



Hillsborough TPO

Transportation Planning Organization

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Executive Director



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Tampa, FL, 33602

Joint Meeting of the Technical & Citizens Advisory Committees

Wednesday, December 7, 2022, 12:00 PM
County Center 26th Floor, Conference Room A & B



Please join us for a holiday social starting at noon!

To view presentations and participate from your computer, tablet or smartphone, go to:

<https://attendee.gotowebinar.com/register/8409769043835785741>

You can also dial in using your phone to listen only: 1-631-992-3221

Access Code: 619-823-050

- | | | |
|-------------|---|-------|
| I. | Holiday Social with Refreshments | 12:00 |
| II. | Conversation with TPO Vice Chair Commissioner Kemp | 12:30 |
| III. | Call Business Meeting to Order & Introductions | 1:00 |
| IV. | Public Comment - 3 minutes per speaker, please | 1:05 |
| V. | Review & Approval of Minutes | |
| | A. Technical Advisory Committee November 7, 2022 | 1:25 |
| | B. Citizens Advisory Committee November 2, 2022 | 1:30 |
| VI. | Action Items | |
| | A. Tampa School Transportation Safety Study
(Lisa Silva, TPO Staff and Kathrin Tellez, Fehr & Peers) | 1:35 |
| | B. TIP Amendment: Westshore Interchange Major Reconstruction
(Roger Mathie, TPO Staff) | 1:55 |

C.	Freight Resilience and Supply Chain Study (Jason Smeak and Lauren Brooks, AECOM)	2:15
D.	2023 Meeting Calendar (Wade Reynolds and Johnny Wong, TPO Staff)	2:30
VII.	Status Reports	
A.	2023-2032 HART Transit Development Plan (Omar Alvarado, HART)	2:40
VIII.	Unfinished Business & New Business	2:50
A.	Next Meetings: TAC – Jan. 9 at 1:30 PM, CAC – Jan. 4 at 6 PM	
IX.	Adjournment for TAC	3:00
X.	Action Item for CAC	
A.	Bylaws Amendment for CAC (Johnny Wong, TPO Staff)	3:05
XI.	Adjournment for CAC	3:15
XII.	Addendum	
A.	TPO Meeting Summary & Committee Report	
B.	FDOT Tentative Work Program Public Comment Period	
C.	Crosswalks to Classrooms for Just Elementary	
D.	CAC Attendance Roster	

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 273-3774, ext. 313 o 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 COUNTY
TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
HYBRID MEETING OF NOVEMBER 7, 2022**

I. CALL TO ORDER, ROLL CALL AND CONSENT VOTE FOR REMOTE PARTICIPATION

Chair Sims called the meeting to order at 1:32 PM

Members Present In-Person: Jeff Sims, Mike Williams, Jonathan Scott, Chris DeAnnuntis, Jay Collins, Melissa Lienhard, Sarah Caper

Members Present Virtually: Michael English, Anna Quinones

Members Absent/ Excused: Brian McCarthy, Chris Jadick, Clay Hollis, Gina Evans, Leland Dicus, Julie Ham, Lara Bouck, Nicole Sutton

Others Present: Wade Reynolds, Greg Colangelo, Roger Mathie, Lisa Silva, Amber Simmons, Beth Alden, Elizabeth Watkins, Joshua Barber, Vishaka Shiva Raman, Benjamin Gordon, Gail Reese (TPO); Alvaro Gabaldon (Planning Commission Staff); Amber Russo (FDOT District 7); Jesus Peraza Garcia, Omar Alvarado (HART)

An in-person quorum has not been met.

II. PUBLIC COMMENT (*Timestamp 0:02:11*) – None at this time

III. APPROVAL OF MINUTES (*Timestamp 0:04:18*)– October 10, 2022

Deferred

IV. ACTION ITEMS

A. TIP Amendment for Rail Crossings (Roger Mathie, TPO Staff) (*Timestamp 0:42:04*)

- Information purposes only as there is not a quorum.
- Requested by FDOT to add funds for Polk Street Rail Crossing Technology ~ \$119,580.
 - Radio Key Down equipment – will allow train or CSX operators to activate signal lights at intersections along Polk Street and will replace existing, outdated equipment
 - Review of financials and Public Outreach

Discussion:

It was for more information on what the technology does. The older equipment triggers the arms to come down and the lights to flash. If there are no arms, the technology will replace flashing lights where there are no arms and where the lights may not be working.

There is no objection by the TAC to this TIP Amendment.

V. STATUS REPORTS

- A. **Fowler Ave PD&E Study and Vision Plan** (Amber Russo (FDOT D7); Jesus Peraza Garcia (HART); Jay Collins and Alvaro Gabaldon, Planning Commission) (*Timestamp 0:03:58*)

TPO

- Review of study – limits, purpose, improvements being evaluated – identified in the TIP.
- There is a lot of coordination – HART, FDOT, TBARTA, Planning Commission.
- Went over five-year crash data 2015 – 2019 including vehicular and bike/ped.
- Review of typical sections existing and alternatives.
- Looking at safety strategies for the corridor.
- Study is kicking off now – shared public engagement and schedule

HART

- Review of the timeline in the BRT study
- Went over the Tampa Arterial BRT Overview and alignments – Florida/ Nebraska/ Fowler and connecting Downtown, Tampa Heights, Seminole Heights, Uptown
- High-need populations, important connections
- Showed alternatives – preferred (\$57 million) and lower-cost (\$14.9 million)
- Next steps – design, public engagement, funding, construction

Planning Commission

- Review of background – develop of vision for the corridor, develop clear and consistent redevelopment strategies across the corridor
- Including residential areas north and south of Fowler
- Went over the demographics of the study area
- Showed public engagement tools being used – community workshops, mobile engagement, vision toolkit and project schedule
- The outcomes of the study will be a comprehensive vision plan for Fowler Ave.
- Are available to visit neighborhoods and organizations to share information

Project page: <https://planhillsborough.org/fowler-avenue-vision-study/>

Discussion:

Alternative 3 pedestrian crossing was asked about. Those will be positioned near crosswalks or midblock crossings. There was a question about the number of crashes in a few of the areas. 15th was identified in the high-injury network, is also one of the highest used by vulnerable users, has Shaw Elementary School there and was identified in the Safe Routes to School study.

HART was asked if the funding is dependent on the referendum. Yes, it is. If the referendum is not passed, this project will not receive as high of a priority for HART.

It was asked if the outreach would target the project area. Yes, that would be the target however, if suggestions are made that would apply for other areas of the county, that would be taken under consideration. It was questioned if the projects are working together. Yes, they are, there are key

milestones being discussed with all the stakeholders and crossovers. The ideal is to merge the three timelines and show they are overlapping and give the public an opportunity to comment on multiple studies at the same time.

[Michael M English \(to Organizers and Panelists Only\)](#): 2:16 PM: Fowler studies interesting and very important, sure wish they could happen faster....)

B. Tampa School Transportation Safety Study (Lisa Silva, TPO Staff) (*Timestamp 0:46:38*)

- Review of study overview – built on 2018 study.
 - Measurements, surveys (6000 responses)
 - School site selection process.
- Went over survey information submitted by parents and principles
 - Looked at common school circulation strategies.
- Walking audit observations
- Went over recommendations made for each school
- Developing partnership with the Westshore Alliance and a Boy Scout project
- Promoting education and encouraging ideas and tools – School Bus App, RFID chip in the student ID (not collecting personal info)
- This is scheduled to come back in December for action.

Discussion:

This has been submitted for the Safe Streets For All grant as well. Since a lot of this study is retrofitted into existing schools; is it easy to turn it into a standard for new schools, private schools, etc., and if it can be turned into the “use table”? Have been working with CUTR and LTAP to work on siting schools in design. It does address existing Charter Schools as well as they are public schools. The environmental impact of the car line is also something to take into consideration and educational materials would be helpful.

C. Hillsborough County Bicycle Network Evaluation (Wade Reynolds, TPO Staff) (*Timestamp 1:15:42*)

- Went over the scoring system utilized – risk, exposure, and network.
 - Prioritization of value and category
 - Selected high-priority corridor opportunities – D, E, and F scores
- Went over the three selected with current conditions and possible solutions based on tiering criteria (1-3, intersection, midblock, corridor)– W Waters Avenue – Sheldon Road to Veterans Expressway; Causeway/ W Lumsden – S Falkenburg Rd to Brandon Pkwy; E Shell Point Rd – US41 to 24th Street NE; Balm Riverview Rd – Boyette Rd to McMullen Rd.
- Next steps – evaluate potential improvements.
- Coming back in December for action.

Discussion:

There are positive aspects on the environmental side to having the trees; adjacent properties with trees planted have a higher return value. It was asked if there is a map that shows how the three tiers connect to the system. That could show how the improvements would connect to existing

conditions. It was noted that the design and the trail analysis usage data may show some interesting results that could drive solutions for the trails.

