous three years, the TPO and FDOT District 7 have worked together to secure funding for some of the top priorities of both the county and region, namely the Downtown Interchange, Westshore Interchange, and Howard Frankland Bridge replacement.

The Hillsborough TPO offers the following observations, comments, and suggestions to the draft SIS Cost Feasible Plan priority list:

- **I-275 from N of Lois Ave to N of Howard Ave and from N of Howard Ave to N of Hillsborough River (#3695, 3715):** The two projects are supported in the TIP and are currently ranked #69 out of 95 on the List of Priority Projects. The additional travel lanes will provide an important connection to the major job clusters of Westshore and Downtown Tampa. For clarity, please specify which managed lane strategies are under consideration and please engage TPO staff early in the process of establishing the toll rate;
- **I-4 (EB) from E of Orient Rd to W of I-75 (#1497):** This project will improve access to I-75 and eastern Hillsborough County. This project should be coordinated with Hillsborough County's road widening project on Orient Rd from Sligh Ave to Columbus Dr;
- **US-41 from S of Pendola Point/Madison Ave to S of Causeway Blvd (#1728):** This project will support goods movements and provide connections to a minor job cluster. The project appears in the TIP, is currently ranked #86 on the List of Priority Projects, and is consistent with the Hillsborough & Polk County Freight Logistics Strategies Plan;



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Tampa, FL, 33602

- **SR60 from Dover Rd to SR39 and from SR39 to Polk County Line (#3289, 3290):** These projects are not included in the 2045 Long Range Transportation Plan, and there are priorities of higher concern. We request that the Department provide the rationale for widening this segment in rural eastern Hillsborough County which lies outside of the urban services boundary. Alternatively, there is an urgent need for safety treatments on SR60, as it is the highest injury roadway in all of Hillsborough County;
- **I-275 Interchange Modifications at Bearss Ave, Busch Blvd, Fowler Ave, and Fletcher Ave (#3270, 3267, 3268, 3269):** Improvements at these interchanges are critically needed. Crash analyses show that there have been nearly 2,000 crashes near these interchanges in just the last five years – some of which have resulted in fatalities and serious injuries, while others have resulted in congestion and contributed to unreliable travel times. Special attention should be paid to the design of treatments located at the on and off ramps and crash reduction should be paramount. High visibility crosswalks, lighting, and speed management strategies should be considered at the off-ramps;
- **I-4 Interchange Modifications EB from E of Orient Rd to W of I-75 and at Polk County Line, McIntosh Rd, and Branch Forbes Rd (#1497, 3795, 3662, 3663):** Diverging Diamond Interchanges should be considered at these locations consistent with FDOT Design Criteria;
- **I-275 from N of Hillsborough Ave to S of Bearss Ave (#3507):** This highway widening project is currently included in the 2045 Long Range Transportation Plan, but is being considered for removal or modification by the TPO Board. At this time, it is not clear whether this project is supported;
- **Various Managed Lane Projects on Interstate Facilities:** For clarity, please specify which managed lane strategies are under consideration. As previously noted, the TPO should be engaged early in the process to participate in the decision-making process regarding toll rates;

The recently updated SIS Policy Plan identifies new types of projects as eligible expenditures within the SIS program, including safety, resilience, advanced traffic management systems, and capacity of parallel relieving facilities. Please find below a list of proposed projects to include in the forthcoming CFP and the justification for inclusion.

- **Four SIS facilities and parallel corridors are listed among the worst performing** segments for fatal and serious injury crashes. Chief among these is SR60 (Brandon Blvd) from Falkenburg Rd to Dover Rd, which averages approximately 25 crashes per mile, giving it the dishonor of having the highest number of severe crashes per mile countywide. Segments of I-275 and I-4 also rank among the worst, with approximately 16 crashes per mile on I-4 from I-275 to 22<sup>nd</sup> St and 15 crashes per mile on I-275 from Howard Frankland Bridge to Busch Blvd. Big Bend Rd serves as a connection to both US41 and I-75. The segment between these two SIS facilities averages approximately 17 severe crashes per

mile. A number of safety improvements are already programmed along the I-275 corridor, but the TPO welcomes continued collaboration with FDOT to make progress toward Vision Zero;

- **There are a number of segments and ramps on the SIS which rank among the least** reliable for travel time consistency. The TPO has identified unreliable segments as candidates for treatments ranging from access management to transit service, demand management, and TSM&O. Please consider the following segments for inclusion among the list of District Priority Projects:
  - Busch Blvd from I-275 Ramp to Nebraska Ave
  - I-75 from Manatee County Line to Gibsonton Dr
  - SR60 (Adamo Dr) from 22<sup>nd</sup> St to 34<sup>th</sup> St
  - SR60 (Brandon Blvd) from I-75 Ramp to Grand Regency Blvd
  - SR60 (Kennedy Blvd) from Hyde Park Ave to Plant Ave
  - US92 from Mango Rd to I-4 is a corridor parallel to a SIS facility and is both a key economic space in Hillsborough County and Freight Logistics Zone; and
  
- **Vulnerability to sea-level rise, storm surge, and inland flooding is a critical issue for** the Tampa Bay region and resilience adaptations are necessary to avoid major disruptions to life and economic growth. Please find below a list and attached a map showing moderate to highly vulnerable and critical transportation facilities in need of resilience enhancements, such as pavement hardening, stormwater enhancements, and wave attenuation. Please consider adding these segments among the list of District Priority Projects.
  - I-275 from 4<sup>th</sup> St N to SR60
  - W Courtney Campbell Causeway from Bayview Ave to SR589
  - SR60 from I-275 to Church Ave
  - SR60 from Brevard St to Marion St

Thank you for the opportunity to comment and to propose projects for inclusion in the SIS Cost Feasible Plan. If you have any questions, please contact Beth Alden for further discussion or clarification.

Sincerely,

Commissioner Harry Cohen  
TPO Chair

Cc: TPO Board Members  
Justin Hall, FDOT District 7 PLEMO Administrator  
Brian Hunter, FDOT District 7 Liaison Administrator





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Tampa International Airport Master Plan Process

### **Presenter:**

Beau Zimmer, Tampa International Airport

### **Summary:**

On November 3, 2021, the HCAA Board of Directors approved launching the 2022 Master Plan Update (MPU) for Tampa International Airport. This update will follow the same general airport master planning process prescribed by the Federal Aviation Administration and the Florida Department of Transportation undertaken for the 2012 Master Plan Update. In general, it will identify industry trends and assess future aviation demand patterns in order to create a cohesive, long-term airport development strategy, which in turn will help define a new Capital Improvement Plan for the Airport. However, the 2022 Master Plan Update will complement and supplement the focus areas of study that were included in the 2012 Master Plan Update and the 2016 Addendum.

TPA's Master Plan Update is anticipated to span approximately 24 months and will involve coordination and interactions with the Authority's airline and business partners, the regulatory and local planning agencies, airport stakeholders, and the public throughout the master planning process in order to solicit input and comments regarding current and future airport needs, and the resulting master planning analyses and recommendations.

This process will culminate with the submission of the Airport Master Plan Update and the associated Airport Layout Plan to the FAA for its review and subsequent approval.

### **Recommended Action:**

None, for information only.

### **Prepared By:**

Ben Gordon, TPO Staff

### **Attachments:**

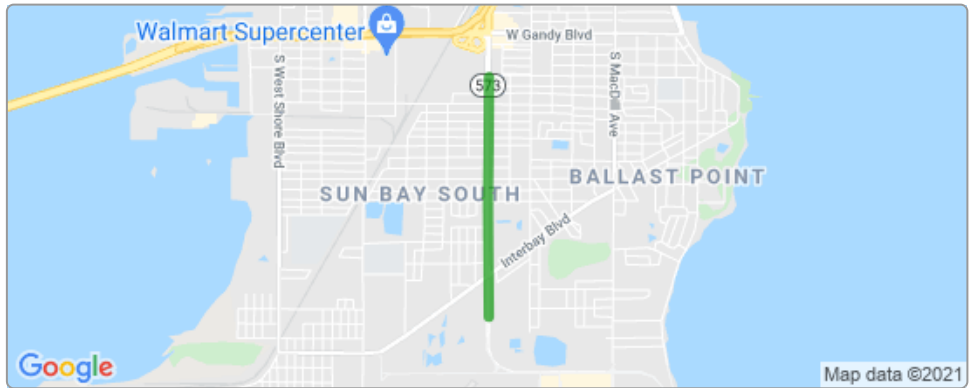
[Tampa International Airport Master Plan website](#)



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SR 573 (Dale Mabry) Repaving from Pinewood St. to Ballast Point Blvd. 443347-1-52-01

Project Details	
<b>Work Type</b>	Repaving
<b>Phase</b>	Design
<b>Limits</b>	from south of Pinewood St. to north of Ballast Point Blvd
<b>Length</b>	1.5 miles
<b>City</b>	Tampa
<b>County</b>	Hillsborough
<b>Road</b>	Dale Mabry Hwy SR 573
<b>Design Cost</b>	\$808,000



**About**

This project will repave Dale Mabry Hwy between Pinewood St. and Ballast Point Blvd. in south Tampa. In addition to repaving the road, the traffic signal at the intersection of Dale Mabry Hwy and Oklahoma Ave will be replaced with hurricane resistant poles.

Design activities are currently underway. Construction is anticipated to begin in 2024.

Contact Information	
<b>Design Manager</b>	Charlie Xie 813-975-6287 Charlie.Xie@dot.state.fl.us
<b>Media Contact</b>	Kris carson 813-975-6060 Kristen.Carson@dot.state.fl.us

ALTERNATIVE CORRIDOR EVALUATION  
METHODOLOGY MEMORANDUM

Florida Department of Transportation

District Seven

SR 56 Extension

From US 301/SR 41 to US 98/SR 35/SR 700

Pasco County, Florida

Work Program Item Segment Number: 443367-1

Efficient Transportation Decision Making Number: 14390

July 2022

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.

This planning product may be adopted into the environmental review process, pursuant to 23 U.S.C. §168, or the state project development process.

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## 1.0 BACKGROUND

The Florida Department of Transportation (FDOT) District Seven is utilizing the Alternative Corridor Evaluation (ACE) process as part of the study to evaluate the extension of State Road (SR) 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The intent is to find a suitable corridor for the extension of the existing SR 54/SR 56 facility, which currently stretches from US 19 to the intersection with US 301/SR 41. This extension of the corridor could complete a direct east-west route across the southern portion of Pasco County into Polk County and could also serve as part of a bypass for the City of Zephyrhills.

