



Hillsborough TPO

Transportation Planning Organization

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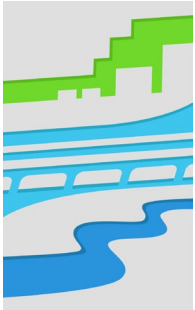
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Meeting of the Livable Roadways Committee

Wednesday, April 19, 2023, 9:00 a.m. – 11:00 a.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.

Remote participation:

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- <https://attendee.gotowebinar.com/register/7535995952100293215>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial In Listen Only: 1-415-655-0052 Access Code: 645-861-473
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
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Agenda

- I. Call to Order & Introductions**
- II. Roll Call, Declaration of Quorum, Welcome of Other TPO Board Members** (Gail Reese, TPO Staff)
 - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. Public Comment – 3 minutes per speaker, for a maximum of 30 minutes.**

Public comments are welcome and may be given during this hybrid meeting by logging into the website above and clicking the "raise hand" button. Comments may also be provided before the start of the meeting by e-mail to sival@plancom.org. Written comments will be read into the record, if brief, and provided in full to the committee members.

IV. Approval of Minutes: March 22, 2023

V. Status Report

- A. US 41/CSX Grade Separation Project Development & Environment Study (Craig Fox, FDOT)
- B. Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP) (Connor MacDonald, TPO Staff)
- C. 2050 Long Range Transportation Plan Initial Steps (Vishaka Shiva Raman and Elizabeth Watkins, TPO Staff)
- D. 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation (Vishaka Shiva Raman, TPO Staff)

VI. Old Business and New Business

VII. Adjournment

VIII. Addendum

- A. TPO Meeting Summary and Committee Reports
- 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
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF MARCH 22, 2023**

I. Call to Order and Roll Call *(Timestamp 0:00:03)*

Chair Citro called the meeting to order approximately 9:06 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilmember Joseph Citro, Cal Hardie, Yeneka Mills, Kevin O’Hare, David Hey, Emily Hinsdale, Danielle Riffenburg, Karen Kress, Meagan Winchester, Jesus Peraza Garcia, Oona Johnson, Catherine Coyle, Gus Ignas, Brynn Dauphinais

Members Present Virtually: Larry Josephson, Jason Jackman, Anna Quinones, Robert Frey, Glorimar Belangia, Carlos Ramirez

Members Absent/Excused: Arizona Jenkins, Melissa Collazo

Other Attendees: Lisa Silva, Jason Krzyzanowski, Elizabeth Watkins, Joshua Barber, Vishaka Shiva Raman, Amber Simmons, Ben Gordon, Beneeta Jose, Connor MacDonald, Gena Torres, Lizzie Ehrreich, Johnny Wong, Gail Reese (TPO Staff); Emmeth Duran (FDOT); Julie Bond (CUTR); Tia Boyd, Sisinnio Concas (USF); Chris Vela (Presenter); Christine Acosta (Public); Kenneth Boden (TBARTA); Josia Johnson (Team RSA); Lauren Brooks (AECOM)

An in-person quorum was met.

A. Vote for Remote Participation *(Timestamp 0:01:52)*

Catherine Coyle moved to allow remote participation, seconded by Kevin O’Hare; the voice vote passes unanimously.

II. Public Comment (3 minutes per speaker) *(Timestamp 0:03:16)*

Christine Acosta – Local transportation advocate and consultant. Expressed support for the Tampa Bay Citizens Academy on Transportation presentation from Chris Vela. She is here revisiting her own TB-CAT student project she presented to the LRC in February 2022, a proposed bike boulevard on Morrison Avenue. She requested the LRC’s assistance due to the unsafe intersection at Dale Mabry, Henderson, and Morrison. LRC and BPAC both passed motions to support FDOT bike/ped improvements at that intersection. This area is now under construction. She suggested a walk audit at the intersection.

Discussion: The motions from February 2022 were conveyed to FDOT. The current project underway was already in the planning and design phase when the motions were made. Improvements to be made were noted in the first TPO School Study which is adopted. In addition, TPO staff now has logins to the FDOT Electronic Review Comments platform, this will facilitate being able to provide comments on projects.

Approximately ½ mile south of this intersection, FDOT completed a road safety audit. It was noted that Plant High School students were attempting to cross the intersection in question and were having a difficult time due to closed sidewalks. It was asked if having a “champion” to get the improvements done is needed. In 2018, the Road Safety Audit found the same challenges at the same intersection that were found in the 2022 study. The only change made was extending the crossing time from 17 seconds to 30 seconds. It was brought up that the plan being put together from the FDOT Road Safety Audit looks good but it’s not that different from 2018. Does the same field work need to be done? Work Zone Safety has been a focus for the last year. It was asked if FDOT requires sending their own staff out to do a study if another agency has already done one in a particular area and it has been signed off by an engineer.