VI. OLD BUSINESS & NEW BUSINESS (*Timestamp 1:31:29*)

- A. **Next Joint CAC & TAC Meeting is on December 7, 2022 at 12:00 PM on the 26th Floor of County Center.**

VII. ADJOURNMENT

Meeting adjourned at 3:05 PM

A recording of this meeting may be viewed at:

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

**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE
HYBRID MEETING OF NOVEMBER 2, 2022**

I. CALL TO ORDER

Chair Roberts called the meeting to order at 9:04 AM.

II. ROLL CALL AND DECLARATION OF QUORUM (Gail Reese, TPO Staff)

Members Present In-Person: Bill Roberts, Rick Fernandez, Christina Bosworth, Steven Hollenkamp, Christine Acosta, Nicholas Glover, Don Skelton, Jr., Ed Mierzejewski

Members Present Virtually: David Bailey, Carolyn Brown, Hoyt Prindle, Meaza Morrison, Aiah Yassin, Nicole Rice, Artie Fryer, Josh Frank, Terrence Trott, Drew Newman

Members Absent/ Excused:

Others Present In-Person and Virtually: Johnny Wong, Michael Rempfer, Wade Reynolds, Roger Mathie, Beneeta Jose, Benjamin Gordon, Beth Alden, Lisa Silva, Connor MacDonald, Elizabeth Watkins, Gena Torres, Joshua Barber, Lizzie Ehrreich, Gail Reese, TPO Staff; Alana Brasier, City of Tampa; Christopher DeAnnuntis, Jesus Peraza Garcia, HART; Sarah Caper, Hillsborough County; Robert Modys, Benesch; Greg Wilson, CERM

A. (Timestamp 0:00:15) Committee introductions – members introduced themselves

An in-person quorum was met. **Rick Fernandez moved to allow remote participation by members attending virtually; seconded by Ed Mierzejewski. The voice vote passes unanimously.**

III. CHAIRMAN'S Request: Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate and avoid personalities or indecorous language or behavior.

IV. PUBLIC COMMENT (Timestamp 0:03:06) – None

V. APPROVAL OF MINUTES (Timestamp 0:03:38) – October 5, 2022

Rick Fernandez moves to approve minutes from October 5, 2022; seconded by Christina Bosworth. The voice vote passes unanimously.

VI. ACTION ITEMS

A. TIP Amendment for Rail Crossings (Roger Mathie, TPO Staff) *(Timestamp 0:04:26)*

- Requested by FDOT to add funds for Polk Street Rail Crossing Technology ~ \$119,580.
 - Radio Key Down equipment – will allow train or CSX operators to activate signal lights at intersections along Polk Street and will replace existing, outdated equipment
 - Review of financials and Public Outreach

Recommended Action: Approve the amendment to the FY22/23 TIP and recommend approval to the TPO Board

Discussion:

An explanation of what the new technology will do was requested. It was asked if this will affect whether or not the conductor will need to use the whistle indicator. Downtown neighborhood associations have asked that the trains not blow the whistle in the overnight hours. TPO Staff was asked to bring an answer back on this.

Rick Fernandez moved to approve the TIP amendment; seconded by Nicholas Glover. Voice vote passes unanimously.

VII. STATUS REPORTS

A. Tampa School Transportation Safety Study (Lisa Silva, TPO Staff) *(Timestamp 0:16:44)*

- Review of study overview – built on 2018 study.
 - Measurements, surveys (6000 responses)
 - School site selection process.
- Went over survey information submitted by parents and principles
 - Looked at common school circulation strategies.
- Walking audit observations
- Went over recommendations made for each school
- Developing partnership with the Westshore Alliance and a Boy Scout project
- Promoting education and encouragement ideas and tools
- This is scheduled to come back in December for action.

Discussion:

It was noted that it seemed like a low number of responses, particularly at the individual school level. The school district was partnered with due to restrictions on how communications can go out to students and parents. It appeared that this is the City of Tampa only, is this going to be expanded to Hillsborough County? Hillsborough County took the 2018 study and has been incorporating ideas and tools. It was asked about automated enforcement in school zones for speeding and if that is going to be implemented. It is a recommendation in the study but did not get through the legislative process in 2021. It was asked if there was resistance met at the school board and whether or not this was put out on Canvas. It was noted that a lot of the traffic is parents traveling to charter schools from outside the area and if those have been put into the study. The school administrators picked the method of distribution of the surveys. Charter schools

have been worked with in the past but statutes present challenges for improvements and corrections. They were recognized in the area where charter schools are in proximity of public schools. It was asked if there is any way the TPO can find money to assist in school bussing. There is a base funding reimbursement from the state.

B. Tampa MOVES Plan Update (Alana Brasier, City of Tampa) *(Timestamp 0:46:41)*

- Overview – how we got to the present and how we get to the future.
- Review of the City’s transportation assets, funding sources (variable), and transportation services, noted that current funding is not keeping up with needs (on a 75-year resurfacing schedule), safety issues, congestion and traffic (12th in the US for congestion).
- The last time the gas tax was raised was 1993 and the spending power has decreased by 64%.
- Taking the lead from Mayor Castor to transform the City of Tampa, engaging the public and finding out what the public wants. Infrastructure, options for getting around, more robust transit system, more walkable streets and neighborhoods, protection/ resiliency from storms, equity in decision-making. Has framed the vision for MOVES.
- Went over the gaps and prioritization process.
- Next steps – Town Hall meetings, small group meetings.
- Final Mobility Plan should be done by the end of 2022.

Presentation: [Tampa Moves Presentation](#)

Website: [Tampa MOVES](#)

Discussion:

In the criteria and data, it was asked if the non-motorized counts are being taken into consideration. The micro-mobility revenue sharing was asked if that is going to amount to very much. The micro-mobility is lumped into impact fees and the non-motorized counts are being looked at for prioritization and plans. It was brought up that a city representative who was at an FDOT charrette did not know the website address for Tampa MOVES. It was asked why the City of Tampa is not taking a stance with the developers on impact fees. The impact fees are being collected however they have not been raised for several years. Have initiated a study for mobility fees and starting the process. It was noted that USF has done a study on this. It was asked if it was examined why the bike/ped crashes were higher for 2021. This is being studied at the national level. It was brought up that electric vehicles are heavier than traditional vehicles. The cost of improvements and maintenance was brought up and if there have been any out-of-the-box funding solutions looked at; making the things needed less expansive as opposed to increasing what is brought in from taxpayers. The city is looking at quick fixes with lower-cost solutions and materials. It was asked where the cost for traffic solutions was obtained. It is materials, right-of-way, contractors, etc. Sometimes the price goes higher. Brandon Campbell is the person who is the manager of the Smart Mobility division. Since alternative means of transportation are being moved to, what is going to supplement the gas tax? A lot of things are under federal policy. There are plans for transitioning away from free charging at city garages but a lot needs to be done at the federal level. It was noted that the TPO is doing an EV study that is going to be including the price of charging.

C. Hillsborough County Greenways Master Plan (Sarah Caper, Hillsborough County) *(Timestamp 1:32:17)*

- Four different types of greenways in the masterplan – natural, blueway/recreational waterways, paved trails, unpaved trails.
- Began in the spring of 2022 and takes about a year, the last one was done in 1995. Reaching out to the community for their input on the vision.
- Have drafted a vision map. Focusing on the unincorporated county; sharing information with the cities and the cities sit on the stakeholder committee.
- Went over public engagement events for November and the online options: publicinput.com/greenwaysmp.

Discussion:

It was asked what the relationship is between the cities and unincorporated county. This study is focusing on the unincorporated county but is working closely with the cities and sharing everything with them along with FDOT.

D. Hillsborough County Bicycle Network Evaluation (Wade Reynolds, TPO Staff) *(Timestamp 1:41:11)*

- Went over the scoring system utilized – risk, exposure, and network.
 - Prioritization on value and category
 - Selected high-priority corridor opportunities – D, E, and F scores
- Went over the three selected with current conditions and possible solutions based on tiering criteria (1-3, intersection, midblock, corridor)– W Waters Avenue – Sheldon Road to Veterans Expressway; Causeway/ W Lumsden – S Falkenburg Rd to Brandon Pkwy; E Shell Point Rd – US41 to 24th Street NE; Balm Riverview Rd – Boyette Rd to McMullen Rd.
- Next steps – evaluate potential improvements.
- Coming back in December for action.

Discussion:

It was asked, when a new road is put in in the county, are the bike connections considered? Would like to make sure that when a new road is put in, this consideration is taken. Typically, the funding is for the corridor and maybe a few hundred feet on the ends. This study is trying to have the consideration as a network. It was asked if changing the geometry to reduce speeds has been taken into consideration in this study. The main things that can be done through engineering are lane narrowing and landscaping. As for transit, is that going to be addressed with HART? The transit stops have some recommendations, but a full non-motorized option has not been addressed. It was suggested that the presentation order be considered for presentation. It was noted that a countywide network of bicycles could be coordinated with the routes to schools program. It was noted that school proximity is included in the scoring. Non-motorized counting was encouraged for these types of improvements. On the Causeway improvements, in the tier 2, counters were recommended. It was asked if this study could be used in conjunction with the trail study. The bicycle network does include the trails and the trails are considered to be a part of the trail network.