The ACE process is typically performed concurrent with the Efficient Transportation Decision Making (ETDM) screening efforts (that precede the Project Development and Environment (PD&E) phase) to identify, evaluate, eliminate, and then recommend reasonable alternative corridor(s) for further study in the PD&E phase. A corridor advancing to the PD&E phase should support the purpose and need for the project, in accordance with all applicable laws and regulations, through the balancing of engineering, environmental, and economic aspects while considering comments received from the public and agencies through the ETDM screening efforts and ACE study.

The purpose of this Methodology Memorandum (MM) is to document the evaluation methodology to be utilized for the elimination and recommendation of alternative corridor(s) conceived as part of the SR 56 Extension Study. The MM details the goals of the evaluation, the methodology, how coordination with stakeholders will occur, and the basis for decision making. This MM will be reviewed by the Environmental Technical Advisory Team (ETAT) members during a 30-day comment period. The evaluation of the corridor(s) will be detailed in the Alternative Corridor Evaluation Report (ACER). The results documented in the ACER will identify the reasonable alternative corridor(s) to be recommended for advancement to the PD&E Study for further analysis.

### 1.1 CONTACT PERSONNEL

Brian Shroyer, Multimodal Project Manager  
FDOT District Seven  
11201 North McKinley Drive  
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[Kristen.Carson@dot.state.fl.us](mailto:Kristen.Carson@dot.state.fl.us)

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## 1.2 PROJECT INFORMATION

In June 2019, FDOT District Seven initiated the ACE process as part of the study to extend SR 56 from US 301/SR 41 to US 98/SR 35/SR 700. The Pasco County Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP) identifies the SR 56 Extension, a new four-lane roadway from US 301/SR 41 to CR 535/Chancey Road, as a cost affordable roadway identified on Map 10-4: Roadway Capacity Improvements and Number of Lanes (2025-2045). The project is also identified within the Pasco County MPO's Fiscal Years 2022-2026 Transportation Improvement Program as part of the 2021 List of Priority Projects.

Currently, no other phases beyond the ongoing PD&E phase are included in the FDOT Five Year Work Program and FDOT State Transportation Improvement Program (STIP) for the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700. As the project advances, FDOT District Seven will coordinate with the Pasco County MPO to ensure that the LRTP is amended to identify consistent project limits and that programmed funding for future phases is identified in both the LRTP and TIP in order to satisfy planning consistency requirements. Coordination with the Hillsborough Transportation Planning Organization (TPO) and Polk TPO will also take place to ensure the project is consistent with their respective transportation planning documents as needed.

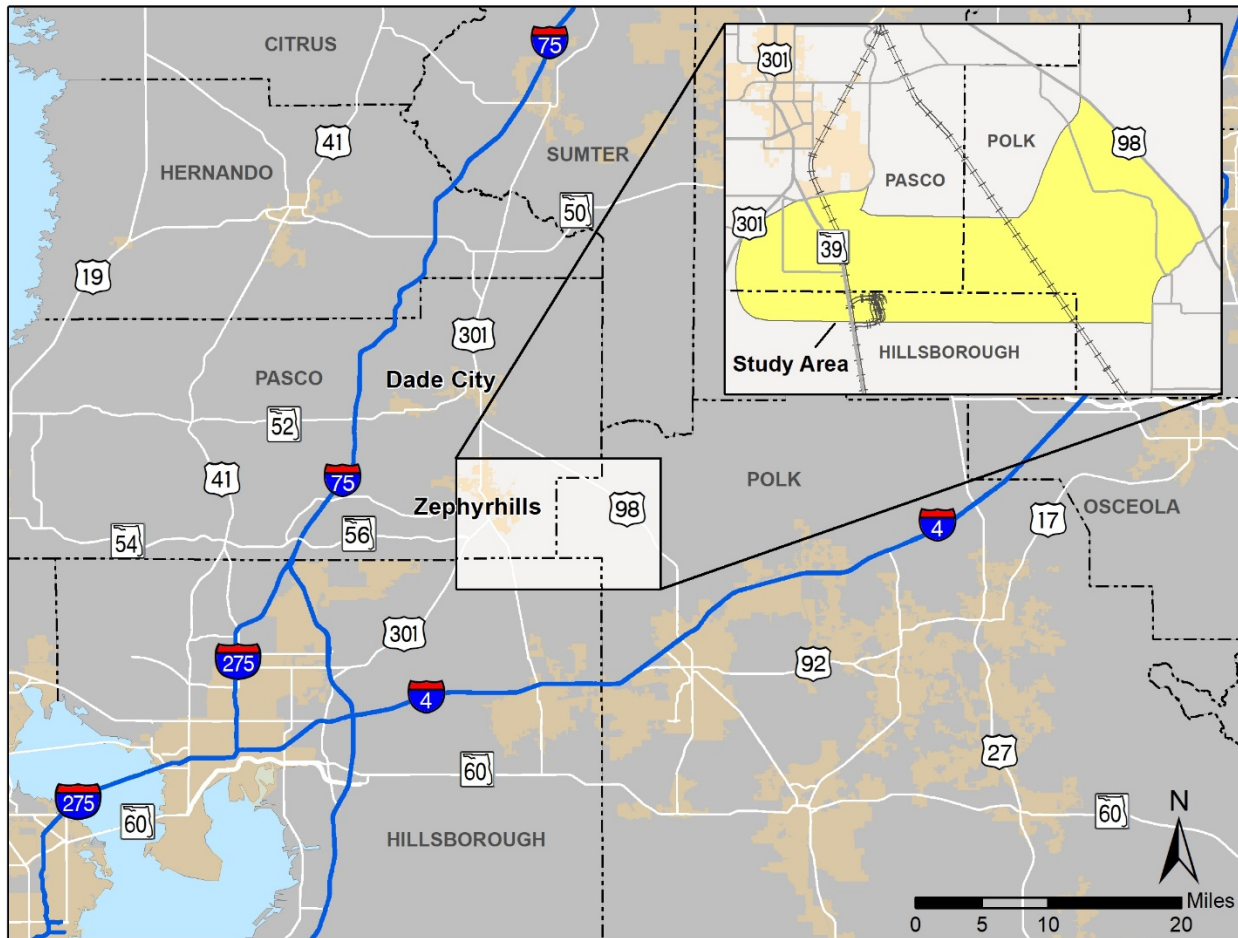
## 1.3 PROJECT DESCRIPTION

The ACE study will evaluate potential alternative corridors for the extension of SR 56 eastward from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County. SR 56 is a major east-west arterial that serves both local and regional traffic from SR 54 to US 301/SR 41, for a length of approximately 13 miles. SR 56 from SR 54 to Meadow Pointe Boulevard is a four-lane and six-lane divided roadway and is functionally classified as an urban principal arterial. The segment of SR 56 from Meadow Pointe Boulevard to US 301/SR 41 was recently opened to traffic and provides a new four-lane divided roadway with a ten-foot wide multi-use trail (south side), a five-foot wide sidewalk (north side), and seven-foot wide bicycle lanes in each direction. A project location map is shown in **Figure 1-1**.

It is important to note that SR 56 intends to serve as an extension of SR 54, which currently stretches from US 19 to the intersection with SR 56 just west of I-75. At this point, SR 54 becomes CR 54/Wesley Chapel Boulevard as it heads north to intersect with SR 581/Bruce B. Downs Boulevard. From SR 581/Bruce B. Downs Boulevard to US 301/SR 41, the facility transitions back to SR 54. **Figure 1-2** shows the roadway designations as described above.

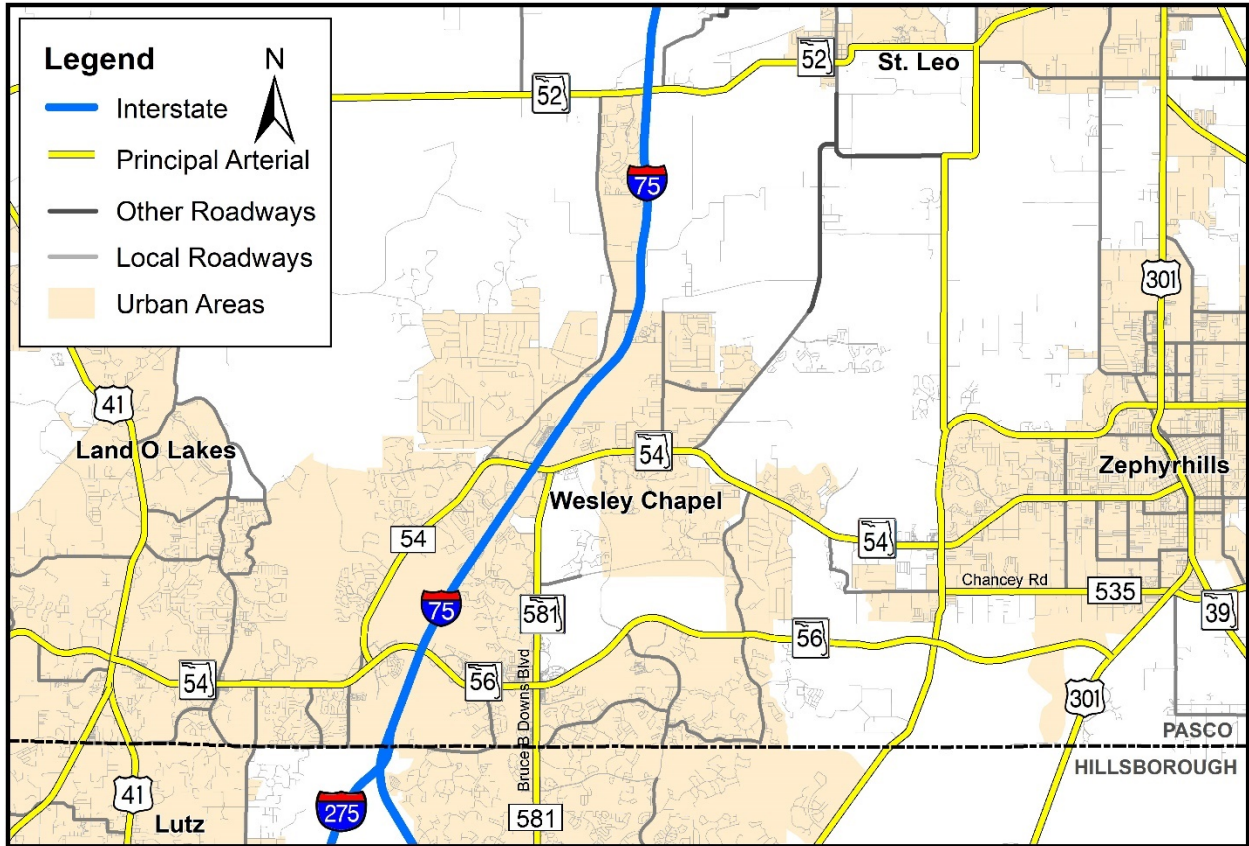
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**FIGURE 1-1  
PROJECT LOCATION MAP**



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**FIGURE 1-2  
ROADWAY DESIGNATIONS**



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## 1.4 PURPOSE AND NEED

### Purpose

The purpose of this project is to provide the extension of an east-west route through Pasco County connecting to US 98/SR 35/SR 700 that would allow regional traffic to bypass the City of Zephyrhills and to have a more direct route to the Lakeland area in Polk County.

