



# Hillsborough TPO

## Transportation Planning Organization

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Tampa, FL, 33602

### ***Meeting of the Technical Advisory Committee***

Monday, April 3, 2023, 1:30 pm

County Center, 18<sup>th</sup> 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.

#### Remote participation:

- To view presentations and participate your computer, tablet or smartphone:  
<https://attendee.gotowebinar.com/register/6969305459810604893>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-914-614-3221 Access Code 262-870-966
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Priya Nagaraj (813) 310-9709.

#### Rules of engagement:

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

## **Agenda**

- I. **Call to Order & Introductions**
- II. **Roll Call & Declaration of Quorum** (Gail Reese, TPO staff)
  - A. **Vote of Consent for Remote Member Participation** – *if applicable*
- III. **Public Comment** - 3 minutes per speaker, please
- IV. **Approval of Minutes** – March 6, 2023
- 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 Travel Time Reliability** (Connor MacDonald, TPO Staff)

**VI. Status Reports**

- A. Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP)  
(Connor MacDonald, TPO Staff)
- B. 2050 Plan Needs Assessment for Congestion Management Crash Mitigation  
(Vishaka Shiva Raman, TPO Staff)

**VII. Old Business & New Business**

**VIII. Adjournment**

**IX. Addendum**

- A. TPO Meeting Summary and Committee Reports
- B. FDOT Public Railroad Highway at Grade Crossings
- C. Future Land Use Public Meeting Flyer

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o [barberj@plancom.org](mailto:barberj@plancom.org), tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
HYBRID MEETING OF MARCH 6, 2023**

**I. Call to Order, Roll Call and Consent Vote for Remote Participation**

Chair Sims called the meeting to order at 1:33 PM

Members Present In-Person: Jeff Sims, Richard Perez, Brian McCarthy, Jonathan Scott, Bob Campbell, Jesus Peraza Garcia, Jay Collins, Melissa Lienhard, Nicole Sutton, Sarah Caper

Members Present Virtually: Michael English, Gina Evans, Abigail Flores, Frank Coughenour, Lara Bouck

Members Absent/ Excused: Laura Lenhart

Others Present: Wade Reynolds, Roger Mathie, Elizabeth Watkins, Greg Colangelo, Priya Nagaraj, Lionel Fuentes, Johnny Wong, Joshua Barber, Allison Yeh, Ben Gordon, Beneeta Jose, Gena Torres, Vishaka Shiva Raman, Amber Simmons, Lisa Silva, Davida Franklin, Gail Reese (TPO Staff); Alex Henry (City of Tampa); Siao Si Fine, Suzanne Monk (FDOT); Lucas Cruse (Patel Greene); Ravi Narayanan Iteris); Susannah Bultron (HIH Firm)

*An in-person quorum has been met. Jay Collins moved to allow remote participation; seconded by Jesus Peraza Garcia. The voice vote passed unanimously.*

**II. Public Comment (Timestamp 0:02:44) – None**

**III. Approval of Minutes (Timestamp 0:03:18)– February 6, 2023.**

**Bob Campbell moved to approve the February 6, 2023 minutes, seconded by Jay Collins. The voice vote passed unanimously.**

**IV. Action Items**

**A. TIP Amendment: HART Bus Stop Capital Improvements (Roger Mathie, TPO Staff) (Timestamp 0:04:26)**

- 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 asked if the remaining bus stops would be in future improvement projects. Yes.

**Jay Collins moved to approve the TIP Amendments; seconded by Jesus Peraza Garcia. The voice vote passed unanimously.**

**V. Status Reports**

**A. Connected Vehicle Pilot Results (Anna Quinones, THEA) (Timestamp 0:08:00)**

- Review of background – Phase 1-3: September 2015 to September 2020; Phase 4: September 2020 to September 2022 – partnered with vehicle manufacturers and some after-market.
- Went over CV pilot study area and use cases – CV apps developed to address real issues identified; based on understanding real-world deployment needs for increased public safety, added red light violation warning. Focused on the Downtown area.
  - Morning Backups
  - Wrong-Way Entry
  - Pedestrian Safety
  - Transit Signal Priority
  - Streetcar Conflicts
  - Traffic Progression
  - Over-the-Air Updates
- Looked at the near-real-time database and went over the dashboard.
- Reviewed the safety impact – 17 potential crashes were prevented; 21 potential pedestrian crashes were prevented; wrong-way drivers were warned; 19 warnings for red light violations were provided.
- Went over participant feedback from the pilot and concerns with technology.
- Review of Next Steps – looking at ways to continue to push into the connected vehicle technology and infrastructure.