E. Fowler Ave PD&E Study and Vision Plan (Johnny Wong, TPO Staff; Jay Collins and Alvaro Gabaldon, Planning Commission) *(Timestamp 2:13:07)*

TPO

- Review of study – limits, purpose, improvements being evaluated – identified in the TIP.
- There is a lot of coordination – HART, FDOT, TBARTA, Planning Commission.
- Went over five-year crash data 2015 – 2019 including vehicular and bike/ped.
- Review of typical sections existing and alternatives.
- Looking at safety strategies for the corridor.
- Study is kicking off now – shared public engagement and schedule

Planning Commission

- Review of background – develop of vision for the corridor, develop clear and consistent redevelopment strategies across the corridor
- Including residential areas north and south of Fowler
- Went over the demographics of the study area
- Showed public engagement tools being used – community workshops, mobile engagement, vision toolkit and project schedule
- The outcomes of the study will be a comprehensive vision plan for Fowler Ave.
- Are available to visit neighborhoods and organizations to share information

Project page: <https://planhillsborough.org/fowler-avenue-vision-study/>

Discussion:

There was discussion about the low income in the study area and the fact that 25% do not have vehicles. It was asked if students are impacting the numbers. Yes, that is a challenge. There is student housing, rental housing, and industrial. Public engagement is targeting reaching out to residents and not focusing on students. It was noted that the study area also includes an equity area as well and they will need to be engaged. It was asked if the Planning Commission can do anything about the saturation of road signs to increase the aesthetics. Yes, when talking about the beautification of the area, this could be addressed. It was asked if the University CDC is also a partner. The project management team, the technical advisory committee, and large study area groups are part of the stakeholders. It was asked if there are going to be land use changes to make this area feel less like a highway. The team will be going to the community and asking for that type of feedback from the community and creating a policy based on the vision. It was asked where the Bypass Canal is in relation to the study area and how trail connectivity could be made. That was taken into consideration for partnership. It was asked if frequent updates could be presented on this plan. This is the first presentation on this project. There will be routine updates on the website. It was noted that the FDOT PD&E study seems like it should go to the east of 56th Street. It was noted that there is an FDOT PD&E study on 56th. It was asked why Temple Terrace is not involved as they are significant users of this road. There is a safety study that is extending from 56th to I-75. Dr. Wong will check on this and bring more information back.

VIII. UNFINISHED BUSINESS & NEW BUSINESS (*Timestamp 2:46:39*)

- A. Next Joint CAC & TAC Meeting is on December 7, 2022 at 12:00 PM on the 26th Floor of County Center.** It was asked if there are going to be separate breakout sessions. The business session will be items that would be brought before both committees.

IX. ADJOURNMENT

Meeting adjourned at 11:52 PM

X. Voluntary Workshop – CAC Organizational Structure *(Timestamp 3:05:45)*

- Review of what challenges are being addressed in this process
- Went over demographic characteristics – race, income, age, gender, disabilities
- Review of CAC-approved changes
 - Meeting time will move to 6p – 9p
 - Hybrid format will continue
 - Meeting locations – optional social events twice per year, rotate around the county to expose members to different communities & their transportation issues, publicly noticed but no tech support provided by Plan Hillsborough
 - Attendance requirements – as outlined in the bylaws, will remain as of now, exploring options for those below median income
- Outstanding Topics
 - Received guidance from multiple sources – Civil Rights Liaison from FHWA, State statutes, TPO Nondiscrimination & Equity Plan, TPO Board – prefer to add at-large seats, CAC motions (keeping TPO Board elected official appointments, not increase numbers much beyond 30)
 - Went over other models around the state – Polk and Broward are different from what Hillsborough has.
 - Review of status quo and Vice Chair Fernandez’s proposal
There was discussion around the demographic seats in Mr. Fernandez’s proposal and the maximum number of the committee. TPO Staff’s questions on this proposal are how to best address representation.
- New Proposals
 - Current members continue to serve renewable at the pleasure of the elected official on the Board (no change), all others automatically converted to at-large seats with six-year terms (subject to annual attendance review) starting January 2023.

It was asked if there has been considered to have the elected official appointees have a term consistent with the elected. There was a supporting discussion/comment on this. It was brought up that the initial appointment for CAC members other than elected appointees have a first term of three years and then have the option to (2) additional two-year terms.

There was discussion on how members that are appointed by non-elected officials are occurs and if their ties to the appointing agency will be severed. The ties would be severed. It was asked if an appointee from an elected would be able to apply for an at-large seat and serve that way. Yes.

- Went over Proposal 1: 32 – 33 members; 20 at-large and 12-13 nominated by TPO elected officials. Noted that non-elected seats are represented on other TPO advisory committees.

There was discussion around what happens to committee members who may no longer have appointment by an agency and how they will be able to continue to serve if they choose.

- Went over Proposal 2: 20 at-large and 18-19 nominated by TPO Board members.

TPO Staff leads the recruitment efforts and the ultimate approval of who is on the committee is up to the TPO Board.

It was asked how many applications there are currently. There are several that are current applications. It was asked when the last time this committee was fully seated. The committee was almost full in 2021.

There was discussion around the recruitment and recommendation process. The process would be administrative. It was expressed that members could participate on a voluntary basis with a subcommittee. It was noted that making the recruitment process administrative would lead to conflict. TPO Staff would supply the TPO Board with the applications matched up with the demographics.

Preference of the CAC Committee –

- Option 1 – 3 members and add term limits that mirror the elected officials and allow the CAC final member recommendation to the TPO Board
- Option 2 – 6 members and add term limits mirroring elected officials and non-elected member term limits.
- Option C – 1 member, remain status quo with the changes the CAC members have already approved.

XI. Adjourned at 1:27 PM

A recording of this meeting may be viewed at:

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Tampa School Transportation Safety Study

Presenters:

Lisa Silva, TPO Staff and Kathrin Tellez, Fehr & Peers

Summary:

The Tampa School Transportation Safety Study outlines strategies focused on advancing physical transportation improvements around schools and a framework for encouraging walking, biking, and busing. This work builds on the previous Transportation Planning Organization's (TPO) School Transportation Safety Study (2018) and will establish a library of Safe Routes to School (SRTS) resources that can be used to support individual school programs in the future.

The study included the following tasks:

- Identification of physical transportation system improvements around and connecting to the Top 8 schools
- Development of school specific education and encouragement strategies and a template/process that can be used for other schools in the district

For the full study report, large scale maps and presentation slides visit the project website <https://planhillsborough.org/school/>.

Recommended Action:

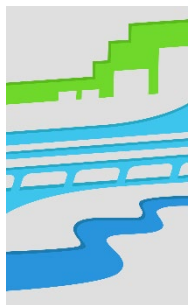
Recommend TPO Board approve the Tampa School Transportation Safety Study.

Prepared By:

Lisa K. Silva, AICP, PLA

Attachments:

[Project website with full study report, larger scale maps and presentation slides.](https://planhillsborough.org/school/)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Transportation Improvement Program (TIP) Amendment: Westshore Interchange Major Reconstruction

Presenter:

Roger Mathie, TPO Staff

Summary:

The Florida Department of Transportation (FDOT) is requesting this amendment to the FY2022/23 – 2026/27 TIP, which will add funding for one project, described below:

- 412531-2 Westshore Interchange Reconstruction

Approving this amendment would add approximately \$71 million of funds, with no new acquisition of right-of-way, to accommodate increasing property value near the Westshore Interchange.

Recommended Action:

Approve the TIP Amendment to add funds to FPN 412531-2, Westshore Interchange Reconstruction, and recommend approval to the TPO Board.