### Need

SR 56/SR 54 forms a major east-west connection traversing a large portion of Pasco County from US 19 in west Pasco County to US 301/SR 41. SR 56/SR 54 and SR 52 are parallel east-west facilities within the county; however, they are nearly 9 miles apart in some areas. Improvements to the SR 56/SR 54 corridor are a focus of the Pasco County MPO. With the completion of the portion of SR 56 from Meadow Pointe Boulevard to US 301/SR 41, vehicles desiring to continue eastward to US 98/SR 35/SR 700 would need to utilize US 301/SR 41, CR 535/Chancey Road, and CR 54, creating a circuitous route along the eastern portion of the City of Zephyrhills.

### *System Linkage*

SR 54/56 is a principal arterial that spans a large portion of Pasco County providing an important east-west route. In addition to SR 52, it is one of only two continuous east-west connections within the County. It also links to important regional north-south facilities such as US 19, SR 589 (Suncoast Parkway), US 41, and I-75. It connects to US 19 in western Pasco County, just south of New Port Richey, and to US 301/SR 41 south of the City of Zephyrhills. The Pasco County MPO is completing an initiative called Vision 54/56, which is a study designed to define a transportation vision for the future of the SR 54/56 corridor from US 19 to SR 581/Bruce B. Downs Boulevard.

## 2.0 GOALS AND OBJECTIVES OF THE ALTERNATIVE CORRIDOR EVALUATION

### 2.1 INTENT OF THE ALTERNATIVE CORRIDOR EVALUATION

The ACE process, as defined in the PD&E Manual Part 1, Chapter 4 and ETDM Manual, meets the intent of 23 Code of Federal Regulations (CFR) § 450 (Planning Assistance and Standards) and 23 United States Code (U.S.C.) §168 (Integration of Planning and Environmental Review). It documents and links planning activities for use in the National Environmental Policy Act (NEPA) environmental analysis in accordance with the Planning and Environment Linkages described under Fixing America's Surface Transportation (FAST) Act. It is FDOT's intent to utilize the ACE process for the proposed extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 so that planning decisions can be directly incorporated into the NEPA process.

Alternative corridors developed through the ACE process will be evaluated based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, cost estimates, a narrative assessment of the corridors, and agency/public input.

Based on this evaluation, alternatives can be refined and advanced for further study or eliminated from further consideration.

## 2.2 STATUS IN PROJECT DELIVERY

The ETDM Planning Screen for Project #14390 (SR 56 Extension from US 301/SR 41 to US 98/SR 35/SR 700) was initiated on March 15, 2019 with the Planning Screen Summary Report being published on July 11, 2019. As part of the Planning Screen, two areas (Alternatives #1 and #2) – that would likely encompass all alternative corridors to be developed for this study – were screened to help identify sensitive resources and other fatal flaws that should be avoided. There are no proposed corridors from any previously completed planning activities. The Planning Screen Summary Report may be found via the Environmental Screening Tool (EST) at <https://www.florida-estat.org/est/> or public access website at <https://etdmpub.florida-estat.org/est/>. The naming of each alternative corridor identified in the ACE will remain consistent throughout the ACE process and be carried through the PD&E phase.

## 2.3 DECISION POINTS/MILESTONES

This Draft MM will be distributed to the ETAT for review and comment through the EST. The ETAT has 30 calendar days to comment on the Draft MM. Once comments on the Draft MM have been incorporated, a link to the revised MM will be included in the republished Planning Screen Summary Report.

It should be noted that this ACE MM was previously reviewed by the ETAT in March/April 2020. The ACE MM has been revised to better clarify elements of the methodology and to reflect an updated ACE study area.

The revised MM and implementation of the ACE process will be documented in the ACER. The results of the ACE will document which corridors do not meet purpose and need and will determine which should be eliminated from further study based on social, cultural, natural, and physical impacts. The Draft ACER will be distributed to the ETAT for review and comment through the EST. The ETAT has 30 calendar days to comment on the Draft ACER. After ETAT review, the ACER will be submitted to the FDOT Office of Environmental Management (OEM), the Lead Agency under the NEPA Assignment Program, for acceptance and concurrence. After acceptance and concurrence from FDOT OEM, the Planning Screen Summary Report will be republished which will include links to the approved MM and ACER.

## 3.0 ALTERNATIVE CORRIDOR EVALUATION METHODOLOGY

### 3.1 DATA COLLECTION

Data sets to be used to evaluate each project corridor’s social, cultural, natural, and physical environmental impacts will be derived from Geographic Information Systems (GIS) data housed within the EST, Florida Geographic Data Library (FGDL), and websites of relevant counties and municipalities. Field and literature reviews will be performed, as appropriate, to verify key project corridor constraints. **Table 3-1** presents a preliminary list of the main GIS data layers to be used in the assessment of the project study area.

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**TABLE 3-1  
GIS DATA LAYERS**

<b>Category</b>	<b>Data Layer</b>	<b>Primary Source</b>	<b>Secondary Source</b>
Social	U.S. Census Data (minority & low income)	EST or FGDL	
	Airports	Pasco County	EST or FGDL
	Railroads	Pasco County	EST or FGDL
	Cemeteries	Pasco County	EST or FGDL
	Civic Centers	EST or FGDL	
	Community Centers	EST or FGDL	
	Correctional Facilities	Pasco County	EST or FGDL
	Cultural Centers	EST or FGDL	
	Fire Stations	Pasco County	EST or FGDL
	Government Buildings	EST or FGDL	
	Golf Courses	EST or FGDL	
	Health Care Facilities	Pasco County	EST or FGDL
	Hospitals	Pasco County	EST or FGDL
	Laser Facilities	EST or FGDL	
	Law Enforcement Facilities	Pasco County	EST or FGDL
	Religious Centers	Pasco County	EST or FGDL
	Schools	Pasco County	EST or FGDL
	Social Service Facilities	EST or FGDL	
	Veteran Facilities	EST or FGDL	
	Residential Uses	Pasco County	EST or FGDL
	Developments of Regional Impact	EST or FGDL	Pasco County
	Planned Unit Developments	Pasco County	EST or FGDL
	Enterprise/Opportunity Zones	EST or FGDL	
Existing Land Uses	EST or FGDL	Pasco County, Hillsborough County, Polk County	
Future Land Uses	EST or FGDL	Pasco County, Hillsborough County, Polk County	
Prime Farmlands	EST or FGDL		
Cultural	American Indian Lands	EST or FGDL	
	Florida Site File Archaeological/Historic Resources	EST or FGDL	Pasco County
	Florida Site File Bridges	EST or FGDL	
	Florida Site File Cemeteries	EST or FGDL	
	Florida Site File Historic Standing Structures	EST or FGDL	Pasco County
	Florida Site File Resource Groups	EST or FGDL	
	National Register of Historic Places	EST or FGDL	
	State Historic Highways	EST or FGDL	
	Local Parks	Pasco County	EST or FGDL
	State Parks	EST or FGDL	
	Existing and Future Trails	EST or FGDL	

**TABLE 3-1  
GIS DATA LAYERS (CONTINUED)**

Natural	100-Year Floodplain	EST or FGDL	
	Soils	EST or FGDL	Pasco County
	Verified Impaired Waters	EST or FGDL	
	Outstanding Florida Waters	EST or FGDL	
	Aquifers (principal & sole source) & Recharge Areas	EST or FGDL	Pasco County
	Wellhead Protection Locations & Areas	Pasco County	
	Wetlands	EST or FGDL	Pasco County
	Mitigation Banks & Service Areas	EST or FGDL	
	Bald Eagle Nesting Territories (i.e. Eagle Nesting Locations)	EST or FGDL	
	Wood Stork Nests	EST or FGDL	
	Protected Species Occurrence Potential (including Consultation Areas) – multiple layers	EST or FGDL	
	Florida Black Bear Road Mortality Locations	EST or FGDL	
	Critical Wildlife Areas/Habitat	EST or FGDL	Pasco County
	Managed Lands/Public Lands	EST or FGDL	Pasco County
	Conservation Lands	EST or FGDL	Pasco County
	SWFWMD Owned Lands	EST or FGDL	Pasco County
Physical	USEPA Regulated Facilities (air, water, & Resource and Recovery Act sites)	EST or FGDL	
	Abandoned Railways	EST or FGDL	Pasco County
	Brownfields	EST or FGDL	
	Hazardous Waste Facilities (including Superfund)	EST or FGDL	
	Nuclear Sites	EST or FGDL	
	Petroleum Contamination Monitoring Sites	EST or FGDL	
	Storage Tank Contamination Monitoring	EST or FGDL	
	Super Act Risk Sources & Wells	EST or FGDL	
	Toxic Release Inventory Sites	EST or FGDL	
	Landfills	Pasco County	
	Radio, Television, & Cellular Towers/Structures	EST of FGDL	Pasco County
	Airport Obstructions	EST of FGDL	
	Railroad Crossings	EST of FGDL	
	Sewage, Solid Waste, & Wastewater Facilities	EST of FGDL	
	Drinking Water & Groundwater Wells	EST of FGDL	
	Power Transmission Lines & Substations	EST of FGDL	
	Dams	EST of FGDL	
Power Plants	EST of FGDL		

