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Transportation Planning Organization

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18th Floor
Tampa, FL 33602

Meeting of the Intelligent Transportation Systems Committee

Thursday, April 6, 2023, 1:30 p.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

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

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- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Priya Nagaraj at 813-310-9709.
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.

Rules of engagement:

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

Agenda

I. Call to Order and Introductions

II. Roll Call & Declaration of Quorum (Cheryl Wilkening, TPO Staff)

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

III. Public Comment - 3 minutes per speaker, please

IV. Review and Approval of Minutes

A. January 5, 2023, Approval of Meeting Minutes

V. Action Item

A. TIP Amendment: W Boy Scout Blvd & US 301 Traffic Signalization and Intersection Improvements (Roger Mathie, TPO Staff)

B. Performance Targets for Pavement & Bridge Condition and Travel Time Reliability (Connor MacDonald, TPO Staff)

VI. Status Reports

A. Regional Resiliency Action Plan (RRAP) (Cara Woods Serra, Tampa Bay Regional Planning Council)

- B. Connected Vehicle Pilot Results (Bob Frey, THEA and Dr. Concas, CUTR)
- C. Hillsborough County Traffic Emergency Management Initiatives (Bryan Zayas, Hillsborough County)
- D. 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation (Vishaka Shiva Raman, TPO Staff)

VII. Old Business & New Business

VIII. Adjournment

IX. Addendum

A. TPO Meeting Summary & Committee Report

B. Future Land Use Public Meeting Flyer

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE
HYBRID MEETING OF JANUARY 5, 2023**

I. CALL TO ORDER

Margaret Kubilins called the meeting to order at 1:39 PM

Members Present In-Person: Margaret Kubilins, Brian Gentry, Brian McCarthy, Pauline Castillo, Dexter Corbin, Jeff Sims

Members Present Virtually: Achilleas Kourtellis, Edward Albritton, Nick An

Members Absent/Excused: Anna Quinones

Others Present: Vishaka Shiva Raman, Greg Colangelo, Priya Nagaraj, Amber Simmons, Benjamin Gordon, Lizzie Ehrreich, Wade Reynolds, Gail Reese (TPO Staff); Alice Price, Suzanne Monk, Victoria Williams (FDOT); Bryan Zayas, Abigail Flores (Hillsborough County); Carlton Urban (Lucent Group); Lee Woodcock (Atkins Global); Ravi Narayanan, Seven Garbe (Iteris)

(Timestamp 0:01:38) **An in-person quorum was met. The chair called for a vote for remote participation, moved by Brian Gentry; seconded by Jeff Simms. The voice vote passed unanimously.**

II. PUBLIC COMMENT *(Timestamp 0:02:34)* – None at this time

III. REVIEW AND APPROVAL OF MINUTES – October 13, 2022, Meeting Minutes. *(Timestamp 0:02:51)*
No comments or changes at this time.

Brian Gentry moved to approve the October 13, 2022 minutes, seconded by Dexter Corbin. Voice vote, motion passes unanimously.

IV. Action Items

A. FDOT Tentative Work Program and TPO Letter of Comment for ITS (Suzanne Monk, FDOT and Vishaka Shiva Raman, TPO Staff) *(Timestamp 0:03:49)*

- Review of what the Work Program is, the schedule, and the process of scheduling projects (TPO, Suncoast Alliance, FDOT)
- Overview of District 7 Tentative Work Program.
- Highlights for FY24 - 28.
 - Able to add TPO planning funds in 2028.
 - Add HART Facility Construction, HART Bus Stop Capital Repairs, HART Bus Replacements, Marshall Middle School Sidewalk, Tomlin Middle School Sidewalk, Hillsborough County Sidewalk Gaps, Fowler Ave from 56th to E of I-75, Green ARtery Segment E & D, W Busch

- Blvd, part of the Heights Mobility project, Lois Ave from W Cleveland to Boy Scout, Boy Scout Blvd from E of Manhattan Ave to W of Manhattan Ave, US 201 crossings, I-75 at Gibsonton, Big Bend Rd from US 31 to Covington Grd/Simmons Lp to US 301, I-4 EV Charger Deployment, US 41 at SR 60 EV Charger Deployment, I-4 Truck Parking Facility,
- Total funding over five Years \$2.08 Billion; Bike/Ped number does not include other improvements on other projects.
 - Public comments due by December 23, 2022, review of full timeline
 - Review of the letter from the TPO to FDOT and asked for further comment.

Recommended Action: Approve the transmittal of the TPO's Letter of Comment on the FDOT Tentative Work Program.

Presentation: [FDOT Tentative Work Program FY 24 - 28](#)

TPO Letter of Comment: [Included in the January 2023 Agenda Packet](#)

Discussion:

It was asked if there is a general sense of where the EV stations are along I-4. The ones in the work program will be in Hillsborough County, likely within a mile of the interstate. The US 41 CSX grade project, was asked if it could be reconsidered.

Jeff Simms moved to approve the transmittal of the TPO's Letter of Comment on the FDOT Tentative Work Program; seconded by Pauline Castillo. The voice vote passes unanimously.