Prepared By:

Roger Mathie, TPO Staff

Attachments:

Comparative Report
Presentation Slides



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**FDOT
5 Year TIP
Hillsborough County, District 7**

HIGHWAYS

Status Adopted **Adopted Date:** 06/08/2022

Item Number: **412531 2** Description: I-275 (SR 93)/SR 60 INTERCHANGE LRTP: S-1

Related Project: Extra Description: ROW FOR INTERSTATE MODIFICATION SECTION 4

Project Length: 0.263 ***SIS***

Type of Work INTERCHANGE - ADD LANES

Fund	<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING - MANAGED BY FDOT								
DS	\$100,937	\$0	\$0	\$0	\$0	\$0	\$0	\$100,937
DDR	\$3,803	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803
Totals:	\$104,740	\$0	\$0	\$0	\$0	\$0	\$0	\$104,740
RIGHT OF WAY - MANAGED BY FDOT								
PKED	\$22,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$22,200,000
ACNP	\$33,036,286	\$0	\$0	\$0	\$0	\$0	\$0	\$33,036,286
BNIR	\$160,514,832	\$20,000,000	\$23,820,809	\$0	\$0	\$0	\$0	\$204,335,641
DDR	\$1,874,837	\$0	\$0	\$0	\$0	\$0	\$0	\$1,874,837
DI	\$20,137,815	\$0	\$21,473,228	\$0	\$0	\$0	\$0	\$41,611,043
DIH	\$606,266	\$100,000	\$47,734	\$0	\$0	\$0	\$0	\$754,000
DS	\$499,770	\$0	\$0	\$0	\$0	\$0	\$0	\$499,770
GMR	\$253,522	\$0	\$0	\$0	\$0	\$0	\$0	\$253,522
Totals:	\$239,123,328	\$20,100,000	\$45,341,771	\$0	\$0	\$0	\$0	\$304,565,099
Item 412531 2 Totals:	\$239,228,068	\$20,100,000	\$45,341,771	\$0	\$0	\$0	\$0	\$304,669,839

DS: STATE PRIMARY HIGHWAYS & PTO
DDR: DISTRICT DEDICATED REVENUE
PKED: 2012 SB1998-TURNPIKE FEEDER RD
ACNP: ADVANCE CONSTRUCTION NHPP
BNIR: INTRASTATE R/W & BRIDGE BONDS
DI: ST. - S/W INTER/INTRASTATE HWY
DIH: STATE IN-HOUSE PRODUCT SUPPORT
GMR: GROWTH MANAGEMENT FOR SIS



Status Amended	Amendment Date: 09/14/2022	Amendment Number: 1
Item Number: 412531 2	Description: I-275 (SR 93)/SR 60 INTERCHANGE	L RTP: S-1
Related Project:	Extra Description: ROW FOR INTERSTATE MODIFICATION SECTION 4	
Project Length: 0.263		*SIS*
Type of Work INTERCHANGE - ADD LANES		

Fund	<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING - MANAGED BY FDOT								
DS	\$100,937	\$0	\$0	\$0	\$0	\$0	\$0	\$100,937
DDR	\$3,803	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803
Totals:	\$104,740	\$0	\$0	\$0	\$0	\$0	\$0	\$104,740
RIGHT OF WAY - MANAGED BY FDOT								
Modified PKED	\$8,770,000	\$13,430,000	\$0	\$0	\$0	\$0	\$0	\$22,200,000
Modified ACNP	\$0	\$33,036,286	\$0	\$0	\$0	\$0	\$0	\$33,036,286
Modified BNIR	\$152,433,037	\$28,076,180	\$23,820,809	\$0	\$0	\$0	\$0	\$204,330,026
Modified DDR	\$1,768,750	\$106,087	\$0	\$0	\$0	\$0	\$0	\$1,874,837
DI	\$20,137,815	\$0	\$21,473,228	\$0	\$0	\$0	\$0	\$41,611,043
Modified DIH	\$661,504	\$104,762	\$47,734	\$0	\$0	\$0	\$0	\$814,000
Modified DS	\$587,148	\$0	\$0	\$0	\$0	\$0	\$0	\$587,148
Modified GMR	\$0	\$253,522	\$0	\$0	\$0	\$0	\$0	\$253,522
Totals:	\$184,358,254	\$75,006,837	\$45,341,771	\$0	\$0	\$0	\$0	\$304,706,862
Item 412531 2 Totals:	\$184,462,994	\$75,006,837	\$45,341,771	\$0	\$0	\$0	\$0	\$304,811,602

DS: STATE PRIMARY HIGHWAYS & PTO
DDR: DISTRICT DEDICATED REVENUE
PKED: 2012 SB1998-TURNPIKE FEEDER RD
ACNP: ADVANCE CONSTRUCTION NHPP
BNIR: INTRASTATE R/W & BRIDGE BONDS
DI: ST. - S/W INTER/INTRASTATE HWY
DIH: STATE IN-HOUSE PRODUCT SUPPORT
GMR: GROWTH MANAGEMENT FOR SIS



Status Amended	Amendment Date: 12/14/2022	Amendment Number: 7
Item Number: 412531 2	Description: I-275 (SR 93)/SR 60 INTERCHANGE	LRTP: S-1
Related Project:	Extra Description: ROW FOR INTERSTATE MODIFICATION SECTION 4	
Project Length: 0.263		*SIS*
Type of Work INTERCHANGE - ADD LANES		

Fund	<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING - MANAGED BY FDOT								
DS	\$100,937	\$0	\$0	\$0	\$0	\$0	\$0	\$100,937
DDR	\$3,803	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803
Totals:	\$104,740	\$0	\$0	\$0	\$0	\$0	\$0	\$104,740
RIGHT OF WAY - MANAGED BY FDOT								
PKED	\$8,770,000	\$13,430,000	\$0	\$0	\$0	\$0	\$0	\$22,200,000
Modified ACNP	\$0	\$82,724,575	\$690,000	\$0	\$0	\$0	\$0	\$83,414,575
Modified BNIR	\$152,319,371	\$28,076,180	\$45,294,037	\$0	\$0	\$0	\$0	\$225,689,588
Modified DDR	\$1,750,593	\$106,087	\$0	\$0	\$0	\$0	\$0	\$1,856,680
Modified DI	\$20,137,815	\$20,811,711	\$0	\$0	\$0	\$0	\$0	\$40,949,526
Modified DIH	\$667,278	\$104,762	\$47,734	\$0	\$0	\$0	\$0	\$819,774
Modified DS	\$604,188	\$0	\$0	\$0	\$0	\$0	\$0	\$604,188
GMR	\$0	\$253,522	\$0	\$0	\$0	\$0	\$0	\$253,522
Totals:	\$184,249,245	\$145,506,837	\$46,031,771	\$0	\$0	\$0	\$0	\$375,787,853
Item 412531 2 Totals:	\$184,353,985	\$145,506,837	\$46,031,771	\$0	\$0	\$0	\$0	\$375,892,593

DS: STATE PRIMARY HIGHWAYS & PTO
DDR: DISTRICT DEDICATED REVENUE
PKED: 2012 SB1998-TURNPIKE FEEDER RD
ACNP: ADVANCE CONSTRUCTION NHPP
BNIR: INTRASTATE R/W & BRIDGE BONDS
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GMR: GROWTH MANAGEMENT FOR SIS





Hillsborough TPO
Transportation
Planning Organization

TIP Amendment: Westshore Interchange Major Reconstruction

Roger Mathie, TPO Staff



Project Summary

One amendment requested by the Florida Department of Transportation (FDOT) to add funds to the FY2022/23-2026/27 TIP

Project	Amendment Count	Total Cost Difference
Westshore Interchange Major Reconstruction	1 Amendment	Net Increase \$ 71,080,991 (19%)



Westshore Interchange Major Reconstruction

- Approving this amendment would add approximately \$71 million of funds, with no new acquisition of right-of-way, to accommodate increasing property value near the Westshore Interchange.



Amendment 1
(September 2022)

Status Amended Amendment Date: 09/14/2022 Amendment Number: 1									
Item Number: 412531 2		Description: I-275 (SR 93)/SR 60 INTERCHANGE						LRTP: S-1	
Related Project:		Extra Description: ROW FOR INTERSTATE MODIFICATION SECTION 4							
Project Length: 0.263									
Type of Work: INTERCHANGE - ADD LANES									
Fund	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING - MANAGED BY FDOT									
DS	\$100,937	\$0	\$0	\$0	\$0	\$0	\$0	\$100,937	
DDR	\$3,803	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803	
Totals:	\$104,740	\$0	\$0	\$0	\$0	\$0	\$0	\$104,740	
RIGHT OF WAY - MANAGED BY FDOT									
Modified PKED	\$8,770,000	\$13,430,000	\$0	\$0	\$0	\$0	\$0	\$22,200,000	
Modified ACNP	\$0	\$33,036,286	\$0	\$0	\$0	\$0	\$0	\$33,036,286	
Modified BNIR	\$152,433,037	\$28,076,180	\$23,820,809	\$0	\$0	\$0	\$0	\$204,330,026	
Modified DDR	\$1,768,750	\$106,087	\$0	\$0	\$0	\$0	\$0	\$1,874,837	
DI	\$20,137,815	\$0	\$21,473,228	\$0	\$0	\$0	\$0	\$41,611,043	
Modified DIH	\$661,504	\$104,762	\$47,734	\$0	\$0	\$0	\$0	\$814,000	
Modified DS	\$587,148	\$0	\$0	\$0	\$0	\$0	\$0	\$587,148	
Modified GMR	\$0	\$253,522	\$0	\$0	\$0	\$0	\$0	\$253,522	
Totals:	\$184,358,254	\$75,006,837	\$45,341,771	\$0	\$0	\$0	\$0	\$304,706,862	
Item 412531 2 Totals:	\$184,462,994	\$75,006,837	\$45,341,771	\$0	\$0	\$0	\$0	\$304,811,602	

Amendment 7
(December 2022)