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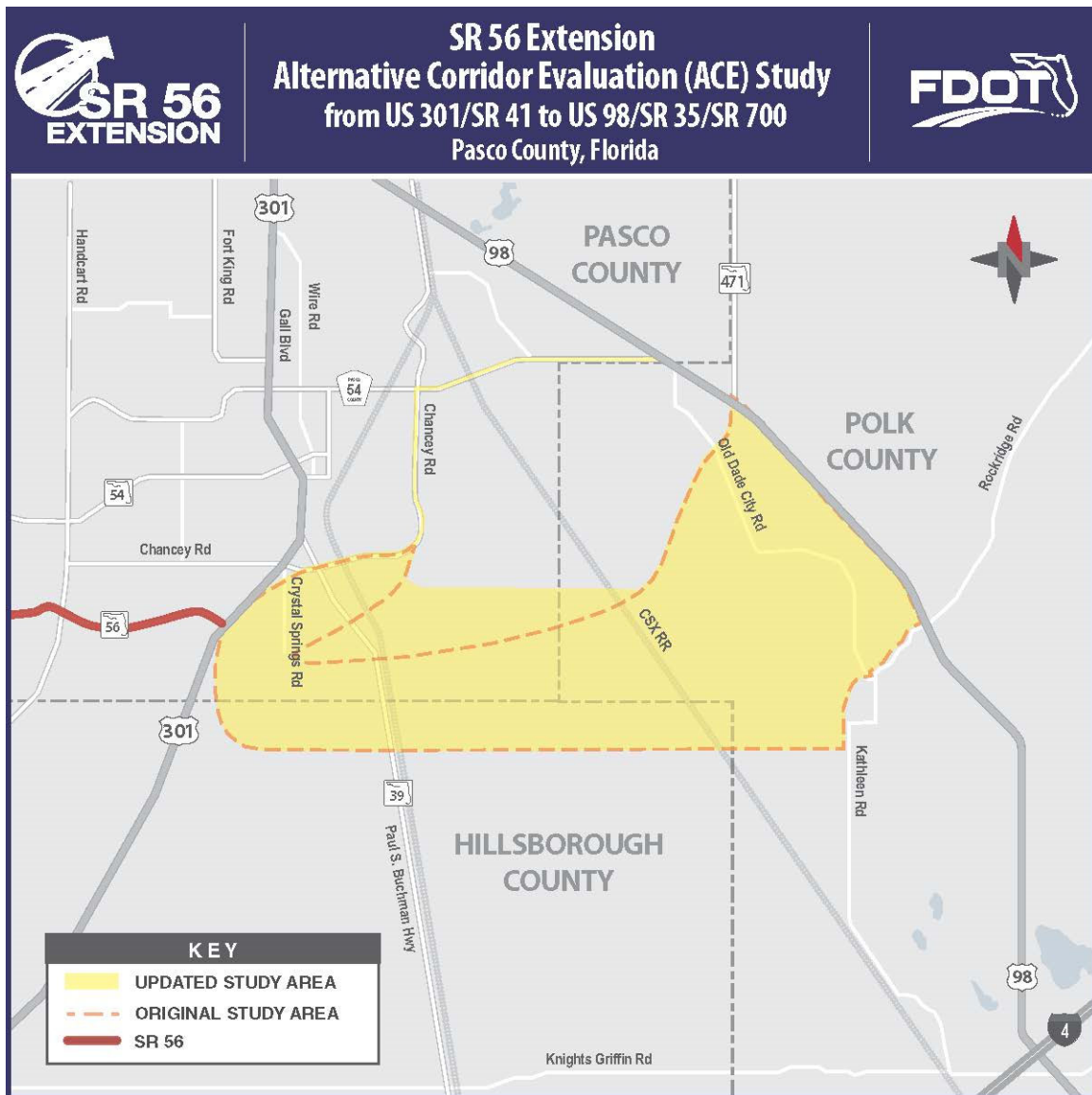
### 3.2 STUDY AREA

The original study area that was used for the ACE reflects the study area that was evaluated during the ETDM Planning Screen; it combined the two areas that were denoted as Alternative #1 and Alternative #2 in the ETDM Planning Screen.

Since the original acceptance of the ACE MM in October 2020 by FDOT OEM, the study area was updated to expand the east-west portion of the area slightly more north into Pasco County based on public comments received to keep alternative corridors concentrated within Pasco County.

Figure 3-1 shows the updated ACE study area.

**FIGURE 3-1  
ACE STUDY AREA**



### **3.3 IDENTIFY CORRIDOR CONSTRAINTS**

The GIS data will be used to identify corridors that avoid and minimize impacts to sensitive environmental features to the greatest extent practicable. The data sources included in Table 3-1 will be applied to locate social, cultural, natural, and physical constraints within the study area. Based on ETAT commentary from the ETDM Planning Screen, features identified as important considerations include, but are not limited to: low income residents, aesthetics, archaeological and historic resources, Florida Managed Areas (including Upper Hillsborough Preserve), recreational facilities associated with the Upper Hillsborough Preserve (trails, camp sites, etc.), 100-year floodplain, water quality (including Outstanding Florida Waters), wetlands and other surface waters, protected species and habitat, contamination, infrastructure-related facilities (airport, potable water wells, railroad crossings, power transmission lines, etc.), and noise.

### **3.4 IDENTIFY POTENTIAL CORRIDORS**

The portion of SR 56 extending from I-75 to Mansfield Boulevard is functionally classified as an urban principal arterial and consists of six general purpose lanes. The section of SR 56 extending from Mansfield Boulevard to US 301/SR 41 is a four-lane facility (expandable to six lanes) featuring a ten-foot wide multi-use trail on the south side of the road, a five-foot wide sidewalk on the north side of the road, and seven-foot wide bicycle lanes in each direction. As such, to tie into the existing roadway, a similar typical section accommodating up to six lanes of traffic including sidewalk/trail facilities and bicycle lanes will be developed and utilized in the evaluation of the alternative corridors.

To allow for flexibility in developing proposed alignments that avoid potential constraints, corridors with a width of 250 feet will be evaluated as part of this ACE. This width can accommodate a range of potential typical sections that account for up to six general purpose lanes and possible multimodal features, including a high speed urban typical section requiring 174 feet of right-of-way and a rural typical section requiring 216 feet of right-of-way. The typical sections and the corridor alignments will be further refined during the PD&E Study. A planning-level traffic analysis is being performed as part of the ACE study to evaluate and compare traffic conditions and other relevant measures of effectiveness for each of the proposed alternative corridors and other key surrounding roadways in the study area.

It is anticipated that up to eight corridors will be developed for evaluation as part of this ACE study.

### **3.5 CORRIDOR ANALYSIS AND EVALUATION CRITERIA**

The alternative corridors developed through the ACE process will be evaluated based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, cost estimates, a narrative assessment of the corridors, and agency/public input. These evaluation criteria allow for the range of corridors to be compared on an equal level. Each criterion is described below in more detail.

It should be noted that the evaluation matrix tables in this section are examples displayed to demonstrate how they may look in the ACER. The number of columns and rows showing corridors will be adjusted to reflect the actual number of corridors created and evaluated. If during the evaluation, changes are identified to engineering or environmental considerations and evaluation criteria, this methodology will be re-evaluated to ensure that it continues to meet the intent of the ACE process. If changes are necessary, they will be coordinated with the ETAT and FDOT OEM.

**3.5.1 PURPOSE AND NEED EVALUATION**

Each corridor will be evaluated for how well it satisfies the project purpose and need and will be assigned a ‘Yes’ or ‘No’ for its ability to:

- Allow regional traffic to bypass the downtown area of the City of Zephyrhills
- Provide a direct east-west connection to US 98/SR 35/SR 700
- Link to other major facilities (i.e., US 301/SR 41, SR 39/Paul Buchman Highway, US 98/SR 35/SR 700, and CR 535/Chancey Road)

Any corridor that does not satisfy all three stated purpose and need criteria (i.e., results in one ‘No’ assignment) will be eliminated from further consideration. All remaining corridors will be evaluated using other considerations such as environmental impacts, engineering feasibility, associated costs, and agency/public input. **Table 3-2** provides the purpose and need evaluation criteria.

**TABLE 3-2  
PURPOSE AND NEED EVALUATION CRITERIA**

Corridor	Allows Traffic to Bypass Downtown Zephyrhills	Provides a Direct East-West Connection to US 98	Links to Other Major Facilities
A			
B			
C			

**3.5.2 ENVIRONMENTAL EVALUATION**

The potential direct and indirect effects on the environment will be considered for each alternative corridor. **Table 3-3** provides an evaluation matrix that will be populated with data based on the GIS layers identified in Table 3-1 and the footprints of the respective corridors to be developed. Quantifiable values for the social, cultural, natural, and physical environments will be displayed as a number in the evaluation matrix. Non-quantifiable factors will be given a potential degree of impact (either Low, Moderate, or High). For protected species occurrence potential, an assessment of likelihood of impact will be made by a qualified biologist through the review of species occurrence databases from the sources identified in Table 3-1, as well as limited pedestrian wildlife surveys within the ACE study area shown in **Figure 3-1**. Those corridors resulting in higher quantifiable values or high impact ratings compared to other corridors will be considered for elimination.

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**TABLE 3-3  
ENVIRONMENTAL EVALUATION CRITERIA**

Category	Evaluation Criteria	Unit of Measurement	Corridor A	Corridor B	Corridor C	Corridor D
			Quantity or Impact Rating	Quantity or Impact Rating	Quantity or Impact Rating	Quantity or Impact Rating
Social	Potential Residential Displacements	Number				
	Potential Non-Residential Displacements	Number				
	Community Facilities	Number				
	Neighborhoods	Number				
	Community Cohesion	Degree				
	Special Populations (low income or minority populations)	Number				
	Prime Farmlands	Acres				
Cultural	Historic Resources	Number				
	Archaeological Resources	Number				
	Potential Section 4(f) Resources	Number				
	Recreational Facilities	Number				
Natural	Protected Species Occurrence Potential	Degree				
	Managed/Conservation Lands	Acres				
	Forested Wetlands	Acres				
	Non-Forested Wetlands	Acres				
	100-Year Floodplain	Acres				
	Water Features	Acres				
	Water Quality (Verified Impaired Watersheds)	Number				
Special Designations (OFWs)	Number					
Physical	Potential Contamination Sites	Number				
	Noise Sensitive Sites	Number				



### 3.5.3 ENGINEERING EVALUATION

The engineering factors that will be used to evaluate the alternative corridors are listed in **Table 3-4**. The engineering factors include potential utility conflicts and involvement with infrastructure items such as railroad crossings, drainage basins, stormwater pond requirements, and new required right-of-way. Quantifiable values for the factors will be displayed as a number in the evaluation matrix. Non-quantifiable factors will be given a potential degree of impact (either Low, Moderate, or High). Those corridors resulting in higher quantifiable values or high impact ratings compared to other corridors will be considered for elimination.