B. ITS Committee 2022 Attendance Review, Declaration of Vacant Seats, and Election of Officers for 2023 (Vishaka Shiva Raman, TPO Staff) *(Timestamp 0:27:35)*

- Attendance – the Chair thanked the members for excellent participation.
- Officer Elections
 - Chair – Margaret Kubilins
 - Vice Chair – Brian Gentry
 - OAL – Brian McCarthy

C. 2023 TPO Meeting Calendar (Vishaka Shiva Raman, TPO Staff) *(Timestamp 0:34:23)*

- Review of TPO 2023 Meeting Calendar

Recommended Action: Review and approve the 2023 TPO Board and Committees Meeting Calendar.

Discussion:

It was noted that other committees are meeting offsite for one or two meetings during the year. Brian Gentry offered to host a meeting at their location with a tour. Vishaka Shiva Raman will work with Brian Gentry to make that happen.

Brian Gentry moved to approve the 2023 TPO Board and Committees Meeting Calendar; seconded by Dexter Corbin. The voice vote passes unanimously.

V. Status Update

A. City of Tampa Mobility as a Service (MaaS) Pilot Project (Margaret Kubilins, City of Tampa) (Timestamp 0:36:39)

- Goal is to have 1 app that will have all the modes and you will be able to plan trips that way worldwide.
- The City of Tampa is leading the effort with funding from FDOT – using Moovit as the vendor.
 - This will be a consumer app – focusing on Tampa and St Pete regional area.
 - Initial launch was mid-December. It is in your app store and can be used worldwide.
 - Currently, can plan the journey in the app using different modes of transportation. Working on making it payable within the app. Can pay for HART in the app.
- Trying to handle first-mile/ last-mile – major focus, looking to close the gaps
- Working on making transportation more affordable

Presentation: [City of Tampa Mobility as a Service Pilot Project](#)

Discussion:

Working with the scooter and e-bike vendors to get their data onto the maps as well.

B. FDOT D7 Regional Data Platform/ Suncoast Mobility Hub (Alice Price, FDOT Central Office) (Timestamp 0:49:30)

- Review of themes and initiatives.
- Working with regional partners, set up a regional data platform.
 - Review of purpose and scope of the project.
 - Work zone data exchange – better communicated among agencies and jurisdictions as well as the system users
 - Single approach, streamlined data management, scalable platform, predictive analytics and MaaS
- Provided demo of system.
- Went over next steps.

Presentation: [FDOT D7 Data Platform/Suncoast Mobility Hub](#)

Discussion:

It was asked about the speed and volume data; the system shows interstate; what about the ICM corridors and will it be shared in the same platform so the local level would be able to extract data. Yes, the platform can bring in data externally as well as internally. It was asked if the work zone data exchange is combined with the icons or if it will have its own icon. It will go into the Work Program. Also looking to bring in the lane closure information.

VI. OLD BUSINESS & NEW BUSINESS (Timestamp 1:14:43)

- **Next meeting, April 6, 2023.**

VII. ADJOURNMENT – Meeting adjourned at 2:54 PM

The 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:

TIP Amendment: W Boy Scout Blvd & US 301 Traffic Signalization and Intersection Improvements

Presenter:

Roger Mathie, TPO Staff

Summary:

This TIP amendment will impact two projects, noted below:

449852 - 1 Boy Scout Blvd signalization, lighting, signage, and pavement markings
450693 - 1 US 301 signalization, lighting, signage, and pavement markings

The intersection of W Boy Scout Blvd at Manhattan Ave is one of the top safety priorities identified in the TIP priority list. The newly programmed funds will signalize the intersection and stripe it appropriately to allow for safer traffic flow. Traffic signals will offer emergency vehicle preemption to accommodate responses from the nearby fire station. Other improvements include pedestrian crossings, new lighting, and signage.

Three intersections along US 301 – Harney Rd, Stacy Rd, and McIntosh Rd - will be signalized. Additional improvements include new lighting to enhance the safety of bicyclists and pedestrians, and crosswalks to facilitate access to the Fort King Trail.

These projects will not be accelerated into the FY23 TIP but will instead be programmed in FY24. The purpose of this TIP Amendment is to secure federal authorization from FHWA and approve the FY24 funding amount prior to the estimated letting date of the projects, which is tentatively scheduled for November 15, 2023.

Recommended Action:

Approve the TIP Amendment to add new federal funds for W Boy Scout Blvd & US301 traffic signalization and intersection improvements.

Prepared By:

Roger Mathie, TPO Staff

Attachments:

1. [Comparative Report](#)
2. [Presentation slides](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Performance Targets for Pavement & Bridge Condition and Travel Time Reliability

Presenter:

Connor MacDonald, TPO Staff

Summary:

Under MAP-21 and FAST Act legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for pavement and bridge conditions and travel time reliability-related measures every four years.

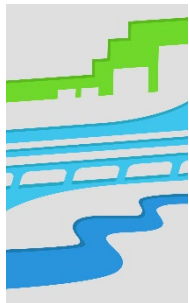
The *Pavement & Bridge* condition rule from the FHWA became effective on May 20, 2017, and established performance measures to assess the condition of pavements and bridges on the National Highway System (NHS). The rule requires State DOTs and MPOs to set targets related to the percentage of pavements on the Interstate System in both good and poor condition, the percentage of pavements on the Non-Interstate NHS system in both good and poor condition, and the percentage of NHS bridges in both good and poor condition.