**Presentation Slides:** [Connected Vehicle Pilot Results - THEA](#)

**Discussion:**

It was asked if the relationship between construction and the connected vehicle information has been looked at to better arrange construction and moving people around. That is being worked on. It was asked how many participants there were for the pilot and what type of vehicles. There was a mix of vehicle types and approximately 1200 – 1500 for the first phases and about 800 for the last phase. It was noted that the focus is on safety. It was asked if there was a reduction in transit times based on the information provided by connected technology. Will have to ask about that and provide the information back.

**Via Chat from Johnny Wong:** The Tampa Bay Smart Cities Alliance has been working to create a work zone data exchange with goals to identify preferable routes, communicate that information to road users, and track performance across construction zones. We can share updates.



**Question from chat: ABIGAIL FLORES (to Organizers and Panelists Only):** 2:02 PM: with the app sharing with drivers when the light will turn red/green, could this information increase near misses with vulnerable roadway users slower to get out of the intersection? Doenst using this app while driving violate laws that prohibit cell phone usage while driving?

The program is not delivered through cell phones, it is a heads-up display. The data to say one way or another for protecting vulnerable users is not known at this time.

**B. FDOT Rail System Plan and MPOAC Freight/Rail Committee Updates** (Elizabeth Watkins and Wade Reynolds, TPO Staff) *(Timestamp 0:32:50)*

- Went over what the Rail System Plan is and its role in the state.
  - Looked at strategies for passenger and freight.
  - Reviewed funding options available.
  - Went over the needs assessments for passenger and freight.
  - Looked at Freight and Passenger Rail Investments – short-term through 2026 and long-term from 2027 – 2042.
  - The next steps – the full plan is on the FDOT website.
- Explained what the MPOAC is – provides a local voice to FDOT.
  - Freight Priorities Program came in in 2018.
  - Passenger Rail Priorities Program developed in 2023 in response to new funding sources.
  - Program impacts – MPOs can communicate freight priorities and coordinate them.
- 2023 priorities are being put together now.

**Website:** [FDOT Rail System Plan](#)

**MPOAC:** [MPOAC Freight & Rail Committee 2022 Project Priority List](#)

**Discussion:**

It was asked if this program looked into Brightline, for example. Will have to make sure that it is integrated with the prioritization. FDOT is working on how the crossings will be handled between Orlando and Tampa. It was asked how much the private sector is investing in the freight side. Will bring that back. It was noted that the EPC gets a lot of noise complaints; it was asked if it could be considered when prioritizing projects near residential areas to address that at the start of projects.

**C. City of Tampa Safe Streets and Roads for All Grant Implementation** (Alex Henry, City of Tampa) *(Timestamp 0:59:27)*

- Reviewed the program overview - \$800 million program countrywide; eligible activities.
- Reviewed the Vision Zero Action Plan for Tampa.
  - The Vision Zero plan groundwork was a big reason the city was able to obtain grant funds.
  - High Injury Network – prioritize investments.
  - Went over the Tampa systemic applications for equity (T-Safe) – Taking a public health approach. Triage and Preventative Care
  - 74% of funding is being spent on projects in underserved communities.
  - Project scopes – Quick-build improvements and safety countermeasures
    - East Tampa / Ybor City
    - West Tampa
    - North Tampa

- Downtown
- Transit Routes
- Next steps – planning/ project development, public outreach, grant execution, implementation.
- Upcoming Quickbuilds – Main Street from Macdill Ave to Armenia, Avenida Republica de Cuba from Columbus to Lake

**Report:** [City of Tampa Safe Streets & Roads for All Discretionary Grant Program](#)

**Discussion:**

Good to see the area around Coleman being looked at along with 15<sup>th</sup>. It was asked if other opportunities are being leveraged with the projects. Yes, looking to stretch the funding as much as possible.

**VI. Old Business & New Business** (*Timestamp 1:12:48*)

- A. **Next TAC Meeting is on April 3, 2023 at 1:30 PM on the 18<sup>th</sup> Floor of County Center.**

**VII. ADJOURNMENT**

The meeting adjourned at 2:47 PM

**A recording of this meeting may be viewed at:**

[https://www.youtube.com/channel/UCsojHyZb\\_mkYIU3o32Tbg4w/featured](https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/featured)



# 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:**

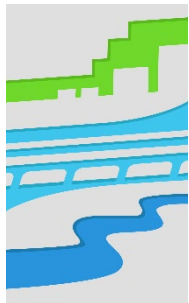
Approve the TIP Amendment to add new federal funds for W Boy Scout Blvd & US301 traffic signalization and intersection improvements.