**TABLE 3-4  
ENGINEERING EVALUATION CRITERIA**

Evaluation Criteria	Unit of Measurement	Corridor A	Corridor B	Corridor C
		Quantity or Impact Rating	Quantity or Impact Rating	Quantity or Impact Rating
Utility Conflicts	Degree			
Railroad Crossings	Number			
Drainage Basins	Number			
Stormwater Ponds	Acres			
Right-of-Way	Acres			

Estimated construction, right-of-way, state owned managed/conservation land acquisition, and wetland mitigation costs will be provided for each alternative corridor and displayed in **Table 3-5**. Construction costs will be developed utilizing FDOT Long Range Estimates (LRE). Right-of-way costs will be estimated based upon general costs of land and buildings in the study area by land use type and unit right-of-way costs obtained from FDOT District Seven. Costs pertaining to state land impacts will require the purchase of 1.5 times impact acreage plus 0.5 times the market value of the impact area; price estimates will require agency coordination. Wetland mitigation costs will be based on the average mitigation bank costs from bids submitted every two years to the District and the cost of Southwest Florida Water Management District-FDOT mitigation program sites developed pursuant to Section 373.4137, Florida Statutes, adjusted for the Consumer Price Index provided annually by FDOT OEM.

**TABLE 3-5  
EVALUATION OF COSTS**

Cost Category	Corridor A	Corridor B	Corridor C
	Amount	Amount	Amount
Construction Costs			
Right-of-Way Costs			
State Land Acquisition Costs			
Wetland Mitigation Costs			

### 3.5.4 NARRATIVE ASSESSMENT

Based on the evaluation criteria described above, a narrative discussion and assessment of each of the alternative corridors will be prepared in compliance with elements and issues contained in 23 U.S.C. § 168(c). This narrative will provide a discussion of the affected environment, advantages and limitations

of each corridor, and highlight any specific factors that may result in a corridor’s elimination. Public and agency input (consideration of input received from the ETAT, project stakeholders, and the general public) will be summarized in the narrative.

### **3.5.5 PUBLIC AND AGENCY CONSIDERATIONS**

Public, agency, and ETAT member input received during the alternatives screening process will be used to refine the purpose and need, corridor constraints, and evaluation criteria in order to evaluate the corridors. A complete description of the opportunities for public input into the corridor evaluation process is provided in Section 4.0. The results documented in the ACER will be made available to the ETAT through the EST for 30 calendar days. Notification of the public meetings will be distributed to all the individuals on the project mailing list (such as local officials, agencies including appropriate Native American tribes, stakeholders, special interest groups, and property owners) within the affected study area. If meetings are needed to explain the results of the ACER, they will be scheduled as necessary.

### **3.6 APPROACH TO ELIMINATING UNREASONABLE ALTERNATIVES**

Any corridor that does not meet the purpose and need for the project or results in higher quantifiable values or high impact ratings compared to other corridors will be eliminated from further consideration upon FDOT OEM approval. The corridors that meet the purpose and need criteria, as described in Section 3.5.1, will be compared using the remaining evaluation criteria described in Section 3.5. The corridor evaluation involves both quantitative and qualitative comparisons of the evaluation criteria. The comparative analysis will include the following:

- Environmental impacts (quantitative and qualitative)
- Engineering factors and associated cost estimates (technical feasibility) (quantitative)
- Narrative assessment (advantages and limitations) (qualitative)
- Public support including plan consistency and controversy potential (qualitative)

Upon completion of the comparative analysis, additional corridors may be eliminated, with FDOT OEM concurrence, based on resulting higher quantifiable values or high impact ratings. The comparative evaluation process is discussed further in Section 3.6.1. At the conclusion of the ACE study, FDOT may recommend that a “most probable” corridor(s) be carried forward into the PD&E phase. The PD&E Study project documentation will be prepared in accordance with the PD&E Manual. In compliance with the ETDM Master Agreement, agency involvement regarding project needs, issues, evaluation criteria, avoidance, minimization, decisions, and preliminary mitigation concepts will be a continuous effort throughout the ETDM and ACE processes. The evaluation criteria and units of measure used to assess and compare alternative corridors will include resource issues that are consistent and acceptable to each respective resource agency. The ACE process ensures that alternative corridors are evaluated consistently.

#### **3.6.1 SUMMARY OF CORRIDOR IMPACTS**

The potential impacts for each criterion evaluated will be provided for each corridor and summarized in a matrix similar to **Table 3.6**. The intent of the matrix is to facilitate an overall comparison of the alternative corridors.

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**TABLE 3-6  
SUMMARY OF CORRIDOR IMPACTS**

Corridor	Evaluation Criteria					Recommended for Further Consideration
	Purpose and Need	Environmental Impacts	Engineering Factors	Associated Costs	Agency/Public Support	
A						
B						
C						

### 3.7 ALTERNATIVE CORRIDOR EVALUATION REPORT

The results of the analysis described above will be summarized in the ACER. This report will be submitted to the ETAT and interested stakeholders through the EST for a period of 30 calendar days. Once comments are addressed, a public information meeting will be held to inform the public of the study results. The appropriate decision making matrices will be included in the ACER to substantiate findings, provide reasons for eliminating corridors, and to identify the corridor(s) that will be carried forward into the PD&E phase. A link to the ACER will be included in the republished Planning Screen Summary Report.

### 4.0 STAKEHOLDER COORDINATION

Public outreach conducted as part of the ACE will be used to engage stakeholders to identify community values and concerns that may affect the development and evaluation of the project corridors. **Table 4-1** lists the public and agency events that either have occurred or are planned to take place.

**TABLE 4-1  
PLANNED PUBLIC MEETINGS**

Meeting	Purpose	Schedule
Elected Officials/Agencies Project Kick-Off Meeting	To introduce the project, set expectations for the ACE process and project study, and present the project schedule	08/13/2019
Small Group Meetings (as needed)	To receive input on the project (as needed)	Ongoing
Public Information Meeting	To present the results of the ACE and seek public opinion on corridor recommendations	First Quarter 2023 (Tentative)

Agency coordination was initiated with the ETAT review during the ETDM Planning Screen. ETAT coordination will continue throughout the ACE process with ETAT reviews of this MM and the ACER. It should be noted that additional meetings with the public, elected officials, special interest groups, and/or public agencies may occur (as needed) through the project study/ACE process. Other communication aids are being and will continue to be utilized, including a project website (including an interactive WikiMap Tool) and newsletters.

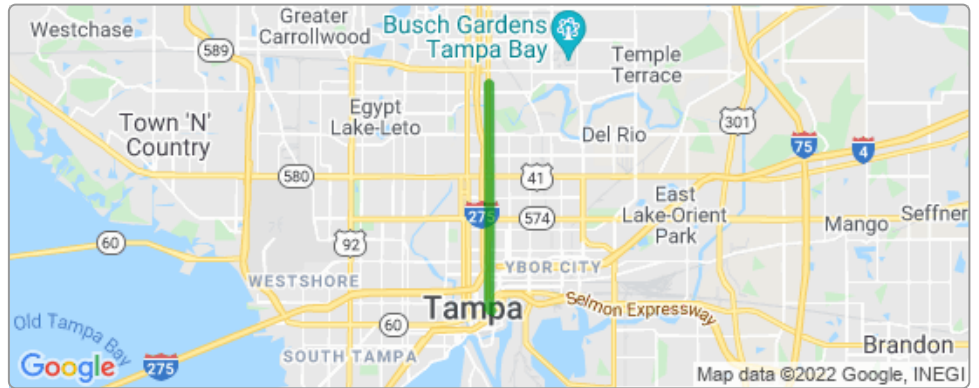
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## 5.0 CONCLUSION

In conclusion, the purpose of this MM is to document and describe the ACE methodology to be conducted as part of the study evaluating the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The MM details the goals of the evaluation, the methodology, the process for stakeholders/public coordination, and the basis for decision making. The evaluation of the corridors will be detailed in the ACER, and the results will identify the reasonable alternative corridor(s) for NEPA analysis.

US 41 (Nebraska Ave) Pedestrian Upgrades From Kennedy Blvd to Arctic St. 443492-1-52-01

Project Details	
<b>Work Type</b>	Urban Corridor Improvements
<b>Phase</b>	Design
<b>Limits</b>	from Kennedy Blvd to E. Arctic St.
<b>Length</b>	5.4 miles
<b>City</b>	Tampa
<b>County</b>	Hillsborough
<b>Road</b>	Nebraska Ave (Hillsborough) US 41
<b>Design Cost</b>	\$798,470



**About**

This project will add various pedestrian features along Nebraska Avenue between Kennedy Blvd and E. Arctic St. in Tampa. These features include mid-block crossings, rectangular rapid flashing beacons, pedestrian signals, pedestrian refuge islands, pedestrian lighting and pedestrian hybrid beacon signals.

The project is in the design phase. Construction is anticipated to begin in 2023.

Contact Information	
<b>Design Manager</b>	Dinyar Sharifabad 813-975-6172 dinyar.sharifabad@dot.state.fl.us
<b>Media Contact</b>	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us





**2021-2022**

**MPOAC**

**ANNUAL  
REPORT**

**Florida Metropolitan Planning Organization Advisory Council (MPOAC)**

605 Suwannee Street, MS 28B

Tallahassee, FL 32399-0450

[www.mpoac.org](http://www.mpoac.org)

850-414-4037

# MESSAGE FROM THE CHAIR

“The past fiscal year, as was true for all of us, was a complex year for the MPOAC. Not only did we have to be creative to work through the issues presented by the global pandemic, we saw a complete turnover in staff. But we continued to represent the needs and interests of Florida’s 27 metropolitan planning organizations (MPOs) and are thrilled to have a new and dynamic staff led by Mark Reichert as MPOAC Executive Director. This Annual Report summarizes some of the key activities of the MPOAC in the past fiscal year. But these are just the tip of the iceberg. Every day, in every way, the MPOAC works to improve the lives of Florida’s communities through improved mobility and access across and between our metropolitan regions. Through policy initiatives, research projects, and advocacy, the MPOAC truly is the state’s preeminent forum for transportation planning.”



**Commissioner Nick Maddox**  
Governing Board Chair, MPOAC

## ABOUT THE MPOAC

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida’s 27 MPOs, and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process. The organization is made up of a 27 member Governing Board consisting of local elected officials from each of the MPOs and a Staff Directors’ Advisory Committee consisting of the staff directors from each of the MPOs. The MPOAC works with national organizations and other stakeholder groups to help shape state and national policy regarding metropolitan transportation issues.