On December 16, 2022, FDOT established the following 2025 targets for which TPO staff is recommending that we support:

- Interstate NHS Pavements: $\geq 60\%$ in Good condition
- Interstate NHS Pavements: $\leq 5\%$ in Poor condition
- Non-interstate NHS Pavements: $\geq 40\%$ in Good condition
- Non-interstate NHS Pavements: $\leq 5\%$ in Poor condition
- NHS Bridges: $\geq 50\%$ in Good condition
- NHS Bridges: $\leq 10\%$ in Poor condition

The System Performance rule from the FHWA became effective on May 20, 2017. This rule establishes performance measures to assess the travel time reliability on the NHS. Specifically, the rule requires DOTs and MPOs to set targets related to the percentage of the Interstate network considered reliable for vehicles, the percentage of non-Interstate NHS considered reliable for vehicles, and the percentage of the Interstate network deemed reliable for freight.

On December 16, 2022, FDOT established statewide targets for these measures. While the Hillsborough TPO supports the statewide goal of improving travel time reliability, staff is recommending the TPO to establish the following targets based on existing levels of investment in congestion mitigation projects and forecasts of future traffic conditions:



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- Interstate Level of Travel Time Reliability: $\geq 65.6\%$
- Non-Interstate NHS Level of Travel Time Reliability: $\geq 90.1\%$
- Interstate NHS Truck Travel Time Reliability Index Score: ≤ 1.94

The TPO Board prioritizes projects for funding, including those identified in the State of Good Repair and Smart Cities categories, which may improve the condition of pavements and bridges, and system reliability. By approving the recommended action, the TPO will commit to continue prioritizing projects in the Transportation Improvement Program that can make progress toward achieving the aforementioned performance targets.

Recommended Action:

Approve the Pavement & Bridge Condition and System Performance Targets and support communication to FDOT and TMA Leadership Group.

Prepared By:

Connor MacDonald, TPO Staff

Attachments:

1. Letter to FDOT regarding performance targets
2. [Presentation slides](#)



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April 12, 2023

Mr. Mike Neidhart
Metropolitan Planning Administrator
Florida Department of Transportation
Office of Policy Planning
605 Suwannee Street, MS 28
Tallahassee, FL 32399-0450

RE: Performance Targets for Pavement & Bridge Condition and System Performance Measures

Dear Mike,

On April 12, 2023, the Hillsborough Transportation Planning Organization established performance targets for the Pavement & Bridge Condition and System Performance Rules to comply with the requirements of the MAP-21 and FAST Act.

The Hillsborough TPO agreed to support FDOT's statewide pavement & bridge condition targets, while electing to set its own system performance targets for travel time reliability, as indicated below:

- $\geq 65.6\%$ Interstate Travel Time Reliability
- $\geq 90.1\%$ Non-interstate NHS Travel Time Reliability
- ≤ 1.94 Truck Travel Time Reliability Index

With this action, the TPO is agreeing to plan and program projects in the Transportation Improvement Program that will, once implemented, make progress toward achieving the adopted targets.

We support the efforts of FDOT to implement performance-based planning and programming. We believe that these measures provide a uniform calculus by which to identify both strengths and weaknesses of the national transportation system, to increase accountability and transparency of the Federal-Aid Highway Program, and to improve decision-making through performance-based planning and programming.

In recognition of the exemplary efforts made by FDOT District 7 to maintain NHS pavements & bridges in a condition which exceeds the statewide target, we write to request that our District 7 partners continue to maintain these vital assets in a good state of repair. We also request that funding be made available in the FDOT Work Program to support operational and other improvements which may alleviate bottlenecks and improve travel time reliability on the National Highway System. A number of projects which could make a difference, and which are ready for funding

and implementation, are identified on the Hillsborough TPO's Transportation Improvement Program priority list, which is attached for reference.

Sincerely,

Beth Alden, AICP
TPO Executive Director

Cc: David Gwynn, FDOT District 7 Secretary
Suzanne Monk, FDOT District 7

Attachments: 1. Federal Performance Measures and Targets
2. TIP Priority List



Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Regional Resiliency Action Plan (RRAP)

Presenter:

Cara Woods Serra, Tampa Bay Regional Planning Council

Summary:

The Tampa Bay Regional Resiliency Coalition was formed in 2018 to collectively bring local government and private sector partners from the Tampa Bay region to create an action plan to make the region more resilient to extreme weather, sea level rise, storm surge, and heavy rainfall.

The Regional Resiliency Action Plan (RRAP) was adopted by the Tampa Bay Regional Planning Council in November of 2022 to guide the work of the Tampa Bay Regional Resiliency Coalition. The RRAP provides a menu of best practices for local governments to choose from to advance their resiliency work at the local level. The RRAP also suggests actions for regional collaboration. These actions focus on priorities areas such as transportation, clean energy, natural resources management, and growth management.

This presentation will focus on the goals and objectives of the RRAP and highlight action items that make the plan viable for the community.

Recommended Action:

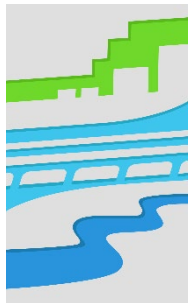
None. For information only.