Status Amended Amendment Date: 12/14/2022 Amendment Number: 7									
Item Number: 412531 2		Description: I-275 (SR 93)/SR 60 INTERCHANGE						LRTP: S-1	
Related Project:		Extra Description: ROW FOR INTERSTATE MODIFICATION SECTION 4							
Project Length: 0.263									
Type of Work: INTERCHANGE - ADD LANES									
Fund	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING - MANAGED BY FDOT									
DS	\$100,937	\$0	\$0	\$0	\$0	\$0	\$0	\$100,937	
DDR	\$3,803	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803	
Totals:	\$104,740	\$0	\$0	\$0	\$0	\$0	\$0	\$104,740	
RIGHT OF WAY - MANAGED BY FDOT									
PKED	\$8,770,000	\$13,430,000	\$0	\$0	\$0	\$0	\$0	\$22,200,000	
Modified ACNP	\$0	\$82,724,575	\$690,000	\$0	\$0	\$0	\$0	\$83,414,575	
Modified BNIR	\$152,319,371	\$28,076,180	\$45,294,037	\$0	\$0	\$0	\$0	\$225,689,588	
Modified DDR	\$1,750,593	\$106,087	\$0	\$0	\$0	\$0	\$0	\$1,856,680	
Modified DI	\$20,137,815	\$20,811,711	\$0	\$0	\$0	\$0	\$0	\$40,949,526	
Modified DIH	\$667,278	\$104,762	\$47,734	\$0	\$0	\$0	\$0	\$819,774	
Modified DS	\$604,188	\$0	\$0	\$0	\$0	\$0	\$0	\$604,188	
GMR	\$0	\$253,522	\$0	\$0	\$0	\$0	\$0	\$253,522	
Totals:	\$184,249,245	\$145,506,837	\$46,031,771	\$0	\$0	\$0	\$0	\$375,787,853	
Item 412531 2 Totals:	\$184,353,985	\$145,506,837	\$46,031,771	\$0	\$0	\$0	\$0	\$375,892,593	



Public Outreach

- 21 days before December TPO Board Meeting:
 - Newsletter release
 - Social media post
 - Webpage published
 - Sign displayed

Recommended Action

Approve the amendment to the FY 22/23 TIP
and recommend approval to the TPO Board



Questions or Discussion





Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Freight Resilience and Supply Chain Study

Presenter:

Jason Smeak, AECOM (with support from AECOM Project Manager, Lauren Brooks)

Summary:

The Hillsborough Transportation Planning Organization (TPO) initiated the Freight Supply Chain Resilience Study to 1) determine potential impacts to five critical Hillsborough County commodity supply chains under different disaster scenarios and climate change factors and 2) identify actions that can mitigate the potential disruptions, help the supply chains recover quickly, and strengthen the overall resilience of the supply chains (and their enabling functions) along with the communities that they support. *Food/Groceries, Water & Wastewater Utilities, Housing Material, Urgent Healthcare Services & Medicine, and Fuel Distribution Systems* composed the five assessed commodities. Scenarios were created for the following disaster types/disaster combinations: *Cyber Attack, Transportation Incident, Flooding/Wind Event, Cyber Attack concurrent with Transportation Incident, and Cyber Attack concurrent with Flooding/Wind Event*. Several inputs/factors (such as stakeholder and community input, case studies, hazard model results, mapped locations of transportation and utility infrastructure/facilities that supply chains depend on, etc.) helped to determine severity and extent of disaster impacts to supply chain components.

The study resulted in key observations such as 1) redundant infrastructure/facilities and resources are necessary in mitigating effects of a disaster; 2) areas that contain clusters of critical supply chain facilities should be prioritized for resiliency solutions as these areas are also susceptible to storm inundation; 3) bicycle/pedestrian infrastructure and safety should be prioritized in communities neighboring heavy freight areas – solutions must balance community needs, freight needs, and resilience; and 4) if Hillsborough County communities are equitable, resilient, and sustainable under normal (non-disaster) circumstances, the more resilient and better prepared they will be to withstand and recover from emergency situations. The study resulted in 81 actionable recommendations organized by action type (*Transportation, Study/Guide/Research, Coordination, Training/tool/Education, and Grant Opportunity*) and TPO role to execute the action (*Leader, Collaborator, and Facilitator*). The recommendations are intended to be implemented in partnership with Hillsborough County supply chain actors, stakeholders, and communities to ensure neighborhood context, roadway safety/Vision Zero initiatives, and quality of life goals are integrated and upheld.

Recommended Action:

Accept Freight Supply Chain Resilience Study.

Prepared By:

Allison Yeh, TPO Staff

Attachments:

[Executive Summary](#)

[Final Report](#)





Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2023 Meeting Calendar

Presenter:

Wade Reynolds and Johnny Wong, TPO Staff

Summary

Staff has prepared a calendar of meetings for 2023. We ask that each TPO advisory committee review and approve its meeting dates. Upon approval by the TPO Board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

Recommended Action

Review and approve the 2023 TPO Board and Committees Meeting Calendar.

Prepared By:

Lisa K. Silva, PLA, AICP, TPO Staff

Attachments:

2023 Draft Calendar



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



2023 SCHEDULE OF MONTHLY MEETINGS

	TAC 1:30 PM	CAC 6:00 PM	Policy 8:30 AM	TPO 10:00 AM	LRC 9:00 AM	BPAC 5:30 PM	ITS 1:30 PM	TDCB 9:30 AM	TMA 9:30 AM	SCPTA 11:30 AM	MPO DIRECTORS 1:30 PM
JANUARY	9	4	11	11	18	25	12				6
FEBRUARY	6	1	8	8	15	22		23			3
MARCH	6	1	8	8	22	22			10 (c)		3
APRIL	3	5	12	12	19	26	13	28			7
MAY	1	3	10	10	17	24					5
JUNE	5	7		14(a) @ 6PM Public Hearing	21	28		30	9 TBD - Polk	9 TBD - Polk Joint Mtg w Ctrl FL Alliance	1
JULY	Recess	TBD - Offsite Meeting	Recess	Recess	Recess	26 Workshop	13				Recess
AUGUST	7	2	9	9	16	23		25			4
SEPTEMBER	11	6	13	13	20	27			15 TBD – Pinellas or online		1
OCTOBER	2	4	11	11	18	25	12	27			6
NOVEMBER	6	1	8	8	15	29					3
DECEMBER	Joint Mtg. 6 @ 12 PM TBD – Offsite Meeting		13	13	20	27		15	15 TBD-Hernando	15 TBD-Hernando	1
Meeting Location	(b)	(b)	(c)	(c)	(b)	(b)	(b)	(b)			

Acronyms

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

Meeting Locations

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2023-2032 HART Transit Development Plan

Presenter:

Omar Alvarado, HART Staff

Summary:

The Hillsborough Area Regional Transit Authority's Transit Development Plan (TDP) for 2023-2032 provides a strategic vision for public transportation in the community over the next 10 years. The TDP assesses needs, assuming unconstrained funding, and then identifies service improvements for which currently there is no funding. Finally, the plan recommends specific actions to be taken in future years to improve transit performance and achieve agency goals.

Recommended Action:

None, for information only.

Prepared By:

Elizabeth Watkins, TPO Staff

Attachments:

[Draft 2023-2032 Transit Development Plan](#)



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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Bylaws Amendment for CAC

Presenter:

Johnny Wong, TPO Staff

Summary:

The 2021 Plan Hillsborough Nondiscrimination and Equity (ND&E) Plan made several major recommendations regarding issues of community access, accessibility, and representation and diversity of TPO committees.

A voluntary workshop was held last month to collect feedback on two new restructuring proposals. Although action was not requested, committee members in attendance verbalized support for expanding the committee to include 20 at-large seats reserved for underrepresented demographic and geographic groups; one appointee from each TPO Board member; six-year term limits for at-large members, beginning in January of 2023; and, making consistent the term limits of TPO elected officials and their CAC appointees.

If the committee supports the Bylaws Amendment, the TPO Board will receive a status update in December and may take action to approve the amendment at its January meeting.

Recommended Action:

Support the proposed Bylaws Amendment and recommend approval by the TPO Board.