# MPOAC MISSION STATEMENT

The MPOAC improves transportation planning and education by engaging and equipping its members to deliver results through shared innovations, best practices, enhanced coordination, communication and advocacy.

## NATIONAL POLICY DEVELOPMENT AND EDUCATION

Fiscal Year 2021/2022 was a big year for policy development and education on the national stage. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law in November 2021. The law reauthorizes the federal transportation program, including sections pertaining to MPOs, and provides over \$350 billion for new transportation investments nationwide over the five-year life of the law. The MPOAC worked closely with its national partners, the Association of Metropolitan Planning Organizations (AMPO) and the National Association of Regional Councils (NARC), to ensure the best result for MPOs across Florida and the nation. Since approval, the MPOAC has remained engaged in the regulatory process, tracking guidance documents as they are released and notifying the MPOAC membership of opportunities and issues as they arise.





# STATE POLICY DEVELOPMENT AND EDUCATION

The MPOAC remained engaged in the policy development and education process at the state level during Fiscal Year 2021/2022. A summary of legislation signed into law following the 2021 Florida legislative session was developed and made available to MPOAC members and partners. The MPOAC Governing Board approved the MPOAC Legislative Priorities and Policy Positions for 2022 and sent them to members of the Florida Legislature, the Governor, and partners across the state. The MPOAC Executive Director tracked legislation during the 2022 legislative session and sent a weekly update on legislative activities to inform the membership.



## RESEARCH

The MPOAC undertook a variety of activities to support Florida's MPOs through research. MPOAC staff developed a summary of federal transportation performance measurement targets in Florida, tracked changes in the US Census Urban Area criteria, and conducted research on statewide associations of MPOs and their use of Unified Planning Work Programs (UPWPs). MPOAC staff secured funding from the FDOT Research Center to conduct a research project identifying the various practices and methodologies used by Florida's 27 MPOs to develop their List of Project Priorities (LOPP).



# MEMBER SERVICES

The MPOAC supported its members in a variety of ways, including through direct engagement. In fact, the MPOAC Executive Director spent much of his time attending meetings of MPO alliances like the Sun Coast Transportation Planning Alliance (SCTPA), the Central Florida MPO Alliance (CFMPOA), and the Coordinated Urban Transportation Studies (CUTS) in Southwest Florida.

MPOAC staff also attended federal certification reviews for the Sarasota/Manatee MPO, the Lee County MPO and the Space Coast TPO. The MPOAC developed a resiliency contact list so that MPO staff members with resiliency responsibilities can easily connect with each other on this important subject area.

# OPERATIONS

Fiscal Year 2021/2022 was a topsy-turvy year for the MPOAC. The MPOAC hired a new Executive Director and Executive Assistant. We were very fortunate to bring aboard two experienced professionals in Mark Reichert and Lisa Stone and the future looks bright with these two on board. The MPOAC also unveiled a new website with a modern design and improved functionality. The MPOAC adopted a new Unified Planning Work Program (UPWP) for Fiscal Year 2022/2023, began an update of the agency's Bylaws, and put the pieces in place to begin an update of the Strategic Directions Plan during the next fiscal year. The Freight Committee expanded its mission to include Rail (becoming the Freight and Rail Committee) and the Noteworthy Practices Working Group regrouped after a pandemic hiatus and will move forward with renewed energy.

During the time the MPOAC was without staff, the Office of Policy Planning within FDOT was assisting with the daily operations of the MPOAC. During this time, FDOT Credit Union account bank statements were discovered in the name of the MPOAC. Account activity occurred during the time when no MPOAC staff were employed thus raising the suspicion of the department. The Office of Inspector General (OIG) was notified of the issue resulting in an investigation. Fortunately, no wrongdoing was discovered. The OIG determined the funds directed to or from the FDOT Credit Union account were business related. However, several internal control concerns were identified by the OIG. As a result, the MPOAC is working to revise its internal control structure to ensure full transparency to the Governing Board and Staff Directors Advisory Committee. This includes revising its Bylaws and the development of a Policy and Procedures Manual. Both of which will be adopted in Fiscal Year 2022/2023.



## STATEWIDE PLANNING

It was a busy year for statewide planning. The MPOAC participated in updates of the Strategic Intermodal System (SIS) plan, the Florida Transportation Plan (FTP), and the State Passenger and Freight Rail Plan. The MPOAC also worked with the FDOT on a variety of statewide policy planning efforts including the update of the MPO Long-Range Transportation Plan (LRTP) financial guidelines, the implementation of a Consolidated Planning Grant (CPG) program in Florida, and the advancement of transportation safety through its participation on the Safe Mobility for Life Coalition. The MPOAC managed to secure funding for several freight projects around the state using the Freight Priorities Program (FPP) Project List developed by the MPOAC Freight and Rail Committee. The MPOAC also worked with the Federal Highway Administration to coordinate the delivery of the Florida Advancing Transportation Performance Management and Decision-Making Seminar, an important training program focusing on transportation performance management (TPM).



## PARTNER ENGAGEMENT

The MPOAC engaged with its planning partners to advance the state of transportation in Florida and the nation. The MPOAC Executive Director is an ex officio member of the Florida Public Transit Association (FPTA) and has a standing presentation slot on their policy board agenda. The Executive Director met with national colleagues to discuss issues related to metropolitan planning at AMPO and NARC annual meetings. The MPOAC became a member of the Mileage-Based User Fee Alliance (MBUFA) to work with colleagues at the national level to advocate for a sustainable funding source for transportation infrastructure. The Executive Director presented at the Miami Road User Charging (RUC) Conference. At the state level, the MPOAC Executive Director attended the Florida Metropolitan Planning Partnership meetings, FDOT/FHWA/FTA/MPOAC Quarterly meetings, and presented at the Florida League of Cities Annual Conference.





# FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

**Mark Reichert**

MPOAC Executive Director

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*Heartland Regional TPO*

**Rob Balmes**  
*Ocala/Marion County TPO*

**Greg Stuart**  
*Broward MPO*

**Robert Esposito**  
*Hernando/Citrus MPO*

**Dawn Schwartz**  
*Okaloosa-Walton TPO*

**Greg Slay**  
*Capital Region TPA*

**Beth Alden**  
*Hillsborough TPO*

**Valerie Neilson**  
*Palm Beach TPA*

**D'Juan Harris**  
*Charlotte County-Punta Gorda MPO*

**Brian Freeman**  
*Indian River County MPO*

**Carl Mikyska**  
*Pasco County MPO*

**Anne McLaughlin**  
*Collier MPO*

**Michael Woods**  
*Lake-Sumter MPO*

**Parag Agrawal**  
*Polk TPO*

**Austin Mount**  
*Florida-Alabama TPO*

**Beth Beltran**  
*Martin MPO*

**Colleen Nicoulin**  
*River to Sea TPO*

**Whit Blanton**  
*Forward Pinellas*

**Gary Huttman**  
*MetroPlan Orlando*

**Georganna Gillette**  
*Space Coast TPO*

**Scott Koons**  
*Gainesville MTPO*

**Aileen Bouclé**  
*Miami-Dade TPO*

**Peter Buchwald**  
*St. Lucie TPO*

**Jeff Sheffield**  
*North Florida TPO*



# Hillsborough TPO

## Transportation Planning Organization

Commissioner Harry Cohen  
Hillsborough County  
MPO Chair

Commissioner Pat Kemp  
Hillsborough County  
MPO Vice Chair

Paul Anderson  
Port Tampa Bay

Councilman Joseph Citro  
City of Tampa

Councilmember Lynn Hurtak  
City of Tampa

Mayor Nate Kilton  
City of Plant City

Adelee Marie Le Grand, AICP  
HART

Joe Lopano  
Hillsborough County  
Aviation Authority

Councilman Guido Maniscalco  
City of Tampa

Commissioner Gwen Myers  
Hillsborough County

Commissioner  
Kimberly Overman  
Hillsborough County

Cody Powell  
Planning Commission

Mayor Andrew Ross  
City of Temple Terrace

Greg Slater  
Expressway Authority

Commissioner  
Mariella Smith  
Hillsborough County

Jessica Vaughn  
Hillsborough County  
School Board

Beth Alden, AICP  
Executive Director



**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

August 26<sup>th</sup>, 2022

*Mr. David Darm*  
*CTD Executive Director*  
*605 Suwannee Street MS-49*  
*Tallahassee, FL 32399*

RE: TDSP Amendment for Contract No: G2947 (FY 22/23)

Dear Mr. Darm:

By this letter, the Hillsborough County Board of County Commissioners and their operator, the Sunshine Line, is requesting an amendment to our adopted Transportation Disadvantaged Service Plan. This amendment has been reviewed and approved by our Local Coordinating Board at their August 26<sup>th</sup>, 2022, meeting. We request that the Commission accept this amendment effective August 29<sup>th</sup>, 2022.

The amendment revises the incomes requirement for client eligibility from 125% to 150% of the Federal Poverty Guidelines based on household income. This will increase the number of eligible clients and allow the CTC to better serve individuals and households in need, which is especially needed in-light of the rising cost of living. This will also better align Sunshine Line with other Federal and Local needs assessment guidelines. For example, Hillsborough Healthcare uses 175% of Federal Poverty Guidelines, SNAP uses 200%, and Hillsborough Housing Assistance uses 150%.

If this request is accepted, please signify by signing below, and returning a copy of the signed letter to us. Upon receipt, we will then consider the amendment accepted. If this is not acceptable, or further information is needed before it can be accepted, please advise us in writing within ten days.

Thank you for your consideration of this request.

Sincerely,

Beth Alden

The Commission for the Transportation Disadvantaged hereby agrees and accepts this amendment to the above references TDSP, effective \_\_\_\_\_ (date)

\_\_\_\_\_  
CTD Executive Director

\_\_\_\_\_  
Date





# Hillsborough TPO

## Transportation Planning Organization

Commissioner Harry Cohen  
Hillsborough County  
MPO Chair

Commissioner Pat Kemp  
Hillsborough County  
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Port Tampa Bay

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[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

September 1, 2022

The Honorable Kimberly Overman, Chair  
Hillsborough County Board of County Commission  
601 E. Kennedy Boulevard, 2nd Floor  
Tampa, FL 33602

Dear Chair Overman:

Re: MPO Membership Apportionment Plan

After each decennial census, as required by state law, the Hillsborough County Metropolitan Planning Organization (MPO), doing business as the Hillsborough Transportation Planning Organization, reviews its Membership Apportionment Plan in consultation with the local governing bodies and transmits this plan for the Governor's approval.