Prepared By:

Vishaka Shiva Raman, TPO Staff

Attachment:

[Regional Resiliency Action Plan
Presentation slides](#)



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Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Connected Vehicle Pilot Results

Presenter:

Bob Frey, AICP - THEA Planning Director and Sisinnio Concas, Ph.D. - CUTR

Summary:

Tampa, Florida, is one of the first cities in the nation to deploy connected vehicle technology on real city streets. Pedestrians, and automobile drivers in downtown Tampa experience transportation challenges on a daily basis. For example, inbound commuters on the Lee Roy Selmon Expressway's Reversible Express Lanes encounter significant delays and, too often, rear-end crashes during morning peak periods. Vehicle/ pedestrian conflicts are commonplace, especially at a busy mid-block crosswalk near the Hillsborough County Courthouse. Drivers and pedestrians also conflict with buses and streetcars that traverse the central business district. The combination of pedestrians, bicyclists, automobiles, and even a cruise ship terminal makes downtown Tampa an environment ripe for new transportation solutions.

Tampa Hillsborough Expressway Authority (THEA) deployed a unique multimodal, pedestrian and privately owned automobiles program aimed at helping Tampa realize its Vision Zero goals and provided greater access to downtown. The THEA Connected Vehicle (CV) Pilot equipped hundreds of privately owned vehicles with technology that enables them to communicate with each other and with elements of the transportation infrastructure. Individual drivers get in-vehicle safety alerts. The goals for the CV Pilot were to:

- Increase safety by eliminating crashes and reducing traffic conflicts.
- Enhance mobility by improving travel time and travel time reliability.
- Help sustain the environment by reducing emissions of greenhouse gases.
- Contribute to the development of regulations in the CV space.
- Transform the experience of the drivers and pedestrians.

The THEA CV Pilot began in 2015, when the U.S. Department of Transportation (USDOT) awarded THEA a \$22 million contract as part of its Connected Vehicle Pilot Deployment Program. In 2021, USDOT authorized THEA and its partners to proceed with the next phase – collaboration with auto manufacturers and road operators to provide the next evolution of delivering safer transportation. THEA worked together with Honda Development & Manufacturing of America, LLC (HDMA), Hyundai America Technical Center, Inc. (HATCI) and Toyota Motor North America to deploy vehicles with connected vehicle technology to provide safer and smarter mobility solutions in Tampa Bay to meet the region's unique transportation needs.



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THEA's implementation team includes Honda Development & Manufacturing of America, LLC (HDMA), LLC, Hyundai America Technical Center, Inc. (HATCI), Toyota Motor North America, DENSO, HNTB, Siemens, the University of South Florida Center for Urban Transportation Research (CUTR), Brandmotion and Playbook Public Relations. Other key partners include the Florida Department of Transportation, the City of Tampa, the Hillsborough Area Regional Transit Authority (HART) and HNTB.

This presentation is to provide an overview of the project as well as findings and results of the CV Pilot.

Recommended Action:

None. For information only.

Prepared By:

Allison Yeh, TPO Staff

Attachments:

[Connected Vehicle Pilot Results](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough County Traffic Emergency Management Initiatives

Presenter:

Bryan Zayas, Hillsborough County

Summary:

Hillsborough County has adopted initiatives and programs for traffic emergency management. This is a brief introduction to the Emergency Plan, goals, and objectives. Additional detail will focus on the following initiatives:

- Connected Vehicle Priority & Preemption (CVPP) Initiative – This program will design a connected vehicle to traffic signal technology solution supporting the Hillsborough County Traffic Management Center (TMC), Fire Rescue (HCFR) emergency vehicles, and Hillsborough Area Regional Transit Authority (HART) buses, within multijurisdictional boundaries to serve as a foundation of a future, regional connected vehicle system. This program aims to enhance the safety of all vulnerable road users, optimize emergency vehicle response times, and minimize secondary incidents.
- Power Outage Emergency Beacons (POEBs) - Hillsborough County has embarked on a multi-year project to retrofit more than 300 intersections with solar-powered emergency beacons to provide traffic control during extended power outages, particularly those which experienced outages during previous hurricanes. The beacons will be activated immediately upon complete power loss of the traffic signals. Response time will be quicker than deploying crews to install temporary signage and will remain operational until power is restored without the need for human intervention.
- Post Storm Damage Assessment Application - A customized Geographic Information System (GIS) based and smartphone-enabled application was developed to initiate damage assessment surveys on all the traffic signals, boards, and roads. This online tool can display a map with the status information that the damage assessors and traffic support personnel gather from their field survey.



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Recommended Action:

None. For information only.

Prepared By:

Vishaka Shiva Raman, TPO Staff

Attachment:

[Presentation slides](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2050 Plan Needs Assessment for Congestion Management and Crash Mitigation

Presenter:

Vishaka Shiva Raman, TPO Staff

Summary:

Funding secured from the Federal Highway Administration's *Second Strategic Highway Research Program (SHRP2)* was used to develop a Project C11 tool to assist MPOs with transportation investment planning. The C11 is a post-processor sketch planning tool used to evaluate the economic, safety, and travel time reliability benefits of transportation improvement projects.