#### **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:  $\leq 1.94$

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](#)



# Hillsborough TPO

## Transportation Planning Organization

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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
- $\leq 1.94$  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:**

Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP)

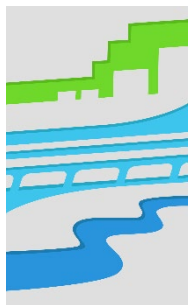
### **Presenter:**

Connor MacDonald, TPO Staff

### **Summary:**

Framed by a growing demand for electric vehicles, and the recently passed Bipartisan Infrastructure Law (BIL) that will provide significant funding to the Florida Department of Transportation (FDOT) and local governments, the need for a local electric vehicle infrastructure plan has never been greater. The purpose of this plan is to identify locations where Electric Vehicle (EV) infrastructure can be deployed, provide a framework for prioritizing charging stations, and give policymakers guidance on implementing compatible land development codes.

This status report will provide an update on the Plan, and include background information on electric vehicle fundamentals, preliminary results of the existing conditions analysis, and the status of a public outreach effort gauging public interest in EVs. Next steps for the Plan are to finalize the adoption scenarios, identify charging needs, and provide recommendations for charging locational criteria and policy recommendations to local jurisdictions. A final update of the EVIP is anticipated to be presented in August of 2023.



### **Prepared By:**

Connor MacDonald, TPO Staff

### **Attachments:**

[Presentation Slides](#)

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# 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 10<sup>th</sup> or June 14<sup>th</sup> 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 24<sup>th</sup> 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



**Hillsborough TPO**  
**Transportation**  
**Planning Organization**

## **Committee Reports**

### **Livable Roadways Committee (LRC) Meeting on February 15**

The LRC heard status reports on:

- 2023 Safety Performance Targets
- Hillsborough County Van Dyke Road PD&E and Design Project
- City of Tampa Micromobility Update
- FDOT Resurfacing, Restoration, and Rehabilitation (3R) Safety Improvement Process
- Gandy Boulevard Bridge PD&E

### **Bicycle Pedestrian Advisory Committee (BPAC) Meeting on February 22**

The BPAC held a brief discussion about attendance policy before the vote on remote member participation. Because turnout for the meeting was strong, Jim Shirk stated that previous concerns about attendance had been adequately addressed, and he motioned for the committee to accept the current attendance policy without modifications. The motion passed, and the BPAC proceeded to approve remote participation.

The BPAC heard status reports on:

- City of Tampa Micromobility Update
- FDOT Resurfacing, Restoration, and Rehabilitation (3R) Safety Improvement Process
- Walk, Bike Safety Outreach on HIN with Geofencing
- 2023 Safety Performance Targets
- Gandy Boulevard Bridge PD&E

Vishaka Shiva Raman's presentation of the 2050 Long Range Transportation Plan Initial Steps was postponed to March due to a lack of time.

### **Transportation Disadvantaged Coordinating Board (TDCB) Meeting of February 24**

The TDCB approved the following action item:

- ✓ Attendance Review and Election of Officers
- ✓ Gloria Mills elected Vice-Chair, Officer-at-Large postponed
- ✓ TD Legislative Day Message
- ✓ McClain Inc., Coordination Contract

The TDCB heard status reports on:

- Sunshine Line Update
- 2050 Long Range Transportation Plan Initial Steps

### **Citizens Advisory Committee (CAC) Meeting of March 1**

The CAC approved the following action item:

- ✓ TIP Amendment: HART Bus Stop Capital Improvements

A motion to amend the TIP was approved with a caveat that HART staff shall return to the CAC and provide responses to several questions and comments, summarized as follows: Several committee members commented that a lack of transparency with HART projects is a recurring problem, and that HART should provide a comprehensive list of bus stops under consideration for improvement and a prioritization methodology. Other members sought specific details 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.

Following the committee action, a conversation ensued about how TPO staff can better provide relevant and timely information to committee members in advance of votes on TIP Amendments. It was communicated that some CAC members feel pressured to vote on TIP amendments on short notice and in the absence of complete information, so a workshop may be requested to explore ways to address this challenge.