It was requested that FDOT come back to the committee when there is an update on the Dale Mabry resurfacing project. Chair Citro noted that the Dale Mabry, Henderson, Morrison intersection is not good. He expressed that he hopes FDOT would address all modes of transportation safety when doing road improvements.

III. Approval of Minutes (*Timestamp 0:16:58*) – February 15, 2023.

Kevin O’Hare moved to approve the minutes of February 15, 2023, seconded by David Hey; the motion passed by voice vote.

IV. Status Reports

- A. **Bicycle Boulevard Special Presentation** (Chris Vela, Citizen Advocate) (*Timestamp 0:17:28*)
- Need to address barriers – for example, interstates that pedestrians cannot use; large roads, rivers, and CSX tracks. There are other barriers such as health and disadvantaged and crashes.
 - There are two-lane roads, 30 mph or less – this infrastructure is in place and bridge between neighborhoods. They are not perfect but have potential. Noted that there is inconsistency on these roads that would require lower-cost solutions.
 - Grey Street is a typical bike street.
 - Went over potential solutions including parallel trails, RRFBs and median crossings, using existing two-way neighborhood streets, and adding mini-roundabouts. Low-cost medians can slow traffic, use public bike storage on-street parking, paint and trees reduce speed, and consider wider separate parallel paths on larger roads.

Presentation: [Bicycle Boulevard Special Presentation](#)

Discussion:

Many parties are looking to do more with less and that starts with identifying what you have. While doing motorized and non-motorized counts, it was found that motorists were crossing over and using dedicated bike lanes marked with rubber bollards. It was noted that there are a lot of straightaways that are considered bike boulevards but they don't connect. That means there are more intersections that need attention. Adding bike lane push buttons would be a good solution. This presentation shows where dollars need to be focused. It was stated that the eBike voucher program is coming up. It was noted that Grey Street is programmed; MacDill and 19th is on the Safe Streets for All program; Lois Ave in Westshore is being looked at; formalizing the median on Pine; and the county has unfunded plans. The city has plans for bike push buttons. There was discussion about other improvements that the City of Tampa plans for the near future. This information will be shared with the TPO consultant and Vision Zero programs. It was noted that shade is important; if things are going to be co-located, it is hoped that the trees will be co-located as well. It was asked if it is possible to put this in a route planning map program. Staff shared HC is bringing a Bike Network Project forward to committee soon.

B. **Walk, Bike Safety Outreach on High Injury Network with Geofencing** (Emmeth Duran, FDOT and Julie Bond, CUTR) *(Timestamp 0:47:56)*

- This is a one-year project with TPO – federally funded. Working on the High Injury Network to support FDOT's Target Zero and the Safe System approach; looking at safe roads and safe speeds.
 - Using the Social Marketing & Media process
- Went over the corridors chosen.
- Reviewed the project timeline – February 2023 to January 2024.
- Invited participation in upcoming field reviews.

TPO High Injury Network Highlights: [Top 20 and next30 High Injury Corridors](#)

Presentation: [FDOT HIN Presentation](#)

Discussion:

It was brought up that schools are being identified along the routes; Ms. Bond was asked to connect with Abigail Flores doing the county school study. Ms. Bond is looped into that project. It was noted that students attending private schools are doing so on state funding. Those need to be taken into account as well on the corridors being addressed. Dedicated bus routes with busses that can accommodate additional bikes on the interior of the bus might be considered. This is being done in other metro areas around the country. Clarification was requested about the campaign. Situational awareness will guide the target market. This project is not a road audit. It was noted that there wasn't anything about safe speeds in the presentation. That is part of the situation analysis which is going on currently. It was noted that a \$100 fine sign is easier than a \$1 million road diet.

C. **Connected Vehicle Pilot Results** (Robert Frey, THEA) *(Timestamp 1:17:30)*

- 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 that transit be incorporated and feed into the traffic apps. Yes, that is being worked on and it is a two-way street.

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

E. **City of Tampa’s Quick Build Program** (Cal Hardie, City of Tampa Mobility Staff) (*Timestamp 1:46:31*)

- Went over the City of Tampa statistics on dangerous roads – 44 people killed and 289 people severely injured on average/year, and the Tampa metro region ranks in the top 10 most dangerous areas for walking nationally.
- Reviewed low-cost measures being implemented on Cass Street.
 - Removal of a traffic lane and added a cycle track.
 - Modifying bus stop
 - Added micro-mobility hub.
 - Modified intersection where it is red until there is a vehicle.
- Went over additional locations planned for the near future. Based on public outreach, have a design with parking on both sides and protected bike lanes.
- Looking at Cleveland Street; working with THEA on Selmon study.