The TPO and its consultant are using the C11 tool to update the 2050 Long Range Transportation Plan Needs Assessment for Congestion Management and Crash Mitigation. Using outputs from the Tampa Bay Regional Planning Model (TBRPM), the C11 tool will apply a series of algorithms to forecast crashes, time of delay, and travel reliability on individual corridors across Hillsborough County through the year 2050. Safety and reliability needs will then be identified based on expected performance results from these analyses. A bundle of prospective safety and operational treatments will be applied to poorly performing corridors with respect to both crashes and/or reliability, which will demonstrate the benefits of transportation investments.

The TPO kicked off the Needs Assessment in January 2023 and staff coordinated with local government partners to identify potential treatments and corridors of interest. The cost of treatments needed to achieve a certain level of performance will be estimated and considered among other transportation investments during the 2050 Plan development. This presentation will provide a brief overview of the planning timeline and progress made to date.

Recommended Action:

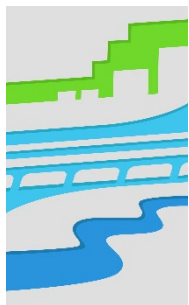
None. For information only.

Prepared By:

Vishaka Shiva Raman, TPO Staff

Attachment:

[Presentation slides](#)



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING MARCH 8, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:00:13)*

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

II. Roll Call *(Gail Reese, TPO Staff) (Timestamp 0:00:42)*

The following members were present in person: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen (out at 10:20 AM), Commissioner Joshua Wostal, Commissioner Pat Kemp, Commissioner Henry Cohen, Councilmember Joseph Citro, Council Member Lynn Hurtak, Councilmember Guido Maniscalco, Mayor Nate Kilton, Charles Klug, Joe Lopano, Greg Slater, Adalee Le Grand, Planning Commissioner Hemant Saria

The following members were present virtually: None

The following members were absent/excused: Board Member Jessica Vaughn

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Not necessary, no remote participation.

III. Approval of Minutes *(Timestamp 0:01:30)* – February 8, 2023.

Chair Myers sought a motion to approve the February 8, 2023 minutes. Mayor Ross so moved, seconded by Commissioner Wostal; the voice vote passes unanimously.

IV. Public Comment on Agenda Items *(Timestamp 0:01:43)* (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.

- **Bemetra Simmons** – President and CEO of The Tampa Bay Partnership, a coalition of business owners and not-for-profit leaders. Spoke in support of a regional MPO between Pascoe, Pinellas, and Hillsborough Counties. The local conditions are prime for looking at this. Hillsborough County did not pass the transportation referendum, Representative Castor has Hillsborough and Pinellas as part of her Congressional District and the changes of control for both Hillsborough and Pinellas' Commission. The transportation need is great, there is a large population growth, transportation times are increased, and many residents already move between the counties. If the merger were to happen, it would create the largest MPO in the state. It would allow for a unified front for projects and state and federal funds. Noted that FDOT recently completed a study that showed that for every dollar that goes into the state transportation system, five dollars is returned to the state economy. Currently, with the three MPOs, it is difficult to get a consensus on projects and the funding is split. The West Shore Interchange is a good example of moving projects forward

with a unified approach. Encouraged the TPO Board to take a look at the merger of the three MPOs.

V. Committee Reports & Advance Comments (Rick Fernandez, CAC Chair; Davida Franklin, TPO Staff; and Beth Alden, TPO Executive Director) (*Timestamp 0:04:43*)

A. CAC – March 1, 2023 (Rick Fernandez, CAC Chair)

- Maintaining meetings of 2 hours from 6P – 8P. Extended invitation to Board members to attend. 14 members were in attendance.
- Approved
 - TIP Amendments on the TPO Board agenda today, HART Capital Improvements. Was presented by TPO Staff with no HART representative in attendance. Passed 8 – 6. Noted that the committee had several concerns and requested that HART attend a meeting to address the concerns. Noted some of the concerns.
 - Noted that the committee requested additional time for action items.
- Status Reports
 - Gandy Boulevard PD&E. Concerns for project purpose and need and it is based on LOS. Capacity may negatively impact bike/ped mobility and movement in West Shore. It was asked that the old portion of the bridge be repaired.
 - 2050 LRTP first steps. Develop realistic funding sources, and the possibility of areas of the unincorporated county being incorporated.
 - Regional Planning in the Tampa Bay Transportation Management Area. There was discussion around possible solutions and some members oppose a merger; it was noted that the TMA could consider a Senate model or limit the TMA scope to regional focus only.

B. TAC – March 6, 2023 (Davida Franklin, TPO Staff)

- Approved
 - TIP Amendment, HART Capital Improvements.
- Status Reports
 - Tampa Hillsborough Expressway Authority Connected Vehicle Pilot Study.
 - Florida Department of Transportation Rail System Plan and MPOAC Freight./Rail Committee Updates.
 - Received an update on the City of Tampa’s Safe Streets for All Grant Implementation Program.