Prepared By:

Johnny Wong, PhD, TPO Staff

Attachments:

TPO Bylaws with Proposed Changes Highlighted

[Presentation Slides](#)



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

**BY-LAWS OF
THE HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
AND ITS COMMITTEES**
Amended September-January 1411, 20222023

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 **MTPO 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 complete application forms for the TPO Board's consideration~~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. Racial and ethnic minorities, women, persons below median household income, youth, the elderly,

and persons with disabilities, and persons from different geographic areas across the county 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) One committee member nominated by each voting member serving on the TPO Board, and twenty (20) at-large members nominated by local organizations selected to improve proportionate representation of countywide geographical and demographic characteristics. Annually, a review of current members will be conducted to establish recruitment goals for any vacant seats for the coming year, and establish the basis for recommending candidates to the TPO board. The annual review will consider: (1) Geographic representation, assessed with respect to randomly-generated districts of approximately equal populace; (2) Demographic characteristics, including income, gender, race, ethnicity, disability status, and age, assessed with respect to their proportions in the general population. All committee members will be approved by a vote of the TPO Board.~~ 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 ~~for at-large members and unelected members of the TPO Board~~ shall be for a ~~two-year~~ period of up to six years, with an opportunity for reappointment thereafter. ~~Term limits for appointees of elected members of the TPO Board shall be consistent with the term of that appointing board member, or up to six years, whichever is first. Terms are subject to Section 4.2.2 of these bylaws, and 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 Commission, 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 30th 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, 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 TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING OCTOBER 12, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE_*(Timestamp 0:00:12)*

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 0:00:42)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilmember Guido Maniscalco, Councilmember Joseph Citro, Mayor Andrew Ross, Mayor Nate Kilton, Gina Evans, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith, School Board Member Jessica Vaughn

The following members were absent/excused: Councilmember Lynn Hurtak, Adalee Le Grand
A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Councilman Maniscalco moved, seconded by Commissioner Overman; the voice vote, motion passes unanimously.

III. APPROVAL OF MINUTES_ *(Timestamp 0:02:32)* – September 14, 2022

Chair Cohen sought a motion to approve the September 14, 2022 minutes. Councilman Maniscalco so moved, seconded by Commissioner Myers; the voice vote passes unanimously.

IV. SPECIAL PRESENTATION: Award from Florida Chapter, American Planning Association (Beth Alden, TPO Director) *(Timestamp 0:02:51)*

- Joint project between the TPO and Planning Commission for FLiP Junior Program

V. PUBLIC COMMENT *(Timestamp 0:08:06)* (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.

- **Candace Savitz** – Resident of Tampa Heights. Speaking in opposition of the Hillsborough to Bears I-275 still in the LRTP. This type of project is killing the heart of the city. Field of debris from Hillsborough to Bears will be toxic dust, demolition piles, jackhammers, heavy machinery, and sparks flying in residential neighborhoods. It will be nine miles, one mile wide with over 250 million square feet given to FDOT for a toxic dump for seven to ten years. Submitted transcript via email.

- **Mauricio Rosas** – Thanked Commissioner Overman for her work on extended underpasses. Appreciates the surveys about the type of facades. The citizens in the area of the I-275 widening object to widening in the footprint. Requesting that the TPO remove any widening north of Hannah and have that put into the LRTP. The RCP program, the city is filing a grant for Ashley Drive which does not connect any communities. The county has issued support. The Tampa City Council has not supported the Boulevard project which is the vision of the residents.
- **Rick Fernandez** – Vice Chair of the CAC appearing in an individual capacity and Chair of the Transportation Committee for the Tampa Heights Civic Association. The CAC committee would like to make sure that Councilmember Maniscalco’s seat has been vacated and that Councilmember Hurtak’s seat remains vacant and that the request for an appointment has been sidelined as the CAC is being reorganized. Councilmember Citro’s representative is under an expired term and encourages him to re-up. Item number nine on today’s agenda, the CAC moved to strike it from the TIP, and the TPO Board has done the same
- **Sharon Calvert** – Supports the widening of I-275. The Florida highways are the escape routes when disaster strikes like hurricanes. This corridor serves critical locations in Tamps such as Raymond James Stadium, Moffitt, major medical facilities, USF, Busch Gardens, the airport, and the Port. Growth is continuing. Without adding lanes, the traffic will move to the surface streets and make them unsafe. There is a precedent with the rail projects that remain in the TIP and LRTP. The 2045 LRTP cost estimates are out of date. It was noted that more dollars are spent on transit than on roads. Removing the widening from the LRTP will show that the TPO Board has no consideration for the Hillsborough County Roads.

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) *(Timestamp 0:20:54)*

A. CAC – September 7, 2022 (Bill Roberts, CAC Chair)

- Approved
 - Vacated seats and asks that the vacancies be filled.
 - Approved TIP Amendments.
 - Approved the Health Impact Assessment and requested further information on how the data was collected by the CDC.
 - Deferred action on the re-organization plans presented by staff. Asked staff to put together a workshop to best determine how to organize the committee based on the demographics and geographics of the county. Have taken action to encourage greater citizen participation including moving the meeting time to 6 PM.

Discussion:

It was asked what the process is to notify officials appointing members of expiring appointments and how and when they are to be filled. The staff monitors the committees for vacancies and terms expiring to notify the officials that this is occurring. It was recommended that the elected officials fill the vacancies as soon as possible. Beth Alden noted that every January, a review of attendance is done and presented to the committees. This past year, due to recommendations from the nondiscrimination plan, have been talking to the CAC throughout the year to see how the CAC represents the county demographics. In the meantime, the existing members of the CAC

continue to serve as full voting members until they are replaced. Staff is looking at the recommendation process and expects to be coming back to the TPO Board with further recommendations.

It was noted that there should be no pause in appointments and vacancies need to be filled immediately and it is inappropriate to not fill those positions. Ms. Alden had asked that the TPO Board give staff some time to come up with appropriate solutions. If the current vacancies are filled, it will not allow for expanded representation based on the county makeup. It was stated that the CAC vacancies be filled and when a new plan is developed, bring that back to the TPO Board for consideration. There is agreement that greater diversity is an opportunity. It was expressed that changing the meeting time and the allowance of virtual attendance provides expanded participation.

B. TAC – September 12, 2022 (Davida Franklin, TPO Staff)

- Approved
 - TIP Amendments
 - Health Impact Assessment of 2045 LRTP Complete Street Projects
 - Plant City Canal Connector Trail Study
- Status Reports
 - Tampa MOVES Plan
 - Hillsborough Count Paved Trail Big Data Survey
 - TPO Multimodal Level of Service Report

C. LRC – Cancelled (Davida Franklin, TPO Staff)

D. BPAC – Cancelled (Davida Franklin, TPO Staff)

E. TPO Policy – October 12, 2022 (Beth Alden)

- Briefed about the Trail Feasibility Study in Plant City, it was approved. TPO should include asking the public how projects get paid for.
- Heard a report on wildlife movement corridors along I-4 and how to facilitate those movements.

F. 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 0:41:58)

A. Committee Appointments

- LRC – Brynn Dauphinais, alternate (Planning Commission)
- TAC – Lara Bouck (City of Tampa primary) and Danni Jorgensen (City of Tampa alternate)
- BPAC – Chedline Apollon (Department of Health primary) and Nicole Sutton (Department of Health alternate)

B. Plant City Canal Connector Trail Study

Motion to approve items A and B of the consent agenda from Commissioner Overman, seconded by Councilmember Maniscalco; the voice vote passes unanimously.

Discussion:

It was asked if the letter is time sensitive and if a briefing could be added. Yes, it is due on October 13, 2022.

C. Letter of Support for Tampa's RCP Grant Application for Ashley Drive (Alex Henry, City of Tampa)

- Review of the timeline of the need to reconfigure Ashley Drive – started in 2012.
- Went over the concept and adjacent changes for the corridor. Ashley Drive to Tampa Street connection.
- City of Tampa has been working to redevelop 4 acres into affordable, mixed-use, development with retail on the first level and housing on the upper levels. This will re-instate the Urban Core to what it was before the interstate and Ashley Drive were put in. There will be new pedestrian features and traffic calming measures.
- Feel that this project works with the RCP grant as it will reconnect historic streets while promoting economic activity. This corridor has also been identified as a community of concern and the redevelopment project will assist in addressing those needs as well.
- The City of Tampa is competing in the construction part of the funding and not the planning part which the TPO is competing in.

Discussion:

It was asked how much of the grant would require local funds. It would require 50% that would be matched with city funds. It was noted that this will create three or four new blocks with the opportunity to build more housing and allow for living, work, and play. It was noted that the exit ramp that divides Ashley Street and Tampa is very dangerous, and the improvement will make it safer.

Mayor Ross moved to approve the letter, seconded by Commissioner Overman. The voice vote was passed unanimously.

VIII. ACTION ITEMS:

A. TIP Amendment: Walk/Bike Safety Outreach and HART New Passenger Ferry Grant (Roger Mathie, TPO Staff) (Timestamp 0:57:01)

- 2 Amendments Requested by FDOT .
 - Walk/Bike Safety Outreach – additional \$401,000
 - Data collection and public information/education.
 - High Injury Network
 - This will include technology to communicate with pedestrians and bicyclists via their smartphone
 - HART New Passenger Ferry Grant – additional \$6 M
 - Funds awarded from USDOT to purchase a ferry for the Cross Bay Ferry route
 - Reviewed public outreach
 - Both have been approved by TAC and CAC.

Presentation: [TIP Amendment Presentation](#)

Report: [Comparative Report](#)

Recommended Action: Approve the amendment to the FY2022/23 – 2026/27 TIP and add funds to Project Number 444199-1 Walk/Bike Safety Outreach and 451342-1 HART Passenger Ferry Grant.