The CAC also received status reports on:

- Gandy Blvd Bridge PD&E

Several comments were made about the project purpose and need being justified primarily to address a forecasted deficiency of vehicle level of service (LOS). Concerns were raised that the additional capacity will allow more vehicles into Hillsborough County and may exacerbate existing capacity limitations throughout the Westshore District, while also negatively impacting bike/ped mobility near Gandy Blvd. The committee also proposed repairing the existing Eastbound bridge and maintaining it as a bike/ped facility.

- 2050 LRTP Initial Steps

Because it is still early in the timeline to develop the 2050 LRTP, the overview received only limited input from the CAC. One member remarked that 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. Another member emphasized the importance of developing 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.

- Regional Planning in the Tampa Bay Transportation Management Area

As the meeting was running behind schedule, a very brief presentation was made on the topic of regional planning. Members remarked that it is good to consider ways to improve regional planning, but it may be inconsequential, as proposed legislation may target the Hillsborough TPO for a merger. Several others commented that they oppose any MPO merger, believing that larger government agencies rarely function more effectively or efficiently. One suggestion was made for the TMA governing board to 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.

#### **Technical Advisory Committee (TAC) Meeting of March 6**

A verbal report will be provided at the meeting.

## TERMS

**Applicant** is any person, group, railroad, governmental entity or neighborhood association.

**Application** is a Railroad Grade Crossing Application Form 725-090-66 to open or close a public at-grade crossing.

**Public railroad-highway grade crossing** is a location at which a railroad track is crossed at grade by a public road.

**Stipulation of Parties** is a voluntary agreement between FDOT, a railroad, a governmental entity and other parties. The stipulation establishes the responsibilities and actions of each party and permits the opening or closure.

**Notice of Intent** is FDOT's recommendation to permit or deny the applicant's request. It is based upon an analysis of the request and Rule 14-57.012, Florida Administrative Code criteria, impacts and relevant facts.

**Administrative Hearing** is a hearing based on Section 120, Florida Statutes, in which an administrative law judge hears testimony and argument on all issues involved.

**Recommended Order** is entered by the administrative law judge, following the hearing, which supports or denies the opening or closure.

**Final Order** is issued by the FDOT Secretary. It may be an adoption of the Recommended Order or may overrule the order, authorizing or denying the applicant's request.

**Department-Owned Active Rail Corridor** means a Department-owned lineal property acquired from a railroad that is operational for the use of rail transportation, such as the South Florida Rail Corridor (Tri-Rail) and the Central Florida Rail Corridor (SunRail). To enhance transportation facilities and services, and protect the safety of the traveling public, the Department prohibits all new at-grade rail crossings on Department-owned active rail corridors.

## STAKEHOLDERS

- State Government Agencies
- City/County Planning Departments
- City/County Traffic Operations
- Municipal Planning Organizations
- Railroad Companies
- Neighborhood Organizations
- Industrial Parks
- Design Consultants and Developers



For more information on the FDOT Public Railroad-Highway Crossings Opening and Closure Program

**Florida Department of Transportation  
Freight & Rail Office (FRO)**

**Location:** 605 Suwannee Street, Mail Station 25  
Tallahassee, FL 32399-0450

**Phone:** 850-414-4528

**Fax:** 850-414-4508

**Email:** [ocp@dot.state.fl.us](mailto:ocp@dot.state.fl.us)

**For applications:**  
[www.fdot.gov/rail/programs/opening-closure](http://www.fdot.gov/rail/programs/opening-closure)



Florida Administrative Code (F.A.C.)  
14-57.012  
**FLORIDA  
PUBLIC RAILROAD  
CROSSINGS  
OPENING & CLOSURE  
PROGRAM**





The Florida Department of Transportation (FDOT) has regulatory authority over all public railroad-highway grade crossings in the state, including the authority to issue permits which shall be required prior to the opening and closing of such crossings.

(based on 335.141, Florida Statutes)



## FACTS

### Applications for a public rail grade crossing opening can only be submitted by:

- A government body entity that has jurisdiction over the public street or highway.
- Railroads operating trains through the crossing

### Applications for a public rail grade crossing closure can only be submitted by:

- Jurisdictional governments
- Railroads
- Individuals or neighborhood organizations that may be impacted by the closure

### In considering an application for a crossing permit, the following criteria will apply:

- Safety
- Necessity for rail and vehicle traffic
- Alternate routes
- Effect on rail operations and expenses
- Closure of one or more public railroad-highway crossing to offset opening a new crossing
- Design of the grade crossing and road approaches
- Presence of multiple tracks and their effect upon railroad and highway operations
- When the estimated highway traffic is 30,000 vehicles or more a day across main line tracks, an engineering and benefit-cost analysis must be performed by the applicant to determine if a grade separation is warranted

### Costs:

The expense of crossing closures or openings will be the responsibility of the applicant, unless otherwise negotiated and accepted by all parties.