C. LRC – February 15, 2023 (Davida Franklin, TPO Staff)

- Status Reports
 - 2023 Safety Performance Targets
 - Hillsborough County Van Dyke Road PD&E and Design Project
 - The City of Tampa Micromobility Update
 - FDOT Resurfacing, Restoration, and Rehabilitation Safety Improvement Process
 - Gandy Boulevard Bridge PD&E

D. BPAC – February 22, 2023 (Davida Franklin, TPO Staff)

- Status Updates
 - The City of Tampa Micromobility Update
 - FDOT Resurfacing, Restoration, and Rehabilitation Safety Improvement Process

- Walk Bike, Safety Outreach on HIN with Geofencing
- 2023 Safety Performance Targets
- Gandy Boulevard Bridge PD&E

E. TDCB – February 24, 2023

- Action Items
 - Attendance Review and Election of Officers
 - TD Legislative Day Message
 - McClain Inc., Coordination Contract
- Status Reports
 - Sunshine Line Update
 - 2050 Long Range Transportation Plan Initial Steps

F. TPO Policy – March 8, 2023 (Beth Alden, TPO Director)

- Developed proposed methodology to recruit for the Executive Director position. Meghan Betourney walked through the methodology. A timeline and job description were provided. Noted that volunteers are being sought to interview the position finalists. Looking for an odd number of panelists.

Discussion:

It was asked if there is going to be a large enough pool of applicants based on the qualifications. Some of the preferred qualifications were moved from required. It was noted that the timeline may preclude a relocation candidate with children and move it up if possible. The Policy Committee noted that they would like additional overlap as well. On the minimum qualifications, it was noted that candidates may not be part of an MPO or FDOT planning function experience. It was suggested that “other relevant experience” be added to the requirements in order to have a larger pool. It was noted that MPO planning is very specific and that someone with that experience is needed. The suggested language following the five years experience part, the words “or equivalent” be added. It was noted that this position is about leadership and that the MPO or FDOT requirement should be moved to preferred. It was brought up that it would be good to have a member of the CAC on the hiring committee. Mr. Clark noted that all discussions will need to be in the Sunshine; there is no problem with that but the TPO Board needs to have full confidence in the hiring panel. It was decided that there would be public comment allowed during the hiring process.

The interview panel will consist of: Mayor Ross, Commissioner Myers, Commissioner Wostal, Councilmember Hurtak, Melissa Zornita

Suggested that Item B from the Consent Agenda be pulled off the consent agenda. The required qualification bullet point “a minimum requirement of five years of experience at an MPO or an FDOT Planning Function” be moved to preferred qualifications and add “or equivalent”.

Commissioner Cohen moved to incorporate the noted changes into the job description and to approve the plan for an Executive Director Search, second by Councilmember Maniscalco. The roll call vote passed 14 – 0.

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

Comments received through email and social media

- Regarding the TIP amendment for HART Bus Stop Capital Improvements
 - **Mike Lamarca** - Are the current bus stops not part of HART CapEx?
 - **Hillsborough TPO** - Hey Mike! Good question! We have someone contacting HART for an answer and should have one soon. Thanks for asking! ~Davida
 - **Hillsborough TPO** - Hi again Mike! I have an answer: Current bus stops are part of HART CapEx. The \$5 million just speeds up the timeline for some stops. ~Davida
- Other comments:
 - Question about the Board's decision to withdraw the Reconnecting Communities Grant application
 - Concern about the way the meeting minutes reflect the decision to withdraw the grant
 - Opposition to Hillsborough County's participation in the discussion and business of merging or consolidating with other TPOs in the Tampa Bay Area.
- **Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members on March 7, 2023.** A copy of this information is available on request.

VI. Consent Agenda (Timestamp 0:40:38)

A. Committee Appointments

- TDCB – Deborah Lekenta (Local For-profit Transportation), Brett Gottschalk (Agency for Person with Disabilities)
- LRC – Brynn Dauphinais (Hillsborough County Development Services)

B. Wildlife Crossings Letter of Support and Coordination

C. Bylaws Amendment for Citizens Advisory Committee

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

VII. Action Items

A. TIP Amendment: HART Bus Stop Capital Improvements (Roger Mathie, TPO Staff) (Timestamp 0:41:10)

- Reviewed project summary – additional \$5 million for bus stop improvements.
 - Went over dollar itemization.
 - Went over some of the ADA improvements proposed.
- Went over Public Outreach of this amendment.

Recommended Action: Approve TIP Amendment to add new federal funds for HART Bus Stop Capital Improvements and forward to the TPO Board for approval.

Presentation: [TIP Amendments February 2023](#)

Discussion:

It was noted that bus stop improvements are often thought to be a City Council item. These improvements are important for ADA but for general improvement. It was brought up that these improvements are desperately needed and are overdue. It was asked if there is a list of the first projects slated or if requests can be put in. Dwayne Brown from HART noted that there is a list of projects, ten are currently in design and those can be provided. Requests can be made and those will be taken into consideration. The priority is safety and also in ADA compliance. It was asked when additional funding can be expected. Each year there is a BTI budget each year; it is broken into separate categories including shelters. Ms. Le Grand stated that there are several priorities that have to be taken into consideration including safety and ADA compliance. In the five-year capital plan, there is funding every year toward this program. This is an ongoing program looking at aging facilities, an uptick in ridership, and stops that will be removed from the system. It was noted that it is going to take an additional \$30 million to really address the challenge of bus stops.

Councilmember Maniscalco moved to approve the TIP Amendments; seconded by Commissioner Kemp. Roll call vote passed 14 – 0.