Discussion:

It was asked that, up until this point, the Cross Bay Ferry has not been owned and has been contracted by another company. Yes, it has been contracted by HMS. A ferry is brought here from up north when it is not in use. This will make it a permanent, year-round ferry, the match has been provided by the county at \$1 million. The ferry is arriving late due to the storms. It has been asked if this ferry could be used to help in Ft. Myers in the recovery efforts. It was asked if the maintenance and crew will be the responsibility of the current funding parties. It was also noted that the ferry ridership has been increasing, has sold out, and is effective for getting across the bay. It was noted that the rescue efforts of 9/11/2001 were primarily done by ferry.

Commissioner Overman moved to approve the FY2022/23 – 2026/27 TIP and add funds to Project Number 444199-1 Walk/Bike Safety Outreach and 451342-1 HART Passenger Ferry Grant; seconded by Mayor Ross. Voice vote, motion approved unanimously.

B. Health Impact Assessment of 2045 LRTP Complete Streets Projects (Joshua Barber, TPO Staff)
(Timestamp 1:05:29)

- Went over the background – part of a larger ask by the TPO, due to budget, focused on Complete Streets.
- Working to better understand how Complete Streets impact public health.
- Worked with the Healthy Mobility Model – land use, establish baseline, forecast, identify and prioritize improvements
- Developed community health risks assessment – did an aggregate of six chronic diseases
- Chose five study roadways – E. Dr. Martin Luther King Blvd., Hillsborough Ave, Lithia Pinecrest, US 301, W. Platt Street/ W. Cleveland Street – reviewed the percentage of disease prevalence in each area.
- Looked at the demographics/ economics and health – large gaps in education, poverty, income, rent and transportation burden. The lowest rate of educational attainment had the highest rates of poor health outcomes.
- Looked at the environmental justice areas – EJ areas are significantly more likely to have health outcomes below average.
- Looked at urban design/ environment and health-specific areas including Dr. Martin Luther King Jr. Blvd, I-275 to N 40th Street; Lithia Pinecrest
- Review of key takeaways
- Looked at prioritization principles and where to prioritize projects in the Complete Street treatments. Improve active facilities ratios, reduce traffic proximity and air pollution, improve safety, and incentivize non-car commutes.
- Went over high-level recommendations at the planning level.

Presentation: [Health Impact Assessment of Complete Streets in LRTP](#)

DRAFT: [Health Risk Assessment Technical Memorandum](#)

DRAFT: [Statistical Analysis and Scenario Planning Technical Memorandum](#)

Recommended Action: Approve recommendations and draft technical memorandums.

Discussion:

It was noted that transportation and housing are talked about but not health. The lack of walkability, bike lanes, safety, and food deserts really play a part. It was brought up that the car is relied upon too heavily and that this is not a pedestrian-friendly community. Need to focus on getting people out and moving, “health is wealth”. The lens that this creates is being incorporated into other areas and the recommendations will be included in planning. The county has been asked by the Director of Health to bring housing and healthcare together, this needs to be brought into the LRTP.

Commissioner Overman moved to approve the recommendations and draft technical memorandums; seconded by Mayor Ross. Roll call vote, the motion passes 14 – 0.

STATUS REPORTS

A. Potential LRTP Amendment re: I-275 Additional Lanes, Hillsborough to Bearss (Johnny Wong, TPO Staff) (*Timestamp 1:23:28*)

- Went over the background – Projects on I-275 north of Downtown including the Downtown Interchange. Cost estimate in FDOT’s recent SIS Cost Feasible Plan draft: \$223 million.
- Recent TPO Board Actions occurred at the June 2021 TIP Public Hearing, the June 2022 TIP Public Hearing
- Review of what is in FDOT’s proposed project for I-275 between Hillsborough and Bearss – new general-purpose lane in each direction along with ancillary treatments
 - Explained Traffic Volume & Congestion Impacts of 6 vs. 8 lanes – some areas of surface roads are expected to decrease and areas of I-275 are expected to increase; the experience for system users will be slight if at all.
 - Looked at safety impacts and high-injury crash data
 - Went over transit impacts
 - Went over Equity impacts
- Next Steps
 - Went over LRTP Amendment Process and requirements

Presentation: [2045 LRTP: I-275 from Hillsborough Ave to Bearss Ave, 6 lanes vs 8 lanes](#)

Discussion:

This project was taken out of the TIP and this is starting the process to consider removing this from the LRTP. There was a discussion about the project cost, ~\$223 million. Compared the six and eight-lane congestion, it was noted that there is very little difference. Florida and Nebraska are

below capacity now except for one intersection. The crash rate on I-275 is above the state average; the PD&E study says it will reduce crashes, but the congestion won't be impacted.

Commissioner Kemp directed TPO Staff to schedule a public hearing to remove the additional lanes on I-275 from the LRTP; also moves that, as part of the process, staff research the fifteen-foot internal lanes and coordinate a response with FDOT as to what those fifteen-foot lanes may be used for in the future.

Discussion:

Secretary Gwynn noted that there is a lot of information in the model. The current model in 2045 includes a very robust transit system that draws traffic off the roadways. The model shows a 50% increase in traffic from Hillsborough to Bearss and a 100% increase north to Pasco County. If the interstate is not increased, it will force traffic onto local roadways. The widening will not solve congestion; it will move more traffic into the environment. Is not sure what taking this out of the LRTP would accomplish. This project is not in the TIP, and it is not funded. It will invalidate the BRT models on surface streets. Recommends that it be looked at during the 2050 update instead of pulling it out of the current LRTP and there may be unintended consequences that could occur.

There was discussion about the BRT projects on the interstate and who would pay for it becomes mute if the project is removed and could muddy up the street-level BRT that has been approved. It was questioned how removing this project would invalidate the street-level BRT. It was noted that since widening the interstate acts as a magnet and draws traffic out of the local neighborhoods, what would be the economic impact on those neighborhoods, this should be addressed in the public hearing process. It was noted that if safety is made the priority, there is no impact on the crashes. If there is no sales tax, there is no way regional BRT will come down I-275. Without a dedicated BRT lane, it will not improve the speed and turnaround times for the buses. Safety is not being addressed, balanced mobility is not being addressed, and this project does not serve the overall goal.

It was noted that the LRTP must be revised every five years and that is appropriate to make sure things are aligned. That process is about to begin; this discussion seems misguided. It is spending taxpayer money to have research and hearings for an unfunded project that has zero chance of happening before the LRTP clock takes its course. For the sake of the growth of the community and remaining an economic center, it is a good idea to pause this for the course of the LRTP. It was noted that congestion doesn't get worse, it gets longer. Taking the pause allows time to have the entire system between the agencies and entities work together and build an overall plan and focus versus one project. It was asked if, in the future, the interior lanes would not become express lanes. Secretary Gwynn stated that it would not be possible without opening up the entire environmental process and SEIS. It is not possible for express lanes to just be put in by FDOT. It was asked when the LRTP revision will take place; it will be voted on in 2024. It was brought up that Hillsborough County is in a state of uncertainty when it comes to transportation planning. The same problems are identified and time and again, the citizens are unable to vote on the investment in their future. The county is flying blind as to future funding and whether transportation plans are going to move forward and if transit plans are going to come to fruition at

this point. It was noted that there is no compelling reason to deal with the LRTP right now and it is not pressing until there is more clarity about where the county is.

Commissioner Kemp amended her motion to continue this issue until February 2023. Seconded by Councilmember Maniscalco. The roll call vote passes 9 – 4.

IX. EXECUTIVE DIRECTOR'S REPORT *(Timestamp 2:23:06)*

- A. SunRunner BRT field trip – Tuesday, November 15, 1:30 PM.
- B. 2023 Board Officer Election to be held in December 2022. Will need to entertain new candidates for Chair and Vice Chair as they are term-limited.

X. OLD & NEW BUSINESS *(Timestamp 2:23:53)*

- A. Next meeting is on December 14, 2022.
- B. BOCC emergency meeting that is open to public comment on October 13, 2022, at 5 PM.

XI. ADJOURNMENT – The meeting adjourned at 12:25 PM

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

Social Media

Facebook

9/21

Regarding a post about the 2022 Fancy Women Bike Ride

Dave Coleman - "So sad about the 273 deaths and 7,300 hit and runs last year, probably about the same this year." "Hillsborough TPO following, this has to change. Part of the reason my daughter moved to Portland with her 2 bikes strapped to her car was how dangerous Tampa is."

Christopher Vela - "Dave Coleman probably already said this, but every year, there are anticipated fatalities. This means the tpo, among other agencies, evaluates current crash(fatal) trends- 'x' amount of people are expected to die on our county's roads. FHWA, a fed org, establishes this expectation of death. Why is this bad? Well, we shouldn't focus so hard on how many lives we will lose next year. We really should just focus on losing zero. That is why #visionzero can be one hoax of a goal. Who cares about looking good? Just be good."