On August 10, 2022, the MPO approved the 2022 Membership Apportionment Plan draft for circulation. This plan proposes adding two Hillsborough County Commissioners to the voting MPO membership, reflecting the growth in unincorporated county population since 2010.

After the Governor's review and approval of the 2022 MPO Membership Apportionment Plan, we will contact you regarding an amendment to the Interlocal Agreement for Creation of the MPO to reflect the above changes. The Interlocal Agreement, to which your organization is a party, specifies the MPO's composition, membership terms, powers, and duties. An amendment must be signed by all parties before the above changes can take effect.

In order to move forward with this process, we respectfully request a resolution from your board endorsing the Hillsborough MPO 2022 Membership Apportionment Plan and empowering your chair to sign an amended interlocal agreement to reflect these specified changes. Enclosed are a sample resolution and summary agenda item for your consideration.

We are coordinating with your staff to schedule this item for an upcoming Hillsborough County Board meeting. MPO staff will be available to attend and answer any questions that might arise. Please do not hesitate to call me or Elizabeth Watkins at 813-582-7382 if further information is needed.

Sincerely,

Beth Alden, AICP  
Executive Director

*Enclosures*



Resolution No. \_\_\_\_\_

**Endorsing the Hillsborough County MPO 2022 Membership Apportionment Plan**

**Hillsborough County**

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

**WHEREAS**, the Hillsborough County Metropolitan Planning Organization (MPO) is the agency designated to conduct a continuing, coordinated, and comprehensive transportation planning process in Hillsborough County; and

**WHEREAS**, Section 134 of Title 23 of the United States Code and Section 339.175(3) of Florida Statutes set forth membership requirements for MPOs designated for transportation management areas, defined as areas with 200,000 or more populations; and

**WHEREAS**, the *Interlocal Agreement for Creation of the Metropolitan Planning Organization* by and between Hillsborough County; the cities of Tampa, Temple Terrace, Plant City; Hillsborough Transit Authority; Hillsborough County Aviation Authority; Tampa-Hillsborough Expressway Authority; Tampa Port Authority; the Hillsborough County City-County Planning Commission; School Board of Hillsborough County; and the Florida Department of Transportation provides for the current MPO membership and responsibilities for cooperatively carrying out transportation planning in Hillsborough County;

**WHEREAS**, Section 339.175(4)(a), Florida Statutes, requires the Governor to review the composition of the MPO membership in conjunction with the decennial census; and

**WHEREAS**, the MPO met on August 10, 2022, to review the MPO 2022 Membership Apportionment Plan and approved its submittal to the Governor’s Office; and

**WHEREAS**, the Board of County Commissioners of Hillsborough County reviewed the MPO 2022 Membership Apportionment Plan at its **September XX, 2022** regular meeting.

**NOW, THEREFORE NOW BE IT RESOLVED** by Hillsborough County, that the ***Hillsborough MPO 2022 Membership Apportionment Plan*** proposed for Hillsborough County, its jurisdictions, school board, planning commission, and transportation operators, be endorsed for submittal to the Governor’s Office; and our Chair authorized to sign an amendment to the *Interlocal Agreement for the Creation of the Hillsborough MPO* to reflect the changes in membership specified in the 2022 Membership Apportionment Plan.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chair, Hillsborough County

ATTEST:

\_\_\_\_\_

\_\_\_\_\_

## *Sample Agenda Item Summary*

### **RECOMMENDATION**

Approve the resolution endorsing the 2022 MPO Membership Apportionment Plan and approve its submittal to the Governor's Office.

### **BACKGROUND**

The membership of the Hillsborough County Metropolitan Planning Organization (MPO) Board, doing business as the Hillsborough Transportation Planning Organization, is being adjusted to reflect the population growth in unincorporated Hillsborough County reported in the 2020 Census. Elizabeth Watkins, MPO Principal Planner, will be present to answer questions concerning the changes to the MPO membership and the ensuing amendment to the Interlocal Agreement for the Creation of the MPO.

Federal transportation planning requirements provide that a MPO be designated for each urbanized area with a population of more than 50,000 individuals. In response, the Hillsborough County MPO was created in 1974 to meet the requirements of federal law governing the expenditure of federal transportation funds by state and local agencies in Hillsborough County.

The designation of MPOs is accomplished by agreement between the Governor and the affected local governments. In addition, Florida Statutes provide requirements for MPO membership composition and the apportionment of voting membership. This statute further requires the Governor to review the membership composition of each MPO in conjunction with the decennial census and to apportion it as necessary to comply with these requirements.

Currently, sixteen (16) voting and one (1) non-voting members serve on the MPO Board. This composition was most recently reviewed and agreed to by the local governments and approved by the Governor in 2013.

The membership plan is being revised based on the results of the 2020 Census by adding two Hillsborough County Commissioners to the voting MPO membership, reflecting the growth in unincorporated county population since 2010. The proposed MPO membership includes the following members and seats: Hillsborough County (7), City of Tampa (3), City of Temple Terrace (1), Plant City (1), Hillsborough Area Regional Transit Authority (1), Hillsborough County Aviation Authority (1), Tampa-Hillsborough Expressway Authority (1), Tampa Port Authority (1), Hillsborough County City-County Planning Commission (1), School Board of Hillsborough County (1). The Florida Department of Transportation is designated as a non-voting advisor to the MPO.

### **FISCAL IMPACT**

None.



# Hillsborough TPO

## Transportation Planning Organization

Commissioner Harry Cohen  
Hillsborough County  
MPO Chair

Commissioner Pat Kemp  
Hillsborough County  
MPO Vice Chair

Paul Anderson  
Port Tampa Bay

Councilman Joseph Citro  
City of Tampa

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Beth Alden, AICP  
Executive Director



**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

September 1, 2022

The Honorable Joseph Citro, Chair  
Tampa City Council  
315 E. Kennedy Boulevard, 3rd Floor  
Tampa, FL 33602

Dear Chair Citro:

Re: MPO Membership Apportionment Plan

After each decennial census, as required by state law, the Hillsborough County Metropolitan Planning Organization (MPO), doing business as the Hillsborough Transportation Planning Organization, reviews its Membership Apportionment Plan in consultation with the local governing bodies and transmits this plan for the Governor's approval.

On August 10, 2022, the MPO approved the 2022 Membership Apportionment Plan draft for circulation. This plan proposes adding two Hillsborough County Commissioners to the voting MPO membership, reflecting the growth in unincorporated county population since 2010.

After the Governor's review and approval of the 2022 MPO Membership Apportionment Plan, we will contact you regarding an amendment to the Interlocal Agreement for Creation of the MPO to reflect the above changes. The Interlocal Agreement, to which your organization is a party, specifies the MPO's composition, membership terms, powers, and duties. An amendment must be signed by all parties before the above changes can take effect.

In order to move forward with this process, we respectfully request a resolution from your board endorsing the Hillsborough MPO 2022 Membership Apportionment Plan and empowering your chair to sign an amended interlocal agreement to reflect these specified changes. Enclosed are a sample resolution and summary agenda item for your consideration.

We are coordinating with your staff to schedule this item for an upcoming Hillsborough County Board meeting. MPO staff will be available to attend and answer any questions that might arise. Please do not hesitate to call me or Elizabeth Watkins at 813-582-7382 if further information is needed.

Sincerely,

Beth Alden, AICP  
Executive Director

*Enclosures*

Resolution No. \_\_\_\_\_

**Endorsing the Hillsborough County MPO 2022 Membership Apportionment Plan**

**City of Temple Terrace**

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

**WHEREAS**, the Hillsborough County Metropolitan Planning Organization (MPO) is the agency designated to conduct a continuing, coordinated, and comprehensive transportation planning process in Hillsborough County; and

**WHEREAS**, Section 134 of Title 23 of the United States Code and Section 339.175(3) of Florida Statutes set forth membership requirements for MPOs designated for transportation management areas, defined as areas with 200,000 or more populations; and

**WHEREAS**, the *Interlocal Agreement for Creation of the Metropolitan Planning Organization* by and between Hillsborough County; the cities of Tampa, Temple Terrace, Plant City; Hillsborough Transit Authority; Hillsborough County Aviation Authority; Tampa-Hillsborough Expressway Authority; Tampa Port Authority; the Hillsborough County City-County Planning Commission; School Board of Hillsborough County; and the Florida Department of Transportation provides for the current MPO membership and responsibilities for cooperatively carrying out transportation planning in Hillsborough County;

**WHEREAS**, Section 339.175(4)(a), Florida Statutes, requires the Governor to review the composition of the MPO membership in conjunction with the decennial census; and

**WHEREAS**, the MPO met on August 10, 2022, to review the MPO 2022 Membership Apportionment Plan and approved its submittal to the Governor’s Office; and

**WHEREAS**, the City of Temple Terrace reviewed the MPO 2022 Membership Apportionment Plan at its **September XX, 2022** regular meeting.

**NOW, THEREFORE NOW BE IT RESOLVED** by City of Temple Terrace, that the **Hillsborough MPO 2022 Membership Apportionment Plan** proposed for Hillsborough County, its jurisdictions, school board, planning commission, and transportation operators, be endorsed for submittal to the Governor’s Office; and our Chair authorized to sign an amendment to the *Interlocal Agreement for the Creation of the Hillsborough MPO* to reflect the changes in membership specified in the 2022 Membership Apportionment Plan.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chair, City of Temple Terrace Council

ATTEST:

\_\_\_\_\_

\_\_\_\_\_

## *Sample Agenda Item Summary*

### **RECOMMENDATION**

Approve the resolution endorsing the 2022 MPO Membership Apportionment Plan and approve its submittal to the Governor's Office.

### **BACKGROUND**

The membership of the Hillsborough County Metropolitan Planning Organization (MPO) Board, doing business as the Hillsborough Transportation Planning Organization, is being adjusted to reflect the population growth in unincorporated Hillsborough County reported in the 2020 Census. Elizabeth Watkins, MPO Principal Planner will be present to answer questions concerning the changes to the MPO membership and the ensuing amendment to the Interlocal Agreement for the Creation of the MPO.

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The designation of MPOs is accomplished by agreement between the Governor and the affected local governments. In addition, Florida Statutes provide requirements for MPO membership composition and the apportionment of voting membership. This statute further requires the Governor to review the membership composition of each MPO in conjunction with the decennial census and to apportion it as necessary to comply with these requirements.