B. General Planning Consultant Selection & Authorization to Negotiate (Meghan Betourney, TPO Staff) *(Timestamp 0:53:40)*

- Went over the purpose of the 2023 Consultant Procurement – complying with FHWA and FDOT direction, contracts will run through June 30, 2025.
- Review of the procurement process – call for GPCs ran for a month, early January to February 2023; 16 responses; 9 recommendations.
- Recommended Consultants

○ AECOM	○ Atkins	○ Benesch
○ Cambridge Systematics	○ Fehr & Peers	○ Gresham Smith
○ HDR	○ Kittelson	○ Mead & Hunt

- Sub-consultants

○ Madrid CPWG	○ Media Relations Group, LLC	○ Patel, Greene & Associates, LLC
○ Urban Planning Innovations, LLC	○ Vrana Consulting, Inc.	○ Wey Engineering, Inc
○ Gresham Smith, Inc.	○ RS&H, Inc.	○ EXP
○ Pritchett Steinbeck Group	○ All Traffic Data	○ WSP
○ Element Engineering Group	○ Greenman-Pedersen, Inc.	○ National Data & Surveying Services
○ CTS Engineering, Inc.	○ S&ME	○ Urban Planning Innovations
○ Quest Corporation of America	○ Florida Transportation Engineering, Inc.	○ Resilient Analytics, Inc.

○ Iteris, Inc.	○ Kimley-Horn & Associates	○ Stantec
○ InNovo	○ The Valerin Group	○ Adams Traffic, Inc.
○ Crawford, Murphy & Tilly	○ SB Friedman Development Advisors, LLC	○ Vistra
○ Quality Counts	○ Environmental Science Assoc.	

- Next Steps
 - Authorize staff to negotiate a contract with each of the recommended nine firms
 - Negotiated contracts will come back to the Board for approval, either t the May 10th or June 14th meetings

Recommended Action: Recommend the TPO authorize staff to negotiate a contract with each of the top-rated nine firms.

Presentation: [General Planning Consultant Selection & Authorization to Negotiate](#)

Councilmember Maniscalco moved to authorize staff to negotiate a contract with of the top-rated nine firms; seconded by Joe Lopano. The voice vote passes unanimously.

VIII. STATUS REPORTS

- A. **Regional Planning in the Tampa Bay Transportation Management Area (TMA)** (Elizabeth Watkins, TPO Staff) (*Timestamp 0:57:39*)
- The urbanized areas around Hillsborough County are growing and beginning to blend with each other.
 - Regional transportation planning coordination between Tampa-St. Petersburg Transportation Management Area since the early 1990s – Sun Coast Transportation Planning Alliance (SCTPA)
 - Went over the history of the SCTPA
 - The TMA Leadership Group is a subcommittee of the SCTPA which includes elected officials from the Hillsborough, Pasco, and Pinellas MPO/TPOs
 - Interlocal agreement between the Hernando, Hillsborough, Pasco, and Pinellas MPO/TPOs specify the roles and responsibilities of the regional planning process such as:
 - Regional long-range transportation plan with needs and affordable projects
 - Regional project prioritization process and ranked order list
 - Air quality consultative process
 - Regional public involvement plan
 - Annual evaluations of the regional process as a part of the annual MPO/TPO certifications
 - The March 24th TMA Leadership Group – will discuss regional transportation planning and the preliminary investigation of merging the Hillsborough, Pasco, and Pinellas MPO/TPOs.
 - Looked at the potential timeline.
 - Went over several topics of consideration.
 - Review of a proportional representation scenario.

Presentation: [Regional Planning in the Tampa Bay TMA](#)

Discussion:

There was discussion about how Tampa International Airport, Port Tampa Bay, and THEA have been planning for regional use and have seen a lot of success, use, and growth. Tourism and business are important locally as well as regionally. FDOT has done research on MPOs. They found that the federal government prefers regional MPOs but defers to the state to allow more than one. There are 27 MPOs in Florida, a few that encompass multiple counties and a couple that span state lines. The merging of MPOs can happen when the state dictates or when 75% of the area agrees. When District 7 goes in for funding, they come in county-by-county. If the legislature passes a bill to consolidate, it must be done. It was brought up that funding goes to areas that come in with higher volume and more people. Right now, the counties are competing for grant money, like HART and PST are doing. But there is no regional vision at this time. There was conversation around the makeup of a merged MPO Board and where it would be housed; that it would make sense to have it located in Hillsborough County at County Center. Additional conversations were had around funding that has been promised but not provided and how with a merger the municipalities and non-business centers in the county will not receive priority or funds. There was also concern expressed that the only solutions receiving attention are for bigger and more roads and not other transit options. It was noted that the current model is not working; business is important, but the focus has to be on the residents and smaller projects that make a big impact. The area is getting more crowded and more unsafe yet moving towards a true transit alternative has never been possible. The City of Tampa is looking to have its own option for funding transportation by way of a referendum. There was concern about having county money moved to other governments to fund projects. Mr. Clark clarified that there are 16 members on this Board. Under state law, an MPO is capped at 25 members. There is a lot of flexibility in the membership of Boards including municipalities with populations of more than 50,000. The School Board and Authorities are flexible, they can be on the Board but are not required. Central cities are required to be on the Board. There has been no bill filed at this time.

- B. **2050 Long Range Transportation Plan Initial Steps** (Vishaka Shiva Raman and Elizabeth Watkins, TPO Staff) – *deferred*.