### Rail Corridor Crossing Permits:

New rail corridor crossing permits for public or private roadways are prohibited on active rail corridors. The issuance of a rail corridor crossing permit on a Department-owned inactive rail corridor does not create a property right or vested interest in a rail corridor crossing and such permit is revocable in accordance with the provisions of Rule Chapter 14-57. Potential applicants are encouraged to contact the Department Central Rail Office to inquire as to the feasibility of a proposed rail corridor crossing before submitting an application.

## STEPS After Submitting Application:

- 1** FDOT reviews the application to ensure that all necessary information is provided and the crossing is a public, at-grade rail crossing.
- 2** FDOT acknowledges receipt and seeks a response to the application from all affected parties.
- 3** If the application meets Rule 14-57.012, Florida Administrative Code criteria, and is agreed upon by all parties, FDOT will draft a Stipulation of Parties. This agreement outlines each party's responsibilities. The execution of the Stipulation of Parties serves as a Final Order and permit to open or close the crossing.
- 4** Following the execution of the Stipulation of Parties, a Crossing Inventory Form is submitted to the Federal Railroad Administration and crossing data is entered into the FDOT Railroad Highway Crossing Inventory.
- 5** If the parties cannot agree through a Stipulation of Parties, FDOT will issue a Notice of Intent to permit or deny the opening or closure of the crossing.
- 6** The Notice of Administrative Hearing Rights is submitted to all parties with the Notice of Intent, allowing 21 days in which to request an administrative hearing.
- 7** Acceptance of the Notice of Intent by all parties, or failure to file a request for a hearing in accordance with Chapter 120.57, Florida Statutes, by the petitioning party will result in the execution and distribution of a Final Order by FDOT.
- 8** If an administrative hearing is requested within 21 days, FDOT will refer the petition to the Division of Administrative Hearings for scheduling.
- 9** An Administrative Law Judge conducts a hearing and issues a Recommended Order.
- 10** A Final Order is then executed by the FDOT Secretary.
- 11** Following completion of the opening or closure, the Freight and Rail Office (FRO) will inspect the site for compliance with Department's standards.
- 12** Following project completion, a US DOT Crossing Inventory Form is created by the FRO and submitted to the Federal Railroad Administration. Crossing data is entered into the Department \*RHCI by FRO and the District Rail Coordinator is notified of an update.

\*Rail Highway Crossing Inventory (RHCI)

# 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**

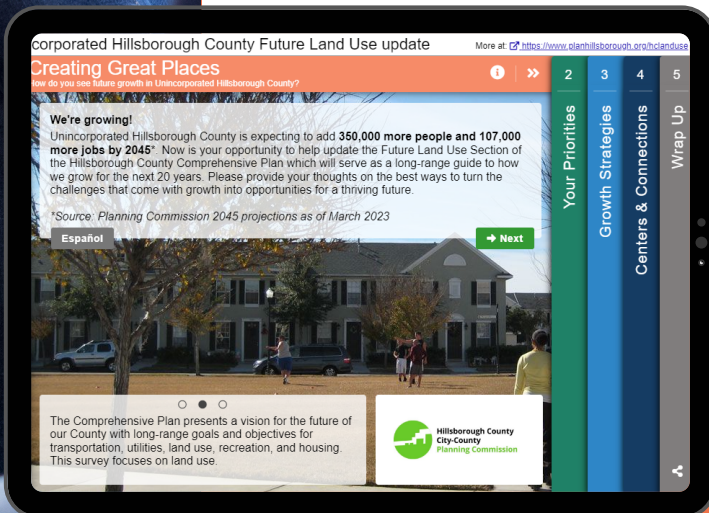
**FROM 6PM**

**Free & Open  
to the Public!**

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

**REGISTER HERE**

[bit.ly/howdowegrow1](https://bit.ly/howdowegrow1)



**TAKE THE SURVEY**

**SCAN ME**



[planhillsborough.org/hclanduse](https://planhillsborough.org/hclanduse)