Discussion:

It was noted that people are trying to make a left-hand turn onto Tyler; asked that the police enforce that. Worked with the Straz Center, University of Tampa, and other stakeholders; they had a lot of ideas and were very supportive. It was expressed that it was good to see the improvement happen in months and not years. It was asked if something like this could be done on North Bay Street. That area is up for resurfacing and solutions are being considered.

V. Old Business & New Business *(Timestamp: 2:02:00)*

A. Next meeting is on April 19, 2023.

VI. ADJOURNMENT Meeting adjourned at 11:05 AM

A recording of this meeting can be viewed on YouTube: [Hillsborough County TPO YouTube Channel](#)



Hillsborough MPO Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item

US 41/CSX Grade Separation Project Development & Environment Study (440746-1)

Presenter

Craig Fox, FDOT

Summary

In 2019, the TPO supported an amendment to the 2019-2023 Transportation Improvement Program (TIP) adding \$1.45 million in funds for Project Development & Environment (PD&E) Study for the grade separation project at US 41 and the CSX tracks near Causeway Blvd.

This project is listed in the current 2045 Long Range Transportation Plan (LRTP) as a major capacity project for economic growth and is a priority of the TPO. According to the *Freight Investment Program Technical Memorandum* for the LRTP, this crossing has 31 trains per day, with an average delay of 8–10 minutes per crossing. This project is considered a major investment to relieve congestion for highway and freight traffic, is located within the fastest growing portion of Hillsborough County and is of regional significance.

The project is also a priority for the MPO Advisory Committee (MPOAC) Freight and Rail Program.

Recommended Action

None. For information only.

Prepared By

Wade Reynolds, TPO Staff

Attachments

[Project Webpage](#)





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.

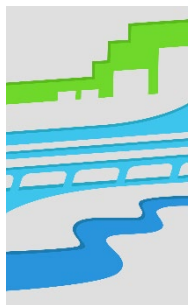
This status report will provide an update on the Plan, and include background information on electric vehicle fundamentals, preliminary results of the existing conditions analysis, and the status of a public outreach effort gauging public interest in EVs. Next steps for the Plan are to finalize the adoption 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 Long Range Transportation Plan Initial Steps

Presenters:

Vishaka Shiva Raman and Elizabeth Watkins, TPO Staff

Summary:

The Long Range Transportation Plan (LRTP) for Hillsborough County is a blueprint for the future, and it conveys Hillsborough County's transportation vision and priorities. Federal law requires LRTPs to be updated every five years, therefore the 2050 LRTP must be adopted by November 2024.

TPO and Planning Commission staff have thus far prepared the base year population and job data, which are the building blocks of the LRTP. This data will inform future population and employment estimates, development trends, and the transportation demand model. In addition, TPO staff and consultants have begun work on forecasting revenues that will be available for transportation through the year 2050, as well as updating some of the Needs Assessments, including congestion management, crash reduction, freight, and public health.

Staff will present an overview of the LRTP process, and what to expect next.

Recommended Action:

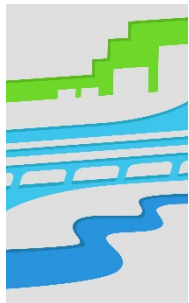
None. For information only.

Prepared By:

Vishaka Shiva Raman and Elizabeth Watkins, AICP, 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 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



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.

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**

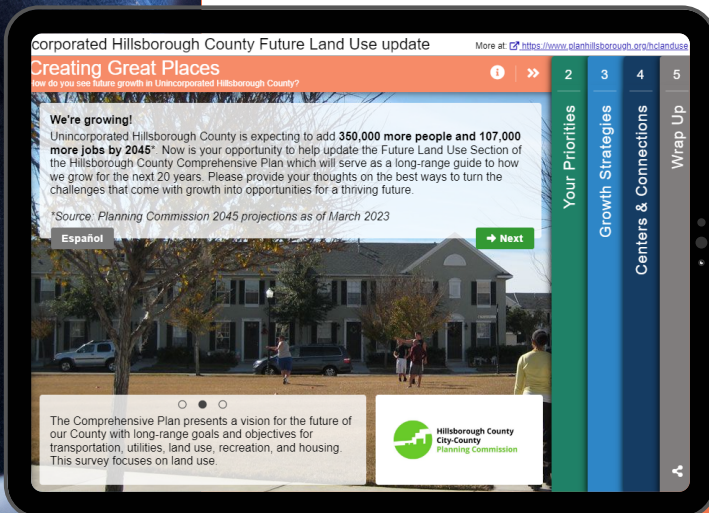
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