IX. EXECUTIVE DIRECTOR'S REPORT (Timestamp 1:53:42)

- A. Next TMA Leadership Group meeting: March 24, 2023, Starkey Ranch Library and Theater. Today's discussion has given Ms. Alden better direction of how to proceed at the meeting. Looking for in-person participation and cannot accommodate remote.
- B. LRTP will come back in April. Funding for transportation improvements is part of the initial steps. Will also talk about growth forecasts and needs assessments.
- C. Need to get into the update for the list of priorities for the TIP and would like to set aside the Policy meeting for that.
- D. UPWP will come up in May.

X. OLD & NEW BUSINESS (Timestamp 1:57:14)

- A. Next meeting is on April 12, 2023.

B. Congratulated Cameron Clark on his recent promotion within the Attorney's Office.

XI. ADJOURNMENT – The meeting adjourned at 11:57 AM

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

DRAFT

Summary of Committee Reports and Public Comments – March 2023

Due to the Technical Advisory Committee's meeting taking place this past Monday, the updates in this summary will also serve as their committee report.

Items pertaining to action items:

- **TIP Amendment: HART Bus Stop Capital Improvements**
 - Approved by the Citizens Advisory Committee and Technical Advisory Committee
 - The Citizens Advisory Committee requested HART staff return to address the following concerns:
 - Lack of transparency with HART projects is a recurring problem; HART should provide a list of bus stops under consideration for improvement and a prioritization methodology.
 - Additional details needed regarding the scope of the proposed improvements, including the dimensions of landing pads, length of sidewalks, if benches will be considered, and whether the FTA funds can also be used for connectivity enhancements and stop amenities like bike racks.

Items pertaining to status reports:

- **Regional Planning in the Tampa Bay Transportation Management Area**
 - Status report given to the Citizens Advisory Committee
 - Comment: It's good to consider ways to improve regional planning, but proposed legislation may target the Hillsborough TPO for a merger.
 - Some members oppose any MPO merger, believing that larger government agencies rarely function more effectively or efficiently.
 - Suggestion: TMA governing board should consider a Senate model, which would have equal representation across all three counties, while another was offered to limit the scope of the TMA to only focus on regional transit. Finally, it was asked if a regional merger would force unelected TPO Board members to relinquish their seats.
- **2050 Long Range Transportation Plan Initial Steps**
 - Status report given to the Citizens Advisory Committee and Transportation Disadvantaged Coordinating Board
 - Status report for the Bicycle Pedestrian Advisory Committee postponed to their March 22 meeting due to time constraints
 - CAC Comment: The Revenue Forecast may offer a unique opportunity to consider scenarios in which large communities across Hillsborough County may decide to incorporate, namely Brandon, and draw taxes to improve transportation within a new municipality.
 - CAC Comment: It's important to develop realistic financial scenarios for funding the LRTP, specifically what percentage of each revenue source may be allocated to transportation improvements, so that the plan does not promise more to the community than can be delivered.
- **Other Technical Advisory Committee updates**
 - Also heard Status Reports on the Tampa Hillsborough Expressway Authority (THEA) Connected Vehicle Pilot Study
 - Florida Department of Transportation (FDOT) Rail System Plan and MPOAC Freight/Rail Committee Updates
 - Received an update on the City of Tampa's Safe Streets for All Grant Implementation Program



Summary of Public Comments – March 2023*

*Comments received through email and social media

- Regarding the TIP amendment for HART Bus Stop Capital Improvements
 - **Mike Lamarca** - Are the current bus stops not part of HART CapEx?
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 - Concern about the way the meeting minutes reflect the decision to withdraw the grant
 - Opposition to Hillsborough County's participation in the discussion and business of merging or consolidating with other TPOs in the Tampa Bay Area.
 -

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.

PUBLIC MEETING



Hillsborough County
City-County
Planning Commission



VIRTUAL



Let's Talk about Future Land Use



**How should we grow?
Where should we
grow? Let us know!**

**TUESDAY,
APRIL 25**

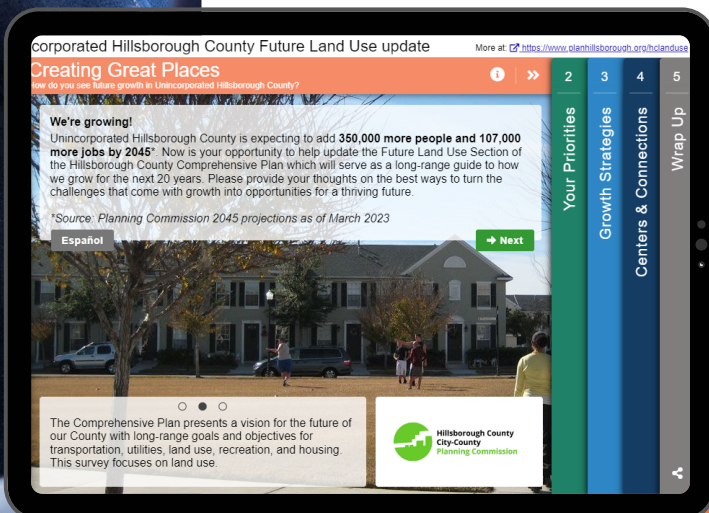
FROM 6PM

**Free & Open
to the Public!**

Join us to learn about
Unincorporated
Hillsborough County's
Comprehensive Plan -
Future Land Use
Update.

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