Currently, sixteen (16) voting and one (1) non-voting members serve on the MPO Board. This composition was most recently reviewed and agreed to by the local governments and approved by the Governor in 2013.

The membership plan is being revised based on the results of the 2020 Census by adding two Hillsborough County Commissioners to the voting MPO membership, reflecting the growth in unincorporated county population since 2010. The proposed MPO membership includes the following members and seats: Hillsborough County (7), City of Tampa (3), City of Temple Terrace (1), Plant City (1), Hillsborough Area Regional Transit Authority (1), Hillsborough County Aviation Authority (1), Tampa-Hillsborough Expressway Authority (1), Tampa Port Authority (1), Hillsborough County City-County Planning Commission (1), School Board of Hillsborough County (1). The Florida Department of Transportation is designated as a non-voting advisor to the MPO.

### **FISCAL IMPACT**

None.



# Hillsborough TPO

## Transportation Planning Organization

Commissioner Harry Cohen  
Hillsborough County  
MPO Chair

Commissioner Pat Kemp  
Hillsborough County  
MPO Vice Chair

Paul Anderson  
Port Tampa Bay

Councilman Joseph Citro  
City of Tampa

Councilmember Lynn Hurtak  
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**Plan Hillsborough**  
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[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

September 1, 2022

The Honorable Andy Ross, Mayor  
City of Temple Terrace  
11250 N. 56th Street  
Temple Terrace, FL 33617

Dear Mayor Ross:

Re: MPO Membership Apportionment Plan

After each decennial census, as required by state law, the Hillsborough County Metropolitan Planning Organization (MPO), doing business as the Hillsborough Transportation Planning Organization, reviews its Membership Apportionment Plan in consultation with the local governing bodies and transmits this plan for the Governor's approval.

On August 10, 2022, the MPO approved the 2022 Membership Apportionment Plan draft for circulation. This plan proposes adding two Hillsborough County Commissioners to the voting MPO membership, reflecting the growth in unincorporated county population since 2010.

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In order to move forward with this process, we respectfully request a resolution from your board endorsing the Hillsborough MPO 2022 Membership Apportionment Plan and empowering your chair to sign an amended interlocal agreement to reflect these specified changes. Enclosed are a sample resolution and summary agenda item for your consideration.

We are coordinating with your staff to schedule this item for an upcoming City of Tampa Council meeting. MPO staff will be available to attend and answer any questions that might arise. Please do not hesitate to call me or Elizabeth Watkins at 813-582-7382 if further information is needed.

Sincerely,

Beth Alden, AICP  
Executive Director

*Enclosures*



Resolution No. \_\_\_\_\_

**Endorsing the Hillsborough County MPO 2022 Membership Apportionment Plan**

**City of Temple Terrace**

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

**WHEREAS**, the Hillsborough County Metropolitan Planning Organization (MPO) is the agency designated to conduct a continuing, coordinated, and comprehensive transportation planning process in Hillsborough County; and

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**WHEREAS**, the *Interlocal Agreement for Creation of the Metropolitan Planning Organization* by and between Hillsborough County; the cities of Tampa, Temple Terrace, Plant City; Hillsborough Transit Authority; Hillsborough County Aviation Authority; Tampa-Hillsborough Expressway Authority; Tampa Port Authority; the Hillsborough County City-County Planning Commission; School Board of Hillsborough County; and the Florida Department of Transportation provides for the current MPO membership and responsibilities for cooperatively carrying out transportation planning in Hillsborough County;

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**WHEREAS**, the MPO met on August 10, 2022, to review the MPO 2022 Membership Apportionment Plan and approved its submittal to the Governor’s Office; and

**WHEREAS**, the City of Temple Terrace reviewed the MPO 2022 Membership Apportionment Plan at its **September XX, 2022** regular meeting.

**NOW, THEREFORE NOW BE IT RESOLVED** by City of Temple Terrace, that the **Hillsborough MPO 2022 Membership Apportionment Plan** proposed for Hillsborough County, its jurisdictions, school board, planning commission, and transportation operators, be endorsed for submittal to the Governor’s Office; and our Chair authorized to sign an amendment to the *Interlocal Agreement for the Creation of the Hillsborough MPO* to reflect the changes in membership specified in the 2022 Membership Apportionment Plan.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chair, City of Temple Terrace Council

ATTEST:

\_\_\_\_\_

\_\_\_\_\_

## *Sample Agenda Item Summary*

### **RECOMMENDATION**

Approve the resolution endorsing the 2022 MPO Membership Apportionment Plan and approve its submittal to the Governor's Office.

### **BACKGROUND**

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### **FISCAL IMPACT**

None.



# Hillsborough TPO

## Transportation Planning Organization

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Hillsborough County  
MPO Chair

Commissioner Pat Kemp  
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MPO Vice Chair

Paul Anderson  
Port Tampa Bay

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Commissioner  
Mariella Smith  
Hillsborough County

Jessica Vaughn  
Hillsborough County  
School Board

Beth Alden, AICP  
Executive Director



September 1, 2022

The Honorable Nathan Kilton, Mayor  
City of Plant City  
302 W. Reynolds Street  
P. O. Box C  
Plant City, FL 33563

Dear Mayor Kilton:

Re: MPO Membership Apportionment Plan

After each decennial census, as required by state law, the Hillsborough County Metropolitan Planning Organization (MPO), doing business as the Hillsborough Transportation Planning Organization, reviews its Membership Apportionment Plan in consultation with the local governing bodies and transmits this plan for the Governor's approval.

On August 10, 2022, the MPO approved the 2022 Membership Apportionment Plan draft for circulation. This plan proposes adding two Hillsborough County Commissioners to the voting MPO membership, reflecting the growth in unincorporated county population since 2010.

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In order to move forward with this process, we respectfully request a resolution from your board endorsing the Hillsborough MPO 2022 Membership Apportionment Plan and empowering your chair to sign an amended interlocal agreement to reflect these specified changes. Enclosed are a sample resolution and summary agenda item for your consideration.

We are coordinating with your staff to schedule this item for an upcoming City of Plant City Commission meeting. MPO staff will be available to attend and answer any questions that might arise. Please do not hesitate to call me or Elizabeth Watkins at 813-582-7382 if further information is needed.

**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

Sincerely,

Beth Alden, AICP  
Executive Director

*Enclosures*

Resolution No. \_\_\_\_\_

**Endorsing the Hillsborough County MPO 2022 Membership Apportionment Plan**

**City of Plant City**

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

**WHEREAS**, the Hillsborough County Metropolitan Planning Organization (MPO) is the agency designated to conduct a continuing, coordinated, and comprehensive transportation planning process in Hillsborough County; and

**WHEREAS**, Section 134 of Title 23 of the United States Code and Section 339.175(3) of Florida Statutes set forth membership requirements for MPOs designated for transportation management areas, defined as areas with 200,000 or more populations; and

**WHEREAS**, the *Interlocal Agreement for Creation of the Metropolitan Planning Organization* by and between Hillsborough County; the cities of Tampa, Temple Terrace, Plant City; Hillsborough Transit Authority; Hillsborough County Aviation Authority; Tampa-Hillsborough Expressway Authority; Tampa Port Authority; the Hillsborough County City-County Planning Commission; School Board of Hillsborough County; and the Florida Department of Transportation provides for the current MPO membership and responsibilities for cooperatively carrying out transportation planning in Hillsborough County;

**WHEREAS**, Section 339.175(4)(a), Florida Statutes, requires the Governor to review the composition of the MPO membership in conjunction with the decennial census; and

**WHEREAS**, the MPO met on August 10, 2022, to review the MPO 2022 Membership Apportionment Plan and approved its submittal to the Governor’s Office; and

**WHEREAS**, the City of Plant City reviewed the MPO 2022 Membership Apportionment Plan at its **September XX, 2022** regular meeting.

**NOW, THEREFORE NOW BE IT RESOLVED** by City of Plant City, that the **Hillsborough MPO 2022 Membership Apportionment Plan** proposed for Hillsborough County, its jurisdictions, school board, planning commission, and transportation operators, be endorsed for submittal to the Governor’s Office; and our Chair authorized to sign an amendment to the *Interlocal Agreement for the Creation of the Hillsborough MPO* to reflect the changes in membership specified in the 2022 Membership Apportionment Plan.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chair, City of Plant City Commission

ATTEST:

\_\_\_\_\_

\_\_\_\_\_

## *Sample Agenda Item Summary*

### **RECOMMENDATION**

Approve the resolution endorsing the 2022 MPO Membership Apportionment Plan and approve its submittal to the Governor's Office.

### **BACKGROUND**

The membership of the Hillsborough County Metropolitan Planning Organization (MPO) Board, doing business as the Hillsborough Transportation Planning Organization, is being adjusted to reflect the population growth in unincorporated Hillsborough County reported in the 2020 Census. Elizabeth Watkins, MPO Principal Planner will be present to answer questions concerning the changes to the MPO membership and the ensuing amendment to the Interlocal Agreement for the Creation of the MPO.

Federal transportation planning requirements provide that a MPO be designated for each urbanized area with a population of more than 50,000 individuals. In response, the Hillsborough County MPO was created in 1974 to meet the requirements of federal law governing the expenditure of federal transportation funds by state and local agencies in Hillsborough County.

The designation of MPOs is accomplished by agreement between the Governor and the affected local governments. In addition, Florida Statutes provide requirements for MPO membership composition and the apportionment of voting membership. This statute further requires the Governor to review the membership composition of each MPO in conjunction with the decennial census and to apportion it as necessary to comply with these requirements.

Currently, sixteen (16) voting and one (1) non-voting members serve on the MPO Board. This composition was most recently reviewed and agreed to by the local governments and approved by the Governor in 2013.

The membership plan is being revised based on the results of the 2020 Census by adding two Hillsborough County Commissioners to the voting MPO membership, reflecting the growth in unincorporated county population since 2010. The proposed MPO membership includes the following members and seats: Hillsborough County (7), City of Tampa (3), City of Temple Terrace (1), Plant City (1), Hillsborough Area Regional Transit Authority (1), Hillsborough County Aviation Authority (1), Tampa-Hillsborough Expressway Authority (1), Tampa Port Authority (1), Hillsborough County City-County Planning Commission (1), School Board of Hillsborough County (1). The Florida Department of Transportation is designated as a non-voting advisor to the MPO.

### **FISCAL IMPACT**

None.