Walter John Slupecki - "Vela Christopher yep, especially when you continue to have power players that support TBNEXT & #FakeBRT"

Mike Lamarca - "Hillsborough TPO so, BPAC next recommendation gonna be zero? I double dare you."

9/22

Vela Christopher (In response to a question about I-275 discussions with the TPO) - "Tim Keeports Got it. Other than the regular meetings from the Hillsborough TPO, I haven't heard anything."

The city is proposing its own 'mini-blvd project' for Ashley. Not sure if you know about it. I can also send you the details."

10/10

Mike Lamarca - "Hey All for Transportation, now that you have been defeated twice, maybe you should start being transparent with the residents of Hillsborough County. Your plan was a money grab, and nothing more. Your entire campaign was smoke and mirrors, with absolutely zero transparency. Even your mailing address was a nod to secrecy. Do you want to save lives? Do you want to improve transportation in Hillsborough County? Let's start with fixing the obscene wasteful spending the BOCC approves. Then let's fix the Hillsborough TPO and their mentality that only money will fix the problems. Vision Zero Hillsborough, as part of the TPO, could be a great help to fixing that, if they let it happen. We need to get away from just listening to the AICP folks, and start listening to the actual users. You aren't going to fix the transportation issues, and the car-centric issues, by having more public options. It is blatantly obvious when we look at the schools around here, and the car rider lines. Those students can either walk, or take the free bus, and their parents don't allow it. Now, that's two generations of people that won't use HART Hillsborough Area Regional Transit public transportation. Until you change that, you won't change the rest, no matter how many dollars are thrown at it. And since the Hillsborough County Sheriff's Office won't enforce the parking in the bike lanes, and parking in the No parking areas in front of those schools, we aren't even trying to fix that thinking."

Twitter

9/16

El Hijo de Doña TERE (In response to a Tampa Bay business Journal post about the transportation surtax addressing forecasted issues due to a growing population)

"That's why cars dealers outnumber fast foods establishments"

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

Email

The Board Folder was emailed to the TPO Board on 10/11/2022

Chris Vela – Submitted a letter asking that the TPO not support the City of Tampa applying for the RCP Grant for Ashley Street.

Gloria Jean Royster – Submitted a letter noting that she supports the Ashley Drive reconnection but has concerns about the small number of Tampa residents it would impact and that the design is not reducing traffic. She also expressed concerns about pedestrian safety in the design.

Alana Brasier – Shared the SS4A grant application which has a big focus on implementing the findings from the Safe Access to Parks study and the Safe Routes to School Study done by the TPO.

Lauren Coffey – Advocated for repurposing the soon-to-be demolished northbound span of the Howard Frankland Bridge



Summary of Committee Reports and Public Comments – October 2022

Please note: Due to the Technical Advisory Committee’s meeting occurring on Monday, October 10, the Board does not have a committee report from that committee in advance. The items mentioned in this report serve as a verbal update in lieu of their committee report. Also LRC and BPAC meetings were delayed due to Hurricane Ian.

Items pertaining to action items:

- TIP Amendment: Walk/Bike Safety Outreach and HART New Passenger Ferry
 - Approved by the Technical Advisory Committee and the Citizens Advisory Committee
- Health Impact Assessment of 2045 LRTP Complete Street Projects
 - Approved by the Technical Advisory Committee and the Citizens Advisory Committee

Items pertaining to the consent agenda:

- Plant City Canal Connector Trail Study
 - Approved by the Technical Advisory Committee and the Citizens Advisory Committee

Additional notes from the Technical Advisory Committee meeting on September 12:

- The Technical Advisory Committee also heard status reports on the Tampa MOVES Plan, Hillsborough Count Paved Trail Big Data Survey, and TPO’s Multimodal Level of Service Report

Summary of Public Comments – October 2022*

***Comments received through email and social media; received no social media comments regarding the agenda including the Roll Forward TIP Amendment**

On social media we received comments asking to reevaluate how we set goals for Vision Zero. The request was to focus on zero rather than the projected number of annual fatalities.

Chris Vela and Gloria Jena Royster – noted there should have been more public input for the City of Tampa’s proposed Ashley Drive redesign and also share other concerns and suggestions

Neil Cosentino – Shared benefit for repurposing the soon-to-be demolished span of the Howard Frankland Bridge

Alana Braiser- Shared that the Safea Streets for All program will implement recommendations from the TPO’s Safe Routes to Schools Study

Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members yesterday evening.

This concludes my report. Ms. Alden will now give an update on the Policy Meeting that just occurred.

FDOT TENTATIVE FIVE-YEAR WORK PROGRAM

FISCAL YEAR 2024 TO FISCAL YEAR 2028



Beginning December 5, 2022 - Visit www.fdot.gov/wpph/district7
Public Comments due by December 23, 2022



OPEN HOUSE

December 7, 2022 from 9 am to 6 pm

FDOT DISTRICT 7 OFFICE
11201 N. MCKINLEY DR., TAMPA, FL 33612



Visit us online at
fdot.gov/wpph/district7

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Roger Roscoe, at (813) 975-6411, (800) 226-7220 or email: roger.roscoe@dot.state.fl.us.

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



CELEBRATE!

**A new Crosswalk to Classrooms
at Just Elementary School**

Saturday, December 3rd

10 a.m. to noon

1315 Spruce St.

Bike and helmet giveaways!

Food and games!

Chalk art and bike decorating!

Sponsored by:



**HILLSBOROUGH MPO
CITIZENS ADVISORY COMMITTEE**

2022 ATTENDANCE REPORT

CAC Member	Representing	Appointed By	Appointed	Term Expires	1/5/22	2/2/22	3/2/22	4/6/22	5/4/22	6/1/22	Optional 7/13/2022	8/3/22	9/7/22	10/5/22	11/2/22	TBD
Trott, Terrance	African-American Origin	Member-at-Large	3/3/2020	3/3/2022	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	
Roberts, Bill	Aviation Authority	HCAA Board	6/30/2020	6/30/2022	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Gaumond, Sharon	Business Community	Member-at-Large	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No	
Hollenkamp, Steven	City of Plant City	City Commission	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	
VACANT	City of Tampa	Councilwoman Hurtak	VAC	VAC	Yes	Yes	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	
Nikki Rice	City of Tampa	Councilman Maniscalco	2/12/2020	2/12/2022	No	No	Yes	No	Yes	No	No	No	No	No	Yes	
Acosta, Christine	City of Tampa	Councilman Citro	2/12/2020	2/11/2022	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	
Aiah Yassin	City of Temple Terrace	City Council	5/12/2021	5/12/2023	No	Yes	No	No	No	Yes	Yes	No	No	Yes	Yes	
Ed Mierzejewski	Expressway Authority	Joe Waggoner	2/12/2022	2/12/2024	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Glover, Nicholas	HART	HART Chair	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	
Prindle, Hoyt	Hillsborough County	Commissioner Kemp	10/1/2019	9/30/2021	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	
Bailey, David	Hillsborough County	Commissioner Overman	1/13/2021	1/13/2023	Yes	Yes	No	No	No	Yes	No	No	Yes	No	Yes	
Bosworth, Christina	Hillsborough County	Commissioner Smith	9/14/2021	9/14/2023	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	
Brown, Carolyn	Hillsborough County	Commissioner Myers	1/13/2021	1/13/2023	VAC	VAC	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	
Morrison, Meaza	Hillsborough County	Commissioner Cohen	6/9/2021	6/9/2023	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	
Fernandez, Ricardo	Hispanic Origin	Member-at-Large	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
VACANT	Neighborhoods	Member-at-Large	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	
VACANT	Persons <30	Member-at-Large	VAC	VAC	Yes	Yes	No	No	No	No	No	No	No	VAC	VAC	
Skelton Jr., Don	Port Tampa Bay	Port Authority CEO	7/28/2020	7/28/2022	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Fryer, Artie	Transp. Disadvantaged	TDCB Chair	4/2/2019	4/1/2021	Yes	No	Yes	No	No	No	Yes	Yes	Yes	Yes	Yes	
VACANT	Women	Member-at-Large	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	
Drew Newman	Planning Commission	Planning Commission	9/14/2022	9/14/2024	Yes	Yes	No	Yes	No	Yes	No	VAC	VAC	No	Yes	
Frank, Josh	School Board	Cindy Stuart	8/11/2021	8/11/2023	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	

Members Present	18	17	16	15	14	11	12	10	15	15	18	0
CAC Membership Less Declared Vacancies	20	20	21	21	21	22	23	22	22	22	22	22
Needed for Quorum	7	7	7	7	7	7	7	7	7	7	7	7
Quorum Achieved	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO

Legend:	YES = Attended
	NO = Did Not Attend
	VAC = Vacant
	DVAC = Seat Declared Vacant
	NO = Three (3) or More Consecutive Absences
	Attended Virtually
	= Term Expired; Member may continue until reappointed or replaced.

The MPO may review & consider rescinding the appointment of any member who fails to attend three (3) consecutive meetings.